



# PORT LANDS PLANNING FRAMEWORK



WATERFRONTORONTO

# PORT LANDS PLANNING FRAMEWORK

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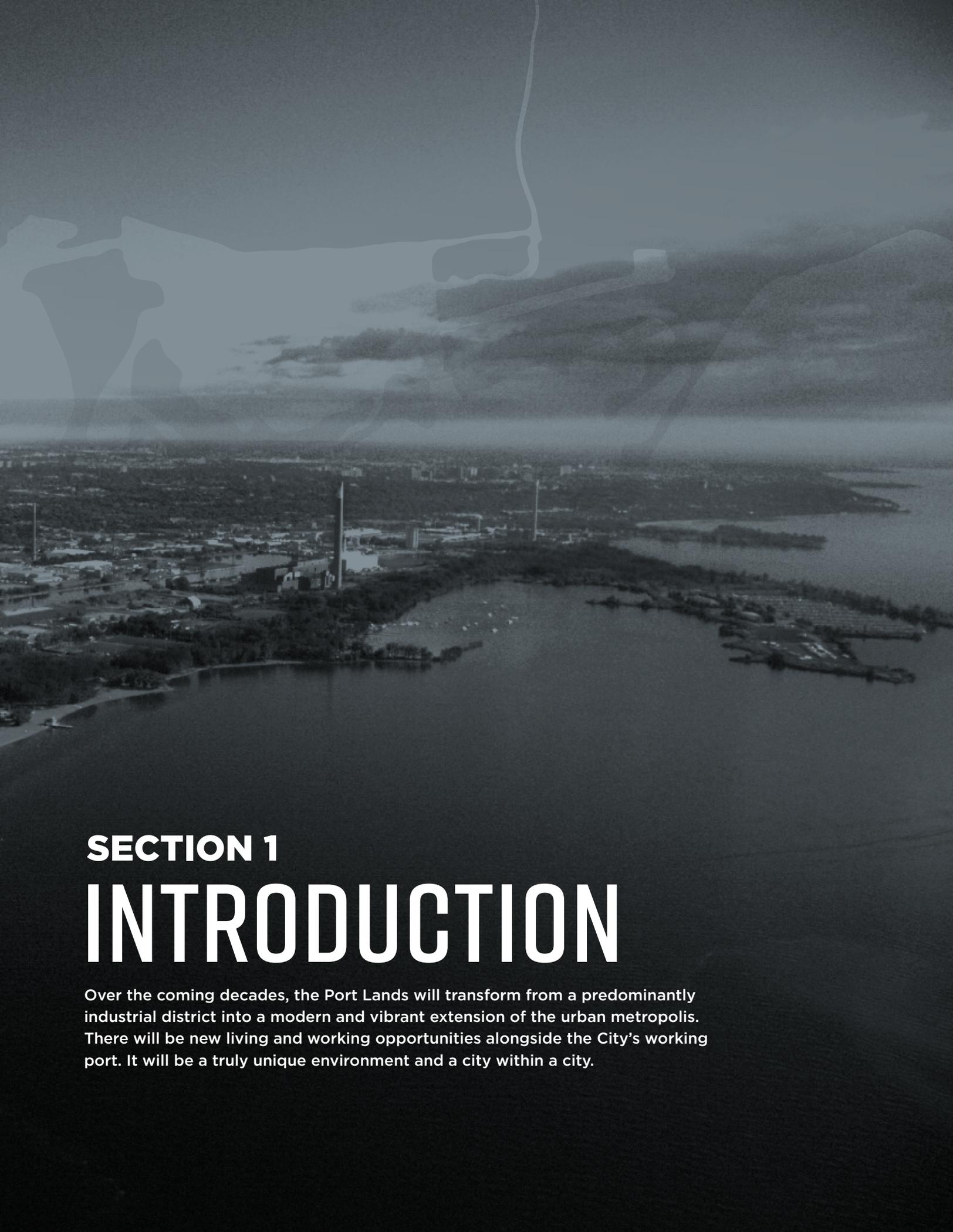
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Bird's eye aerial of the Port Lands



## **SECTION 1**

# **INTRODUCTION**

Over the coming decades, the Port Lands will transform from a predominantly industrial district into a modern and vibrant extension of the urban metropolis. There will be new living and working opportunities alongside the City's working port. It will be a truly unique environment and a city within a city.

To guide this transformation, the City of Toronto and Waterfront Toronto, at the direction of City Council, initiated the development of this Plan, the Port Lands Planning Framework (the Framework). The Framework is a comprehensive 50-plus year vision for the area. It provides a context for positive change and establishes new and enhanced policy direction for the area.

The Port Lands is one of the most significant urban renewal opportunities in Toronto, but also a remarkable place today. At 325 hectares and within close proximity to Toronto's downtown, it has fantastic built, landscape, and water features not found elsewhere in the city. This Framework cherishes and deliberately reveals these features, and harnesses them for the enjoyment and benefit of all Torontonians. It also recognizes and sets in place a series of transformational moves that will captivate people for generations to come.

While this Framework is comprehensive in nature, two key elements are pushed to the forefront - creating a resilient urban structure that can stand the test of time, and providing clarity on land use expectations. The resilient urban structure is less about moving cars, and more about moving people, making a city work and creating the setting for

a vibrant mixed-use living and working environment. It provides clarity for lasting public and private investment. The more detailed land use direction clarifies expectations and balances competing interests. The land use direction will ensure that urban renewal in the Port Lands can deliver significant benefits for all Torontonians. It requires careful curation and choreographing to achieve both strategic city-building objectives and the continued viability of active industry. The Plan recognizes that land use is important, but also evolutionary. It lays a foundation to manage this evolution.

Given the Port Lands size and its broader city-building role, achieving the transformation will require phasing, patience and an appreciation that outcomes will not always be instantaneous. Initial efforts will be focused on the transformational moves that will deliver the greatest possible outcomes for all Torontonians.

# 1.1

# THE FRAMEWORK IN BRIEF

The Framework is a high-level visionary document that considers the wealth of possibilities for the Port Lands and sets its direction for the future. In brief, the Framework provides one vision to guide the transformation over the next 50+ years. The vision includes:

- **Six essential elements** to ground the vision and define the Port Lands character;
- **Seven transformation moves** to unlock the potential of the Port Lands; and
- **Twelve objectives** to define what is to be achieved and measure success.

Comprehensive directions and recommendations related to land use, parks and open spaces, cultural heritage, complete and inclusive communities, movement and access, built form, arts and culture, sustainability, biodiversity, servicing, and implementation are also presented. Collectively, these directions and recommendations form a blue print for achieving the vision.

## ONE VISION

TO GUIDE THE TRANSFORMATION  
OVER THE NEXT 50+ YEARS



## 1.2

# ROLE AND PURPOSE OF THE FRAMEWORK

The Port Lands Planning Framework has been prepared to guide the physical transformation of the Port Lands from a primarily industrial and employment area to a modern, vibrant mixed-use city district. The Framework is:

- 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, landowner and stakeholder consultation, and intent and purpose; and
- A guide for decision making for all levels of government, as well as landowners and users.

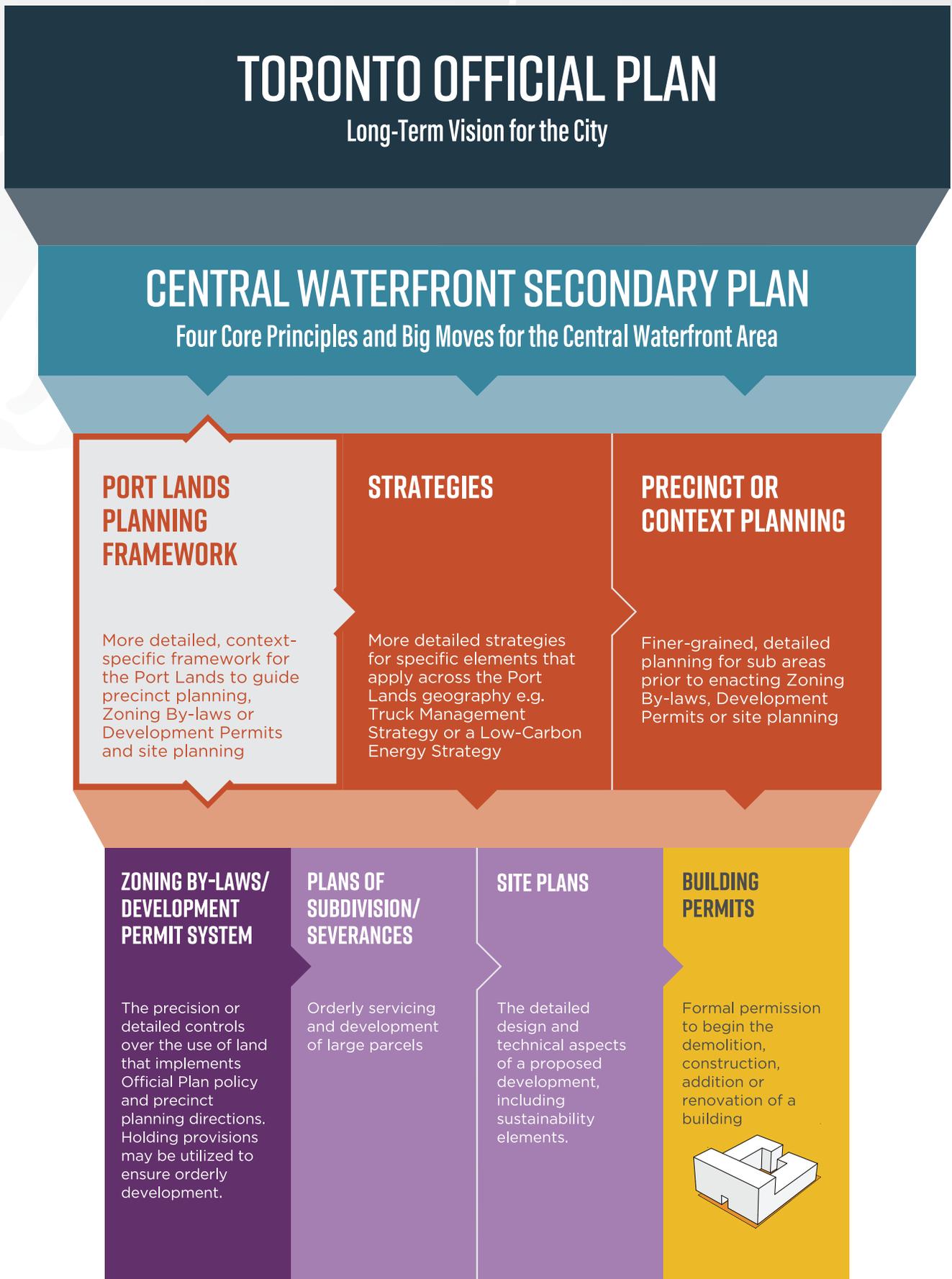
The Framework aims to encourage excellence and innovation to realize the vision for the Port Lands. Given the long-term nature of this framework and scale of the Port Lands, the Framework is flexible in some instances and prescriptive in others. It provides guidance for those elements of critical importance to ensure the vision and full potential of the Port Lands is realized. It also maintains flexibility to enable diverse

and innovative solutions as development unfolds over the coming decades.

Precinct planning will continue to be used as a key implementation tool for areas anticipated to comprehensively redevelop with mixed-use residential uses. Precinct plans will build on and enhance the recommendations and directions in this plan. They will provide more detailed study to the level of detail and precision needed to move from Official Plan policies to Zoning By-laws or Development Permit Systems and Plans of Subdivision. In some instances, development may proceed in the absence of precinct planning as outlined in this Framework. In these instances, looking beyond individual site boundaries will be required to ensure development appropriately responds to surrounding buildings, streets, open spaces, natural heritage features, and heritage resources, while also demonstrating that the proposal positively contributes to realizing the overarching vision for the Port Lands.

As development unfolds, both the public and private sectors will be encouraged to go beyond the recommendations and directions of this Framework to contribute to a progressive agenda for change and to create places, whether new mixed-use communities or intensified industrial districts, that the people of Toronto can be truly proud of.

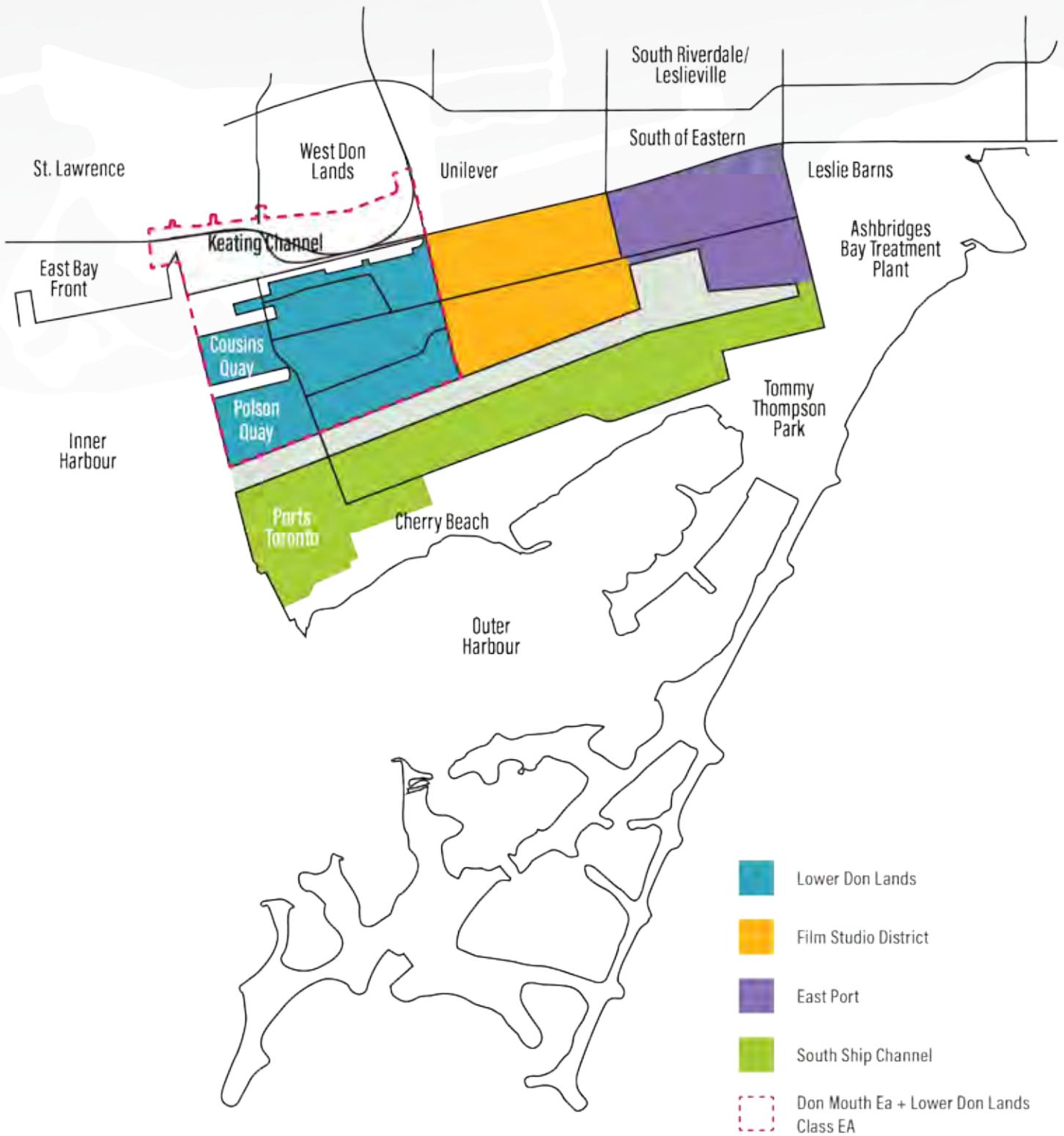
Figure 1: Planning System



# 1.3 THE GEOGRAPHY OF THE FRAMEWORK

The Framework is focused specifically on the 325 hectares of land bounded by the Inner Harbour to the west, the Keating Channel and Lake Shore Boulevard East to the north, Leslie Street to the east and Unwin Avenue to the south. It applies to four interdependent areas: the Lower Don Lands, Film Studio District, East Port and South Ship Channel. The Keating Channel Precinct, the Gardiner East EA and other adjacent lands, while not part of the geography of this Framework, provide important context.

Figure 2: The Port Lands Geography and Context



## 1.4

# DEVELOPING THE FRAMEWORK

The development of the Port Lands Planning Framework arose during the conclusion of the Port Lands Acceleration Initiative (PLAI) in 2012. City Council directed City and Waterfront Toronto staff to develop a Port Lands-wide planning framework using the outcomes of the PLAI as a starting point.

Precinct planning in Villiers Island advanced concurrently with the Framework process. Key directions from the outcomes of the precinct

planning for the Island have been integrated into this Framework.

An integrated transportation and servicing Environmental Assessment (EA) — known as the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) — was also advanced concurrently with the Framework. The EA comprehensively identified preferred solutions for the street, surface transit, and municipal servicing networks for the Port Lands and South of Eastern area.

## A Five Stage Process

The Framework has been prepared in five stages (see Figure 4). The process was officially launched in late 2013. The first stage included the completion of the Port Lands Profile and the identification of Revitalization Objectives to inform the development of the Framework and related studies. An introductory community meeting was held which introduced the study and the related initiatives.

The second stage involved developing and consulting on land use, transportation and municipal servicing options, and completing the Port Lands Planning Framework: Land Use Direction. The Land Use Direction was

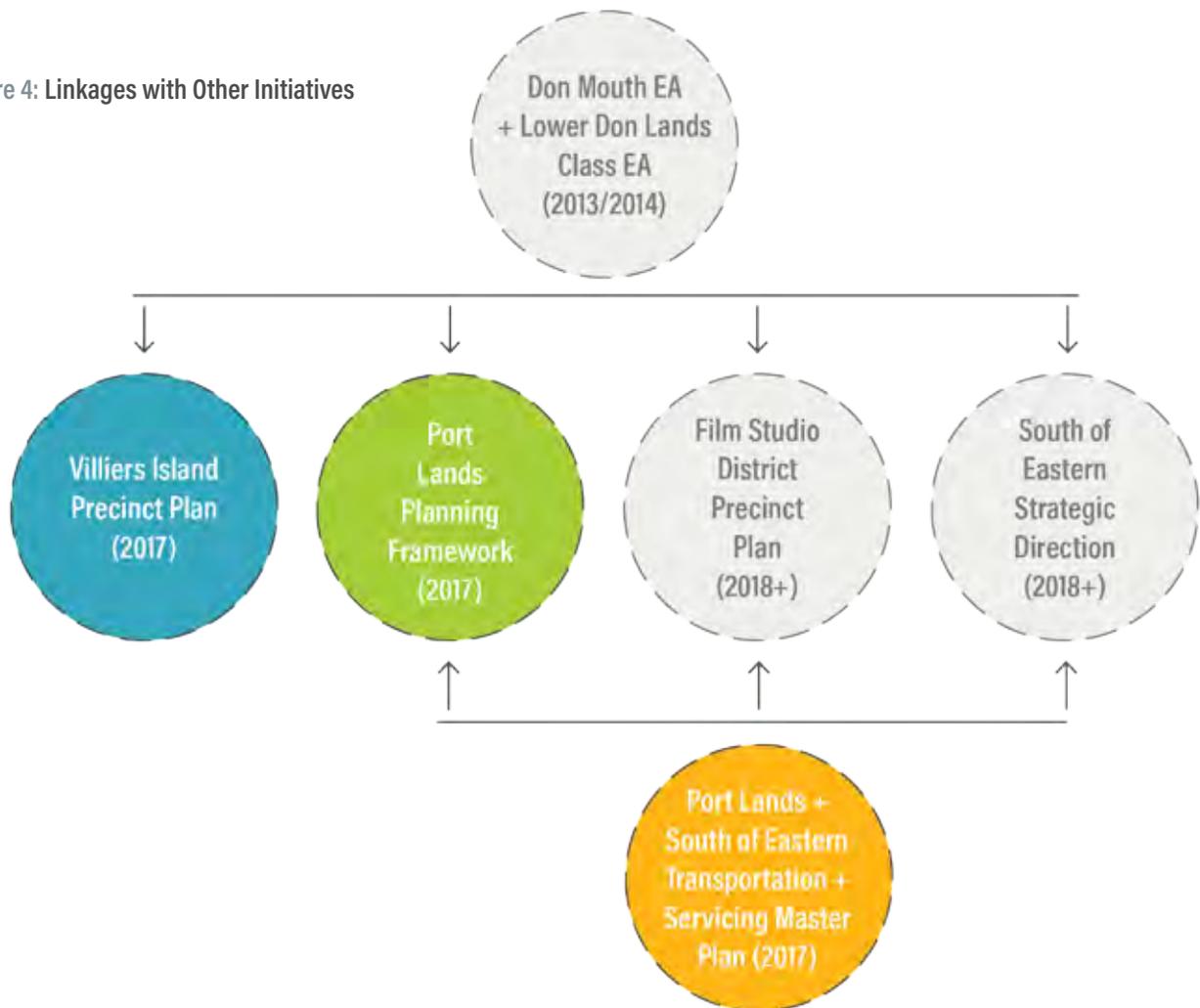
adopted by City Council in June 2014 to be used as the basis for continued planning in the Port Lands. The vision was developed through extensive consultation with the public and stakeholders to provide greater clarity and certainty about activities and uses in the Port Lands, as well as direction to eliminate or minimize potential conflicts between different land uses.

The third stage involved holding a vision workshop. The Port Lands Design Charrette took place on July 23-24, 2014. Hosted by the City of Toronto City Planning Division, with Waterfront Toronto and the TRCA, this two-day participatory, urban design

Figure 3: Current Planning Initiatives



Figure 4: Linkages with Other Initiatives



driven workshop focused on defining a cohesive vision and priorities for the Port Lands. A photographic archive of photos taken by Charrette participants are provided in Appendix 1.

The objectives of the Charrette were to elevate awareness of the Ship Channel as a defining element of the Port Lands and build a common vision for this feature. Additionally, the Charrette was used to identify and define opportunities for improving public access south of the Ship Channel (excluding the Lake Ontario Park Master Plan). Approximately 60 overarching ideas were generated at the Charrette that informed the development of the overall vision and urban structure for the Port Lands to feed into the next stage.

The fourth stage involved establishing comprehensive emerging directions for all aspects of the Framework. The Shaping the Future consultation in November 2015 comprehensively presented these emerging directions for the Framework and preferred solutions for the Port Lands and

South of Eastern Transportation and Servicing Master Plan. Directions were organized into three areas:

1. Vision and Structure;
2. Character and Place; and
3. Transportation and Servicing.

The Vision and Structure elements established a resilient framework for creating diverse places in the Port Lands. The Character and Place elements defined the function and character of the diverse places, refined land use direction and provided additional emerging directions for built form, sustainability, and biodiversity. The Character and Place elements create complete, inclusive communities and culture and art. The Transportation and Servicing elements focused on how the project team arrived at the preferred street network, the complete street principles established for the area and character of streets, as well as the integration of future municipal servicing.

The final stage of the process involved incorporating feedback from the consultation and refining directions.

Figure 5: Port Lands Planning Framework Process



# Public Engagement

A robust and extensive consultation process was undertaken as part of the Framework process. People came together throughout the process to identify their key ideas, interests and opportunities for the Port Lands that helped to shape the directions in this Framework. Public engagement activities included:

- Six Port Lands Stakeholder Advisory Committee (SAC) meetings;
- Five Landowner and User Advisory Committee (LUAC) meetings;
- Individual meetings at key stages with a wide variety of stakeholders and agencies, including individual landowners and users such as Ports Toronto, Hydro One, Ontario Power Generation, Toronto Port Lands Company, Pinewood Toronto Studios, Port Lands Energy Centre and other private landowners;
- Industry specific meetings, with key industries anticipated to remain in the Port Lands and with the Toronto Industry Network;
- Engaging the film sector, including one-on-one interviews with film studio owners and operators, consulting with location managers, production managers and producers, presenting to representatives from Film Ontario and presenting to the City of Toronto’s Film Board on two occasions;



Port Lands Charrette

## CONSULTATION HIGHLIGHTS



27,250

Website visits



16,700

Notices mailed



5

Major Consultation Events



70+

Presentations given



705

People engaged at Consultation Events



3,250

Views of the Shaping the Future videos

- Establishing a Biodiversity Working Group comprised of community and industry stakeholders, nature enthusiasts and experts;
- Outreach to Aboriginal and First Nations. The project team met with the Mississaugas of Scugog Island and New Credit First Nations at various points in the process, providing an overview of the work and listening to feedback;
- Holding the two day Port Lands Vision Workshop with representatives from the Port Lands SAC and LUAC;
- A number of broad community consultation meetings at key stages of the project, including an all-day open house and two evening workshops to present and receive feedback on the emerging direction for the Framework. Presenting the emerging and final directions to Waterfront Toronto's Design Review Panel and to a panel of experts to elicit feedback on the overall vision and other key elements; and
- Specific consultation with the Stakeholder Advisory Committee, relevant landowners and users and broader community consultation meetings for the Villiers Island Precinct Plan; and
- A project specific website - [www.portlandsconsultation.ca](http://www.portlandsconsultation.ca) - to post information related to the planning and to obtain feedback from the public using online feedback forms.



February 2014 Consultation



Port Lands Charrette



Port Lands Charrette



November 2015 Shaping the Future Consultation



November 2015 Shaping the Future Consultation



Overview presentation at the November 2015 Shaping the Future Consultation

# 1.5

# DOCUMENT STRUCTURE

The Framework is organized as follows:

**Section 1** of the Framework sets out the background and context of the Port Lands and key aspects that have informed the development of the Framework.

**Section 2** presents the Vision for the Port Lands, including the six essential elements that ground the Vision, the seven transformational moves to unlock the Port Lands potential, and the 12 objectives to define what is to be achieved and measure success for urban renewal and redevelopment in the Port Lands.

**Section 3** comprehensively outlines the findings and identifies the Directions and Recommendations for the Port Lands. Official Plan policy for each area and any additional recommendations are also identified.

**Section 4** presents implementation direction, including the timing and delivery of key infrastructure, public and private contributions needed to support the Framework, and a more detailed summary of the planning tools needed to realize the vision and directions.

## Putting the Framework in Action:

The Framework will be implemented through a range of actions organized in three different categories. Recommendations using the three categories are identified at the end of each Section:



**Recommended Official Plan policy direction**



**Development of Port Lands wide strategies or additional follow-on research/analysis**



**Additional consultation in more detailed planning or at detailed design related to key aspects of the plan**





## SECTION 2

# THE BIG PICTURE

The Port Lands, jutting into Lake Ontario, is strategically located in close proximity to downtown Toronto at the convergence of existing and planned transportation systems. It is a significant city-building opportunity.

## 2.1

# EXTERNAL PLACEMAKING FACTORS

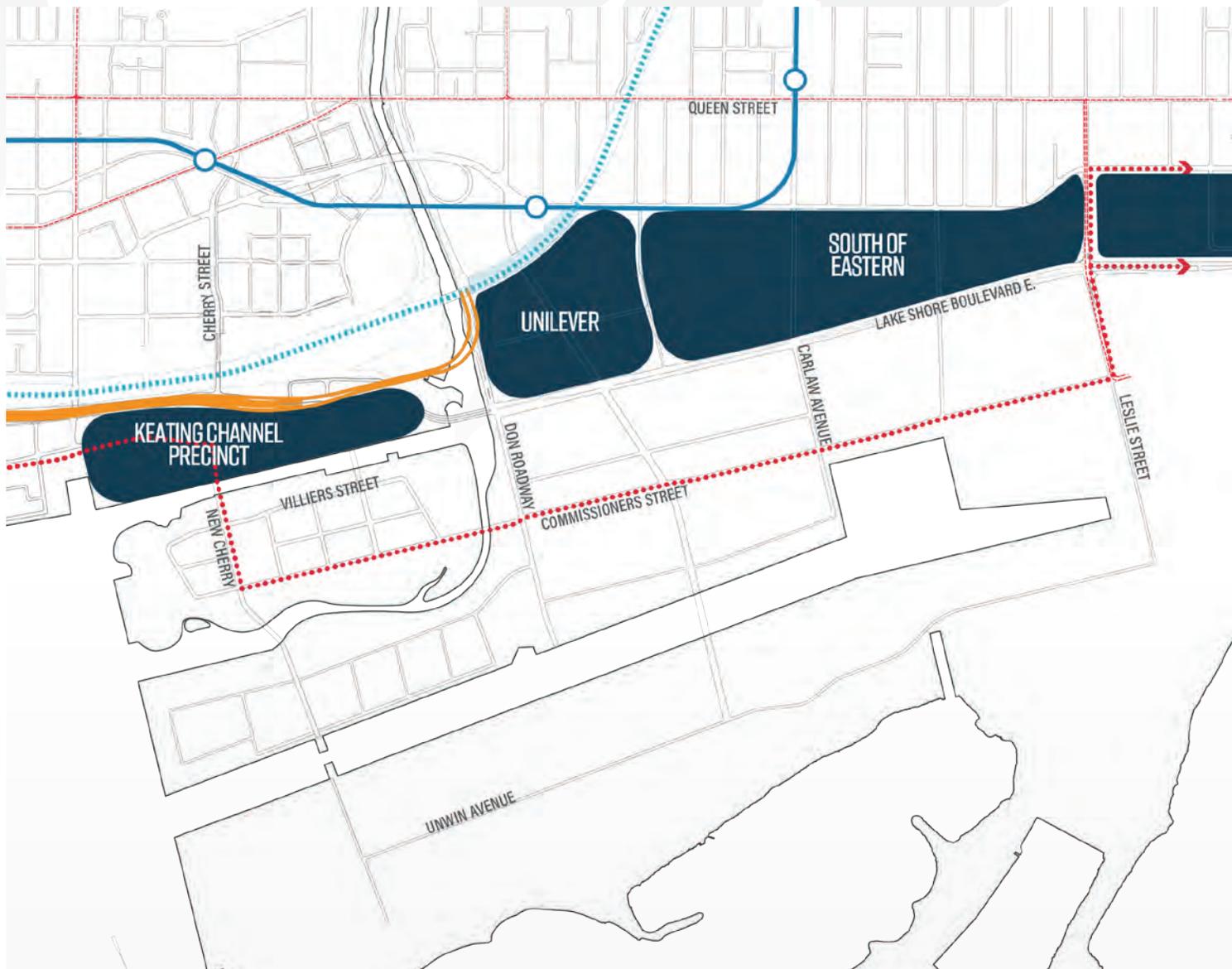
Toronto is transforming and growing like no other city in North America. We are in an exciting time of change with many significant infrastructure and development projects in the works that will advance a progressive city-building agenda. Urban renewal and redevelopment in the Port Lands will, in part, be defined by a number of external factors that inform placemaking in the Port Lands.

### **Gardiner Expressway and the Keating Channel Precinct:**

The rebuilding of the Gardiner Expressway removes the existing on and off ramps east of the Don River, eliminating a significant barrier between the Port Lands and the broader city. The new ramps and configuration of the Gardiner west of the Don River shift the location of the expressway to the north and away from the Keating Channel.

This move supports the city-building potential of the Keating Channel Precinct - a planned mixed-use waterfront community that will evolve as a gateway to a revitalized Port Lands. It will also enable unencumbered access to a future water's edge promenade, and create better conditions for future high-quality open space and pedestrian-friendly environments. The precinct plan for the Keating Channel Precinct lands west of Cherry Street will be revisited as per Council direction in the context of the preferred plan for the Gardiner.

**Figure 6: External Placemaking Factors**



- Relief Line
- Smart Track/RER
- Waterfront Transit Reset
- Gardiner East
- External Precincts

### **Higher Order Transit Infrastructure and the Unilever Precinct:**

The City Planning Division has been advancing the development of a City-wide transit network that includes many new higher-order transit corridors. A number of these planned corridors are located within close proximity to the Port Lands. A new transit hub is proposed in the vicinity of the existing GO rail corridor, consisting of a Smart Track/Regional Express Rail stop and a Relief Line subway station. These new higher-order transit lines will not only provide much needed relief to the Yonge Subway line, but will also support the redevelopment of the Unilever Precinct into a major new satellite office destination supported by retail and services in a compact urban form.

The prospect of a major new office destination is an exciting one. It has the potential to attract new, well-paid jobs for Torontonians and enable our economy to flourish. Creating synergies between the Unilever Precinct and the Port Lands is a key consideration in planning and coordinating infrastructure investment between the Port Lands and South of Eastern areas.

### **Waterfront Transit Reset:**

Transit to the Port Lands is vital to achieve the overall vision in this Framework. The Central Waterfront Secondary Plan (CWSP) calls for early implementation of higher order transit in order to encourage transit-oriented travel patterns for new waterfront residents and employees. The Plan identifies a new waterfront transit network across the Central Waterfront from Exhibition Place to the Port Lands.

The planning for waterfront transit to date has largely been undertaken in a piecemeal fashion. As such, the City of Toronto, with the Toronto Transit Commission and Waterfront Toronto, are currently completing a comprehensive review of waterfront transit initiatives from Long Branch in the west to Woodbine Avenue in the east. A key objective of this initiative is to advance an overall vision and plan for a continuous waterfront streetcar line in a dedicated right-of-way in the context of current and emerging transit initiatives in the city. The work advanced as part of the Lower Don Lands Infrastructure EA and the Port Lands and South of Eastern Transportation and Servicing Master Plan is informing this initiative.

It was assumed as part of the Framework process that in time the dedicated transit corridor would be constructed to connect to the Port Lands. Interim measures, such as buses in dedicated lanes and rights-of-way, may be implemented to provide a higher level of transit service into the Port Lands until such a time as streetcar service is extended eastward or southward. The current work being undertaken as part of Waterfront Transit Reset will have substantial benefit for the Port Lands, including the potential for comprehensively funding and constructing a key transit priority route into the Port Lands.

## 2.2

# THE PORT LANDS AT A GLANCE

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. There have been a series of successive waves of development that have contributed to the legacy present today in the Port Lands.

### Late 19th and Early 20th Centuries

The Port Lands area entirely comprises lands that were created in Lake Ontario and Ashbridge's Bay Marsh. The Don River originally emptied into Ashbridge's Bay Marsh before entering the Inner Harbour. Starting in the 1870s, man-made interventions

to the shoreline and marsh began with a series of breakwaters being constructed. The Keating Channel was constructed along the northern edge of the marsh in the late 1890s.

But it was in 1912 that the transformation of the marsh got underway in earnest with the Toronto Harbour Commissioners' plan to create a massive new industrial district with waterfront parks. The lake-filling to create most of the Port Lands and the initial Ship Channel and Turning Basin began in 1916 and was complete by the 1920s. Cousins Quay was created through additional lake-filling activities in the 1930s. Initially, the Port Lands was envisioned to be a gateway to shipping for Toronto, but

### The Port Lands: An Evolving Shoreline



Toronto Shoreline 1886



Toronto Shoreline 1920s



Toronto Shoreline 1960



Toronto Shoreline Today



Toronto Shoreline 2025

Toronto never gained a stronghold on this industry like other Canadian cities.

### Mid 1900s

Starting in the 1950s, a second wave of development began with three important events - construction of the Leslie Spit, construction of iconic civic infrastructure and the opening of the St. Lawrence Seaway.

Since initial work began on the Spit, dredged material from the Keating Channel and Outer Harbour and surplus fill from development sites within Toronto have contributed to further expansion of the Spit.

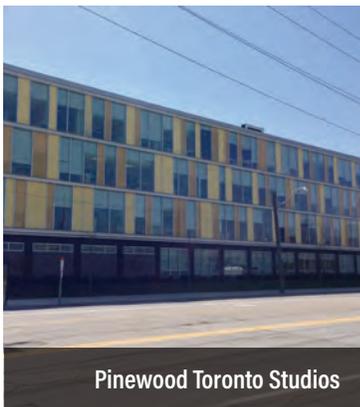
In the early 1950s, construction began on iconic civic infrastructure with

the Hearn Generating Station and associated hydro-electric infrastructure, as well as the Commissioners Incinerator. These buildings ushered in an era of the Port Lands providing important civic uses to serve the broader city.

The opening of the St. Lawrence Seaway in the late 1950s brought with it a renewed hope that Toronto could become a port city. A new marine terminal was constructed on Cousins Quay, and there was a further expansion of the Ship Channel with the excavation and construction of the Leslie Street Slip. Once again, these aspirations for the industrial district waned and the Port Lands entered an era of little change in the 1980s and 1990s.



Innocon



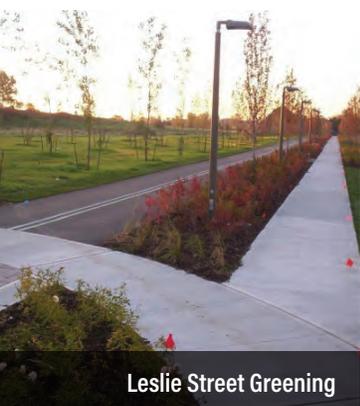
Pinewood Toronto Studios



Toronto Hydro Service Centre



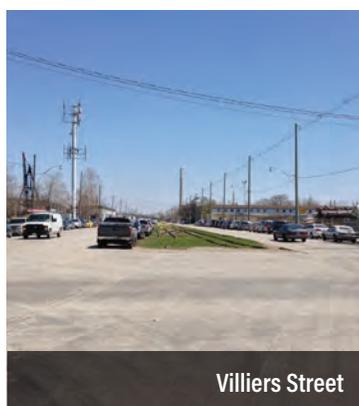
Ships moored in the Port Lands



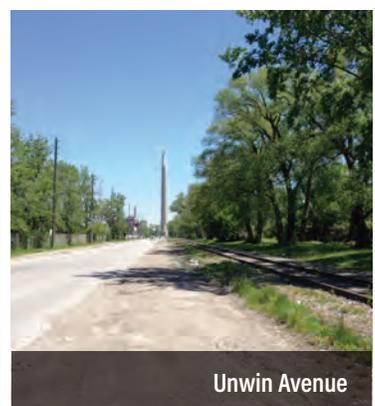
Leslie Street Greening



Cherry Street

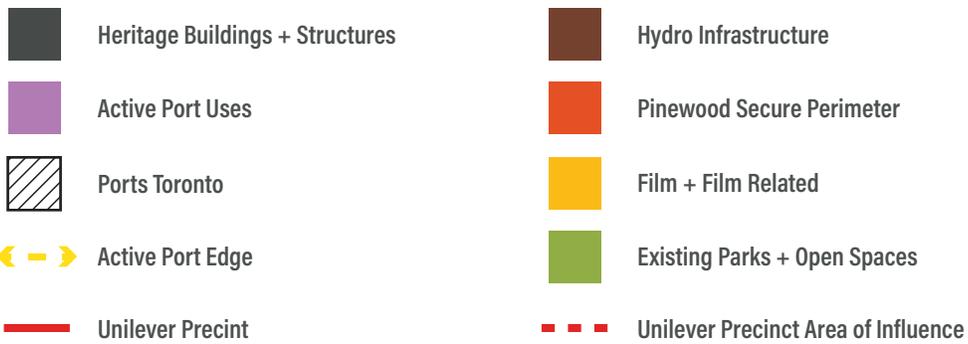
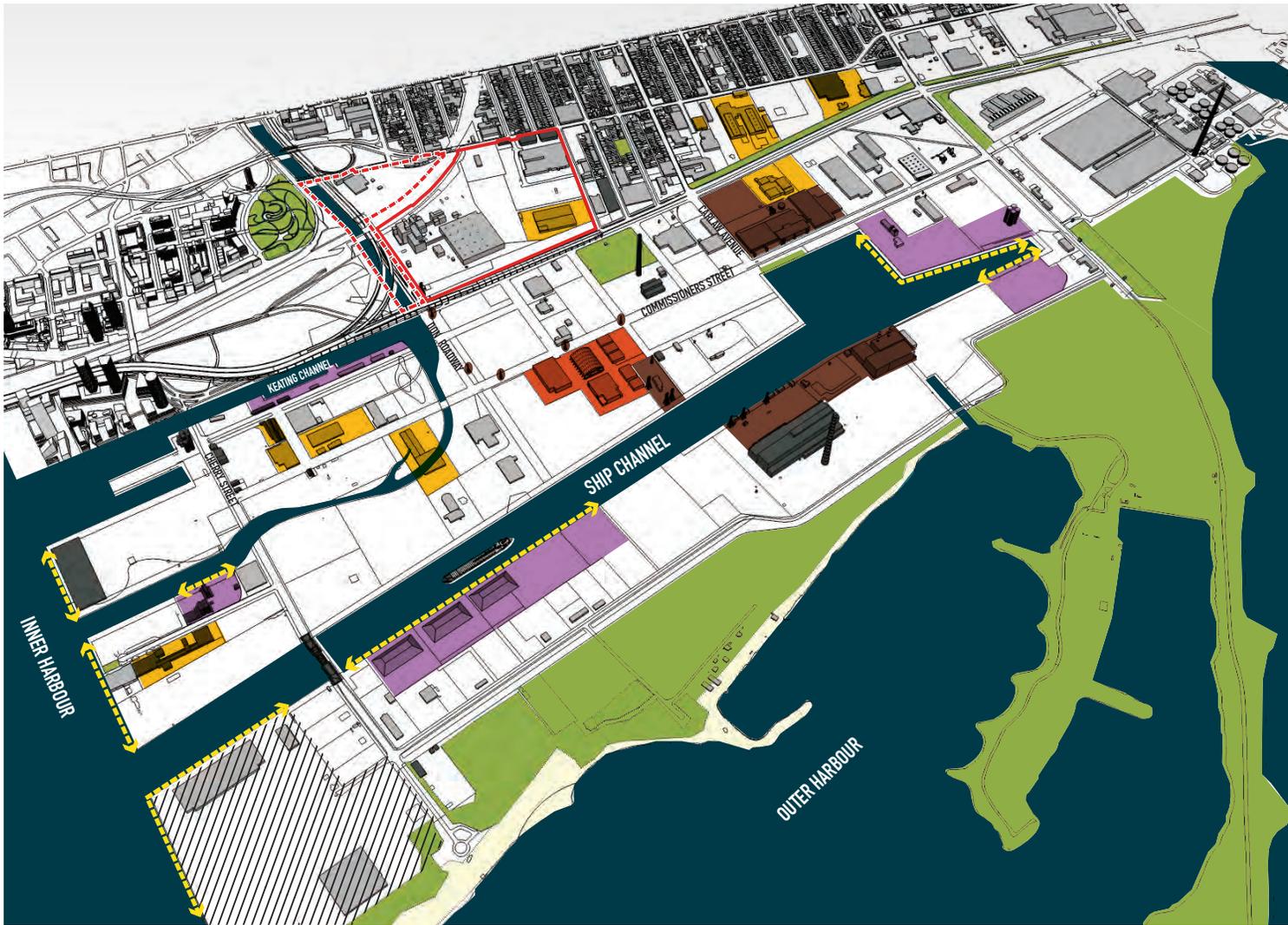


Villiers Street



Unwin Avenue

**Figure 7: The Port Lands at a Glance**



### Late 1900s to the present

With the Port Lands and other areas along the Central Waterfront being largely seen as underutilized in the 1990s, plans started to be developed to transform the waterfront with mixed recreational, cultural, commercial and residential uses and to reconnect the Don River with the Outer Harbour. In 1990, the Royal Commission of the Future of the Toronto Waterfront (the Crombie Commission) issued its Watershed Interim Report, which recommended green industries and parkland be established in the Port Lands. Shortly thereafter, a plan by the Task Force to Bring Back the Don was issued, the centerpiece of which was the re-naturalization and reconnection of the Don River.

Further planning work ensued through the 1990s and early 2000s with a number of plans being developed for the Port Lands and broader waterfront. The most notable was the Making Waves Plan in 2001, adopted as the Central Waterfront Secondary Plan by City Council in 2003, which emphasized transforming and re-energizing the entire waterfront into one of the great waterfronts of the world through a series of “big moves”. This Plan ushered in a wave of more

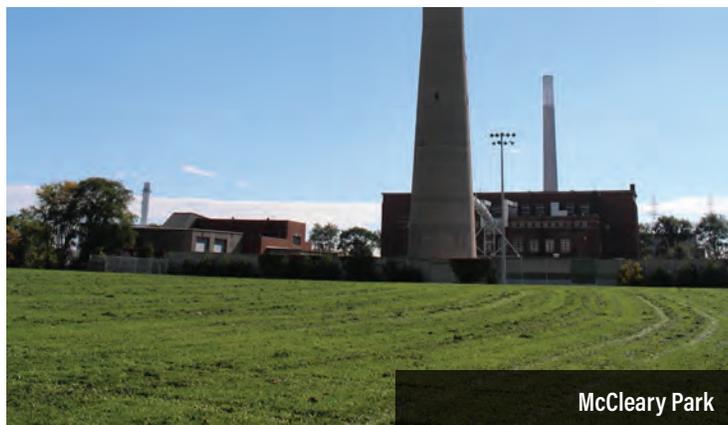
detailed planning for the Central Waterfront, including the Port Lands.

Planning for the naturalized river valley began in 2004 with the preparation of a terms of reference associated with the Don Mouth Naturalization of the Port Lands Flood Protection Project Environmental Assessment (DMNP EA). The 2007 International Design Competition for the Lower Don Lands produced a bold and compelling concept for the Lower Don Lands with the re-naturalized river as a central feature. The DMNP EA for the naturalized river valley and associated flood protection infrastructure was completed and approved in 2015.

Equally important in the evolution of the Port Lands was the development of production studio infrastructure in the area. The most notable was the Film Port development, now Pinewood Toronto Studios, which opened in 2008. This significant studio complex, along with other studios and related support services in the Port Lands, contribute to the city’s impressive inventory of production space and the ever-growing creative sector that enable the city to compete with other global cities for productions.



Cherry Beach Sports Fields



McCleary Park

## 2.3

# DEFINING FACTORS

There are a number of key defining factors that informed and guided the development of this Framework.

The Port Lands is **part of a larger regeneration effort** (Figure 9) along Toronto's waterfront. Its transformation will build on more than a decade of waterfront planning and renewal. While the Port Lands is a large, underutilized resource in our city, it is not a blank slate. It is telling that in 2016 there were 5,500 people working in the Port Lands. The Port Lands' regeneration needs to infuse new uses and activity, while celebrating active industry, for its next incarnation as a distinct and memorable city district.

The Port Lands is situated at the **convergence of a hard urban edge and a wilderness reprieve** (Figure 10). 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 transformation will bridge the divide between the urban and natural landscapes, and restore the Port Lands geological roots as the mouth of the Don River.

Active ribbons of **waterways** (Figure 11) will move 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.

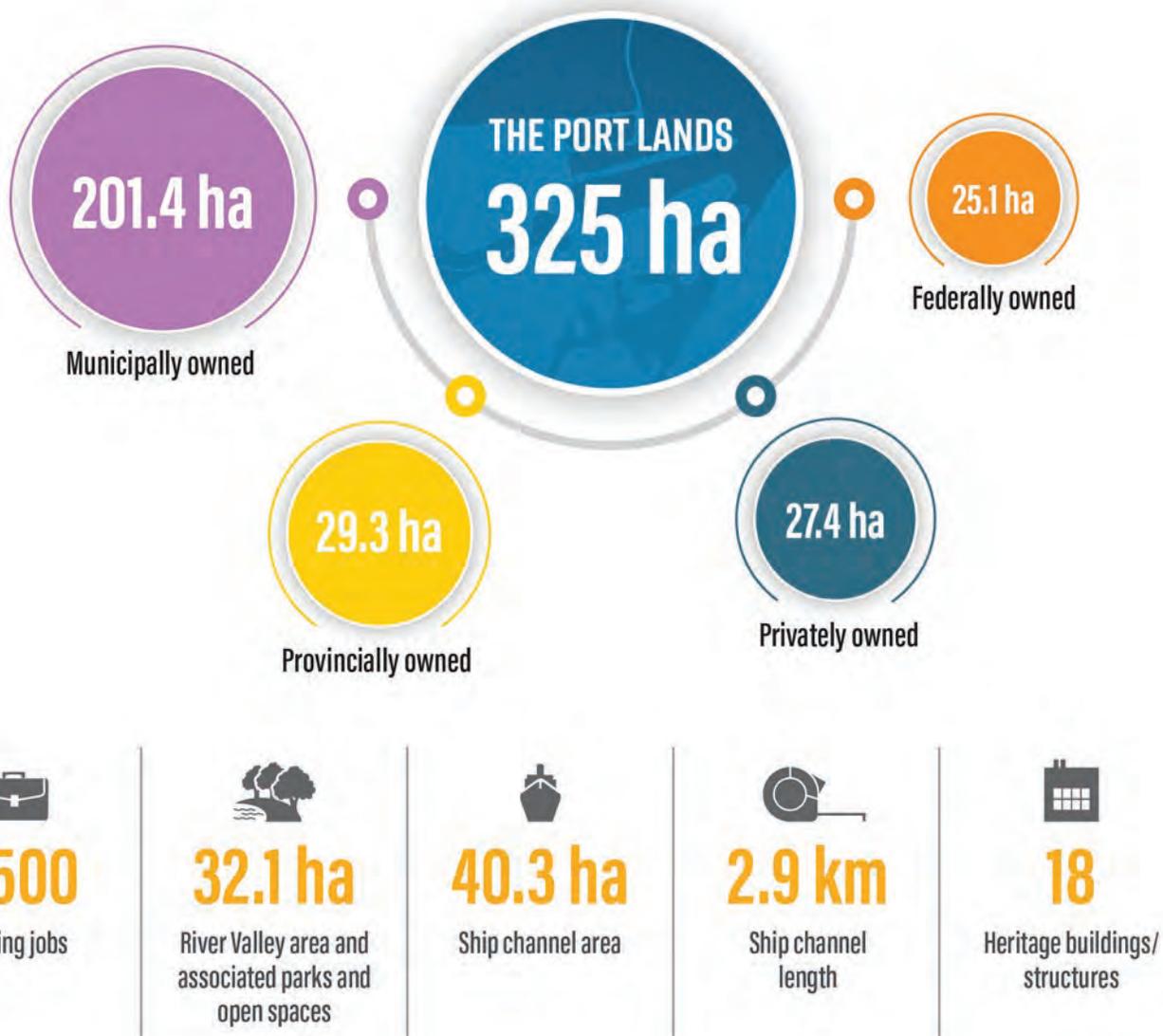
The Port Lands is situated on the fringe of **regional and urban mobility routes** (Figure 12), including the Gardiner Expressway, Don Valley Parkway and Martin Goodman Trail. New higher order transit stations and the waterfront streetcar will add to the area's complement of mobility routes. Within the Port Lands, a series of new vehicular, pedestrian, cycling, and transit routes are possible that build upon and improve the area's existing infrastructure and connect to the regional and urban mobility routes. There is also the opportunity to take advantage of the Port Lands waterways for ferry and boat access as a new movement corridor to and from Toronto's downtown.

The Port Lands' rich and diverse **history** (Figure 13) as the shipping gateway and industrial hub for Toronto is foundational and character defining. The adaptive reuse and integration of the Port Lands' various heritage resources will contribute to the City's growth and evolution, and help define what is unique and distinctive about the Port Lands.

Lastly, the Port Lands has a confluence of **active port** and shipping activities that serve the city, substantial hydro

infrastructure that **powers** downtown Toronto, and it is home to numerous **film production studios** (Figure 14) and other media industries. Maintaining and supporting these industries has been an important consideration in the planning for the Port Lands. New development will need to occur in a harmonious way to ensure the continued economic growth of the Port Lands and viability of existing Port and Industrial uses that will remain, while also allowing for continued revitalization of the waterfront.

Figure 8: Port Lands Key Statistics



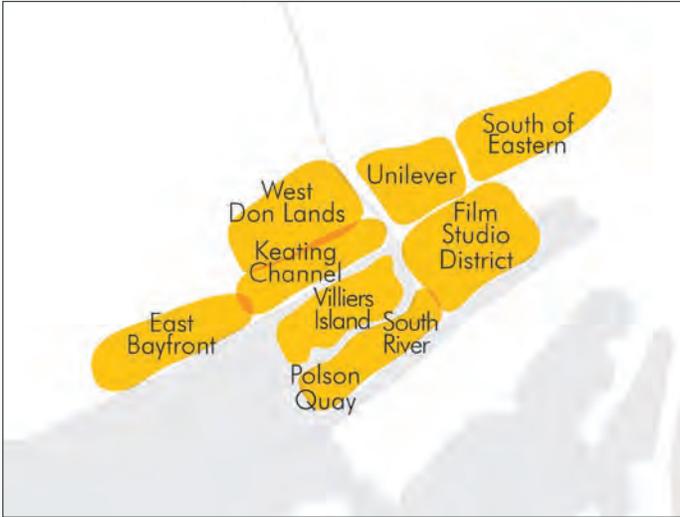


Figure 9: Part of a Large Regeneration Effort



Figure 10: Where Urban Meets Natural



Figure 11: The New Mouth of the Don and the Ship Channel

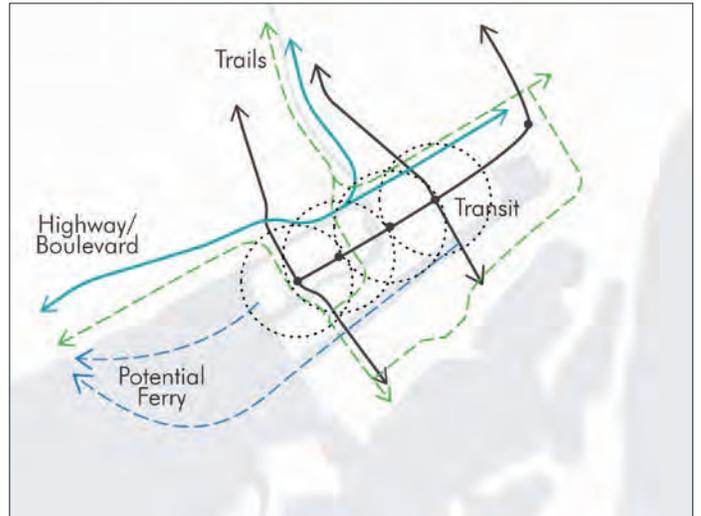


Figure 12: Key Mobility Routes



Figure 13: Character Defining Heritage Resources



Figure 14: Port, Power and Production

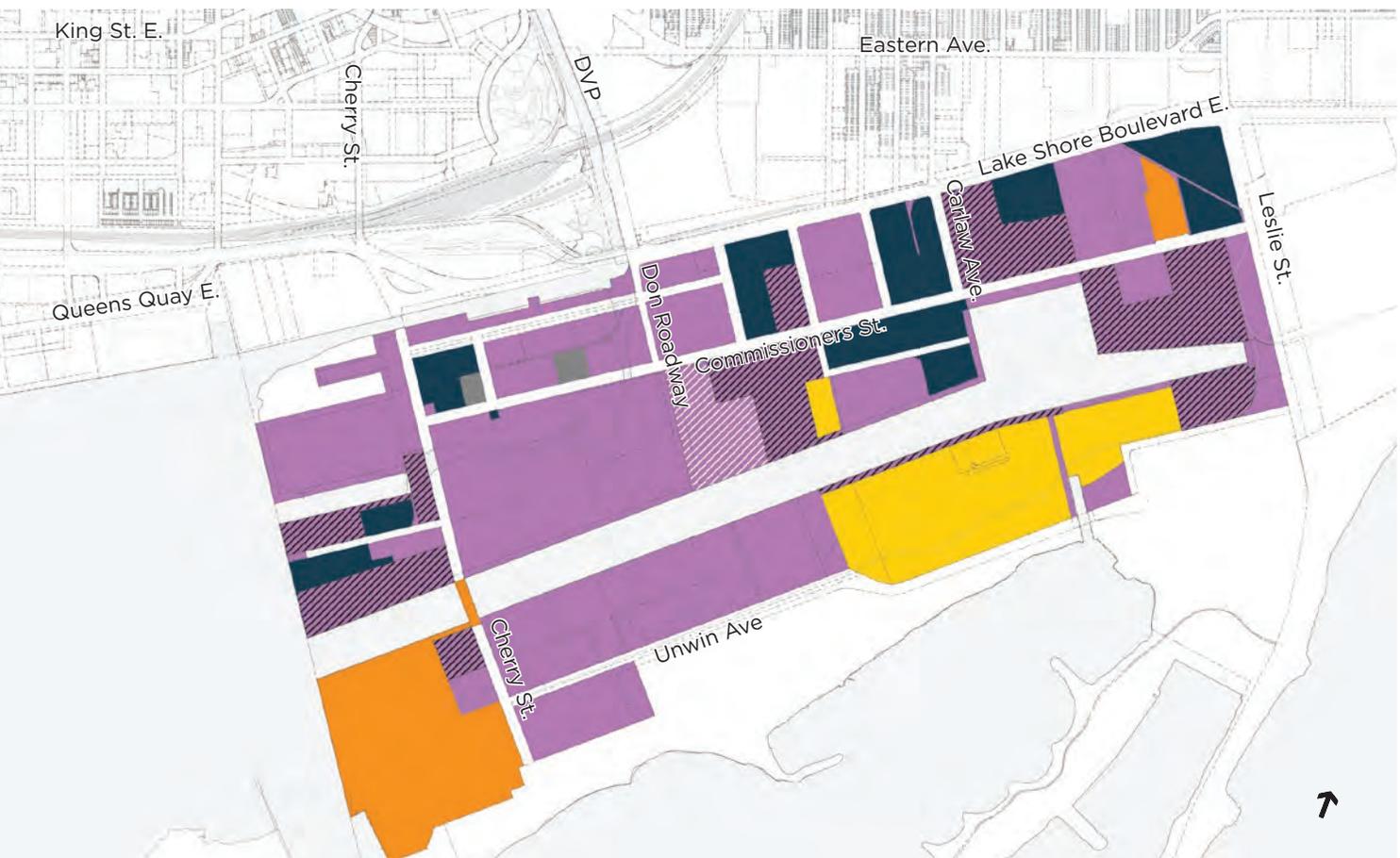
### Land Ownership

Figure 15 shows the land ownership in the Port Lands. 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 remaining

municipally owned lands are either on short-term leases or are vacant lands.

The second largest landowners 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.

Figure 15: Land Ownership

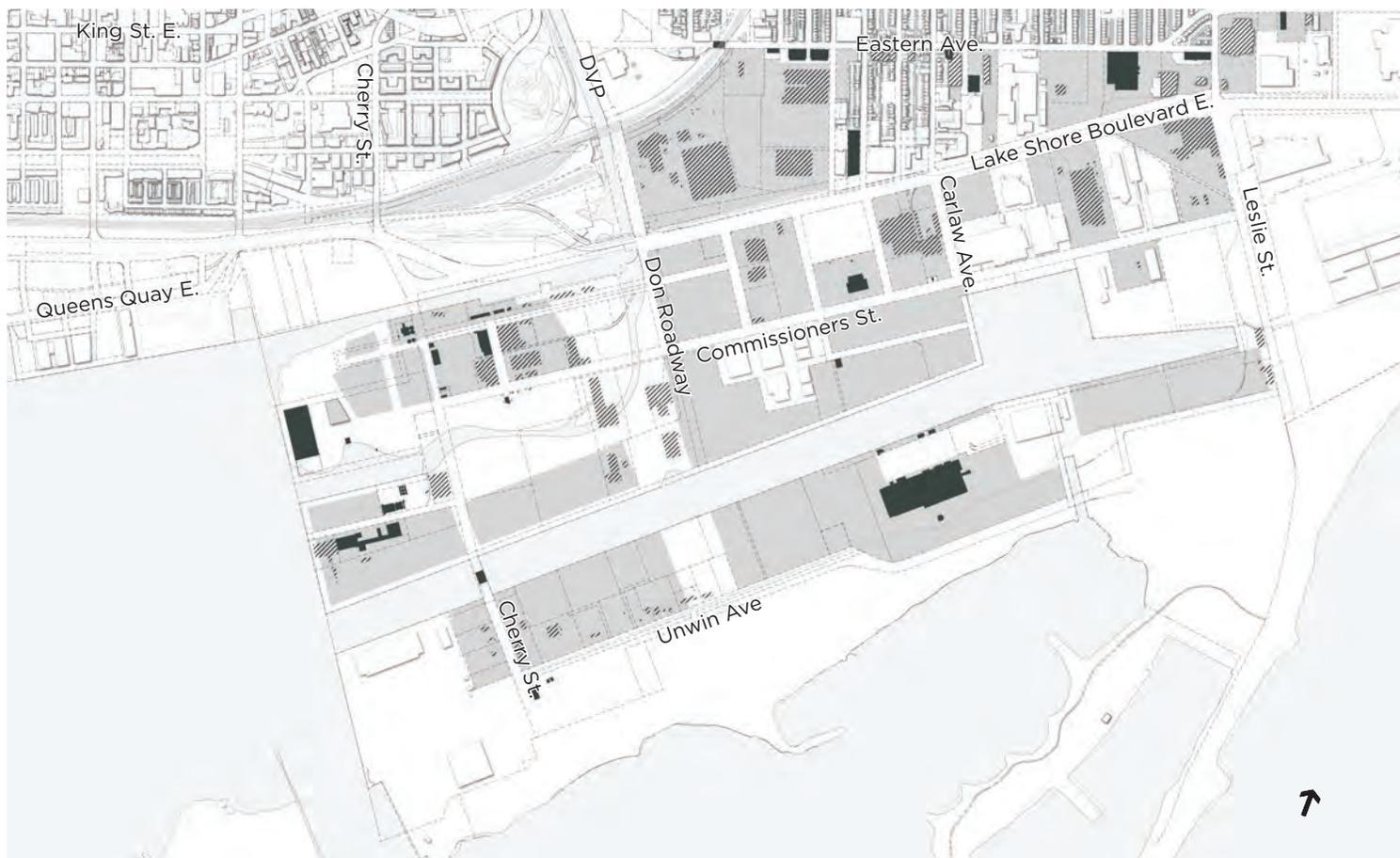


## Regeneration and Renewal Potential

Figure 16 identifies sites with buildings anticipated to remain in the long-term and sites assumed to have redevelopment or renewal potential, providing a starting point for areas where revitalization or infill development to foster employment growth may occur.

To provide additional context, sites with redevelopment potential are also identified in the South of Eastern area. This area, and how it will evolve over the coming decades, will help shape development in the Port Lands. It is desirable to create synergies between the two areas.

**Figure 16: Regeneration and Renewal Potential**







# SECTION 3 VISION

The vision for the Port Lands is as layered and diverse as the place itself. It draws on the particular qualities of this unique place as the basis for its next incarnation as a distinct and memorable city district.

The Port Lands' most distinct qualities are brought to the forefront to create the identity and experience of place with all the diverse uses one finds in any and all cities. This will create a positive friction and interesting backdrop, but also necessitates careful management of competing interests and potential impacts. The opportunity with the Port Lands is the ability to introduce a resilient structure that can accommodate the diversity that will define the Port Lands for generations to come.

The Vision for the Port Lands is a collective vision. The Charrette, held in July 2014, laid the foundation for establishing this collective vision. A key challenge in developing the plan and vision for the Port Lands was how to reflect the breadth of possibility, ideas

generated and many perspectives voiced in the process. The Port Lands scale and unique attributes also offers opportunities for the creation of a radically different environment.

The Vision for the Port Lands is layered and multi-faceted. One overarching statement will steer the Port Lands evolution over the next 50 years, but the vision also includes:

- Six essential elements to ground the vision and define the Port Lands character;
- Seven transformational moves to unlock the potential of the Port Lands; and
- 12 objectives to define what is to be achieved and measure success.



# ONE VISION

**TO GUIDE THE TRANSFORMATION  
OVER THE NEXT 50+ YEARS**

**6**

**ESSENTIAL  
ELEMENTS**

To ground the  
Vision + define the  
Port Lands character

**7**

**TRANSFORMATIONAL  
MOVES**

To unlock the potential  
of the Port Lands

**12**

**OBJECTIVES**

To define what is to be  
achieved and measure  
success



## 3.1 THE VISION

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities that promote social interaction, cultural enrichment, ecological health, a low-carbon future, and a prosperous local economy. Each district will take its cue from the naturalized Don River valley and wild natural areas, spectacular waterfront parks and open spaces, and rich cultural heritage.



Artistic bird's eye rendering of the vision for the Port Lands

The Port Lands will have an eclectic mix of uses, offering diverse opportunities for Torontonians to live, work and play. Intrinsic to this mix of uses is the energy, vibrancy and theatre of the working port and nurturing the growth of creative and innovative industries.

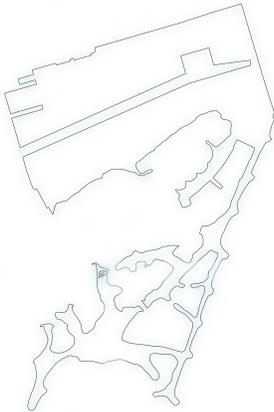
A resilient urban structure will be set in place, connecting the Port Lands to the city and providing sustainable options for moving in and through the area. The urban structure will provide a robust legacy of fine-grained streets and blocks to allow the Port Lands to continue to evolve and transform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

# 3.2 SIX ESSENTIAL ELEMENTS

Six Essential Elements ground the Vision for the Port Lands and define its character:

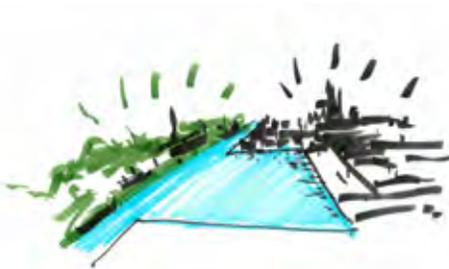
# 01

**Big and  
Diverse**



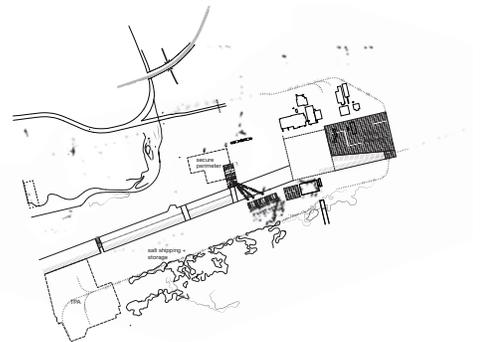
# 02

**Urban and  
Natural**



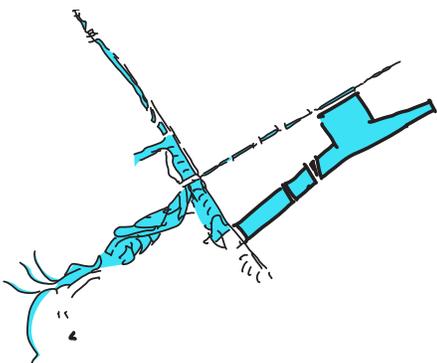
# 03

**The Exceptions  
and Exceptional**



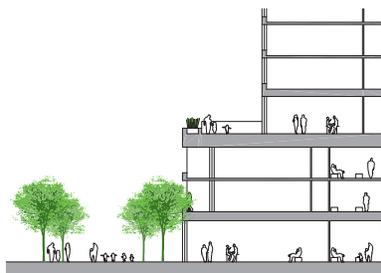
# 04

**Organic and Man-made  
Water Environments**



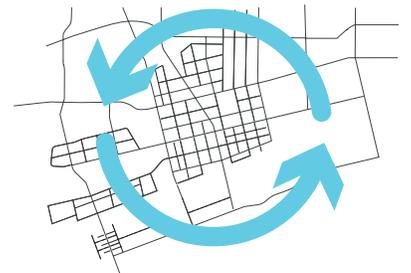
# 05

**An Exemplar of  
Urban Living**



# 06

**A Showcase for  
Innovation**

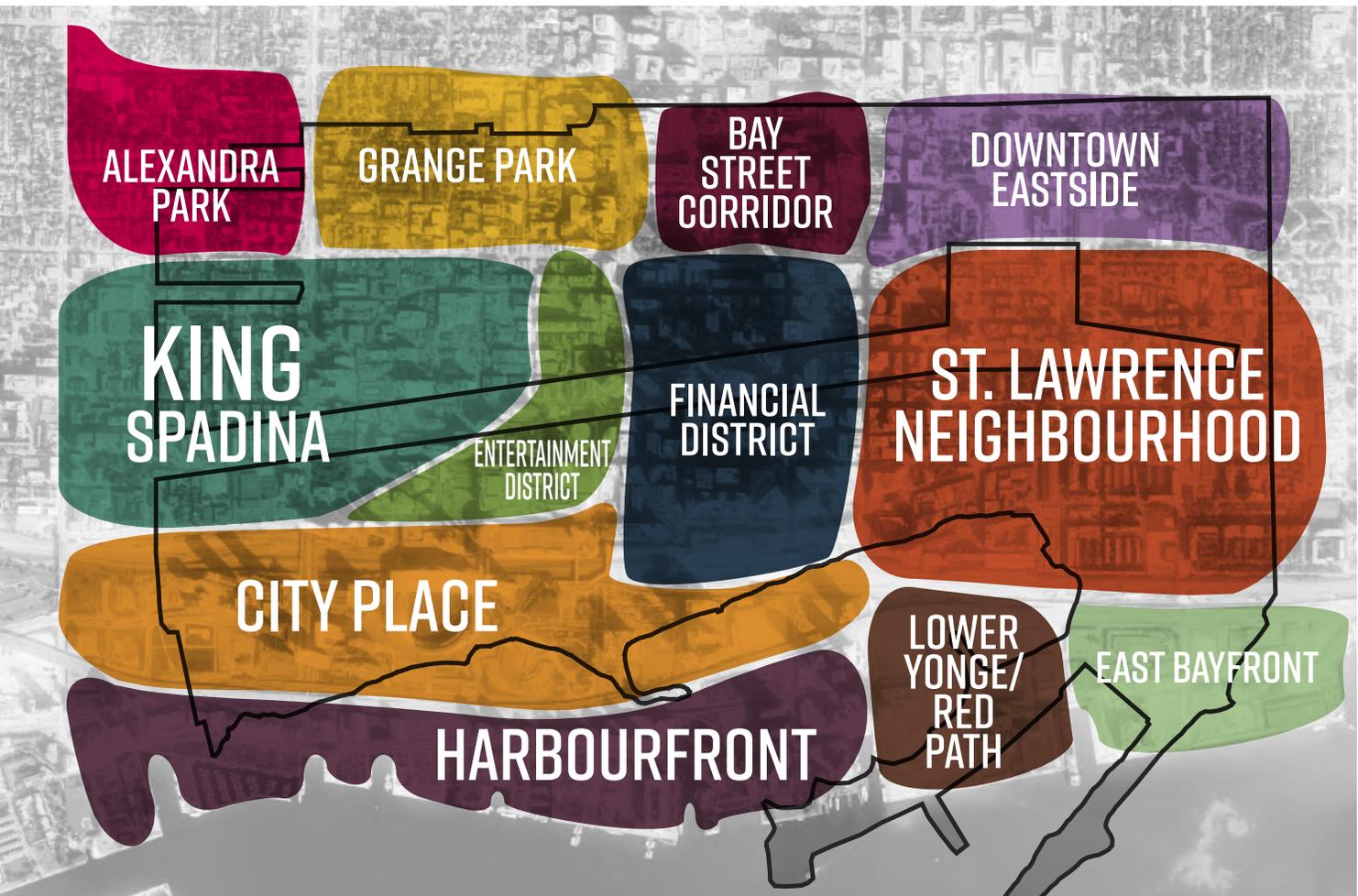


# 01 Big and Diverse

At 325 hectares (800 acres), downtown Toronto can practically fit in the Port Lands. But more importantly, downtown Toronto is not one place. It is a series of places, each with different purposes and characters. Sometimes the boundaries of these different places blur into one another. But Toronto is, and will continue to be, known as a city of neighbourhoods.

The vision for the Port Lands builds on this Toronto tradition, while also inherently recognizing its enormous scale and potential. Sameness is boring, especially over a large area. Diversity is central to the vision and a key strength. The Port Lands will be a collage of different places with different purposes and characters.

Figure 17: The Port Lands Overlaid on Downtown Toronto

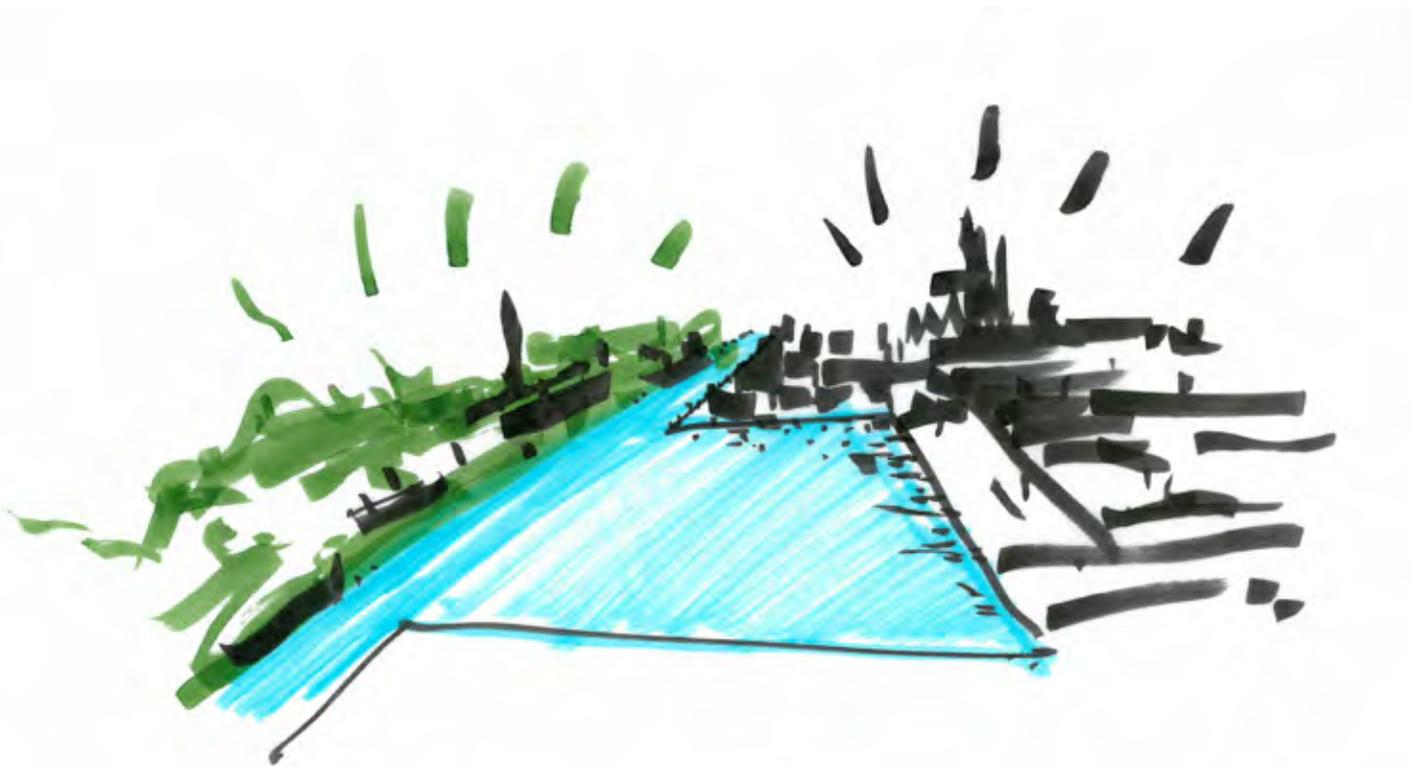


# 02 Urban and Natural

Toronto's central waterfront area generally consists of both a highly urbanized environment, defined by a fine-grain of streets and a mix of uses and a vibrant public life, and a wild green fringe that hugs the city to the south with the Toronto Islands and Tommy Thompson Park/ the Spit. These two distinct halves are unified by the Inner Harbour. This urban and natural duality is also a key

defining element in the Port Lands, with its impressive natural features south of the Ship Channel juxtaposed in the north against a more urban character and unified by the grand and culturally significant Ship Channel. The vision for the Port Lands builds on this duality. Lands north of the Ship Channel will be an extension of the urban metropolis, while lands south of the Ship Channel will have an inherent green and natural quality.

Figure 18: The Ship Channel Uniting Urban and Natural Areas



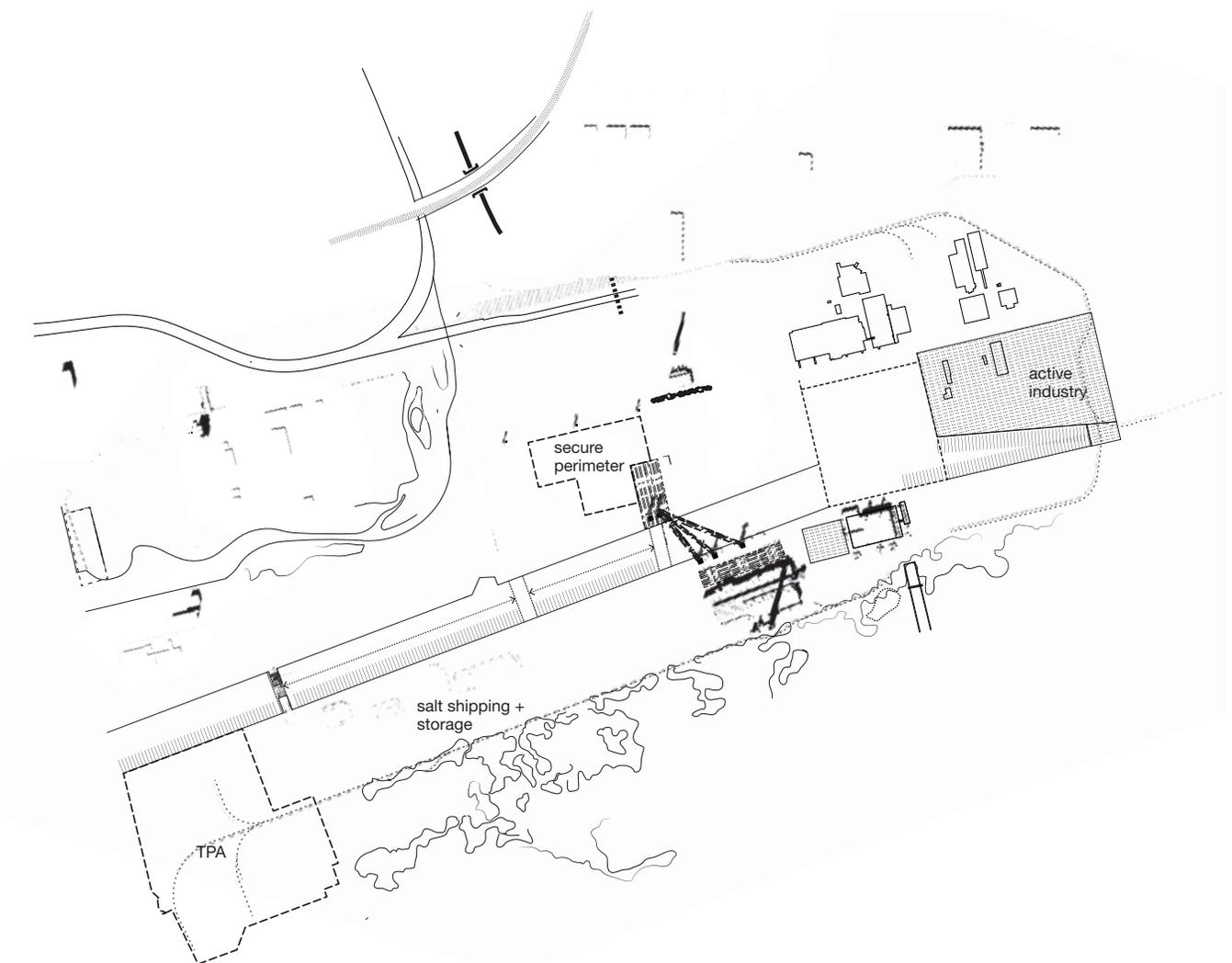
# 03 The Exceptions and Exceptional

The Port Lands is Toronto's one and only port and there is no other place like it. The industry, both past and present, the awe-inspiring scale of industrial architecture, and the overgrown, yet beautiful, wild and natural character are features that set the Port Lands apart from the rest of the city. They are the Port Lands' exceptions and exceptional qualities. The vision celebrates what industry has

built here, is building here and what will follow. When these unique features are mapped, they tell a story about Port Lands and provide a profound starting point or DNA for the vision.

They are core features of the identity and experience of place. Redevelopment must embrace these exceptions and exceptional qualities, bringing both new life and a new role for industry, culture and natural heritage.

**Figure 19:** The Port Lands Exceptions and Exceptional Qualities



# 04 Organic and Manmade Water Environments

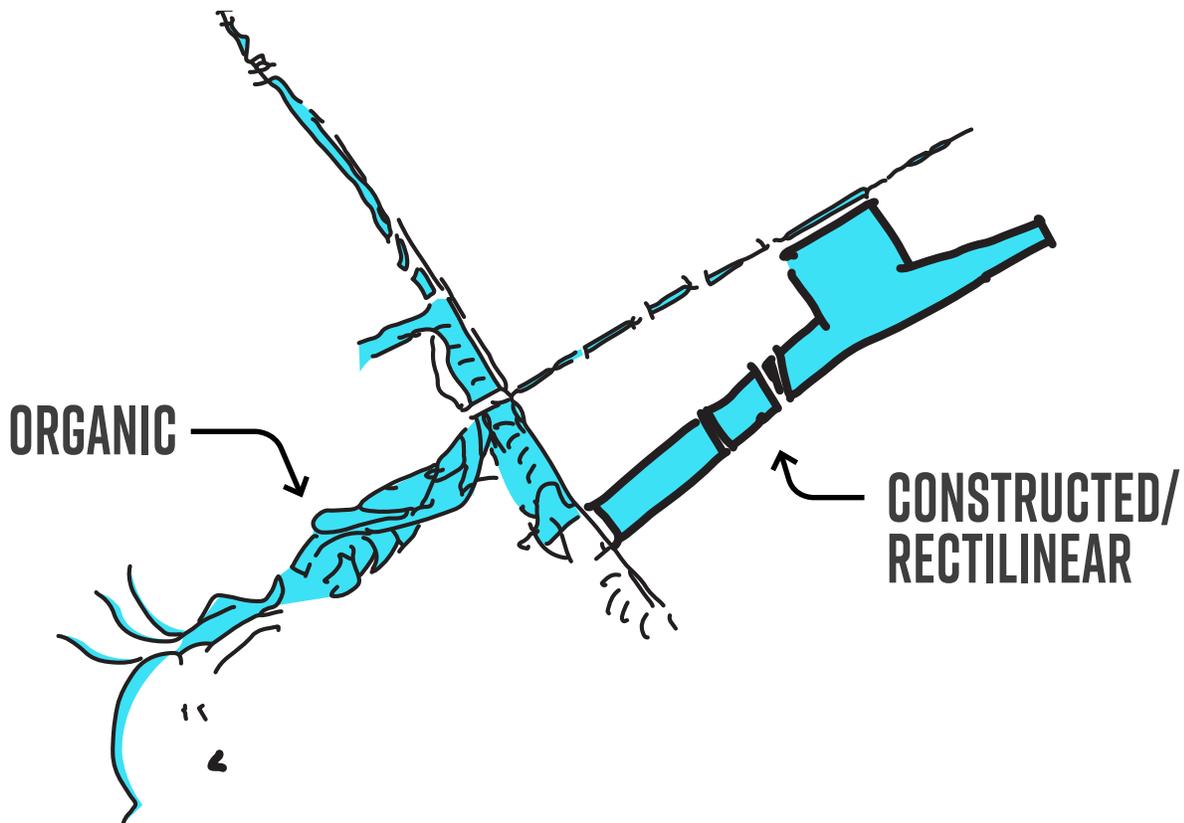
The Port Lands has and will have a variety of organic and man-made environments that will bring the presence of water throughout the Port Lands. One of the most significant transformations for the city and Torontonians in this century will be the restoration of the mouth of the Don River.

It is an engine for transformative urbanism at the heart of the Lower Don Lands. A radical repositioning of natural and geologic systems that will organically restore what industry once removed and combine the

best of sustainable urban living and working with naturalized undertakings. The organic quality of the river is juxtaposed and contrasted against the hard, rectilinear man-made forms of the Keating Channel, Ship Channel and Turning Basin.

The vision for the balance of the Port Lands embraces and transposes the constructed and rectilinear qualities of the Ship Channel and Turning Basin in the design of the streets and blocks. This in turn expands the presence of water throughout the Port Lands, bringing it deeper into the diverse districts.

Figure 20: Organic and Man-made Water Environments



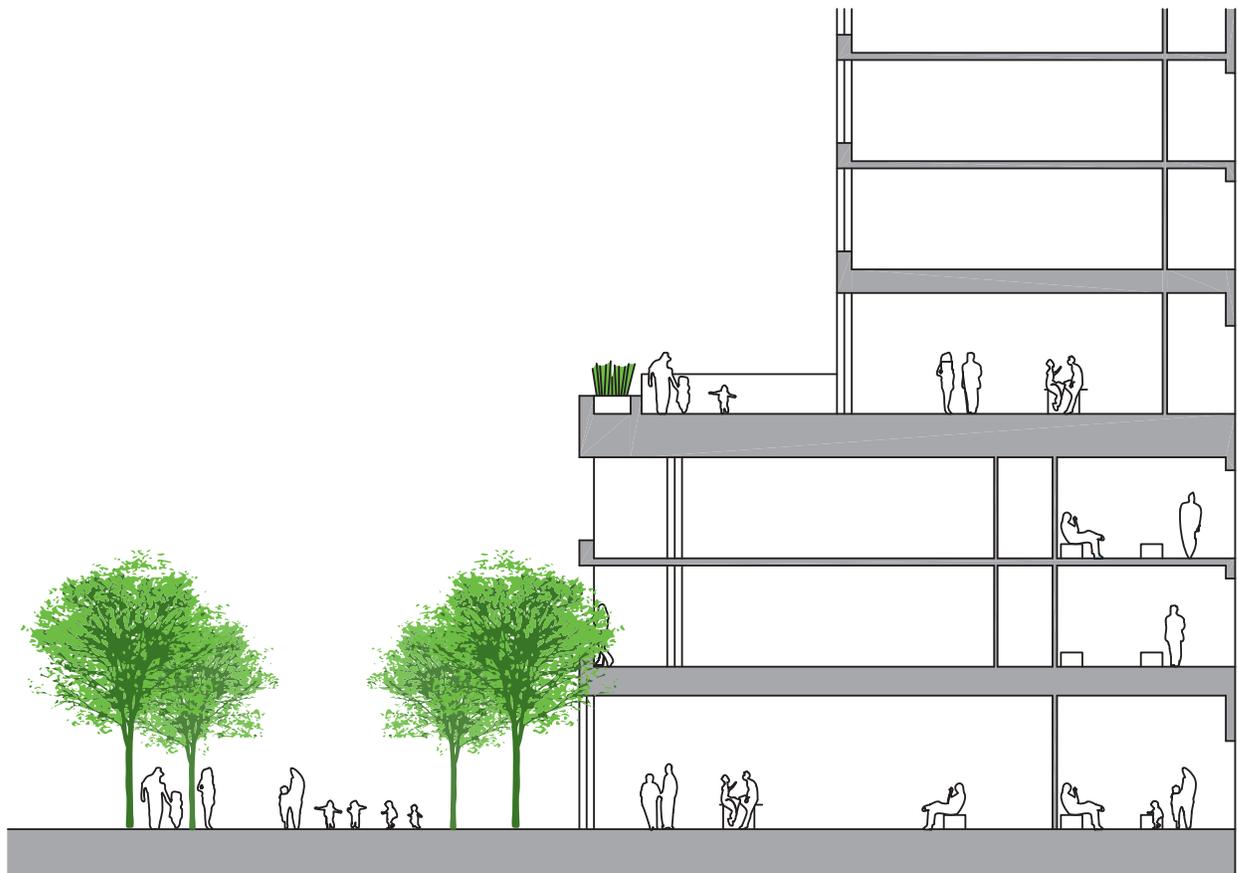
# 05 An Exemplar of Urban Living

The Port Lands will be an exemplar of urban living. There will be a wide range of high quality residential options and environments for people. New and inventive ways for delivering affordable housing will be pursued, and there will be housing, places and

spaces for families and people of all incomes, cultures and abilities.

People will feel safe in the streets and a conviviality will spill out into the public realm. Green spaces will abound, providing space for plants and animals to cohabitate and repopulate.

Figure 21: An Exemplar of Urban Living



# 06 A Showcase for Innovation

The Port Lands will be a showcase for innovation and a leader in environmental performance. New benchmarks will be continually achieved as the Port Lands transforms, starting with exceeding current City standards. The results of the regeneration and renewal activities will be tracked and used to ensure continuous improvement.

It will be a dynamic, adaptive and resilient place. The built and natural environments that will be created are

able to respond to technical, social and environmental changes. Buildings and infrastructure will be designed to survive and thrive in response to a changing climate and times of emergency.

The Port Lands will be intelligent and connected. New and emerging technologies will be used to support community needs, grow important industries and improve quality of life. High-speed, resilient connectivity will be provided, with access and digital inclusion as a priority.

Figure 22: A Showcase for Innovation



## 3.3

# SEVEN TRANSFORMATIONAL MOVES

As part of the vision, seven transformational moves are identified that will progressively unlock the potential of the Port Lands. They include the continued recognition of well-established projects, but also a series of new moves. The transformation moves prioritize interventions and collectively cover the entire Port Lands geography.

## 01

### The River and Greenway



# 02

Six Signature Streets



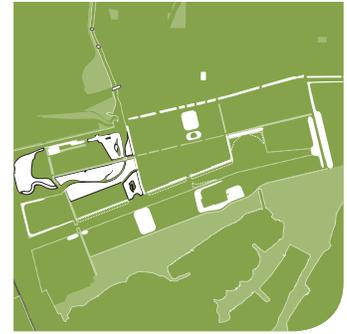
# 03

Harbour / Wild Stitch



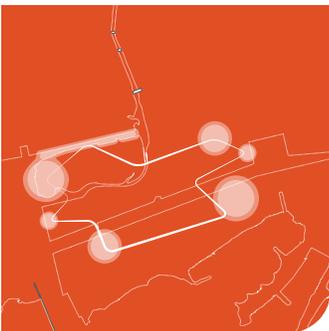
# 04

Blue-Green Park Network



# 05

Seven Destinations



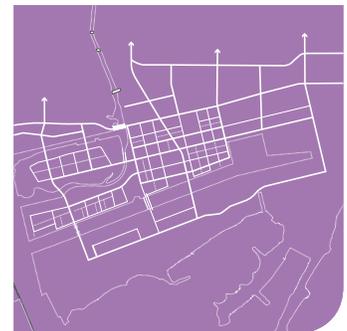
# 06

Unique and Memorable Districts



# 07

Resilient Urban Fabric





## The River and Greenway

The viability of the Port Lands transformation depends on implementing extensive flood protection measures, including the creation of a new, naturalized Don River mouth. The mouth of the Don River will be rerouted from its current concrete-encased location at the Keating Channel through the heart of the Lower Don Lands. Repositioning the mouth of the Don River will allow for prime waterfront land to be developed in an urban and sustainable manner, including the enhancement of existing ecological features and the construction of new parks and open spaces.

The naturalized Don River is a prime catalyst for the transformation of the Port Lands and surrounding area. It will not only contribute to the removal of close to 290 hectares of land north of the Ship Channel from flood risk, but also inspire new ways of thinking about how cities are built, what an urban environment can be, and the coexistence of natural and man-made environments. It is more than just

an engineering project. It will create a dramatic system of open spaces that strike the right balance between urbanization and naturalization.

The naturalized Don River will be bordered by natural features, including parks, green spaces, and public realm enhancements. The conceptual design includes terrestrial habitat, wetland habitat and permanent aquatic habitat, which will result in a mix of forests, thickets, swamps and marshlands. Trails, boardwalks, overlooks, small boat launches, and fishing areas will be threaded throughout, integrating the river valley with new urban areas and offering visitors the opportunity to respectfully interact with this diverse natural environment.

The Don Greenway will be a connective, natural spine and migratory link stemming from the naturalized Don River to Unwin Avenue across the Ship Channel. It will serve a dual purpose north of the Ship Channel – a high-quality wetland will enhance the area’s biodiversity while supplementing the Don River’s flood water conveyance capacity during major storm events. South of the Ship Channel, the Greenway will be characteristically natural, enabling the creation of a continuous riverfront and lakefront park system that connects the Upper Don Watershed with the Inner and Outer Harbours of Lake Ontario.

The Port Lands were once one of the largest wetlands in the Great Lakes. This transformational move will restore the area’s ecological past while strengthening its ability to cope with floodwaters.

Figure 23: The River and Greenway





## Stitching To The City

The Port Lands, as an unparalleled opportunity for Torontonians, is befitting of a series of signature streets that stitch the Port Lands into the city. These streets will not only provide for enhanced mobility and connectivity in and through the area, but also a sense of place to allow public life to unfold. They will provide a rich and diverse setting to accommodate all modes and activities contemplated in the Port Lands. Each street uses its position within the city as a starting point for its experience, drawing back deep into the city or absorbing adjacent qualities to inform the character and quality of the street.

### Cherry Street

Cherry Street starts its journey north of the Port Lands. As it travels southward, it traverses a number of interesting and distinct neighbourhoods - Corktown, the new Canary District and the Distillery District. It crosses over the Keating Channel and into Villiers Island and then will pass through the new estuary. Further south, the

beautiful Strauss Trunion Bascule Bridge provides a new and interesting moment where the street takes on a new life and character. Cherry Beach is drawn up into the streetscape, reinforcing the historic sand bar. The street, potentially lined with cherry trees, will be animated by markets and grade-related spillout from the future Maritime Hub.

### Don Roadway

The Don Roadway will be defined by its adjacency to the future Don Greenway and naturalized Don River. It is a river street and ultimately completes a sequence extending from Bayview Avenue, connecting to the trail and river valley systems north of Lake Shore Boulevard. A continuous linear park along the western edge of the street in the Port Lands will provide an interface with the new Don Greenway, providing places to sit while taking in breathtaking views. The design of the street protects for future transit expansion within an expanded, temporary linear park. Protecting for another possible bridge across the Ship Channel is proposed. This additional potential future bridge could accommodate pedestrians, cyclists, vehicles, transit and potentially wildlife subject to maintaining port functionality.

### Broadview Extension

The Broadview Extension is a new civic spine connecting northward past the Broadview subway station to the ravine system north of O'Connor Drive. The full length of the street has a number of sequences that date to its origins in the late 1700s when aboriginal trails were located in the area. Originally named Mill Street north

Cherry Street



Don Roadway



Broadview Avenue



of Queen Street, it provided access to a number of large mills powered by the Don River. During the expansion of Toronto in the late 1800s, the lands around Danforth Avenue were subdivided and a new streetcar line introduced to downtown Toronto. As the street winds south, there is a pause and breathtaking view of the city's skyline at Riverdale Park. The street's next sequence then extends south through the communities of Riverside and Leslieville. Lined on either side by development it becomes part of the urban grid where it terminates at Eastern Avenue.

A new sequence for the street is imagined with the extension southward into the Port Lands. Broadview Avenue will become a destination street, connecting a series of important landmarks and hubs of activity. Its alignment is strategic, providing access for a new office destination in the Unilever Precinct, connecting mid-point in the Port Lands, and providing access, access and a forecourt to the awe-inspiring, west-facing façade of the Hearn. Its axial alignment enables a continuous, mid-point connection and long view to the Ship Channel with the industrial icon's chimney stack providing a spectacular view terminus. The extension is functional, thematic and symbolic in nature - a true civic spine.

### **Carlaw Avenue**

Carlaw Avenue is a compact right-of-way accommodating existing development, stable residential and industrial uses north of Lake Shore Boulevard. Reconfiguration of the existing right-of-way would provide an additional pedestrian and cyclist

amenity while maintaining vehicular capacity, residential and industrial access, and on-street parking. Within the Port Lands, Carlaw Avenue will be reconfigured and extended along the Turning Basin - drawing the water's edge promenade into the street and providing new opportunities to engage with water.

### **Caroline Extension**

The new north-south connection between Carlaw Avenue and Leslie Street will be designed as a film-friendly street and perform diverse functions. It will accommodate continued employment growth in the Port Lands and South of Eastern areas, while also minimizing potential impacts to existing stable residential areas to the north. The street design will include enhanced multi-modal connections into and out of the Port Lands and the potential for dedicated production parking. The street termination at the Turning Basin provides a special moment with a wide scenic view of the historic Ship Channel and surrounding scenery.

### **Leslie Street**

Leslie Street will continue to be an important working street in and out of the Port Lands, but the street will be rebalanced and reconfigured south of Commissioners Street with additional greening.

Carlaw Avenue



Caroline Extension



Leslie Street





## Uniting the Harbour and Wilds

The Port Lands extends from the Inner Harbour to the wilds of Leslie Street. A system of east-west connections that unites these key features is the third transformational move. Four east-west linear systems showcasing the unique qualities of the Port Lands will be created and embraced. More than just streets, they are blue and green open space systems.

### Lake Shore/Keating Channel Promenade

An urbanized Lake Shore Boulevard with a wide, landscaped multi-use trail, coupled with the Keating Channel promenade unites Toronto east and west of the Don River. It will also provide a seam between the city to the north and the Port Lands to the south.

### Commissioners Street

Commissioners Street will become the main east-west high street for the Port Lands, linking a series of destinations along its journey. It extends to Promontory Park in the west, and ultimately to the Inner Harbour. As

it moves eastward, its path crosses a number of destinations from the Don Greenway, to an adaptive reuse of the Commissioners Incinerator building and expanded McCleary Park, to the Turning Basin and ultimately terminating at Leslie Street.

### The Ship Channel

The Ship Channel is a three (3) kilometre and 120 metre wide water street anchored on either side by two major open spaces - the Hearn and Turning Basin blue square. Along its edge, the Ship Channel is defined by a diversity of character and function. On its north edge, a series of looped streets provide opportunities for animation and activation in the winter, coupled with a wide, landscaped promenade, providing extended spaces for pedestrians and cyclists. On its southern edge, the Channel will be activated by the theatre of the working port.

### Unwin Avenue

Unwin Avenue will be the seam between an urban industrial district and the wilderness of the future Lake Ontario Park. The street's existing 'wild' quality will be enhanced with new pedestrian and cycling infrastructure that hugs this treed edge and integrates the rail line. A continuous, curb-less bioswale along the street's south side will be designed to reinforce the natural edge. Realigning a portion of the street to provide better access, engaging with the Hearn by framing the iconic chimney stack, and creating a net environmental gain will also be undertaken.

Commissioners Street



Ship Channel Promenade



Unwin Avenue





## Blue-Green Park Network

Of the 285 hectares of land (excluding the Ship Channel) that comprise the Port Lands, approximately 48.5 hectares are identified and will be designated as major, city-wide destination parks and natural areas. This open space system forms an important part of the fabric of the Port Lands.

The parks and open spaces will be of all shapes and sizes providing yet another layer of diversity for the Port Lands' experience. There will be signature parks that will provide recreational and respite opportunities for all Torontonians. There will be urban spaces such as plazas, squares, and water's edge promenades. Events, parks programming and activities, shops and cafés will contribute to further enlivening these spaces. There will also be green spaces with an inherent wild quality that will expand the natural areas within and in close proximity to the Port Lands and contribute to enhancing biodiversity.

At precinct planning, additional neighbourhood-oriented parks and open

spaces and privately-owned publicly accessible open spaces (POPs) will be identified. These parks and open spaces will cater to future Port Lands residents and employees and provide both active and passive recreation opportunities.

However, an opportunity also exists in the Port Lands for a new dialogue about open space and an expanded public realm. This realm is not just green, but blue and green. Our perception can be shifted to see the waterways, integral to the very fabric of the Port Lands, as bringing promise of an entirely new open space experience. Activation can occur through movable, floating public spaces, bringing people closer to water. Within this Blue-Green park network, aquatic and green ecological areas will also be created where possible to support biodiversity and air and water quality.

This system of green and blue open spaces are tied together by the signature streets that are, themselves, linear open spaces, accommodating safe and efficient movement in and between the different open spaces.

Public access south of the Ship Channel is also greatly improved while enabling the continued use of the dockwall for port purposes. A series of parks and open spaces, at regular intervals and united through an enhanced Unwin Avenue, enables this area to remain a working port, while opening up resources and assets for public enjoyment.

The full Blue-Green network will be delivered incrementally over time. But, each new major park and open space will be in itself transformative. Key new Blue-Green parks and open spaces are highlighted below.

**Figure 24: Blue-Green Park Network**



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

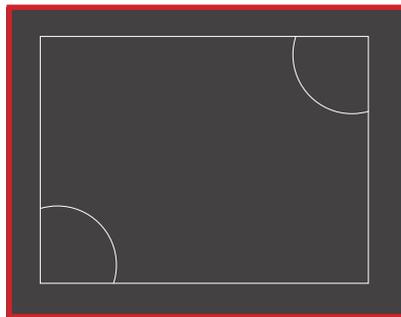


### Expanded McCleary Park

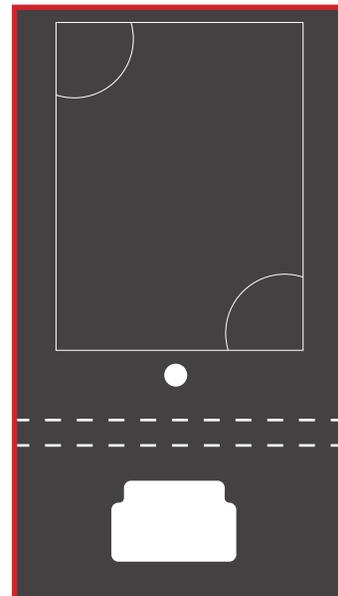
Pending the relocation of the Commissioners Waste Transfer Station, McCleary Park will be extended from Lake Shore Boulevard to Commissioners Street, and potentially reconfigured. Overall, no net loss of park space would occur through this reconfiguration and a net gain would be achieved. This centrally located park will not only accommodate a diverse

range of park programming, but the historic building set in a public plaza is envisioned to be transformed into a community hub with a variety of activities. The need for a continuous east-west street that extends through the expanded park will be further assessed. However, it will be designed integral to the expanded park, and as a predominantly pedestrian street.

2.8 ha



3.4 ha

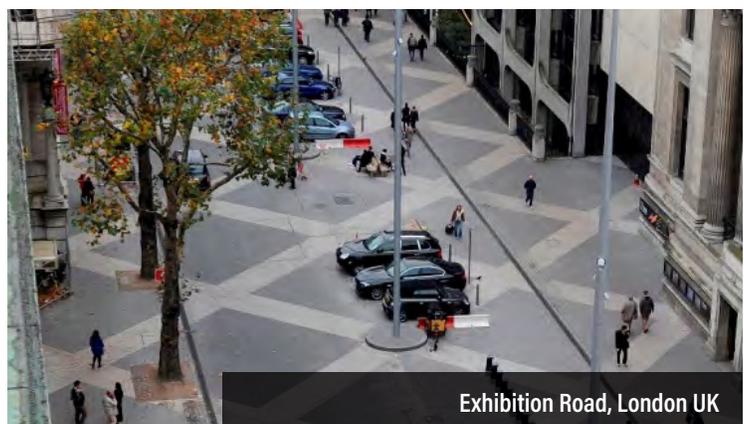


Top: Existing McCleary Park

Right: Potential Reconfiguration of McCleary Park



Artistic rendering of the reconfigured and expanded McCleary Park



Exhibition Road, London UK

## 2

### The Turning Basin Blue Square

Many cities, past and present, have used the presence of water to expand the traditional frame of a civic square - using built form to frame waterways or inlets. The Turning Basin offers the opportunity for a new kind of public space - allowing critical shipping movements to continue, yet using the space over the water for programming, activation and recreation.

Putting public life on the water and in the water - not just next to the

water - will be key to the Turning Basin Blue Square experience. There are opportunities that can be explored for water-based programming activity to create this unique Toronto destination. In the summer, markets, concerts, films, art installations, pop-ups and festivals on moveable barges, pods or other floating infrastructure are possible. Its frozen surface in the winter, subject to addressing safety issues, could be used to enable skating, hockey or curling for year-round activation.



Swimming in the Danube, Vienna

## 3

**Ship Channel Water's Edge Promenade**

The water's edge promenade on the north side of the Ship Channel will be a continuous public connection, forming a cohesive link between the varied districts along the Ship Channel - the heart of Toronto's Port Lands and its most significant man-made waterway. Recognizing the eclectic mix of uses and edge conditions along the

Channel, the promenade will be painted with a common language to tie them together, while allowing their variety to remain as an inherent strength. The water's edge will be designed to allow public life to spill over into the water, with new cultures springing up in the Ship Channel itself, pushing activation beyond the conventional edge.



Ship Channel

# 4

## Leslie Green Portal

The Leslie Green Portal expands on the greening that has been taking shape along Leslie Street to create a new focal point for the eastern edge of the Port Lands. The portal will be up to a 140 metre wide green finger that will unite the city to the north with the wilds of Tommy Thompson Park to the south.

Leslie Street will be an integral component of the portal. The additional greening both adjacent to and in the street itself will enable the wild qualities of Tommy Thompson Park to filter up through the street as another major public realm intervention.



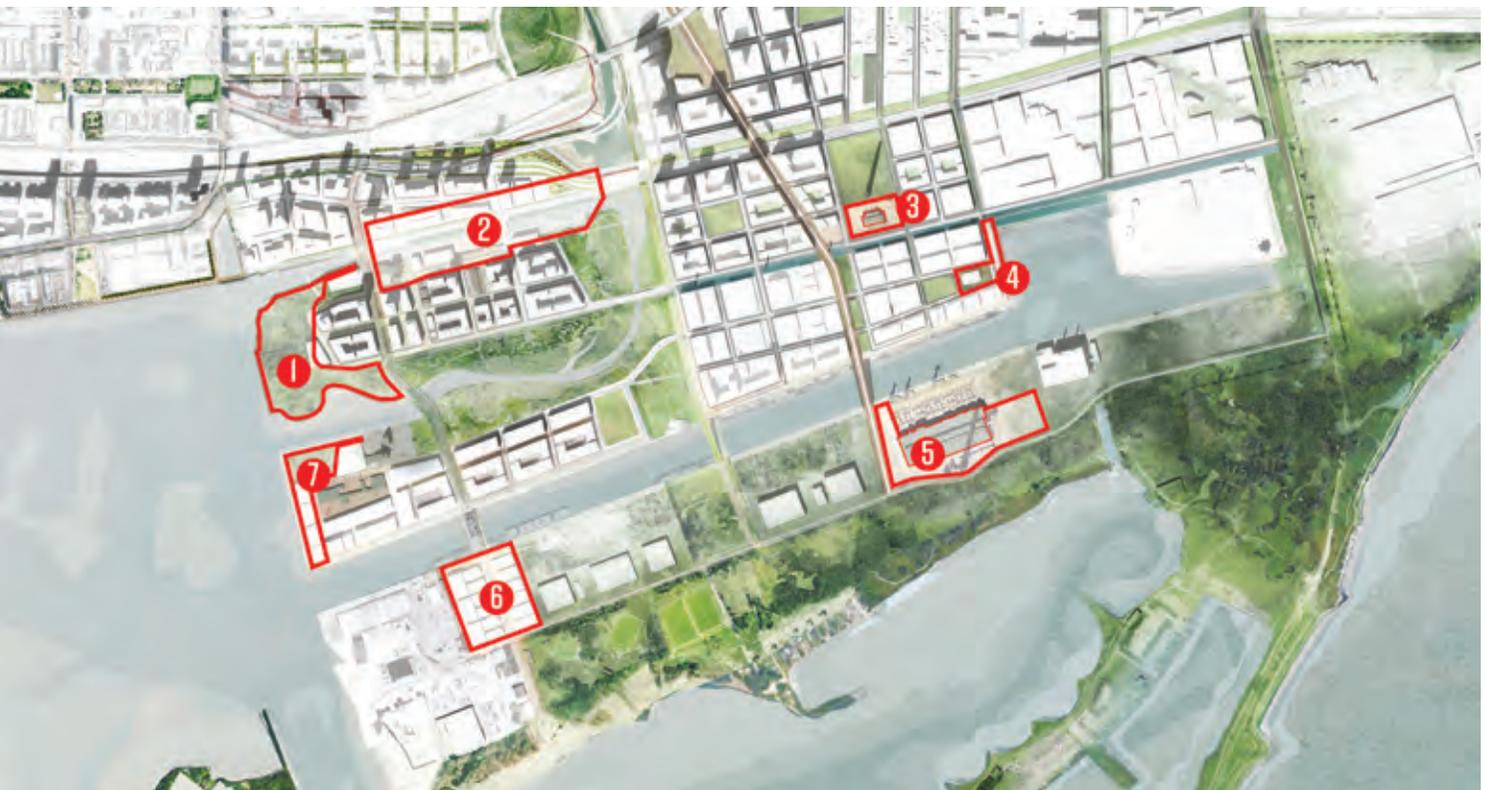
Artistic Rendering of the Leslie Green Portal



## Seven Destinations

Seven new destinations will contribute to a larger armature of civic destinations for future Port Lands' residents and workers, but also for all Torontonians.

Figure 25: Destinations



- |                                     |                   |                |
|-------------------------------------|-------------------|----------------|
| 1 Promontory Park and Catalytic Use | 4 Basin Promenade | 7 Polson Point |
| 2 Keating Promenade                 | 5 The Hearn       |                |
| 3 Commissioners Community Hub       | 6 Maritime Hub    |                |



## Promontory Park and Catalytic Use

Promontory Park will be a large waterfront park, overlooking the Inner Harbour. The natural river valley will wrap around the park at its southern end. The park will include varied topography, including a high point or promontory for city views, and a low point for long views down the Keating Channel, while showcasing remaining elements of the Marine Terminal 35 building. Promontory

Park will also include a destination or catalytic use that would spawn and support regeneration efforts and bring people to the Island in early stages of its development. Broadly imagined, this destination or catalytic use could consist of a wide variety of cultural, institutional and community uses in a new, dramatic building overlooking the park and Inner Harbour.



Artistic Rendering of Promontory Park

## 2

**Keating Channel Promenade**

The Keating Channel Promenade will be the centerpiece of Villiers Island and the Keating Channel Precinct - a living room for residents, workers and visitors to the area. It will be a unique and iconic public gathering space in Toronto, providing intimate relationships between land and water. Publicly-accessible uses will open onto and engage with the Channel. Residents and workers will spill out onto the Promenade, enjoying cafes, restaurants, cultural venues and recreational uses.

Year-round activation will be ensured by employing all-weather arcades equipped with glazed panels that can be opened or closed according to the season. The design of the Promenade will echo the water's edge promenade system elsewhere on the waterfront, with an upper and lower tier, high-quality paving materials and tree plantings. There will be opportunities for leisurely interchanges, informal seating areas, market spaces and recreational boat activity.



The Keating Channel Promenade

### 3 Commissioners Community Hub

The adaptive re-use of the historic Commissioners Incinerator building and expansion of McCleary Park can be both a neighbourhood and city destination. Built in the mid-1950s, the building has incredible re-use potential subject to the relocation of the current waste transfer operation. The building has approximately 6,500 square metres of floor area and opportunity for a large outdoor terrace above the building's first floor. It's envisioned to be a hub of activity in the heart of the Port Lands, surrounded by a public plaza, with a large new local- and district-serving community centre. It will also provide

for creative sector incubator uses. The plaza could host community events and flea and/or farmer's markets, or act as an arts, culture and performance venue.



Kater Holzig in Berlin



400 Commissioners Street

4

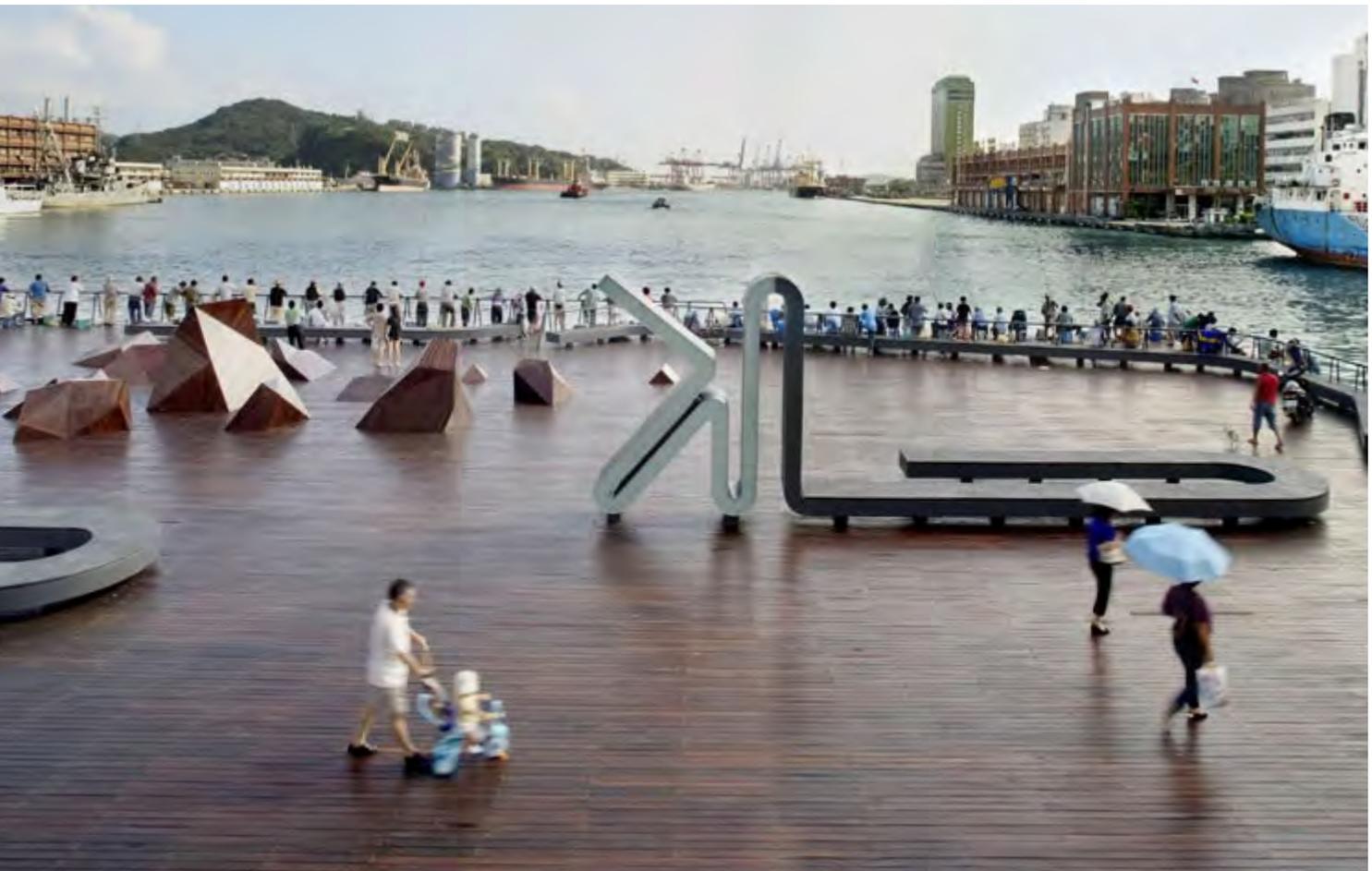
**Basin Promenade**

The Basin Promenade will be a land extension of the Turning Basin Blue Square. Carlaw Avenue will extend along the Turning Basin, drawing the water's edge promenade into the

street. There will be new opportunities to engage with water and a unique vantage point to watch industry unfold. At the Promenade's terminus, a special, Inner Harbour place will be created to activate the Turning Basin Blue Square, provide all-season uses and be capable of hosting diverse events. A new iconic building is envisioned to mark and create a distinct frontage facing the Turning Basin. Potential uses could include a Toronto screen-industry museum, or other creative industries and institutional uses. It could also provide a back-drop for on location filming.



Institute of Contemporary Art, South Boston



## 5 The Hearn

The Hearn and its surrounds have immense potential. Its adaptive reuse will redefine the lands south of the Ship Channel. It will bring new life and identity to the Port Lands most prominent landmark, while enshrining the area's power heritage. The Hearn's re-use is conceived as both a new public space surrounding the Hearn and a completely revitalized Hearn building.

Sitting at the foot of the new Broadview Extension, the Hearn experience would start here with an activated forecourt at the building's impressive Art Moderne façade. The potential inside the massive

building is unique. It could be an experimental food hub, innovation and education centre, ruin garden, multi-cultural and multi-sport facility, or maybe even an art hotel.



The Hearn



Artistic Rendering of a Revitalized Hearn

6

**Maritime Hub**

A mix of new, tight-knit, at-grade commercial uses in inventive and playful structures is envisioned on either side of Cherry Street south of the Ship Channel. The Maritime Hub

will be a special destination area envisioned with a series of small shops, cafes and restaurants. These commercial uses will co-mingle with working harbour industries on either side and new open spaces at the Ship Channel to create a gateway to Cherry Beach and provide amenities for area workers and recreationists. The historic Strauss Trunion Bascule Bridge provides a powerful focal point and backdrop to the Hub. Support uses for harbour or other industries could be located above the at-grade commercial uses to provide another level of activity.



Boxpark, Shoreditch



Artistic Rendering of the Maritime Hub

## 7 Polson Point

Polson Point's location offers an opportunity to capture views of Lake Ontario and the Toronto Islands. It also provides unobstructed and stunning views of downtown Toronto. Polson Point will be a publicly accessible gathering place. Given its proximity to adjacent precincts, there is an opportunity to install an institutional or cultural use to serve a wide swathe of the Port Lands. It could be a biodome, housing native species of flora and fauna. Or a waterside museum, leveraging the success of examples from Vancouver (the Museum of Anthropology) and Boston (Institute

of Contemporary Art). Whatever manifests, unobstructed access to and from the water's edge will be maintained, facilitating public access to the blue-green edge.



The historic dock wall on Polson Quay.



Downtown Toronto's Skyline from Polson Quay



## Unique and Memorable Districts

*Like a piece of architecture, the city is a construction in space, but one of a vast scale, a thing perceived only in the course of long spans of time...at every instant, there is more than the eye can see, more than the ear can hear, a setting or a view waiting to be explored.*

– David Lynch.

Toronto is a city of neighbourhoods and districts – altogether well over 200 of them. These have helped the city thrive and have assisted in shaping its identity. The vision for the Port Lands builds on this Toronto tradition through the creation of a series of distinct districts. It also acknowledges that cities, and the places within them, are not static. They continue to grow and evolve over time.

### Villiers Island

Villiers Island will take shape through a series of big infrastructure and transformational moves, the most substantial of which is naturalizing the mouth of the Don River and restoring the historic Keating Channel. When the new mouth of the Don River is built, the new urban island will emerge. Villiers Island will be a main gateway into the Port Lands from new urban areas to the north. Bordered by four distinct waterside edges and open spaces, Villiers Island will become a special island community and highly desirable location in Toronto to live, work, and play.

The Island is envisioned as a sustainable urban community in the midst of the big city. Overall, it will have a human-scaled, mid-rise character with some tall buildings of moderate height strategically located and scaled to set the Island apart from the rest of the city. But the Island will also be defined by diversity within the Island, inspired by the Island's varied urban, industrial, and natural landscapes. There are five character areas planned for Villiers Island, each with a distinct but interconnected place-making vision.

Each character area comprises distinct features and a built form response to the Island's varied parks and open



Artistic rendering of Centre Street

**Figure 26: Unique and Memorable Districts**



**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 Marine Terminals

spaces, heritage structures and special places with programming or activities - from the civic destination of Promontory Park, to the passive and contemplative River Park edge, to the locally-oriented neighbourhood Villiers Park, to the pedestrian spine of Centre Street and the active urban edge and historical character of the Keating Channel Promenade and Cherry Street cultural corridor.

### **Polson Quay**

Polson Quay will have a more unusual character, but will, nonetheless, be an intriguing and interesting place. The Cement Terminal on Polson Quay and other nearby port and industrial uses are a significant challenge for introducing new residential uses, but at the same time this also presents an opportunity to create a radically different type of place in the near- to medium-term that builds off successes and lessons learned in places like Paper Island and Granville Island. In the near- to medium-term, there is the potential to foster a healthy mix of uses capable of coexisting harmoniously with both industry and the prospect of future residential permissions. This mix of uses would need to enliven and activate the area while spurring economic growth.

In fact, many of the existing uses and users in the historic Dominion Boxboards building in the heart of the Quay are laying the foundation for this with its growing concentration of creative practitioners. The area's existing fabric, with its exceptional views to the city, adjacency to the river and Ship Channel, and historic resources, provides a profound starting point that can be drawn on to create a distinct and memorable district identity.

In the longer-term, Polson Quay may evolve into more of a live/work area that would positively contribute to the Port Lands skyline. Careful consideration of the introduction of sensitive land uses will be employed to ensure compatibility and longevity of the Cement Terminal and other nearby port and industrial uses. Should the Cement Terminal operation relocate elsewhere, the active dockwall will be naturalized to complete the vision for the urban estuary.

### **South River**

Much like Polson Quay, new residential uses in South River are challenged by nearby port and industrial uses. In the near- to medium-terms, the area is envisioned as a scenic location for production, interactive and creative industries housed in multi-storeyed, adaptable buildings with active uses at street level. Over time, the area may evolve into a distinct mixed-use community should there be greater tolerances for the industry nearby or new technologies and approaches to mitigate the impacts of industry.

### **McCleary District**

Envisioned as a dense, transit-oriented, complete mixed-use community and hub of activity, the District will have a mid-rise feel, contribute to broader economic objectives and complement the office destination envisioned to the north. The land use mix will create a healthy balance and enable key economic clusters synergistic with districts to the south.

The District will be bookended by two spectacular open spaces - the river to its west and McCleary Park to its east. A new, sunny and centrally-located, local park will also be introduced to

provide a local amenity for residents and workers. A distinctive height peak at the Don Roadway and Lake Shore Boulevard will set the district apart and contribute to the Port Lands skyline, while ensuring excellent sunlight on the public realm. Tall buildings will be focused along the Don Roadway and Lake Shore Boulevard, terracing down in height towards McCleary Park and Commissioners Street.

### **Media City**

The creative sector's huge potential for growth is increasingly recognized. More and more, the creative sector is demonstrating the important role it can play in revitalizing urban areas in

need of regeneration and contributing to Toronto's economy. Media City will support Toronto's vibrant film, television and digital media industries. Complementary production, innovation and creative uses will also be encouraged, further enhancing the vibrancy and longevity of the district.

Media City will have a concentration of production-related development around the existing studio complex and fronting on a new east-west public street and water's edge promenade. The scenic potential of the adjacent Ship Channel will be maximized by providing active and animated uses along the water's edge promenade.



Artistic rendering of McCleary District

Animating and energizing the public realm at street level will be encouraged to further enhance the vitality of this campus. This can be achieved through limiting gated areas, locating production studios internally to a site/building, and activating blank walls with “shooting streets” facades and public art.

### Turning Basin District

The Turning Basin District will become a prestigious new address for production, innovation and creative uses. The area will offer views of the historic and iconic Hearn Generating Station. Visitors can also observe the working port in the adjacent Turning Basin.

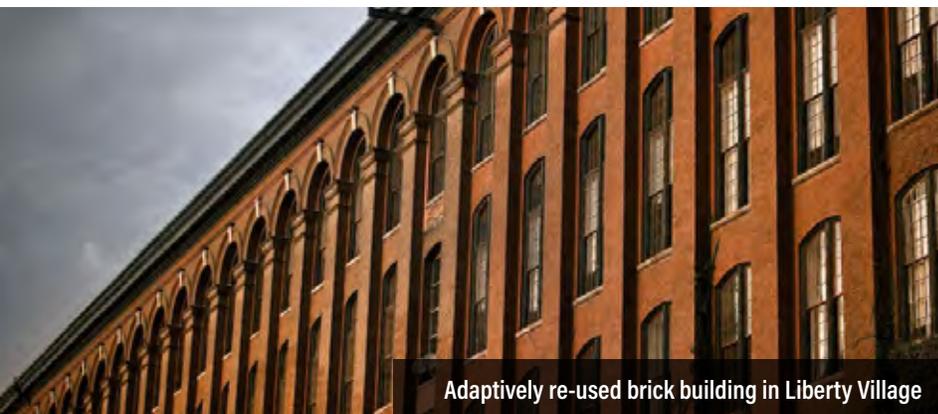
While this area will initially support light industrial and production, interactive and creative uses, it is important that developments today allow for the future adaptability. An animated public realm and access to public spaces will be essential to the success of this district. Cafes, restaurants and small-scale retail spaces will line the Ship Channel promenade and Turning Basin edge, creating amenities for future employees and visitors to the area.

Buildings will have a robust, distinctive character and material palette with flexible floorplates to enable adaptive reuse. Warehouses developed in the near and medium terms will later transform into creative offices and studios much like Showplace Square in San Francisco and DUMBO, Brooklyn. A resilient street grid will be achieved over time, creating a more fine-grained street network.

### The Warehouse District

On vacant or opportunity sites within the District, new-light industrial and production uses will be permitted to support the district’s transition from a heavy-industrial to light-industrial and production area. Innovative and green industries or new production studio infrastructure will be pursued on vacant and underutilized sites. This will also strengthen and create new synergies with the South of Eastern area to the north.

The urban form for the area will support walking and cycling, and sustain a diverse, active and safe public realm, particularly on Leslie Street, the Caroline Extension and Commissioners Street. The architectural character will consist of modern, compact,



Adaptively re-used brick building in Liberty Village



Light projections on a salt pile

street-related warehouse-style buildings suited to adaptive reuse.

### **East Port**

The East Port will continue to serve Toronto’s industrial and port needs. Heavy port and industrial uses will remain. Adjacent to the dockwall, land uses will generally be restricted to and optimized for those uses that require access to dockwalls for shipping. New heavy industrial uses will be required to employ the latest in noise and emission abatement measures, minimize their footprint, provide attractive screening or enclosure of outdoor storage and contribute to environmental sustainability. Other creative means to both buffer and enable people to safely engage with industry will also be pursued.

### **South Port**

South Port will be a vibrant, active working waterfront with compatible industrial uses for the foreseeable future. Existing port activity along the dockwall will be reconfigured to accommodate the Don Greenway. In the process, operations will be updated and modernized. New attractive marine terminals for storage, inventive and playful screening, and

maritime infrastructure improvements will replace the current practice of outdoor storage where possible while maintaining the theatre and grittiness of the working port.

Other employment, industrial and city servicing uses, on short- to medium-term leases, will be permitted adjacent to Unwin Avenue. This will also assist in opening up opportunities elsewhere in the Port Lands and South of Eastern area for regeneration and renewal and the creation of new signature parks and open spaces. Site and building design will absorb qualities from the natural areas to the south and include wide, naturalized landscaped setbacks adjacent to Unwin Avenue. Much like in the East Port area, new heavy-industrial uses will be required to employ the latest in noise and emission abatement measures, minimize their footprint and provide attractive screening of outdoor storage.

### **Ports Toronto Marine Terminals**

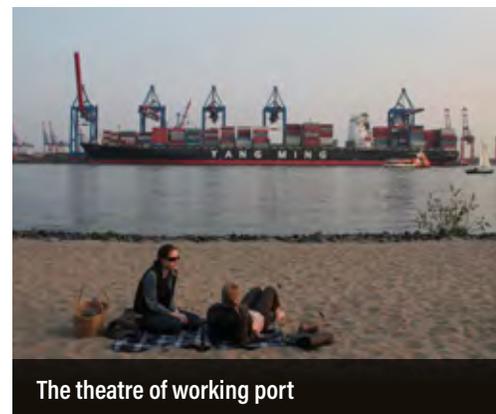
Formerly the home of the Toronto to Rochester ferry and now host for Great Lakes cruise ships, these lands will complement the South Port area and continue to serve port and other maritime uses for the foreseeable future.



Movies projecting off silos



A storage building for road salts



The theatre of working port

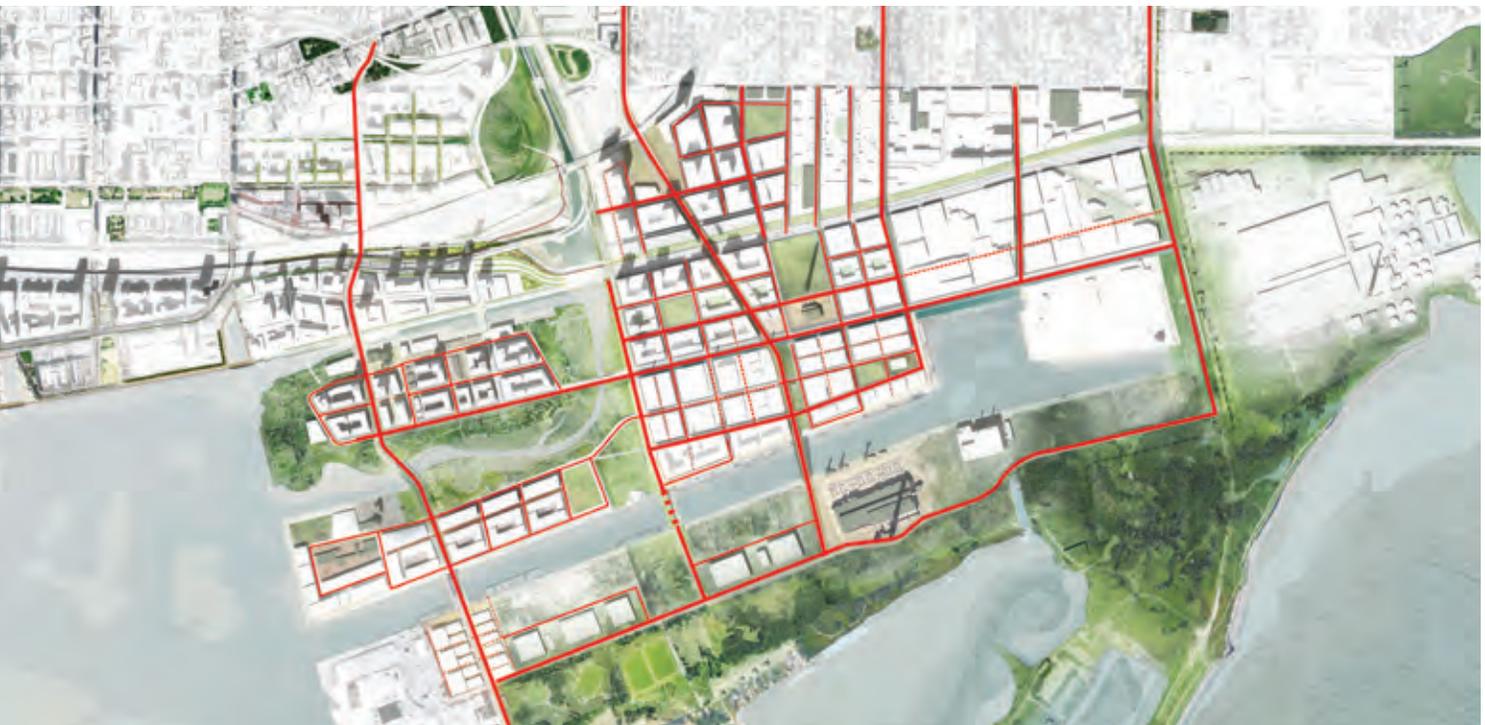


The urban structure established for the area, consisting of the signature streets, and varied urban, open and natural spaces, will set in place a high-quality physical environment. It will have a coherent spatial structure to support the establishment of a fine-grained and resilient local street and block pattern, capable of supporting a wide variety of uses well into the future. Industrial and port districts will have less porosity due to their role and function and need for large tracks of contiguous land and secure dockwall access. Transitional districts may at first have larger blocks to accommodate industrial and more land consumptive studio and related uses, but in time as the areas evolve these larger blocks will be further broken down. The mixed-use districts will have a variety of fine-grained scales that help to define character and place and shape built form.

## Resilient Urban Fabric

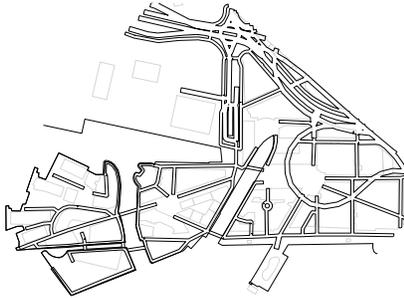
Cities do not have just one scale - they have many. Sometimes those scales evolve over time as the city develops. The Port Lands will be defined by its evolution of many distinct districts with a variety of density and scales.

**Figure 27:** Resilient Urban Fabric



**Figure 28: District Street and Block Precedents**

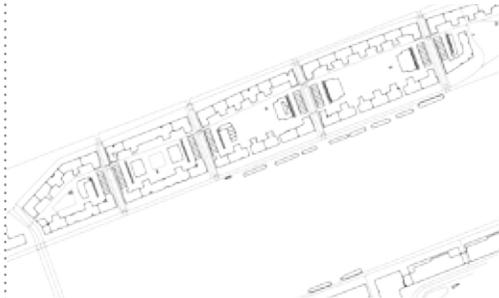
**Tjuveholmen,  
Oslo**



**Hafencity,  
Hamburg**



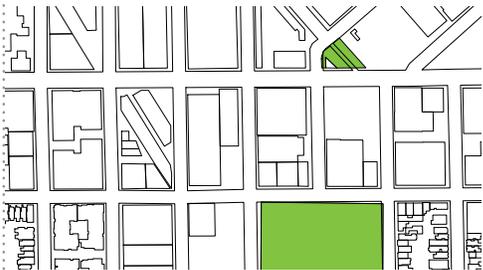
**Java,  
Amsterdam**



**DUMBO,  
Brooklyn**



**Showplace Square,  
San Francisco**



**King + Parliament,  
Toronto**



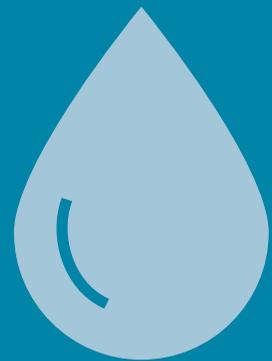
# A SNAPSHOT...

1

AND  
ONLY  
PORT



60ha  
of Parks and Open  
Spaces



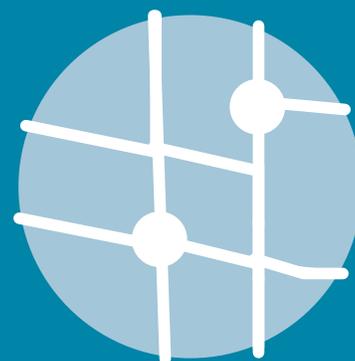
4km  
of Water's Edge  
Promenade



**7**  
Destinations



**3km**  
Active  
Dockwall



**15km**  
of Connected  
Signature Streets



Figure 29: Port Lands Illustrative Plan

Outer Harbour



Eastern Ave.

Lake Shore Boulevard E.

Carlton Ave.

McCleary Park

Leslie Barns

Leslie Green Portal

Turning Basin

New Lift Bridge

The Hearn

Tommy Thompson Park

Park and Natural Area

Leslie Street Spit



## 3.4

# TWELVE OBJECTIVES

Twelve objectives define what is to be achieved in the Port Lands and measure success. The objectives embody the vision and provide overall direction for the Port Lands' transformation.



**1. Ensure land use across the Port Lands and associated development is diverse with beautifully designed**

**buildings, and, where appropriate, capable of adaptive reuse.**

The Port Lands will include a variety of uses, adding vibrancy and animation to the area both day and night, and that will actively transform the Port Lands into a new, exciting mixed-use city district. All development, irrespective of land use, will contribute to an urban form that reflects the Port Lands as a distinctive place in the larger city and strengthens its physical fabric and character. Buildings will be beautifully designed to ensure they are well integrated and enhance local distinctiveness and activity. In recognition of the evolutionary nature of this plan, and that buildings outlive uses, buildings will also be designed with adaptive reuse in mind.



**2. Actively pursue land uses that will shape prosperity and increase Toronto's global competitiveness and**

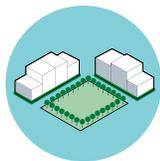
**drive a strong, production-oriented, digitally-connected, innovative and diverse economy.**

Large areas of the Port Lands will continue to provide important space for city-serving land uses close to Toronto's downtown core which will contribute to Toronto's competitiveness over the long-term. There are opportunities to seed and target industries that are compatible with existing uses to remain and contribute to a full and diverse complement of uses and opportunities for Torontonians. Key industries include further expansion of production, interactive and creative industries, but also targeting new sectors that can advance an innovative and diverse economy.



**3. Optimize maritime industries and support the working port while managing the neighbourhood interface.**

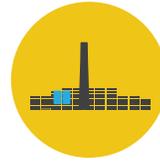
Over time, the use of the north dockwall of the Leslie Street Slip and south dockwall of the Ship Channel will be optimized for port and maritime uses. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be pursued, while maintaining the Port Lands as a place for authentic and gritty waterfront activities. A coherent package of inter-related instruments will also be required to effectively mitigate impacts of maritime industries and manage the interface between active industry and areas of the Port Lands that will transition to a more mixed use and neighborhood-serving character.



**4. Create a diverse and multi-functional public realm with activated public spaces, the highest caliber of urban design, and that showcases**

**stormwater as a resource.**

A comprehensive network of public parks and open spaces of all different sizes will be developed that capitalizes on the Port Lands' waterfront setting, the new river valley, the Ship Channel and future Lake Ontario Park. The new parks and open spaces will provide a range of recreational opportunities. High-quality streetscapes, outstanding parks, natural linkages and new public facilities with the highest caliber of design will be secured to ensure that the complete communities and new employment clusters created in the Port Lands are great places to live, work, play and visit.



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

The Port Lands are an important remnant of the city's industrial past. There is also a rich history of First Nations in the area that will be commemorated and interpreted through a variety of means. Significant and iconic heritage resources will be conserved, repurposed and appropriately leveraged to contribute to placemaking and to celebrate the Port Lands' industrial heritage. The unparalleled views, including those to the Port Lands' skyline, will be protected, framed by development and celebrated. New views to the water's edge, river valley and iconic structures will also be created.



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

Enhanced physical, social and visual connections will connect the Port Lands to the city. These connections include a network of fine-grained public streets with animated streetscapes, higher-order transit, new bridges, enhanced pedestrian and cycling connections and the renaturalized Don River. New public street connections will provide permeability into, out of, and within the Port Lands.



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

In the new mixed-use districts, a significant percentage of new housing in the Port Lands will be created that is affordable to people with a wide range of incomes to promote social inclusivity. Innovative affordable housing delivery models will also be pursued to assist in lowering the cost of delivering affordable housing alongside market housing. Housing should also be designed to meet the physical, social and psychological needs of everyone, including families with children.



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

Portions of the Port Lands have evolved into wonderfully diverse natural areas. The commingling of active port and post-industrial neighbourhoods offers new opportunities to think creatively and sustainably in terms of the integration of ecology and enhancements to aquatic and terrestrial habitat in the Port Lands. Initiatives that consider the needs of all life forms can provide identity to the district and contribute to the public realm experience.



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

Leading-edge and innovative approaches will be utilized that showcase the revitalized Port Lands as a leader of sustainable development on the world's stage. Reducing resource consumption and greenhouse gas emissions, providing low-carbon developments, low-impact design, minimizing dependency on the private automobile and fostering new technologies will be just some of the approaches that are employed to optimize the sustainability of the revitalized Port Lands and advance innovation.



**10. Ensure orderly development in lock-step with infrastructure improvements.**

The Port Lands transformation requires significant public and private infrastructure investment. Development will not be permitted to outpace the necessary infrastructure investments that are required to support a high quality of life in the proposed neighbourhoods and/or continued employment growth.



**11. Create destinations for Torontonians, building on legacies and implement early activation projects to**

**kick-start the transformation and enhance public access.**

A number of new destinations and special places are to be developed which promote walking and taking transit, provide opportunities for social interaction and contribute to an interesting urban life. The destinations will build on legacies and provide early foci to shape the overall transformation of the Port Lands.

While active industrial uses continue to function, it is often within port settings that innovative cultural activities and a vibrant public realm can emerge and thrive – even temporarily. Short-term actions that support a pioneering spirit of transitional occupation driven by locally-rooted start-ups, informal events, recreational activities and nightlife will be pursued.



**12. Strategically consolidate and relocate some existing uses to create opportunity and**

**improve public access while also wisely managing land to support future evolutionary potential.**

While generally underutilized, there are a number of existing uses in areas of the Port Lands that will unavoidably be displaced in initial phases of the transformation. Moreover, many of the existing uses are dispersed across the Port Lands' landscape. The consolidation of functions and relocation of existing port, industrial and film-related uses will not only open up opportunities, but will also minimize potential impacts on the new communities and provide new opportunities for economic growth in the Port Lands.

It is also prudent to 'future proof' parts of the Port Lands to ensure that decisions made now do not preclude future opportunities that are difficult to predict. Future proofing is about retaining some lands in public ownership to ensure long-term flexibility. It is about continuing to manage lease commitments in areas that will be retained for port and employment purposes such that we maintain a land bank within close proximity to the downtown that could be drawn upon to capitalize on opportunities that may arise such as a future Olympic bid, World's Fair or other public interest not yet fully imagined. Future proofing is also about making wise decisions about streets, transit and other infrastructure today, in a manner that will permit expansion to meet future needs economically and effectively.

## 3.5 Recommendations

Opening up the Port Lands to urban development is a Big Move identified in the Central Waterfront Secondary Plan. The Plan envisions that the Port Lands will be transformed into a number of new urban districts set amid the hustle and bustle of Toronto’s port activities. The vision for the Port Lands maintains this important aspect of the original vision, but refines and updates the vision to encapsulate the outcomes and findings from this Framework. The recommendations below will implement the long-term vision established for the Port Lands.



**Update the vision statement in Big Move D22 in the Central Waterfront Secondary Plan to the Vision identified on pages 33 and 34.**



**Embed the Six Essential Elements, as appropriate, in policy directions throughout the Framework.**



**Incorporate the Seven Transformational Moves as Port Lands specific Big Moves in the Central Waterfront Secondary Plan.**



**Incorporate the Twelve Objectives in the policies of the Central Waterfront Secondary Plan to define what is to be achieved and to measure success.**



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation





## **SECTION 4**

# **DIRECTIONS + RECOMMENDATIONS**

Directions in twelve key areas collectively form the blue print for achieving the vision. Enhanced policy direction and guidance is provided in each area. The policy directions form the basis for amendments to the Central Waterfront Secondary Plan (CWSP). Additional guidance is also identified for continued, more detailed, planning.

# Directions + Recommendations

ENHANCED POLICY DIRECTION AND GUIDANCE FOR ACHIEVING THE VISION



## 4.1

# LAND USE DIRECTION

The Port Lands is valued for different purposes. For some, it is valued for the potential it possesses for creating new neighbourhood districts and spectacular waterfront parks. Others see it as a city-wide asset that can create destinations for all Torontonians. But it is also valued for its role as a working harbour and hub of media production activity. The challenge in developing enhanced direction from a land use perspective was how to allocate land in a way that balances the multiple competing objectives while ensuring an appropriate interface between the various land uses. Remarkably, the Port Lands scale and unique attributes offer different opportunities for transformation that can encapsulate the myriad perspectives of what the Port Lands ought to be. The possible mix of uses can and will serve many varied purposes, including harnessing the successes of existing enterprise and contributing to the continued prosperity of the city.

Over the fullness of time, the Port Lands will be unlike any other area in Toronto. It will be a city within a city with a full, balanced mix of uses. New, inclusive mixed-use communities will

provide great places for people to live and work. Industry and the working port will be celebrated and embraced, offering exciting contrasts and a 'positive friction'. It will be a film-friendly place where our city's film and television production, media and creative sectors are able to grow and thrive. New destinations and catalytic uses will enrich the cultural and recreational offerings in the city for all Torontonians.

Realization of this land use vision will occur over many years. Some areas will undergo comprehensive renewal in initial phases, others will transform more organically. Great potential exists for seeding a future that leverages and capitalizes on the opportunities and challenges of the geography and motivates positive change to strategically achieve broader city-building objectives. Infusing new uses, whether interim or end state, will create new experiences and target key employment sectors. Thoughtful and careful curation of land uses in the near, medium, and longer-terms that effectively integrate with the underlying urban structure will be crucial to give coherence, shape innovation, and preserve potential.

## 4.1.1 A Regeneration Area with Enhanced Direction

The Central Waterfront Secondary Plan (CWSP) currently designates the majority of the Port Lands as **Regeneration Areas**. **Regeneration Areas**, as defined in the CWSP, are intended to provide for a broad mix of commercial, residential, industrial, parks and open space, and institutional uses in an urban form.

More specifically for the Port Lands, the CWSP calls for its transformation into a number of new urban districts amid the “hustle and bustle” of a working port. It identifies a number of uses desirable in the Port Lands, such as new mixed-use residential developments, knowledge-based industries, film and new media activities, “green” industries, recreational, cultural and tourist amenities, city-serving uses, and marine-related industries. The CWSP, however, does not identify where these uses should be located, nor does it resolve how these land uses will co-exist.

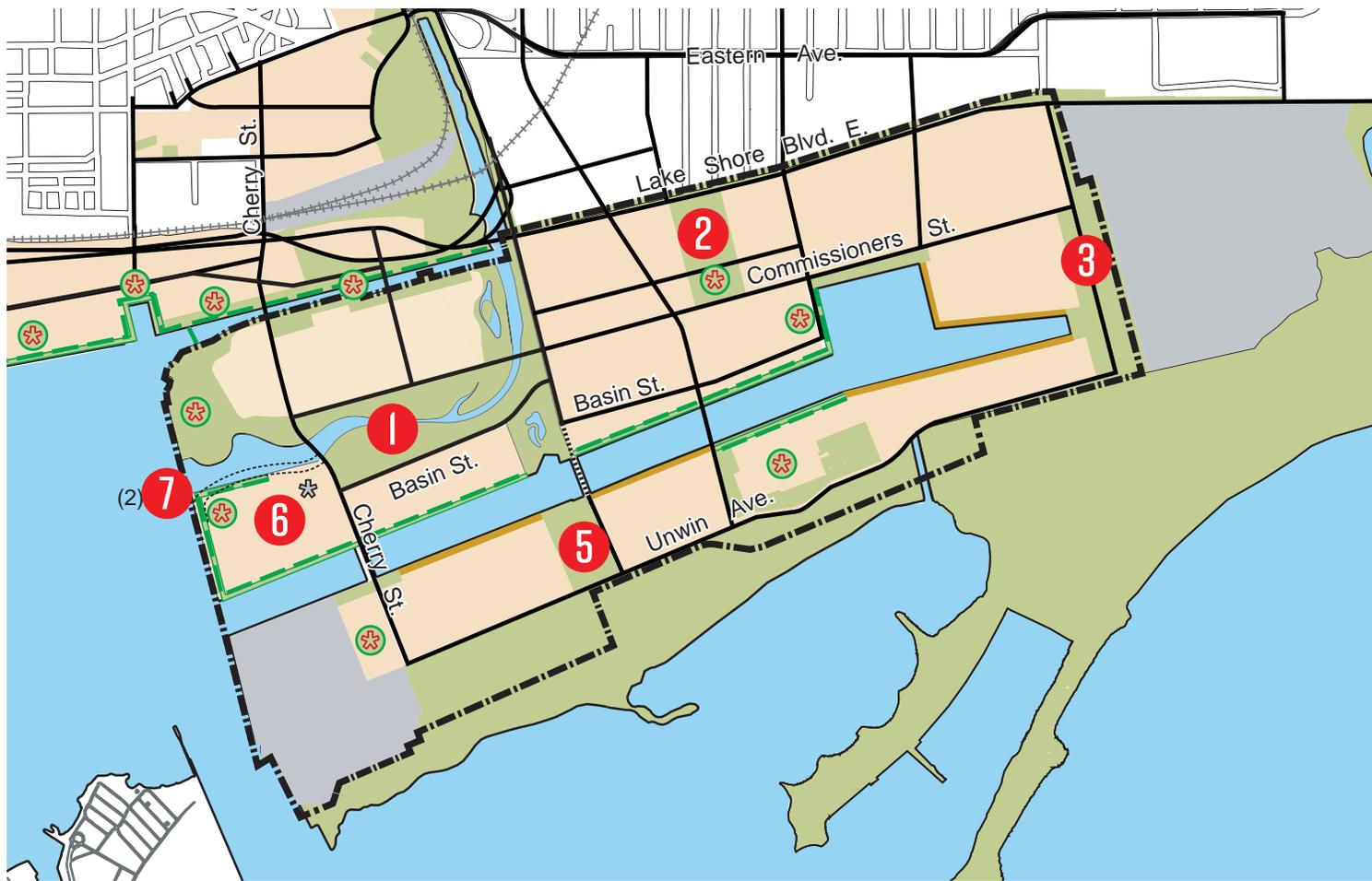
The Port Lands will continue to be largely designated as **Regeneration Areas** while continuing to recognize its role as an important area for key employment clusters in close proximity to Toronto’s downtown. Minor amendments to Map E Land Use Plan (Figure 30) are proposed that adjust the **Regeneration Areas** boundaries to reflect the recommended parks and open space system. The Land Use Plan also continues to identify public

promenades, but introduces a new classification for promenades - future public promenades. The different types of promenades are discussed in more detail in **Section 4.2** of this Framework. Lastly, additional Inner Harbour Special Places are identified, capturing the **seven destinations transformational move**.

A key aspect of this Framework is the provision of more detailed land use direction to provide clarity for where the different land use typologies are appropriate and desirable and to clearly set out expectations associated with the underlying **Regeneration Areas** land use designation. The Land Use Direction recognizes and further defines the desirable economic clusters and uses, and specifies where these uses are to be located and actively pursued, as well as areas suitable for residential uses.

This enhanced direction will assist in guiding the transformation over the coming decades. Direction is provided for the near-, medium- and longer-terms, while recognizing that some areas may undergo further detailed assessment at the precinct planning stage to provide more specificity on the range and intensity of permitted uses. In some instances, flexibility is provided to enable a progressive agenda of change. In other instances, it is more prescriptive to ensure a suitable framework to effectively manage potential land use conflicts.

**Figure 30: Official Plan Designations**



- 1** Recognition of the naturalized river mouth and Don 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 Barns
- 4** Introduction of the Future Public Promenade classification
- 5** Refined and expanded Don Greenway South
- 6** Recognition of existing Cement Terminal
- 7** Recognition of future naturalization per the DMNP EA if Cement Terminal relocates
- 8** Introduction of additional Inner Harbour Special Places

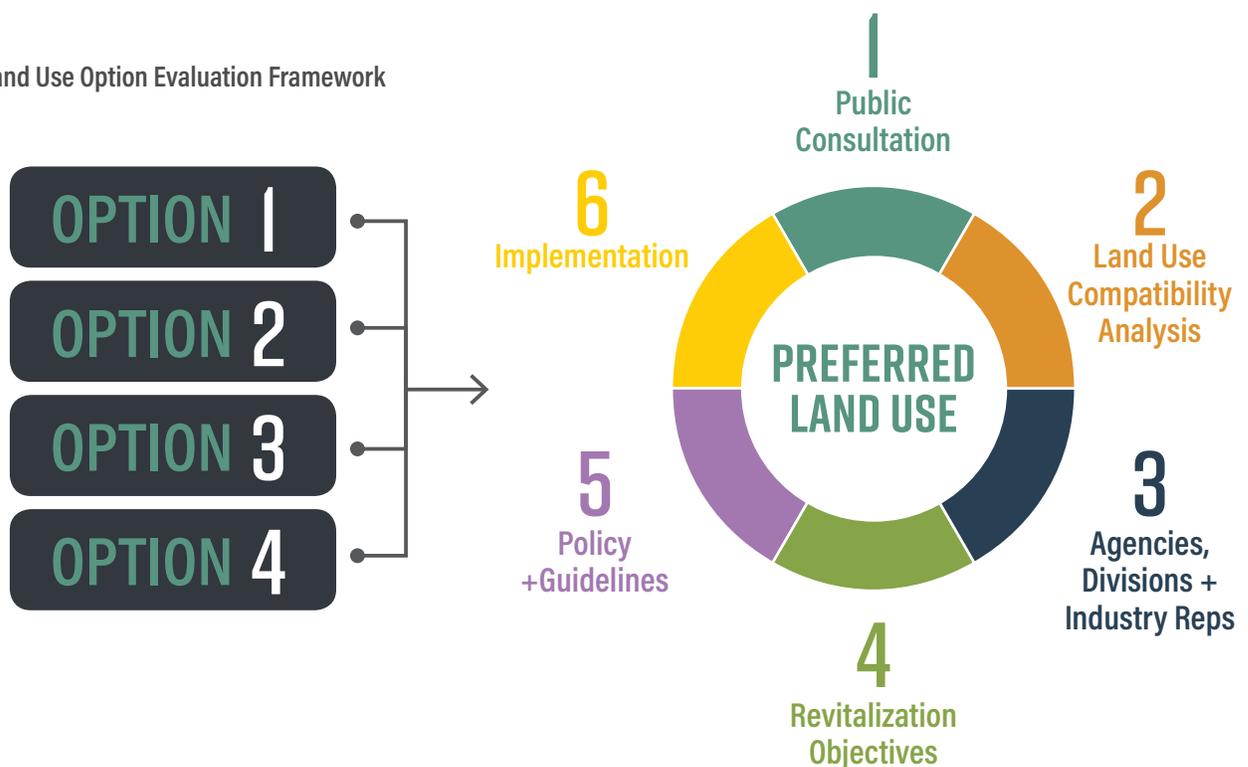
- Regeneration Areas
- Parks and Open Space Areas
- Existing Use Areas
- Public Promenade (Dockwall / Water's Edge)
- Future Public Promenade **4**
- Foot of Yonge Special Study Area
- Existing Industrial Operation
- Future Naturalization
- Inner Harbour Special Places **8**

## Developing the Land Use Direction

The Land Use Direction for the Port Lands has been informed by extensive analysis and consultation carried out over the course of developing this Framework. It involved:

- Analysis of the value of key industries to the city's economy and workforce and role of the Port Lands;
- Research on key industries and consultation with landowners, users, and operators to understand the fundamental operational needs of the industries;
- Development of land use options, followed by a comprehensive evaluation of the options;
- Analysis and precedents of the land supply and densities needed to support the desired land use mix, including ensuring a sufficient critical mass for new neighbourhoods;
- Advice from a market perspective on the outlook for residential, retail, office and film and television uses in the Port Lands;
- Detailed technical analysis to understand impacts of key industries to not only inform where certain land uses should be located, but also other potential development controls that may be needed;
- Consultation with many stakeholder groups and the broader public; and
- Incorporation of feedback and advice received from the Expert Review Panel.

Figure 31: Land Use Option Evaluation Framework



## A Brief Chronology

The process to develop the Land Use Direction started with completing background analysis and developing land use options that were consistent with the intent of the CWSP. These options were presented to the public for feedback in early 2014. The options were comprehensively evaluated using six lenses with a preferred direction identified and referred to as the Port Lands Planning Framework: Land Use Direction. This was adopted by City Council in July 2014 to be used as the basis for continued planning in the Port Lands.

Five themes underscored and informed the land use vision in the Council-adopted Land Use Direction. The themes were:

- Supporting naturalization of the Don River and accelerating development;
- Creating vibrant new mixed-use communities and employment clusters alongside a working port;
- Consolidating and relocating uses to create opportunities and improve public access;
- Creating synergies with the South of Eastern area; and
- Future-proofing and creating a strategic land reserve.



Some areas of the Land Use Direction required further refinement and more detailed study. It was recommended that a noise and air quality study be undertaken to better understand potential land use conflicts and approaches to mitigate conflicts where appropriate. City Council also directed staff to consult with film studio owners and operators. Refinement to the Land Use Direction occurred from July 2014 to November 2015. The refinement concentrated on four key activities:

1. Ensuring a critical mass to ensure complete, mixed-use communities;
2. Consulting the film sector to enable a film-friendly future;
3. Ensuring land use compatibility such that port and industry thrives; and
4. Achieving city-building objectives to grow and sustain Toronto's economy.

The revised Land Use Direction was presented to the public and stakeholders for feedback and input in November 2015. The revisions centred on:

- The identification of discrete land use areas, defined by major streets, parks and open spaces and/or features with sufficient land supply to accommodate the intended land uses and aspirations for the districts;

A WORKING  
PORT NEEDS...

DOCKWALLS



SPACE



EQUIPMENT



ACCESS



SEPARATION

- More detailed definition of land use expectations, in part informed by the consultation with the film sector and the development of land use typologies. The term Film, Media and Creative was initially coined to refer to the wide variety of activities that would support key economic sectors, provide good jobs for residents, strengthen and diversify Toronto's local economy, and maintain Toronto as a place for creativity and innovation;
  - The continued recognition of the importance of the city-serving and port uses in the Port Lands that are integral to building and maintaining the broader city;
  - The recognition that the Port Lands is strategically located within close proximity to Downtown Toronto and major transportation infrastructure, which has significant benefits for the port and industrial uses, but also other high-value economic sectors, such as the film sector that shoots both in the Port Lands studios and on Downtown Toronto's streets.
  - The incorporation of findings from the noise and air quality feasibility study, and setting in place a structure for land use distribution largely predicated on buffering more sensitive land uses from heavier port and industrial uses;
  - Consideration of adjacencies and opportunities for creating synergies with emerging communities and office destinations, as well as existing employment areas to the north and east. Areas identified for new mixed-use communities were primarily focused north of Commissioners Street across from the Keating Channel precinct and the Unilever precinct to both foster close community ties, but also live-work proximities to support active transportation objectives;
  - Orderly development, achieving a true mix of uses Port Lands wide and maintaining a land base to accommodate the uses of current value, but also those uses and activities that may emerge in the future that are impossible to predict. Ample land supply was allocated for mixed-use residential purposes sufficient for the foreseeable future and that exceeded market outlooks; and
  - Longer-term aspirations associated with the major civic investment associated with naturalizing the mouth of the Don River, while at the same time ensuring the continued viability of existing port and industrial operations. Any consideration of more sensitive land uses in the Polson Quay and South River Districts were identified as requiring more detailed study at precinct planning and subject to appropriate buffers, and source and receptor mitigation. In the interim, these lands would support continued growth of the film and creative sectors.
- Following the November 2015 consultation, further refinement to the Land Use Direction occurred based on advice provided by the Expert Review Panel and feedback received during the consultation, including from Film Ontario and the Toronto Film, Television and Digital Media Board.



**COMPLETE  
MIXED-USE  
COMMUNITIES**



**A FILM  
FRIENDLY  
FUTURE**



**PORT +  
INDUSTRY  
THRIVES**



**GROWING AND  
SUSTAINING OUR  
ECONOMY**

## 4.1.2 Land Use Direction

The Land Use Direction (Figure 33) represents an ambitious land use vision for the Port Lands. It balances current and future interests, while maximizing the potential of the Port Lands. Over time, the Port Lands will have a full spectrum of uses that will be carefully choreographed to support broader city-building objectives, minimize negative impact and contribute to the rejuvenation of the area.

On one end of the spectrum, portions of the Port Lands will provide new market and affordable housing in a mixed-use form in close proximity to Toronto's downtown and evolving business districts in the South of Eastern area. The new housing will increase the supply and diversity of housing in the city.

On the other end of the spectrum, the working port will continue to provide accessible, convenient marine transportation that is important to the overall economy and environment.

These uses require large, contiguous tracts of land adjacent to the dock wall, and employ fewer workers and generate heavier truck activity. Other essential city functions, such as energy generation and city works yards, are able to continue to provide their essential services within the catchment area they currently serve.

In the middle of the spectrum are lands where the city's creative sectors are able to grow and thrive, providing an interface between heavier intensity port and industrial activities and new mixed-use communities. Desired uses are focused on film and television production and other design-related activities, but other light-intensity manufacturing and warehousing can occur. These areas will be places where the sounds and images for movies and digital media are produced, where our furniture is manufactured, where the food we consume is able to be prepared, or the books and magazines we read are printed.

Figure 32: Land Use Breakdown

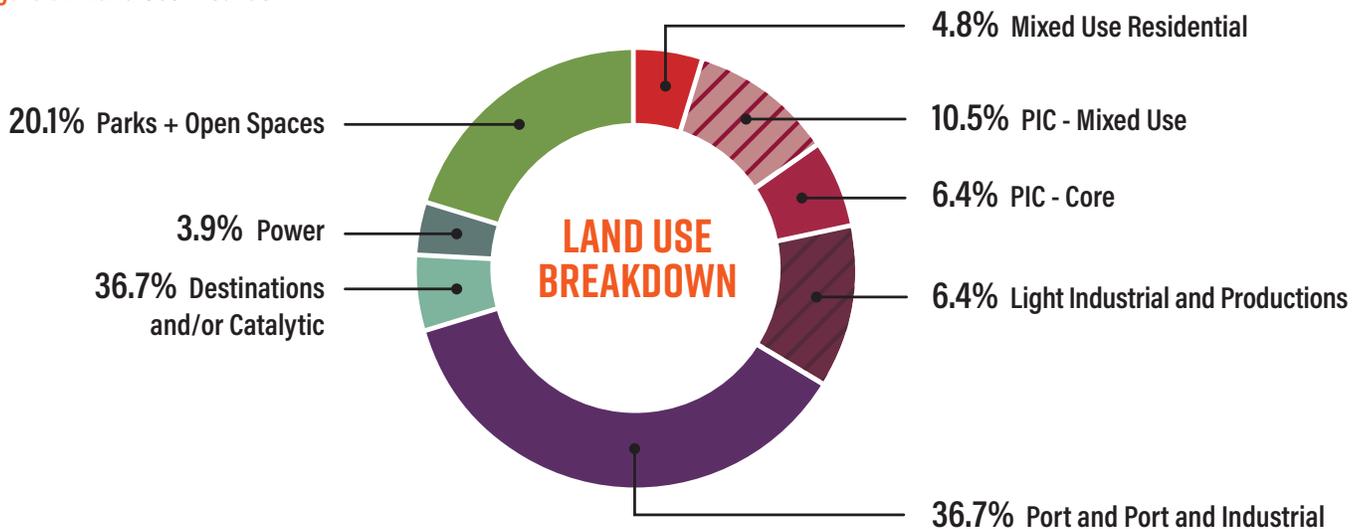


Figure 33: Land Use Direction



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

\*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.

<sup>^</sup> Minimum amount of PIC uses required for residential permissions



# Land Use Typologies

The Land Use Direction uses a series of land use typologies to clearly articulate the intentions and expectations for land uses within the **Regeneration Areas** designation.



## Mixed-Use Residential

**Mixed-use Residential** areas will achieve a multitude of objectives

by ensuring a broad range of uses such as residential, offices, retail and services, institutional and recreational and cultural activities. People are able to live, work, shop and play in the same area, reducing auto dependency. There will be a day-to night vibrancy by ensuring ample non-residential development and new spectacular waterfront parks, open spaces and amenity to attract people and enliven the area. Pedestrian-oriented, community commercial uses, such as banks, cafes, pharmacies, and grocery stores, will be provided in accessible areas. Destination restaurants and cafes, shops and boutiques, galleries and public event spaces can also be accommodated to provide urban and year-round activity.



## Productions, Interactive and Creative (PIC)

**PIC** areas include a wide range of uses that support

key economic sectors, provide good jobs for residents, strengthen and diversify our local economy, and maintain Toronto as a place for creativity and innovation. A full range of employment uses in a compact urban form mixed with active ground floor uses on key frontages will be pursued. The focus in these areas will

be on growing Toronto's screen-based industries, interactive and digital media, and arts and design activities.

There are two types of **PIC** areas - **Core** and **Mixed Use**. **PIC Core** areas are reserved for desired production, interactive and creative uses and other permissible uses. These areas would accommodate larger floor plates and more intense production activities. They are the ideal locations for new production complexes. **PIC Mixed Use** areas will require a minimum amount of **PIC** uses, but in a form that is, or has the potential to be, integrated with residential uses. In Polson Quay and South River, residential uses may be permitted subject to more detailed assessment and appropriate buffers/mitigation from adjacent and nearby industrial and port uses.



## Light Industrial and Productions

**Light Industrial and Productions** areas permit a wide range of light

industrial and production-related uses like warehousing, small-scale manufacturing, green industries, furniture manufacturing, printing, publishing and digital media firms, film and television studios and ancillary uses, artist studios, workshops, service commercial, and offices in single and/or multiple use buildings.



## Port

In **Port** areas, a full range of port and maritime uses would be permitted such as new marine

terminals for the unloading and storage of cargo, container storage, ferry

terminals, and ship building and repair. Lands adjacent to the dock wall will be optimized for port and maritime purposes and existing uses will be modernized over time with on-site power sources.



### Industrial

**Industrial** areas will permit the full range of uses identified for **Port** areas, but would also include additional permissions for heavier industrial uses like public works yards, warehousing, medium-intensity manufacturing, concrete-batching with attractive screening and mitigation, and packaging and distribution. These areas will continue to provide important city-serving uses.



### Destination and/or Catalytic

**Destination and/or Catalytic** areas provide people drawing uses, whether on a civic or community scale. The range of permitted uses could include event space, cultural centres, institutional organizations or community hubs. **Destination and/or Catalytic** uses in some of the areas, like Villiers Island, are intended to be realized early in the build-out of the Port Lands to create interest and support further regeneration.



### Parks and Open Space Areas

Consistent with the CWSP, **Parks and Open Space Areas** are areas for use as parks, open spaces, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant, and some

entertainment facilities. The major parks and open spaces are reflected in Figure 33. Additional local public parks and privately-owned, publicly accessible open spaces would be identified during precinct planning or during development review. These are also addressed in Section 4.2.



### Power

Some lands will continue to be utilized for hydro-electric purposes. A site in the Turning Basin District has also been identified for the relocation of the Basin Transmission Station. This site will be protected for. Additionally, existing lands used for transmission and/or electricity generation are recognized. Redevelopment of these areas with other uses would need to align with the directions in this Framework.



### Existing Use Areas

The CWSP includes an **Existing Use Areas** designation. In the Port Lands, the Ports Toronto Marine Terminals district south of the Ship Channel was, and continues to be, identified as an **Existing Use Area**. **However, additional clarity is provided given the importance of lands as a key area for Port uses.** Existing permissions in the Zoning By-law will largely continue to govern these lands with additional permissions for **Port** specific uses. Should additional or new uses be requested requiring municipal services, comprehensive planning will need to be undertaken. Further, any proposals for non-**Port** or **Industrial** uses will need to demonstrate the lands are not required for **Port** or **Industrial** purposes over the long-term.

# Seeding the Right Mix

Within the different land use typologies, uses that are desirable, permissible and open for consideration are identified to further clarify intentions with respect to permitted land uses using uses identified in the City’s Zoning By-law. These are included in Appendix 2 and will be utilized to provide a guide to inform Zoning By-law Amendments. Precinct planning, where applicable, would further refine the different land uses for each district, provided the general intent of the underlying Land Use Direction is maintained and achieved.

**Desirable uses** are uses that are akin to achieving the overall vision for the Port Lands. Within this category are uses that should be strategically sought out to locate in the Port Lands.

**Permissible uses** are uses that are compatible to the desired uses. They would not detract from broader economic imperatives or vision for the area, rather they would add to the complement of permitted uses and contribute to achieving a mix of uses. These uses would also represent suitable transitional uses that could be

developed while the market takes shape over the coming decades.

**Uses open for consideration** are uses that may be permitted where it has been demonstrated that the uses would be compatible with the overall policies and objectives of this Framework and would not have undesirable effects on lawfully existing port and industrial uses. Conditions may be imposed to allow for such uses, such as completing additional detailed study prior to permitting residential uses in Polson Quay and South River.

Other land uses that would typically be permitted in certain zoning categories, like self-storage warehousing and auto repair shops in light industrial zones, are not desirable long-term uses in the Port Lands. These uses contribute little to overall employment objectives. With auto-repair shops or other auto-oriented uses, the street edge is often used for vehicular parking or loading, resulting in sites being dominated by vehicular parking. The use often results in excessive curb cuts that impede the pedestrian realm.

## Population and Employment Estimates

The Land Use Direction, coupled with other directions outlined in this Framework, provides for up to 9,500 residential units in Villiers Island and the McCleary District, resulting in a potential residential population of 16,500 to 21,000 people. Additional residential units have the potential to be accommodated in Polson Quay and South River in the longer-term.

These areas have the potential of contributing a similar number of units to Villiers Island. There are currently 5,500 people working in the Port Lands. The number of jobs is anticipated to grow significantly over the long-term. Between 25,000 to 30,000 jobs are estimated, consisting of a diverse array of different employment opportunities.



**25-30K**  
JOBS



**16.5-30K**  
PEOPLE



**10-15K**  
HOUSING  
UNITS



### 4.1.3 Land Use Considerations

#### A Critical Mass

The new mixed-use communities have been planned to ensure a sufficient density of residents, visitors and employees to sustain efficient public transport networks, a viable mix of uses and support locally-oriented retail and community facilities. Each mixed-use community consists of contiguous land areas capable of fostering and accommodating close community ties, centrally located community facilities, sufficient pupils to justify and support an elementary school, and neighbourhood serving retail and mid-sized grocery store.

Overall, Villiers Island will achieve 340 to 415 residents and jobs combined per hectare. This population and employment density will be supplemented by the destinations, both large and small and the signature parks and open spaces planned within the Island. These will not only provide amenity for area residents and employees, but also provide attractions for all Torontonians, tourists, and

recreationists. The McCleary District, envisioned as a dense, live-work area with a minimum of 30 per cent non-residential uses, has the potential to achieve between 685 to 825 residents and jobs combined per hectare.

By comparison, the Southeast False Creek neighbourhood in Vancouver, which is similar in overall size to Villiers Island, is anticipated to have a total estimated residential population between 11,000 to 13,000 people (2.2-2.6 people/unit), but little by way of employment and retail uses. Its residential density would be in the range of 345 to 405 people per hectare. Mission Hill's residential community in San Francisco, comparable in size to both Villiers Island and the McCleary District, is estimated to be in the range of 230 to 270 residents per hectare once completed, with the majority of non-residential uses concentrated in the university campus and commercial/industrial area.



Southeast False Creek neighbourhood, Vancouver



Mission Hill, San Francisco

## Socio-Economic Supports

While the amenity that will be offered within the new communities will serve the employment clusters, additional amenity is needed and provided for within, or in close proximity to, the clusters themselves. A mix of uses is generally proposed in each of the districts. The districts identified for **PIC Core** and **Light Industrial and Productions** include land use permissions for commercial, cultural uses and other services conducive to attracting creative talent.

Additionally, the Maritime Hub south of the Ship Channel on either side of Cherry Street will not only serve as a gateway to Cherry Beach, it will also provide places for employees on either side of Cherry Street to get a cup of coffee, eat lunch, or enjoy the area's surroundings. The adaptive re-use of the Hearn will be a hub of activity for area employees south of the Ship Channel offering a host of services and amenities.

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## Synergies

The Land Use Direction will create synergies that will not only contribute to liveliness in the Port Lands, but also assist in overcoming a sense of potential physical and social isolation within some areas. Taken as a whole, the Port Lands will be a mixed-use area. The Port Lands will redefine inner city living and working in Toronto and future residents and workers will be provided with a host of options and choice within walking or cycling distance.

Synergies will also be created with adjacent areas. Much has changed since the Central Waterfront Secondary Plan was adopted by City Council in 2003 and initial planning undertaken for the Lower Don Lands. The Land Use Direction responds to those changes and recognizes the potential that exists to not only physically connect the Port Lands to the broader city, but also socially and economically connecting the area as well. Redevelopment in the Port Lands will support a major new employment destination, by

encouraging live-work proximities and maintaining the Port Lands and South of Eastern areas as full-service hubs for the city's screen-based industries in close proximity to Toronto's downtown.



The Keating Channel will be a central feature and public gathering space that will define both the Keating Channel precinct to the north and Villiers Island. It will be a spine or “living room” for the two areas, providing a focal point for cultural venues, cafés and

restaurants that open onto and engage with water. With the recent decision by City Council on the Gardiner Expressway, the potential for the Keating Channel as a unifying element is heightened even further.

**Figure 34: Surrounding Land Use Context**



# A Film-Friendly Future

Toronto ranks with Los Angeles, New York and Vancouver as North America’s centres of screen industry. The sector employed about 30,000 full-time employees in 2016, and is also linked to the tech sector through digital media and technology advancements. The industry also contributed a record \$2 billion to the City’s economy in 2016. There are approximately 100,000 square metres of dedicated studio and stage space available across Toronto. Figure 35 shows the distribution of production studios across the city. The majority of the production studio space is located in areas designated **Employment Areas**

in the City’s Official Plan. Notably, the Port Lands and South of Eastern areas have a concentration of production studio space. Figure 36 highlights the location of existing production studios as well as other related activities.

The industry in Toronto is currently doing exceedingly well. Toronto is set to have yet another record-breaking year with major feature films and television shows shooting on our streets and in our studios.

The industry is competitive. Toronto is an attractive location for productions and is in direct competition with other

**Figure 35: Production Studios in Toronto**



international cities. A major city-wide objective is to continue to nurture and grow this industry both now and well into the future. A Strategic Plan is currently being developed which will identify recommendations to improve Toronto's competitiveness as a global film market, and encourage continued investment and growth within this important sector. The City also recently completed a study that demonstrates the importance of the Port Lands and South of Eastern area to accommodate continued growth in the industry.

Film sector consultation was undertaken throughout 2014 to 2016 to better understand the industry, but also the potential trajectory the industry is headed in and the role the Port Lands could play in enabling near- and long-term growth of the industry. The consultation included meeting with location managers, production managers and producers, one-on-one interviews with production studio owners and operators, seeking advice and input from the City's Film and Entertainment

**Figure 36:** Existing Production Studios and Related Uses/Activities



Office, as well as presenting the emerging directions to Film Ontario representatives and the City's Toronto Film, Television & Digital Media Board. See Appendix 3 for a detailed summary of the consultation.

Highlights of the feedback received during this consultation included:

- Productions of all sizes are filmed in Toronto (television, major motion pictures etc.);
- The Port Lands is a key production location today. The industry has historically been pushed out of other locations near Downtown Toronto such as East Bayfront and the West Don Lands;
- Demand for production space is outpacing the supply of studios currently available in the city;
- Shooting in Toronto often happens on location, in studios and outside studios;
- There are tensions between outdoor shooting and residential, but some operators interviewed felt a mixed-use environment would benefit the industry;
- Privacy was cited as a key concern with the introduction of tall buildings;
- There is need for reasonably priced purpose built studios, but also larger, contiguous parcels of land to accommodate new studios and ancillary uses to continue to support the growth of the industry;
- One studio operator noted the need to use land more judiciously and infill adjacent to their existing studios with ancillary support space and to introduce structured parking to accommodate parking needs;
- Workshop/wardrobe space is integral to productions and needs to be located in close proximity to production studios;
- A package of amenities/support spaces clustered in close proximity that minimizes the need for packing up trucks would benefit Toronto in attracting productions;
- The proximity of Port Lands to the downtown core and regional roads (DVP/Gardiner) is a significant benefit;
- The industry in Toronto needs flexibility and adaptability. There is also a certain amount of spontaneity that occurs when shooting a production;
- The industry operates 24 hours and seven days a week;
- Toronto's industry was built on adaptively reusing warehouse and industrial buildings. This provided relatively inexpensive space, but with some limitations such as a lack of sound proofing. Purpose built studios in the Port Lands, on the other hand, are more expensive to use but are sound proof and can be designed for accommodating productions of all sizes;

- Technology is changing rapidly, but Toronto is adapting and is considered leading edge;
- Different media have different needs such as lighting and ceiling heights;
- Parking is critical for both talent, as well as production vehicles. The industry typically uses larger transport trucks and these are staged within surface parking lots adjacent to the studios during filming. The transport trucks are also used for location shooting; and
- Shooting streets, which are streets that mimic other locations such as Paris, London or other remote locations, would be a benefit. Additionally, backlots are an important piece of infrastructure for a well-functioning industry.

The Land Use Direction for the Port Lands sets the stage to enable the continued growth of the film, television and media economic sector in this area of the city both in the nearer- and longer-terms. It provides for a film-friendly future predicated on:

- Establishing a mix of uses to contribute to the vitality of the Port Lands that will provide amenity for desired economic sectors within walking distance, while reserving sufficient space for core production, interactive and creative activities to support long-term growth of screen-based industries;
- Implementing land use controls that allow mixed-use residential development in suitable areas subject to providing a minimum density for PIC uses in a compact urban form and in multi-storeyed buildings, similar to Pinewood Toronto Studios existing four-storey mixed use office and studio building and other emerging developments in North America;
- Recognition of the need for a wide variety of support services preferably within integrated, multi-storeyed developments or in close proximity to production studio space;
- Recognition of the need for secure access given the sensitive nature of movie and television productions, balanced against other public priorities through the provision of innovative street designs for major public streets and clear delineation of publicly accessible areas;
- Buffering studio complexes with non-residential uses;
- Clustering of desirable uses within discrete geographies to foster a modern approach to the traditional “media city” and given the fractured land ownership within the Film Studio District;
- Capitalizing on destinations for location shooting opportunities and lands earmarked Light Industrial and Production and Port and Industrial uses for more intense production-related activities, such as backlots, that are adequately separated from more sensitive uses; and
- Protecting for the ability to achieve a fine-grained local street and block structure over time through the appropriate siting and orientation of development, and in a form suitable to adaptive re-use.

- A key constraint in the Port Lands is the limited number of large, contiguous parcels under one ownership suitable and available for any new large, secure perimeter production studio complexes. The

immediate need for production space is further challenged due to the need to flood protect the lands that require constructing the river valley and associated flood protection features.

**Figure 37: A Film-Friendly Future**



-  Production, Interactive and Creative (PIC) - Mixed Use
-  Production, Interactive and Creative (PIC) - Core
-  Light Industrial and Productions
-  Destination / Catalytic
-  Power

\*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

## Consolidating and Relocating Uses to Create Opportunity

There are a number of existing uses in areas of the Port Lands slated to redevelop in the initial phases including port uses, industrial uses and screen-based industries. Moreover, many of the existing port and industrial uses are dispersed across the Port Lands' landscape, lacking a cohesive structure. There are also a number of municipal yard uses geographically distributed across the Port Lands and in the South of Eastern area.

Some of the yard uses are critical to City operations and the functioning of the broader city and may be required to be located within the geographic area they serve, such as the Commissioners Waste Transfer Station and transportation yards that maintain downtown Toronto's streets and expressways. Other existing yard uses require substantial capital investment, and as such, relocation in new, purpose-built facilities may be required.

The Land Use Direction strategically considered the consolidation of functions and relocation of existing port, industrial, municipal yard, and film-related uses to not only open up opportunities and assist in achieving

the regeneration and renewal of the Port Lands, but also assist in minimizing potential impacts on the new communities.

The naturalized Don River provides the flood protection needed to unlock development potential. However, some existing production studios, such as the Jumbo Stage, are located where the future river valley will be constructed. There are opportunities elsewhere in the Port Lands to accommodate these uses, particularly within the **PIC Core** districts. Consolidating these existing uses in close proximity to other similar uses in turn could have the added benefit of further solidifying Toronto and Port Lands as a major production centre by continuing to provide a hub and clustering of screen-based and other creative uses in close proximity to one another.

Other opportunities will be possible with the relocation and rationalization of port and industrial uses. These include improving public access to the multitude of water's edges found in the Port Lands and creating new parks and open spaces distributed across the Port Lands landscape.



Booth Yard

## Motivating Positive Change

Motivating positive change is about carefully choreographing land uses and targeting key employment sectors to provide places and spaces that are people attractors, encourage innovation and attract the types of jobs that will enable Toronto's economy to flourish and diversify. The City's Official Plan has always prioritized the importance of our **Employment Areas** and creation of manufacturing and industrial jobs. The Land Use Direction and the identification of desirable and permissible uses is intended to actively seed uses in key areas to motivate this positive change, while intensifying and optimizing existing port and industrial areas.

Certain districts provide for the establishment of green and knowledge-based industries. These consist of businesses that create economic value through the knowledge they generate, but also innovations advanced. They can include financial services,

professional services, information technology, publishing, digital media, multimedia, life sciences (including biotechnology), and research and development of environmental products and technologies.

The concrete batching and aggregate operations in the east end of the Port Lands are important operations for the continued growth of the city. There are few alternative locations for these types of operations in the downtown, allowing for just-in-time delivery of concrete and aggregate products that are building and maintaining the city. Over time, lands adjacent to the dockwall will become increasingly important for port operations. These lands will be optimized for port and maritime uses. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be encouraged. Modern practices for concrete batching will also be advanced that minimize impacts.

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## Land Use Compatibility

As part of the refinement of the 2014 Land Use Direction, a Noise and Air Quality Feasibility study was undertaken by Golder Associates on behalf of the City. A key objective of the study was to ensure high-quality living and working environments, while protecting the important, city-serving and existing port and industrial operations (Figure 38).

Many of the port and industrial operations have the potential to operate 24 hours a day and seven days a week. The vessels that deliver cargo

to the Port Lands can arrive at all times of the day and night and can take upwards of seven hours to unload their cargo. It was assumed in the study that any new, and/or relocated, port and industrial operations would be required to appropriately design their operations to ensure compatibility with surrounding land uses.

Noise impacts were assessed in accordance the Ministry of Environment and Climate Change's (MOECC) NPC 300 Guidelines. Existing stationary, impulse and transportation noise

sources were measured and quantified using MOECC accepted modeling software. Detailed noise measurements were also undertaken at Lafarge Canada's Polson Street operation.

The MOECC introduced a new class of development - Class 4 - in the NPC-300 guidelines. These areas are intended for development of new noise sensitive uses in proximity to existing lawfully established industrial operations. Portions of the Port Lands meet the guidelines criteria and are suitable for the introduction of a Class 4 designation. Noise restrictions are relaxed for these areas, and both source and receptor mitigation may be used. However, separation distances, buffer uses, and source mitigation continue to be preferred means for managing potential adverse impacts.

From an air quality perspective, an air quality dispersion model was developed using annual emission inventory data, monitoring data, publicly available assessments, the City's ChemTRAC data and meteorological data to assess potential air quality related impacts of industrial operations in the Port Lands. Particulate matter and other contaminants/emissions, such as nitrogen oxides and dioxides, were evaluated. The study found that the major air contaminants in the area are as a result of the proximity to major transportation corridors such as the DVP and Gardiner Expressway. Some industrial operators, however, do emit emissions.

The study demonstrated the potential impacts associated with existing port and industrial operations. From a noise perspective, Polson Quay and South River are most impacted from

a combination of sources given the location of the Cement Terminal and port and industrial uses south of the Ship Channel. Villiers Island is impacted by the Polson Street Cement Terminal. Portions of the McCleary District would also require some mitigation associated with impulse noise sources generated by the Cement Terminal, particularly along the Don Roadway.

The study concluded that from a noise perspective, there is potential to mitigate impacts. Both source and receptor mitigation would be required. Any source mitigation for the port and industrial operations would need to be determined in cooperation with existing operators to ensure the continued viability of the operations. Some districts would require more mitigation than others, such as Polson Quay and South River. More detailed study and assessment is needed at precinct planning prior to permitting sensitive land uses in these areas. In the near- and medium-terms, these areas can accommodate a mix of non-residential uses to support the growth of creative industries.

From an air quality perspective, emissions from the Port Lands Energy Centre (PEC) will generally limit the height of buildings within the Port Lands, unless measures were taken to reduce emissions at the PEC. Areas closest to the PEC would not be able to exceed 20 storeys in height. Other areas, including portions of Villiers Island and the McCleary District, would create issues if heights exceed 30 storeys. There could be opportunities that could be further explored with the PEC to minimize emissions emanating from the facility, with the potential for relaxing height restrictions. However,

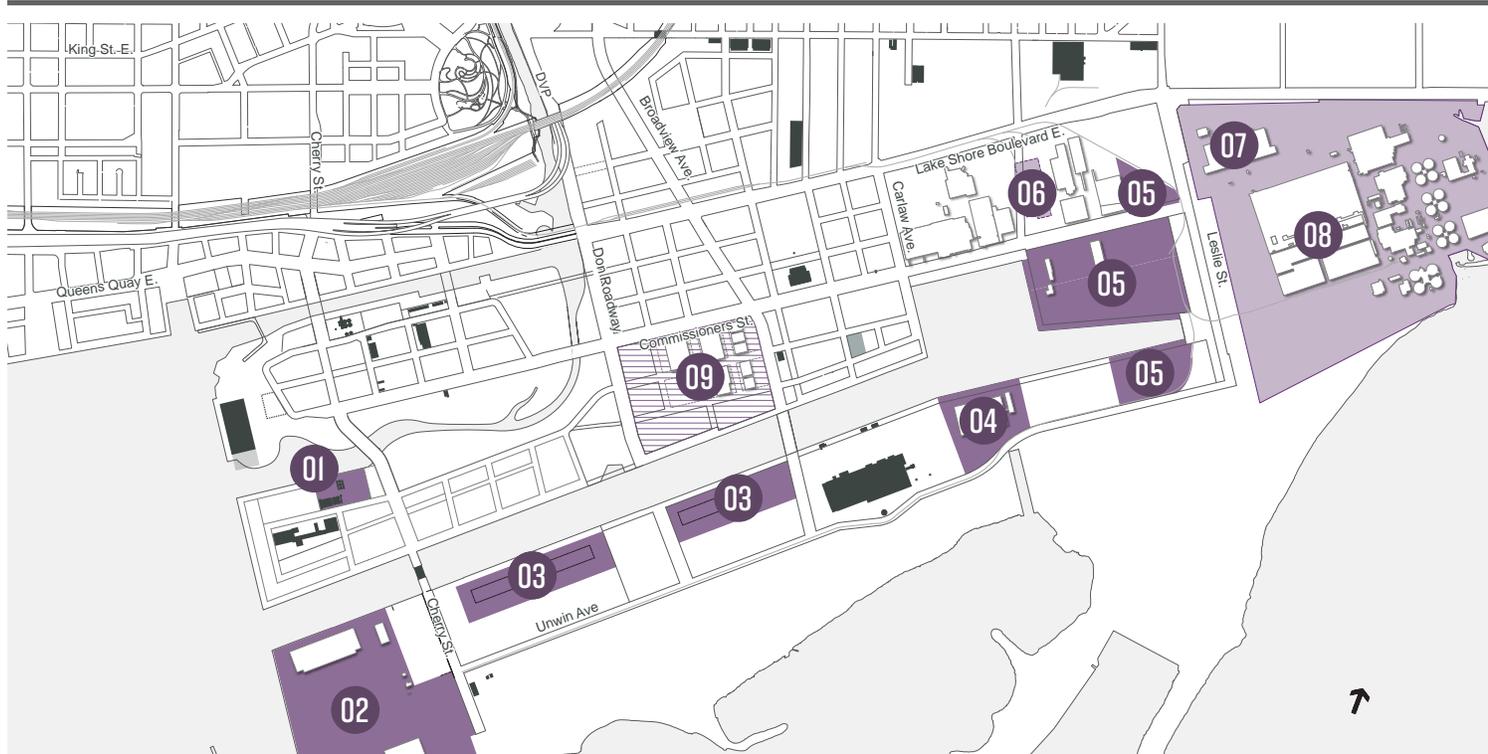
more detailed study and technologies would need to be assessed and pursued in cooperation with the PEC.

The study also reviewed potential impacts from production studios. Production studios, and particularly those with backlots, have noisy activities such as explosions and gunfire. However, this activity is infrequent and is not required to meet the NPC 300 guidelines. Nonetheless, as a precautionary measure, backlots should have a separation distance from residential areas, and a warning clause should be included in purchase and sale agreements that would

advise future residents of the potential for noise exposure associated with production studios.

Air quality and noise emissions from current operations associated with the Billy Bishop Airport were taken into consideration in the modeling for the study. The Noise Exposure Forecast (NEF) contours are below the limits presented in NPC-300. However, warning clauses should likewise be included in purchase and sale agreements advising residents of potential air quality and noise emissions from current operations associated with the Billy Bishop Airport.

**Figure 38: Noise and Air Quality Impacts Assessed**



- |                                   |                                    |  |
|-----------------------------------|------------------------------------|--|
| <b>01</b> LaFarge Polson Terminal | <b>04</b> Port Lands Energy Centre | <b>07</b> Leslie Barns                   |
| <b>02</b> Ports Toronto           | <b>05</b> Concrete Operations      | <b>08</b> Ashbridges Bay Treatment Plant |
| <b>03</b> Port Uses               | <b>06</b> Can Roof                 | <b>09</b> Rapid Gunfire                  |

## Future Proofing, Adaptability and Creating a Strategic Land Reserve

Toronto is a large, complex, mature urban centre that continues to grow through intensification, rebuilding and reurbanization. It is a diverse and dynamic city with a range of land uses and activities. The Port Lands will play an important role in the city's continued prosperity and growth over the coming decades.

Villiers Island and the McCleary District are sufficient to accommodate residential growth in the Port Lands for at least the next two to three decades, if not longer. These areas are well-suited for residential growth given their proximal location to the other emerging waterfront communities and the Unilever Precinct.

The working port provides accessible, convenient marine transportation that is important to the overall economy and environment. While we may not compete with other international port cities, or even regional ports, our city will continue to grow over the coming decades, and in so doing, will continue to need the raw products that are delivered via ship to the Port Lands. As such, the Land Use Direction maintains a reserve of lands to meet these needs.

It is also prudent to 'future proof' parts of the Port Lands to ensure that decisions made now do not preclude future opportunities that are difficult to predict. Future proofing is about retaining some lands in public ownership to ensure long-term

flexibility. It is about continuing to manage lease commitments in areas that will be retained for port and employment purposes such that we maintain a land bank within close proximity to the downtown that could be drawn upon to capitalize on opportunities that may arise that are not yet fully imagined, such as the potential for a major international event. Future proofing is also about making wise decisions about streets, transit and other infrastructure today, in a manner that will permit extension and expansion to meet future needs economically and effectively.

Lastly, the land use vision, while long-term in nature, is but a snap shot in time for the life of a city. Recognizing the evolutionary nature of cities, land uses that do develop in the next 20, 30 or 40 years, may undergo further change beyond the horizon of this plan. This is a future we cannot yet conceive, nor would it be practical to. Ensuring adaptability is a fundamental aspect to this Framework. A building developed for a particular land use in the near-term needs to be conceived with longevity in mind and with how that building could be reused by a host of different land uses in the future. For example, initially a building may be a new warehouse or serve a manufacturing use, then it may be converted into a studio, followed by a conversion to post-production offices and ultimately into places to live.

## 4.1.4 Retail and Animation

A vital aspect for successful waterfront revitalization is ensuring lively, active streetscapes and water's edge promenades. Animated ground floor uses, such as narrow frontage shops and cafes, office foyers, residential lobbies and community and cultural uses, provide eyes on the streets, makes walking more pleasant and add interest along the waterfront. Further, the **PIC** areas are intended to be places where there is a convergence of creative industries. To attract these industries to the Port Lands, an amenity-rich environment is needed. This would include cafes, restaurants, galleries, theatres, shops, music venues, and bars, but also the provision of the local services any new neighbourhood needs, including grocery stores, convenience stores, hardware stores, hairstylists, and clothing shops (Martin Prosperity Institute et al., 2010).

Figure 39 indicates the frontages and areas targeted explicitly for active, animated ground floor uses. Ideally, retail and service uses would be located along all major pedestrian routes and at transit stops. However, experience elsewhere in the city, including within other waterfront areas, is that it takes time for retail to solidify and flourish. Toronto's most successful retail streets evolved over generations. They have a mix of old and new buildings, catering to innovators, trendy boutiques and stores, as well as larger franchises. Some areas in the Port Lands will be better suited for accommodating active uses at grade than others in initial phases of

development. The Keating Channel Promenade, for instance, will be a unique amenity in the city. It will have an intimate character and will be lined with low-rise buildings.

Single-sided retail, while quite successful in some areas of Toronto, is also more challenging. Many areas in the Port Lands will only have single-sided retail opportunities such as along Commissioners Street in Villiers Island and the Don Roadway. If retail is to be located on one side only, then studies have found it must be compelling and serve as an attractive destination to stand on its own, such as a restaurant row. Further, for single-sided retailing to succeed there needs to be focus, intensity, and a concentration of goods and services into specific areas with high visibility and traffic. This creates critical mass and draws consumers to particular areas (Avenues & Mid-Rise Buildings Study, 2010).

In recognition of this, certain ground floor frontages have been prioritized for retail and service uses to capitalize on assets and provide a high-quality and animated public realm in initial phases. These **Priority Retail Streets and Frontages** are identified near transit stops, along major streets, destinations, community focal points, and other public activity centres and nodes.

Lessons from other waterfront revitalizations were also applied in developing the retail and animation strategy. In HafenCity, Hamburg, initial phases of development did not include retail and service space along the

promenades and streets. While the promenades are pleasant, they lack the vitality possible with cafes and patios spilling out onto the promenades. Later phases of development ensured the inclusion of retail and active uses at grade as development proceeded.

As such, in other areas, known as **Secondary Retail Streets**, the right conditions needed to nurture grade-related retail and service uses will be required to enable the evolution of ground floor uses in time. This includes both physical building conditions, as well as maintaining flexibility in the tenure of ground floor uses. Adequate dimensions in floor to ceiling heights, as well as narrow frontages with display windows, glazing, canopies and entrances will allow conversion to other uses as market demand evolves to support uses which may not be viable on their own in initial phases of development.

**Water's Edge Animation** areas are areas where particular care and attention

needs to be paid to ensure lively and activated promenades. There is approximately two kilometres of water's edge promenade along the north side of the Ship Channel. Buildings that address the promenade need to offer uses of public service and interest, and ground floor uses in buildings along these edges should be designed with active programmed space.

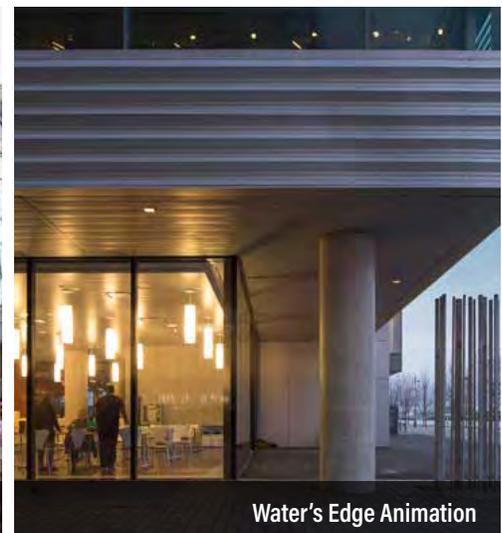
The CWSP restricts large-format retail and power centres in the central waterfront. These continue to be undesirable in the Port Lands. Any redevelopment of existing large-scale stand-alone retail will be in accordance with the direction in this Framework. Additionally, further restrictions are being imposed on the size of retail stores to assist in encouraging competition and appropriately framing the public realm. Retail stores will not exceed a gross floor area of 3,500 square metres. Floor area will also be encouraged to be distributed on multiple levels while continuing to ensure active uses at grade.



Pedestrian Shopping Street

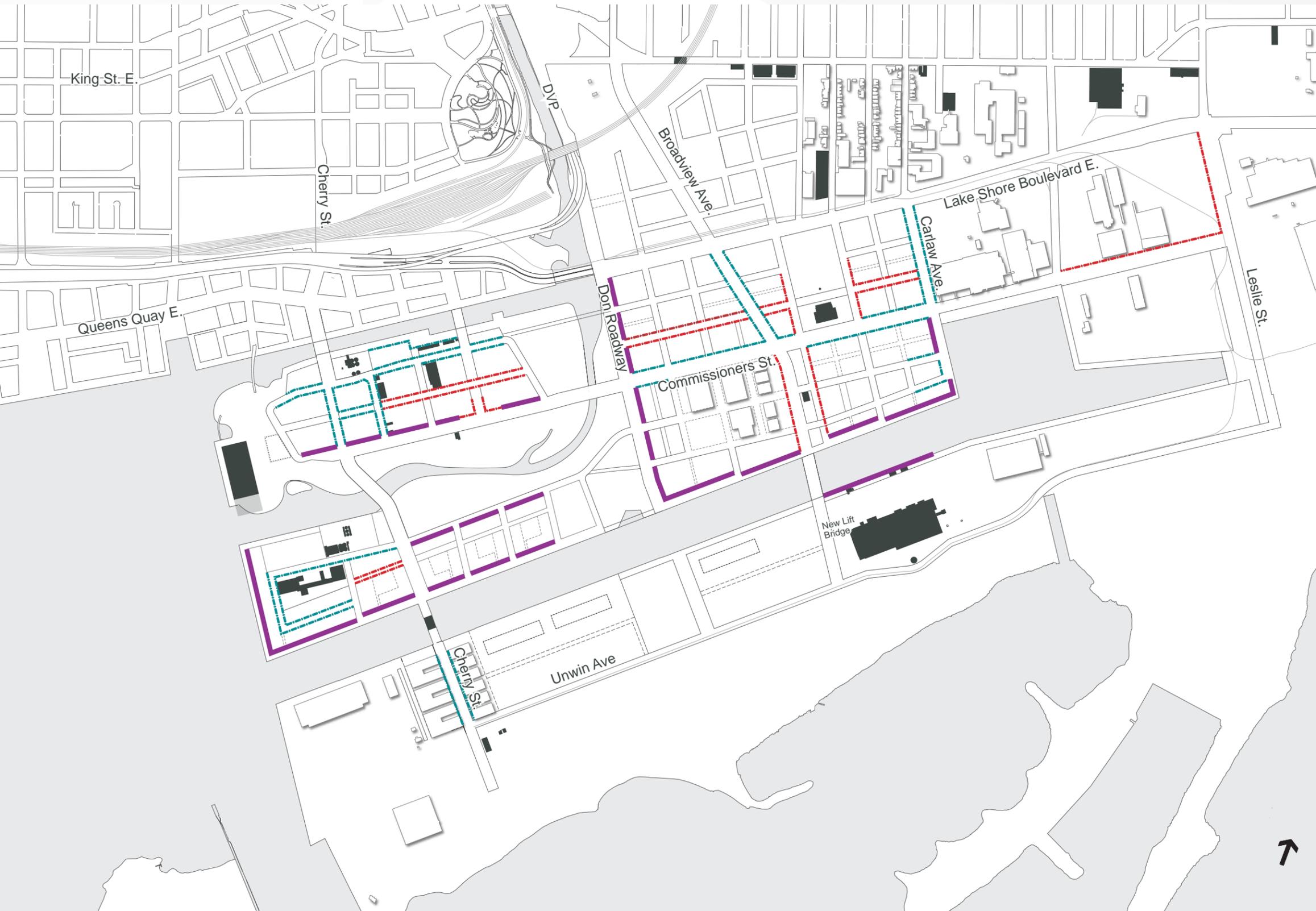


Neighbourhood Grocery Store



Water's Edge Animation

Figure 39: Retail and Animation



- Priority Retail Streets and Frontages
- Secondary Retail Streets
- Water's Edge Animation
- Heritage Buildings/Structures



## 4.1.5 Recommendations

The Port Lands will continue to largely be designated as a Regeneration Areas. This designation permits a full spectrum of land uses, from mixed-use residential to port and industrial uses. Recommendations for enhanced land use direction are identified below. These recommendations clarify where certain land uses are desirable and permitted within the Regeneration Areas land use designation. They also provide further direction for additional analysis required prior to permitting sensitive land uses in recognition of the continued use of portions of the Port Lands for port and industrial uses for the foreseeable future. Additional guidance on the uses that are desirable, permissible and open for consideration are included in Appendix 2.



Amend the Land Use Plan (Map E) of the Central Waterfront Secondary Plan for the Port Lands in accordance with Figure 30.



The Port Lands are an important location for **Productions, Interactive and Creative (PIC)** uses, with a focus on screen based industries, as well as an important location for **Port** and **Industrial** uses that assist in growing and maintaining the broader city. These uses will be protected from displacement, where possible. Strategies for relocation elsewhere in the Port Lands will be developed where existing **PIC, Port** and **Industrial** uses are required to be relocated to accommodate major public works and the Parks and Open Space system.



Land use permissions and direction within the different districts in the Port Lands will be in accordance with the following:



### VILLIERS ISLAND

- a) **Mixed-use Residential** land uses are permitted in Villiers Island.
- b) A **Destination and/or Catalytic** use will be encouraged and permitted in Promontory Park, and as part of the adaptive reuse of the historic silos.
- c) Source mitigation at the Cement Terminal on Polson Quay and appropriate receptor mitigation will be required to be confirmed prior to rezoning lands for sensitive uses in Villiers Island. Appropriate source and receptor mitigation will be determined through the submission of detailed noise and/or air quality assessment(s). Any on-site source mitigation proposed at the Polson Street Cement Terminal on Polson Quay will require the agreement of the operator of the Cement Terminal.



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- d) A mix of residential and non-residential uses will be required in Villiers Island. A minimum of 15 per cent of the Island's total gross floor area will consist of non-residential uses excluding retail and service uses. In addition, a minimum of five per cent of the Island's total gross floor area will consist of retail and service uses or other non-residential uses. Combined, the minimum non-residential requirements will result in at least 20 per cent of the Island's gross floor area. The precise location of the required non-residential uses is not prescribed by this policy and will be determined as zoning is advanced for the Island.



### POLSON QUAY AND SOUTH RIVER

- a) **Productions, Interactive and Creative (PIC) Mixed Use** land uses in a compact urban form with active ground floor uses on Priority Retail Streets and Frontages are permitted in the Polson Quay and South River districts. Prerequisites for the future consideration and permission of any residential or new sensitive uses are addressed in policy c) below.
- b) The Cement Terminal on Polson Quay is an important operation for the broader city. The Terminal provides cement powder delivered by vessel for distribution throughout the city and region, reducing truck traffic on the city's and region's streets and contributing to building and maintaining the city. It is a symbol of the Waterfront's industrial heritage and an important economic activity relying on lake access and the dockwall for its operations. Expansion of the operation is permitted in accordance with the Planning Act and subject to appropriate technical studies and meeting regulatory requirements. In the event that the Cement Terminal operation relocates elsewhere, new **Port** and **Industrial** uses on the site will not be permitted.
- c) Residential and other sensitive uses will only be permitted subject to completing comprehensive and detailed noise, air quality, vibration and traffic assessment(s) at the precinct planning stage and provided it can be demonstrated to the satisfaction of the City that:
- i. there will be no undue negative impacts on the Cement Terminal located in Polson Quay or other existing port and industrial operations within the vicinity of the districts and;
  - ii. a high-quality living environment can be attained.

Source and receptor mitigation will be required at a minimum. Site specific rezoning applications for residential and new sensitive uses will not be entertained until precinct planning demonstrates to the City's satisfaction the suitability of the districts for such uses.



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- d) Appropriate source mitigation will be determined through the detailed noise and air quality, vibration and traffic assessments at precinct planning and in agreement with the operator of the Cement Terminal on Polson Quay and other existing industrial operators and port users south of the Ship Channel.
- e) Should residential uses be permitted, a minimum amount of **PIC Core** land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of **PIC Core** land uses excluding retail and service uses. In addition, a minimum of five per cent of the districts' total gross floor areas will consist of retail and service uses or other **PIC Core** land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the districts.
- f) The minimum 25 per cent PIC Core land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the PIC Core gross floor area will be permitted.
- g) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.



## McCLEARY DISTRICT

- a) **Productions, Interactive and Creative (PIC) Mixed-Use** land uses in a compact urban form with active ground floor uses on Priority Retail Streets and Frontages are permitted in the McCleary District.
- b) Residential and other sensitive uses may only be permitted in the McCleary District subject to the relocation of the Commissioners Waste Transfer Station, or its reconfiguration into an urban format while appropriately conserving the heritage resource in a park setting and provided it can be demonstrated to the City's satisfaction that a high-quality of life in the McCleary District would be attained and impacts mitigated at the source. Additionally, appropriate mitigation of impulse noise sources associated with the Cement Terminal on Polson Quay may be required for residential or other sensitive land uses adjacent to the Don Roadway and for buildings that exceed a height of 25 metres in the district.



- c) A minimum amount of **PIC Core** land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of PIC Core land uses excluding retail and service uses. In addition, a minimum of five per cent of the district's total gross floor area will consist of retail and service uses or other **PIC Core** land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the district.
- d) The minimum 25 per cent **PIC Core** land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the **PIC Core** gross floor area will be permitted.
- e) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.
- f) In order to buffer the film studios to the south, **PIC Core** land uses will be provided directly adjacent to Commissioners Street. Residential uses will not be permitted.



#### MEDIA CITY AND THE TURNING BASIN DISTRICT

- a) The focus in these districts will be on growing Toronto's screen-based industries, interactive and digital media, and arts, design and other creative enterprises. **PIC Core** land uses are permitted in the Media City and Turning Basin districts. Residential uses are not permitted.
- b) Active and animated ground floor uses will be required along the Don Roadway and water's edge promenade. Commissioners Street is a **Priority Retail Street**. Retail at grade or other active uses along the Broadview Extension and Carlaw Avenue are required as properties redevelop.



#### WAREHOUSE DISTRICT

- a) The Warehouse District will transition to an area with **Light Industrial and Productions** uses as properties redevelop to complement the South of Eastern **Employment Area** to the north. New medium- and heavy-intensity industrial uses will not be permitted. Production studios, workshops, arts and design related uses, and green and knowledge-based industry uses are desirable uses and will be encouraged in this area.



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- b) Retail and service uses, in accordance with other policies in this Framework, will be permitted on Leslie Street north of Commissioners Street, and fronting Commissioners Street.
- c) Existing large scale, stand-alone retail stores and “power centres” legally established through a Zoning By-law Amendment prior to the endorsement of this Framework are recognized. Redevelopment of any sites with existing large-scale retail use permissions will be in accordance with the policies of this Framework.



## EAST PORT, SOUTH PORT EAST AND SOUTH PORT

- a) **Port** uses are permitted in the East Port, South Port East and South Port districts.
- b) **Industrial** uses may be permitted adjacent to the Ship Channel’s dockwall in the East Port and South Port districts provided that it is demonstrated to City Council’s satisfaction that lands are not required for port functions over the long-term and that proposed uses would not impact the quality of life of residents in proposed neighbourhoods.
- c) **Industrial** uses are permitted on lands that are not located directly adjacent to the Ship Channel’s dockwall in the East Port and South Port districts, and are permitted in the South Port East district.
- d) Existing power production, storage and transmission facilities are permitted in the South Port East district. Any new power plants or transmission facilities to either replace existing facilities or to provide additional power will be enclosed by walls/attractive screening and will be encouraged to utilize renewable energy sources to support achieving the long-term net zero energy district objective. New power production and storage facilities will be required to go through the site plan approval process.



## THE HEARN GENERATING STATION

- a) **Destination and/or Catalytic** uses will be permitted as part of the adaptive-reuse of the historic Hearn Generating Station. A full range of **Destination and/or Catalytic** uses will be provided. Sports and recreation facilities are also permitted.
- b) Retail and service uses up to a maximum floor area of 20 per cent of the total floor area are only permitted as an ancillary use and subject to the provision of destination and/or catalytic uses. Large-format retail stores (exceeding 3,500m<sup>2</sup> in gross floor area) are not permitted.





- a) **Destination and/or Catalytic** uses and active uses and amenities, such as retail stores, service uses, restaurants, outdoor patios, cafés, at grade will be permitted to create a gateway to Cherry Beach and provide amenity for the public, area businesses and employees.
- b) Other supportive and/or ancillary uses to the **Port and Industrial** uses in the South Port area are also permitted in multi-storeyed buildings with active uses at grade.



### PORTS TORONTO MARINE TERMINALS

The Ports Toronto Marine Terminals district is identified as **Existing Use Areas**. Port and Industrial uses will be permitted on these lands. Should additional or new uses be requested requiring municipal infrastructure and/or services, comprehensive planning will need to be undertaken to justify the proposed uses and a net gain to the Parks and Open Space system provided. Should any non-Port or non-Industrial uses be proposed, it will need to be demonstrated that the lands are not required for Port and Industrial uses over the long-term.



### INTERIM USES

Interim uses may be considered on lands designated as **Parks and Open Space Areas** within the boundary of this Framework where the timing and funding of a future public park has not been determined, and provided that the interim use consists of a temporary structure; a special short term installation and/or event; or would temporarily support nearby uses.



### LAND USE TYPOLOGIES

The land uses for the districts identified in the above policies have the following meanings:

- Districts identified for **Mixed-Use Residential** land uses will include a broad range of uses in a compact urban form, including, but not limited to office, retail, service, residential, arts and design related uses, Destination and/or Catalytic uses, parks and open spaces and institutional uses.



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- Districts identified for **Productions, Interactive and Creative (PIC)** land uses will support the growth of key economic sectors and maintain Toronto as a place for creativity and innovation. Desirable and permitted uses consist of production studios, carpenter’s shops, workshops, artist and performing arts studios, galleries, museums and office uses associated with productions or creative sectors. Other permissible uses include light manufacturing, offices, warehouses (excluding self-storage warehousing), printing and binding, retail and service (excluding drive-through facilities), financial, community infrastructure, laboratory, computer-related and educational uses. Some entertainment uses may be permitted where the uses align with the vision for the particular district and in accordance with any performance standards established or size limitations.
  - a) Areas identified for **PIC Mixed-Use** land uses permit the full range of desirable and permissible **PIC** uses in a compact urban form and multi-storeyed buildings. Residential uses and other uses needed to directly support a complete community are permitted subject to achieving a minimum amount of floor area for **PIC** uses as identified in the policies above.
  - b) Areas identified for **PIC Core** land uses are reserved for **PIC** uses. Residential uses are not permitted. **PIC Core** areas can accommodate larger floor plates and more intense **PIC** activities.
- **Light Industrial and Productions** land uses permit **PIC Core** uses and the full range of land uses within light industrial areas, excluding uses that are vehicle-oriented such as vehicle dealerships, service shops and drive-through establishments. Ancillary uses to **Light Industrial and Productions** uses are also permitted.
- **Port** land uses are maritime uses that require dockwall access, and include, but are not limited to, marine terminals, silos and container terminals for the loading/unloading and storage, bulk or otherwise, of cargo by vessel, ferry or marine passenger terminals, and ship building and repair. Ancillary uses to **Port** uses are also permitted.
- **Industrial** land uses include a range of light and medium-intensity industrial land uses and some heavy-intensity industrial land uses:
  - a) Desired and permitted light and medium-intensity industrial uses include warehouses, public works yards, public utility uses enclosed by walls with a priority placed on cogeneration or renewable energy, and light and medium-intensity manufacturing uses.
  - b) Permitted heavy-intensity industrial uses include asphalt plants, cement plants, concrete batching plants or relocated municipal waste transfer stations;
  - c) Ancillary uses to **Port** and **Industrial** uses are permitted.
- **Destination and/or Catalytic** land uses are uses that are intended to entertain, educate or elevate culture. Desired and permitted uses include galleries, museums, artist and performing arts studios, entertainment places of assembly and education uses. Residential uses are not permitted. Nightclubs and casinos are not Destination and/or Catalytic uses.





Development in accordance with the land use permissions in the PIC Core, Light Industrial and Productions, Port and Industrial land use typologies in advance of the implementation of the required flood remedial protection works may require the implementation of appropriate flood-proofing measures in accordance with the policies of the Lower Don Special Policy Area and to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. Development consisting of new and/or intensified land use provided for in the **Mixed-Use Residential** and **PIC Mixed-Use** land use typologies requires the implementation of the flood remedial protection works in the approved Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment.



**PIC Core, Light Industrial and Productions, Port, and Port and Industrial** districts are areas for clusters of business and economic uses and are essential cornerstones for a diverse and thriving civic economy required for the foreseeable future. Conversion of these districts or individual sites to non-employment uses will only be considered through a municipally-initiated comprehensive review of this Framework and the preparation of a precinct plan. Temporary, major international events may be permitted subject to City Council's direction and appropriate accommodation of existing operations.



#### LAND USE COMPATIBILITY

Land-use compatibility issues between existing port and industrial uses and sensitive land uses have been identified. Unless otherwise noted in this Framework, receptor mitigation is insufficient to appropriately mitigate noise and air quality impacts. Prior to permitting sensitive land uses, a package of measures, including but not limited to separation distances, buffer uses, source mitigation and receptor mitigation, will be required. Where sensitive land uses are expressly permitted by this Framework and a development approval application submitted for sensitive land uses, the proponent of the sensitive land use is responsible for ensuring compatibility and for implementing any required mitigation measures.



Sensitive land uses, for the purpose of this Framework, are uses where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) generated by a port or industrial operation, and includes residential uses (e.g. apartment buildings, hotels and nursing homes) and any associated amenity or outdoor living areas; and community infrastructure (excluding emergency services and arenas).



Where residential and sensitive uses are expressly permitted by this Framework, detailed noise and air quality reports will be required, and vibration and illumination reports may be required, in support of development approval requests for residential or sensitive uses. Such environmental reports are to specify how compatibility will be achieved and maintained between existing port and industrial operators and the proposed development while



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also ensuring high quality living and working environments, including detailed provision of measures to mitigate impacts. The City will undertake to have the environmental reports peer reviewed at the cost of the applicant.



Sensitive land uses in proximity to existing industrial and port operations may be prohibited in implementing zoning by-laws, or limited by imposing restrictions to heights, massing and/or siting of development; requiring buffering of sensitive land uses with non-sensitive uses; or through the use of other source/receptor mitigation measures as appropriate to ensure compatibility.



The City will consult, as necessary, with the Toronto Port Authority, and existing port and industrial operators during the development approval process for any new sensitive uses to ensure compatibility between development proposals and industrial operations.



Where sensitive land uses are permitted, suitable warning clauses will be included in purchase and sale agreements advising residential purchasers of:

- the proximity of film and television production studios, where sound levels associated with gunfire, explosions and/or other noisy activities occurring within studio compounds may at times be audible within the development;
- the proximity of the Billy Bishop Airport and potential impacts; and
- the proximity of continued port and industrial uses, with associated heavy truck traffic.



All new and/or relocated **Port** and **Industrial** uses will be required to submit detailed noise and air quality reports, or other environmental reports as appropriate, at the development review stage and implement source mitigation measures to reduce/minimize impacts on future mixed-use areas.



## RETAIL AND ANIMATION

- At-grade street-related retail and service uses in new buildings will be required in the **Priority Retail Streets and Frontages** shown on Figure 39.
- At-grade street-related retail and services uses will be protected for and encouraged on **Secondary Retail Streets** and **Water's Edge Animation** areas shown on Figure 39 by requiring minimum five (5) metre at grade floor to ceiling heights for new buildings.
- To encourage the establishment of grocery stores in each of the new communities, as well as promote a healthy retail mix in a compact urban form across the Port Lands, a retail store use will be limited to 3,500m<sup>2</sup> of gross floor area.
- Large-format retail (stand-alone, in mixed-use buildings or in a power centre format and exceeding 3,500 m<sup>2</sup> of gross floor area) is not permitted.



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SECTION

# 4



Artist Rendering Looking West Across  
the Naturalized Mouth of the Don River



## 4.2

# PARKS AND OPEN SPACES

The Port Lands will be a living city throughout the year. It will be characterized by leafy streets that link together parks and urban spaces of all shapes and sizes where residents, workers, and visitors can recreate, socialize, exercise, play, and relax.

The parks and open space system will consist of large multi-functional, city-wide destination signature parks and blue and green open spaces; local parks distributed across the different districts with play spaces, activities, and amenities for residents and workers; smaller parkettes and publicly accessible open spaces; and linear open spaces that either expand on the parks system or create enhanced linkages between the system of parks and open spaces. This parks and open space system will not only beautify the Port Lands landscape, but also contribute to enhancing the local environment and expand on the existing regional parks and natural areas in the Port Lands.

## 4.2.1 A Full Range of Parks

The Central Waterfront Secondary Plan (CWSP) recognizes the importance of providing a wide range of parks and open spaces, including regionally significant parks that will be destinations for all Torontonians and visitors alike, and also local parks in each community to support future residents and provide neighbourhood-oriented passive and active recreational opportunities. While not specifically identified in the CWSP, but of no less importance, is the provision of parks and open spaces within the future employment clusters to support and provide amenity for area workers. There will be spaces for eating lunch, taking a break outside, going for a leisurely stroll, playing sports and being active, relaxing by the water and connecting with nature. The distribution of the programmatic

elements proposed within the parks and open space system will consider access, views, topography, proximity to the water's edge, and opportunities for passive and active recreation.

The Parks and Open Space Plan (Figure 41) illustrates the hierarchy of the different types and sizes of parks and open spaces proposed in the Port Lands. Local parks and publicly accessible, privately-owned open spaces (POPs) are conceptually shown. The final location, size and configuration of these spaces will be determined during more detailed precinct planning. Excluding POPs and the parkland and natural areas south of Unwin Avenue, it's anticipated that approximately 65 hectares (160 acres) of parks and open spaces will be maintained and created in the Port Lands.

Figure 40: Parks and Open Space Area Breakdown

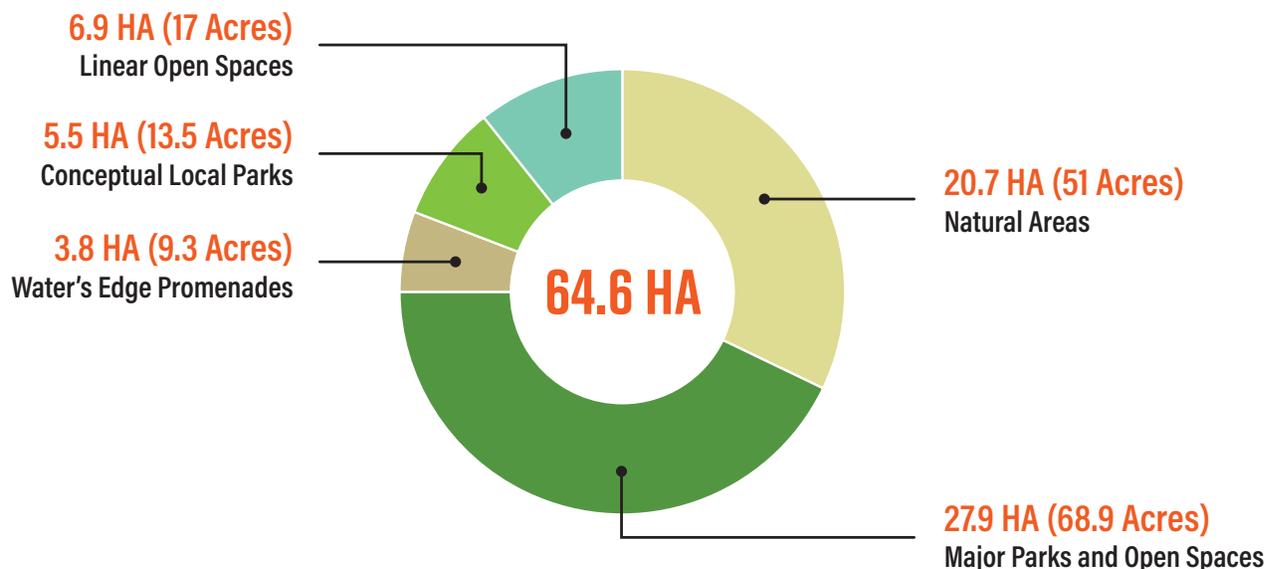


Figure 41: Parks and Open Space Plan



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

\*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



# Major Parks and Open Spaces

Major parks and open spaces will serve as city-wide destination parks that will fulfill a variety of functions for future residents, and the city as a whole. They will invite visitors from the city, region, and beyond. Each of the major parks and open spaces will have a unique character, role, and function that will contribute to placemaking in the Port Lands.

## River Parks and Promontory Park

The parks abutting the naturalized Don River along with Promontory Park reimagine the original Commissioners Park that was envisaged in the Making Waves plan and CWSP as an urban estuary and signature park, linking future neighbourhoods with the Don River Valley to the north and Inner Harbour to the west. Together, these parks will generate approximately 9

hectares (22.2 acres) of programmatic space that will offer opportunities for land and water based recreation for both local and city-wide visitors. The natural areas located below top of bank will perform a number of functions, such as providing flood protection, terrestrial and aquatic habitat restoration and connectivity, and will also offer opportunities for access to the water and for passive recreation.

The River Parks and Promontory Park will be designed to be functional year-round and will include a variety of summer and winter programmatic elements that may include upland prospects, paths, planted woodlands, a water's edge promenade offering spectacular views to the city and the Toronto Islands, children's play areas,



Figure 42: River and Promontory Parks Programming



ice skating, as well as other active recreation opportunities (Figure 42).

### Don Greenway

The Don Greenway will introduce a new ecological spine into and through the Port Lands. It will function as a naturalized open space system connecting the river valley to the north with the Ship Channel to the south. South of the Ship Channel, the Greenway, expanded in width to complement the Greenway to the north, will provide an important open space connection to Lake Ontario and enhance opportunities for public access south of the Ship Channel.

The Greenway will be designed as an open space with distinct ecological and infrastructure functions. It will provide a naturalized respite and lake-fed wetland habitat as part of the naturalization of the mouth of the Don River. It will also function as a spillway providing additional flood water conveyance capacity when needed. South of the Ship Channel, the open space will be designed as a publicly accessible, wild, and natural corridor with the potential to model and pilot exemplary passive stormwater management projects that would manage and reduce flows through natural means.

### Silo Square and Keating Promenade

Silo Square and the Keating Promenade, combined, will create a three hectare (7.5 acre) central living room for the Keating Channel Precinct and Villiers Island with adaptively re-used historic buildings, new civic uses and waterside cafes, restaurants, small shops as well as a main retail spine with wide pedestrian promenades along both the Keating Channel and northern edge of Villiers Street. The area will be transformed into a distinctive urban gathering space, that will feature a generous and varied public realm, including a small-craft boat launch and plaza space.

The historic silos at 312 Cherry Street built in the 1960s are listed on the City's Heritage Register. The concrete silos are some of the few remaining examples of this particular type of industrial building style on Toronto's Waterfront. They are a visually prominent landmarks marking the entrance to Villiers Island and the site offers long views down Villiers Street and the Keating Channel. The silos, with a sensitively designed addition housing a **Destination and/or Catalytic** use, will integrate into a new square. The square could include an innovative water garden, boardwalk, and walkways connecting to Old Cherry Street and conceived of as a sequence of the Keating Promenade.



Wetland Habitat



The Marsh in Corktown Common



Rendering of the Keating Channel Promenade

### Expanded McCleary Park

McCleary Park, today, is a 2.8 hectare (6.9 acre) park located south of Lake Shore Boulevard between Bouchette Street and Logan Avenue. It hosts two permitted baseball diamonds and a regulation-sized cricket pitch. Subject to the relocation of the Commissioners Street Waste Transfer Station, the vision is to expand and reconfigure McCleary Park by extending the park to

Commissioners Street, and adaptively re-using the significant historic building as a community hub. The community hub will include a variety of public uses, including potentially incubator uses for creative industries, much like the Wychwood Barns.

The community hub would be surrounded by an urban plaza providing opportunities for social gatherings, events and festivals, while continuing to maintain space for a number of regulation-sized sports fields to the north. Where possible, the design of the future park will integrate patches of native tree and plant species that support the biodiversity objectives of this Framework.

The redesign and expansion of McCleary Park will also respond to the surrounding street network. A new east-west street is required on the north side of the heritage building that will create a seam between the urban plaza and active recreation to the north. Sensitive design of this new street will be required to integrate it effectively and minimize impact on park users, recreation infrastructure and functional open space.

The relocation of Bouchette Street, likewise, will require careful attention and further study. The street's relocation will improve connectivity in and through the area and the potential for additional porosity across Lake Shore Boulevard. In finalizing the location and design of this street, the overall park size is to be increased from McCleary Park's current area and reductions in the width of the existing park will be minimized to the extent possible.



Rendering of the Expanded and Reconfigured McCleary Park

## Hearn Open Space

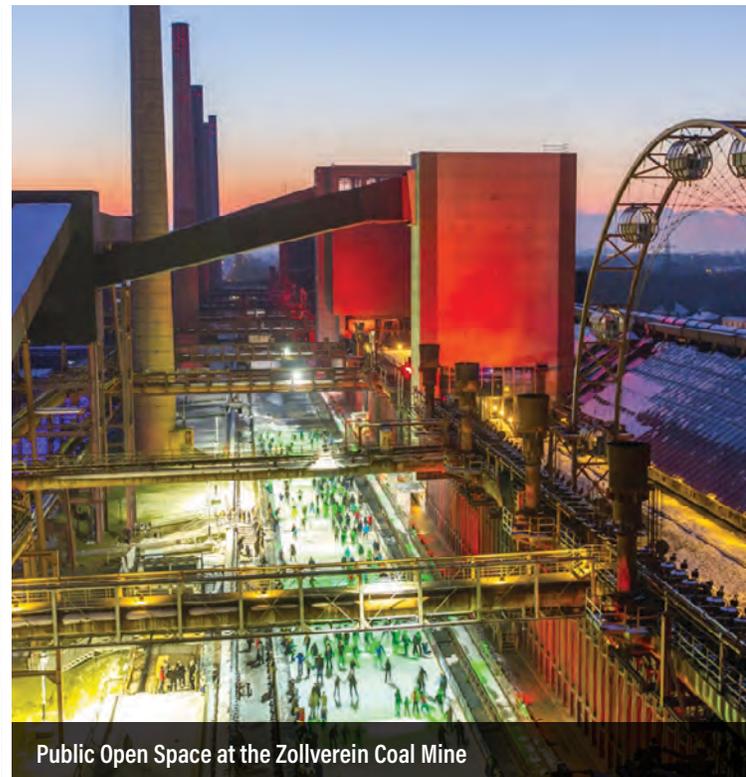
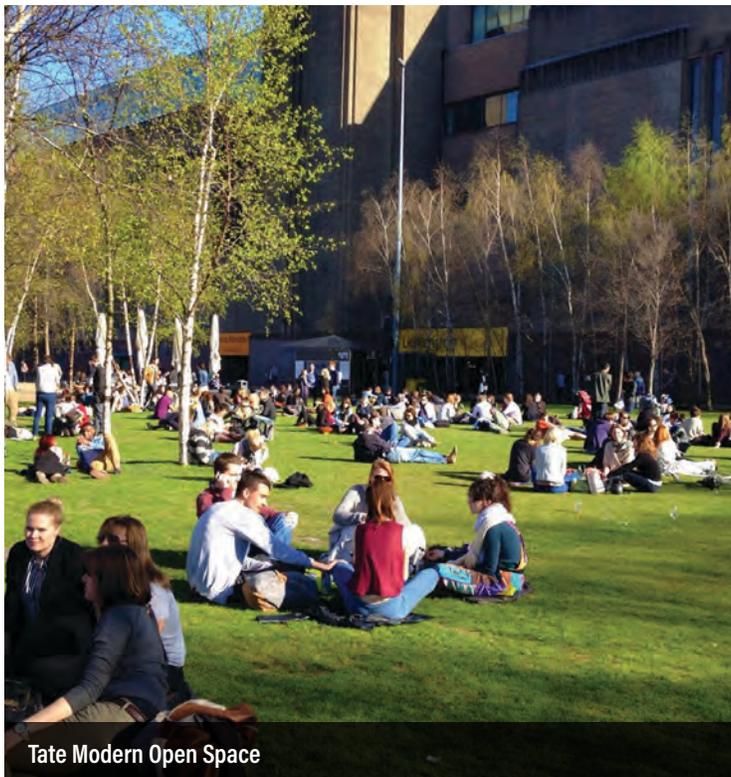
The Hearn open space will create an apron of publicly-accessible open spaces around the historically significant Hearn Generating Station, which is envisioned to be transformed into one of the seven destination spaces.

The open space will be distinctly civic in nature to support the adaptive reuse of this building as a major sport and cultural destination. The apron of open space surrounding the Hearn should provide a generous forecourt and amenity space along the western and southern faces of the building. These spaces could include, among others:

- Public event gathering space;
- Space for naturalized plantings; and
- Passive green lawns, gardens and paved plazas.

The north side of the property will be lined by a water's edge promenade, creating a spectacular channel side landscape setting that integrates the repurposing of the Hearn's four outbuildings for a variety of uses. Other opportunities to expand publicly-accessible open space adjacent to the Ship Channel with any reconfiguration of the existing Hearn Switching Station will be strongly encouraged and pursued.

The expansive roof of the Hearn provides an additional opportunity for incorporating an extensive, biodiverse green roof that could be opened to the public. Where any surface parking areas are proposed, these will need to be designed to double as event spaces once the Hearn takes on its new role as a significant cultural destination for the city.



### Leslie Green Portal

Over the years, various initiatives have been undertaken to create a generous green corridor for the lands adjacent to Leslie Street, known as the Leslie Street Greening. Lands adjacent to the east side of Leslie Street were originally designated **Parks and Open Space Areas** in the Central Waterfront Secondary Plan. With the development of the Leslie Barns at the southeast corner of Leslie Street and Lake Shore Boulevard, a portion of the lands fronting on Leslie Street was retained as green space.

The Leslie Green Portal expands on the Leslie Street Greening to create a significant green spine on both sides of Leslie Street connecting the city to the natural areas south of Unwin Avenue and Tommy Thompson Park. South of Commissioners Street, the Leslie Green Portal, coupled with the improved design for Leslie Street, much like the Don Greenway, will be approximately 140 metres wide and will complement

the overall natural heritage system of the Port Lands. The Leslie Green Portal will be designed as a wide, landscaped, green corridor on either side of Leslie Street that will:

- Create a welcoming gateway to Tommy Thompson Park;
- Serve as a natural corridor that will provide key wildlife connections as well as a natural respite for its users; and
- Provide a physical separation for users accessing Tommy Thompson Park from the continued truck activity anticipated on Leslie Street.

A small restaurant, café or other amenity may be located within the Leslie Green Portal to serve recreationists destined for Tommy Thompson Park and for nearby area employees. Any amenity located within the future park will be designed to fit in with the overall landscape concept for the park.

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## Water's Edge Promenades

Water's edge promenades will be accessible, year-round public passages that will connect parks, open spaces, squares and plazas together and contribute to establishing a system of public spaces. In some sections, and where the width permits, the promenades will be designed to be intimate spaces that engage with adjacent uses, and enable moments of leisurely interchange with the surrounding environment as well as with other users.

The Water's Edge Promenades can be conceived of in two parts: promenades that have a defined vision in this Framework (public promenades) and those that will evolve in the long-term (future public promenades and river naturalization).

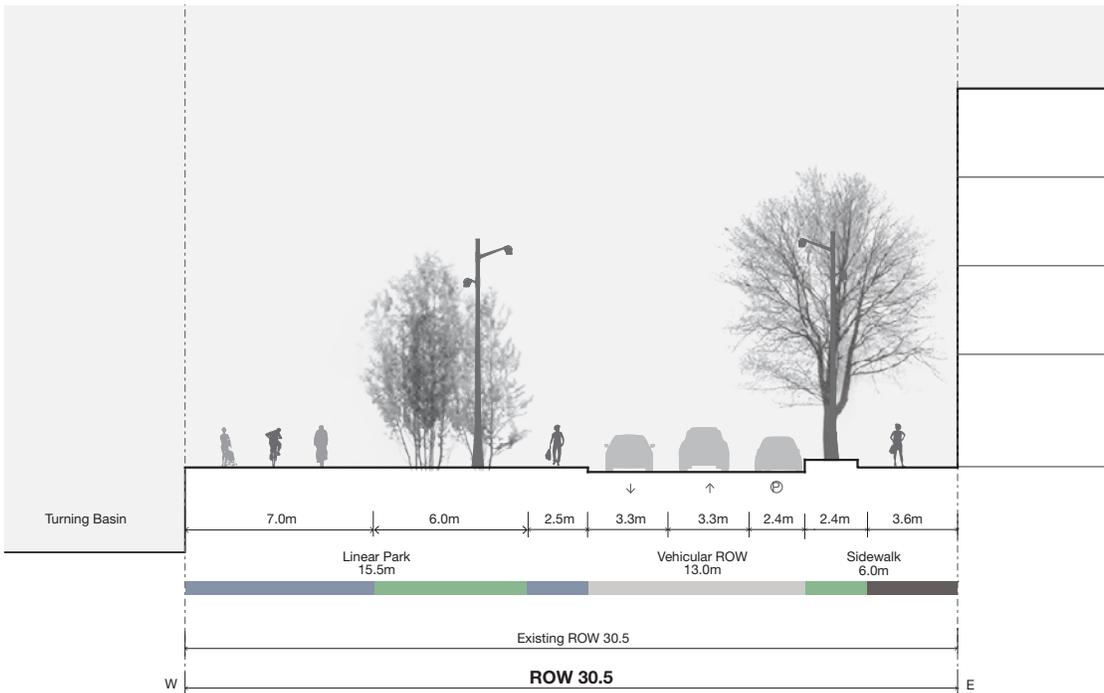
### Public Promenades

Along the north edge of the Ship Channel, 1,900 metres of continuous, publicly-accessible promenades will be created, stretching from the

**Figure 43: Hybrid Water's Edge Promenades**



**Waterfront Street**  
16.5m ROW\_Proposed



**CARLAW [South of Lakeshore]**  
30.5m ROW\_Proposed

Inner Harbour to the Don Greenway, and from the Don Roadway to the Turning Basin. Additionally, water's edge promenades adjacent to the Inner Harbour along Polson Quay and Promontory Park will be created. Consistent with the CWSP, varied conditions are proposed along these waterside edges.

In some instances, the promenades will be broad terraces that are no less than 18 metres wide to accommodate areas for landscaping, seating and walkways, as well as to complement water's edge animation areas.

In others, hybrid promenades (Figure 43) will be introduced that integrate streets in the overall design and are lined with buildings to assist in animating the promenades in the winter as well as contribute to varied pedestrian experiences. Open space amenities adjacent to the dockwall within these hybrid promenades will be no less than 15 metres on Carlaw Avenue and 12 metres for segments of promenades with local or shared streets that are quieter, low-traffic streets. The final combined width of the promenade and public street will depend on the function and character of the particular street.

South of the Ship Channel, opportunities for public waterfront access and activation of the Channel that do not interfere with existing industrial operations on the land side, were identified. These locations will allow for unique experiences to be created at regular intervals and in key locations along the Ship Channel

that will further enhance access and enjoyment along the water's edge. Opportunities for these unique experiences include:

- The Strauss Trunion Bascule bridge as part of the Maritime Hub;
- The Don Greenway;
- The Hearn and Broadview Extension; and
- The Leslie Street Slip.

The balance of the lands south of the Ship Channel are earmarked for continued port purposes that require large tracts of lands and water side access that is secure and restricted to the public.

### **Future Water's Edge Promenades and River Naturalization**

In recognition of continued, active industries adjacent to Polson Slip and south of the Ship Channel, there are limitations in realizing the full naturalization of the river as envisioned in the Don Mouth Naturalization and Port Lands Flood Protection Project EA and continuous water's edge promenades along the south side of the Ship Channel. Should the Cement Terminal cease operations on Polson Quay, the full naturalization of the river can take place. Additionally, should non-port related uses be proposed and permitted adjacent to the Ship Channel, a continuous ribbon of pedestrian-centred promenades will be required that are a minimum of 18 metres wide.

# Local Parks and Open Spaces

The conversion of portions of the Port Lands for mixed-use residential uses requires the provision of new locally-oriented parks and open spaces in each new community to specifically serve new residents. Further, in areas reserved for core economic activity, opportunities for new parks and open spaces will also be pursued to provide amenity for area workers.

These local parks, unlike the city-wide destination parks identified as major parks and open spaces, will be sized, designed, and located to primarily serve the residents and workers within walking distance of these parks. Their presence in the communities and employment clusters will provide a platform for neighbourhood gatherings and encourage overall social interaction.

Local parks will be sized and configured to accommodate a variety of neighbourhood-oriented active and passive uses and will be a minimum of 7,500 square metres. Local parks will include amenities such as small or mid-sized sports fields, play spaces, community gardens and multi-use courts. Additional parkland may be required depending on the number of residents within any particular community, the

amenities required in each park, or the configuration of the park itself.

Villiers Island’s local park, conceived as part of precinct planning, will be 1.2 hectares (3 acres) in size, and will include amenities such as a mid-sized multi-purpose sports field, playground, and passive lawn space. The park has been strategically located adjacent to the naturalized Don River and Don Greenway, to enhance access to this asset and provide opportunities for nature appreciation and education. In Polson Quay and South River, local parks have likewise been conceptually identified adjacent to the River/Inner Harbour and Don Greenway and sized to accommodate a range of different programs. In the McCleary District, the concept of a sunny, centrally-located park in the community, around which development is organized, was also identified. Through precinct planning, the final location and size of these local parks will be more specifically determined. Local parks are also conceptually shown in the **PIC Core** areas adjacent to the Broadview extension and the Turning Basin. These parks would provide amenity for area workers and complement the blue-green system of open spaces.



Basketball court in David Crombie Park



Regent Park



Kensington Pedestrian Sundays in the Park

## Linear Open Spaces

The major streets in the Port Lands can and should provide important and valued additions to the open space network and aesthetic quality of the area. The major streets have been conceived to incorporate enhanced landscaped areas, and will connect the parks and open spaces across the geography. The open spaces within public streets will be multi-functional and will provide a welcome respite along the busy streets to make walking and cycling more pleasurable. They will:

- Complement the parks and open space system;
- Act as green connectors, seamlessly linking the Port Lands' parks, open spaces, and natural areas;
- Offer more pleasant pedestrian environments; and
- Serve a functional role in stormwater management through the integration of green infrastructure.

## POPS

Privately Owned Publicly Accessible Spaces (POPS) are a key part of the city's public realm network. POPS do not replace the need for publicly owned parkland or open space. They

provide open space in connection to private development, designed to the satisfaction of the City, but paid for and maintained by a private developer. POPS will be pursued to supplement parks and open space system in the Port Lands.

POPS will be designed and incorporated as intrinsic parts of development and the public domain. In so doing, POPS will create a bridge between the private realm of building interiors to their exterior.

Like other parts of the public realm, POPS should be used to reinforce the structure of the Port Lands. For instance, a POPS might mark an important intersection, provide context for a heritage building, or provide a mid-block connection that reveals an important view or that incorporates stormwater management features. POPS can take the form of courtyards, plazas, gardens, mid-block pedestrian connections, or atria.



Dockside Green Open Space and Stormwater Feature

## Parks and Open Spaces South of Unwin Avenue

The overall parks and open space system in the Port Lands will be complemented by the existing and planned parks in the broader context area. Notable among these are the parks and open spaces located south of Unwin Avenue. These include Tommy Thompson Park, the Leslie Spit, Cherry Beach, the Cherry Beach Sports Fields, and the balance of wild natural areas. An expansion of the Parks and Open Space areas designation to the south of Unwin Avenue and east of Cherry Street and south of the realigned Unwin Avenue is proposed. Combined, these parks and open

spaces will provide over 250 hectares (618 acres) of naturalized parkland and natural area (excluding water bodies) – a significant city-wide asset.

The full vision for the future Lake Ontario Park is a long-term prospect. Short- to medium-term interim uses may be proposed within the lands proposed for redesignation, provided they are designed to contribute to the ecological character of the area, and would be prepared to relocate in the event that funding becomes available to advance a Council-endorsed design for the future park.



Tommy Thompson Park

## 4.2.2 Active Living and Amenities

The parks and open spaces in the Port Lands will provide a fun and exciting outdoor environment. The range of parks and open spaces will provide room for a range of users and active outdoor uses. Whatever the activity, the

Port Lands will provide and maintain many different, wonderful and inviting spaces to encourage active, healthy lifestyles, including various water-related activities such as fishing, kayaking, and sailing.

### Water Recreation

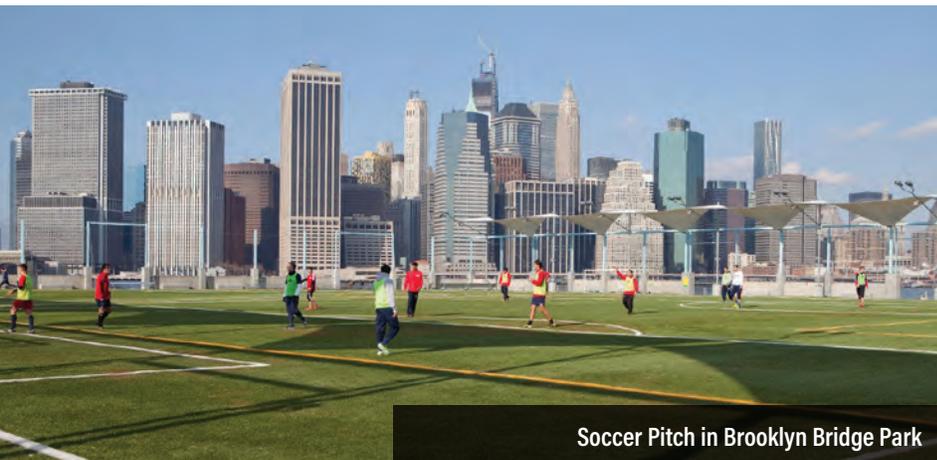
The Port Lands is defined by its relationship to the Don River and Lake Ontario. The channels, basins, and future river create different spatial experiences and provide a setting for a multitude of water recreation activities. Where possible, access to the water will be provided by stairs, low promenades, small boat launches and

fishing sites. The Keating Channel will provide opportunities along the dockwall for boat mooring and launching small recreational watercraft. The river and Don Greenway will be designed to provide a number of opportunities for launching small watercraft and fishing.

### Open Spaces for Sports

Outdoor spaces in the Port Lands will offer the choice and opportunity for residents and workers to lead a healthy life through active recreation. Playgrounds, sports pitches and fields, and other recreation grounds are essential to healthy and prosperous

communities, and need to be provided throughout the Port Lands. Sports and active recreation must be broadly conceived to accommodate a range of individual abilities, promoting active living and ageing for all.



Soccer Pitch in Brooklyn Bridge Park



Kayaking in Brooklyn Bridge Park

Opportunities for larger, regulation-sized sports fields that would have a broader city or regional draw have been identified in the Port Lands. These fields require larger contiguous tracts of land to accommodate regulation-sized fields. As noted, McCleary Park north of the new east-west street will continue to provide regulation-sized sports fields

through its reconfiguration. Additional opportunities exist south of Unwin Avenue in the vicinity of the existing Cherry Street Sports Fields for new fields that could include cricket, rugby or multi-purpose fields. Sensitivity in the design of fields, and associated ancillary facilities, such as parking, will need to be taken given the proximity to Environmentally Significant Areas.

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## Play Areas

Play areas will be integrated into the design of parks and open spaces and will be designed to be clearly visible, well-lit, attractive areas that are easily accessible and offer a range of play experiences. Larger play areas will be

accommodated above top of bank along key areas of the Don River. Other play areas will be located to be within a close walking distance to future residents.

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## Other Amenities and Features

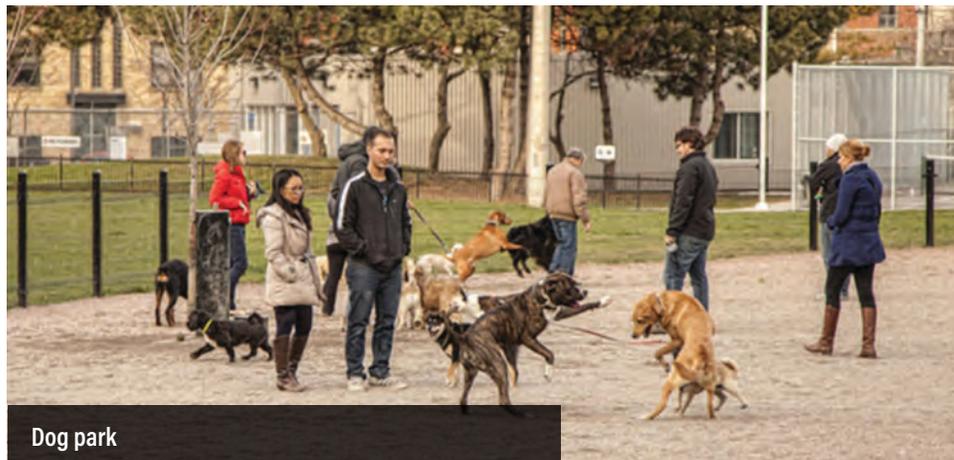
Parks and open spaces will also accommodate other amenities and features over time. For instance parks near mixed-use communities will be designed to include consideration for sensitively located off-leash dog areas in order to allow local opportunities for dog owners to exercise their pets. The

Port Lands is replete with sensitive natural areas; providing off-leash dog parks will offer pet owners with the ability to exercise their dogs with no adverse impact on natural habitats.

The Port Lands will also have a number of city-wide cultural destinations



Northacres Park, Seattle



Dog park

as well as local community hubs. Social and creative life in the area will demand spaces for larger events and gatherings. Larger parks and urban squares, particularly those adjacent to community centres and hubs, will be designed with the ability to accommodate a variety of events and, incorporate lighting and audio/visual technology.

The amenities outlined above are just some of the considerations for special features that should be incorporated in the parks and open space design. As consultation and detailed design of the parks and open spaces commence, other features may be considered that meet the needs of evolving communities and City.

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## Enhancing the Environment

In addition to their many social functions, parks and open spaces provide an opportunity to enhance the environmental quality of the Port Lands

by integrating ecological sustainability elements, such as bioswales, patches of native plantings and, where possible, wooded areas in their design.



Wooded Copse in a Park

### 4.2.3 Parkland Dedication

Parkland dedication under Section 42 of the **Planning Act** will be used to acquire or secure local parkland as a first priority as part of the development of new mixed-use communities in the Port Lands. The standard parkland dedication rate in the **Planning Act** is five per cent of the total site area for

residential developments and two per cent for non-residential developments. These rates are reflective of rates historically used across North America when development densities were conducive to setting aside land for parks in larger, low-rise plans of subdivision. However, in the context

of current day development trends, these rates do not produce sufficient land to meet the local needs of the dense, vertical forms of development proposed in the Port Lands.

The **Planning Act** also provides municipalities with the authority to implement an alternative parkland dedication rate for residential developments, either city-wide or at a local level, subject to an Official Plan containing policies dealing with the provision of lands for parks. The alternative rate provisions enable municipalities to require a developer to convey up to one hectare of land for each 300 residential dwelling units. In lieu of requiring land, the **Planning Act** also permits municipalities to accept cash-in-lieu (CIL) at its discretion equal to the value of the land that would otherwise be conveyed. Recent amendments to the **Planning Act** establish a specific cash-in-lieu rate that allows municipalities to ask for a maximum of one hectare for each 500 units to be conveyed.

The City's land holdings in the Port Lands provide a unique opportunity towards delivering a number of the parks and open spaces identified on the Parks and Open Spaces Plan. In total, 41.1 hectares of the 48.5 hectares (85%) of major parks and open spaces (excluding waterways and lands south of Unwin Avenue) and 3.6 of the 3.8 hectares (95%) of public promenades are located on City-owned land. A total of 27.5 hectares of the City-owned lands above top of bank will be new City parkland that will be achieved incrementally over the course of this Framework. The lands will be retained in City ownership and allocated for

City parkland purposes. Considerable investment over and above the provision of the City-owned land and the recent funding announcement for Port Lands flood protection will be required to physically deliver the balance of the major parks and open spaces and public promenades over the coming decades.

Future residents and employees of the Port Lands will undoubtedly benefit from these major parks and open spaces. However, local residents will have needs that will not be met by these city-wide destination and signature parks as there will be competing demands placed on the parks which will reduce the availability of parkland for use by local residents. As such, there remains a need to secure parkland that will specifically provide locally-oriented amenities in each of the new mixed-use communities to serve future residents' needs.

While, the final location, size and configuration of the local parks will be confirmed during precinct planning, or context planning where appropriate, local parks were conceptually identified in a number of the different districts to inform this Framework. The concurrent Villiers Island precinct plan process also identified the preferred location and size of the Island's local parkland. The land and additional investment required to support the delivery of these local parks will necessitate using a variety of tools available to the City. As such, the use of parkland dedication, and an alternative rate in particular, under the **Planning Act** will be an important tool to implement the vision and support vibrant new communities and employment clusters.

## Parkland Dedication on City-Owned Land

Development for residential uses on City-owned land, as of the date of adoption of this Framework, including any land currently owned by Waterfront Toronto, will be required to provide additional land for local parkland purposes over and above those lands already identified in the Parks and Open Spaces Plan for major parks and open spaces. Ensuring adequately-sized locally serving parks for each of the proposed communities requires the implementation of an alternative dedication rate of 20 per cent of the net development site for residential developments on City-owned lands.

The 20 per cent dedication rate takes into account the large municipal land holdings in the Port Lands, the lands earmarked for major parks and open spaces and the Port Lands' anticipated population. The parkland dedication calculation will be determined based

on the total amount of City- and Waterfront Toronto owned land at a district wide level, rather than site by site to enable the creation of larger, contiguous park spaces. The local parks will be conveyed to the City upfront as part of a Plan of Subdivision process or secured in Purchase and Sale Agreements. A net development site, as currently defined, excludes future public streets. Given that the major parks and open spaces and public promenades are city-wide destination parks and open spaces that will serve the broader city, these lands will not count towards parkland dedication from development occurring on City-owned land, and likewise, will be netted out of a development site's area. Further, any lands required to accommodate outdoor school facility uses that are co-located with local park sites will not be counted towards the dedication of land for parks.

## Parkland Dedication on Privately-Owned Land

On privately-owned lands, an alternative dedication rate tailored specifically for the vertical communities proposed in the Port Lands and that addresses the additional resources needed to deliver the local parkland in each community will be applied. The alternative dedication rate will be applied fairly and equitably across privately-owned sites based on residential density. A net development site on privately-owned sites will be defined as the net site excluding any streets, including instances where the City may be requested to accept private streets. Parkland dedication on

privately-owned sites in the Port Lands will be based on the following rates:

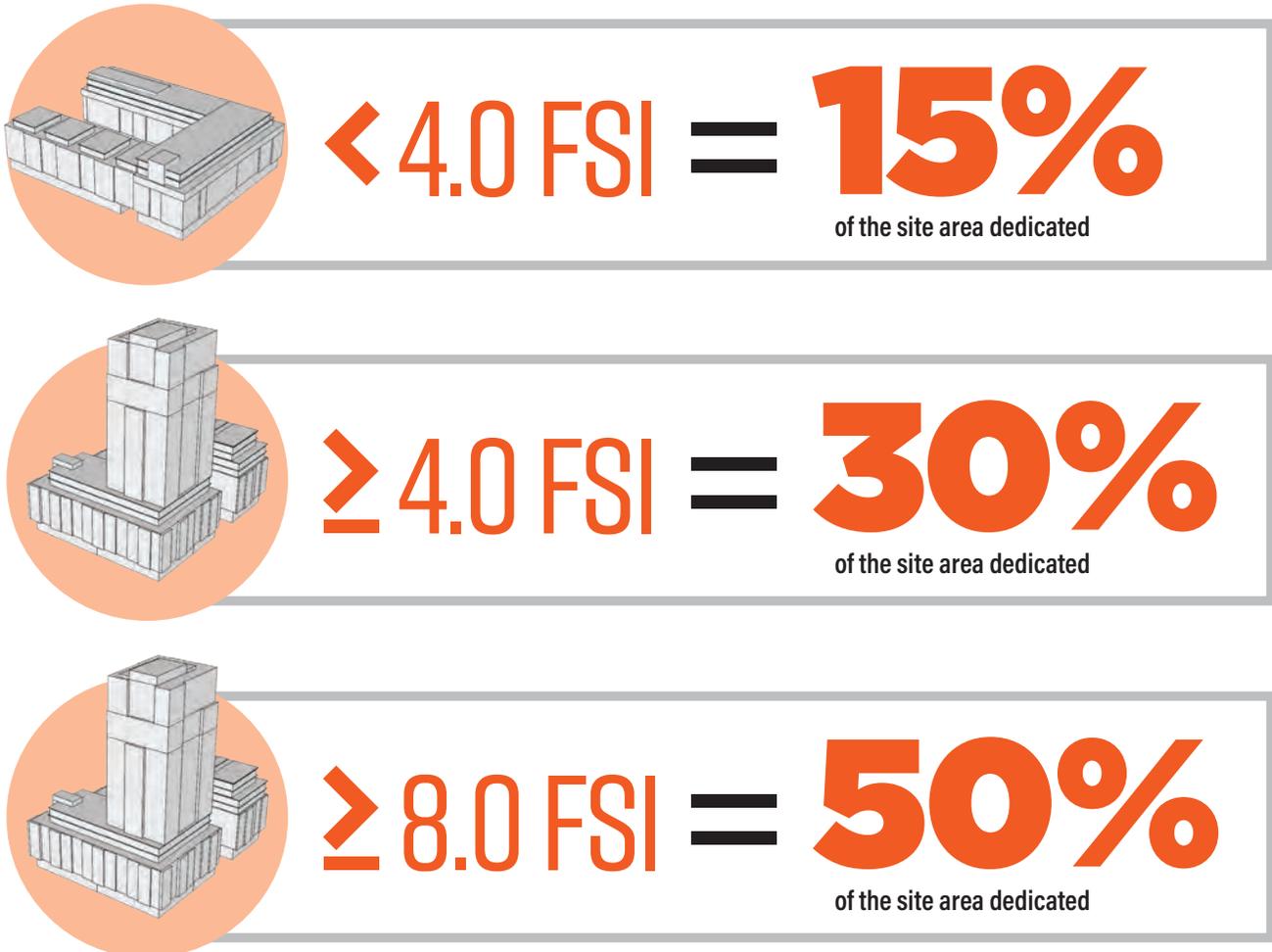
- 15% of the net site area for proposals with a residential component that is less than a net residential Floor Space Index (FSI) of 4.0;
- 30% of the net site area for proposals with a residential component that is equal to or exceeds a net residential FSI of 4.0; and
- 50% of the net site area for proposals with a residential component that is equal to or exceeds a net residential FSI of 8.0.

It's important to note that the alternative parkland dedication rates above take into account the considerable public investment and land being allocated to deliver the Parks and Open Space Plan in the Port Lands. The rates are being implemented as one tool to assist the City in delivering the required parkland for the new communities. The resultant dedications associated with the new alternative rates would not exceed the **Planning Act's** limit of one hectare for each 300 dwelling units for land, or its newly introduced limit of one hectare for 500 dwelling units for cash-in-lieu.

In instances where development sites abut existing or planned parks and promenades or opportunities for off-site dedications are identified that would expand the parks and open space system, it is the City's priority to obtain land first over cash-in-lieu.

Where a private development site is not located adjacent to a public park and an off-site contribution cannot be achieved, cash-in-lieu will be collected and the full amount will be retained in the Port Lands to assist in the delivery of parkland.

**Figure 44:** Alternative Parkland Dedication on Privately-Owned Sites



## 4.2.4 Recommendations

The proposed parks and open space system is a fundamental element for the regeneration and renewal of the Port Lands, providing recreational opportunities and spaces for social activity. The system will be an intrinsic part of the public realm and identity of the Port Lands. The following recommendations will assist the City in realizing the Parks and Open Space Plan for the area:



The parks and open system for the Port Lands will beautify the Port Lands, provide year-round passive and active recreational opportunities, and contribute to enhancing the environment and natural heritage in the Port Lands.



The design of parks and open spaces will:

- Incorporate and appropriately conserve any cultural heritage resources and their associated values and attributes to the satisfaction of the City;
- Incorporate, where appropriate, areas for native, naturalized tree and understory plantings to support the biodiversity objectives of this Area Specific Policy, and particularly within major parks and open spaces;
- Include other amenities and features to support high-quality living and working environments; and
- Consider the local context in the design of parks and open spaces. In particular, parks and open spaces adjacent or within close to proximity to Environmental Significant Areas or Natural Heritage features will be sensitively designed to minimize any impacts to wildlife or habitat.



The major public parkland and other open spaces identified for the Port Lands consists of:

- River Park (north and south) and Promontory Park which will be key signature public parks. They will include a wide variety of park programming and amenities, including paths, planted woodlands, a water's edge promenade, upland prospects, playgrounds, as well as opportunities for active recreation such as multi-purpose courts and fields.
- Silo Square and the Keating Channel promenade as an integrated, central major park for Villiers Island and the Keating Channel Precinct to the north. Silo Square will consist of an urban square that will feature the adaptive reuse of the existing historic silos and a potential Destination and/or Catalytic use or a low-carbon energy generation facility sensitively designed to conserve the silo's industrial legacy. The Keating Channel promenade, which will extend from New Cherry to the river in the east, will be a generous and varied civic promenade adjacent to the channel lined with waterside cafes, restaurants and small retail stores.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- McCleary Park will be expanded and reconfigured subject to the relocation of the existing waste transfer station. Any reconfiguration of the existing park will be determined through Phase 3 and 4 of Class EA process for the Broadview extension, and will ensure no net loss of park space and achieve a net overall increase in park size. McCleary park will continue to be utilized for active recreational uses and be designed to continue to accommodate regulation-sized sports fields.
- An apron of generous open space will be provided adjacent to the west and south facades of the Hearn Generating Station building and any associated adaptive reuse of this building. The open space will provide, but not be limited to:
  - a) Public event gathering space;
  - b) Space for naturalized plantings, particularly adjacent to Unwin Avenue; and
  - c) Other features such as passive green lawns and/or seating areas.
- The Turning Basin Square will provide space for gatherings, special events and a passive green space. Stormwater management facilities may be permitted (e.g. pumping stations or treatment facilities) to be located within the Turning Basin Square subject to being designed to have a minimal footprint and incorporate high-quality finishes and landscaping to enhance the beauty and utility of the space. Any new or reconfigured, below-grade infrastructure will enable landscaping and tree planting within the park and be designed as an integrated facility; and
- The Leslie Green Portal will be a wide, green spine on the east and west sides of Leslie Street and will act as a major pedestrian and cycling gateway to Tommy Thompson Park:
  - a) Between Commissioners Street and the Leslie Slip Lookout, the width of park on either side of Leslie Street will be a minimum of 50 metres wide;
  - b) Between the Leslie Slip Lookout and Unwin Avenue, the width of the park on the west side of Leslie Street will be a minimum of 50 metres. The width of the existing park on the east side of Leslie Street will be maintained at least at its current width; and
  - c) Permitted uses will include agricultural uses subject to meeting environmental and regulatory requirements, park and recreational uses, and cogeneration energy uses associated with the Ashbridges Bay Treatment Plant and provided the use is not within a wholly enclosed building and the design complements the Portal. Where rail access into the Port Lands is required to be maintained, the rail sidings will be integrated with the park design. A small retail store or restaurant use may be considered on the west side of Leslie Street subject to demonstrating that the use will complement the overall park function and design.
- The Leslie Slip Lookout will provide a naturalized plaza and lookout down the Ship Channel at the terminus of the Leslie Street Slip; and
- The Cherry Lookout will be a public park space on either side of Cherry Street on the south side of the Ship Channel and will have a minimum depth of 30 metres and be designed to accommodate public uses.





Public Promenades identified on Figure 41 will be destination open spaces for active, year-round use. The Public Promenades will have varied conditions, consisting of:

- Promenades that will act as broad terraces for a range of activities such as, but not limited to, outdoor dining, strolling, festivals and special events. The promenades will be no less than 18 metres wide with landscaping, seating and multi-use pathways. Additional depth may be required and would be determined during precinct planning; and
- Promenades that will integrate with streets in the overall design and be lined with buildings with active uses at grade. The combined promenade and public street width will be no less than 28 metres, depending on the role and function of the public street. Open space amenities adjacent to the dockwall within these promenades will be no less than 15 metres wide associated with the Carlaw Avenue extension and 12 metres wide for promenades with local or shared streets.
- Future Water's Edge Promenades are lands adjacent to waterways that will continue to have **Port** uses for the foreseeable future. These areas will be protected for water's edge promenades. New buildings or structures will generally not be permitted within 18 metres of the dockwall. In the event that a non-**Port** use is proposed adjacent to the dockwall, a water's edge promenade in accordance with the Public Promenades will be secured.



A local park will be provided within each of the **Mixed-Use Residential** and **PIC Mixed Use** districts. The local public parkland will be:

- Configured to accommodate a range of locally-oriented active and passive recreation opportunities;
- Located so as to serve as a central neighbourhood landmark or located to enable an expansion of a major park or open space or Public Promenade adjacent to the naturalized river or Inner Harbour; and
- Designed and programmed for neighbourhood use and to enable community gatherings and socializing.



The precise size and configuration of the local public parkland within each district will be determined during precinct planning, but will be no less than 7,500 m<sup>2</sup> in area and configured to enable a range of local parkland opportunities such as playgrounds, passive lawns, seating areas, small to mid-sized multi-use play fields, or other local active amenity.



Local parkland and publicly-accessible, privately-owned open spaces will also be pursued in the **PIC Core** and **Light Industrial and Productions** districts to provide amenity for area workers.



Development will be set back a minimum of 10 metres from the stable top of bank of the naturalized mouth of the Don River and Don Greenway north of the Ship Channel.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



In addition to the lakefilling considerations identified in Policy 28 of the Central Waterfront Secondary Plan, lakefilling is permitted to create Promontory Park and support the realignment of Cherry Street, and in recognition of the new high-quality aquatic and natural habitat and open spaces that will be created in association with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment.



On land that is municipally owned as of the date of adoption of this Framework, including land owned by Waterfront Toronto:

- Parkland dedication for residential uses will be provided by way of the dedication of land, determined and dedicated on a district wide basis. Cash-in-lieu will not be accepted. Lands dedicated for parkland will be utilized to support the establishment of local parks in each district; and
- Irrespective of the size of a net development site, the parkland provision rate for residential development and the residential portion of mixed use development will not be less than 20 per cent of the area of the development site, net of any conveyances for public streets. The dedication of land may occur off-site within the district in which the development site is located and as determined through precinct planning to create functional and suitably-sized local public parks for the district.
- Major parks and open spaces and water's edge promenades, as shown on Figure 41, will:
  - a) Be excluded from net development sites for the purposes of calculating parkland dedication rates; and
  - b) Not be counted towards satisfying the 20 per cent requirement for parkland dedication.



On privately-owned land as of the date of adoption of this Framework:

- Parkland dedication will be utilized to support the delivery of local public parkland as a priority. An alternative parkland dedication will be applied to proposals for residential development and for the residential portion of mixed use development as follows:
  - a) 15% of the net site area, net of any streets (public or private), for proposals with a residential component that is less than a net FSI of 4.0;
  - b) 30% of the site area, net of any streets (public or private), for proposals with a residential component that is equal to or exceeds a net FSI of 4.0;
  - c) 50% of the site area, net of any streets (public or private), for proposals with a residential component that is equal to or exceeds a net FSI of 8.0.
- Cash-in-lieu may be accepted at the sole discretion of the City and will only be applied towards the acquisition, design, and construction of public parks within the Port Lands.





The additional funding tools and mechanisms required to deliver the Parks and Open Space Plan will be identified as part of the development of a Business and Implementation Plan for the Port Lands.



The 20 per cent parkland dedication requirement on City-owned land will be conveyed to the City upfront as part of a Plan of Subdivision process or secured in Purchase and Sale Agreements.



Parks, Forestry and Recreation staff will create a Port Lands specific alternative dedication By-law to reflect the alternative parkland dedication rates and use of the alternative rates proposed in this Framework.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation





## 4.3

# CULTURAL HERITAGE RESOURCES

The Port Lands will be a special urban environment where heritage resources will be given new life as key components of the contemporary city that provide a visible narrative of the area's history and legacy with placemaking power. The geological, pre-contact and industrial heritage is the DNA of the area. This Plan seeks to not only conserve and showcase heritage resources, but also to integrate them as actively programmed landmarks that enhance the overall character of the area.

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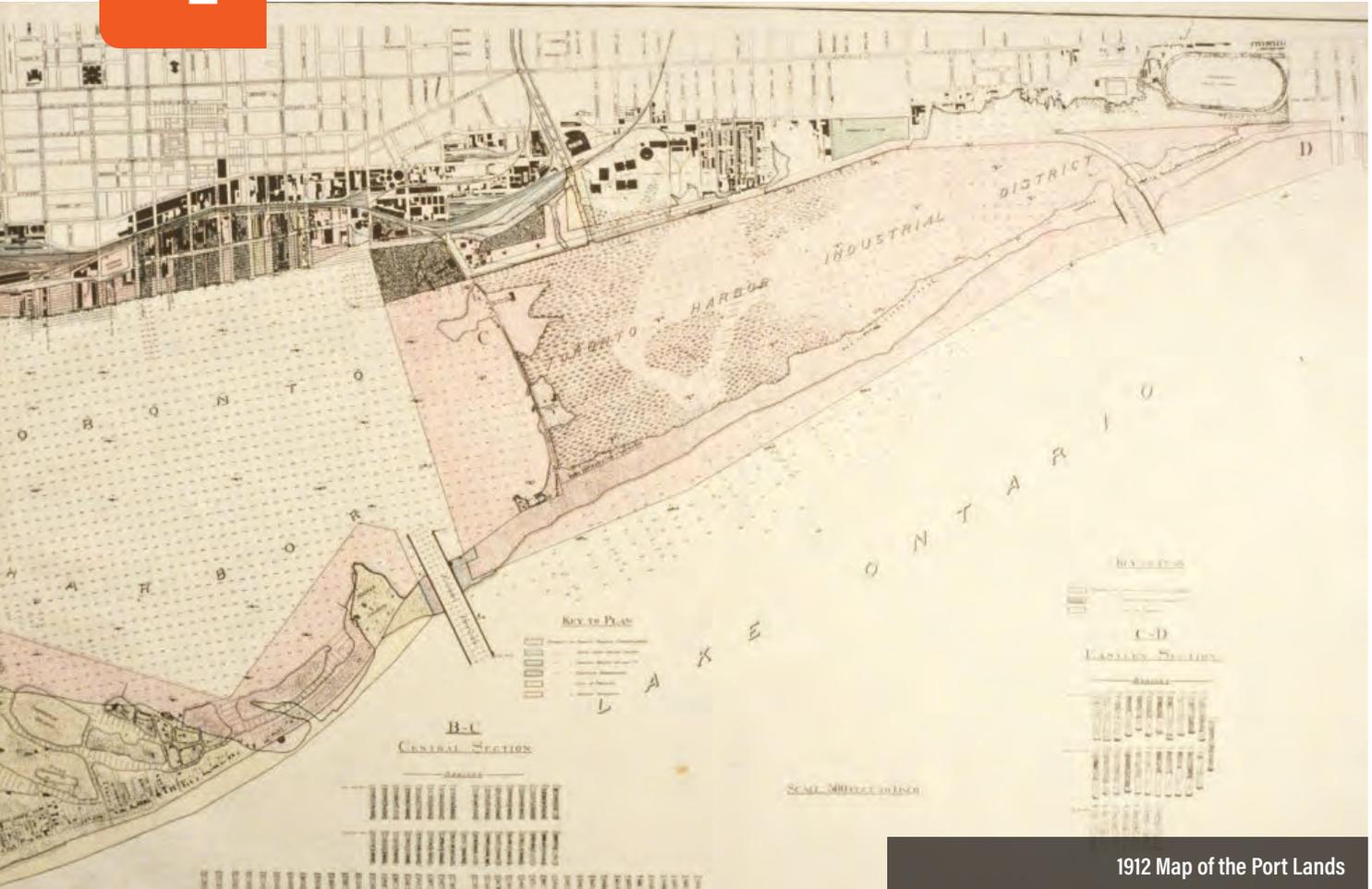
### 4.3.1 Laying The Foundations

The Port Lands rich history dates back many centuries to when the Don River emptied into the Ashbridges Bay Marsh before entering the Inner Harbour and was hunting and gathering territory for First Nations. Starting in the 1870s, man-made interventions to the original geological formation began with the construction of breakwaters, the original Keating Channel and finally with the filling in of the Marsh in the early 20th Century creating the Port Lands we know today.

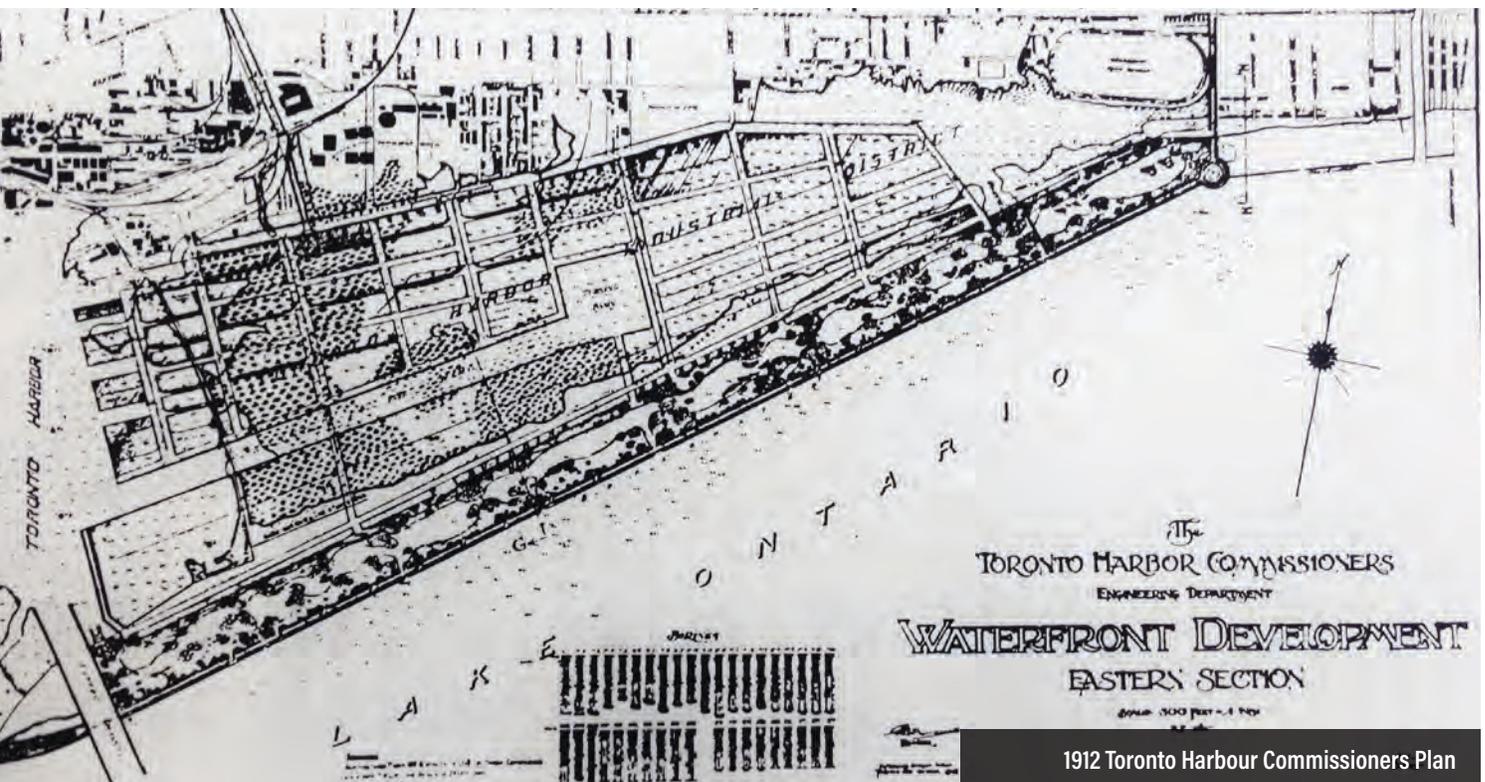
The creation of the Port Lands was, at the time, the largest project of its kind in Canada with ambitions of creating nearly 265 hectares (650 acres) of industrial land to support dense factory

development for a rapidly industrializing metropolis (Reeves, 1992). Equally important elements of the original plan included creating lands to support commercial and dock development and a major park space 300 metres (1,000 feet) wide (Toronto Harbour Commissioners, 1912 and Stinson, 1986).

Many aspects of the original 1912 plan never fully materialized. The uptake of factory development in the Port Lands was “lukewarm” with only a few industries having moved into the area. According to Stinson, by 1925, the largest land use was for material storage of coal and oil. Nonetheless, many elements of the 1912 plan were successfully implemented and are key



1912 Map of the Port Lands



1912 Toronto Harbour Commissioners Plan

features of the Port Lands landscape today, including:

- A vestige of earlier efforts, but maintained in the 1912 Plan, the Keating Channel edged by concrete walls, large metal ship moorings and office and workshop buildings utilized for harbour and maritime purposes;
- The 120-metre-wide Ship Channel and Turning Basin which continues to be capable of handling the largest ships in the Great Lakes and St. Lawrence Seaway;
- A number of smaller commercial and civic buildings along Cherry Street and Commissioners Street intended to provide services for expanding industrial users;
- The original street network established to service the industrial users, including older street plantings as are found on Commissioners Street;
- The network of rail in the Port Lands which is evidence of the Toronto Harbour Commission's efforts to link rail and water transportation in the district; and
- The parkland created south of Unwin Avenue (where the Cherry Beach Life Saving Station and Change Room are heritage features). However, the lagoons and summer cottages that were contemplated were never realized. The shoreline has also continued to evolve over the last century.

The continued evolution of the Port Lands has equally contributed to the formation of an industrial landscape

that offers tremendous opportunities to emphasize the legacy of Toronto's working harbour. The point of departure for this Framework is a recognition of the special history of the Port Lands with its interwoven urban fabric of early 19th and mid-century buildings, silos, monolithic buildings and chimney stacks that are monuments of the Port Lands cultural heritage. Commemoration and interpretation of the geologic and pre-contact history of the Port Lands is an equally important consideration for shaping how regeneration and renewal in the Port Lands will unfold.



The Strauss Trunion Bascule Bridge, 1920



Construction of the Ship Channel

## 4.3.2 Built and Cultural Heritage

The Port Lands boasts an impressive collection of early and mid-20th century industrial buildings, structures and landscapes spanning three different waves of development - early 20th century port development, 1950s power and civic developments, and St. Lawrence Seaway port expansion in the late 50s and early 60s.

The regeneration and renewal of the Port Lands will include, at its heart, an enthusiasm for conserving, showcasing and adaptively reusing the many heritage and cultural heritage resources that give the Port Lands its unique identity and profile.

Many of these resources are already listed on the City's Heritage Register and/or designated under the **Ontario Heritage Act**. A Cultural Heritage Resource Assessment was undertaken as part of the Port Lands and South of Eastern Transportation and Servicing Master Plan which identified potential additional built and cultural heritage resources that require further evaluation. Additional research to support the development of the Villiers Island Precinct Plan area also provided additional insight into many of the resources within this precinct area.

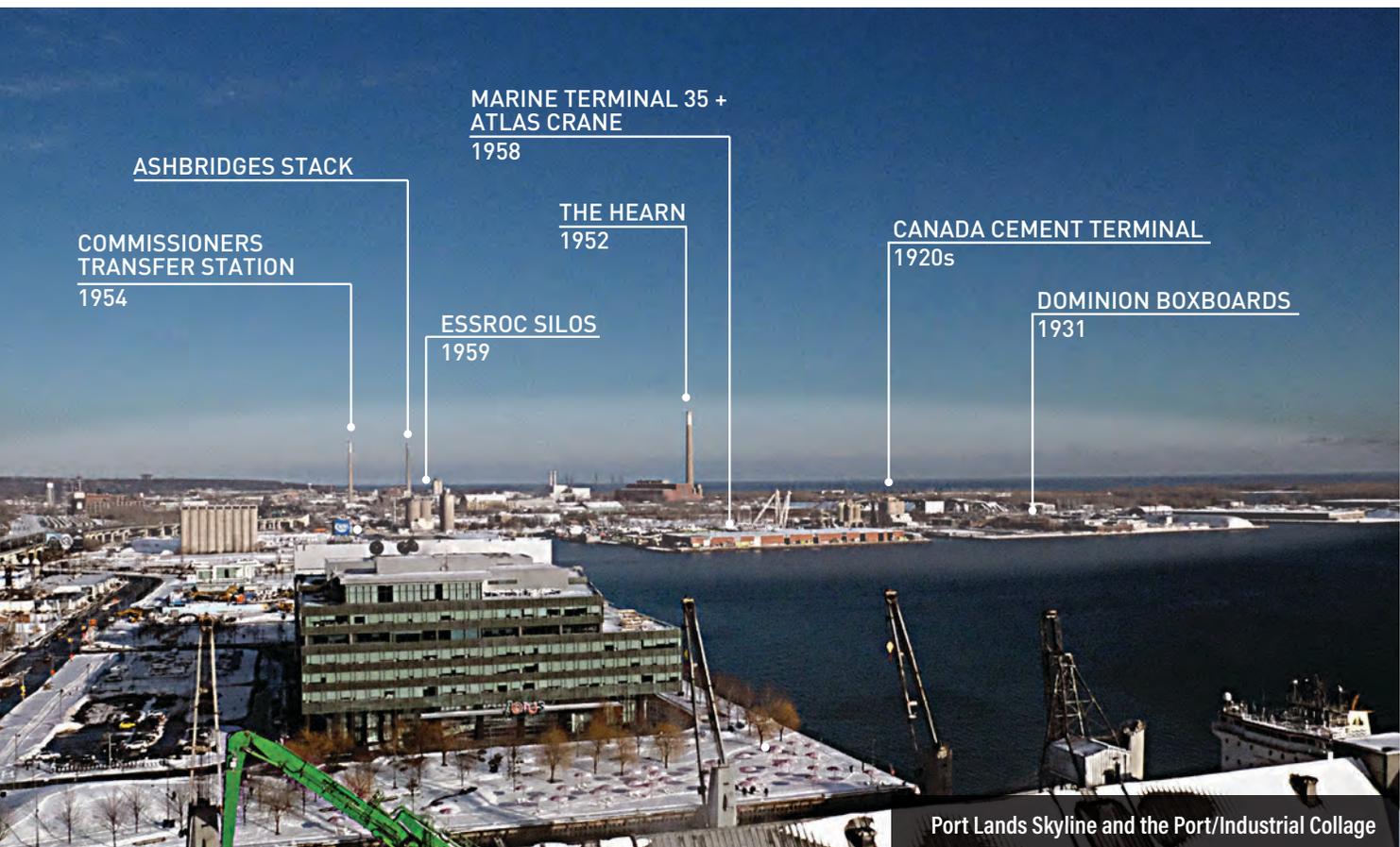


Figure 45: Built and Cultural Heritage



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



# Early Built Heritage to Support the Port and Industrial District

The oldest buildings in the Port Lands date from the early twentieth century. These include the Queen’s Foundry building and original Toronto Harbour Commissioners buildings constructed along the Keating Channel as bases of operations for the major land reclamation project. The Queen’s City Foundry building is one of the oldest buildings in the Port Lands, dating to 1914. It has a two-storey centre section, gable roof and one storey, shed roof wings on each side. This building has been adaptively reused and repurposed and is now home to Cherry Beach Sound which hosts an eclectic mix of tenants, including sound studios and axe throwing.

The Toronto Harbour Commissioners buildings consist of a series of buildings constructed along the Keating Channel. Notable from a heritage perspective are two one-storey brick buildings, dating to 1916. The buildings served as workshop and office space for the land reclamation undertaking. Although simple buildings with reversible alterations (metal siding covering the original brick and stone base), the elegant Edwardian Classical style is believed to have been intended to set an example for other tenants. A third building within this property with historic significance is the Toronto Dry Dock Company building, built circa 1920s, which is located on the eastern part of the property and was used as



1914 View s.e. showing Keating Channel, the Harbour Commission Workshop and Office, and Queen’s City Foundry



Harbour Commissioners Building



Bank of Montreal Building



Toronto Hydro Substation and the Dominion Bank Building



Sun Oil Company Building

a dry dock facility from 1917 to 1964. The dry dock building is located in the future mouth of the naturalized river and additional assessment on the potential to relocate this resource is required during detailed design of the river valley.

Other early buildings constructed in the Port Lands consist of financial and municipal service buildings. Cherry Street is an important cultural corridor with its series of low-rise buildings that extend along the eastern edge between Villiers Street and Commissioners Street. The corridor is anchored at the northern end by the one-storey, classically designed Bank of Montreal building at the corner of Villiers Street and Cherry Street and the Dominion Bank building at the southern end. Located between these two anchors is the William McGill and Company Building at two-storeys with Art Moderne styling, and the Toronto Hydro Electrical building at 281 Cherry Street which was designated under the **Ontario Heritage Act** in 2012.

Fire Hall No. 30 at 39 Commissioners, which terminates the view of Munitions Street, and the Sun Oil Company Building located on Basin Street in

the Film Studio District are other significant heritage assets. Fire Hall No. 30 will need to be relocated southward to accommodate the future right-of-way of Commissioners Street and dedicated transit. While Munitions Street is proposed to be relocated to the east, a mid-block pedestrian connection extending from Villiers Street and Commissioners Street will be maintained, enabling the Fire Hall No. 30 building to continue to be a key view terminus for the historic corridor.

The Sun Oil Company has occupied its Basin Street location since as early as 1921. T. H. Mothershill and Company designed the two-storey office building in 1930. While on the surface this building appears unassuming, its attention to detailing, shown in the stonework and classically-embellished entrance with nameband reading “Sun Oil Company Ltd”, stands out among the industrial structures in the Port Lands and is one of the few original buildings and structures remaining in the Film Studio District area.

Many of the resources noted above are located within the Lower Don Lands area, which will need to



Toronto Hydro Substation



William McGill and Company Building



Fire Hall No. 30

undergo comprehensive regrading to accommodate the new Mouth of the Don and to ensure the lands are appropriately flood protected. The historical context of resources is a key consideration for the grading plan of the area. Minimal regrading in the vicinity of these resources will be a key objective. Further, any regrading or raising of heritage buildings is to be minimized to the extent possible to ensure the integrity of the heritage resources. Structural and Heritage Impact Assessments will be required where this is proposed.

### Channels and Bridges

The Port Lands channels and location adjacent to Toronto’s Inner and Outer Harbours provide a unique sense of place deeply rooted in water and are important aspects of the Port Lands heritage. These resources will have outstanding public amenity and value, for active recreation, continued port activity, and creating scenic views and walks. They enable exciting and diverse public realm opportunities in the Port Lands.

The Keating Channel is an exceptional artifact and collection of authentic

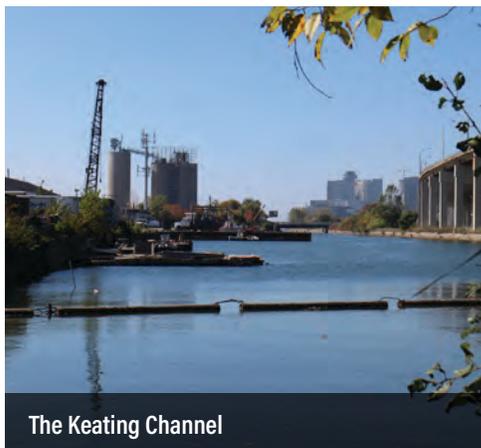
marine construction that includes dock walls, cribs, mooring ties and crane pads which line a unique water body which has served as both a working waterfront and the mouth of the Don River for over a century. The Keating Channel will be retained and repurposed as an iconic public space. It will be the centerpiece of two new precincts north and south of the Channel and a key east-west linear system.

A key feature of the plan as originally conceptualized by the Toronto Harbour Commissioners in the 1912 plan, was for the creation of a ship channel “constructed for a distance of 6,800 feet, terminating in a turning basin 1,000 feet square” (Toronto Harbour Commissioners, 1912), and capable of handling the largest vessels of the time. The Ship Channel was later expanded in the 1960s as part of renewed hopes that the opening of the St. Lawrence Seaway would bring increased traffic. The Ship Channel was extended to Leslie Street, bringing its impressive length to 2,830 metres (7,600 feet) and an area totaling 40 hectares.

The Ship Channel and Turning Basin is one of the most important features



Strauss Trunion Bascule Bridge



The Keating Channel



The Ship Channel

that has, and continues, to shape the landscape in the Port Lands. Still actively used for port purposes, the Ship Channel and Turning Basin offer a number of opportunities. There is the ability to create continuous water's edge promenades on the north side of the Channel and to provide enhanced public access coupled with continued docking and mooring of ships on its southern edge. The Turning Basin and its edges can be capitalized to create both a functional marine and open space amenity.

In association with the Ship Channel, is the Strauss Trunion Bascule Bridge that spans and crosses the Ship Channel at Cherry Street. Constructed in 1931 and designed by the Joseph Strauss and the Dominion Bridge Company, it is an icon of the Port Lands and marks the entrance to the Ship Channel with its massive concrete counterweights and steel girder design, providing exceptional views north and south along Cherry Street and great placemaking potential. It marks the gateway on Cherry Street to the lands south of Ship Channel and will be a focal point for the Maritime Hub.

### Streets and Rail

The Toronto Harbour Commissioners 1912 plan laid out a street network and railroad reservations for the planned industrial district. The plan called for a 20 metre (66 feet) right-of-way south of the Ship Channel that extended for over three miles to divide the Industrial District from the park area to the south. North of the Ship Channel, a regular pattern of north-south and east-west streets were illustrated that were to be a minimum of 22.8 metres (75 feet) and maximum of 53.3 metres (175 feet). The plan also boasted the creation of 30 miles of railway tracks with the tracks alternating on every other street.

While this street network never fully materialized as the district developed, some influences from the original plan are evident in the street network that exists today. Unwin Avenue, for instance, is the main east-west street south of the Ship Channel and separates industrial and port lands from the parks and open space to the south, and Commissioners Street is the major east-west spine extending from the Cherry Street to Leslie Street.



Rail Sidings in the Port Lands



Commissioners Street



Row of mature trees in front of the Commissioners Incinerator building

A notable element of the street network is the prevalence of mature street trees along key corridors, unusual for an industrial district. The historic rows of street trees are important aspects to be considered through the reconfiguration of existing streets and introduction of dedicated transit. Where it is not possible to retain these, streets will be designed to both capture and enhance the character these mature trees instill in the area.

Another key feature in the Port Lands is the network of railway tracks that provided rail access and service for industries in the Port Lands. The rail access along the centre median of Villiers Street to the Lake Ontario Portland Cement Company Silos, and within the Film Studio District along Basin Street highlight how both ship and rail were integral aspects to the industrial district. Other railway tracks have been abandoned or are no longer in use. The Harbour Lead Line continues to provide rail access into the Port Lands along Lake Shore Boulevard, Leslie Street and Unwin Avenue. Used infrequently by Toronto Water and Ports Toronto, the line is

anticipated to be maintained. Should rail access no longer be required, inventive approaches to revive this rail line for public use should be further explored, while also recognizing that it is an important wildlife corridor.

### **Monolithic Buildings and Power**

By the early 1950s, the majority of the lands created for the industrial district were being utilized for storage purposes. However, a renewed interest in the Port Lands began with solitary monolithic buildings being constructed to serve the broader city allowing for a renewed function for the Port Lands. Power generation and distribution became an important function associated with the Port Lands during this time.

The Hearn Generating Station, one of the largest structures in Canada, with its impressive Art Moderne facade on its western front and 213 metre high chimney stack, stands proud south of the Ship Channel as a symbol of the Port Lands and is immediately recognizable. One of the first major generating stations constructed by the Ontario government, it initially provided much of Toronto's power



The Commissioners Incinerator



The Hearn

from coal and then was later converted to natural gas. Built in two phases (1953 and an eastward expansion in the early 1960s) and ultimately shuttered in the 1980s, the building's mass is unparalleled, capable of housing two Tate Modern Museums. It is a prominent landmark viewed from multiple vantage points and backdrop for many movies filmed in Toronto. The Hearn and its four outbuildings flanking the Ship Channel have many adaptive reuse opportunities.

The Province of Ontario recently completed a heritage evaluation of the property. The evaluation concluded that the Hearn is a rare example of

a mid-century, pre-nuclear generating station and plays a significant role in defining the industrial character of the Port Lands. It serves as a landmark due to its prominent presence on the waterfront, recognizable brick mass and highly visible chimney. Predating the Hearn, was the construction of a small generating station at 450 Commissioners Street. This is the smallest remaining heritage building in the Port Lands and a stark contrast to the massive Hearn building. The transmission towers and the original switching station associated with the Hearn (now largely decommissioned) distributed power throughout the city and region. The remnants of this original infrastructure coupled with the Hearn reinforce the importance of “power” to the Port Lands history and evolution.

The Commissioners Incinerator, while a fraction of the size of the Hearn at 6,500 square metres (70,000 square feet), is in its own right a symbol of the Port Lands. Constructed in the early 1950s to service the broader city, with its stone detailing, varied fenestration and stepped ramps that mark the entrances to the tipping floor, it is an impressive piece of civic architecture. It fills the block between Logan Avenue and Bouchette Street and has its own dominating chimney of 137 metres which itself is a prominent visual landmark of the Port Lands. Currently used by Solid Waste Management Services as a transfer station, the transfer station function is proposed to be relocated. The impressive civic building is envisioned to be reprogrammed and McCleary Park expanded to create a new, centrally-located community hub with a wide variety of programming in the Port Lands.



One of the Hearn's Four Outbuildings



Toronto Hydro Electric building at 450 Commissioners

These impressive buildings must remain prominent elements of the Port Lands landscape, adaptively reused for the benefit of all Torontonians. Regeneration and renewal will need to recognize and reinforce the special character these monolithic buildings have in the Port Lands geography.

### Silos and Chimney Stacks

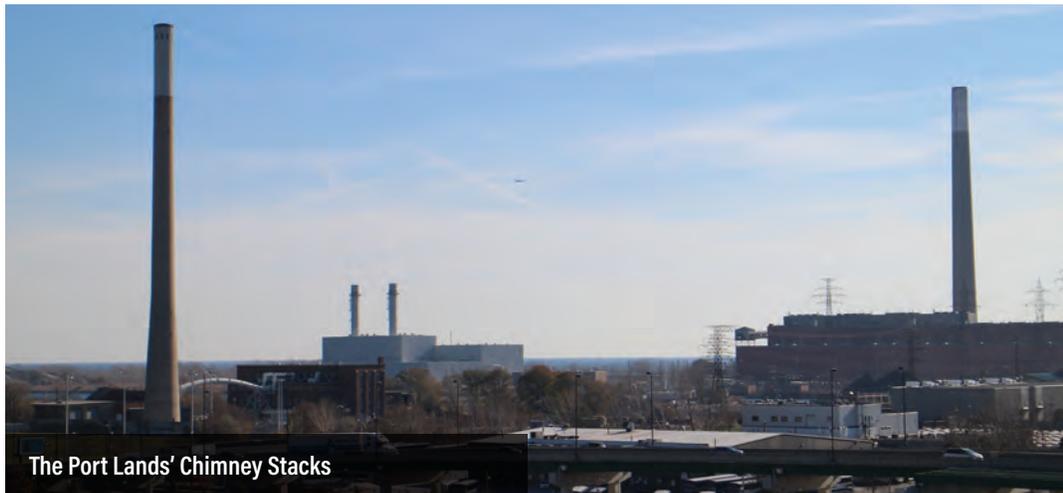
The historic silos and chimney stacks continue to stand as symbolic landmarks of the Port Lands expansion as a port and industrial district of the city. Prominent waterfront landmarks, the silos are among the few structures of this type that survive on Toronto's waterfront and mark the eastern edge

of the harbor (Stinson, 1986). The Lake Ontario Portland Cement Company silos, constructed in the 1960s, provide a powerful view terminus at the end of the long western vista down Villiers Street.

The Port Lands' chimney stacks are other prominent emblems of the Port Lands industrial heritage. Chimneys stood for progress and prosperity (Stinson, 1986). While the chimney stacks that remain at the Incinerator and the Hearn are not the buildings' original stacks, they are nonetheless impressive at 137 metres and 213 metres in height. The Hearn stack, constructed in the early 1970s using compact slip-form construction similar to the CN



The Hearn's 213 m High Chimney Stack



The Port Lands' Chimney Stacks



Canada Cement Company Silos (now owned and operated by Lafarge)



Lake Ontario Portland Cement Company silos constructed in the 1960s

Tower continues to be one of the tallest structures in Canada. It is capable of being seen from New York State. It also provides a remarkable existing view terminus along Carlaw Avenue north of Lake Shore Boulevard East.

### Renewed Hope and Investment

The opening of the St. Lawrence Seaway in 1959 brought with it renewed hope for Toronto's burgeoning port and shipping industry. Completed in 1962, Marine Terminal 35 is a surviving example of purpose built accommodation that handled the container cargo brought by ocean-going vessels following the opening of the St. Lawrence Seaway.

The Toronto Harbour Commissioners, known for their attempts to keep pace with developments in cargo handling (Stinson, 1986), introduced a new

type of marine terminal emerging at the time that utilized fork lifts for the unloading and transferring of cargo from the transit shed to truck/rail.

The location, scale, continuous roof canopy and material prominence of the administrative portion of the transit shed are apparent features of the building. Within the transit shed building itself, the structural system of steel columns and plate girders has a distinctive and unique pattern and reinforces the modern expression of the building. The small fork lift building and Atlas Crane located on the site are also important aspects of the original functionality planned for the site and terminal.

The building recently caught fire and only a portion of it remains. It is also located within the footprint of the

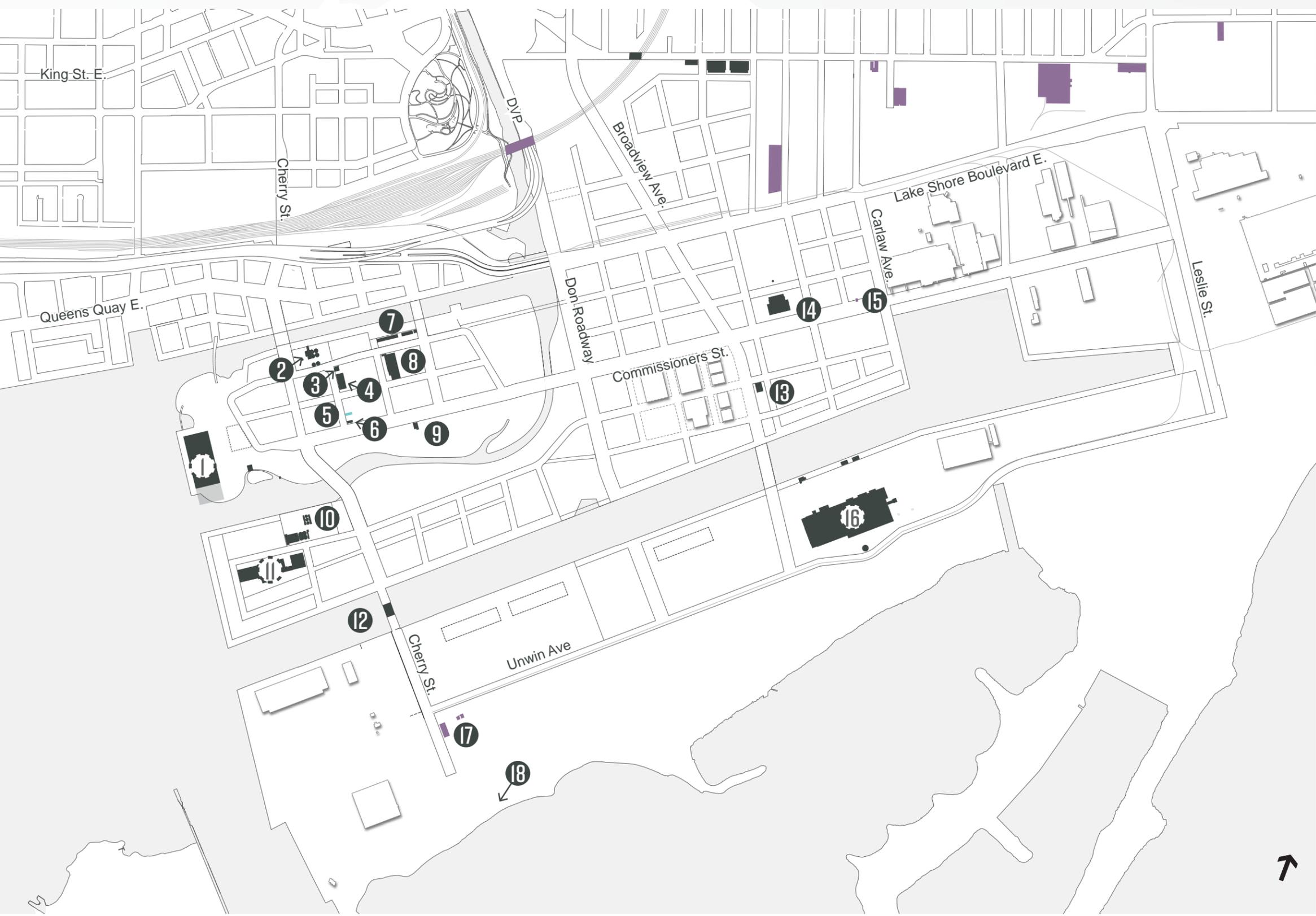


Marine Terminal 35



Atlas Crane

**Figure 46: Heritage Buildings/Structures**



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

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



future Promontory Park. Any proposed interventions or alternations to the portions of the Terminal building that remain, and to the site itself, will need to ensure that the remaining integrity and cultural heritage value of the property is appropriately retained, conserved and, where appropriate, interpreted in a meaningful way.

South of the Ship Channel, a mid-century industrial complex is located on the south side of Unwin Avenue at Cherry Street. Constructed in the

1950s, the complex consists of two buildings generously set back from Unwin Avenue. With the Hearn, they were the only buildings constructed south of Ship Channel. The buildings have strong massing and rectangular footprints and feature common bond brickwork. Further research into the historical significance of this complex, and its values and attributes, will need to be undertaken to understand its historical significance in the evolving Port Lands landscape.

**Adaptive Re-use Concepts for Marine Terminal 35**



**Activated terminal edge retains berm**



**Roof opens to sky to let landscape in**



**Covered landscape engages all-seasons**



**Open structure invites new habitat**



**PRESERVATION OF  
TERMINAL BUILDING  
COMBINED WITH PARK  
LANDSCAPE**

**SELECTIVE-EDITING OF  
TERMINAL STRUCTURE  
COMBINED WITH PARK  
LANDSCAPE**



Ashbridge's Marsh looking northeast, circa 1909



Ashbridge's Bay looking south-east - 1904

## 4.3.3 Geologic and Archaeological Heritage

### Geologic Heritage

Toronto was a city founded next to a marsh. In its natural state, the Port Lands was “an area of shifting channels, small islands, sandbars and marshland” (ACMS, 2008). During the late 1800s and early 1900s, unchecked industrial and municipal discharges into the Don River and Ashbridges Bay Marsh contributed to the Marsh’s general decay and perception as a wasteland - “a source of pestilence and disease”, with its ultimate demise in the pursuit of continued industrialization of the city and under the guise of “land reclamation”. The Don River was channelized in the 1890s, followed by the creation of the Keating Channel created in the late 1890s.

The development of the Ashbridges Bay Treatment Plant occurred in the early 1900s and the eventual filling in of the Marsh was completed through the implementation of the 1912 Toronto Harbour Commissioner’s Plan beginning in 1916.

The renaturalization of the mouth of the Don holds such tremendous power for returning a portion of the Port Lands geography to how it originated and to reinvigorate the area’s geologic and pre-contact heritage in a new chapter of evolution. The renaturalization will revive an environment long since lost and foster a renewed relationship with water and nature.

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### Archaeological Heritage

In 2008, Waterfront Toronto, in partnership with the City of Toronto, completed an Archaeological Conservation and Management Strategy (ACMS) for the Central Waterfront. The ACMS provided additional analysis for areas with archaeological potential and determined the archaeological significance of potential resources.

The ACMS identifies resources as Grade 1, 2 3 or 4. Grade 1 resources are those that would require additional field work. Grade 2 resources are historically important features for which limited archaeological fieldwork, typically monitoring, is recommended. Grade 3 resources have little historical significance and no mitigation or

monitoring is required. Grade 4 resources consist of lake-filled areas in the waterfront where there is little archaeological interest, but would assist in gaining a better understanding of development occurring in Toronto in the nineteenth century. Within the Port Lands a number of Grade 2 and 3 resources have been identified, requiring, where appropriate monitoring during construction, and interpretation and commemoration.

Since the area includes remnants of landforms around the former Ashbridges Bay Marsh, it is possible that deeply buried remains or artifacts left by one or more First Nations groups are present, dating from before European settlement.

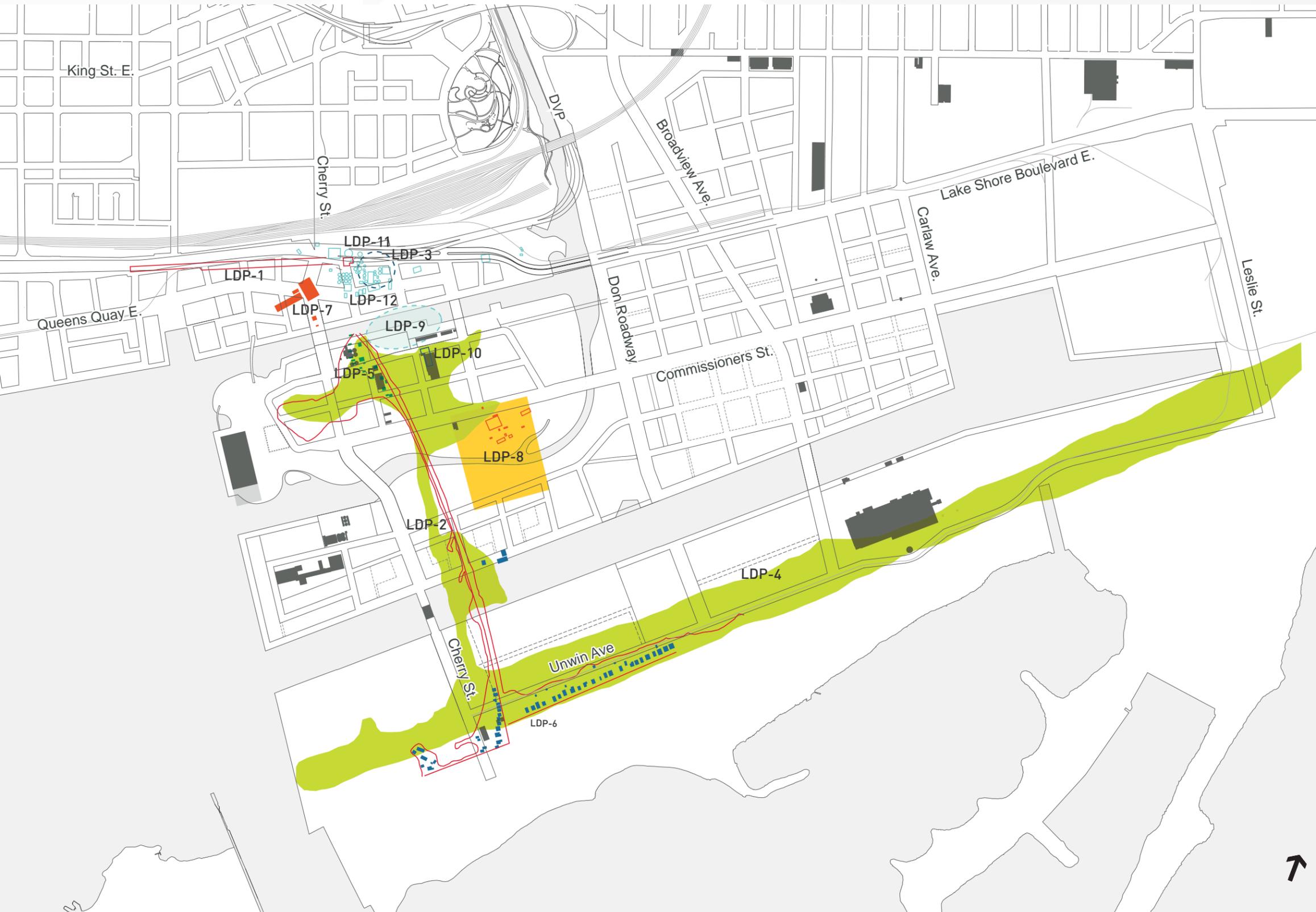
An important aspect of developing this Plan, was consulting with First Nations groups. Many ideas and interpretive opportunities were provided and suggested to ensure that history and activities of First Nations groups are considered in the planning for the area. These ideas and suggestions included:

- Increase public awareness of the history and current activity of First Nations groups such as through integrating the Mississauga's of New Credit First Nations "Moccasin Identifier" project in landscape or trail projects or naming new streets/public spaces using traditional names;
- Consider the traditional use of the lands for hunting and gathering and include consideration for native plantings or practices such as rice gardens;
- Think more naturally and enhance ecology and environmental stewardship through habitat creation and restoration of the natural environment; and
- Recognize the significance and importance of "water". Water was the "highway". Bring people to water through cantilevered walkways or trails and paths.



Artistic rendering of Ontario Place ravine with Moccasin Identifier

Figure 47: 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

Source: Waterfront Toronto Archaeological Conservation And Management Plan



## 4.3.4 Recommendations

A key objective of the vision for the Port Lands is to celebrate and conserve the unique history of the Port Lands to create new experiences that build on the past and bolster character. The recommendations identified below build on directions in the Central Waterfront Secondary Plan, but provide enhanced policies unique to the Port Lands context consistent with recently adopted heritage policies to the City's Official Plan and recognized City practices and procedures.

Additionally, the recommendations provide guidance for additional exploration and more detailed studies required as detailed design and redevelopment occurs in the Port Lands and where continued consultation as regeneration and renewal activities unfold.



Heritage resources will be appropriately conserved as vital to the cultural heritage landscape of the Port Lands, Toronto waterfront and symbols of the waterfront's industrial heritage:

- Properties on the Heritage Register will be conserved and maintained consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, as revised from time to time and as adopted by Council;
- Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City; and
- When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the **Ontario Heritage Act**. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible.



Buildings, structures and/or landscapes with cultural heritage value or interest are identified on Figures 45 and 46 and will be appropriately conserved and celebrated as important features of the Port Lands. This will include, but not be limited to:

- Evaluating the cultural heritage values, attributes and character of a site, resource or landscape not currently listed on the City's Heritage Register or designated under the Ontario Heritage Act in accordance with relevant legislation and City policies and practices to establish the values and attributes of the resources and, if appropriate, conserving the site and/or resource;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Ensuring transitions of new development adjacent to or in proximity to a resource through setbacks of buildings to heritage resources, generous setbacks of tall building elements where tall buildings are permitted, and stepping down and tapering the heights of new buildings in order to protect and mitigate negative impacts to heritage properties and/or corridors and to reinforce and distinguish the historic character, setting and scale of the resources;
- Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register and/or identified on Figure 45, conserving whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged;
- Reinforcing views and viewsheds of heritage resources and their attributes, that includes, among others, the silos and chimney stacks as prominent landmarks and termini of long views, through the thoughtful placement, orientation and control of buildings and building heights.
- Completing view studies during precinct planning and the development application review process to demonstrate how the proposed siting and scale of proposed buildings:
  - a) Maintain views to important heritage resources;
  - b) Enable heritage resources to be prominent elements within the overall skyline of the Port Lands as viewed from the promenade of the Central Waterfront between Yonge Street and Sherbourne Common; and
  - c) Ensure the existing scale, character and attributes of the heritage resources and landmarks are not negatively impacted by development within the view corridors.
- Giving silos, chimney stacks and other heritage resources address or frontage on/in major public open spaces and streets; and
- Ensuring that the character of the Cherry Street Cultural Corridor and the Keating Channel Public Promenade in Villiers Island is respected and complemented by maintaining the low-rise character in any proposed development on the east side of existing Cherry Street and lining the Keating Channel Public Promenade.



Heritage Evaluation Reports to the City's satisfaction will be prepared prior to redevelopment or alteration of places and/or landscapes of cultural heritage value identified on Figures 45 and 46 not currently listed on the City's Heritage Registrar or designated under the Ontario Heritage Act. The boundaries of the cultural heritage landscapes on Figure 45 are general and solely based on the street network and/or existing property limits. They are not to be interpreted as the boundaries associated with the values and attributes of the landscapes.



Prior to detailed design of the River and Promontory Park for the Marine Terminal 35 site, an assessment of the heritage values and attributes of the site consistent with provincial regulations and City practices will be undertaken by the City, or to the City's satisfaction, to inform an appropriate conservation and mitigation strategy.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Heritage Impact Assessments will be required prior to alteration of heritage buildings, structures and/or landscapes identified on Figures 45 and 46. The Heritage Impact Assessment will evaluate the impact of a proposed alteration (e.g. grade change, addition, alteration, displacement or relocation) to a property on the Heritage Register, potential cultural heritage resource and/or development adjacent to properties on the Registrar or potential cultural heritage resource, to the satisfaction of the City.



Heritage buildings and/or structures should be conserved in their original location, including minimization of any grade changes needed to flood protect lands. A heritage building and/or structure may be relocated, where technically possible, to accommodate a major public work project, such as the naturalization of the mouth of the Don River or widening major public streets to accommodate transit in dedicated rights-of-way, subject to a completed Environmental Assessment process and securing appropriate conditions in a Heritage Easement Agreement prior to relocation.



The 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS) will serve as the basis for future planning decisions with respect to the archaeological assessment process, including:

- Documentation during construction monitoring for identified Grade 2 resources in the ACMS; and
- Interpretation and commemoration of all archaeological resources identified, and in consultation with any First Nations/Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that First Nations/Aboriginal communities have with the waterfront and the Port Lands.



In the event that First Nations/Aboriginal archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters and significance are determined.



Explore whether there would be potential to make use of the Harbour Lead Line and Unwin rail corridor as a public transit corridor in connection with legal obligations for maintaining continued rail access and ensuring the corridor can be maintained as a key wildlife corridor in and out of the Port Lands.



Undertake an adaptive re-use study for the Commissioners Incinerator Building to create a community hub with community infrastructure and creative sector incubator uses subject to confirmation that the waste transfer station function will be relocated elsewhere in the Port Lands.



Consult with First Nations and Aboriginal groups during detailed design for interpretative and commemorative integration in landscape, open space and streetscape design.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Community Hub at the Dock in Melbourne's Docklands

# 44

# COMMUNITY INFRASTRUCTURE

Community infrastructure is a central component and integral building block for complete and vibrant places. Future residents, workers and visitors must have access to high quality services, facilities, and amenities for the transformation of the area to be successful.

Community infrastructure refers to public spaces and buildings that accommodate a range of services and facilities, such as educational, recreational, cultural and health-related services, to support people in meeting their social needs and enhance their well-being and quality of life. Community infrastructure, among others, includes schools, municipal community recreation centres, stand-alone recreation facilities, child care centres, libraries, and a wide range of human and emergency services.

The Port Lands has a dual role to play from a community infrastructure perspective. Due to its significance as part of Toronto's waterfront, the Port Lands is, and will continue to be, a city-wide resource and asset for all Torontonians. Its proximity to the downtown makes it accessible for visitors from across the city. Further, the size of the Port Lands, availability

of land, and mix of uses creates the opportunity to build new cultural spaces and recreational facilities that will draw visitors across the city and regionally to the area. In some instances, the community infrastructure will be housed in some of the city's most impressive heritage industrial buildings, providing yet another draw for people from across the city.

Locally, the Port Lands will have a series of new, connected communities and renewed employment clusters. Each of these will need the services and facilities that contribute to complete communities and a high quality of life for residents, as well as provide socio-economic supports for area workers. As this Framework spans a long time horizon, the spaces and facilities developed will need to have the flexibility to evolve with the changing needs of the population and future-proof the significant, one-time investments. If delivered in the early phases of development, community infrastructure can act as a catalyst for further investment and renewal.

In all instances, beautifully designed community infrastructure will provide an important civic contribution and help to define the Port Lands' identity and

character. The buildings and spaces will be required to elevate the experience of the public realm and provide significant contributions to placemaking. The Port Lands also presents an opportunity to pioneer innovative models of service delivery that could emerge as city-wide, or even global, best practices.

Directions for the provision of community infrastructure in the Port Lands builds on policies and guidance from the Central Waterfront Secondary Plan (CWSP), which emphasizes innovative service delivery models and co-location. A Community Infrastructure Strategy for the Port Lands was also undertaken to inform this Framework.

The Strategy took into account the broader community infrastructure needs for the Port Lands so that future planning is not done in isolation on a precinct by precinct basis, leading to the potential for inefficient or inadequate infrastructure. The Strategy

was completed in 2015 with assistance and input from service providers. It looked specifically at the needs of the communities in the Port Lands, as well as at a broad geography that extended north to Danforth Avenue.

The Strategy explored:

- What community infrastructure is in the broad geography now, who it serves, how well it works, and could any of this existing infrastructure be capitalized on;
- How many potential people will live in the Port Lands, where they will be housed, and when they will arrive;
- What will be needed to provide for the future communities in the Port Lands, but also to contribute to servicing the needs of people across the city;
- What is the best way for the community infrastructure to be provided; and
- How can community infrastructure be potentially phased and paid for.

The Strategy included consultation with human services agencies and detailed review with a technical advisory committee comprising: Emergency Services (Fire, Police, EMS), school boards, Toronto Public Library, Children's Services (child care), Parks, Forestry and Recreation, Economic Development and Culture, and Public Health. The Strategy was tested through public and stakeholder consultation, which led to overall improvements and refinements to the initial Strategy, leading to the recommendations presented in this Framework.



Children playing at the first net-zero school in New York City

## 4.4.1 Community Infrastructure Principles

The Official Plan and CWSP emphasize that planning for community infrastructure is as important as planning for hard infrastructure in building successful and liveable places. These Plans recognize that achieving high standards of community living requires investment in community infrastructure in conjunction with new development.

Recognizing the Port Lands' unique context and challenges, Port Lands' specific principles were developed to inform the provision of community infrastructure. The principles will ensure consistency in the delivery of community infrastructure and define its contribution to the identity and character of the Port Lands, while also recognizing the inherent challenges in delivering infrastructure in the face of competing demands for scarce land and resources. The principles are:

### **1 Community infrastructure in the Port Lands will serve a dual purpose and meet both local and city-wide needs.**

The Port Lands has a dual role to play in provision of community infrastructure. Not only does it need to meet the local needs of the new communities and renewed employment clusters, but it is also required to address key city-wide gaps. The Port Lands is, and will continue to be, a destination for visitors from across Toronto. Within the Port Lands, there is some capacity to meet current unmet city-wide needs for certain facilities that serve a broader catchment area, such as emergency services and sports complexes.



### **2 Locally-oriented community infrastructure will be conveniently located to promote walkability and create hubs of activity.**

Community infrastructure in the Port Lands will encourage a walking culture and contribute to creating hubs of activity and community focal points. The facilities and services should be located adjacent to, or in proximity to, parkland and co-located with other facilities.

**3 Community infrastructure will be geographically distributed across new communities, and in some instances strategically located in employment areas to promote animation and activity.**

While it's important to create hubs of activity, it's equally important to geographically distribute community infrastructure across the Port Lands to ensure good access to services and facilities. Some community



Kids playing basketball on a rooftop schoolyard in Perth, Australia



North Toronto Collegiate - a co-located school in a mixed-use building

infrastructure should also be strategically located to both serve the needs of residents and workers, but also to capitalize on opportunities for improving public access across the Port Lands geography.

**4 Locally-oriented community infrastructure will be provided to coincide with new development and be multi-functional.**

The timely provision of community infrastructure to coincide with development is a critically important aspect for ensuring complete communities. In initial phases of development, there is unlikely to be the critical mass of people needed to justify operational costs associated with the upfront delivery of all of the necessary locally-oriented community infrastructure. At the same time, it's also problematic to deliver infrastructure in later phases of development as initial residents may be without support and services for an extended period of time.

Nimbleness and flexibility will be needed for infrastructure delivery in initial phases to serve multiple roles. Early development of flexible and adaptable cultural and recreational spaces can serve as anchors for the ongoing regeneration of the Port Lands, but also meet the needs of initial residents.

Sound decision-making about the planning, funding and delivery of community infrastructure is required. Capital planning for community infrastructure will need to be initiated early in anticipation of future population growth and in recognition of the length of time it takes to secure funding, plan and design facilities.

**5 Community infrastructure will be provided with frontage on major streets and have good visibility and access.**

A city's schools, community centres and other community facilities are civic assets enabling social cohesion while contributing to enlivening and animating the public realm. New

community infrastructure, whether co-located with other facilities or integrated in new mixed-use buildings will be provided with frontage on major streets and have good visibility and access. Linkages to/from community infrastructure will be provided to pedestrian and cycling networks. Community infrastructure will also have good accessibility to public transit.



Rooftop schoolyard in a mixed-use building in Hafencity, Hamburg

**6 Community infrastructure will be located and designed to ensure compatibility with future neighbourhoods.**

More regionally serving or city-wide community infrastructure, such as arenas, can have unintentional negative impacts on neighbourhoods. For instance, they may have higher vehicular trip generation rates

creating additional traffic in neighbourhoods or use scarce, on-street neighbourhood parking.

Additionally, some facilities are not conducive to creating an outward public presence. Emergency medical services buildings, for instance, are typically functionally designed to serve their primary purpose of emergency response and do not offer public



Wychwood Barns

access. Strategically locating some city-wide servicing community infrastructure away from areas within neighbourhoods intended as hubs of community activity can reduce the potential tension and friction some types of community infrastructure can create.

**7 Community infrastructure will have a compact, urban form, be integrated in mixed-use buildings and utilize innovative delivery models.**

While the Port Lands is a large geographic area, land is scarce and needs to be judiciously used. New community infrastructure will be required to have a compact urban form, including but not limited to, being designed as multi-storyed buildings or integrated in mixed-use buildings. Buildings and all their components will be capitalized on in the planning and design of community infrastructure. Ideas such as locating play areas for schools on rooftops with the necessary safety precautions, as is done in other cities around the world, will be considered.

Additionally, innovative delivery models need to be advanced. Partnerships, established in early capital planning, alongside with maintenance and operational agreements to reduce tensions between service providers, using lessons learned from elsewhere in the city, will be required.

**8 Community infrastructure will have the highest quality of design and/or leverage unique resources to contribute to placemaking in the Port Lands.**

The unique resources of the Port Lands provides exciting opportunities for

future community infrastructure. The Port Lands is abundant with resources that are suited for adaptive reuse or locating community infrastructure.

Two buildings in particular are considered to be ideal for conversion to community infrastructure: the Hearn and the Commissioners Incinerator. These large, monolithic structures can accommodate a wide range of different uses and are ideal for adaptive reuse. Catalytic or other destination uses should also be located adjacent to major parks and open spaces and areas identified as destinations.

**9 Community infrastructure will be delivered considering the high-costs to redevelop the lands and future operational costs.**

A balanced approach to the delivery of community infrastructure is required. On the one hand, the provision of community infrastructure is only a fraction of the full costs to redevelop the lands. At the same time, future operational costs need to be considered from the outset. While multi-storyed facilities are encouraged, distributing some infrastructure across too many floors requires additional staffing and places increased burdens on operating budgets.

Additionally, monitoring and periodic service reviews will be needed to establish the extent of existing and future demand levels, and potential modifications that may be needed to be made to funding and service model arrangements as regeneration and renewal unfolds. Research tools such as post-occupancy surveys can be used to monitor changing demographic profiles and social needs over time.

## 4.4.2 Community Infrastructure Priorities

The Community Infrastructure Strategy for the Port Lands explored a range of different types of services for the Port Lands to ensure complete communities and the provision of services to address city-wide gaps. Additionally, using the population and employment estimates generated,

the optimum size for the different facilities were also identified. The process involved extensive community and agency consultation. The section defines the types of community infrastructure to be delivered in the Port Lands, as well as minimum size thresholds for different facilities.

### Locally-oriented Community Infrastructure Priorities

A minimum level of locally-oriented community infrastructure is needed in each new community proposed in the Port Lands to meet basic needs and ensure the health and wellbeing

of future communities. Examples of locally-oriented community services are identified in Figure 48.

Often these services are provided in multi-purpose buildings or facilities. Additionally, there are synergies by providing certain services together. For instance, schools often include a child care component. This provides opportunities for before and after school care in proximity to the school, limiting the need to walk children off-site, and providing the ability to share resources.

Community recreation centre is an umbrella term capturing a facility providing a multitude of municipally run programs and services such as community meeting spaces, gymnasiums, and pools. These City-owned spaces provide locations for physical activity and promote connection within communities by providing formal locations for many types of gatherings. They differ from stand-alone facilities that would provide a single, focused service such as an aquatic facility. Other municipally-operated services often

**Figure 48: Examples of Locally-oriented Community Infrastructure**

COMMUNITY MEETING SPACES	CHILDCARE	JOB SKILLS AND TRAINING PROGRAMS
MATERNAL AND CHILD HEALTH SERVICES	NEIGHBOURHOOD LIBRARIES	YOUTH SPACES
COMMUNITY ARTS AND ACTIVITY SPACES	GYMNASIUMS	POOLS
COMMUNITY GARDENS	COMMUNITY KITCHENS	HEALTH CENTRES
SENIOR CARE FACILITIES AND SUPPORT PROGRAMS	PRIMARY SCHOOLS	DENTAL SERVICES

operate like defacto community centres. Neighbourhood libraries, for instance, not only provide an important service for people, but they often act as community gathering places and provide community meeting spaces when not used for library programming.

A number of the different community services important to everyday life are provided by non-for-profit human or community agencies, rather than the City. The services provided can be diverse and could include health services, senior care and support programs, youth programs and job skills and training. Space of a sufficient size is required to accommodate service providers, often requiring multiple service providers in a facility for greater economies of scale.

Based on the anticipated population, each new community in the Port Lands will generally require:

- A community recreation centre of a minimum of 3,250 m<sup>2</sup> (35,000 square feet);
- A public elementary school capable of accommodating 400-500 students;
- Two child care centres consisting of a minimum of 62 spaces; and
- A minimum of 1,850m<sup>2</sup> of human service space capable of accommodating one or more not-for-profit providers to enable the diversification of services that will be provided in the Port Lands.

Additionally, a neighbourhood library branch with at least 2,325 m<sup>2</sup>

(25,000 square feet) of floor area and a catholic elementary school is required for the anticipated residential population, and particularly if residential uses will be permitted in Polson Quay and South River.

While one community recreation centre is generally required in each community, this is not optimal from an operating perspective. One large community recreation centre with a minimum floor area of 4,650m<sup>2</sup> (50,000 square feet) coupled with a small community centre and neighbourhood library that provides space for a range of different services and programs would ensure each new and potential community has the necessary infrastructure. This also enables a range of infrastructure to be distributed across the Port Lands and affords the City with flexibility and greater efficiencies.



Regent Park Aquatic Centre

## City-serving Community Infrastructure Priorities

City-serving community infrastructure caters and serves a number of different neighbourhoods and/or the broader city. The services and facilities have larger catchment areas. Examples of broader city-serving community services are identified in Figure 49.

While future residents and workers in the Port Lands will need access to all of these services, not all need to be located in the Port Lands. For instance, future residents are anticipated to rely on secondary schools elsewhere in the city. The Community Infrastructure Strategy for the Port Lands identified

that it would be desirable for a new secondary school based on provision levels and growth anticipated within the broader Central Waterfront area. However, a city-wide review of schools was being undertaken at the time, and as such a secondary school site was not specifically identified in the Port Lands.

City-wide community infrastructure identified for the Port Lands focused on infrastructure requirements in the Port Lands while at the same time acknowledging key gaps in service provision elsewhere in the city. Further, the transformation of the Port Lands is an endeavor intended to benefit the entire city, not just the future residents who will call the area home.

**Figure 49: Examples of City-serving Community Infrastructure**

DISTRICT LIBRARIES	HOSPITALS
SECONDARY SCHOOLS	ARENAS
MUSEUMS	SHELTERS AND DROP-IN PROGRAMS
EMERGENCY SERVICES - POLICE STATIONS, EMERGENCY MEDICAL SERVICES AND FIRE STATIONS	CATHOLIC SCHOOLS
INDOOR SPORTS FACILITIES	PERFORMANCE AND EXHIBITION SPACES

The infrastructure priorities for the Port Lands that will also serve the broader city include:

- Arts and cultural facilities;
- The continued need for a regional arena and sports facility;
- A small emergency medical facility (EMS) that will also provide much needed service for many eastern neighbourhoods. Access to adjacent areas is a key consideration for locating an EMS facility in the Port Lands. The current standard for EMS stations is 930m<sup>2</sup> in a stand-alone facility; and
- A 930 m<sup>2</sup> fire station located north of Commissioners Street to serve both the Port Lands, but also other new waterfront communities such as East Bayfront, Keating Precinct and the West Don Lands.



Coney Island, Brooklyn YMCA



Richmond City Centre Community Centre

### 4.4.3 Locating Community Infrastructure in the Port Lands

Figure 50 illustrates the conceptual locations and, in some instances, potential options, for locating different community infrastructure in the Port Lands. The precise location of each facility will be determined through continued detailed planning, and will be refined, as necessary, during precinct planning. The

conceptual locations identified provide good access and visibility and were established in consideration of the principles established, such as co-locating facilities with either other facilities or in mixed-use buildings. Key considerations for locating the needed community infrastructure are outlined below.

#### Locally-Oriented Community Infrastructure

##### Villiers Island

In Villiers Island, there are two potential elementary school locations both strategically co-located with complementary uses and concentrated along the Keating Channel Promenade — the civic heart and activity hub for the Island and Keating Channel precinct to the north. Option one, locates the school adjacent to Villiers Park and would be co-located with a child care centre. The second option, located west of Cherry Street, would be co-located with a child care centre and a community centre discussed below.

The community centre for the Island has been earmarked as an aquatic centre with multi-purpose rooms. Depending on the ultimate location of the elementary school, the recreation centre could either co-locate on Villiers Street in the Island's western edge, or be located across the street from Villiers Park.

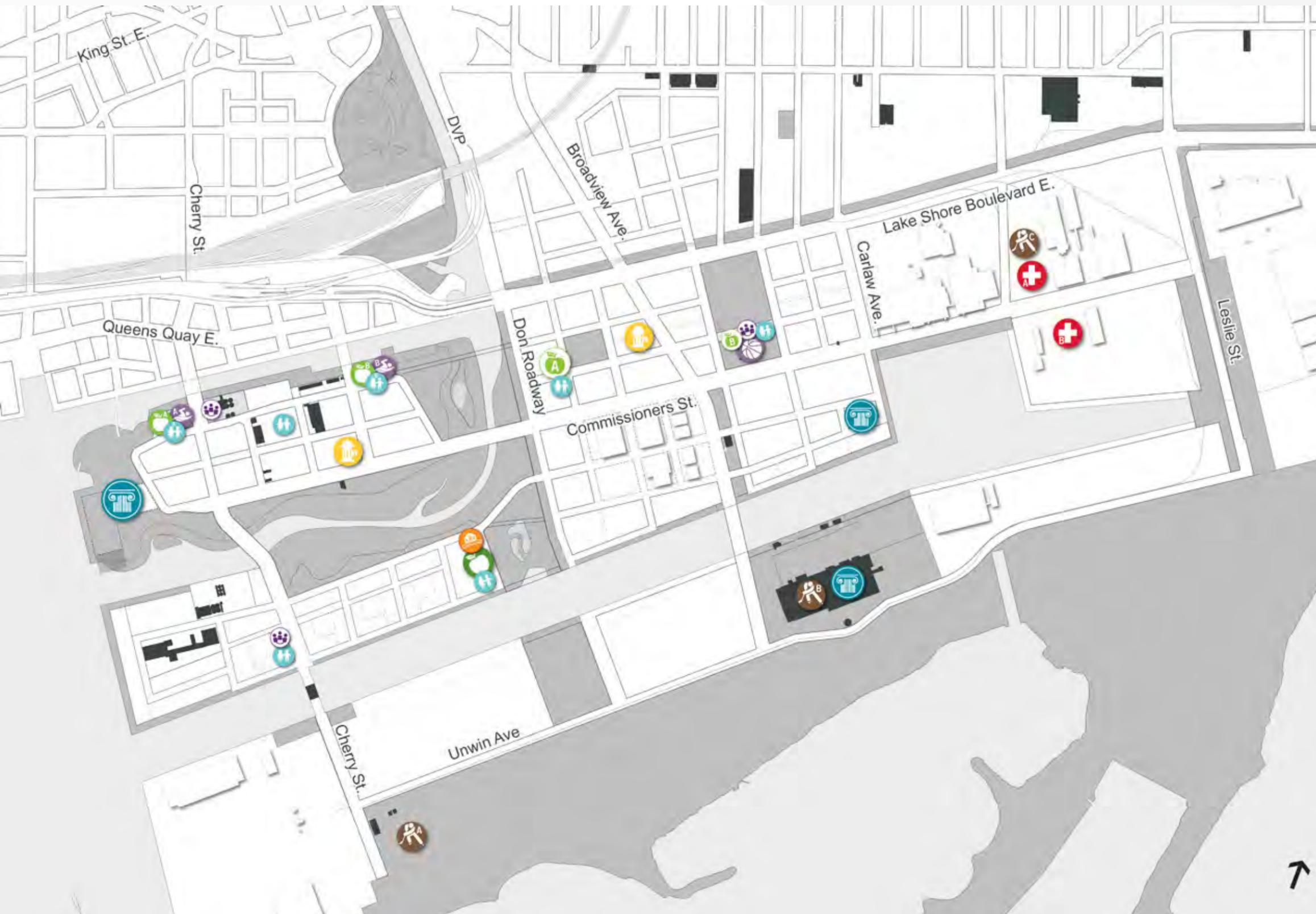
The second child care centre should be located elsewhere in the Island and preferably located in a mixed-use

building in a central location or close to a transit stop. Two potential options exist for a human services space. A private not-for-profit recreation centre or other human service could be advanced as a catalytic community use as part of the Silo Square and adaptive reuse of the silos. The space could be delivered as flexible space early in the Island's development similar to the The Hub@Docklands in Melbourne. The second option would be to integrate 20,000 square feet of human services space in a mixed-use building within the Island.

##### McCleary District

A key feature of the McCleary District is the expanded McCleary Park and potential adaptive reuse of the Commissioners Incinerator building pending the relocation of the Waste Transfer Station. This building has approximately 70,000 square feet of floor area and has many re-use opportunities. A large community centre with gymnasium space and multi-purpose rooms of varying size can be accommodated, alongside a child care centre. The building could

Figure 50: Community Infrastructure



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

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



also accommodate other arts and cultural uses.

The public elementary school for the McCleary District is proposed to be located either adjacent to the Don Roadway and include a child care space, or potentially co-located in the adaptive re-use of the Commissioners Incinerator building.

### **Polson Quay and South River**

Polson Quay and South River may evolve into a third mixed-use community in the Port Lands, subject to appropriate source and receptor mitigation of nearby industrial operations. Additional community infrastructure will be needed to support this evolution.

A public school with a child care centre is conceptually shown in the proposed local park and adjacent to the Don Greenway. A neighbourhood library, needed for a total residential population in the Port Lands of approximately 25,000 people, is likewise identified. This library would also provide community meeting space. The second child care centre would be co-located in a mixed-use building in Polson Quay, along with human agency space.

### **Catholic Elementary School**

The catholic elementary school has been conceptually co-located and envisioned as a multi-storey, compact hub with the library and public elementary school in South River within the local park.

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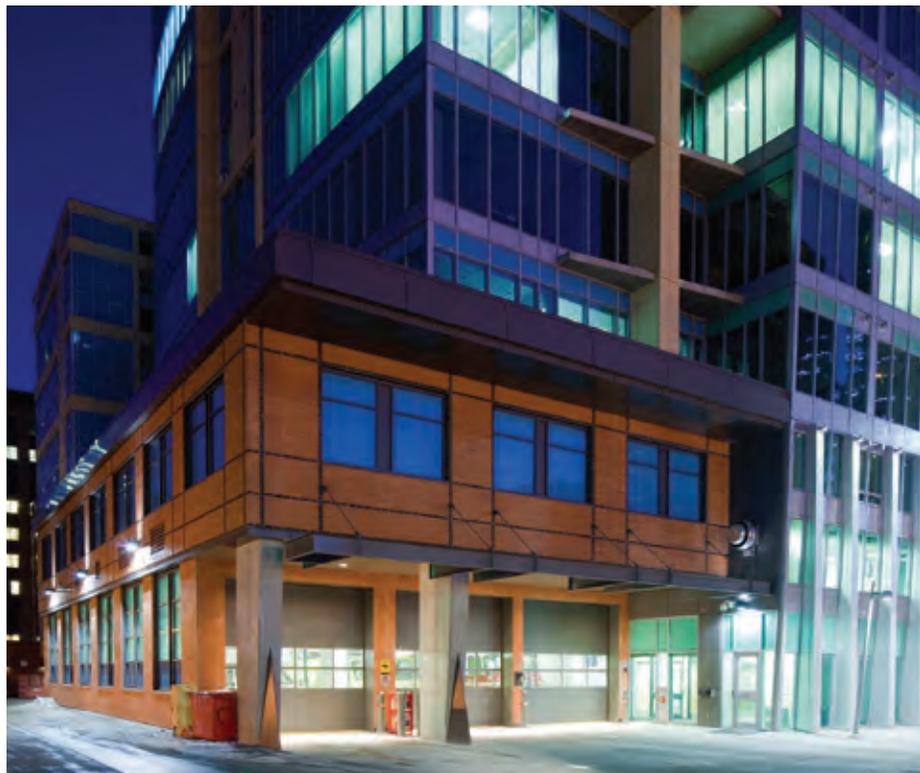
## **Port Lands wide and City-Servicing Community Infrastructure**

### **Cultural Facilities**

A number of the destinations proposed as part of the vision for the Port Lands are anticipated to provide a range of cultural attractions, with three sites in particular highlighted on Figure 50 — Promontory Park and the catalytic use, Basin Promenade and the Hearn. Additional cultural facilities will be encouraged and are addressed in Section 4.8 Arts and Culture.

### **Fire Station**

Toronto Fire Service indicated the need for a new fire station in the Port Lands. As previously noted, this station would not only serve the Port Lands, but also new emerging communities elsewhere along the waterfront. The Fire Station would need to be located north of, or adjacent to, Commissioners Street.



Louise Fire Station No. 6 in Calgary, Alberta integrated in a mixed-use development

In accordance with the principles detailed earlier, the fire station is proposed to be co-located within a mixed-use development, a model that has proven successful in Calgary's Louise Station No. 6, the Lincoln Towers in Wilmington, Delaware and 125 High Street in Boston, Massachusetts.

### Emergency Medical Services

The new EMS station will be located in the East Port Precinct, with two possible locations on either side of Commissioners Street at either 545 Commissioners Street or 560 Commissioners Street. 545 Commissioners Street houses a Toronto Water laboratory that will remain. However, the site is generally underutilized and infill on the site could be feasible whereby both the water monitoring and an EMS station could be accommodated. 560 Commissioners Street is currently leased by the CanRoof Corporation. Should CanRoof relocate, this site could accommodate a range of new uses, including a new EMS facility. These locations allow EMS to operate their own stand-alone facilities without disrupting the block character of mixed-use area in relative proximity and with good access to areas outside of the Port Lands.

### Arena and Sports Complex

The history of planning for a multi-sport facility in the Port Lands dates back to 2004, when the Federal government allocated funds toward its construction. Since that time, various options have been presented for the size, design and location of a multi-sport facility. In 2011, City Council directed that The Hearn Generating Station be considered as a potential location for a multi-sports complex. At a minimum, a twin-ice pad with ancillary uses is needed. A facility in the Port Lands should also provide the opportunity for other community programming and non-ice sports uses. Three potential locations have been identified for this complex.



San Wayao Community Sports Center



A concept rendering for a multi-storied skate park

## 4.4.4 Recommendations

Community infrastructure is an essential building block for complete, vibrant communities. The Port Lands provides the added opportunity for supporting broader city-wide community infrastructure needs. Community infrastructure needs were assessed holistically. The delivery of the community infrastructure will be guided by the recommendations below. Precinct planning will be used to establish preferred locations for community infrastructure, which will also include ongoing assessment and monitoring of needs as the Port Lands transformation unfolds.



The following principles will guide the provision of community infrastructure in the Port Lands:

- Recognizing that community infrastructure in the Port Lands needs to meet both local and some city-wide needs. It can also serve as emergency reception centres during emergencies;
- Conveniently locating locally-oriented community infrastructure to promote walkability and create hubs of activity;
- Geographically distributing community infrastructure across new communities, but also locating some suitable community infrastructure in identified areas of employment to promote animation and activity;
- Providing locally-oriented community infrastructure to coincide with new development and ensuring the infrastructure is designed to be multi-functional;
- Siting community infrastructure to front on public streets and ensuring good visibility and access;
- Locating and designing community infrastructure to ensure compatibility with future neighbourhoods. Community infrastructure with a more regional draw and substantial vehicular parking requirements should be located in non-residential areas;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Innovative approaches for providing the required community infrastructure will be explored, including shared use of schools, vertical integration of community infrastructure in mixed-use buildings, and/or the co-location of multiple services and facilities to create a community hub.



Schools situated adjacent to public parks will provide their own outdoor play space. The play space will not be counted towards satisfying parkland dedication requirements. Some access for school use of adjacent parks may be accommodated.



The community infrastructure priorities and approximate facility size, based on population and employment estimates, for the Port Lands are as follows:

- Villiers Island:
  - a) One (1) small 3,250 m<sup>2</sup> Community Recreation Centre containing an indoor pool and multi-purpose space;
  - b) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
  - c) One 1,850 m<sup>2</sup> centre for human services space; and
  - d) One (1) public (TDSB) elementary school.
- McCleary District:
  - a) One (1) large 4,650m<sup>2</sup> Community Recreation Centre with multipurpose space and a double gymnasium that will both serve the McCleary District and entire Port Lands area;
  - b) One (1) 1,850 m<sup>2</sup> centre for human services space;
  - c) One (1) public (TDSB) elementary school; and
  - d) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



- **Emergency Services:**
  - a) One (1) Fire Station integrated into a mixed-use development in either Villiers Island or the McCleary District; and
  - b) One (1) Emergency Medical Services building, with an urban character and entrance fronting onto a public street, preferably north of, or adjacent to Commissioners Street.
- **Other city-wide community infrastructure priorities for the Port Lands include:**
  - a) Cultural facilities in Villiers Island, and as part of the adaptive re-use of the Hearn and Commissioners Waste Transfer building; and
  - b) A twin-pad arena and/or sports complex in a compact, urban form consisting of a multi-storeyed building and limited surface parking at grade located either in the Warehouse District, the Hearn or south of Unwin Avenue to the west of the Cherry Beach Sports Fields.



Other facilities that will be encouraged as either transitional or permanent community infrastructure include:

- A discovery centre to showcase and educate residents, employees and visitors on the naturalized river valley and other natural features in the Port Lands;
- A destination or cultural facility as part of the Polson Point and Turning Basin Plazas identified as Inner Harbour Special Places on Map E;
- Institutional and post-secondary uses; and
- Public boat clubs and launches.



Should residential uses be permitted in the Polson Quay and South River Districts, a full range of community infrastructure will be required. Priorities and the approximate size of facilities are:

- One (1) public (TDSB) elementary school;
- One (1) public (TCDSB) elementary school;
- One (1) 1,850 m<sup>2</sup> centre for human services space;
- One (1) 1,595 m<sup>2</sup> public library with multi-purpose space; and
- Two (2) licensed non-profit child care facilities (one in Polson Quay and one in South River) with a minimum of 62 spaces each.





The specific type of community infrastructure may be refined and/or revised at precinct planning or through a city-wide review of recreational facilities without the need to amend the Official Plan policies and at the sole discretion of the City. Refinements to the community infrastructure priorities during precinct planning will include consideration of the following:

- The actual land uses and densities proposed, or that has been developed, in each district;
- The identification of any changes in need and demand; and
- Consultation with service providers and the public.



The City, Waterfront Toronto and the Province should collaborate on undertaking a feasibility study for the adaptive reuse of the Hearn, including the inclusion of cultural facilities and sports facilities.



Further exploration of potential locations and the form for a new multi-sports complex should be undertaken which includes developing a financial strategy, identifying a preferred location, preparing an updated schematic design and advancing a financial strategy that integrates funding previously allocated for a sports complex in the Port Lands.



The City should establish a partnership table to determine optimal methods of delivering co-located community infrastructure.



Continue to consult with City Divisions and Agencies, the Toronto District School Board, Toronto Catholic District School Board, human service agencies, child care providers, and other community groups as appropriate, during precinct planning and as the Port Lands transformation unfolds.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation





Underpass Park



## 4.5

# INCLUSIVE COMMUNITIES

A number of new inclusive communities will be created in portions of the Port Lands, accommodating a diverse population with a range of household incomes and sizes in close proximity to the job opportunities in the Port Lands and South of Eastern areas, and also central Toronto.

An inclusive community is a place where people of all incomes, ages and abilities coexist, and are equally afforded the ability to actively participate in all aspects of community life. It is about investing

in the well-being and prosperity of people by providing housing choice and amenities, enabling social interaction, accommodating active lifestyles and ensuring economic opportunity. There is a conviviality and liveliness in an inclusive community. Community life spills out onto streets, when parks and open spaces are designed to meet the needs of people of all ages and abilities. Buildings are well proportioned and positively contribute to the public realm to foster social interaction and “eyes on the street”.

Within a Port Lands context, delivering inclusive communities will be achieved by ensuring the

provision of a variety of housing types and tenures, including units of varying sizes, affordable rental and ownership housing and market ownership housing. A high-quality living environment for all people will also be advanced through on-site open spaces, amenities and other elements to meet the physical, social and psychological needs of everyone who will call the Port Lands home.

Other prerequisites for inclusive communities, such as an animated and vibrant public realm, the provision of community infrastructure, and a high-quality, human-scaled built form, are addressed in other sections of this Framework. This section focuses on housing and day-to-day amenities within living environments.



St. Lawrence Neighbourhood, a phased developed from the mid 1970s, is an example of one of Toronto's first complete communities.

## 4.5.1 A City-wide Opportunity

Toronto has an ongoing affordable housing crisis. Rental vacancy rates are at the lowest they've been in the last 10 years. Housing prices have skyrocketed. There is not enough new rental housing being built, and the City's homeless shelters are at capacity. Toronto has 220,000 households in core housing need that are struggling to pay rent, or that are living in under-repaired homes or in crowded or dangerous conditions.

The new communities envisioned in the Port Lands provide an opportunity to provide a significant amount of new housing affordable to low, moderate and middle income families and individuals that can support closing the housing gap and addressing the city's

housing crisis. This will provide housing for many Torontonians who are overburdened by their housing costs, and could assist some of the many thousands of people who are currently on waiting lists for subsidized housing.

Villiers Island and the McCleary District have the potential to support a residential population of between 16,000 to 21,000 people. These future residents will be primarily accommodated in mid- and high-rise housing with approximately 4,800 residential units anticipated in Villiers Island and 4,700 units in the McCleary District. Depending on the different delivery models discussed in this section, between 1,480 to 1,915 affordable rental housing

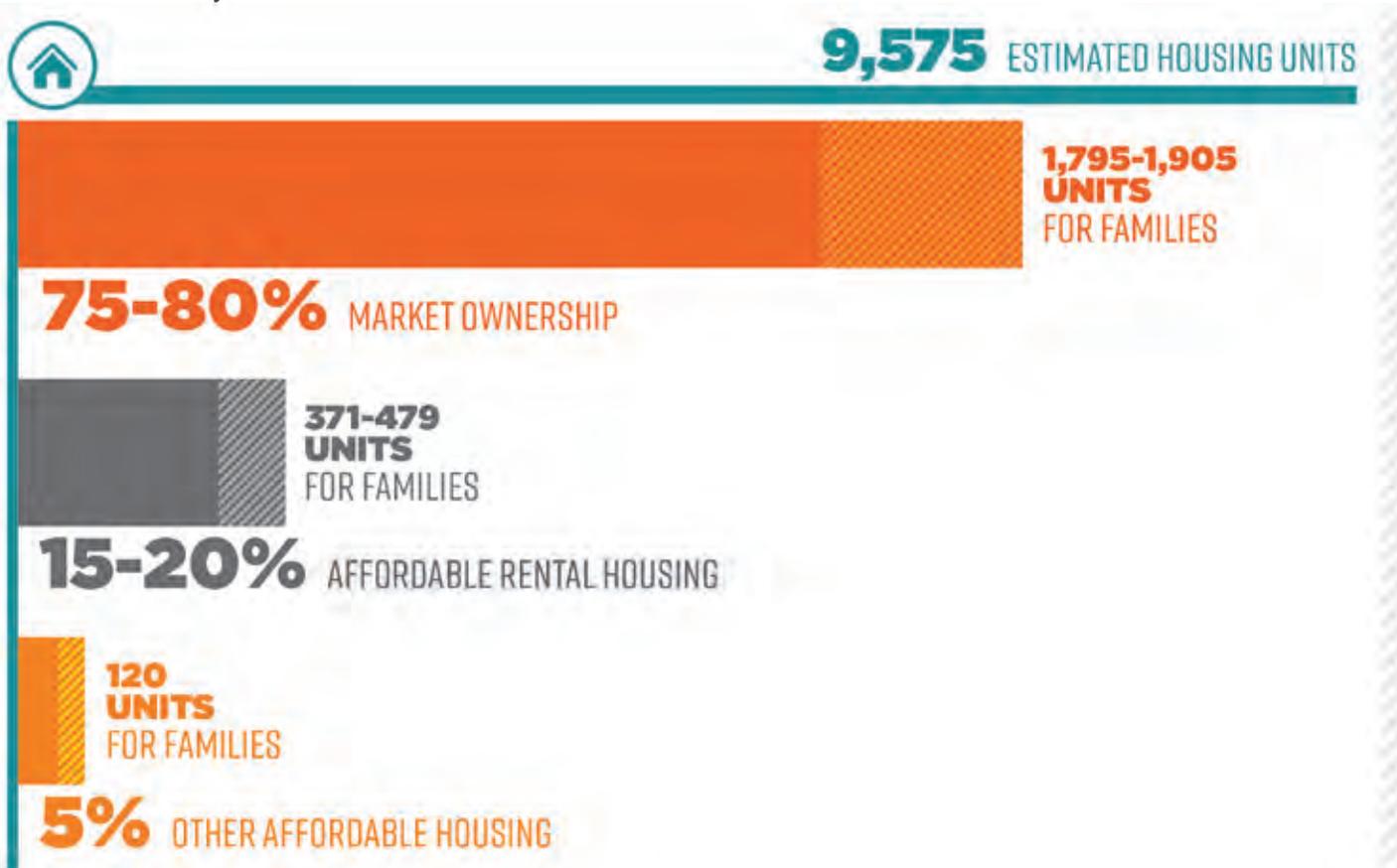
units are estimated in the near- to medium-terms, with the potential for additional affordable rental housing units if Polson Quay and South River transition over time to a mixed-use community. Much of this housing potential will be achieved on the large tracts of publicly owned land in the Port Lands. While the publicly owned land available in the Port Lands is a key opportunity, all mixed-use residential development will be required to contribute to the delivery of affordable housing and to the creation of inclusive communities.

This Framework emphasizes the need for affordable rental housing to be delivered in lock-step with market ownership housing. There is also ample opportunity for ensuring

a diverse and full range of housing that can fulfill the needs of all people, including families and seniors.

Toronto’s housing boom has seen the proliferation of hundreds of tall buildings, predominately in Toronto’s downtown and its centres. Of the 85,166 residential units completed in Toronto between 2011 and 2015, 84 per cent were condominium apartments. Only seven per cent of the completions were for rental housing. Further, the units constructed are generally small, with the majority being one bedroom units and often marketed to young professionals, couples or empty nesters. The general aim of this Framework is to broaden the types of units that will be delivered in the Port Lands to achieve a more balanced household mix.

Villiers and McCleary District



## 4.5.2 Background Context

Both the City's Official Plan and the Central Waterfront Secondary Plan (CWSP) includes policy direction that supports the development of inclusive communities, and in particular policies requiring the provision of affordable housing.

The City's Official Plan recognizes the importance of providing a full range of housing in terms of form, tenure and affordability. The Plan requires the replacement of existing rental stock, and, as a priority community benefit, on larger sites mandates a requirement to provide 20 per cent affordable housing. It also encourages new affordable rental housing in new developments.

The CWSP established a goal for the provision of 25 per cent affordable housing in all new developments, irrespective of the size of a particular site. It identifies that the greatest proportion of this housing should be affordable rental housing, while also ensuring that at least a quarter of the units be two bedroom units or larger. Consistent with the City's Official Plan, affordable rental housing is defined in the Plan. The CWSP also defines affordable ownership housing and low-end-of-market housing. The latter is defined as small private ownership housing units. The CWSP does not provide a specific breakdown for the quantum of affordable rental versus affordable ownership and low-end of market housing.

The City's practice in implementing the affordable housing policy in other waterfront communities generally has been to secure the equivalent of 20

per cent affordable rental housing in recognition of the relative dearth of new rental housing in the city, and in particular new affordable rental housing. The requirement has been secured through a variety of means, including stand alone rental buildings or units on public and private lands, the conveyance of land to the City or the provision of cash-in-lieu.

Some of the initial planning that was advanced in earlier waterfront precincts provided flexibility for a developer to choose the delivery model with a lack of specificity on the actual mechanics for securing the affordable rental housing requirement. Importantly, the different delivery models were not equal, nor were they effective at ensuring the provision of a full range of housing in the waterfront.

Lessons learned in these other waterfront communities highlight the need to ensure that key directions are integrated into Official Plan policies from the outset, rather than determined through precinct planning processes. Equally important, is ensuring that a more appropriate level of detail is included within policies to offer both consistency and transparency in their application.

The low-end-of-market housing is a legacy policy from the former City of Toronto Official Plan that was carried forward into the CWSP. The original intent was that smaller units were perceived to be more affordable and would assist in contributing to overall housing

affordability. However, experience in the city is that this has been an ineffective tool for ensuring affordability. The trend in unit sizes in market developments throughout the city have been towards smaller units with little effect on overall affordability.

Further, recognition of other types of housing, such as mid-range affordable rental and affordable ownership, is equally important. There also continues to be a gap in the provision of housing for a range of household types such as families.

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### 4.5.3 Housing in the Port Lands

Housing in the Port Lands will provide for a diversity of choices in terms of type, affordability, and tenure to support the vision for complete, inclusive communities where different types of households and people of all ages and abilities can enjoy a good quality of life.

A tailored approach for the delivery of housing in the Port Lands is needed to capitalize on the Port Lands opportunities and challenges, reflect the aspirations of achieving complete, inclusive communities and recognize the lessons learned elsewhere along the waterfront. The approach for housing in the Port Lands is based on achieving three objectives:

- Ensuring a diversity of unit sizes to support a range of different household types and sizes;

- Providing a healthy balance of different types of housing, tenures and affordability levels; and
- Fostering a high-quality living environment for all people.

While the overall policy direction is more specific, precinct planning will continue to play an important role in detailing expectations with respect to the provision of housing in new communities. The precise land use mix and resultant residential densities will be further advanced and detailed in precinct plans. As such, during precinct planning more detailed affordable housing strategies will continue to be developed that will identify potential sites and locations for affordable housing, the anticipated timing and phasing of development, funding and financing approaches, and any additional tools that will be used for securing housing requirements.

## 4.5.4 Diversity of Unit Sizes and Types

The new communities that will be developed in the Port Lands will be vertical communities with a dominant mid-rise character. Vertical communities, much like any other community, have tremendous potential to support a wide range of households and people if a diversity of unit types and amenities are provided.

A diversity of households and people living in an area in turn contributes to enlivening an area. Jan Gehl notes that a lively city needs both good inviting city space and a certain critical mass of people who want to use it. This in turn fosters social interaction and human connection. Simply, he observes that “people are inspired and attracted by activity....children see other children playing outside and hurry to join to them” (Gehl, 2010).

Vertical communities can provide housing for families with children, young single professionals and couples, students, seniors, vulnerable populations and people with accessibility needs. They can be desirable places to live for people who either need or choose a lifestyle defined by easy access to transit, shops, support services and other urban amenities.

More and more people are choosing to live in vertical communities in Toronto. In Toronto’s downtown, 66 per cent of households with children live in buildings five storeys or taller, while

at the city-wide level 32 per cent of households with children in the City of Toronto lived in mid- and high-rise buildings (Statistics Canada, 2011).

The success of the new communities in the Port Lands will hinge on their ability to support a diverse population. Providing a range of unit types and sizes will give all households and people the opportunity to thrive and remain in the Port Lands, contributing to population diversity.

Families will be able choose to live in the Port Lands not just because of the range of community facilities that will be provided like schools and day cares, but also because housing will be developed that accommodates family living. Young professionals will find the Port Lands desirable to live in because of live-work opportunities, but also the activity and amenities that will exist. Seniors and other vulnerable populations will have access to housing to meet their needs and within their means, where they can walk or take transit for day-to-day needs.

Housing needs can also change dramatically over the course of a lifetime. Creating a more diverse and flexible housing stock in the Port Lands will improve choices for residents over the long term. People will be able to live in place as they grow their families or age while being able to retain their connections and social networks as housing needs change.

## Two and Three Bedroom Units

Across the city in new residential developments, larger units are being secured to achieve a more diverse unit mix and to provide for housing options in a built environment that is increasingly comprised of vertical living. While the CWSP recognizes the importance of providing a diversity of unit types, only a fraction of the affordable units would be required to be two bedroom or larger units. There is no direction for the optimal size of larger units. Plus, the requirement for larger units needs to be extended to all housing to support the diversification of the population.

Residential developments will be required to provide a minimum of 15 per cent of units as two-bedrooms and 10 per cent of the units as three bedrooms or larger, with a minimum floor area for the units. The trend in market developments in Toronto exceeds this total 25 per cent requirement, however, the floor area of the units are typically small. Minimum standards for the size of units, similar to other jurisdictions, are required to ensure high-quality living environments. As such, a key objective in the Port Lands is to ensure that the

required larger units meet a minimum size. There would be nothing precluding the development industry providing additional two- and three-bedroom units in a building. These additional units would not be expected to meet the minimum unit size requirements.

### The City's **Growing Up: Planning for Children in New Vertical Communities**

draft urban design guidelines provides direction for family-friendly designed housing. In particular, it addresses how good design at the unit, building and neighbourhood scales can improve the livability for current and future families residing in vertical communities. At the unit scale, the study has identified size ranges for units (measured from the interior side of the walls, excluding mechanical space). The ranges would enable a diversity of bedroom sizes that would maintain the integrity and functionality of common space. The ranges consist of:

- 87 to 90m<sup>2</sup> (936 to 969 square feet) for two-bedroom units; and
- 100 to 106m<sup>2</sup> (1076 to 1140 square feet) for three-bedroom units.



## 4.5.5 A Healthy Mix of Housing

Adequate and affordable housing is a basic requirement for everyone. In the new mixed-use communities in the Port Lands, a healthy mix of both market ownership housing and affordable, purpose-built rental housing will be required to be achieved. Additionally, affordable ownership housing will be encouraged on both public and privately-owned

land. Additional effort will also be required on publicly-owned land to provide additional affordable housing and a diversity of models, including co-operatives and supportive housing. This in turn will work toward creating a more diverse, equitable and economically resilient city environment, as well as contribute to addressing the city-wide housing crisis.

### Affordable Rental Housing

The overall objective for the Port Lands is to achieve the equivalent of 20 per cent of the total number of residential units as affordable rental housing as a community benefit, using a range of different delivery options. This will provide opportunities for residents of all income levels to find housing in the Port Lands and contribute to meeting the City's housing targets.

Delivering affordable rental housing in Toronto is a complex undertaking

that often involves significant public investment over and above any private landowner contributions, or providing deeper subsidies to not-for-profit providers for the delivery of housing that maintains affordability. There are also many different options available for delivering the housing itself.

On both public and private lands, the overall objective of 20 per cent affordable rental housing takes into consideration the land required and cost of delivering the units itself. As such, the minimum requirements may vary from stringent adherence to achieving an 80/20 split of units. For instance, where physical units are constructed at the sole expense of a private land owner, the combined investment of land, the construction and outfitting of the housing units and the affordability of the units themselves for a secured period of time satisfies achieving the overall 20 per cent objective. Whereas, in a situation where land is dedicated to the City, the City may only realize the 20 per cent objective through additional public investment to physically deliver the housing.



Toronto Community Housing located at 60 Richmond Street East.

# Principles for the Provision of Affordable Housing

Four principles will guide the provision of affordable housing in the Port Lands.

## **Deliver affordable rental housing units at the pace of market development**

“Bricks-and-mortar” affordable rental housing at the pace of market developments will be prioritized. Further, affordable housing will be encouraged to be integrated directly into market developments to achieve physical and social integration of housing throughout the new communities, but also contribute to the provision of the affordable housing in lock-step with market housing.

## **Create permanent and long-term affordable rental housing units**

Affordable rental housing needs to be delivered as a durable, lasting benefit. Long-term agreements will be utilized to give surety to residents and the City with respect to tenure and affordability. Further, the City may consider the use of additional resources, such as public land or dedicated programs, to extend the delivery of permanent affordable rental housing.

## **Utilize a variety of delivery options to achieve a mix of affordable housing types**

Different delivery options will enable the City to ensure a variety of affordable housing types in the Port Lands, such as vertical integration of units, co-located units with community infrastructure and in stand-alone buildings.

## **Provide transparency for requirements and flexibility of the use of different delivery methods**

Given the mix of land ownership in the Port Lands, providing clear and transparent expectations for how affordable rental housing will be secured on both on public and private lands will ensure fairness, consistency and accountability.



Toronto Community Housing building in the West Don Lands.

## 4.5.6 Delivery of Affordable Rental Housing

The provision of affordable rental housing in the Port Lands will be achieved through a combination of

delivery options, and in consideration of whether the land is publicly or privately-owned.

### Publicly Owned Land

The large tracts of publicly owned land are a significant opportunity. Consistent with other areas in the Central Waterfront, 20 per cent of publicly owned lands will be set aside for affordable rental housing. At a minimum, the total number of affordable rental units will be equal to 20 per cent of the total residential floor area to be developed on the lands.

Land can consist of a site identified specifically for an affordable housing project, or a strata arrangement in a mixed-use development. Prior to the disposal of any lands to a private development proponent where affordable housing will be delivered, a legal agreement will be utilized to secure the 20 per cent affordable housing requirement and its delivery.

### Privately Owned Land

There are a number of options available for the provision of the affordable rental housing on privately owned land. Development proponents may choose to:

- Physically construct the housing but provide the housing to the City at no cost;
- Physically construct the housing and retain ownership; or
- Dedicate land of a suitable size and configuration to the City.

Each of these options has different benefits. Some would reduce the public obligation for funding and constructing the housing. All would contribute to providing a range of permanent, purpose-built rental housing. As such, the precise ratio of affordable rental housing to

market housing varies depending on the delivery mechanism that a development proponent may choose. Cash-in-lieu will only be accepted in special circumstances and primarily where it would not be practical or feasible to fully satisfy the requirement with one or more of the delivery options.

#### **Affordable Rental Housing Provided to the City**

A private land owner may choose to physically construct and outfit the affordable rental housing, and provide the housing to the City at no cost. This would minimize the need for additional public subsidy to be provided to a not-for-profit provider to achieve affordable rents, and also has the potential to provide for deeper levels of affordability. The units would be required to be delivered commensurate with any market units

and phase of development, be of a high quality built form and provide good residential amenity.

In this instance, the City is provided with additional discretion on whether it will accept the housing. Key considerations will be the built form, location and provision of good quality residential amenity. Key benefits of this option are that the City does not need to provide any upfront public funding to physically construct the housing, and importantly, that the housing will remain affordable for an extended period of time and potentially in perpetuity. The City can also opt to have the units operated at a deeper rent subsidy.

If an owner opts to utilize this option to satisfy its obligation, 5 per cent of the total proposed residential gross floor area will be required as affordable rental units with all associated facilities and amenities. The reduced rate acknowledges that there is a higher

upfront cost to the owner and that the owner does not retain ownership.

### **Privately Owned and Operated Affordable Rental Housing**

The second option on privately owned land is where the owner physically constructs, owns, and operates the housing. In this instance, the affordable rental units would be secured for a period of 25 years and would likewise not require any public funding. The owner would be required to enter into an agreement with the City to secure the term and affordability. This option would deliver purpose built rental housing and ensure timely delivery. A benefit for the landowner is that they retain ownership of the housing.

For this option, the owner will be required to provide no less than 10 per cent of total residential gross floor area for affordable rental housing at the developers' sole expense. The units will be well-designed with good quality amenities and facilities.



Hammersby Sjostad, Sweden

### Land Provided to the City

The final option is the provision of land to the City. The City would then construct, own and maintain the housing. This option would likely only occur on large, privately owned sites that are capable of being subdivided and that can yield a site that is of a suitable size and configuration to accommodate a purpose-built rental building. However, there are a limited number of large, privately owned sites where residential uses will be permitted in the Port Lands.

Nonetheless, the key benefit of this option is the opportunity for the long-term affordability of the rental housing. The site could also be developed as a mixed-use development with other City-operated public facilities such as a child care facility or community centre. With this option, the City is likewise provided with discretion on whether to accept the land. Minimum criteria that would need to be satisfied for this option include:

- The location, size and shape of the land and its resulting built form will need to be appropriate for the number and type of housing units and population to be served, including associated amenities and facilities;
- The site would also need to have excellent connectivity to the public realm, transit, and community infrastructure;
- Remediation will be to a standard that permits its use for residential purposes on a site-specific risk-assessed basis in accordance with applicable Provincial regulation. If

the owner does not complete such remediation prior to conveying the land, the owner will provide a letter of credit or funding to the City to cover any required remediation;

- All planning approvals except for Site Plan Approval will be secured for the site; and
- The site will be conveyed to the City, on a freehold basis, commensurate with the rate of the market housing. City acceptance of any lesser interest such as strata title, shared access and facilities, easements and other encumbrances is at the City's sole discretion.

For this option, the site will be of a size to accommodate 20 per cent to the total residential gross floor area proposed. Much like the option of constructing and conveying the housing to the City, this option would ensure permanent affordable rental housing, with the potential for deeper subsidies to achieve lower rent levels. However, significant upfront public funding to construct the housing has the potential to result in delays of delivering the housing with sites sitting idle until such a time as funding becomes available. As such, the affordable housing may not be delivered commensurate with market developments.

### Cash-in-Lieu in Special Circumstances

Cash-in-lieu provided to the City for the purpose of constructing affordable housing in or near the proposed development site either would erode the ability to achieve a good mix of housing, or require additional public investment to achieve a mix of

housing in the area through additional land acquisition. As such, the use of cash-in-lieu in the Port Lands will only be used as a supplement to the other delivery options and will not make up the majority of the affordable rental housing requirement.

For instance, some cash-in-lieu could be used if there are development

constraints on a particular site and either land or the provision of units fall short of the required rates.

Importantly, cash-in-lieu will be calculated as the total amount of all public contributions that would be required to deliver and operate units at affordable rents. Any cash-in-lieu secured, will be directed to affordable housing projects within the Port Lands.

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## 4.5.7 Providing a High-Quality Living Environment

The new communities in the Port Lands are envisioned to be exemplars of urban living. High-quality living environments will be created, which require more than just a great public realm, but also housing diversity and

adequate living space for a range of different households. They also require on-site open space and amenities and incorporation of elements in the design of housing that meets the needs of people.

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### Residential Amenity Space

The new signature and local parks and open spaces planned in the Port Lands will only satisfy some amenity needs of future residents. Additional on-site amenity, both internal and external to buildings, is needed. These on-site amenity spaces will enable social interaction among residents, strengthening communal ties. A desire for common amenity spaces to augment private space for birthdays, dinner parties and other gatherings was also a theme heard through the City's condominium consultation study. Amenity space is also needed to support families, seniors and other future residents,

such as private landscaped areas with seating and play spaces.

In the City's consultations on condominium living, the issue of dogs and how to serve residents with dogs in vertical communities was raised. The biodiversity working group, as part of the development of this Framework, also raised the impacts our four-legged family members can have on the natural areas in the Port Lands. In addition to the parks spaces that cater specifically to pets, the provision of pet facilities in new developments is also an important amenity consideration.

## Storage Spaces

In dense, vertical communities, adequate storage space is an often overlooked residential amenity, but the provision of storage space can drastically improve the quality of

people's living environments, including internal storage space separate from the unit. Storage should provide space for everyday household items, such as strollers and other bulky items.

## Natural Light and Views to the Outdoors

Access to natural light and views to the outdoors contribute to providing high quality living environments for people. New housing, including affordable rental housing and larger units, developed in the Port Lands should ensure that bedrooms are provided with external windows.

The Ontario Building Code requires a bedroom to have a "view of the outdoors". However, this does not necessarily require windows in bedrooms. A higher-quality living environment can be provided whereby bedrooms have external windows.



## 4.5.8 Recommendations

In the new communities planned in the Port Lands, a key objective is ensuring the delivery of complete, inclusive communities that accommodate a variety of housing types and tenures. The Port Lands is envisioned as a place that caters to all people, regardless of age, family size, income, and abilities.

The recommendations below build on policies in the Central Waterfront Secondary Plan, while also reflecting current city-wide practices. They recognize the Port Lands unique context and outline in more detail criteria and expectations. This will assist in clarifying intent, streamlining implementation and ensuring fairness and transparency. Additionally, the recommendations provide guidance for areas requiring additional exploration during precinct planning



New mixed-use communities in the Port Lands will be complete, inclusive communities that accommodate a range of housing opportunities in terms of type, size, tenure, and affordability.



Housing will be provided that accommodates larger households, families, seniors, students, and people with low and moderate incomes and other special needs.



Residential developments will provide:

- 10 per cent of the total residential units as three-bedrooms or larger with a minimum unit size of 100 square metres; and,
- 15 per cent of the total residential units built as two-bedroom units or larger, with a minimum unit size of 87 square metres.



New residential developments will provide **affordable rental housing** at the pace of and proportional to market developments.



On land that is publicly owned, as of the date of adoption of this Framework and in **Mixed Use Residential** and **PIC Mixed-Use** areas where residential uses are permitted, land sufficient to accommodate 20 per cent of the residential gross floor areas will be set aside for **affordable rental housing**. The land will be to the City's satisfaction and ready and available for development. Land can consist of a site identified specifically for an affordable housing project, or a strata arrangement in a mixed-use development. Funding to construct the **affordable rental housing** on said land will be proactively pursued to ensure that affordable rental housing is developed concurrently with market development.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Additional effort will be made on publicly-owned land to ensure that the **affordable rental housing** in the Port Lands will also include supportive and special needs housing, and rent geared to income housing to accommodate households of lower incomes. Additional effort will also be made to provide other housing models, such as mid-range purpose-built rental housing, over and above the minimum requirements established.



On land that is privately owned, as of the date of adoption of this Framework and in **Mixed Use Residential** and **PIC Mixed-Use** areas where residential uses are permitted, **affordable rental housing** will be provided in the form of one of the following methods or a combination thereof:

- Affordable rental units at a rate of:
  - a) 5 per cent of the total residential gross floor area constructed and conveyed to the City as permanent affordable housing; and/or
  - b) 10 per cent of the total residential gross floor area for a minimum period of 25 years; and/or
- 20 per cent of the total residential gross floor area as land, ready and available for development, and dedicated to the City for development of **affordable rental housing**.



On land that is privately owned, as of the date of adoption of this Framework, cash-in-lieu, calculated as the cost to construct and maintain **affordable rental housing**, may only be used as a supplement to the other methods.



The acceptance of units, land or cash-in-lieu will be at the City's sole discretion. A combination of the above may be considered to satisfy the overall **affordable rental housing** requirement in which case the overall percentage would be pro-rated depending on the proposed combination of delivery options. The majority of the **affordable rental housing** will consist of units or land.



The City will explore opportunities with private landowners and encourage the provision of **affordable ownership housing** and mid-range affordable rental housing.



A Housing Issues Report, as well as plans and drawings for **affordable rental housing** proposed to be delivered as units or land, will be required for a complete development application, as well as for the lifting of any holding provisions. The report will provide information on the affordable housing and other housing policy matters in the context of the residential developments on the lands.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



High-quality living environments will be created to support physical and mental health and active living that include:

- Indoor and outdoor amenity spaces suitable for a range of unit types, including amenity suitable for families and pet owners;
- Storage spaces both within units and common areas that are convenient, secure and fully accessible; and
- Bedrooms with closets and access to natural light and windows, and preferably operable windows where this can be accommodated.



Explore additional mechanisms at precinct planning, informed by best practices and emerging legislation and trends, that could further support the provision of **affordable rental housing** within the Port Lands.



The City and Waterfront Toronto will investigate opportunities to achieve additional affordable housing in Villiers Island, over and above the minimum requirements in this Framework, potentially in the form of cooperative housing, rent-geared-to-income housing and mid-range rental housing, addressing the financial resources required and potential sources of financial support, and in consultation with the Chair of the Affordable Housing Committee and the local area Councillor.



Precinct Plans will:

- Identify potential publicly owned sites for affordable rental housing, including sites to be dedicated for **affordable rental housing** projects or mixed-use, strata arrangements;
- Identify the proposed order of development within the precinct to ensure that the affordable housing requirements are achieved prior to, or at the same rate as, development of the non-affordable housing; and
- Potential approaches/partnerships for the delivery of housing, timing and phasing of development, funding and financing approaches and any additional tools for securing housing requirements.



The City will engage provincial and federal governments to provide funding and other supports to facilitate the creation of new **affordable rental housing** within the Port Lands.





Artistic rendering of the Cherry Street bridge across the Keating Channel



## 4.6

# MOVEMENT AND ACCESS

A key objective of this Framework is the creation of a comprehensive and sustainable transportation system that stitches the Port Lands to the city, achieves a fine-grained street network for easy access, and capitalizes on the water features in the area. Seamless access for all modes will be provided, including maintaining goods movement corridors, but transit and active transportation are prioritized.

Two Environmental Assessment processes established the major street and transit networks for the Port Lands:

- The Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) undertaken as an integrated planning process with this Framework; and
- The Lower Don Lands Infrastructure Master Plan (IMP), completed in 2014.

The transportation system established through these two processes provides a robust and resilient network of complete streets with dedicated streetcars on key spines. The streets are generally planned with wide pedestrian clearways



Pedestrians



Cyclists



Streetcar in Dedicated Right-of-Way

and cycling facilities on all major streets. Goods movement was also a key consideration in recognition that portions of the Port Lands will continue to be utilized for port and industrial purposes.

Much like the City's **“Feeling Congested?”** initiative, the future transportation system for the Port Lands:

- Emphasizes the correlation between land use and transportation to the extent possible, given continued port and heavy industrial uses;
- Ensures that streets are complete accommodating all users and uses, including safety and accessibility considerations;
- Promotes walking and cycling as a primary means of moving in and through the area; and
- Supports measures that protect the ability to move goods in and out of the area, including initial exploration of establishing dedicated truck routes to minimize adverse impacts on new communities.

The six signature north-south streets, along with a significant improvements to Commissioners Street and Unwin Avenue are at the core of the transportation system. These streets will contribute to the character and uniqueness of the Port Lands and have been conceived as being destinations unto themselves. As development proceeds, a fine-grained network of local public streets, shared streets, laneways and mid-block connections will also be secured to further enhance permeability in and through the area.

## 4.6.1 Movement and Access Elements

Options need to be provided for how people will move in and through the Port Lands. Simply, more options lead to more and better movement. There are seven mobility and access elements accommodated in this Framework. The needs of each of the elements must be effectively balanced to create great places and experiences for everyone.



### Walking

All trips begin and end on foot. A primary objective of this Framework is to create safe, comfortable and diverse places for pedestrians. Walking is also the most sustainable way of getting around and contributes to healthy and active lifestyles for people.



### Cycling

More and more Torontonians are choosing cycling as a primary means for getting around. Cycling can be a fast, reliable and convenient way to move. The opportunity in the Port Lands is to design the streets with cycling as a key travel mode from the outset to facilitate a cycling culture.



### Taking Transit

People taking transit will make up the largest share of how people will move in and around the Port Lands. Streetcars in dedicated lanes on key spines will be major people-movers bringing people into and out of the Port Lands.



### Driving

Although private vehicle use is not prioritized as a primary means for getting around, people will still drive. Streets will accommodate private vehicles, but be designed to minimize the number of vehicular lanes. Emerging technologies will also be embraced to reduce congestion and contribute to sustainability objectives.



### Shipping

The Port Lands will continue to operate as Toronto's only port. The port is a valuable resource for the city and significantly reduces the numbers of trucks on Toronto's streets.



### Trucking

The reliable and efficient movement of goods into, and out of, the Port Lands is critical to facilitating further economic growth, intensifying industrial uses and supporting continued port operations.



### Ferrying

The Ship Channel, dockwalls adjacent to the Inner Harbour and the Keating Channel provide even more opportunities for moving people in and out of the Port Lands. Extending ferry and water taxi service to key destinations, such as Promontory Park and the Hearn, will provide another sustainable transport alternative.

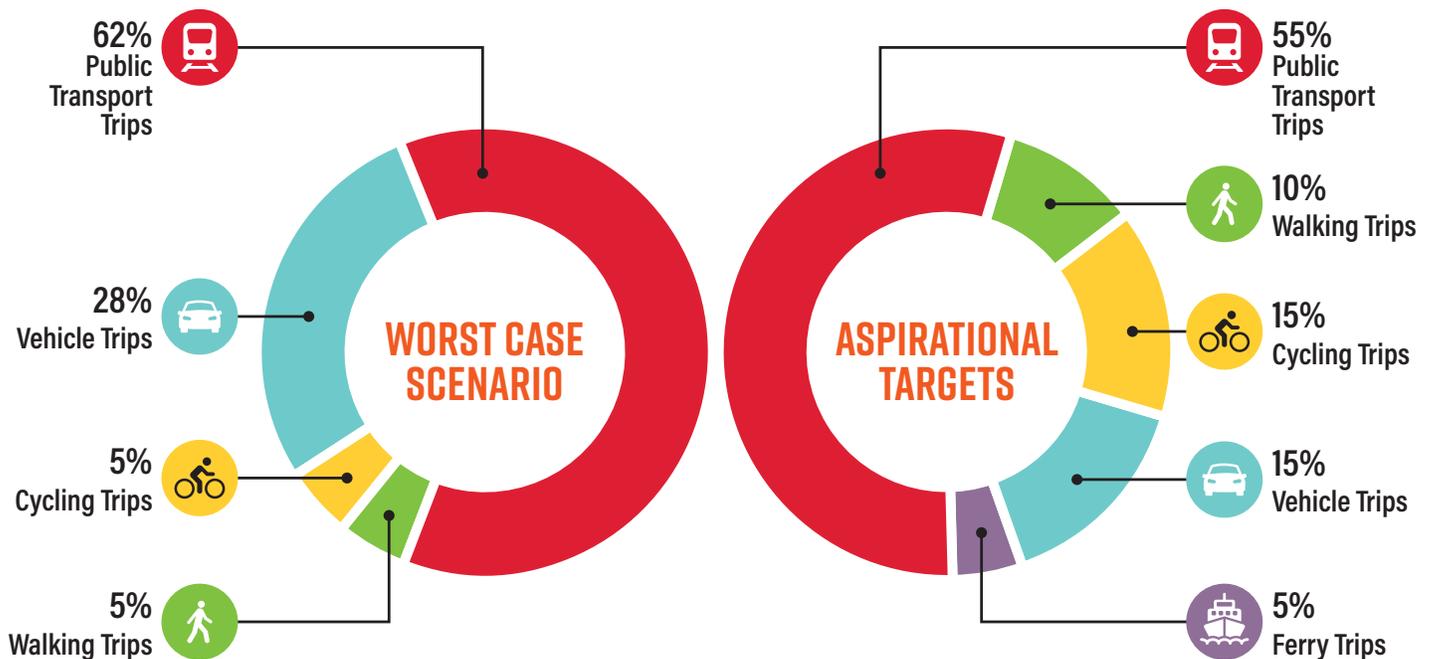
## 4.6.2 Travel Mode Targets

Fundamental changes in travel patterns and demands are needed to ensure that walking, cycling and transit are the dominant modes of movement in the Port Lands. This will also provide a major opportunity to dramatically enhance the liveability and success of the Port Lands' transformation. With the high-quality pedestrian environment and cycling facilities prioritized in the major streets, walking and cycling are envisioned to play a critical role in balancing mode choice.

Transportation modeling was undertaken as part of the TSMP. The modeling was one tool used to inform the development of the street network and analyze current and potential future travel behavior and demands. A worst-case scenario

was modeled to ensure that the overall transportation system would be flexible and could accommodate future unknowns. Transit service was maximized to what's referred to as crush capacities, and pedestrian and cyclist mode shares were minimized to what is being typically achieved elsewhere in the city today. Planning transit usage using crush-capacities is not ideal. If more people can access their destinations by walking and cycling this would reduce pressure on the transit system and contribute to a further mode shift away from the personal automobile. Overall, the long-term objective for the Port Lands is to achieve a target of 85% of all trips to be via sustainable transport modes.

Figure 51: Travel Mode Targets



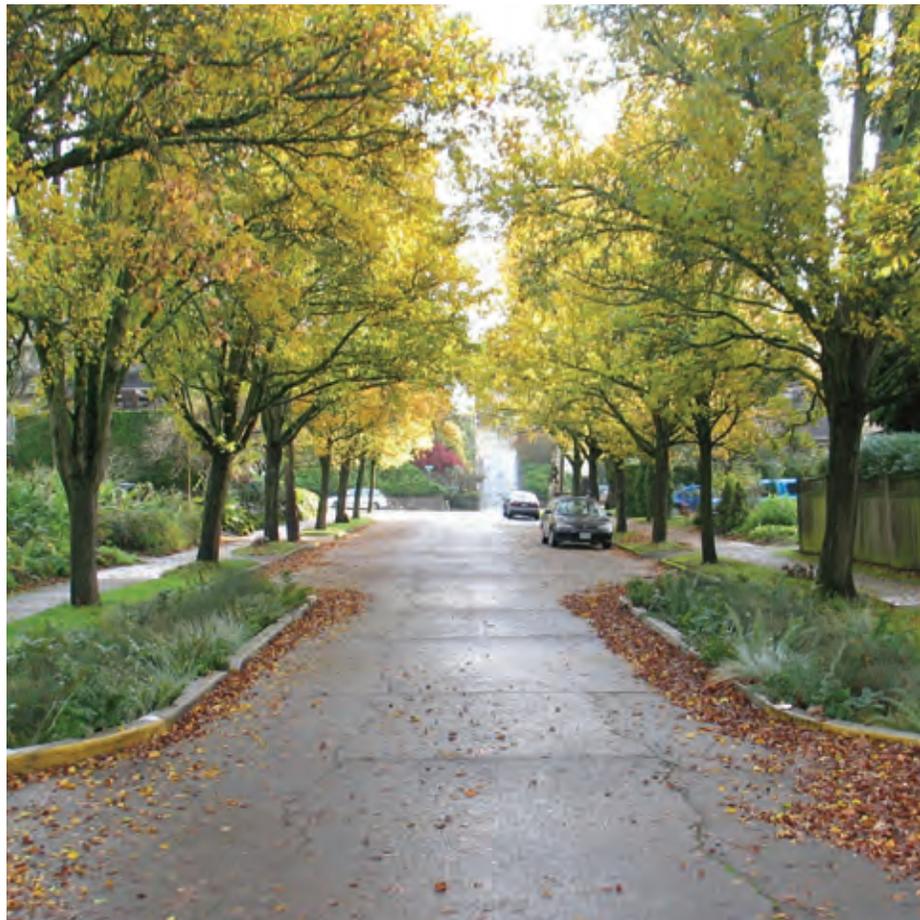
## 4.6.3 Complete Street Principles

Complete streets are streets that are designed to be safe for all users and consider other uses like sidewalk cafés, street furniture, street trees, utilities and stormwater management. The City's Official Plan speaks to the importance of complete streets and ensuring that streets can perform diverse roles. This includes ensuring that:

- The needs and priorities of the many users and uses are balanced;
- Space for utilities, municipal servicing, trees, landscaping, green infrastructure, way-finding, street furniture and commerce is reserved;
- Active transportation and transit use is facilitated and prioritized;
- Differences in local context and character is reflected;
- Loading and servicing access for buildings is accommodated that minimizes curb cuts on major streets; and
- Streets are sunny and inviting places.

The Central Waterfront Secondary Plan also emphasizes that new streets should be designed to perform various roles. Streets are to act as both lively urban connections as well as traffic arteries. The needs of motorists are to be balanced with efficient transit service and high-quality amenities for pedestrians and cyclists.

In support of these objectives, ten Port Lands specific complete street principles were developed. Overall, the principles will assist in creating a well-functioning street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities. Not every street will need to meet all ten principles. Each street in the network is different, has a different character and serves a different role and purpose in the overall network. Although not every street will be required to address each principle, together they create a complete street network.



A residential green street with curb extensions and bioswales and mature tree canopy

## Complete Street Principles:



**Transit Prioritization** through the use of dedicated transit rights-of-ways will improve the reliability of transit routes and convenience for passengers.



**Minimum Lane Widths** will assist in making streets safer and more pedestrian friendly. Narrower pavement widths contribute to safer vehicle speeds.



**Bicycle Lanes + Cycle Tracks** provided on all major streets will create a well-connected, robust and safe cycling network enabling active transportation as a primary means of moving in and through the area.



**Wide Sidewalks** with unobstructed, accessible pedestrian clearways will encourage walking and contribute to the overall vibrancy of in the Port Lands and South of Eastern public realm.



**Accommodation of Goods Movement** to ensure the continued economic vitality of live-industry. Critical goods movement corridors will be designed with suitable conditions for truck access balanced with other complete street objectives.



**Water as a Community Resource** and other greenscape elements will divert stormwater and allow for infiltration while also improving air quality, providing habitat and adding visual interest to an area. Streets celebrate and embrace stormwater as a valuable resource and provide access for LIFE!



**Permeable Surfaces** for roadways and sidewalks will reduce flooding, preserve capacity in storm drains and sewers where provided and add visual interest in the overall street design.



**Street Trees** with adequate room to grow and high-quality soil conditions provide shade, beauty and wildlife habitat. They also reduce air pollution and energy consumption.



**Pedestrian + Cycling Amenities** are important elements to be considered in the design of streets and encourage people to be on our streets. Benches, bike rings, pedestrian-scaled lighting, weather protection, garbage and recycling receptacles and public art, among others, will be provided.



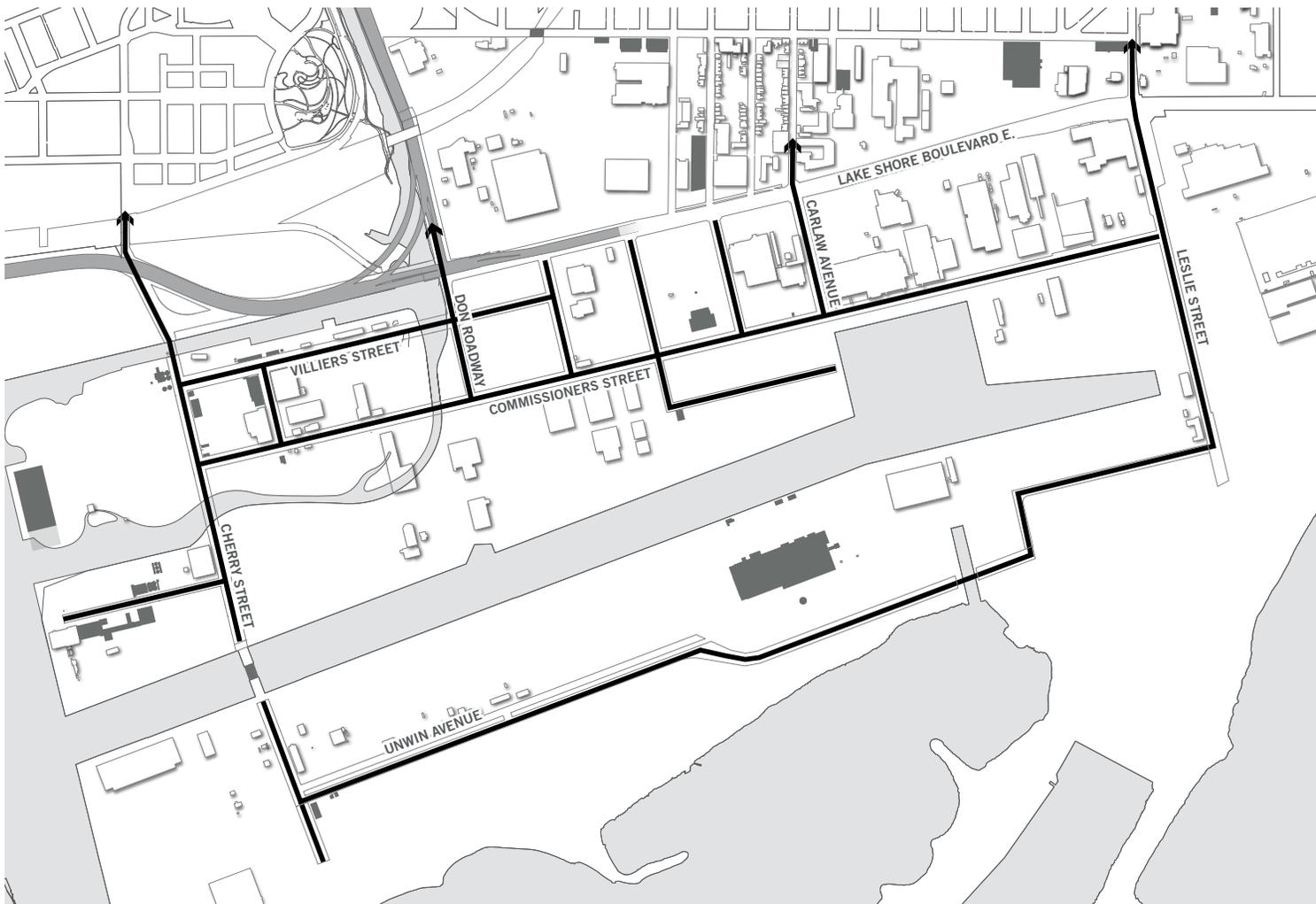
**Innovative Features** such as the port / industrial / infrastructural qualities of the study area will contribute to the character of the area. Other features like electric vehicle charging stations, bicycle and car sharing stations and renewable energy features will contribute to a sustainable future for the area.

## 4.6.4 Street Network and Hierarchy

The existing street network (Figure 52) in the Port Lands reflects its historic industrial and port function. There are currently a limited number of streets that connect with the rest of City and also few streets within and through the Port Lands itself. This results in large blocks that lack permeability. The streets are designed primarily for moving auto traffic. They generally lack pedestrian and cycling amenity. On many streets, there are no sidewalks at all.

The Framework establishes an extended and greatly improved network of public streets with a legible hierarchy of street types, consisting of major streets, local streets, shared streets and laneways (Figure 53). A fine-grained network of different types of streets will provide for improved connectivity and circulation for all users, better integrate with the surrounding city fabric, and ensure a lively, safe and interesting public realm.

**Figure 52: Existing Street Network**



## Major Streets

Major streets are wider streets with higher traffic volumes, transit service, more generous sidewalks, tree plantings and cycling facilities. Typically, they are referred to as either arterial or collector streets.

The major street system in the Port Lands consists of six signature north-south streets – Cherry Street, the Don Roadway, the Broadview Extension, Carlaw Avenue, the Caroline Extension and Leslie Street. Commissioners Street and Unwin Avenue unite the Inner Harbour to Leslie Street. Each of these signature streets use their particular role within the city as a starting point for their experience. They are more than just streets. They are places. The characters of these streets are discussed in more detail in Section 3.

The major street network also includes additional public streets critical for both better connecting the Port Lands and providing needed capacity.

### Munitions Street

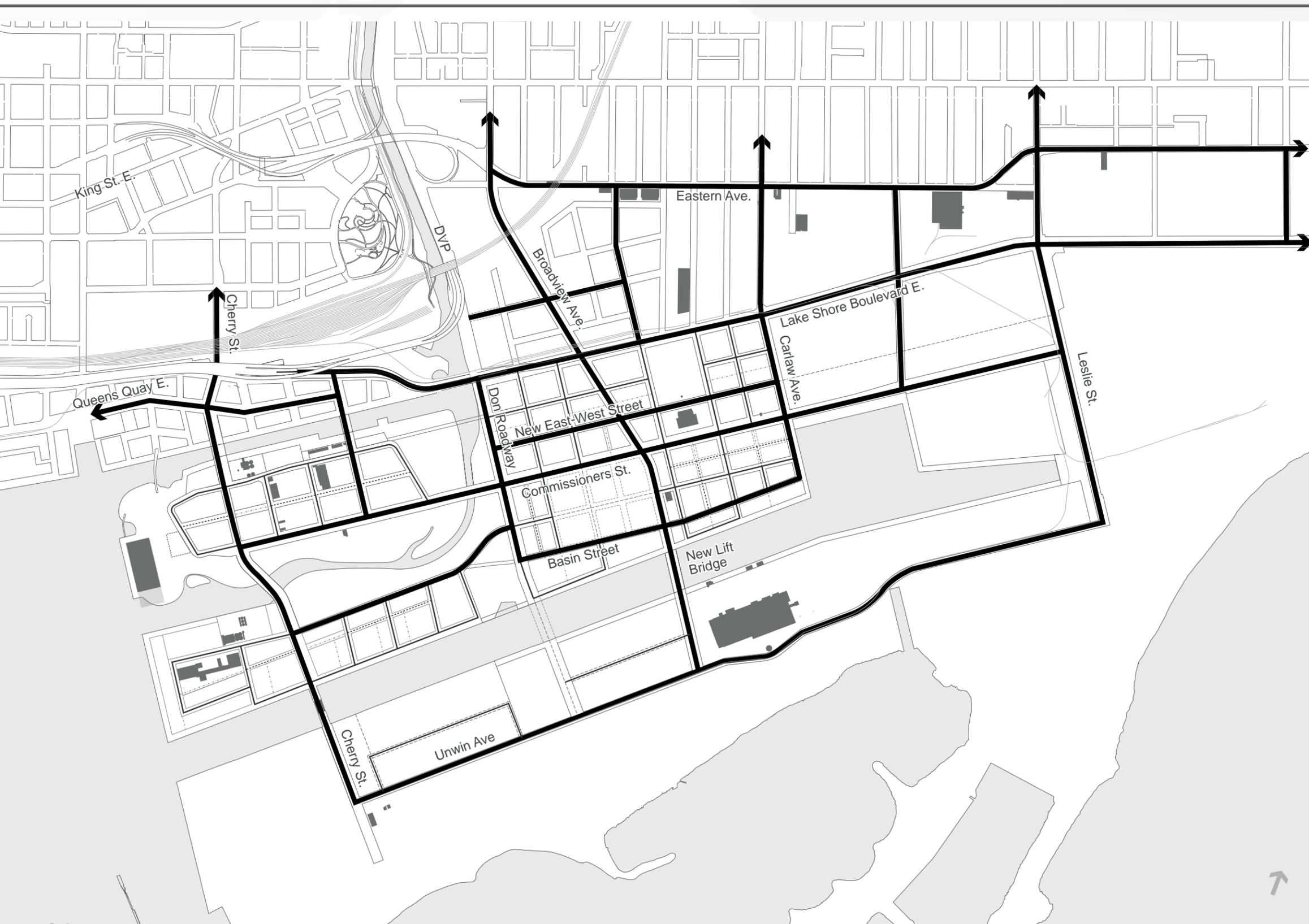
The Munitions Street extension across the Keating Channel completes the network of major north-south streets. This street has been shifted eastward to protect the Toronto Harbour

Commissioners heritage buildings at the terminus of the existing alignment. Timing for connecting the street across the Keating Channel is to be determined. As redevelopment proceeds, monitoring will be required to coordinate the delivery of this connection.

### Basin Street

Basin Street, while not a continuous, direct connection will provide additional network redundancy south of the river and is a much-needed connection from an emergency access and capacity perspective. In the Lower Don Lands, its alignment enables the establishment of high-quality wetlands in the Don Greenway. East of the Don Roadway, Basin Street has been realigned to maintain the existing secure perimeter of Pinewood Toronto Studios. The street has been extended to provide a continuous connection from the Don Roadway to the Turning Basin. Development blocks to the south of the extension are robust, with the ability to accommodate a wide range of uses. The street would have a film-friendly design enabling parking and staging of production vehicles with consideration for “shore power” as part of the street’s design.

Figure 53: Street Network



- Major Streets**
- Protected for Future Crossing/Connection
- Local Streets\***
- Lane Ways/Shared Streets\***
- Mid-Block Pedestrian Connection\***

\*Local Streets, lane ways/shared streets and mid-block pedestrian connections are conceptually shown and will be determined through precinct planning or concept planning



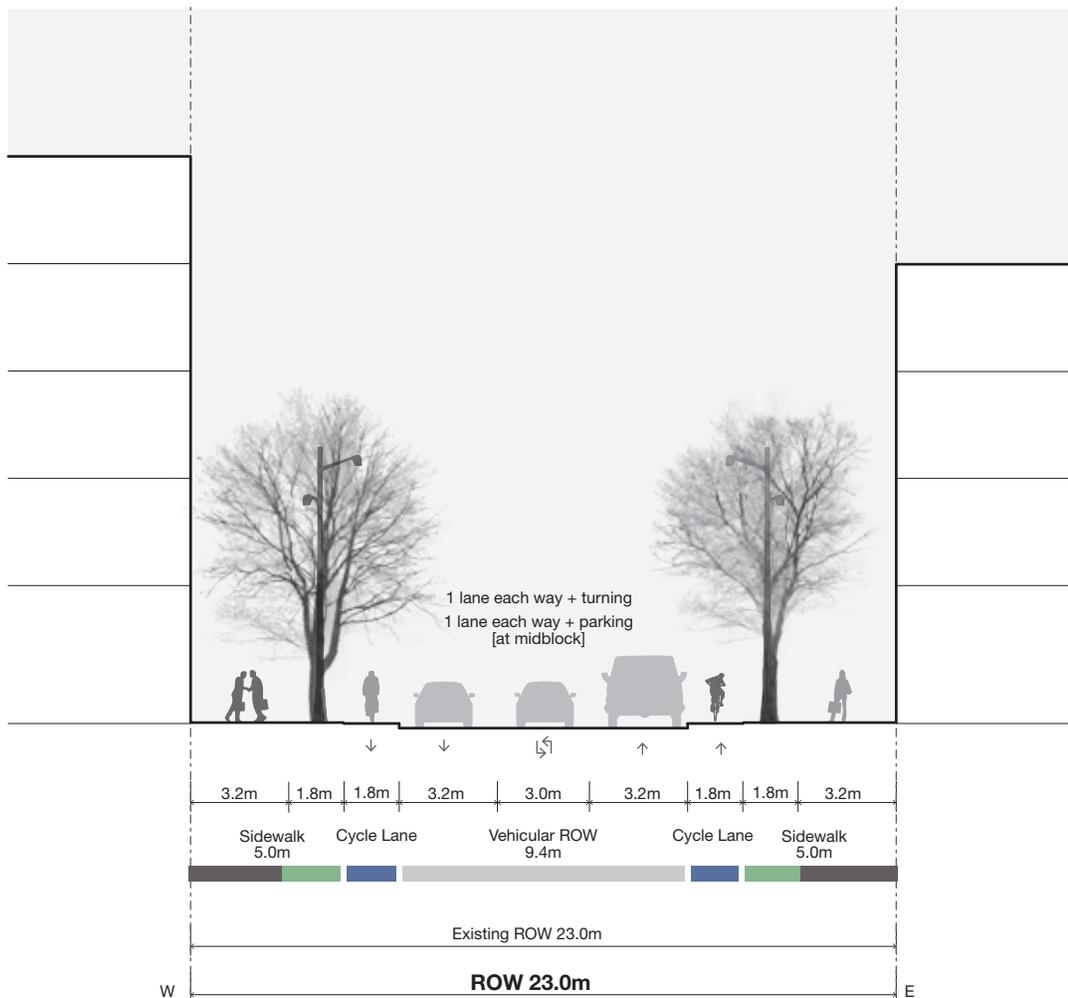
## New East-West Street

An additional east-west connection north of Commissioners Street between the Don Roadway and Carlaw Avenue is also required. This connection provides additional redundancy, contributes to minimizing rights-of-ways for other east-west streets and overall enhances connectivity through the area.

This street would bisect the expanded McCleary Park. It has been located to preserve a large contiguous park space

to accommodate active recreation. It also generally aligns with Centre Street in Villiers Island to create long views to the Inner Harbour/Promontory Park and to the Commissioners Incinerator's stack. Further exploration of this street through the expanded McCleary Park is needed during precinct planning and Phase 3 of the Environmental Assessment process. The street will regardless need to be designed integral to the park, and as a predominantly pedestrian street.

Conceptual Cross-section for the New East-West Street.



## Right-of-Way Widths

The major streets in the Port Lands will be more than just movement corridors. Conceptual cross-sections were developed for all streets as part of the TSMP to ensure sufficient space is allocated to accommodate the functional needs of each street, but also reflect that the streets will shape the experience of the Port Lands. They will provide unique places in which to linger and enjoy, some more so than others.

The right-of-way widths established for each major street are shown on Figure 55 and include the rights-of-ways established through the Lower Don Lands IMP, as revised. Figure 54 highlights how space within key major streets has been apportioned. Commissioners Street, the Broadview Extension, the Don Roadway, Carlaw Avenue and Cherry Street have wider

rights-of-way. This is in part due to the provision of dedicated streetcar service in some of the streets, but they have also been conceived to provide an exceptional public realm with wide pedestrian clearways, linear open spaces, bioswales, open channels and space to grow great trees. The streets also accommodate exceptional cycling amenity with the capability of accommodating multi-use pathways or raised, separated cycle tracks.

The rights-of-way widths also provide flexibility. As the streets progress from conceptual to detailed design, each street's design will be tailored for the particular needs and opportunities created by local context and existing and future uses and users. In all instances, however, the portion of the street allocated to auto traffic has, and will be, minimized.

Figure 54: Rights-of-Way Breakdown

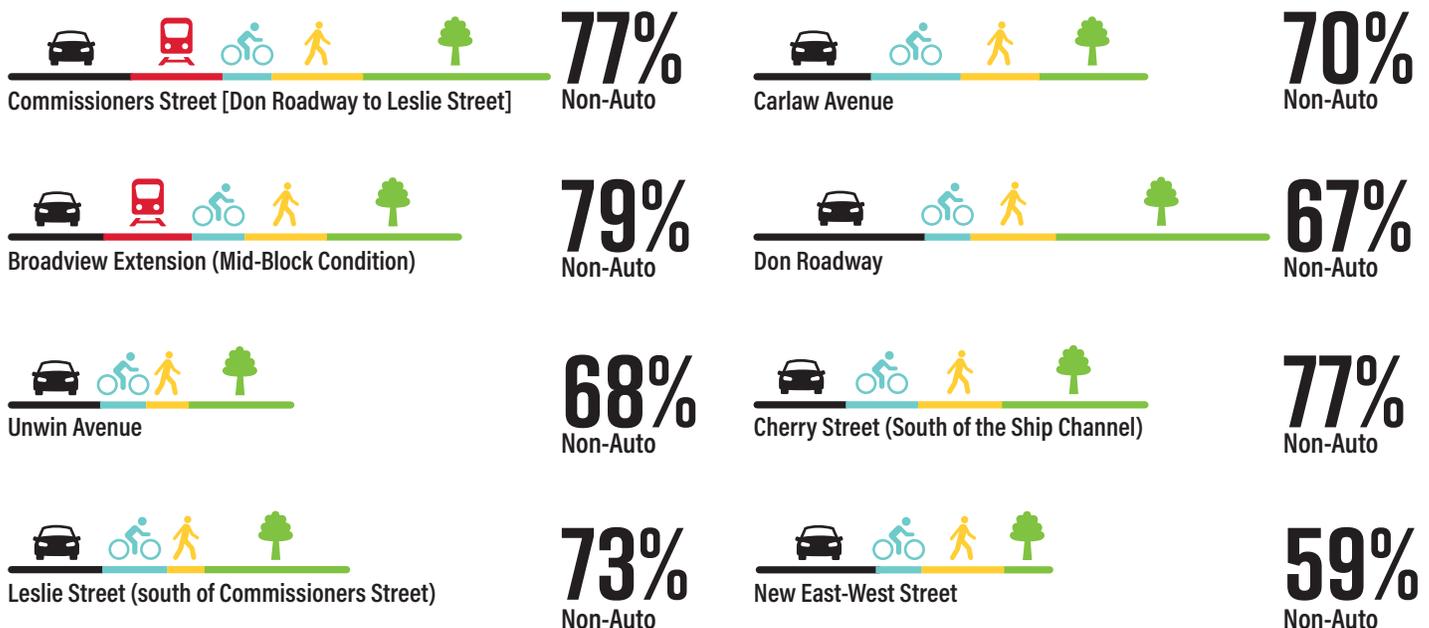
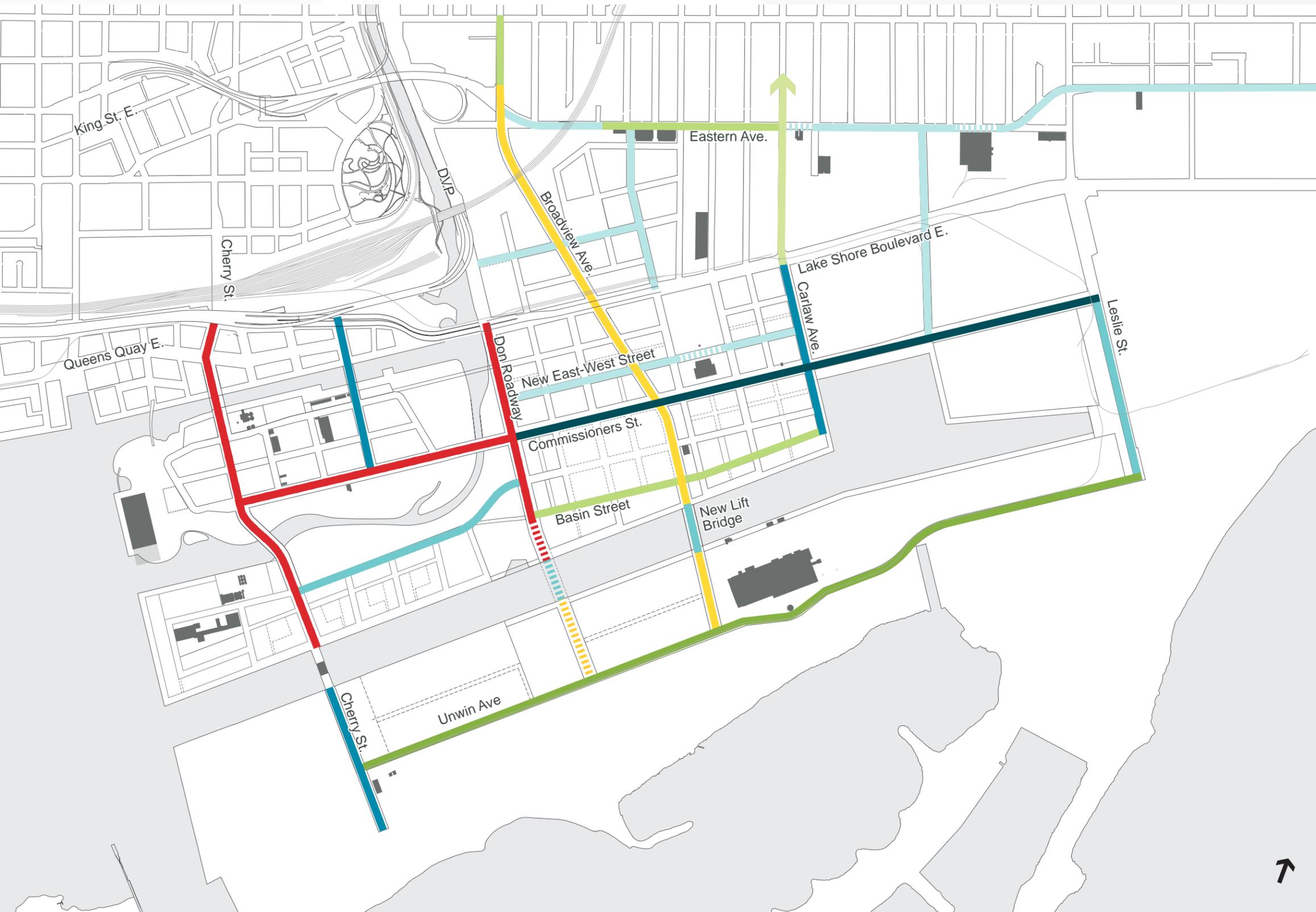


Figure 55: Right-of-Way Widths



- 18.5 metres
- 20 metres
- 21.8 metres
- 23 metres
- 26 metres
- 30-30.5 metres
- 35 metres
- 40 metres
- 42 metres



## Local Streets

Local streets are narrower streets that provide address, access and amenity for development and uses. They have lower design speeds and generally less vehicular volume. Their primary role is to provide access for buildings. A fine-grained network of local streets improves permeability in and through an area and assists in breaking up larger blocks into more compact, walkable blocks.

Local streets are conceptually shown on Figure 53. The precise location, alignment, design and number of public local streets within any particular district will be determined at the precinct planning stage or through the development review process.

Some districts will have a more fine-grained local street network than others depending on function and character of each individual district. The new mixed-use

communities will have a fine-grained network of streets with a more neighbourhood character. In other districts, such as the South Port district, fewer local streets will be required to enable large tracts of contiguous lands for port functions.

The local streets in the employment clusters should be designed to serve the needs and access requirements of trucks and production vehicles while maintaining a safe pedestrian environment. On-street, curbside freight loading spaces could also be provided, although generally, the preference is for loading to be integral to a site and building.

Local streets are also proposed to be used adjacent to portions of the Ship Channel. This will assist in animating the Ship Channel in all seasons and to provide variety along the two kilometre length of continuous water's edge promenade.

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## Shared Streets, Laneways and Mid-Block Connections

Shared streets are specially designed local streets where pedestrians, cyclists and motorists literally share the street. However, priority is given over to pedestrians and cyclists. The streets are narrow and there are generally no curbs that physically separate the sidewalks from the pavement. Typically, physical barriers and obstacles are used to signal to motorists that pedestrians come first.

The physical barriers and obstacles can include off-set landscaping and street furniture, but a café patio or

ad hoc on-street parking can perform equally as well. This in turn helps to reduce vehicular speeds and cars proceed more cautiously. Shared streets also typically use permeable and decorative pavers, rather than asphalt or concrete, which provides another visual cue that the street is meant to be shared.

Public life can spill out onto the street. Front entrances to buildings line the streets and they provide an intimate and human-scaled environment for pedestrians. They can be closed

temporarily to vehicular traffic and become pedestrian-only spaces for markets, performances and public events. In the Port Lands, a number of shared streets are proposed. Centre Street in Villiers Island, for instance, will be a central, pedestrian-oriented spine lined with mid-rise buildings, providing residents with a public space for socializing and strolling.

Laneways, on the other hand, primarily provide loading and servicing access for buildings. They are provided between buildings within a block, with

the working back sides of buildings fronting onto them. Laneways will be encouraged and pursued since they assist in minimizing curb cuts on other streets that disrupt the pedestrian realm. They are also often used as secondary or even tertiary pedestrian routes. As such, their design is equally important. Ensuring laneways are well lit with space for both vehicles and pedestrians is key. Like a shared street, permeable and decorative pavers can be used to improve the overall character and appearance of the laneway.



Film Friendly Local Street



Neighbourhood Local Street



Water's Edge Street



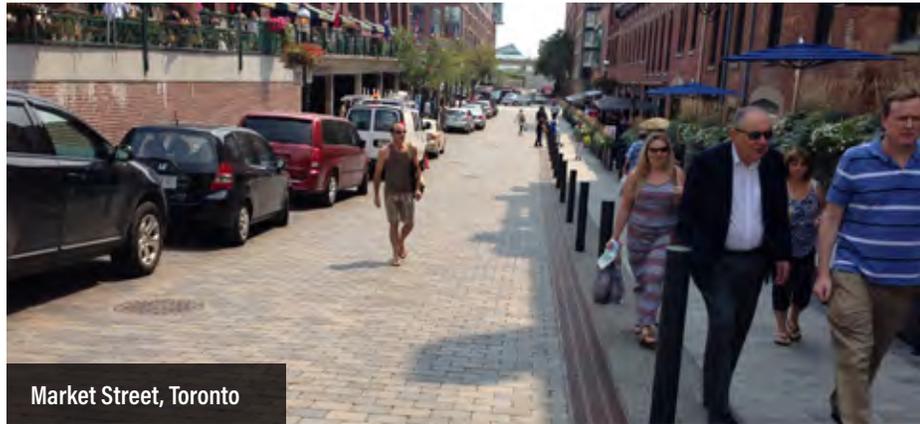
Artistic Rendering of a Laneway

There are special maintenance considerations for shared streets and laneways, particularly if they include permeable pavers. In the Port Lands, a common material palette for any pavers should be advanced to assist in minimizing maintenance and operational issues for the City. Consultation with City Divisions will be needed on their design to balance the objective of providing high-quality, pedestrian-friendly streets with operational and maintenance considerations.

Blocks will also be further subdivided by midblock connections. Conceptual locations are shown on Figure 53. These provide additional permeability in and through an area. The location of these will be further refined at precinct planning, subject to the following considerations:

- Strategically locating and positioning mid-block connections to work together to form a comprehensive network of linkages with the system of streets;
- Conceiving mid-block connections as part of an overall parks and open space system;
- Ensuring the connections are wide enough to also accommodate the installation of street furniture, lighting and identity features that reinforce the character of the particular district; and
- Ensuring activated building frontages along the edges of mid-block connections for informal surveillance and to provide another level of safety and comfort.

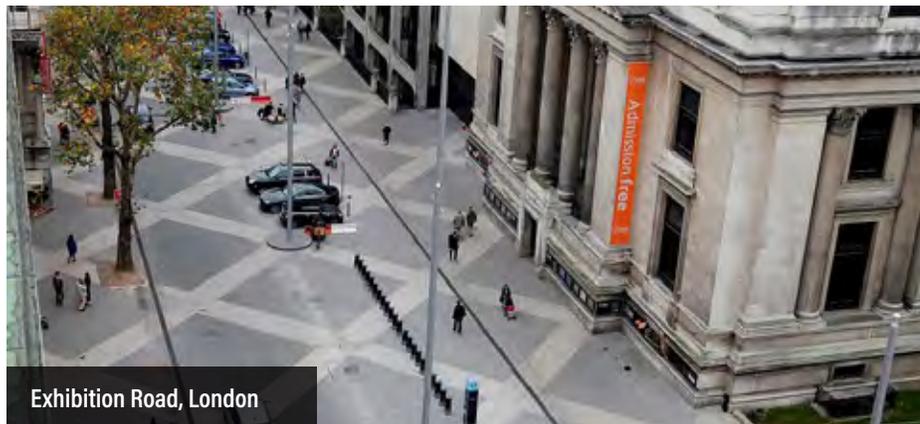
#### Examples of Shared Streets



Market Street, Toronto



Kaptensgatan - a Woonerf in Stockholm, Sweden



Exhibition Road, London



Shared Street, Binghamton

## 4.6.5 The Port Lands by Foot and Bike

The street network was developed with a pedestrian and cyclist first lens. All of the major streets will have wide, unobstructed pedestrian clearways that accommodate people of all ages and abilities. In no instance, should a pedestrian clearway be less than 2.1 metres. On shopping streets, at transit stops and high-streets the pedestrian clearway will be increased to accommodate higher pedestrian volumes. These streets should have a clearway of at least three to four metres.

The cycling network is shown on Figure 56. Priority is being given to raised, separated cycle tracks on major streets, and in particular on high traffic streets or streets that will continue

to support goods movement. These cycle tracks will assist in minimizing conflict between other modes, improve safety and foster a cycling culture.

The plan also identifies optional raised cycle tracks. It may not be practical in all instances to achieve the raised, separated cycle tracks on each street. A series of multi-use paths, trails and the water's edge promenades are also proposed. These will be located in major parks and open spaces such as the Don River and Greenway. The Martin Goodman Trail system will be improved in the Port Lands, particularly on new Cherry and Leslie Streets. Commissioners Street will also have a multi-use trail integrated within the wide landscaped stormwater feature.

### Examples of Raised, Separated Cycle Tracks



Bastille, Paris



London, England



Boulder, Colorado



Janskerkhof, Utrecht

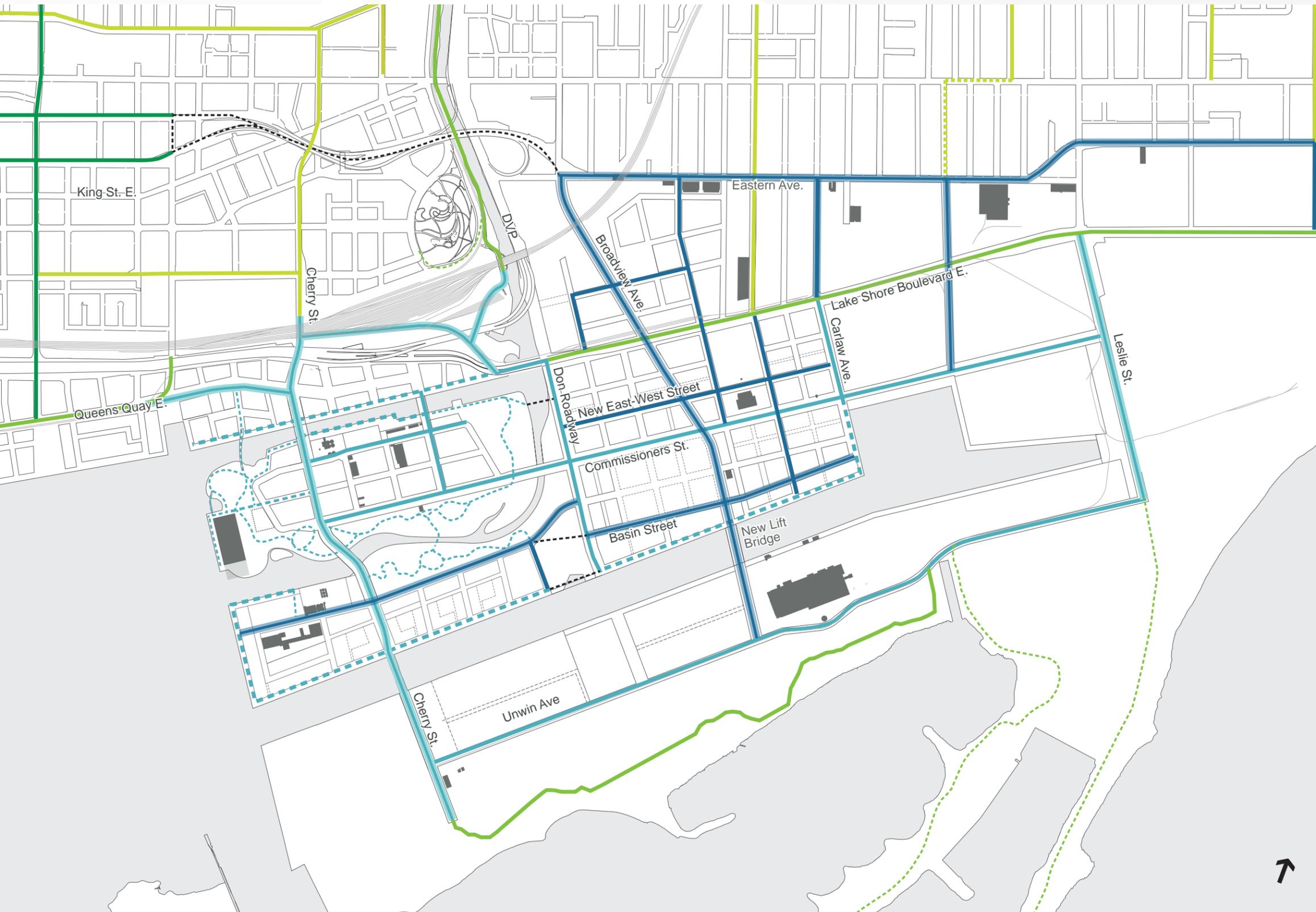


City Quay, Dublin



Cultural Trail, Indianapolis

Figure 56: Cycling Network



PROPOSED/PLANNED FACILITIES

- Priority Raised Cycle Track
- Optional Raised Cycle Track
- Multi-use Trail
- Improved/Realigned Existing Multi-use Trail
- - - Protected for Future Cycling/  
Pedestrian Connection

PROPOSED SCENIC MULTI-USE FACILITIES

- - - Water's Edge Promenade
- . . . . . Trail

EXISTING FACILITIES

- Cycle Track
- Lanes / Sharrows
- Multi-use Trail
- - - Trail



## 4.6.6 The Port Lands by Transit

Transit service is currently limited in the Port Lands to a surface bus route on Carlaw Avenue and along Commissioners Street, with seasonal service to Cherry Beach. **“Feeling Congested?”** reviewed and prioritized transit investment needs in the city. A continuous waterfront transit network, extending from Long Branch in the west and through the Port Lands to Woodbine Avenue, was identified as a priority route to be explored and advanced. Waterfront Transit Reset is currently exploring the full route, using the network established in the Port Lands.

Consistent with the Central Waterfront Secondary Plan, the success of the Port Lands transformation can only be realized with the provision of dedicated higher-order surface transit routes along major streets, supported by improved and expanded bus routes to service employment, port and key destinations. The transit network envisioned for the Port Lands is identified on Figure 57. New streetcar routes will operate in exclusive rights-of-ways on existing and new streets to ensure efficient transit movement. The provision of dedicated streetcar service on Cherry Street and Commissioners Street, connecting to Leslie Street, will also complete the waterfront-wide transit network.

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### Cherry Street Transit

Cherry Street will carry on its role as the primary north-south link within the western Port Lands. In time the service will be extended to the Ship Channel. Streetcar service will mirror the dedicated streetcar established through the West Don Lands, offsetting the dedicated right-of-way on the east side of the street.



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### Commissioners Street Transit

The design of the dedicated streetcar lanes on Commissioners Street requires further attention in later design stages. From a strictly operational perspective, dedicated transit service in the centre of a street is preferred. The Lower Don Lands IMP offset the transit service to the south side of the street, adjacent to the naturalized river valley, where it will

have limited interruptions. The location of the transit east of the Don Roadway requires further assessment. Objectives for the location of the service will need to ensure:

- The provision of a wide, stormwater feature integrated as part of an overall public realm concept;

- The optimal configuration for pedestrians and cyclists from Cherry Street to Leslie Street;
- Appropriate conservation of cultural heritage landscapes;
- Reconciliation of existing accesses for sites and buildings to remain along Commissioners Street;
- Recognition of constraints along the length of Commissioners Street, which in some instances may limit the ability to take right-of-way widenings;
- Undergrounding of hydro transmission wires as a prerequisite given the conflicts between the transmission wires and overhead traction wires needed for streetcar service; and
- Recognition of major municipal servicing located under the Commissioners Street right-of-way that will continue to service external areas north of the Port Lands.

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## Broadview Extension Transit

Broadview Avenue north of Queen Street currently provides streetcar service to the Broadview Subway Station and into downtown. The Broadview extension will create a new transit line and city spine through the Unilever Precinct and into the Port Lands.

The extension maximizes transit access by centrally locating the extension across multiple districts – the Unilever Precinct, the McCleary District and the Port Lands. It will also connect multiple destinations along its route, from the Broadview Subway Station, to Riverdale Park, to McCleary Park and Community Hub, and terminating at the Hearn.

The provision of the dedicated streetcar service is anticipated to occur incrementally. Initially, dedicated transit will be advanced from Eastern Avenue to Commissioners Street. In time, streetcar service can be extended further south across the Ship Channel. The necessary right-of-way width to accommodate dedicated transit south of Commissioners Street will be protected for. The new lift bridge across the Ship Channel will also be future-proofed to enable dedicated transit, particularly given the significant investment required for new lift bridges.

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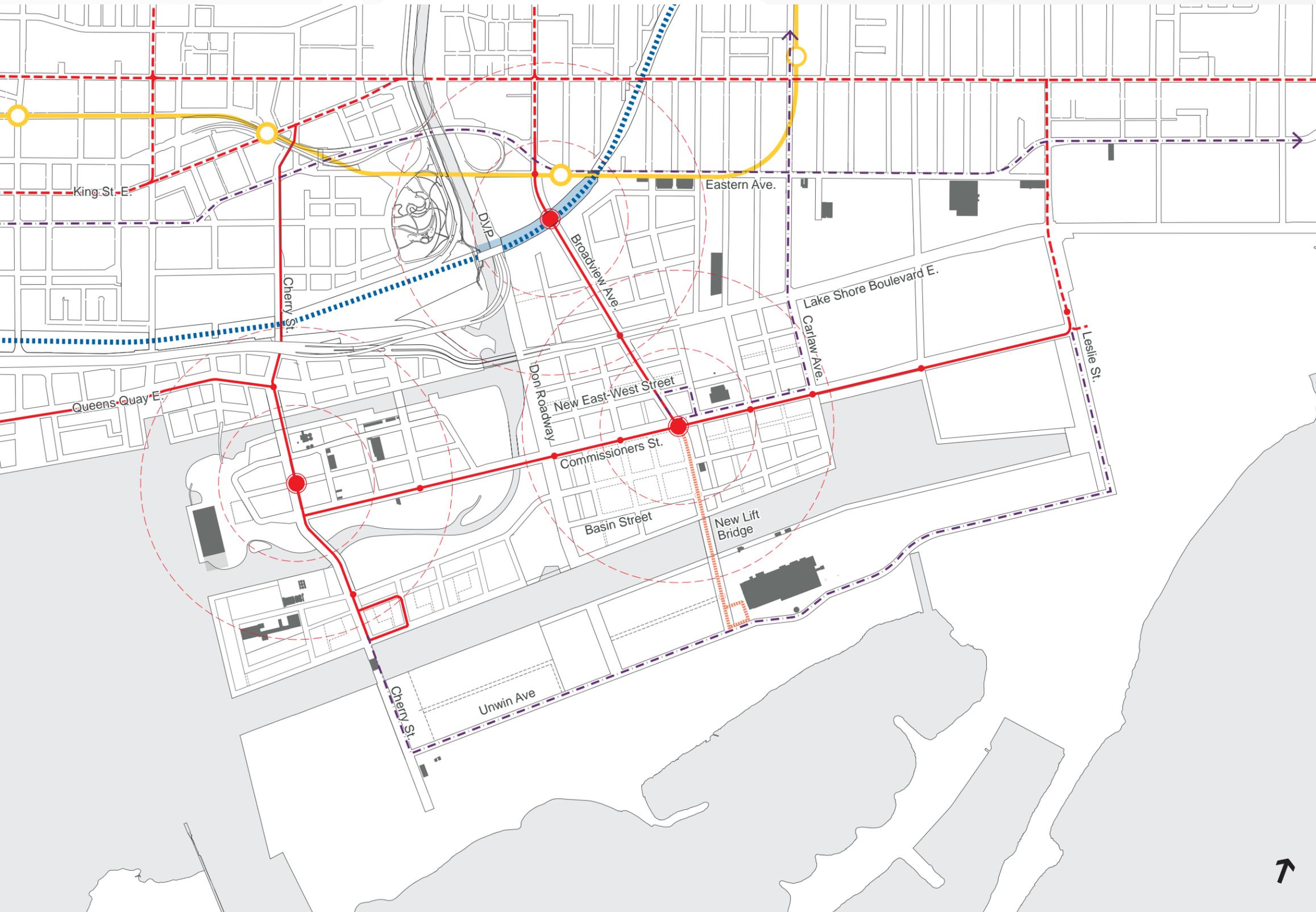
## Bus Service

Streetcar service in dedicated rights-of ways will support considerable residential and employment intensification for portions of the Port Lands. Bus service along key routes, such as the 72 Pape, will continue to

provide transit service into and from the Port Lands.

Lands south of the Ship Channel that will continue to be used for port and industrial purposes do not warrant

Figure 57: Transit Network



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



streetcars in dedicated rights-of-way. When the Central Waterfront Secondary Plan was originally adopted by Council in 2003, it had been assumed that these lands would likewise be transformed into new live-work communities. The Land Use Direction of this Framework, confirms the need to maintain these lands for port and industrial purposes for the foreseeable future. Improving transit

access for these lands and for the recreational uses to the south, as well as to provide transit service to the Hearn to support this buildings transformation into a major new regional destination, is an important objective of this Framework. Bus service is envisioned along Unwin Avenue that could connect north along Cherry Street and Leslie Street.

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## Transit Hubs

A transit hub in the Port Lands context occurs where there is a convergence of different transit routes and types of service. These hubs would provide seamless access between different routes and are strategically located in proximity to major trip generators. These Transit Hubs will be designed as an integral component of the public realm. Two

transit hubs are identified. The first in Villiers Island at Cherry Street and Centre Street where there is the potential for both bus and streetcar service. The second hub is located at the Broadview extension and Commissioners Street where two streetcar routes converge, along with the continued bus service on Carlaw Avenue.

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## Future Transit Expansion

Through the development of the Framework, the City advanced broader transit system planning. A preferred alignment for the Relief Line Subway was adopted by City Council, which places a station at Broadview and Eastern Avenue, and at Carlaw Avenue and Eastern Avenue.

With the implementation of the Relief Line, there may be the desire to further extend and create new streetcar routes that connect into the Port Lands, such as along Carlaw

Avenue. These will need to be studied in more detail through separate processes, while ensuring that key objectives for Carlaw Avenue and the provision of a wide pedestrian promenade into the Port Lands and along the Turning Basin are still accommodated. Major land use changes south of the Ship Channel would also necessitate revisiting the right-of-way width of Unwin Avenue and would need to be addressed through comprehensive, integrated planning.

## 4.6.7 Bridges

Bridges will be important elements of the overall transportation system, providing connection across the Port Lands' many utilitarian and naturalized waterways. Currently, there are few bridge crossings across the existing waterways and additional connections are required. Additional

bridges will also be needed as part of the renaturalization of the mouth of the Don. Three types of bridges – pedestrian/cycling bridges, fixed bridges and lift bridges – have been identified and locations for the planned crossings are shown on Figure 58.



Bicycle bridge in Denmark

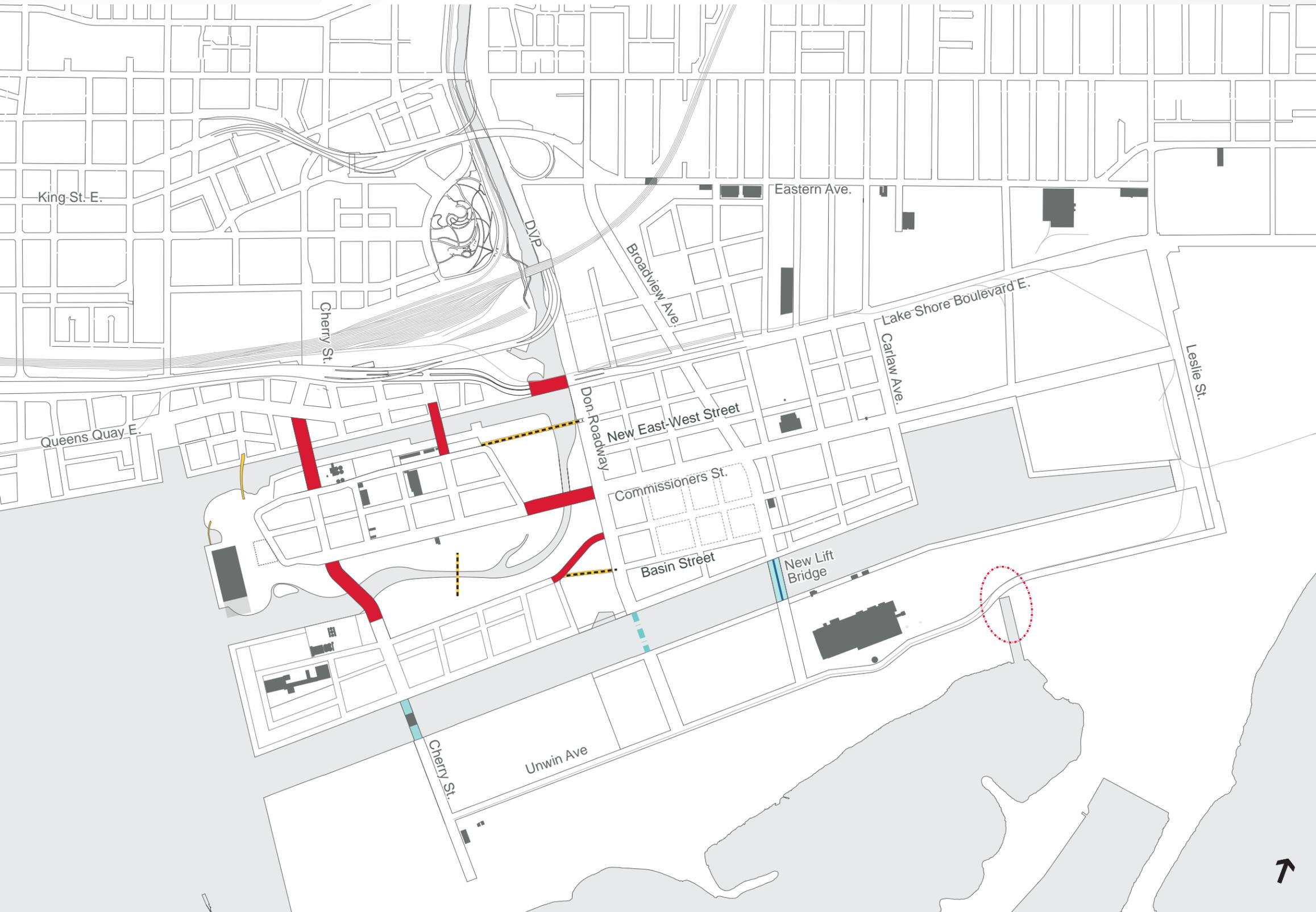
### Pedestrian/Cycling Bridges

The Trinity Street bridge is proposed as a pedestrian/bicycle bridge and will be the primary crossing point of the Martin Goodman Trail into Promontory Park. The result will be a pedestrian corridor, providing a key connection between the Distillery District and the Promontory Park.

With the realignment of Munitions Street, there is no further need for additional pedestrian/cycling crosses across the Keating Channel. The Trinity Street bridge, combined with the fixed bridges across the Ship Channel, and the Don Roadway, provide good porosity with equally spaced crossings – 350 and 400 metres – across the Channel.

Increased connectivity between different districts in the Port Lands is desirable. Providing additional crossings when, and if, funding becomes available will reduce the potential for districts to feel isolated. Crossings will be protected for at Villiers Street, connecting Villiers Island with the McCleary District, at the Basin Street extension, and across the naturalized river valley connecting South River and Villiers Island.

Figure 58: 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



## Fixed Bridges

There are five new fixed bridges proposed in the Port Lands. The bridges will reflect appropriate levels of utility and design excellence to complement the unique characteristics and qualities of the accompanying river and park system. Space will be provided to accommodate dedicated higher order transit lanes on Cherry Street and Commissioners Street and within the new bridge across the river at Cherry Street.

The relocated bridge at Cherry Street across the Keating Channel will be a key multi-modal gateway entrance into the Port Lands. The height of the new fixed-bridge will also enable small watercraft to enter into the Channel. This bridge, along with the new bridge across the river at Cherry Street, consists of two superstructures accommodating vehicular traffic on one structure and transit and cyclists on the other.

Munitions Street will provide a secondary vehicular access point across the Keating Channel, but also, pedestrian and cycling connections. The Munitions Street bridge will have wide sidewalks and accommodate two lanes for vehicular traffic. All Keating Channel crossings must satisfy flood conveyance and navigational requirements as described in the DMNP EA.

New fixed bridges will also be constructed across the river valley and Don Greenway at two key points:

- Along Commissioners Street across the river valley/Don Greenway; and
- Along the Basin Street extension to the north of the planned high-quality wetlands.

A new bridge may be required as part of the realignment of Unwin Avenue across the Circulating Channel south of the Ship Channel. Currently, Unwin Avenue in this area has hard, 90 degree jogs and a one-lane bailey bridge that crosses the Channel. Conceptual alignments for Unwin Avenue were explored as part of the TSMP and more detailed exploration will occur at Phase 3 of the Municipal Class EA. In particular, a sub-surface utility exploration and life cycle cost analysis needs to be undertaken for three potential options:

- Realign the street to the north of the Circulating Channel which would require relocating existing natural gas infrastructure;
- Fill a portion of the Circulating Channel and locate the street just south of the existing natural gas infrastructure. This option would require reconfiguring the existing outlet from the Port Lands Energy Centre; and
- Construct a new two-lane fixed bridge across the Channel.

## Lift Bridges

The Port Lands is Toronto's only working port with the Ship Channel and slips acting as major goods movement corridors. Currently, there are only two ways to get across the Ship Channel - along Cherry Street with the historic Strauss Trunion Bascule Bridge that needs repairs and via Leslie Street. These existing connections are close to three kilometres apart, and additional connectivity across the Ship Channel is needed.

The Broadview extension, located mid point south of the Ship Channel will provide this additional connectivity while maintaining large, continuous

tracts of land for port purposes. An additional connection will be protected for at the Don Roadway with approximately 450 metres spacing between the bridges for vessel navigation.

Through discussions with Ports Toronto and initial evaluation of different types of bridges, it has been determined that any new bridge is required to be a lift bridge. Each lift bridge will be a place unto itself, providing a distinct character and architectural expression that will signify that the Ship Channel is still a working port and contribute to the identity of the Port Lands.

### Examples of Modern Lift Bridges



Valencia Bascule Bridge



Johnson Street Bridge, Victoria



Bascule Bridge, Netherlands



Gateshead Millennium Bridge

## 4.6.8 Water Transportation

The waterways in the Port Lands are a valuable resource with tremendous potential. While the Ship Channel will continue to be used for shipping, it can also act as a new east-west transportation corridor. The Keating Channel can also be capitalized on for a variety of water-based transportation.

One of the objectives of the overall transportation plan for the waterfront is to include the potential for water taxi and/or ferry service links between the Port Lands and other waterfront destinations and Toronto's downtown.

Map D of the Central Waterfront Secondary Plan identifies potential water routes to and into the Port Lands. With the final configuration of the river and maintenance of the

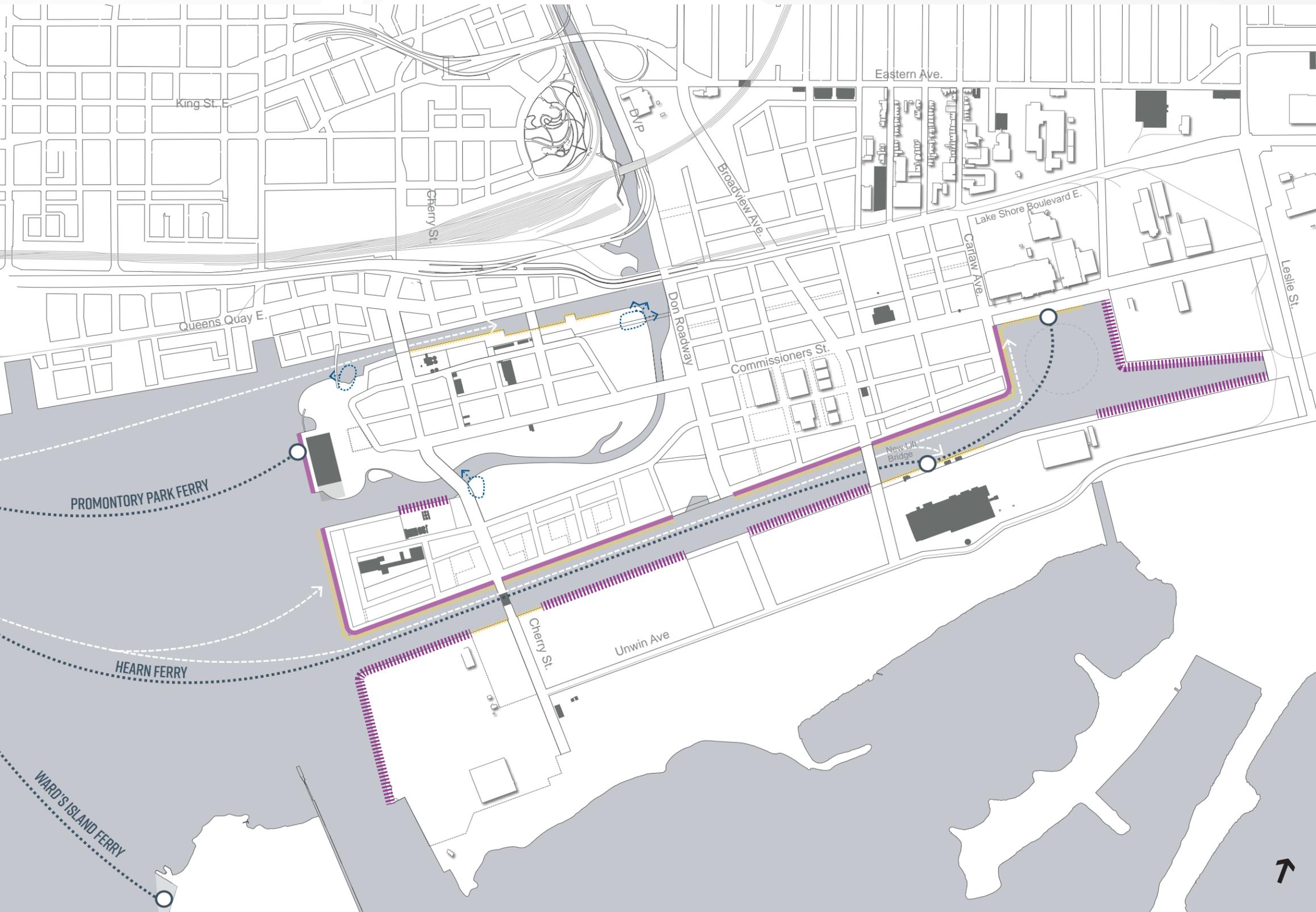
Keating Channel, water routes have been updated and are shown in Figure 59. Additionally, water taxis could provide additional value to the overall transportation network. The potential for water transit should also be considered as part of a further, more detailed study, to achieve the aspirational travel mode targets.

An equally important consideration from a water transportation perspective is the role the Ship Channel will continue to play in shipping. Figure 59 also identifies active dockwalls that will continue to be used for port purposes. In total, approximately 3,000 metres of dockwall will be preserved for port purposes. Additional dockwall area will still have opportunity for mooring and laying-up ships.



Ferries docked at the Ferry Terminal

Figure 59: Water Transport



RECREATIONAL SHIPS/BOATS

Small Ships

Recreational Boat Launch

COMMERCIAL SHIPS

Water Taxis

Ferries

MARITIME TRANSPORT

Working Ships

Laid Up Ships



## 4.6.9 Goods Movement

A number of the existing streets in the Port Lands currently accommodate large volumes of truck traffic. Commissioners Street is currently identified as a major truck route through the Port Lands. Cherry Street and the Don Roadway provide direct and convenient access to Lake Shore Boulevard, the DVP and the Gardiner. Carlaw Avenue and Leslie Street are also frequently used to access the East Port area, and for trucks destined to the Spit where construction rubble continues to be deposited. Continuing to accommodate goods movement is key to the overall transportation system and will ensure operations remain viable such that they can continue to provide the necessary products to build and maintain the city.

Discussions with port and industrial operators occurred throughout the development of this Framework. Site visits were also conducted of some of the operations, including Lafarge's Polson Street operation and Windsor Salt south of the Ship Channel. Some of the key considerations that emerged through these discussions and visits included:

- Unwin Avenue is often used for staging of trucks accessing the salt operations south of the Ship Channel during busy winter months. A service road or on-street parking on Unwin Avenue would be a benefit;
- Trucks are big and obtrusive vehicles. On key routes, lane widths need to be sufficiently wide to accommodate trucks. The City's lane width guidelines identify a minimum of 3.5 metres for lanes on major truck routes;
- Safety considerations associated with pedestrian and cyclists are paramount; and
- Continued access to origins and destinations is needed.

These have been taken into consideration in the development of the overall transportation system for the Port Lands. Safety considerations for pedestrian and cyclists have also been accounted for through the use of priority raised cycle tracks on key routes, as well as the introduction of sidewalks on all streets.

## Dedicated Truck Routes

Based on experience elsewhere in the city where main transportation routes to industrial areas are located through residential areas, truck noise is often cited as one of the most immediate and consistent concerns relating to industrial operations. A nearby example is the South of Eastern area. Through the consultation with residents living within close proximity of the South of Eastern area, truck traffic along Eastern Avenue was cited as a concern.

This is also common in other jurisdictions where port uses are in close proximity to residential uses. As part of the development of the original 2014 Land Use Direction, it was recommended that dedicated truck routes be further explored. The genesis of this idea was in part informed by Official Plan policy directions, and also the East Bay precinct in Sydney, Australia. This area is a major and important port operation for Sydney.

The development of a longer-term plan for this area included the need to identify dedicated truck routes. These were seen to not only benefit nearby residential uses, but also work to provide reliable goods movement routes for port and industrial operations.

Initial discussion with port and industrial operations identified that additional travel time could be considered subject to trucks routes providing reliability and redundancy. High-level transportation modelling was undertaken to assess the additional travel time that could be expected if a dedicated truck route that bypassed future residential areas was introduced. Needless to say, travel times increased, but were within a reasonable amount of delay. While this modelling was useful, additional more detailed analysis and consultation with port and industrial operators is needed to fully establish dedicated routes.



## 4.6.10 Right-Sizing and Adaptable Parking

Right-sizing parking is about striking a balance between parking supply and demand. It is well documented that over-building parking leads to increased automobile ownership, vehicle kilometres traveled, congestion and increased development costs. Further, in the Port Lands, more judicious use of lands is needed. Vast expanses of surface parking are counter to achieving more compact

urban development and negatively impact the public realm. With the aspirational travel mode targets, the long-term vision for the Port Lands is to significantly reduce the reliance on personal vehicles. Parking provided in the near medium-terms may not be needed in the fulsome of time. As such, adaptability of parking structures to accommodate other uses in the future is also key.

Examples of Surface Parking Lots and Structured Parking



Los Angeles Design Centre Multi-functional parking area



Surface parking area

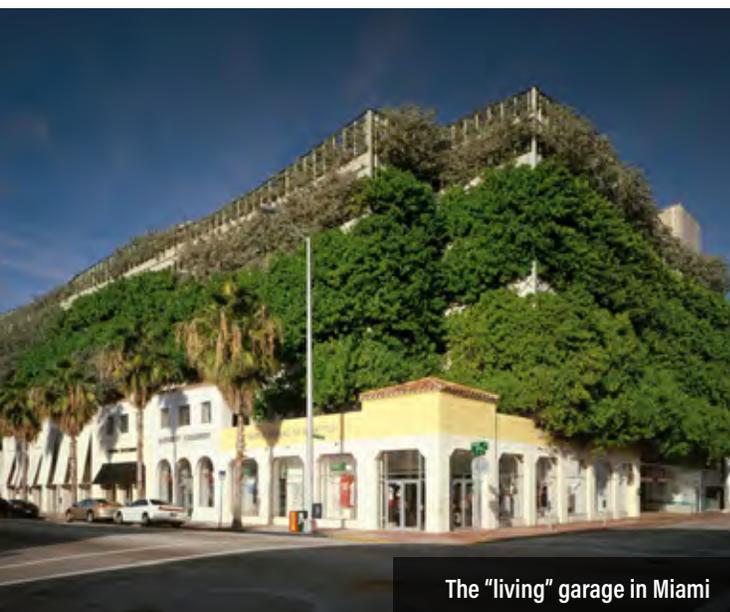
The precise parking provisions needed, and innovative approaches for parking for any precinct or development proposal, will need to be further explored during precinct planning and development review.

Some potential strategies include the elimination of minimum off-street parking requirements and the identification of maximum requirements instead. In transit intensive areas, or where expected residents would not need cars, such as in a seniors' development, parking requirements could be removed entirely. Other strategies could include more efficient methods of providing parking such as mechanical parking lifts. Reductions in parking provisions could also have additional benefit by reducing costs for developers and users, enabling the ability to secure additional community benefits such as contributions towards transit or affordable housing.

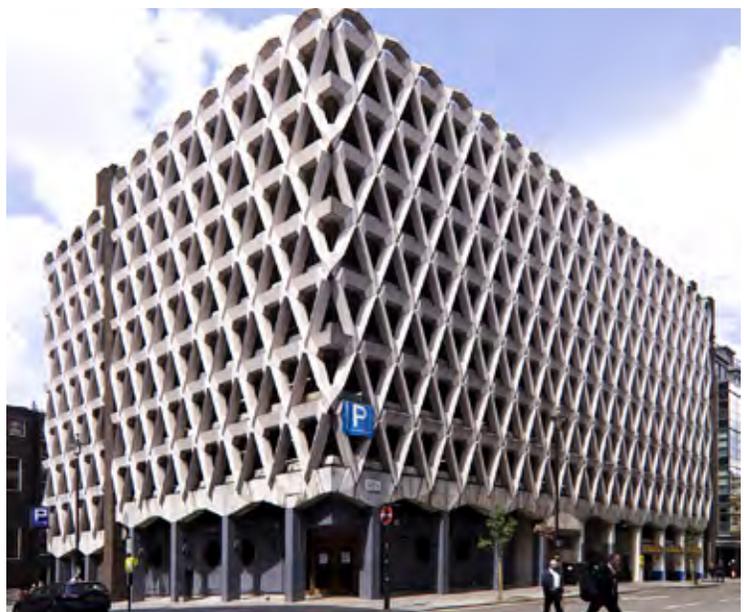
At-grade parking lots, if provided, should be an interim use, designed

to be flexible and multi-functional spaces, providing opportunities for animation and vibrancy including public markets, pop-ups, event spaces and other temporary uses. Shared multi-story parking facilities will be encouraged. Any multi-storeyed parking structures will need to be wrapped with active uses at grade. Additionally, these parking structures should be designed for adaptive re-use.

On-street parking will be accommodated within most streets. On local streets, on-street parking could accommodate visitor parking. On major streets, and in particular high retail streets, on-street parking spaces should be restricted to favour short-term shoppers, visitors and, to a limited extent, loading. On-street parking should also prioritize zero-emission and car-share vehicles by providing dedicated space for these, as well as dedicated spaces for the staging of production vehicles in **PIC** areas of the Port Lands.



The "living" garage in Miami



## 4.6.11 Recommendations

Removing barriers and making connections is a core principle of the Central Waterfront Secondary Plan. For the Port Lands, a robust and resilient transportation system has been identified which elevates active transportation as primary means for getting around. The recommendations below reflect the directions and identifies areas requiring further exploration and consultation.

### STREET NETWORK



The following complete street principles will inform the design of streets in the Port Lands, recognizing that different streets will have different purposes, constraints and character. The overall objective is to create a well-functioning street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities:

- Transit will be prioritized, where appropriate, with an emphasis on dedicated transit right-of-ways on key major streets as shown on Figure 57;
- Lane widths will be minimized in consideration of the role and function of an individual street to assist in making streets safer and more pedestrian friendly;
- Raised, physically separated cycle tracks and multi-use pathways will be prioritized on key major streets identified on Figure 56 to create a well-connected, robust and safe cycling network. Raised, separated cycle tracks will be encouraged on all other major streets;
- Wide sidewalks with unobstructed, accessible pedestrian clearways will be provided to encourage walking and contribute to the overall public realm vibrancy of the Port Lands;
- Goods movement will be accommodated to ensure the continued economic vitality of industry. Critical goods movement corridors will be identified and designed with suitable conditions for truck access balanced with other complete street objectives;
- Stormwater and green infrastructure will be integrated in street design to improve air quality, provide habitat corridors and add visual interest;
- Permeable surfaces for roadways and sidewalks will be encouraged and pursued, where possible, to reduce flooding, preserve capacity in storm drains and sewers and add visual interest;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



- Street trees and understorey plantings will be provided on all streets with adequate room to grow and suitable soil conditions/techniques;
- Pedestrian and cycling amenities will be provided on all streets, including, but not limited to, bike parking infrastructure, street furniture, pedestrian scaled lighting, weather protection, waste management infrastructure and public art;
- Place-making features, such as, but not limited to, public art, cultural heritage landscapes and sustainability features, will be incorporated in street design to contribute to the character of the area.



New and/or improved segments of the public street network as identified on Figure 53 will be provided to support development and maintain the functional integrity of the transportation system.



The section of street that extends through the extended McCleary Park will be further reviewed during precinct planning and/or during Phases 3 and 4 of the Municipal Class EA process. The design of the street will be integrated into the overall design of the park and prioritize pedestrians.



A potential future extension of the Don Roadway across the Ship Channel to Unwin Avenue will be protected for. Buildings and/or permanent structures will not be permitted to be located where the public street would be located.



A fine grain of local public streets will be required in **Mixed-use Residential** areas to provide address, access and amenity for development. In **PIC Mixed-Use** areas, development will be located and sited to enable the long-term objective of achieving a fine-grained network of local public streets. In other districts, a network of local public streets will be secured as appropriate, and in consideration of land use.



The location, alignment and design of local public streets within a particular district will be determined at the precinct planning stage or during development review where precinct planning does not apply. Considerations for the location and alignment of local public streets will include:

- Alignment with streets in other districts to enhance visual connections and facilitate future physical connections between districts;
- Reinforcement of visual connections between the city and the water, and to provide visual connections of important natural or human-made features; and
- Avoidance of block lengths greater than 150m. Where a block exceeds a length of 150 metres, development will be sited and configured to enable permeability and porosity through the block.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Shared local public streets are specially designed streets where pedestrians, cyclists and motorists share the street. They will be provided in key locations and identified during precinct planning.



Laneways will be provided as appropriate for loading and servicing access for buildings, and to serve as secondary pedestrian and cycling routes. Locations for laneways will be determined during precinct planning or during development review. They will be well lit and will be designed to accommodate both vehicles and pedestrians/cyclists.



The use of permeable materials and the design of shared streets and laneways will ensure a balance between the objective of providing high-quality, pedestrian-friendly, sustainable streets and operational and maintenance considerations.



Streets will be public streets, and owned and maintained by the City. Land conveyed to the City for public streets will be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements.

## TRANSIT



Cherry Street (New), Commissioners Street and Broadview Avenue will have dedicated public transit right-of-ways.



The precise location of a dedicated transit right-of-way within the streets will be determined through the completion of the Environmental Assessment process and identification of a preferred design.



The expansion of bus service within portions of the Port Lands will be encouraged to provide enhanced transit access for employment uses, future destinations and recreational amenity.



Transit hubs will be provided where transit routes converge. These hubs will have a pedestrian friendly design and will be integrated with streetscaping and/or plaza design.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

### PEDESTRIANS AND CYCLISTS



A well-connected network of on- and off-street cycling routes will be provided for in accordance with Figure 56. The location and design of these routes and facilities may be further refined at the precinct planning stage or detailed design without the need to amend the Official Plan.



Publicly accessible mid-block connections will supplement the network of streets in the Port Lands. Mid-block connections will:

- Be positioned to form a comprehensive network of linkages with the system of streets;
- Complete pedestrian and cycling linkages;
- Be conceived as part of an overall parks and open space system;
- Be wide enough to accommodate the installation of street furniture, lighting and identity features that reinforce the character of the particular district; and
- Have activated building frontages along the edges for informal surveillance.



Additional pedestrian and cycling bridges across the Don Greenway and the Keating Channel will be protected for as shown on Figure 58 with further assessment to be undertaken to ensure no impacts to flood conveyance or high-quality wetlands.

### GOODS MOVEMENT



Accommodating goods movement in and through the area is required, while ensuring that potential conflicts associated with the mix of **Port** and **Industrial** uses and new mixed-use communities are minimized. Dedicated truck routes that enable convenient and reliable routes for the movement of goods in and through the area will be determined as part of a Port Lands wide Truck Management Strategy in consultation with the Toronto Port Authority, industrial operators and port users.



In **PIC, Light Industrial and Productions, Port** and **Industrial** areas, the design of streets will serve the needs and access requirements and the staging of trucks balanced with maintaining a safe pedestrian environment and minimizing rights-of-way widths and corner radii.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

## PARKING AND LOADING



Parking policies and standards developed at precinct planning, through a comprehensive zoning review, or during development review where appropriate, will improve the quality of districts, and strive to reduce congestion and private vehicle trips by encouraging travel by non-auto modes.



Maximum parking standards are to be developed and introduced for all uses permitted in the Port Lands. Minimum parking standards, if provided, will support achievement of shifts to transit and active transportation as primary means of moving in and through the area.



Parking arrangements that make efficient use of space will be encouraged and pursued in all developments, particularly where cars will not be used on a daily basis.



On-street parking will be managed to:

- More efficiently use street parking space and increase turnover and parking availability supporting access to parks and open spaces;
- Provide an adequate amount of short-term, on-street curbside freight loading spaces; and
- Accommodate goods movement, where appropriate, and the staging of production vehicles, particularly in PIC and Light Industrial and Productions districts; and
- Ensure that the movement of trucks can be made safely and efficiently at, or near, intersections or when maneuvering in or out of driveways from adjacent land uses balanced with minimizing curb radii.



Opportunities to provide shared transportation options, such as car-pooling and car-sharing, will be encouraged.



At grade parking lots will generally be prohibited. Parking, to the extent possible, will be accommodated in below-grade parking structures, parking structures internalized within a development, or shared multi-storey parking structures. . Interim at-grade surface parking to temporarily support nearby uses may be permitted. Where consideration is given to at-grade parking, the parking area will:

- Not be located between a building and major public street;
- Be designed as an extension of the public realm; and
- Incorporate sustainable design features.





Structured parking will efficiently use space, have a high-quality design, be faced with active uses at grade on major streets and Priority and Secondary Retail Streets and Frontages. They will be designed to enable adaptive re-use through the provision of a minimum floor to ceiling height of 3.0 metres and flat, level surfaces.



Parking, servicing and loading facilities will be located to:

- Minimize their visual and functional impact on street edges, on surrounding properties, open spaces and pedestrian routes; and
- Located in the interior of development blocks and accessed from laneways or local public streets. Generally, access will not be taken from major public streets identified on Figure 53. Where this is not possible, accesses to sites will be consolidated to minimize interruptions to the public realm.



Complete the Environmental Assessment process, as required, for the major streets identified on Figure 53. Street segments are to be addressed comprehensively. Piecemealing of the Environmental Assessment process for smaller segments of streets is not desirable. The completion of the Environmental Assessment process will be as follows:

- Commissioners Street as a Schedule C project from the Don Roadway to Leslie Street, including coordination with the design for Commissioners Street west of the Don Roadway;
- Broadview Avenue as a Schedule C project from Queen Street to Unwin Avenue;
- Unwin Avenue from Cherry Street to Leslie Street as a Schedule C project; and
- Carlaw Avenue, new East-West Street north of Commissioners Street, Basin Extension and the Caroline Extension as Schedule C projects and completed during precinct planning as an integrated process or as part of a Plan of Subdivision application.



A comprehensive review of goods movement corridors is required following adoption of the Port Lands Planning Framework. This review will include at a minimum:

- Undertaking cordon counts of existing truck traffic to better establish origins and destinations and numbers of trucks coming and going from the Port Lands throughout the day and at key times of the year;
- Refining projections for future heavy truck at all times of the day and taking into consideration the potential for intensification of existing operations and the establishment of new industries;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Identifying options for truck routes that would provide redundancy in the network, and potential strategies should a route need to be closed for routine maintenance;
- Completing additional noise testing, as appropriate, to assess and evaluate different dedicated truck routes and impacts on sensitive uses; and
- Developing an overall truck management strategy in partnership with port and industrial users.



Investigate the location of potential water-based transportation stops within the Port Lands, including potential facilities that support ferry, water-taxi and/or human-powered recreational watercraft.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Artistic rendering of the River at the Cherry Street crossing



## 4.7

# BUILT FORM DIRECTION

Built form in the Port Lands will exhibit dynamic variety with inherent contrasts reflecting the land use mix and the area's resilient urban structure. It will be both high and low, dense and open. New development will frame and define the public realm to create a legible city fabric between the network of blue and green open spaces. It will reinforce unique local identities for each district by capitalizing on the Port Lands' landscape and historic character.

Design guidance for both buildings and site layout is provided. The guidance clarifies the core principles and policy direction in the Central Waterfront Secondary Plan (CWSP), and will ensure an attractive, interesting and high quality public realm. The guidance recognizes the Port Lands' context and its unique attributes. The built form direction and design guidance results from:

- An inventory and evaluation of the Port Lands exceptional features;
- Development of initial built form considerations consistent with the vision and consultation with the public and stakeholders;
- View corridor analysis and high-level built form testing and analysis;
- Detailed built form modeling and testing for Villiers Island;
- The completion of the Noise and Air Quality Feasibility Study; and
- Aligning the design guidance with other objectives of the Framework, such as ensuring abundant biodiversity and sustainability.

The CWSP currently provides high-level built form direction for the Central Waterfront, but also specifically for the Port Lands. Development should be low to moderate scale and result in comfortable conditions for people on streets, plazas and other parts of the public realm in all seasons of the year. Particular care is to be taken when designing development at the water's edge. For the Port Lands, the CWSP identifies that the area will generally be developed at a medium scale with some lower elements and higher buildings in appropriate locations.

The CWSP provides no specific direction for where higher buildings should be located, or the heights of buildings. Further, the direction to locate low to moderately scaled buildings at the water's edge requires reconsideration in some areas in light of the final configuration of the naturalized river mouth. The CWSP initially located the naturalized mouth of the Don River at the Keating Channel. The final plan for the Don River maintains the Keating Channel and locates the river valley through the heart of the Lower Don Lands. This introduces a number of additional water side edges in the Port Lands and necessitated rethinking where different building typologies should be located.

Design guidance is also required to address the diversity of land uses proposed, and the numerous and varied character defining elements. While the CWSP always anticipated a range of different land uses, there is little direction for the scale and heights of buildings, or other built form considerations, associated with the range of land uses envisioned.

The buildings and associated landscapes anticipated across the Port Lands need to respond to the diversity of land uses proposed, but always with consideration for the resulting impact on the public realm and the identity of the Port Lands. In this way, the best of its current attributes will be preserved, and the area will remain forever distinct from the rest of the city while its districts develop their own vibrant characters. In all instances, the design guidance will ensure that built form is well proportioned and visually interesting, promoting activity in the street where appropriate, and preserving access to sunlight.

All development within the Port Lands, whether public or private and irrespective of use, will continue to exemplify design excellence, including best practice environmental design in light of the climate challenge. Precinct planning for districts slated for residential permissions will continue to be used to:

- Establish local street and block patterns;
- Explore the siting, scale and massing of buildings in more detail; and
- Develop urban design standards and guidelines to support site and/or area rezonings.

Lastly, continued architectural ingenuity and creativity will need to be applied to subsequent precinct planning or development review to further shape the design guidance outlined in this Framework. All development will participate in a design review process.

## 4.7.1 Built Form Approach

While it is one fundamental objective of this Framework to create a series of unique and memorable districts, there are traits, considerations and valued attributes that are common within the different districts. Taking these into consideration, three distinct built form zones emerge (Figure 58 Built Form Zones) - the Mid-rise Core, the Work and Warehouse Quadrant and the Outer Edge. Design guidance for each zone is informed in part by underlying

land use and the anticipated prevalence and/or desirability of certain built form typologies within the districts, as well as an appreciation for shared natural features, waterways and historic resources. More detailed direction related to the scale and heights of buildings is provided for the Mid-rise Core zone in recognition that these districts will be more intensively developed.

Figure 58: Built Form Zones



## The Mid-rise Core

Districts in the Mid-rise Core will have a new image, new activity and a diversity of uses. Villiers Island and the McCleary District are envisioned to accommodate new residential and employment uses, with the potential for residential uses in Polson Quay and South River in the longer-term.

Villiers Island and McCleary District will have the greatest intensity and mix of uses in a dense, compact form, with a system of fine-grained streets and blocks. In Polson Quay and South

River, the initial development of a mix of employment uses, and the naturalized mouth of the Don River, will prime these areas for their potential future evolution to a mixed-use residential area.

High intensity does not require or mean tall buildings on every site, or even within every district. There are many examples from around the world of dense areas where the dominant building typology is mid-rise development with strategically located and modestly-scaled tall



Cenni di Cambiamento, Milane



La Confluence, Lyon



Southeast False Creek, Vancouver



T3 Minneapolis Office Building



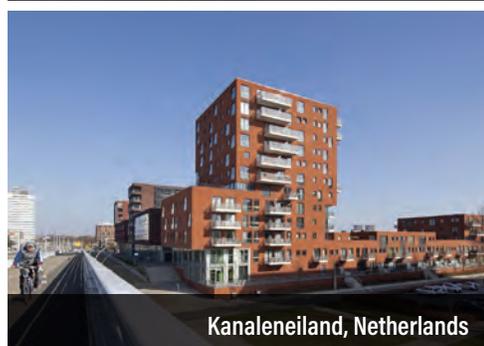
West Don Lands



Parkrand, Amsterdam



Rive Gauche, Paris



Kanaleneiland, Netherlands



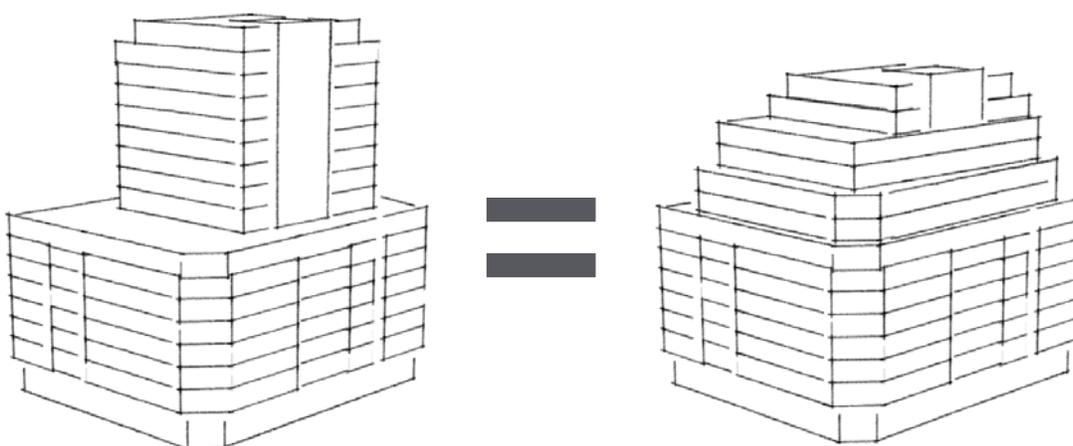
LP2 office building with louvered wooden facades, Tehran

buildings. Overall, districts within the Mid-rise Core will have a dense, mid-rise character. The dominant building typology in these areas will consist of well-proportioned mid-rise buildings that will not overshadow, dominate or compromise the amenity of adjacent streets, open spaces and buildings. Tall buildings, where permitted, will be generously spaced and strategically located to preserve a district's mid-rise character and ensure high standards for the provision of sunlight and sky view within the public realm and living/working environments. Moreover, each district will have distinct height regimes for tall buildings, including placement, that punctuate and sculpt the skyline.

The typical mid-rise, with modifications to maximize sun access, and the slender tall building typologies that are prevalent in Toronto both provide a starting point for the design guidance. As part of the precinct planning or rezoning process, imaginative, contemporary new building typologies will be encouraged to differentiate the Port Lands and

support a unique identity for the area. Where new typologies are pursued, detailed study will be needed to ensure the resulting built form continues to meet the high standards established for the character of the district and for the quality of both the public realm and living environments. Any new typologies advanced will result in commensurate reductions in the overall height regime of a district based on gross floor area (See Figure 59 and the recommended policy direction) and contribute to the sustainability of the area. This could also benefit skyline views to the Port Lands and enable additional prominence of important heritage landmarks.

Importantly, built form in the different districts within the Mid-rise Core will be required to relate and respond to its civic context, public realm and natural setting in such a way as to universally enhance the surrounding environment, including the naturalized river valley, historic fabric, various waterways, streets, parks and open spaces, and the district's collective character.



For demonstration purposes only

## Work and Warehouse Quadrant

Districts in the Work and Warehouse Quadrant include the Media City, the Turning Basin and Warehouse districts. Built form in this zone will accommodate the desired uses and contribute to the urbanization of the Port Lands, while supporting the evolutionary potential of these districts. The districts will not be as intensively developed as the Mid-rise Core zone, but will be populated with compact, urban, multi-storeyed buildings. A minimum height of three storeys with active uses at grade on

key frontages will be required. This is not dissimilar to Pinewood Toronto's head office building, which is a four-storey office building that includes three production studio spaces.

Buildings will also be designed to be flexible and adaptable to enable conversion to a wide range of future uses, and capable of attracting creative talent and innovative new industries to the Port Lands. To facilitate this intent, buildings will have robust, lasting materiality and high-quality design.



Three-storey adaptive reuse of an industrial building



Adaptive re-use of a warehouse building in the LA Design District



Faba Office Building, Warsaw



Cheswick Business Park, London



Woodframe office proposal in Liberty Village



Five-storey office in Aker Brygge, Oslo



Pinewood Toronto Studios head office



Adaptive re-use of a seven-storey industrial building for film production and related uses



Sport Hall, Slangen

# Outer Edge

The Outer Edge zone consists of the East Port district and lands south of the Ship Channel north of Unwin Avenue, excluding the Hearn. It has a strong, gritty industrial character that adds interest to the area. The existing and proposed **Port** and **Industrial** land uses in these areas necessitate larger buildings and structures, and in some instances, the need for outdoor storage. The area is surrounded by natural areas, beaches, wildlife and waterways. Site and building design in these areas will respond to these ecologically

sensitive areas with generous, beautiful, native and sustainable plantings. Bulk storage of materials can continue to be accommodated, but for environmental reasons will be enclosed where technically possible while preserving the industrial character and scale of the area. The use of simple materials, detailing and clear architectural expression for buildings is essential. Additionally, attractive screening that could double as canvasses for cultural activation projects adjacent to the dockwall will be secured in key areas.



Lely Industries LV, Netherlands



Sesc Pompeia, Brazil



Pasadena Water and Power building



Smestad Recycling Centre, Oslo



Research building in Cologne, Germany



Levering Trade building in Zapopan, Mexico



Salt Crystal and Works Yard, New York City



Decorative tarps on salt piles in Boston



Bermuda Point office building

## 4.7.2 Design Guidance

Design guidance is needed to strengthen the character and ‘sense of place’ in the Port Lands as it develops over the coming decades. The design guidance is based on a set of key principles that apply either broadly across the Port Lands, or within a smaller geographic area of one or

more built form zones. The design guidance will shape development in the Port Lands, while leaving flexibility for architectural creativity and ingenuity. It will also allow for subsequent more detailed planning and design work in the different areas of the Port Lands.

### Identity

The water features, landscapes, wild natural areas, built heritage and landmarks in the Port Lands are valuable commodities not found elsewhere in the city. Their potential will be harnessed to create a unique sense of place and identity for the

Port Lands and the design, layout and orientation of buildings will capitalize on these exceptional features in order to further contribute to the local identity of each district (Figure 60 Civic, Public and Natural Realms).



Climbing Silos, Montreal

**IDENTITY**



Promenade in La Confluence, Lyon

**LEGIBILITY**



Ragnarock, Copenhagen

**DIVERSITY**



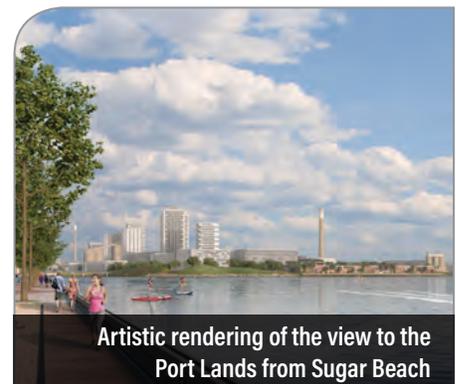
Rendering of a 5 storey wood frame office building

**ADAPTABILITY**



King Edward Street, Leeds

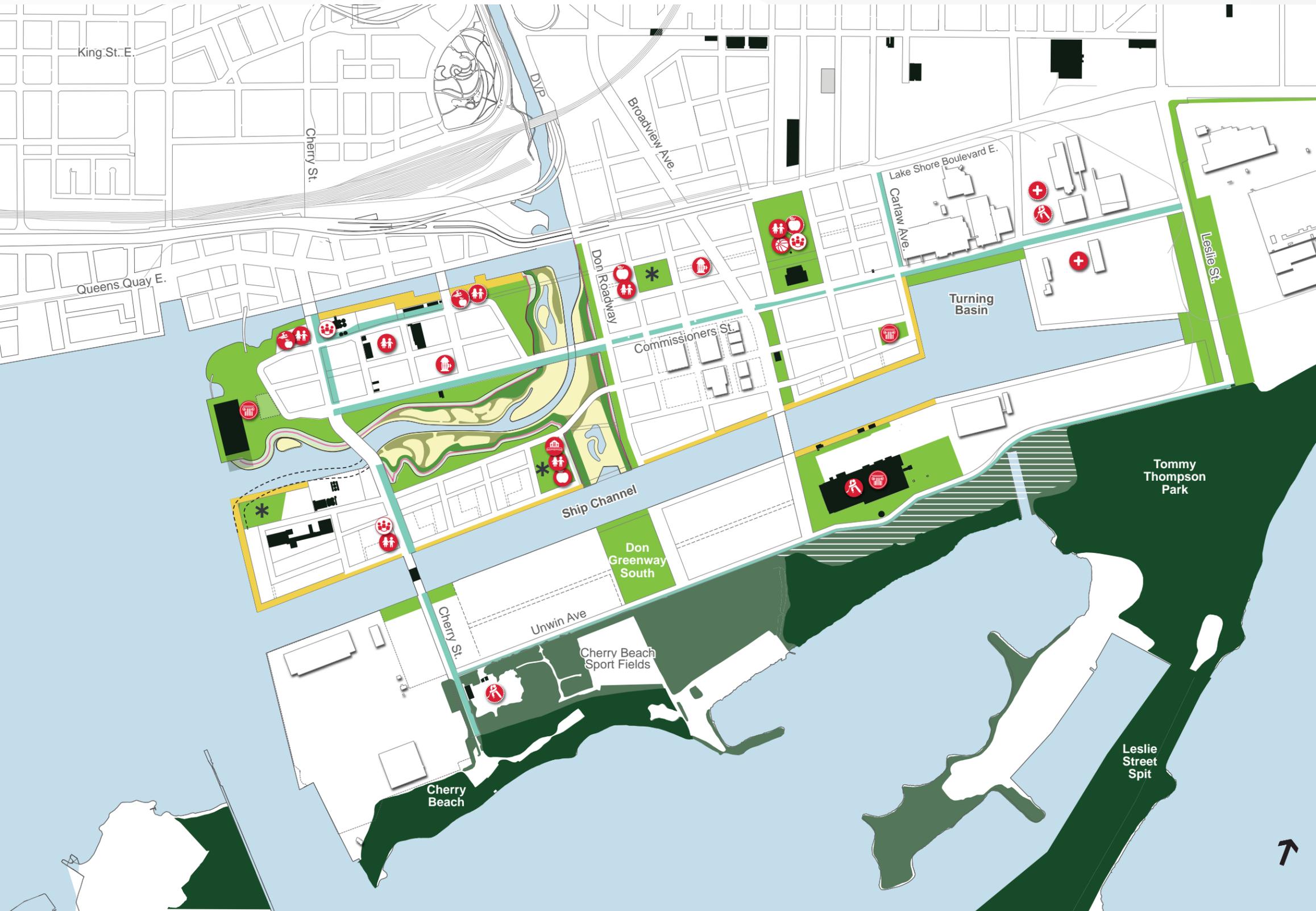
**ACTIVITY**



Artistic rendering of the view to the Port Lands from Sugar Beach

**SKYLINE TOPOGRAPHY**

Figure 60: Civic, Public and Natural Realms



- Aquatic Habitat/Waterways
- Lake Connected Wetlands
- Wetland Levee System
- Valley Slope Transition
- River-related Habitat
- Top of Bank
- Future Naturalization
- Heritage Buildings/Structures
- Parks and Open Spaces
- Water's Edge Promenades
- Community Infrastructure
- Linear Open Spaces
- Natural Areas
- Net Environmental Gain Zone
- Environmentally Significant Areas

\*Final size and configuration of local parks is to be determined during precinct/concept planning



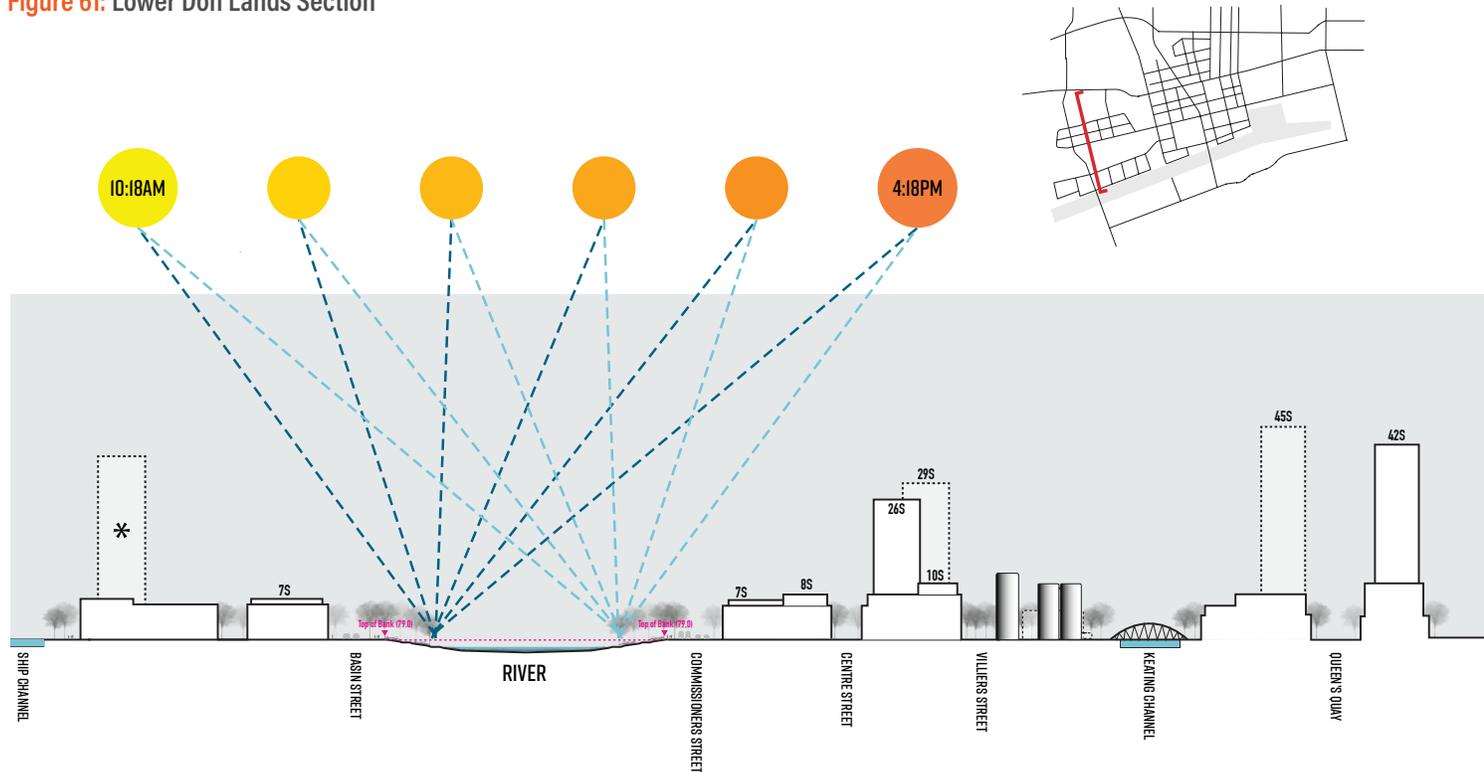
The naturalized mouth of the Don River, including the Don Greenway, is a primary focus around which development will be organized in the Mid-rise Core (Figure 61 Lower Don Lands Section). The Don River and Greenway will create physical separation between districts, but will link them together through their shared proximity to one of Toronto’s most attractive new open space amenities.

Mid-rise buildings north and south of the River will create continuity and enclosure, framing these significant open spaces. A similar approach has been applied elsewhere in the city to protect the city’s valleys and ravines and accentuate their scenic qualities.

The City’s Official Plan directs that these features will be protected with particular care, and consideration will be given to the heights and massing of surrounding buildings. In accordance with this direction, shadowing impacts on the natural areas within the future mouth of the Don River and Greenway below top-of-bank are to be minimal, with no shadow permitted during the spring/fall equinoxes during a large portion of the day (10:18 and 4:18 pm). This will:

- Protect the viability of native plant communities, helping vegetation to flourish in the 25 hectares of aquatic, wetland and terrestrial habitat associated with the Don River and Greenway;

**Figure 61: Lower Don Lands Section**



\*Residential uses and tall buildings in Polson Quay/South River TBD at precinct planning

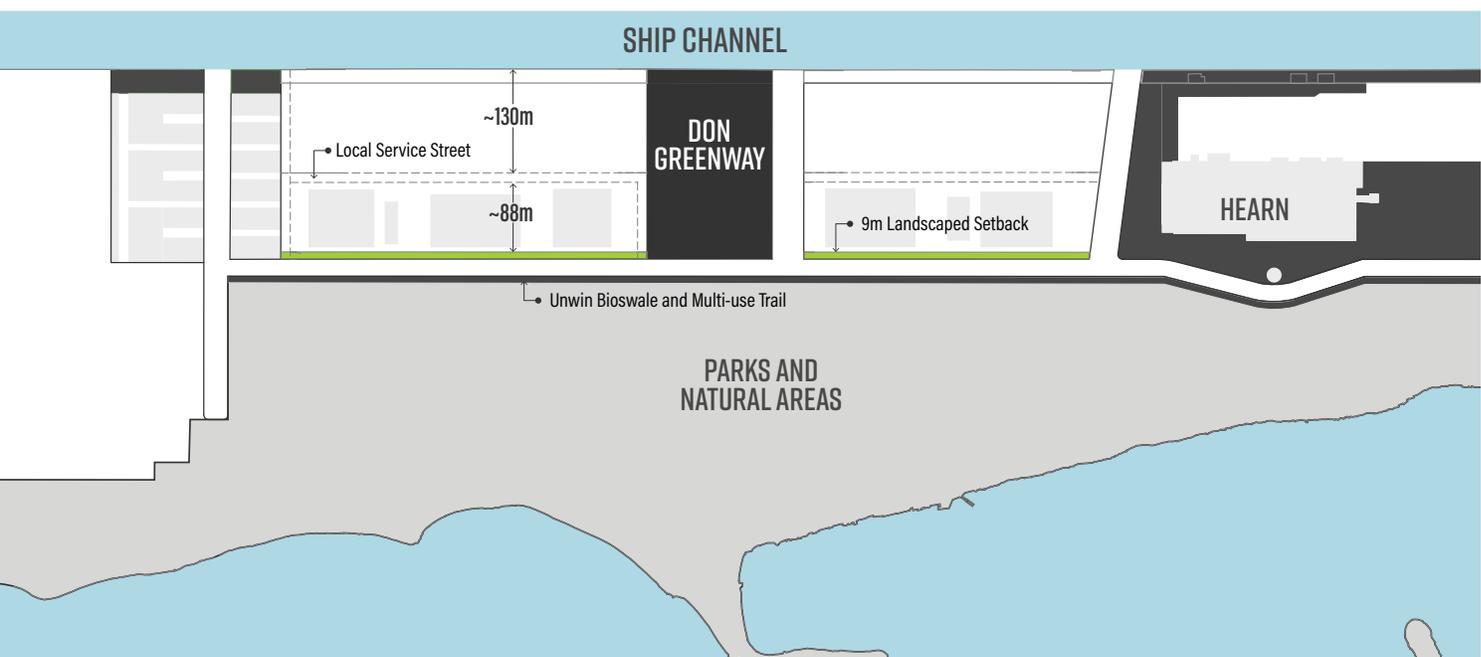
- Recognize the magnitude of the public investment, and its significance to Toronto's continued evolution; and
- Maximize the recreational potential of the Don River and Greenway.

South of the Ship Channel, development will complement and reinforce the area's sense of remoteness, and the wild character of prominent natural areas. A wide, naturalized landscape setback (Figure 62) capable of supporting robust tree and native understorey planting will be provided along the length of the Unwin Avenue frontage. This setback will complement the recent naturalization efforts advanced at the Port Lands Energy Centre. It will also reinforce the juxtaposition between the area's natural and man-made landscapes. The landscaped setback will work in tandem with the renewed Unwin Avenue streetscape design to beautify the port and mitigate the impact of the industrial development anticipated along this frontage. It will also support the retention and expansion of biodiversity and green infrastructure in the Port Lands.



Photos of existing naturalized condition adjacent to Unwin Avenue (left) and PEC naturalization (right)

Figure 62: Block Plan Showing 9 Metre Setback and Resulting Lot Depths



# Legibility

A clear and legible urban environment reinforces a sense of place, and assists with orientation and ease of movement. The creation of a legible environment requires strong visual connections, coherent architectural form and articulation, and a deferential and responsive approach to local landmarks and landscape qualities.

## Visual Connections

Views to prominent buildings, structures, landscapes and natural features are defining characteristics of public spaces. Cumulatively, they form the image of a city. Toronto was built to include important landmark public buildings at the terminus of view corridors that acted as focal points for adjacent public spaces. A key tenet of the Official Plan is that view corridors to important natural or human-made features contribute to our experience of the city. From a

heritage perspective, the preservation or creation of view corridors can support the retention of heritage resources and raise awareness of them by giving them prominence in a contemporary setting. The City recently amended its Official Plan to recognize the importance of many of the city's important view corridors. Secondary Plans will continue to be utilized to identify additional view corridors. Visual connections between spaces and areas also create a sense of security and aid in the understanding of one's surroundings.

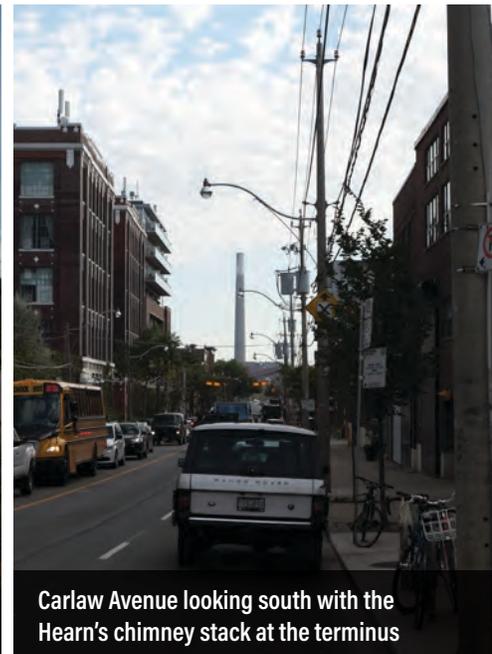
The Port Lands protrude into the Inner Harbour and can be prominently viewed from Toronto's downtown, from along the city's waterfront, and vice versa. Skyline views from the surrounding city to the Port Lands today feature a collection of dramatically scaled heritage buildings,



View down the Keating Channel



Villiers Street looking west



Carlaw Avenue looking south with the Hearn's chimney stack at the terminus

cultural resources and natural gems that both anchor and brand the Port Lands (see Skyline Topography for more detail). Preserving and showcasing views of the Port Lands exceptional features, both from a distance and from within the Port Lands itself, will define the Port Lands'

character and lend prominence to the landmarks and landscapes around which the area will evolve. Figure 63 identifies the views that will both be protected and created. Appendix 4 provides additional detail, including key aspects of each view and its vantage point.



Artistic rendering of McCleary Park looking down Logan Avenue



Artistic rendering looking west down the Keating Channel



Artistic rendering of the view to the Port Lands from Sugar Beach

Figure 63: Views



-  Skylines
-  Prominent and/or Heritage Buildings, Structures and Landscapes
-  Protect view corridor through any redevelopment
-  Views to the Water and Across Districts



## Extend the Public Street Network

The public street and block pattern in the Port Lands today is characteristic of typical industrial areas. Blocks are large and lack porosity. In contrast, the construction of a fine-grained public street network will encourage more intensive pedestrian and transit use, and support active street frontages.

A fine-grained grid of public streets with smaller blocks will maximize connectivity and create multiple options for moving between destinations. Optimal blocks in an urban environment are typically 70 to 100 metres by 100 to 150 metres. Blocks of this scale are efficient and able to accommodate a variety of uses, allow for good walkability and activity at grade, and enable servicing, access and open space amenity within the interior of blocks. At the same time the range of potential block sizes will allow for the variety of block types and scales needed to accommodate the proposed land use mix.

In contrast to other parts of the city, streets in the Port Lands will be more heavily used for film production and other **PIC** uses. In both the **PIC Core** and **PIC Mixed-Use** areas, these uses will be able to be accommodated on typical urban blocks, but they may require security and restricted access areas. They will also require circulation routes, much like any other development, and so a network of streets, which may be private initially, will be required. These will provide space for the staging of production vehicles during filming, much as the Film Friendly streets discussed in Section 4.6.

In the Outer Edge, where lands will continue to be earmarked for port purposes, large contiguous areas of land will continue to be needed. It is anticipated that this will necessitate the retention of larger blocks with fewer street connections for the foreseeable future.

Where there will be less ability to accommodate a fine-grained public street and block pattern it will be crucial to ensure that any development on large lots is located adjacent to the public street, designed with high-quality and well-fenestrated façades and that buildings are located and oriented to permit the extension of the public street network in time.



Yaletown, Vancouver - An example of a fine-grained, evolutionary block fabric

### A Sunny, Cohesive Human-scaled Public Realm

Access to sunlight makes streets and public spaces more pleasant to be in, improves the usability and enjoyment of outdoor spaces, and allows trees and vegetation to thrive. Poorly designed buildings can adversely impact enjoyment of the public realm. The quality of surrounding areas is also negatively impacted by the loss of sky view, the overshadowing of streets, parks, and public or private open spaces, the obstruction of other buildings, and by creating uncomfortable wind conditions.

Within an exposed waterfront context, like the Port Lands, consideration to climatic factors is particularly important. The scale and massing of buildings, irrespective of use, should result in significant amounts of sunlight and good wind conditions in adjacent public spaces. As such, high standards for sun on public streets, parks and open spaces will be required with attention to building placement and orientation, as well as building height

and other considerations. Another condition that significantly impacts the pedestrian experience is the quality of streetwalls framing a public space. Cohesive streetwalls will positively impact how people will experience the new districts of the Port Lands. Robust ground floor heights and architectural treatments, coupled with a human-scaled streetwall of a consistent height, achieved through the application of stepbacks when necessary, will establish a strong, recognizable image for the built environment. Streetwalls of a consistent height will help to unify buildings constructed at different times and designed for different purposes and fashion them into a visually cohesive streetscape. At times, the Port Lands' heritage buildings may interrupt the pattern and rhythm of buildings along a street, providing an anticipated and significant reprieve that signals a special moment.

Lastly, a character common to both public and private open spaces will be established for each district to reinforce the cohesion of the public realm, guaranteeing that all aspects of it will be of a high quality and contribute to the legibility of the place. The Port Lands districts will all have an inherently green quality as a result of the retention and expansion of naturalized landscapes and the objective for abundant biodiversity, although some districts will be greener than others. Districts will be defined by a common design language for open spaces, whether public or private. This can be achieved through the use of consistent or complementary surface materials, lighting, furnishings and landscaping palettes.



An adaptive Re-use and Mid-rise project in Baltimore

# Diversity

The mix of uses and activities, and resultant building types will vary across the Port Lands, and will differ from district to district. The Port Lands' land use mix will naturally foster varying building types across the landscape, from mid-rise with some tall buildings in the Mid-rise Core, to multi-storeyed, robust and flexible buildings in the Work and Warehouse Quadrant, and larger industrial buildings and structures in the Outer Edge.

At the district level, a variety of scales and textures will be needed to further differentiate the places within the Port Lands. Each district will have its own built form character and approach, contributing to diversity and the creation of a dynamic urban mix. A variety of approaches will be utilized to achieve this differentiation and provide visual interest.

## **Diversity and Variety at the District Scale**

Each of the districts within the Mid-rise Core and Work and Warehouse Quadrant will vary the approach to local streets and blocks and built form. This will contribute to achieving the objective of unique and memorable districts in the Port Lands. Additionally, vertical and horizontal articulation will be required to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity.

## **Shifts in the Heights of Buildings**

Another approach to relieving the expansiveness of large, undifferentiated blocks in a regeneration context like the Port Lands is to provide subtle shifts in the heights of buildings at the district and block scale up to any height limits established by this Framework. In the new mixed use communities, height shifts will naturally be achieved at the block scale, in part by ensuring buildings are proportional to the streets they front on and/or maximizing daylighting within the interior of blocks. In the Work and Warehouse Quadrant and Outer Edge, providing variation in building massing will assist in breaking down undifferentiated monolithic structures.

## **Varied Façades**

Enhanced architectural detailing and well-articulated façade design will also be required to contribute to built form variety within districts and to the visual interest and overall quality of the public realm. At the street level, attention to detail and the design of façades will be utilized to contribute to overall variation in the urban landscape and the quality of the streetscape. Tools or approaches could include varying building materials and/or colours, while continuing to evoke an overall cohesiveness of buildings along a street. On upper floors, distinctive features, such as terraces, balconies, apertures in the building volume or recessed façade elements, could also be utilized to ensure diversity in the urban landscape.

### Beautifying Industry

The port and industrial districts in the Outer Edge will continue to support the growth of Toronto's downtown and the city's economic competitiveness for the foreseeable future. However, as the Port Lands urbanizes and a range of new uses are introduced, it will be necessary to carefully manage how new port and industrial uses are located, organized and designed to limit potential conflicts. A balance must be struck. Further, the **Port** and **Industrial** uses are land consumptive and have fewer built form and site planning opportunities. Therefore, alternative approaches are required to achieve high quality built form and attractive urban edges.

The nine metre landscaped setback and minimum building heights adjacent to Unwin Avenue will contribute immensely to the character of the area. Additional building and site design considerations for beautifying industry includes:

- The provision of attractive screens or other design features in key areas (such as adjacent to the Turning Basin's eastern dockwall) to add additional interest, particularly for large sites or to accentuate activities. These could also serve to mitigate impacts and provide a canvas for cultural activation projects; and
- Utilization of interesting and attractive enclosed storage structures for the bulk storage of any raw materials, such as salt and aggregate, where technically possible. Any use of structures will ensure the strong, gritty industrial character of these areas are maintained. These in turn would assist in eliminating environmental problems relating to run-off of toxic substances, and control and prevent dispersal of airborne particulate matter.



New York City Salt Shed



Adémia Office Building and Industrial Warehouse

# Adaptability

The Port Lands, like any city, will continue to evolve beyond the lifetime of this Framework. The legacy potential and future reuse of buildings is an important aspect for achieving the vision. Buildings designed to anticipate a long life and future reuse are more sustainable as they not only can be adapted over time, but also reduce the demand on raw materials and energy needed to produce new building materials.

Designing non-residential buildings that can convert to residential buildings or other non-residential uses creates flexible living and workspaces of different types, sizes and costs. This approach will ensure buildings can be easily retrofitted, or reconfigured to better meet changing needs. Adaptable buildings can also meet different needs and respond to social and economic change.

The Port Lands' non-residential buildings will be designed to ensure they can be easily retrofitted to better meet changing needs. For instance, a warehouse building built in initial phases could convert to production studios and offices, much like has been the foundation of Toronto's film industry, or vice versa. In the fullness of time, and as the Port Lands continue to evolve, the building could potentially further transition into new live-work housing.

The approach requires:

- Minimum building heights along key frontages and an urban street-edge relationship which will also ensure pedestrian interest and a more compact urban form;
- High quality architectural finishes and landscaping;
- Robust and durable building envelopes and structural systems, and resilient cladding materials, such as brick, wood and stone. Where possible, salvaged materials from demolition should be used in new building construction to avoid the waste and pollution of new production; and
- An urban street-edge relationship with buildings built to the lot line adjacent to public streets in the Work and Warehouse Quadrant districts.



Industrial/Office building in the Netherlands that used salvaged shipping crates for the building's siding

## Activity

The streets in the Port Lands not only need to be vibrant people places, they also have to feel safe - day and night. There will inevitably be different degrees of 'activeness' in the Port Lands. The challenge in the new mixed-use communities will be to ensure daytime activity that will, in part, be achieved through the requirement for a minimum of non-residential uses and the destinations envisioned in these areas. In the Work and Warehouse Quadrant, maintaining activity and eyes on the street into the evening is desirable, but also presents a key challenge.

Irrespective of the underlying land use for a district, tall, roomy, and permeable ground floors with active uses at grade will serve to animate sidewalks, while well-designed buildings with a mix of different uses and activity will assist in enlivening areas and providing day-to-night vibrancy. Many of Toronto's traditional and historic main streets are characterized by narrow shopfronts with recessed store entrances, consistent ground floor heights, cornice lines and fascia. These qualities contribute to the character and success of the city's main streets. The

opportunity in the Port Lands is to set in place a contemporary architectural context and character for its main streets. This will be achieved by:

- Narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes to create visual unity along a streetscape, while continuing to enable visually distinctive developments;
- Ground floors that are as transparent as possible to allow for a two-way visual exchanges. Façades should be 70% transparent to permit a clear view inward from the street; and
- A relatively consistent ground floor height. Ground floor heights will be a minimum of 5 metres on priority and secondary retail streets and frontages and water's edge animation areas.

On secondary frontages and water's edge animation areas, ground floors also need to be designed to enable conversion to narrow frontage retail. Space capable of conversion requires:

- A well-defined retail presence with at-grade and separate entrances from residential lobbies;
- Convenient column grid spacing allowing for suitably-sized retail stores or enabling the subdivision of a ground floor;
- Floorplates that are 15 to 30 metres deep with access to a convenient loading area and storage space.



Example of a retail ground floor with a high ground floor and transparency along the main street

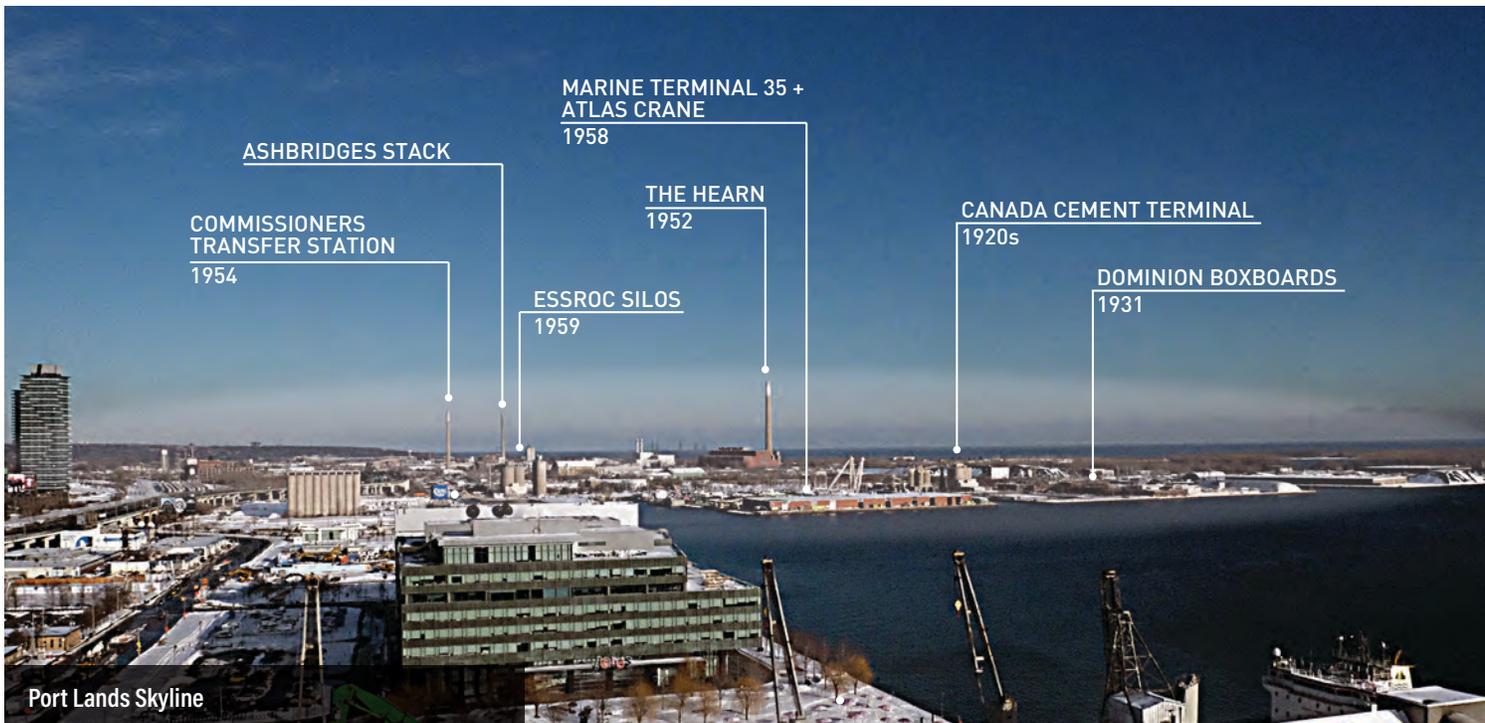
# Skyline Topography

A city's or an area's skyline consists of its buildings seen collectively, silhouetted against the sky. This accumulation of buildings, if carefully planned, sited and massed can become synonymous with the image of that city or area, a graphic symbol or civic emblem. In the case of the Port Lands it is the intention of this Framework that the skyline will be intentionally designed and carefully controlled to create a specific brand for this visually prominent area.

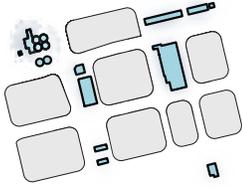
The Port Lands skyline will change dramatically with the introduction of mixed-use residential development, and the intensification and rationalization of port, industrial, and production studio uses. This skyline change will judiciously build upon the Port Lands existing skyline, currently dominated by monumental heritage

buildings and landmark structures, incrementally contributing to its iconic character, to the broader city skyline and to the international image of the city. It needs to be curated and sculpted to convey the identity of the evolving city district.

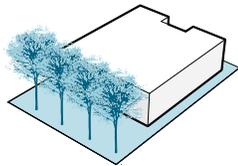
New development will be carefully sited and building heights controlled to ensure the Port Lands' landmarks remain dominant within the evolving skyline. Additionally, sculpting and curating the skyline will contribute to the objective of diversity and the creation of unique and memorable districts by applying different approaches to tall buildings in the different districts, where these are permitted. Distinct height regimes for each district will enable the districts to be immediately recognizable from a distance.



## IDENTITY

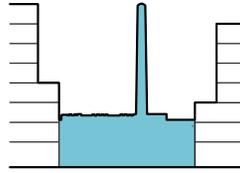


Buildings Will Respond To Surrounding Context And Character Defining Features

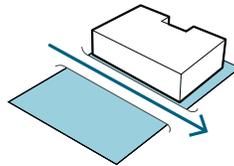


Wide, naturalized, landscaped setbacks required adjacent to key streets

## LEGIBILITY

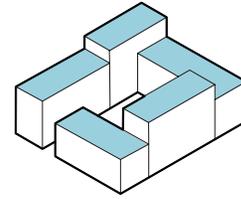


Buildings heights and placement will preserve, create and accentuate views

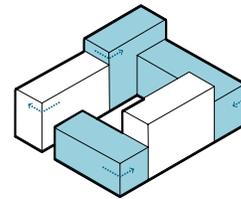


Building placement will permit the extension of the public street network

## DIVERSITY

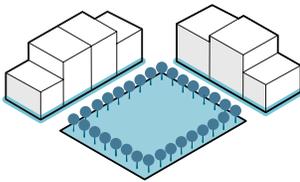


Diversity through different building heights and height shifts

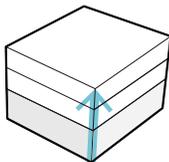


Diversity through strong, repeating vertical articulation and facade designs

## ADAPTABILITY

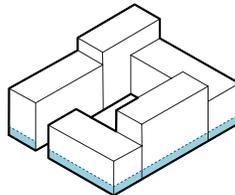


Urban street-edge relationships with buildings framing the public realm

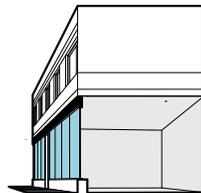


Minimum building heights and floor to floor ceiling heights for non-residential on key frontages

## ACTIVITY

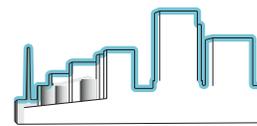


Activate with high ground floor ceiling heights and a wealth of details

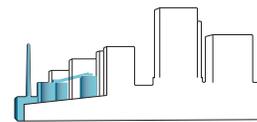


Ground-level facades should be 70% transparent

## 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

## 4.7.3 Scale and Height in the Mid-rise Core

The districts in the Mid-rise Core will be more intensively developed than the Work and Warehouse Quadrant and Outer Edge. They require additional built form guidance and direction to ensure the types of buildings within this built form zone contribute positively to the urban character of the Port Lands. This additional guidance will also serve to clarify what constitutes the desired form and scale of buildings within the context of the overall urban structure of the Port Lands.

Figure 64 illustrates the overall built form variability anticipated within the Port Lands, and the built form envisioned in the Villiers Island Precinct Plan. The heights of low-rise and mid-rise buildings in other districts, and the locations specified for tall buildings in the McCleary District, are indicative and shown for illustration purposes only, but reflect a built form scenario that achieves the design intentions outlined in this Framework.

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### Mid-Rise Buildings

Within the Mid-Rise Core, mid-rise buildings (or the base of tall buildings) will be between six to ten storeys in height. The heights of the mid-rise buildings take into account a wide range of factors, such as the desired character of different streets, setbacks at grade, maximization of sun access and terracing of heights of buildings within a district to open spaces or other features. A proportional relationship to a street's width (or building face to building face) in some areas and the resultant height of the mid-rise buildings was likewise a factor, but not the sole determinant, for height. Additionally, modifications to some of the typical Toronto mid-rise building performance guidelines are proposed to maximize sun access and reflect unique characteristics within the Port Lands. Examples of these modifications include:

- Step-backs applied to the rear of mid-rise buildings located on the south side of blocks to enable sunlight to penetrate into the interior spaces of the block.

- Additional height restrictions and/or step-backs on the south side of east-west streets to ensure a minimum of 5 hours of sun and/or diversification of built form; and



Richardson Apartments, San Francisco

## Tall Buildings

The tall buildings contemplated in both Villiers Island and McCleary District have been carefully and deliberately massed and located to ensure they respond appropriately to their context. They will effectively contribute to an overall critical mass of population and activity in the new communities, setting in place a distinct character and identity for the

two districts without diminishing the quality of the public realm or living/working environments. Tall buildings will also play an important visual role, making a positive contribution to the skyline of the Port Lands.

Tall buildings, within a Port Lands context, are defined as building portions that exceed the maximum mid-rise height limits established by this Framework. A suite of universal built form controls for tall buildings are needed to both ensure the dominant mid-rise character is achieved and enable high standards for liveability, sustainability and amenity. The controls will also ensure impacts of the tall buildings on the Port Lands' many character-defining elements and exceptional features are minimized, while appropriately framing important views. Detailed direction for locating and massing tall buildings, including the identification of zones best suited for tall buildings, specific height regimes or other considerations, are also detailed for each Mid-rise Core district.

### Form, Profile and Orientation

Slender, tall building forms generally with a north-south orientation and rising above well-proportioned and articulated base buildings will serve to minimize shadow impacts on the public realm.

A maximum tall building floor plate of 750 square metres is specified to ensure that daylight penetrates through to the streets and that the perceived visual bulk of the tall buildings does not dominate the human-scale quality of the street.



Bâtiment Home, Paris

Figure 64: Indicative Building Heights



- 1 Storeys
- 2 Storeys
- 3 Storeys
- 4 Storeys
- 5 Storeys
- 6 Storeys
- 7 Storeys\*\*
- 8 Storeys\*\*
- 9-10 Storeys
- Mid Teens
- High Teens
- Low Twenties
- Mid Twenties
- High Twenties
- Low Thirties\*
- Mid Thirties\*
- High Thirties\*

\* Heights subject to appropriate air quality mitigation

\*\* Commercial buildings to be equivalent in height



As noted earlier, new tall building typologies may be advanced in more detailed planning subject to a number of criteria and demonstrating the high standards for built form in the Port Lands will be achieved.

### **Separation Distances**

Tall buildings in the Port Lands must not unduly compromise access to natural daylight, limit views or compromise privacy within adjacent buildings. The space between tall buildings in the Port Lands will ensure open sky views from streets, reinforce the Port Lands' overall mid-rise character and reduce extreme wind effects. To achieve these objectives a minimum separation distance of 40 metres between tall buildings will be required. In addition, 40 metre separation distances between tall buildings and heritage buildings/ structures will also be required to provide transition in scale to the low-rise resources. The separation distance will be to the predominant face of the heritage building.

### **Stepbacks**

Stepping back tall buildings from a base building contributes to the definition of the street wall, opens up sky views for pedestrians, and assists in bringing daylight into the street and nearby open spaces. It also reduces the perception of tall buildings and enables sky view around significant heritage landmarks. Given the varied context in the different districts in the Mid-rise Core, different stepback requirements will be employed in different areas.

### **Sun and Wind Considerations**

Sunlight and wind conditions play a critical role for people's comfort in open spaces and along side-walks.

People will benefit from direct sunlight and protection from wind. This is particularly important in a waterfront context like the Port Lands. As such, and consistent with the CWSP, high standards are required for sunlight to enable year-round activation.

The primary objective will be to ensure no or minimal shadowing throughout the majority of the day on the Port Lands' parks and open spaces through the strategic placement and massing of tall buildings. Additionally, every effort will be made to provide 5 hours of sun continuous within public streets that would be minimally interrupted by tall buildings, with at least two hours of full sun on east-west streets. This in turn will have the added benefit of contributing to the environmental performance of buildings.

From a wind perspective, high wind zones are most likely to occur along exposed east-west streets and near tall buildings. Winter winds from the east, east-northeast, west-southwest and west (see Figure 65) have the potential to create uncomfortable or even unsafe wind conditions, depending upon the site exposure or building design.

### **Noise, Air Quality and Other Environmental Considerations**

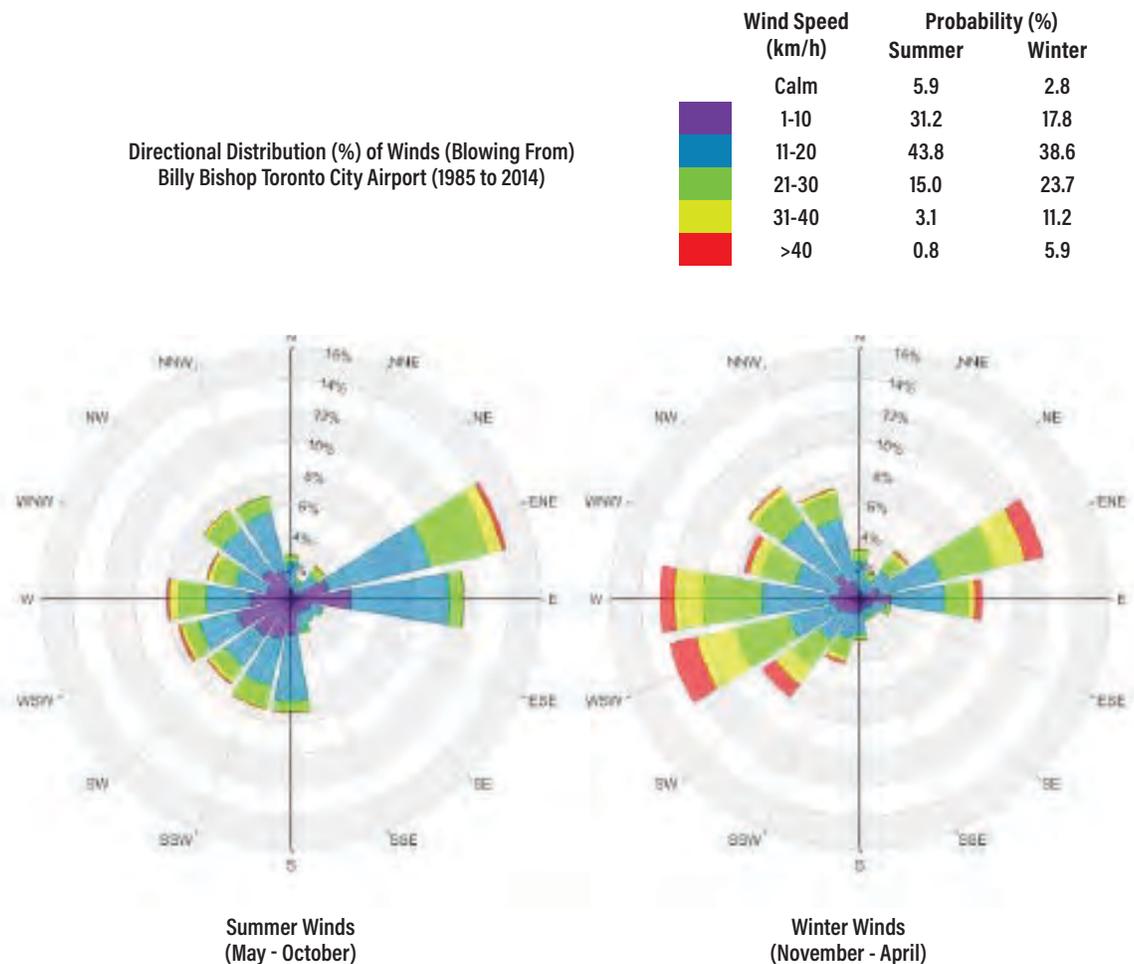
The placement and heights of tall buildings also bear a direct relationship to the quality of living environments that will be created. Impacts from existing port and industrial uses, as well as with the airport flight paths associated with the Billy Bishop Airport, must also be considered. While some degree of source and receptor mitigation will be required with the introduction of new sensitive uses,

the degree and extent of impacts can be minimized with the thoughtful siting and massing of buildings. In all instances, the heights of buildings will need to be within established height limits associated with the flight paths to and from the Billy Bishop Airport.

Noise and air quality impacts from the industrial and port operations vary across the different districts, with stationary and impulse noises sources impacting some districts more than others and sometimes from multiple sources. Likewise, some districts are more impacted from an air quality

perspective. There is no one size fits all solution; tailored and detailed study is required in each area. In some instances, this detailed study will need to occur on a district-wide basis prior to permitting sensitive uses, such as in Polson Quay and South River. In other districts, such as in Villiers Island, detailed study at the building-scale can be completed when zoning is advanced for specific sites or areas given the Noise and Air Quality Feasibility study undertaken for this Framework. Impacts from the Cement Terminal on Polson Quay was a key consideration in the placement of tall buildings within the Island.

Figure 65: Directional Distribution of Winds



# Villiers Island

Villiers Island is envisioned as a sustainable, urban island community in the midst of the big city, surrounded by water on all sides. Overall, the Island will have a human-scaled, mid-rise character with some tall buildings of moderate height strategically located and scaled.

The built form established for the Island was predicated on setting the Island apart from other emerging waterfront communities and advancing a sustainable agenda to create high-caliber and resilient living and working environments. Built form direction for the Island will also be informed by the Island’s varied urban, industrial, and

natural landscapes, and creation of five distinct character areas.

Precinct planning for the Island advanced concurrently with the development of this Framework. The precinct planning established built form principles for the Island, the street and block network, height and massing standards and public realm direction. The results of this more detailed planning has been incorporated into this Framework and its recommendations. Key aspects of the Plan are summarized below. For additional detail refer to the Villiers Island Precinct Plan (October 2017).



Rendered bird's eye view of Villiers Island

### Character Areas

There are five character areas (Figure 66) planned for Villiers Island, each with a distinct but interconnected place-making vision.

#### Keating Channel Promenade and Old Cherry Street

The Keating Channel Promenade and Old Cherry Street character area will be a distinctive and intimate public gathering space with a cohesive cluster of heritage buildings and structures. There will also be new low-rise civic and commercial buildings flanking the Keating Channel Promenade and the east side of Old Cherry Street, contrasted by an urban intensity to the north, south and west. The area will function as the central living room for the Island and the Keating Channel Precinct to the north.

#### Harbourside and New Cherry Street

This character area will be the point of arrival to the Island and a hub of

activity, anchored to its west and east by Promontory Park and a transit hub. Mid-rise buildings of a consistent height will generally frame the park. The Cherry Street and Villiers Street intersection, and main gateway to the Island, will be marked by tall buildings located and scaled to contribute to an interesting and dynamic skyline and maintain the prominence of important heritage landmarks.

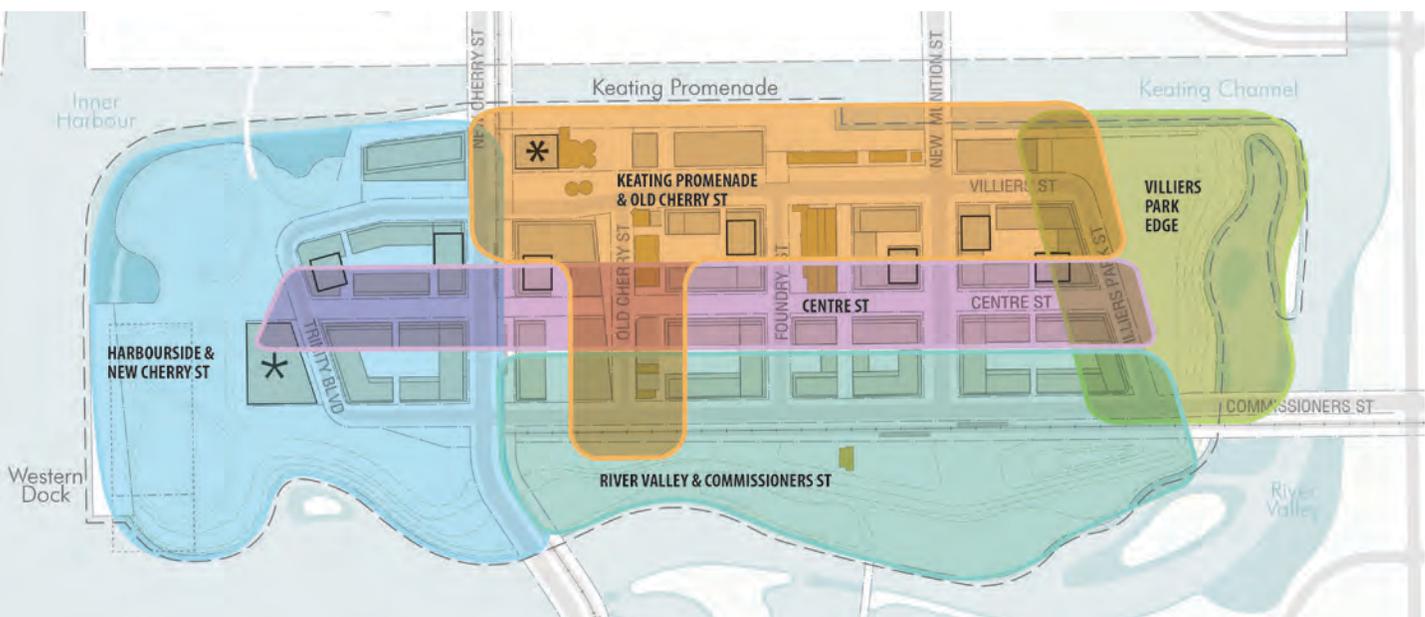
#### Centre Street

The Centre Street character area will function as the central pedestrian spine for the Island with a distinctly neighbourhood feel. Well-proportioned and sculpted mid-rise buildings, punctuated by a limited number of tall buildings along the north side of the spine and at key points, will line the pedestrian-oriented shared street.

#### Commissioners Street and River Park

The picturesque Commissioners Street and River Park character area,

Figure 66: Villiers Island Character Areas



with a tree-lined and transit-oriented Commissioners Street lined by consistently scaled seven storey mid-rise buildings, capitalizes on its adjacency to the naturalized mouth of the Don River. The area will elicit a relationship between city living and nature.

### **Villiers Park**

The Villiers Park character area, located at the eastern end of the Island, will feature an elementary school and the Island's locally-oriented park. It will be the threshold between the more urban areas to the west and Villiers Park to the east with a mid-rise streetwall framing the park edge.

### **Built Form Principles**

The Island's built form will be guided by the following built form principles that address its unique qualities as an island community:

- Create a varied and dynamic built form that contributes to the city and Port Lands skyline;
- Reinforce distinct character areas and places in the Island;
- Contribute to high-quality, inviting, all-season parks, open spaces, and destinations;
- Design the built form to frame and animate streets, parks, and open spaces and respond to water edge conditions;
- Maintain and celebrate the built, cultural and natural heritage of the Island and surrounding Port Lands;
- Showcase views to the water and industrial landmarks;

- Position tall buildings in strategic locations to provide easy access to transit nodes, define gateways, and frame major open spaces; and
- Leverage passive solar gain and enable daylighting within buildings and open spaces.

### **Built Form Direction**

Buildings have been carefully planned for the Island to ensure a special place is created with an exceptional public realm and that contributes to a low-carbon future for the Port Lands. The dominant building typology in Villiers Island will consist of mid-rise buildings. New low-rise buildings, intermixed between existing heritage resources, will largely characterize the Keating Channel Promenade and Old Cherry Street character area. Tall buildings will only be permitted in select locations.

### **Low-Rise, Base and Mid-Rise Buildings**

Low-rise buildings will range in height from one to five storeys (5-17 metres), depending on the specific context, and will be the only permitted building type adjacent to existing heritage character areas and buildings. The mid-rise buildings and the base of tall buildings will range in height from six to ten storeys. Mid-rise and base buildings will be designed to frame streets and create a consistent streetwall. The height of base and mid-rise buildings will vary based on the character area and the relationship to heritage buildings, street width, and sun access. The overall distribution of mid-rise buildings on the Island is based on a staggered height strategy, designed to maximize passive solar gain on a precinct-wide basis and step down to River Park.

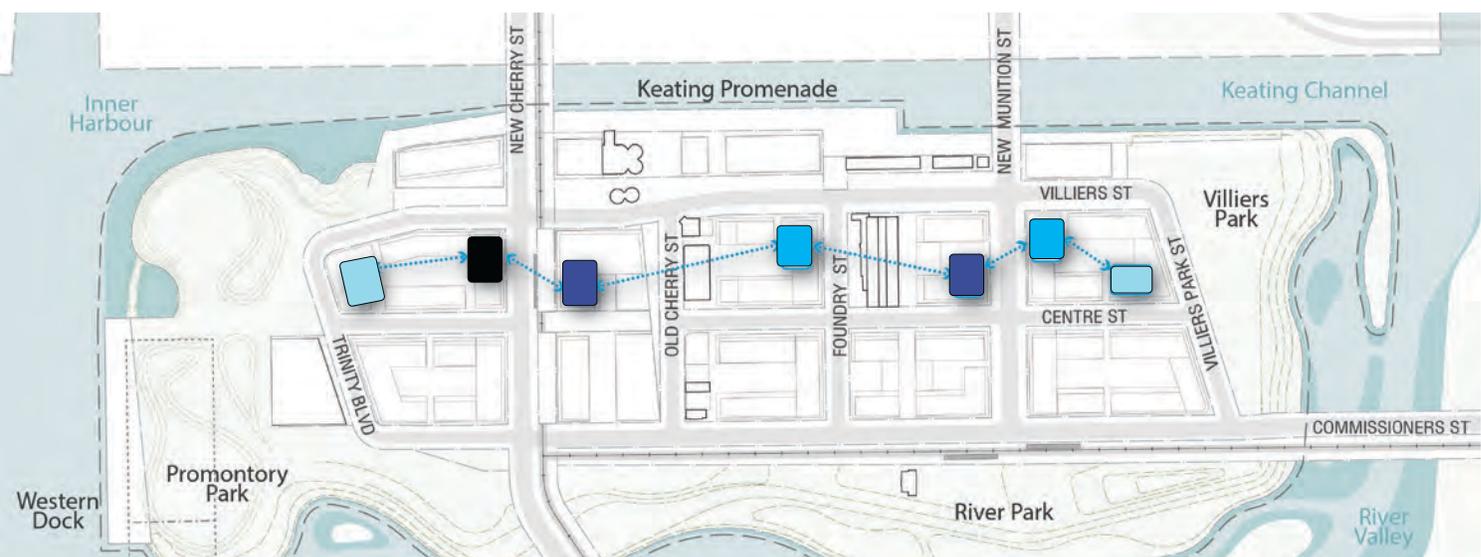
### Tall Buildings

The select locations, and heights, for tall buildings in the Island are identified on Figure 67. Heights of tall buildings in the Island will be in the teens and twenties. The heights have been selected to contribute to a varied and dynamic skyline for the Island. The location and massing of the tall buildings demanded careful attention and balancing a number of competing objectives. The key planning and design considerations included:

- Marking gateways and Promontory Park and Villiers Park at either end of the Island;
- Staggering tall buildings and ensuring a minimum tall building separation of 40 metres to reduce the perception of tall buildings;
- Ensuring high standards of sunlight on the public realm and mitigating pedestrian wind impacts;
- Providing a sensitive transition to heritage buildings through enhanced setbacks of six or ten metres, depending on location, and separation distances;
- Enabling skyview around heritage landmarks in association with key views;
- Situating tall buildings to maximize separation distance to the Cement Terminal on Polson Quay; and
- Leveraging passive solar gain.

Based on these considerations, tall buildings will be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north.

**Figure 67: Villiers Island Tall Building Locations and Heights**



- Tall 1: up to 29 storeys (89m)
- Tall 2: up to 26 storeys (80m)
- Tall 3: up to 24 storeys (74m)
- Tall 4: up to 16 storeys (50m)

# McCleary District

McCleary District will be a lively, dense, mixed-use area across from the future office destination in the Unilever Precinct. The District itself will be defined by its own robust mix of uses that support growing key economic clusters. The District will be bookended by two exceptional parks and open spaces - the Don River and Greenway to the west, and the expanded McCleary Park to the east. The historic Commissioners Incinerator building and its landmark, 137 metre, high stack are key character defining features. Development will also be arrayed around a sunny, centrally located local park, differentiating the district from other areas.

The District will have higher densities than in Villiers Island given the District's proximity to planned higher order transit stations. These higher densities will be achieved with predominantly mid-rise buildings, but also with a geographically confined concentration of generously spaced tall buildings, located in blocks adjacent to the Don Roadway and Lake Shore Boulevard. These locations will minimize impacts on parks and open spaces and allow good sunlight within them.

A height peak, not to exceed 39 storeys (approximately 119 metres) and subject to appropriate mitigation from nearby industrial operations, will be permitted at the corner of the Don Roadway and Lake Shore Boulevard. The resultant skyline will differentiate the District from other parts of the Port Lands. From this peak, tall building heights will terrace down in height to the east and south to guarantee ample sunlight on both the central local park and

expanded McCleary Park. In addition, the height peak and terracing down of tall buildings will ensure that the landmark stack, located in McCleary Park, will retain its prominence, perceptibly taller than new buildings in the District.

Publicly accessible mid-block connections through the center of the District are conceptually identified as part of a system of open spaces that could also feature naturalized green infrastructure to support biodiversity. Heights of mid-rise buildings adjacent to this system are proposed at a modest height of six storeys with stepbacks in the interior of the blocks. This form will have the added benefit of facilitating access to daylight for building interiors, including common areas and live/work environments.

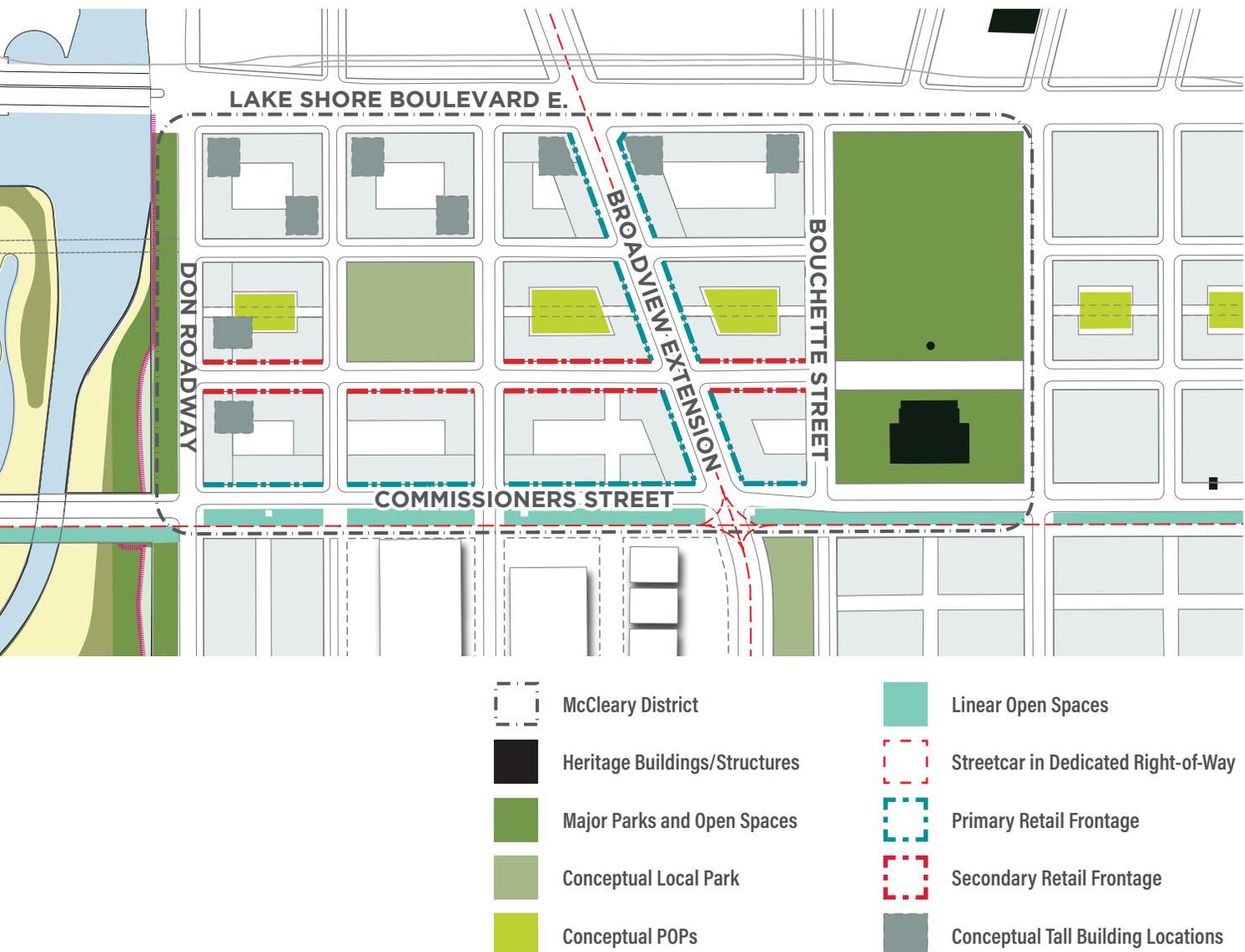


Artistic rendering of the McCleary District looking southwest

Precinct planning is required to be completed for the District. The precinct planning will finalize the location and configuration of local streets, parks, and open spaces. Urban design guidelines would also be generated to inform Zoning By-law amendments. Additional built form assessment

may be undertaken to explore new built form typologies suitable for the desired land use mix. Phases 3 and 4 of the Environmental Assessment for the major streets will solidify their designs, as well as confirm the relocation of Bouchette Street.

Figure 68: McCleary District Concept Plan



## Polson Quay and South River

Polson Quay and South River are regarded as transitional areas from a built form perspective. They will have a distinctly urban character, with adaptable buildings to enable the area to transition over time to a more live-work area in the longer-term. In the near- to medium-terms, the area is envisioned to become a scenic location for production, interactive and creative industries housed in multi-storeyed, adaptable buildings with active uses at street level.

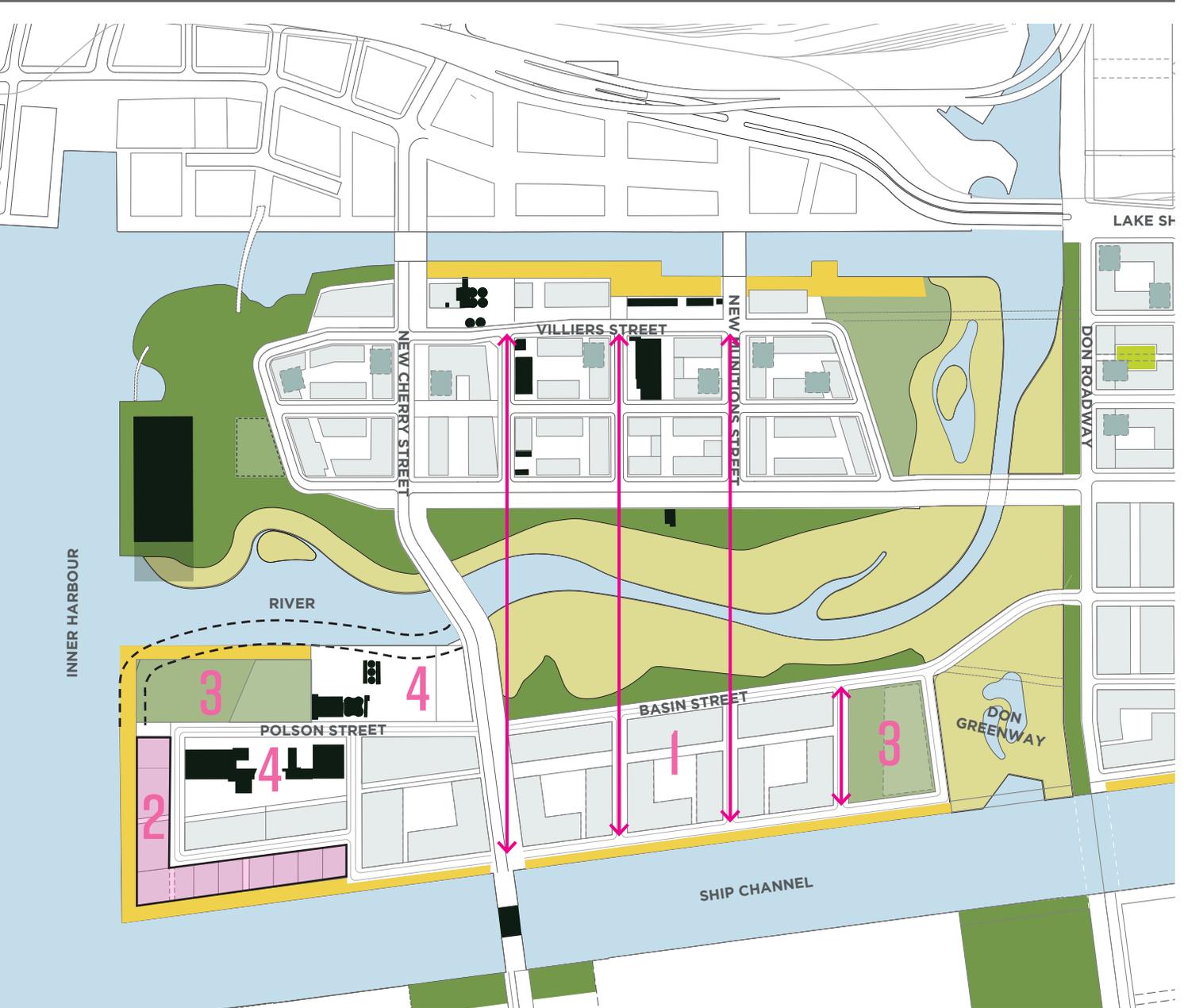
Irrespective of land use, the existing fabric of the two districts enables the creation of distinct identities and characters. Polson Quay has exceptional views to the city and a number of historic resources. Sites abutting the Inner Harbour and Ship Channel are well-suited for small, tight-knit, and intimate multi-storeyed building complexes with shifts in height that would form a contrast to the scale of the large open water surfaces and waterways. South River is a blank slate, enabling the introduction of new buildings within a grid network of streets that would take its cues from Villiers Island to the north.

Key considerations for the two districts include ensuring buildings are massed and sited so as not to obstruct views to the Hearn chimney stack or Canada Cement Company silos, as well as maintaining a high degree of visibility surrounding the Hearn chimney stack, as viewed from the public promenade at the foot of Yonge and eastward to

Sherbourne Common. Approaches could include utilizing and siting local parks and controlling building heights to maintain and preserve views.

Detailed assessment of the suitability of the area for residential and other sensitive uses will occur during precinct planning. The precinct planning will address both the Cement Terminal and port and industrial uses south of the Ship Channel. Should it be determined that a package of source and receptor mitigation measures is feasible, and would result in high-quality living environments, a comprehensive vision for the two districts would be advanced. This would include assessing the suitability of the districts for tall buildings in accordance with the design and heights for tall buildings, if any.

Figure 69: Polson Quay and South River Built Form Considerations



- 1 Villiers Island and South River Grain
- 2 Tight-Knit Building Typology
- 3 Conceptual Local Parks
- 4 Historic Resources

## 4.7.4 Recommendations

The recommendation identified below will shape and guide built form in the Port Lands over the coming decades. The overall built form approach and design guidance recognizes the unique and memorable districts that will be created in the Port Lands and the diversity of land uses. At its core, the design guidance will ensure a high-quality public realm and places to live and work. Collectively the directions will work to beautify the Port Lands' landscape irrespective of land use. The approximate building heights specified in the Official Plan Policy Direction below are based on a 5 metre ground floor height, a conventional 3 metre storey height for residential buildings and a conventional 4 metre storey height for commercial, office or institutional buildings.

### DESIGN GUIDANCE



Development in the Port Lands will contribute to the identity of the Port Lands by:

- Responding to surrounding context and character defining features, including but not limited to, heritage resources, the river, waterways and the large tracts of renaturalizing wilderness;
- Framing the naturalized mouth of the Don River adjacent to Commissioners Street and the Basin Street Extension with a built form condition that reinforces a coherently scaled mid-rise character; and
- Providing a naturalized, landscaped setback adjacent to Unwin Avenue of not less than nine (9) metres in the South Port East, Hearn and South Port districts. Buildings, structures, surface parking and other port/ industrial functions will not be permitted within the setback.



A legible environment will be created that will enable ease of movement and orientation by:

- Ensuring the heights and placement of buildings will preserve or create views to specific focal points and heritage resources, as identified on Figure 64 and described in Appendix 4. The heights and placement of buildings will accentuate respective views and, where applicable, reinforce the scale of heritage resources. Accentuating views is not to be interpreted to mean tall buildings are permitted outside of tall building zones or allow for heights regimes greater than those identified in this Framework;
- Organizing and siting all development to permit the extension of the public street network, and in particular to break-up large sites and increase permeability in and through the area;



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Future Follow-on Work



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- Providing high standards for sun on public streets, parks and open spaces;
- Providing a human-scaled streetwall condition that relates to the proportion of streets and planned development on either side of a street; and
- Providing on-site landscaping that complements the built form, contributes to the overall consistent character of any particular district and assists in achieving the biodiversity objectives of this Framework.



Development will contribute to creating diverse places in the Port Lands, and also achieve variation and visual interest at the block scale.

- A variety of approaches will be utilized for new buildings to achieve visual interest, including, but not limited to:
  - a) Utilizing vertical and horizontal articulation for building mass to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity;
  - b) Providing shifts in the heights of buildings up to any height limits established in other policies of this Framework; and/or
  - c) Providing varied building materials and/or colours, among others, with an attention to detail to support architectural variety.
- The provision of attractive, enclosed storage structures or screening for the bulk storage of salt, aggregate or other materials in Port and Port and Industrial districts will be utilized, where technically possible, to provide visual interest and reduce environmental impacts.



Buildings, irrespective of use, need to leave a legacy and be capable of adaptive reuse. This will be achieved by:

- Requiring buildings to be a minimum of three-storeys adjacent to major public streets (Figure 53), with the exception of:
  - a) Sites adjacent to Cherry Street south of the Ship Channel that are part of the Maritime Hub, where alternative building/structures will be encouraged to contribute to the character of the Hub; and
  - b) Sites adjacent to the east side of Cherry Street (Old) in Villiers Island, where building heights may be one- or two-storeys to complement the scale of heritage resources;
- Designing buildings with high quality architectural finishes and landscaping;
- Using robust and durable materiality for buildings that enables longevity of the buildings allowing them to withstand deterioration and contribute to the sustainability of buildings. Salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production, will also be encouraged. Development proposals, through the submission of a Sustainability Strategy, will be required to demonstrate how the building materiality supports longevity and sustainability objectives; and



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Future Follow-on Work



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- Providing an urban street-edge relationship for buildings in the McCleary, Media City and Turning Basin Districts and for buildings in the Warehouse District with buildings built to the lot line adjacent to public streets.



Activity at grade will be provided to enliven areas, and provide day-to-night vibrancy and eyes on the street. This is will be achieved by:

- Animating the public realm with retail and other active uses at grade with narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes that complement the character of the building and create visual unity of the streetscape;
- Making the ground-level facades of new buildings as transparent as possible to allow for a two-way visual exchange. In the priority and secondary retail frontage areas, façades should be 70 per cent transparent to permit a clear view inward from the street; and
- Providing a minimum ground floor height of 5 metres from floor to ceiling on Priority Retail Streets and Frontages as shown on Figure 39 and protecting for at-grade street-related retail and service uses on Secondary Retail Frontages and Water’s Edge Animation areas shown on Figure 39. To protect for retail in these areas:
  - a) Floor to ceiling heights will be a minimum of 5 metres in height; and
  - b) Ground floors will be designed to enable conversion to narrow frontage retail through ensuring the ability for entrances at-grade, suitable layout with regularized column spacing or ability to subdivide a ground floor, suitable depth to accommodate retail and service uses and convenient access to loading and storage.



Development will positively contribute to the creation of a distinct and dynamic skyline topography for the Port Lands for the views identified on Figure 64. This will be achieved by sculpting built form to:

- Reinforce and showcase the existing Port Lands’ skyline to ensure the continued prominence of the collage of heritage buildings and structures within the Port Lands as viewed from prominent locations along the central waterfront and to promote an understanding of the historic contribution of the Port Lands to Toronto’s working waterfront. New buildings will not detract from or dominate the Port Lands existing skyline. Heights and placement of buildings will be carefully controlled;
- Contribute to the objectives of diversity and the creation of unique and memorable districts by applying different approaches to tall buildings in the different districts, and where tall buildings are permitted, including, but not limited to, distinct height regimes for each particular district; and
- Include a variety of building types within the districts that are full of contrasts - high and low, dense and open - that both differentiate the Port Lands from the rest of the city and differentiate the districts from each other. Building types will also be informed by the land use mix permitted in the Port Lands and diverse street and block patterns.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

## TALL BUILDINGS



Tall buildings are buildings that exceed the mid-rise heights identified in this Framework. Where tall buildings are permitted:

- Residential tall building floorplates will not exceed 750 m<sup>2</sup> measured from the exterior of the main walls at each floor above the base building, excluding balconies, except where new building typologies are advanced as part of precinct planning or a City-initiated district-wide review of building typologies, to achieve sustainability objectives and/or differentiate built form both within the different districts in the Port Lands and from the rest of the city. Where new typologies are proposed they will:
  - a) ensure that high standards for sunlight on the public realm will be achieved;
  - b) result in commensurate reductions in the height of the respective tall buildings based on comparing the floor area of a typical, 750 m<sup>2</sup> tall building floorplate with the floor area of the new tall building typology, and proportionately reducing the heights of new tall building typologies based on the total gross floor area achievable with a typical 750 m<sup>2</sup> tall building floorplate; and
  - c) demonstrate that the impacts of a larger floorplate, such as reduction of sunlight, increase in shadow, transition, sky view and wind, can be sufficiently mitigated.
- Their design, in terms of form and profile, will make a positive contribution to the Port Lands skyline topography.
- In order to achieve excellent sky view, light penetration and a predominant mid-rise character, a minimum separation distance of 40 metres between tall buildings is required. Additional separation distance will be encouraged to maximize sky view.
- A minimum separation distance of 40 metres is required between tall buildings and the predominant face of heritage buildings/structures.

The tall building will be stepped back from the base building frontage by a minimum of:

- a) 10 metres adjacent to Villiers Street in Villiers Island;
- b) 6 metres adjacent to Cherry Street (Old) and Centre Street in Villiers Island, and the new East-West Street in the McCleary District; and
- c) at least 3 metres on all other public streets, or as determined through precinct planning to limit shadowing on key parks and open spaces and to minimize the perception of tall buildings at grade from the public realm.

All potentially enclosable or roofed space, such as balconies, must be clear of the stepback requirements.



Official Plan Policy Direction



Future Follow-on Work



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Tall buildings will be located, oriented and massed to:

- a) Maximize sunlight access on streets, and parks and open spaces;
- b) Not shadow the Don Greenway and naturalized river valley below top of bank during the spring and fall equinoxes between 10:18 am and 4:18pm; and
- c) Mitigate pedestrian wind impacts to enable comfortable climatic conditions in all seasons. Adjustments to building design may relate to the form, setbacks or stepbacks of building mass to mitigate impacts. Protective screens and other incidental add-ons or landscaping within public spaces may be utilized, but should not be relied upon as the preferred wind mitigation.

## VILLIERS ISLAND



The overall character of Villiers Island will be mid-rise in nature, punctuated by a limited number of tall buildings in strategic locations.



Buildings adjacent to the Keating Channel and on the east side of Cherry Street (Old) will be low-rise and complement the scale of heritage resources, and will not exceed a height of three storeys (approximately 11 metres). A five-storey (approximately 17 metres) building may be permitted on the west side of the re-aligned Cherry Street adjacent to the Keating Channel provided the building does not significantly obscure the historic silos. Buildings will be sited and articulated to reinforce and showcase the heritage resources of these areas.



Mid-rise buildings and base buildings of tall buildings will ensure an appropriate human-scale and will be designed to enable high standards of sunlight on public streets, solar gain and daylighting within the interior of blocks. They will have a height no greater than:

- a) Ten storeys (approximately 32 metres) for mid-rise buildings and eight storeys with a tall building on the south side of Villiers Street;
- b) Eight storeys (approximately 26 metres) on Cherry Street (New), Munitions Street, Centre Street, Trinity Boulevard, and Villiers Park Street; and
- c) Seven storeys (approximately 23 metres) on Commissioners Street.



To achieve additional variation in built form, mid-rise building heights should be six storeys (approximately 18 metres) for portions of buildings flanking north-south local streets. Mid-rise buildings flanking north-south local streets will not exceed a height greater than a 1:1 ratio of building face to building face, except at the southern part of Cherry Street (Old) at Commissioners Street where a six storey (approximately 25 metre) commercial building is permitted.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Tapering of buildings heights and/or setbacks will be utilized to:

- a) Ensure high standards of sunlight on public streets;
- b) Enable sunlight penetration to interior outdoor amenity spaces and south façades of buildings within a development block in support of liveability and sustainability objectives; and
- c) Contribute to a consistent street wall condition.



Tall buildings will only be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north. Additional considerations for locating tall buildings within this zone include:

- a) Marking the New Cherry Street and Munitions Street gateways;
- b) Staggering tall buildings within the tall building zone to reduce the negative impacts of closely spaced tall buildings and the perception of tall buildings at grade, and to prevent the appearance of a wall of towers;
- c) Marking Promontory Park and Villiers Park at either end of the Island;
- d) Mitigating pedestrian wind impacts;
- e) Providing a sensitive transition to heritage buildings;
- f) Ensuring high standards of sunlight on east-west streets, the Keating Channel promenade, Promontory Park, Villiers Park and the river/Don Greenway;
- g) Situating the tall buildings to maximize separation distance to the Cement Terminal on Polson Quay;
- h) Situating the highest permitted tall buildings in areas closest to transit stops within the tall building zone; and
- i) Leveraging passive solar gain.



A variety of tall building heights will be provided to punctuate the skyline within the mid-teens (approximately 50 metres), low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) to mid-twenties (24 to 26 storeys or approximately 74 metres to 80 metres), or as determined to limit shadow impacts on parks and open spaces in accordance with the policies of this Framework.



Notwithstanding the policy above, one tall building may be permitted in the high twenties (up to 29 storeys or approximately 89 metres) at Cherry Street (New) and Villiers Street without amendment to contribute to overall built form variability of the Island and provided the building has exceptional architectural features to positively reinforce the building identity within the overall Port Lands skyline.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

## McCLEARY DISTRICT



The overall character of the McCleary District will be a lively, dense, mixed-use area with an overall mid-rise character that contributes to broader economic objectives for the Port Lands and complements the employment destination north of Lake Shore Boulevard.



Development in the District will be organized around a centrally-located local park.



Tall buildings are permitted within the development blocks adjacent to the Don Roadway and Lake Shore Boulevard East.



A height peak that is not to exceed 39 storeys (approximately 119 metres) is permitted at the corner of the Don Roadway and Lake Shore Boulevard East and subject to appropriate source and receptor mitigation of industrial operations. South and east of the height peak, the heights of tall buildings will terrace down in height to the low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) at Commissioners Street and Bouchette Street respectively.



Mid-rise buildings and the base of tall buildings will have a height no greater than (unless otherwise determined through a Council-endorsed precinct planning exercise):

- a) Ten storeys (approximately 30 metres) immediately adjacent to Lake Shore Boulevard and the Don Roadway and terracing down to eight storeys (approximately 26 metres) to the east and south;
- b) Eight storeys (approximately 24 to 26 metres) immediately adjacent to Commissioners Street, the Broadview Extension and on the north side of Villiers Street; and
- c) Six storeys (approximately 18 to 20 metres) on all remaining streets.



The siting of tall buildings adjacent to the new east-west street north of Commissioners Street will ensure long-views to the Commissioners Incinerator Stack from Centre Street in Villiers Island and sky view around the stack.

## POLSON QUAY AND SOUTH RIVER



Building type and form will be differentiated between Polson Quay and South River to assist in achieving diversity and variety.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Buildings will be massed and sited so as not to obstruct views to the Hearn chimney stack or Canada Cement Company silos, as well as to maintain a high degree of visibility surrounding the Hearn chimney stack as viewed from the public promenade at the foot of Yonge and eastward to Sherbourne Common.



Should residential uses be permitted, considerations for the placement, height and location of mid-rise and tall buildings at precinct planning will include:

- a) Maintaining the visual prominence and dominance of heritage landmarks, and in particular the Hearn's chimney stack, by ensuring heights complement and do not exceed the perceived height of the stack as viewed from the public promenade at the foot of Yonge Street;
- b) Creating distinct identities that differentiate the two districts both from themselves and other districts within the Port Lands; and
- c) Assessing noise and air quality impacts and limiting building heights accordingly.

An Official Plan Amendment implementing the resultant built form directions from the Precinct Plan will be required to be adopted by City Council prior to considering any applications to amend the Zoning By-law.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation





Public art by Jill Anholt in Sherbourne Common



## 4.8

# ARTS AND CULTURE

A thriving arts and culture scene contributes to the individuality of a city, drawing talent, jobs and a host of interesting events. Toronto is recognized world-wide for our cultural venues, festivals and attractions, and for our arts and music scenes. Arts and culture within the urban landscape assists in creating a sense of place, a feeling of belonging and provide cultural enrichment for Torontonians and visitors. The city's expanding public art collection, both public and private, has created landmarks throughout the city and contributes to the identity and character of many of our neighbourhoods and districts.

Introducing new and enriching existing arts and cultural offerings has been a long-term objective of revitalization efforts to date in the Central Waterfront. The City's 2001

Waterfront Culture and Heritage Plan identified the Port Lands as having significant opportunities to incorporate major cultural festival sites to celebrate all aspects of the waterfront and Toronto's history. The Port Lands, itself, is already home to numerous cultural industries and events that have a city-wide, regional and even global audience.

As the Port Lands transformation unfolds over the coming decades, arts and culture will continue to have an important role to play. A culturally vibrant Port Lands will provide an exciting environment to live, work and play in, and will create a renewed awareness of the Port Lands' past. It has the potential to attract further investment while contributing to the image of the city on the international stage.

Principles that will guide arts and culture in the Port Lands consist of:

- Providing opportunities for artists and arts and cultural organizations to take risks, innovate and create unique art installations, cultural institutions and events that respond to emerging needs identified through regular consultation;
- Enlivening and animating the different districts in the Port Lands with permanent public art installations that contribute to the identity and character of the Port Lands, showcase key features and contribute to a high-quality public realm;
- Providing opportunities within the Port Lands landscape for temporary art works, performances and events that attract people year round to the Port Lands subject to appropriate funding sources and partnerships;
- Establishing a network of arts and cultural infrastructure as a pillar for the area's transformation and to attract creative talent to the Port Lands; and
- Continuing to support and foster the film, television and digital media sectors in the Port Lands, while attracting new, synergistic, creative sectors to locate in the Port Lands.



Luminato at the Hearn

## 4.8.1 Public Art

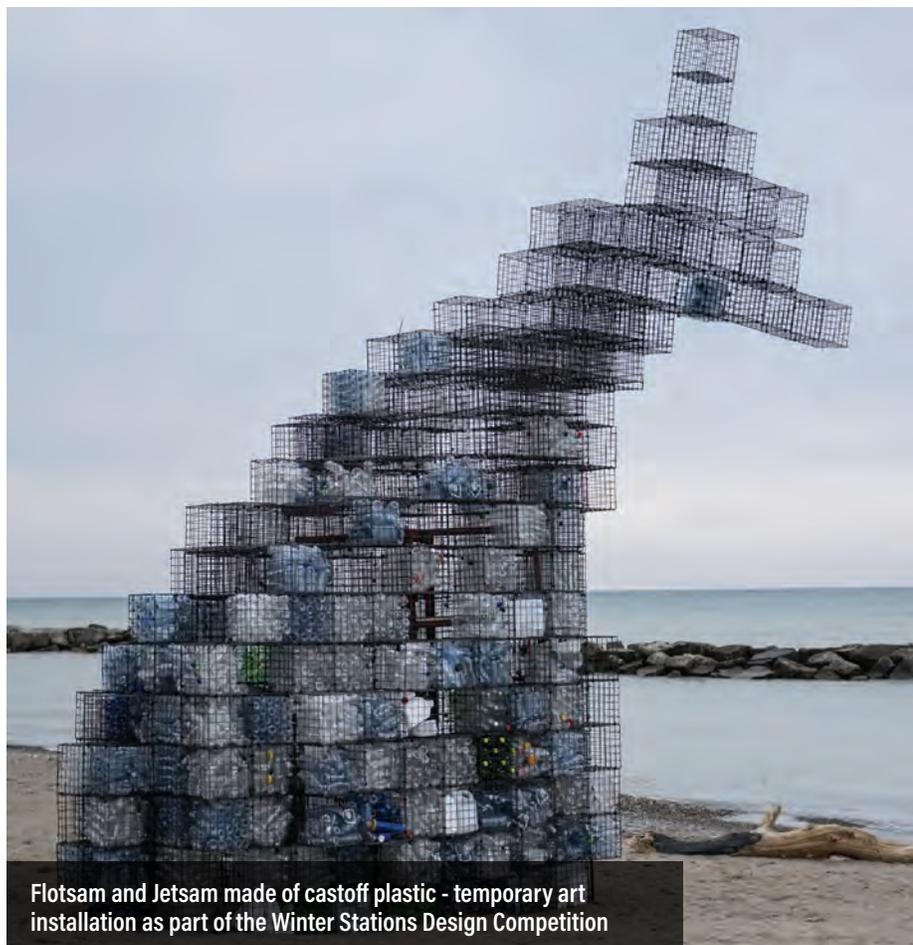
A coordinated Central Waterfront public art program for both public and private developments has been a tenet of the Central Waterfront Secondary Plan since it was adopted by Council in 2003. Across the Central Waterfront, new, inspiring public art installations are being planned and implemented as part of delivering a high-quality public realm.

A coordinated public art approach for the Port Lands is being advanced in this Framework, and will be more fully developed in consultation with various arts communities and relevant stakeholders connected directly or indirectly with the area as more detailed planning gets underway. The approach provides a foundation for the development of public art strategies during precinct planning, and for more detailed public art plans at the time of development or during detailed design.

A variety of public art installations and performances will be pursued in the Port Lands. However, the identification of permanent public art installations will anchor the strategies and plans that will be developed. Permanent public art will create new landmarks, as well as highlight the unique and memorable districts, natural areas, waterways, gateways and heritage resources. They will showcase points of public focus where place, geography, history, ideas, and icons fuse together to provide a dialogue about the Port Lands' past, present and future. Temporary public art works and installations could further enrich the landscape by complementing permanent works and responding quickly and powerfully to emerging trends.



Dan Corson's solar powered flower installation: Sonic Bloom



Flotsam and Jetsam made of castoff plastic - temporary art installation as part of the Winter Stations Design Competition

### Permanent Public Art

Permanent public art in the Port Lands will become part of the City of Toronto's **Public Art and Monuments Collection** and will provide a legacy for the future. Permanent public art consists of permanent art works and installations that will be procured and maintained in accordance with the City's policies and practices such as through the City's **Percent for Public Art Program**. Major capital public works, along with redevelopment of municipally-owned land, will allocate one per cent of capital budgets towards the provision of permanent public art works in the Port Lands.

On privately-owned land, permanent public art installations within publicly accessible or visible areas will be encouraged, particularly for significant development exceeding 10,000m<sup>2</sup>. Additionally, the pooling of any public art contributions will be encouraged. This will enable the commissioning of more significant art works as part of the Port Lands. The creation of

a Port Lands' public art collection to raise awareness for the area, and in recognition of the significant public investment associated with the Transformational Moves in this Framework, is desired.

### Temporary Public Art

Temporary public art will also be encouraged in the Port Lands and contribute to a pop-up culture, as well as respond to the early activation projects identified in Section 4.12. Such installations and interventions can provide additional opportunities for diverse artists and communities to intersect and interact in the Port Lands public spaces and catalyze cultural activity in the area.

Temporary public art could include short-term art interventions and ephemeral artworks such as sculptural and installation works, performance and conceptual works, experimental works exploring new mediums and approaches that use light, sound or new technologies. Public art events such as artist talks, symposiums, festivals and curated programs of performance art and artist residencies could also be contemplated.

While temporary public art is an important part of the overall conceptualization of public art in the Port Lands, alternative funding sources and partnerships for temporary public art works are required. These types of installations and works are not eligible to be funded through the use of Section 37 under the Planning Act or from contributions associated with major capital works. Alternative funding sources could include grants, philanthropy or sponsors.



Jeppe Heine's "Labyrinth NY" Installed in Brooklyn

# Opportunity Sites, Areas and Themes

With its existing built and natural heritage, along with the future river valley, Don Greenway, expanded McCleary Park, waterways, streets and the creation of a series of unique and memorable districts, the Port Lands' landscapes will provide powerful inspiration for artists. Industrial remnants, like the Commissioners Street "power towers", for example, could be creatively reimagined and celebrated. The historic silos could also provide a canvas for murals, graffiti art, light installations and other artworks, as well as infrastructure for a platform-based program of public art.

Initial opportunity sites and areas for both permanent and temporary public art installations are shown on Figure 70. These sites and areas will be highly visible, densely-trafficked areas and would afford unique opportunities for public art. To maximize investment and capitalize on the Port Lands' existing and future attributes, the

opportunity sites are organized within thematic areas.

## Gateways and Bridges

The Port Lands will be connected to the rest of the City by six signature streets, each representing a gateway into the Port Lands. Public art at these gateways will welcome people as they arrive in the Port Lands and to the different districts. Much like the signature streets, the public art can reinforce the distinct character of both the streets and district.

## Heritage and Destination/ Catalytic Uses

The many iconic heritage buildings and cultural landscapes will become catalysts for revitalization and redevelopment. Further, the **Destination and/or Catalytic** uses proposed are envisioned as major cultural or institutional uses that will have unprecedented potential to draw people to the area.



Murals painted on silos in Granville Island



The artwork "Source" - a monumental art installation in France on four high-tension transmission towers

### Parks and Natural Areas

The Port Lands will showcase some of the most spectacular, picturesque parks, open spaces and natural areas in the city. Public art will be used to further enhance these parks and natural areas. Aboriginal and First Nations history may also be celebrated through installations that interpret traditional usage of the lands. This in turn could raise public awareness and facilitate a deeper understanding of the history and ecology of the area. Recognition of First Nations history in relation to the mouth of the Don River and the former Ashbridges Marsh provides fertile ground for public artwork.

### Water and Port

The celebration of water is a central theme of the Framework, including the recognition of waterways not found elsewhere in the city. Equally important is the recognition of the Port Lands as Toronto's historic port area and the sole remaining operating port. Public art adjacent to, or in, the waterways, such as the Keating Channel and Ship Channel, will showcase and tell Toronto's working harbour story and its role in the development of the city.

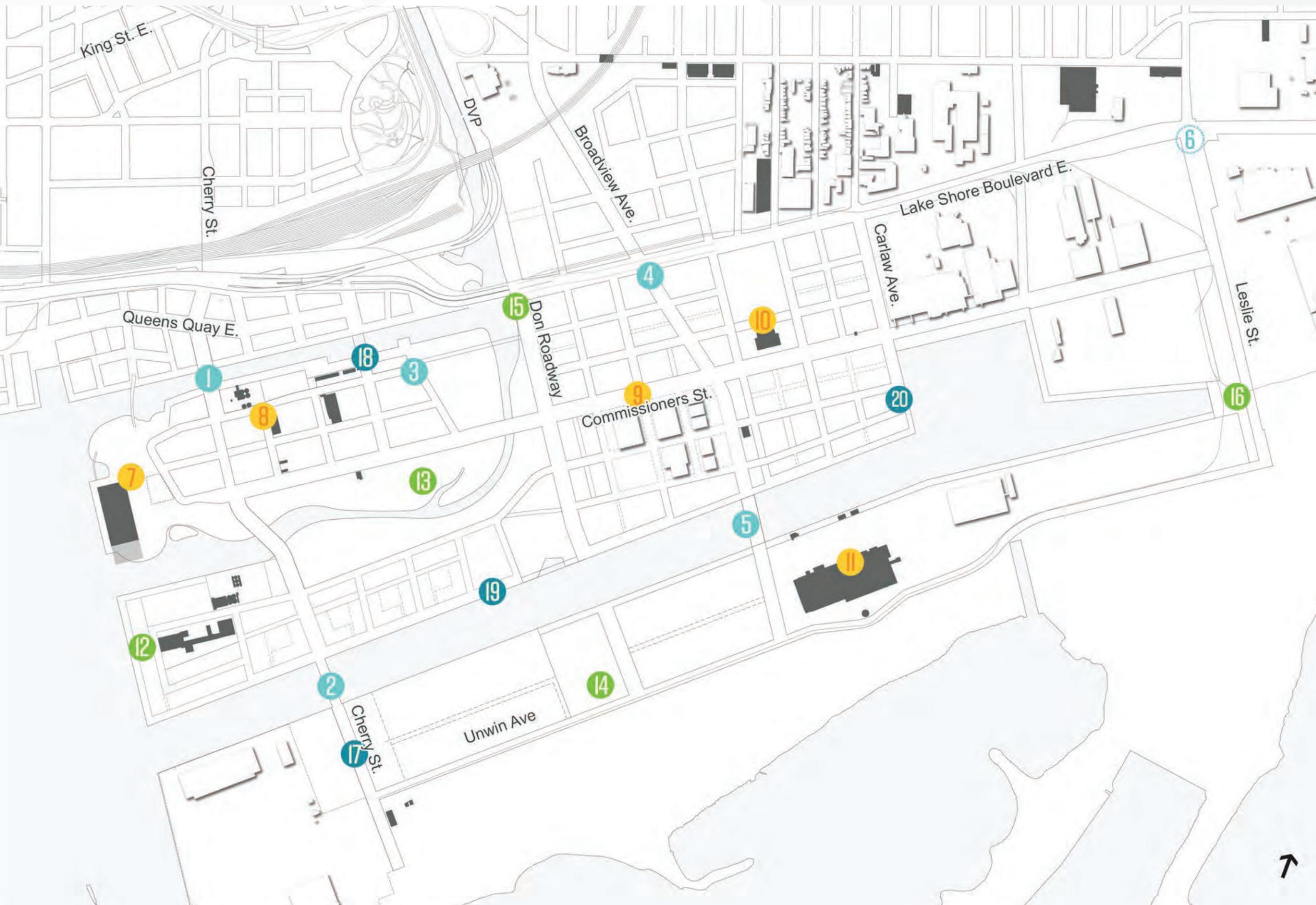


First Nations inspired public art in Vancouver, BC



Futurefarmers, Flatbread Society, Oslo, Norway - portable bread oven in a canoe

Figure 70: Public Art Opportunity Sites



- GATEWAYS AND 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

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

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

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



# Public Art Strategies and Plans

The opportunity sites, areas and themes identified above provide a starting point for the development of Public Art Strategies during precinct planning and Public Art Plans during the development review process and as part of major capital projects. Additional considerations for public art as part of the development of Strategies and/or Plans include:

- Ensuring that public art is located in publicly accessible spaces, including within future public street rights-of-ways and parks and open spaces;
- Capitalizing on the area’s character-defining elements;
- Ensuring that public art is of the highest caliber using innovative and environmentally sustainable practices; and
- Promoting an awareness of the area’s past while at the same time complementing existing and future industries that will locate in the area.

## Public Art Strategies

Public Art Strategies developed during precinct planning will refine and further detail the direction articulated within this Framework. The Strategies will continue to be high-level guiding documents, providing flexibility for the development of Public Art Plans. The Public Art Strategies will:

- Outline more detailed goals and/or principles for public art as they apply to the precinct;

- Identify priority locations for public art in recognition of the precinct’s vision, the local street and block pattern and approach for the public realm;
- Identify different types of potential public art installations and themes in recognition of precinct features and characteristics, as well as potential target audiences;
- Identify temporary public art opportunities, including potential strategic partnerships and alternative funding sources to be secured; and
- Identify a phasing plan and budgetary strategies.

## Public Art Plans

The development of detailed Public Art Plans will be undertaken closer to when development is anticipated on municipally-owned land, during detailed design for major capital works or as part of securing on-site public art contributions from private development. The Public Art Plans will be developed in accordance with the City’s **Percent for Public Art Guidelines**. They may apply to a particular development phase or project within a precinct or a specific capital works project and will align with any applicable Public Art Strategies or this Framework. They will include project objectives, site identification and opportunities, estimated budget, proposed art selection method, potential artists and selection jury, projected schedule and a public relations strategy.

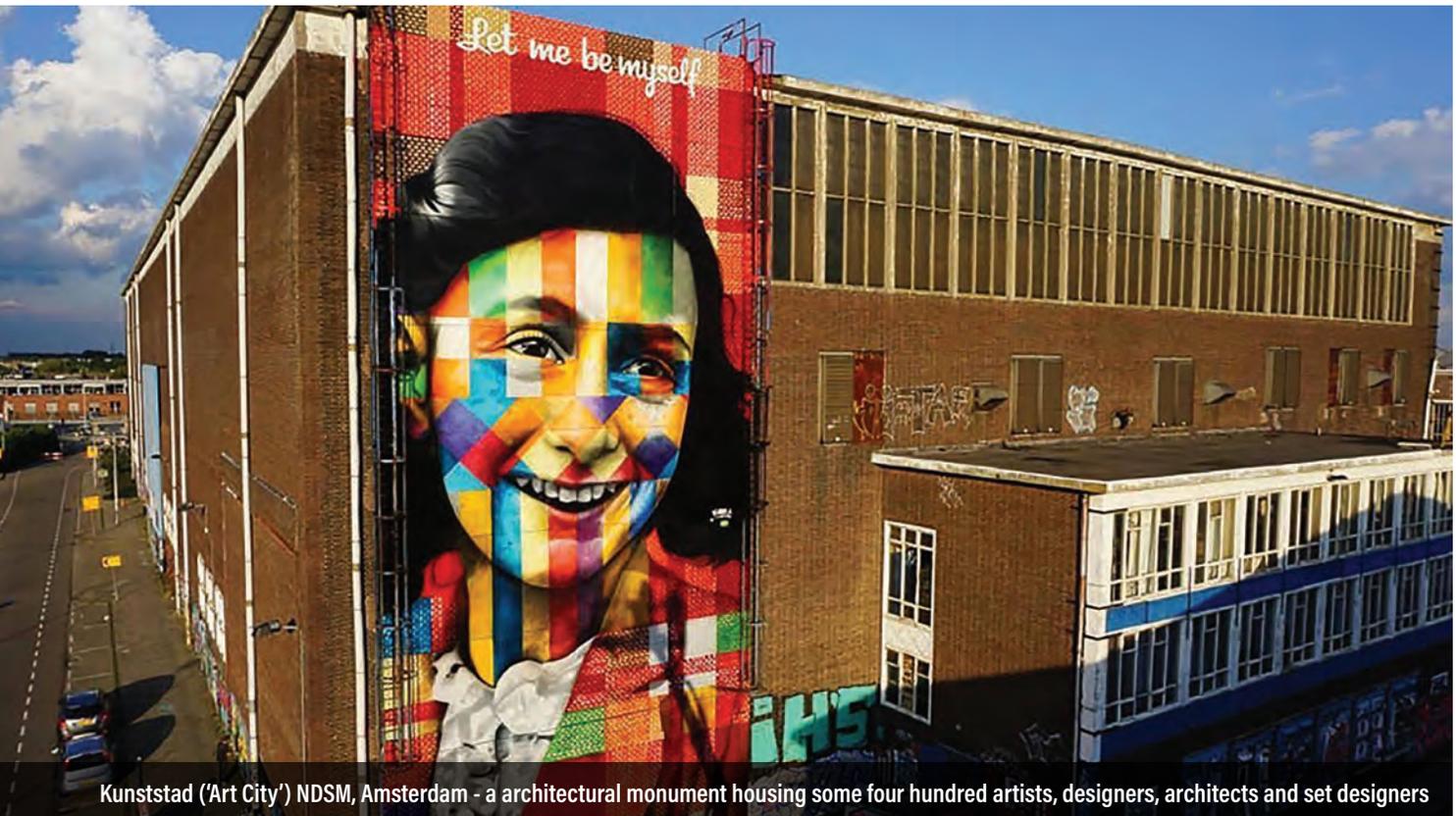
## 4.8.2 Culture

Cultural and creative industries are an important element for the regeneration and renewal of the Port Lands. A culturally vibrant Port Lands will be more exciting to live and work in. It will attract economic investment, contribute to the Port Lands image and brand, and support the social and cultural health of the city.

The Port Lands is already home to a number of creative industries and has been cultivating its identity as a hub of cultural activity over the years. Recent events hosted in the Port Lands have elevated this area as both a destination, but also an incubator for pop-up culture. The Luminato Festival adaptively re-used the Hearn Generating station in 2016 for its festival, incorporating

artistic interventions and installations, multiple performance events and a fully functioning restaurant in the former electrical control rooms of the power station. Additionally, the music festival NXNE has been utilizing the Port Lands current tracts of vacant and underutilized lands for an outdoor, live music venue.

In the short-term, the large, outdoor festivals and other temporary, cultural attractions like the Luminato Festival and Cirque de Soleil, will continue to take place and be encouraged. In the longer-term, and as areas redevelop, new venues and the tactical use of the Port Lands' parks and open system will enable cultural events to enliven the Port Lands landscape and bring visitors in both large and small numbers.



Kunststad ('Art City') NDSM, Amsterdam - a architectural monument housing some four hundred artists, designers, architects and set designers

There is significant potential to continue to nourish the Port Lands as a place for cultural and creative uses, and further develop cultural infrastructure and uses as the area transforms. Realization of the **Seven Destinations Transformational Moves**, and the range of land uses contemplated in the Land Use Direction will enrich the Port Lands as a place to visit, in addition to being a great place to live and work. New cultural and institutional uses will be targeted throughout the Port Lands, but in the areas identified for **Destination and/or Catalytic** uses in particular.

The City, Waterfront Toronto and other development partners will need to play an active role in promoting and

delivering cultural infrastructure in the Port Lands. In redeveloping areas, the provision of gallery spaces, museums, venues for performing arts and live music, and other cultural uses and partnerships will be actively pursued.

The design of major parks and open spaces will consider opportunities for hosting large, public cultural events and festivals, and other opportunities that capitalize on the Port Lands assets for cultural events will be identified. The development of affordable accommodation for artists and studio workspaces for creative practitioners will be encouraged and promoted. This will not only ensure further opportunity to diversity the future population, but also give rise to additional enterprise and employment in the creative sector.



Concert in Brooklyn Bridge Park

## 4.8.3 Recommendations

Art and cultural uses/activities will have an important role to play in the Port Lands. Central to the vision for the Port Lands is to create a place that is teeming with activity that enlightens, inspires and entertains. The recommendations identified below build on the many successes already attained in the Port Lands, and will help to shape and define the Port Lands' character.



Development on land that is privately owned, as of the date of adoption of this Area Specific policy, will be encouraged to participate in the City's **Percent for Public Art Program**. Specifically, public art contributions will be encouraged to be pooled toward a larger coordinated public program within publicly owned parks, open spaces and streets given the significant public investment associated with these areas.



Permanent public art installations and/or contributions will be secured for all development on land that is municipally owned as of the date of adoption of this Framework, and for major public works projects in accordance with the City's **Percent for Public Art Program**.



Public art is to be located in publicly accessible areas and sites visible from public streets, intersections, public plazas, parks or other publicly accessible civic spaces. Opportunity sites, areas and themes for locating public art include:

- Gateways and bridges;
- Sites or areas with heritage resources or **Destination and/or Catalytic** uses;
- Parks and natural areas; and
- Waterways and the port.



Public art installations should be diverse, including installations that reflect the history of the Port Lands and First Nation's history and culture. Artists will also be encouraged to use sustainable materials and/or practices.



Public Art Strategies developed during precinct planning will:

- Outline more detailed goals and/or principles for public art as they apply to the district;
- Identify priority locations for public art in recognition of the precinct's vision, the local street and block pattern and approach for the public realm;
- Identify different types of potential public art installations and themes in recognition of precinct features and characteristics, as well as potential target audiences;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- Identify temporary public art opportunities, including potential strategic partnerships and alternative funding sources to be secured; and
- Identify a phasing plan and budgetary strategies.



Public Art Plans, in accordance with the City's **Percent for Public Art Guidelines** and in alignment with any applicable Public Art Strategies, will be required for:

- Permanent public art installations associated with development on municipally-owned lands or for major capital works. Public Art Plans will be developed when development will occur within the district or for each phase of development, and/or when a major capital works project is at detailed design; and
- Permanent public art installations on privately owned sites secured through the development review process. The Public Art Plan will be developed at the time of Site Plan Control or prior to the issuance of above-grade building permits.



The City will encourage and facilitate:

- The development of a range of tourist attractors, high profile events, street festivals, permanent destinations, venues for performing arts, and cultural attractions and centres capable of drawing visitors both in large and small numbers;
- New cultural facilities in the Port Lands that both complement the desired mix of uses and activate areas;
- Affordable rental housing that caters specifically to artists or other creative sector employees/entrepreneurs to attract creative practitioners to live in the new communities; and
- Arts and cultural companies to locate in the area.



A Port Lands Cultural Plan should be prepared with involvement from the City's Economic Development and Culture and Parks, Forestry and Recreation Divisions, Waterfront Toronto, arts and cultural organizations, and the private sector to further identify cultural activities, incentives and public actions that can be taken to solidify the Port Lands as a hub for cultural and creative activity.



First Nations will be consulted in the development of Public Art Strategies and Plans.



Various arts communities and relevant stakeholders connected directly or indirectly with the area will be consulted in the development of more detailed Public Art Plans or Strategies.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Artistic rendering of the Ship Channel

## 4.9

# INNOVATION AND SUSTAINABILITY

The Port Lands is envisioned to be a globally-significant, sustainable and resilient new Toronto city district. It will embody the cultural and technological shifts necessary to assist in keeping the global average temperature rise to below two degrees. The Port Lands will be poised to showcase the latest innovations and utilize progressive approaches to preserve and enhance natural ecosystems, conserve resources, minimize environmental impacts, reduce waste, build wisely, and both respond to and mitigate a changing climate.

The City of Toronto has set an ambitious goal to reduce greenhouse gas (GHG) emission by 80% by 2050 to help reduce the negative impacts of climate change. The transformation of the Port Lands provides an opportunity to create a sustainable city district with a low carbon footprint to assist in meeting the City's GHG reduction targets. Additionally, it can ensure social and economic diversity and the health and well-being of people and wildlife.

Sustainability is embedded throughout this Framework. The new mixed use communities will provide opportunities to grow the city's affordable housing stock and access daily needs without requiring a car. Maintaining the working port enables the city to receive the goods needed to build and maintain the city with the least amount of environmental impact. Fostering and growing key employment sectors, such as the film, television and digital media sector and green industries, supports the creation of well-paid jobs for Torontonians and grows our economy.

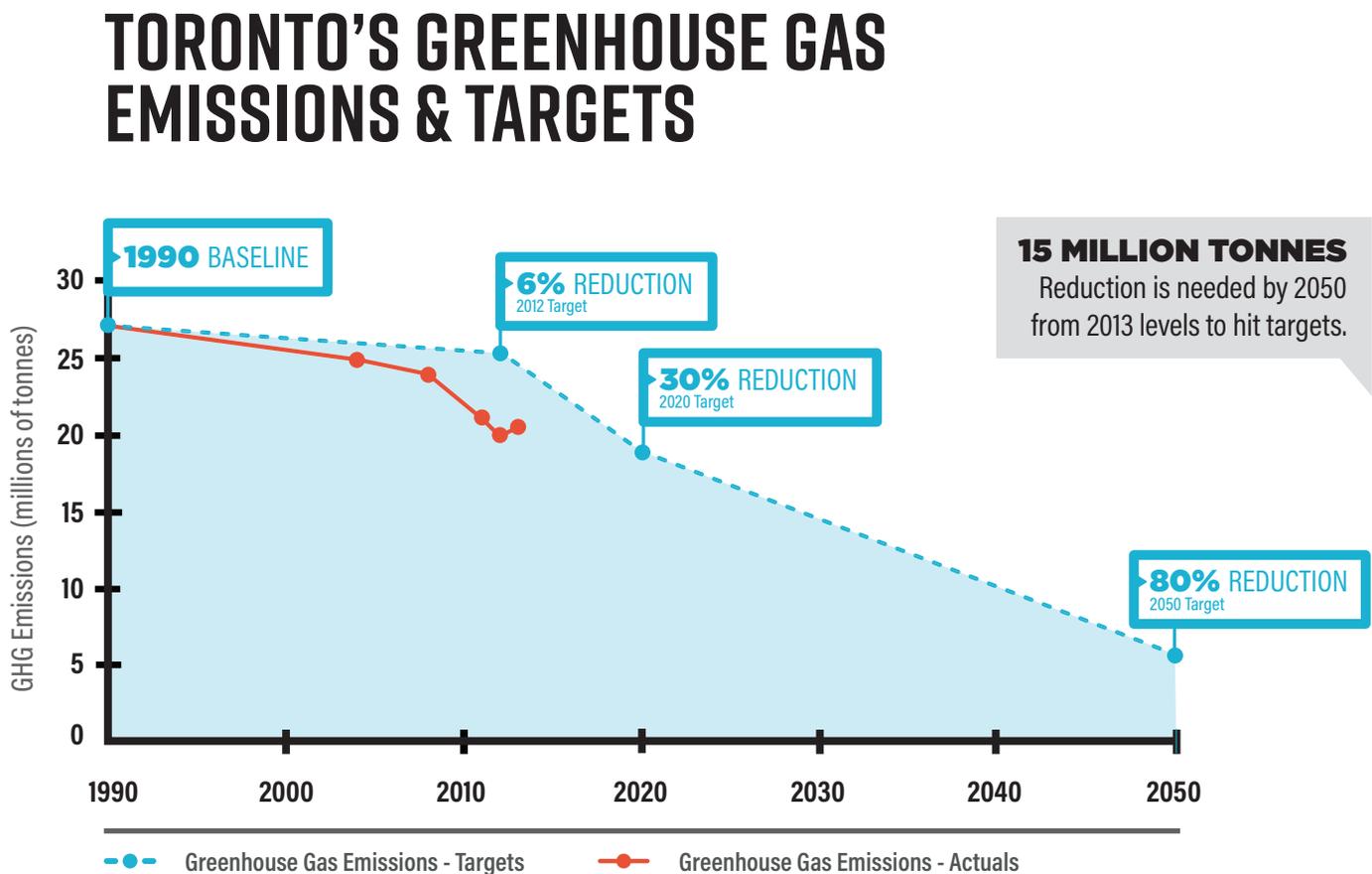
Sustainable transportation solutions are also being spearheaded. The natural choice for people will be to walk, cycle or use public transit rather than travel by car. These directions, among others, taken together with advancing the sustainability approach outlined in this section, will optimize the use of land, minimize the impacts of development and showcase the area as a place for environmental and social innovation. All of which will champion a better environment for the city and region.

## The Port Lands Sustainability Approach

The approach for creating a sustainable and resilient city district in the Port Lands is to implement progressive solutions from the start. At the same time, the approach will ensure flexibility given the continual advancements made in technology and in minimizing our ecological footprint. The approach builds on the Central Waterfront Secondary Plan's (CWSP) principle of promoting a clean and green environment.

The benchmarks and strategies proposed in this Framework exceed the City's and Waterfront Toronto's current mandated practices. They will assist Toronto in achieving the City's aggressive targets for GHG reduction and tackle key environmental issues. The benchmarks and strategies are based on emerging best practices, and proven technologies and approaches for advancing a progressive sustainability agenda.

Figure 71: Toronto's Greenhouse Gas Emissions and Targets



The approach is tailored specifically for the Port Lands and is holistic in nature. Significant research and analysis was undertaken to arrive at this approach:

- A Port Lands wide Community Energy Plan was developed which involved completing an energy profile of the recommended Land Use Direction, and enabled the identification of key issues and opportunities needed to achieve sustainable energy practices.
- Emerging best practices and precedent research was undertaken for the broader city as part of the **Transform T.O** and **Getting to Zero Emission Buildings** initiatives, but also as part of the development of this Framework.
- The natural environment has been extensively studied in this area dating back to the Task Force to Bring Back the Don (1991), and with more recent work on the Don Mouth Naturalization and Port Lands Flood Protection Project and city-wide study of Environmentally Significant Areas.
- A sustainability audit was also undertaken for Villiers Island which explored strategies for the Island to achieve an outcome that reduces carbon output to below zero, also referred to as climate positive.

## COP 21 & The Paris Agreement

On December 12, 2015, a monumental climate agreement was entered into in Paris, France at the United Nation Framework Convention on Climate Change (UNFCCC) 21st Meeting of the Conference of the Parties (COP21) by over 190 international governments, including Canada. The Paris Agreement is a legally binding international agreement that aims to limit long-term global temperature rise to below 2 degrees Celsius above pre-industrial levels (UNFCCC, 2015). The Paris Agreement was ratified at the UN on April 22, 2016 by 175 nations, which demonstrates a near-global consensus on the urgent need to transition to a low-carbon economy (Pembina Institute, 2016). Canada committed to a national GHG reduction goal of 30% below 2005 levels by 2030.

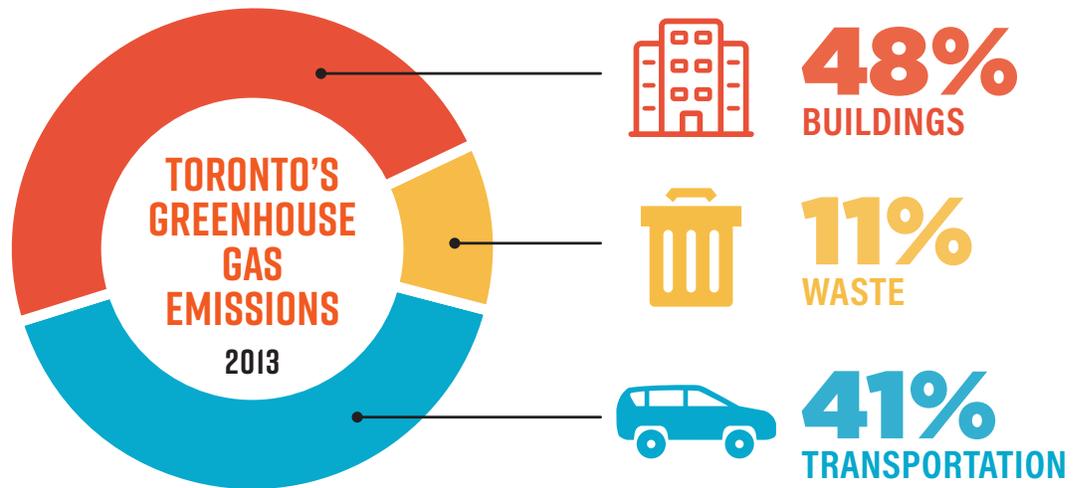
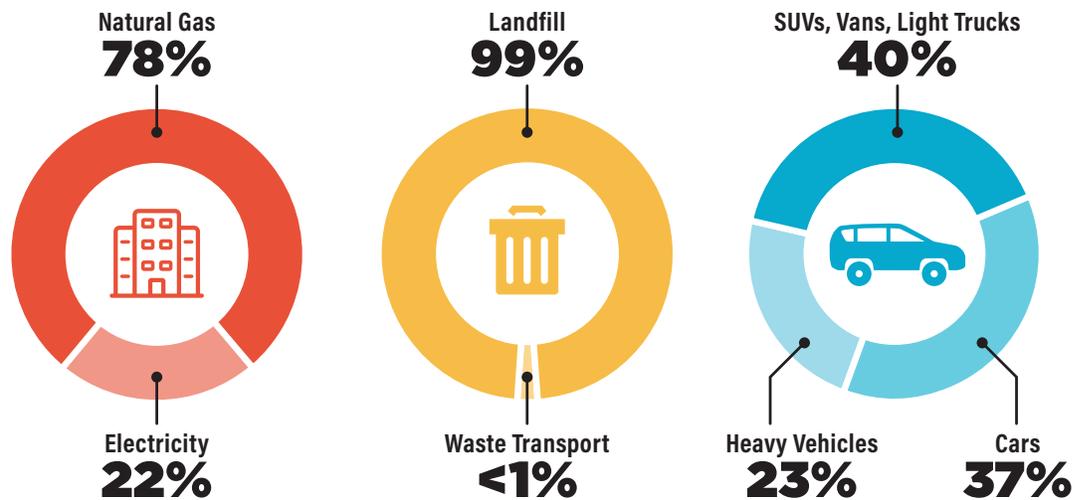


Figure 72:  
Toronto's GHG Emissions  
and Breakdown



## C40 Climate Positive Development Program

The C40 Climate Positive Development Program showcases how cities can grow in ways that are 'climate positive'. Climate Positive projects commit to maximizing efficiency on-site and further reducing emissions in the surrounding areas. Greenhouse gas emissions from energy use, waste and transportation sources are minimized and accounted for in projects,

while at the same time implementing local offsets such as the preservation, creation and regeneration of parks and green spaces (carbon sinks) and exporting clean energy. The result is a net reduction of carbon emissions to below zero. The Lower Don Lands, including both Keating Channel and Villiers Island Precincts, was selected as one of seventeen inaugural projects of the program.



GHG Buildings



GHG Transportation



GHG Water+Wastewater



GHG Solid Waste



GHG Land



## 4.9.1 Creating a Net Zero Energy District



Revitalizing the Port Lands as a net zero energy district will contribute to both the global climate change challenge as well as the

City’s ambitious GHG reduction target. Further, the Lower Don Lands (which includes both the Keating Channel and Villiers Island Precincts) continues to be identified by Waterfront Toronto as a participant in the C40 Climate Positive Development Program.

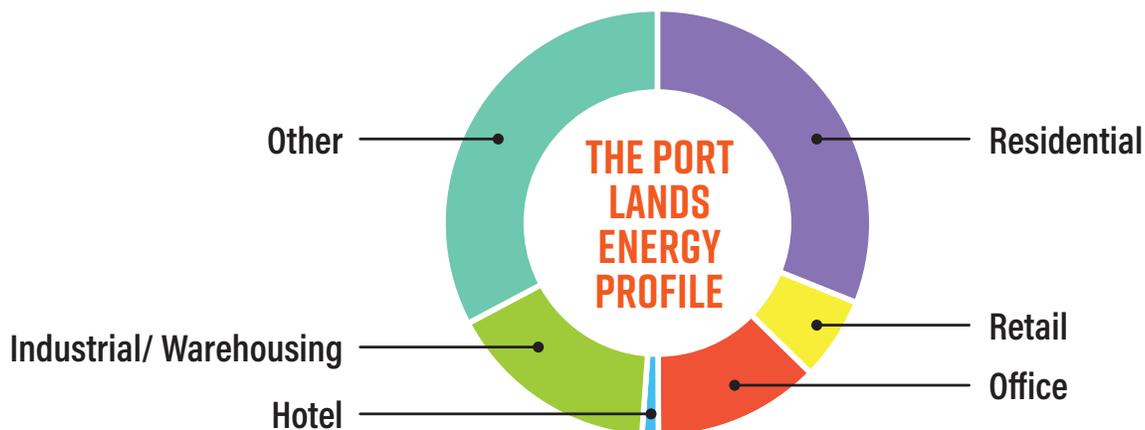
Traditional energy production and consumption is a significant contributor to climate change and poor air quality. In Toronto, the primary contributors to greenhouse gas emissions originate from buildings, transportation sources, and waste (Figure 72). The Port Lands Energy Plan assessed the energy profile (Figure 73) for the different uses proposed and current minimum building requirements. At full build-out, it’s anticipated that buildings in the Port Lands will add approximately

550 Megawatt hours (eMWh) of energy demand, resulting in an increase of 88,000 tonnes of CO<sub>2</sub>.

While the City’s current Toronto Green Standard and Waterfront Toronto’s Minimum Green Building Requirements have made substantial advances in reducing energy use in buildings and improving the sustainability performance of development sites, more aggressive and innovative approaches are needed to achieve a net zero energy district.

A net zero energy district is a place where no more energy is consumed than is supplied by non-fossil fuel sources. It can be achieved at the building scale through passive design. At the district scale, it can be achieved by reducing carbon emissions associated with transportation and waste, and implementing community-based energy systems such as low carbon district energy and combined heat and power facilities.

**Figure 73:** The Port Lands Energy Profile



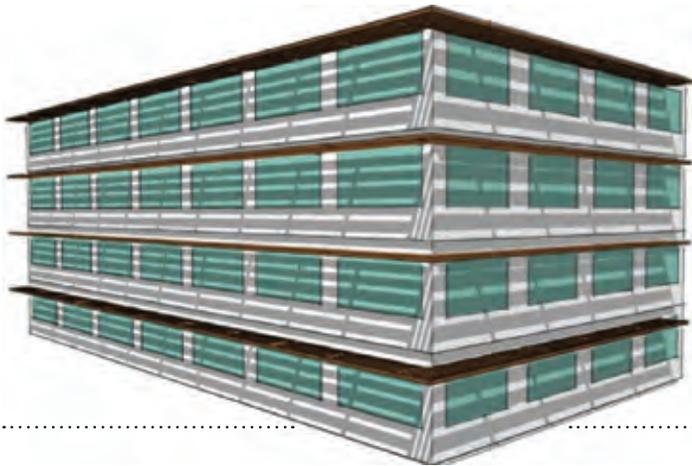
## Designing Passively

Buildings with low energy needs are critical to transforming the Port Lands into a net zero energy district. Designing passively is gaining momentum as the optimal way to create buildings with low energy demand while maintaining high levels of personal comfort. It can also be a cost-effective way to reduce mechanical energy demand, resulting in less need for power production (Figure 74).

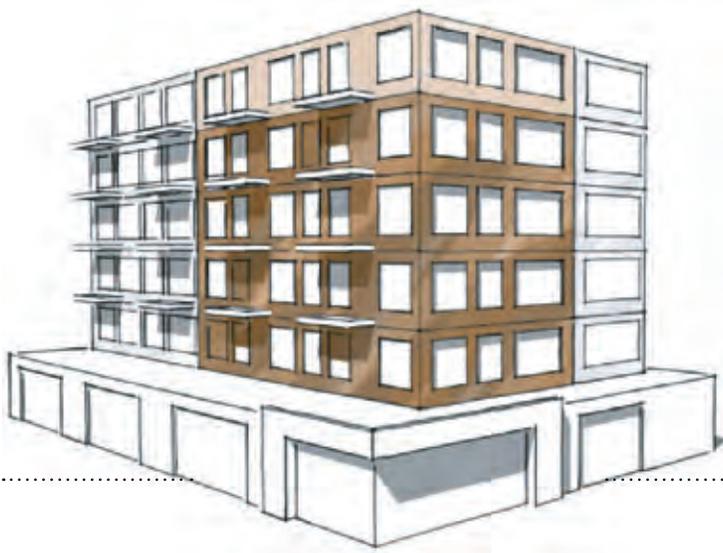
Passive design can be applied to any building typology and is being used as the basis for building standards in many Canadian and European cities such as Vancouver, Luxembourg, Oslo and Cologne. It means:

- Providing an efficient building shape, location and orientation to leverage solar gain, minimize heating loads and improve daylighting. This often involves orienting buildings to within 30 degrees of true north, but also simple building forms to reduce the potential for heat loss;
- Incorporating shading strategies or design features on west and south facades and proper window sizing and placement to enable solar gains in the winter while minimizing the potential for overheating in the summer to reduce cooling loads and pressure on the grid during periods of high demand for cooling;
- Utilizing building materials with high capacity to absorb heat and slow release, coupled with high levels of insulation for better thermal mass performance and minimization of heat loss;
- Employing advanced windows (triple glazing) to minimize heat loss. This is especially important as windows are the thermally weakest part of a building envelope;
- Ensuring high levels of airtightness to minimize heat loss from air infiltration. This prevents inward leakage of outdoor air through cracks or openings in the building; and
- Constructing free of thermal bridges to minimize impacts to energy performance. For instance, balconies are typically constructed by extending the concrete floor slab. The concrete transmits energy between the interior space and outside space. In cold temperatures, this thermal bridge can cause colder floors near the building perimeter and can impact energy performance by requiring more energy for heating. Several alternatives to concrete balcony slabs exist.

Implementing these passive design measures can contribute to significantly lowering annual heating and cooling demand, while also showcasing Toronto's leadership in climate change mitigation. Additionally, consideration to plug loads and ensuring high efficiency appliances can lower primary energy consumption and likewise result in energy savings and reductions in GHG emissions.



Shading devices installed over windows on south and west facades help to minimize solar gains in the summer months



Simple, compact forms for buildings help to minimize thermal bridging through the building envelope.

Figure 74: Community Energy Planning Framework

MINIMIZED BUILDING LOADS 				EFFICIENT BUILDING OPERATIONS 		POWER PRODUCTION 
Context	Urban Structure	Urban Morphology	Building Typology	Optimized Operations & Appliances	Occupant Behaviour	Renewable Energy
Climate Topography	Configuration Mobility Density	Massing Public space Streetscape	Building type Architecture	HVAC Lighting Hot water Appliances	Lights Room temperature Plug loads Water use	Type Proximity


**INCREASING COSTS**


Source: Villiers Island Sustainability Audit

## Generating Energy

Even with passively designed buildings, there will continue to be a need for energy, but at a significantly reduced rate. The majority of the power generated in Toronto today utilizes natural gas which is a significant greenhouse gas contributor. Renewable energy generation and distribution, at both the building- and district-scales, will play an important role in attaining net zero energy. These would also provide a more reliable source of energy, ensuring people can continue to be comfortable during periods of extreme weather or power failures.

Building-scale renewable energy can include solar panels, more efficient heat recovery systems, biogas systems or the application of bird-sensitive micro-wind turbines. Emerging technologies, such as photovoltaic material to replace conventional building materials, could also be

employed. District-scale renewable energy generation can be provided by way of district heating and cooling facilities or combined heat and power (CHP) facilities. District heating and cooling facilities consist of a network of pipes connecting multiple buildings to one or more thermal energy sources. Numerous renewable thermal energy sources such as waste heat recovery (from industrial uses or wastewater mainlines), deep lake water cooling, solar thermal energy, and geo-exchange can be utilized.

CHP facilities provide both thermal energy and electrical power. There are two potential options for CHP. The first is contracting with the Independent System Operator, the crown corporation responsible for operating the electricity system in Ontario, with the power generated exported to the broader grid. The second is to establish a micro-grid, consented to by the Independent System Operator, to generate and distribute power to the different districts. A micro-grid is a small scale power grid that can operate independent of the main grid.

Additional studies will need to be conducted to confirm the optimal district energy system for the Port Lands, as well as to determine the ideal location(s), scale, size and renewable power source of any systems. A Port Lands-wide feasibility study will be undertaken to identify the optimal approach.



A green roof and solar panel combination with amenity space



## 4.9.2 Facilitating Better Mobility and Access



A sustainable transportation agenda is being advanced for the Port Lands that is centred on better

mobility and access. The preferred transportation network is linked directly to providing a connected transportation system that allows residents, employees and visitors to get to and from their desired destinations quickly, easily, and sustainably. Whether someone's objective is to grab a cup of coffee, pick up a few groceries, or to see a show downtown, choices need to be provided for how people will move in and out of the Port Lands.

Additionally, port operations within the Port Lands provide the added benefit of maintaining marine goods movement. Boat traffic does not contribute to road congestion and marine shipping is 600 per cent more efficient than shipping by truck, resulting in fewer greenhouse gas emissions per tonne/kilometer (Research and Traffic Group, 2013).

While a robust and resilient transportation network is critical to advancing a sustainable city building agenda, better mobility and access also requires:

- Designing active transportation routes and infrastructure to be safe, convenient and attractive, which will also contribute to the health and well-being of people, both physically and mentally;

- Providing suitable end-of-trip facilities, such as bicycle parking (on-street and secured in buildings), showers and lockers, in prominent and accessible locations;
- Encouraging zero-emission vehicles and other emerging technologies to reduce local air pollution and contribute to achieving local greenhouse gas reduction goals;
- Encouraging the provision of car share parking, bike share infrastructure and the inclusion of electric vehicles (EV) infrastructure, powered by renewable sources, in developments to reduce the number of vehicles in the Port Lands that rely on fossil fuels; and
- Conveniently locating public electric vehicle charging stations, where technically feasible.



Berlin - Potsdamer Platz - On-street E-vehicle car-share charging stations

### 4.9.3 Sustaining and Enhancing Ecological Integrity



Ecological integrity is about ensuring that as the Port Lands revitalizes and redevelops, the natural environment is sustained and enhanced. This applies

not just to the rich natural environment that exists today, or that is planned, within the Port Lands itself, but also to ensuring that impacts to the broader environment are minimized. Development puts pressure on the natural environment, contributes to waste generation and consumes materials. Wisely using and managing resources is key to sustaining ecological integrity and urban life. The approach in the Port Lands recognizes that our collective

actions are critical to maintaining human and ecological health. It embraces acting responsibly when dealing with soil, water, waste, materials and the natural environment.

In the short term, wisely using resources will provide economic as well as environmental benefits. For instance, a compact urban form for development promotes the judicious use of land and resources. In the longer-term, new opportunities and approaches may emerge to further reduce the overall ecological footprint of development. These should be embraced, with new innovations implemented with each new development in the Port Lands.

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## The Natural Environment

The Port Lands and surrounding area is well known for its city-wide and regionally significant natural features, including forests, meadows, wetlands and other habitats associated with Lake Ontario. These natural features provide natural function, habitat for flora, fauna and aquatic species, natural beauty, educational opportunities, and passive recreation. These natural features and habitats are not to be

considered in isolation, but as integral components of a system that extends beyond the Port Lands. The Don River valley system, which currently terminates at the Port Lands, is one of the backbones of the city's ecological network and broader greenbelt system. Additional opportunities for naturalizing the Port Lands in an urban context are identified in more detail in the Section 4.10 Biodiversity.

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## Soil

Much of the land in the Port Lands is contaminated as a result of the fill used to create the Port Lands and historic industrial, port and

petrochemical uses. Transforming the Port Lands will require containment, removal and/or treatment of contaminated materials. The

volume of soil to be remediated is considerable. For the naturalization of the mouth of the Don River alone, it's estimated that up to 2.3 million cubic metres of contaminated soil will need to be remediated. Further, the implementation of risk management measures and/or remediation will be necessary for the Port Lands streets, and for new parks, open spaces and buildings.

Treated soils, where feasible, will be reused for regrading and other activities that need to occur. Waterfront Toronto, in collaboration with the City of Toronto and the Toronto and Region Conservation Authority, is exploring international best practices for soil remediation and reuse that are applicable to the Port Lands context and will meet provincial guidelines and regulations.

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## Water

The transformation of the Port Lands not only offers a significant opportunity to upgrade, replace and introduce new water and waste water infrastructure, but also the ability to implement best practices related to reducing potable water demand and capitalizing on rainwater. The best practices, in turn, will contribute to reducing energy consumption and greenhouse gas emissions associated with the pumping and treatment of wastewater and stormwater.

### Potable Water Demand

Reducing potable water demand can be achieved at the building scale by encouraging high efficiency fixtures and appliances, applying water reuse strategies, and using non-potable water sources for irrigation, toilets, and potentially as a fire-fighting supplement subject to meeting public health requirements and the Building Code. Further opportunities to reduce water demand will be explored during site and building design.

### Rainwater

Rainwater is a resource that should be valued from both a human and ecological perspective, not simply relegated to a system of pipes in the ground to be discharged into Lake Ontario. An integrated stormwater management solution that celebrates water as a resource has been advanced through the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) and Lower Don Lands Class EA that embraces rainwater as a valuable resource.

At a site level, the City's Wet Weather Flow Management Guidelines will continue to be the guiding document to manage stormwater flows. However, managing on-site rainwater using low-impact development techniques will be utilized, as well as encouraging more aggressive minimum on-site runoff retention in recognition of the potential for shorter, more intense weather events.

## Waste

The City's Long Term Waste Management Strategy (Waste Strategy), completed in 2016, provides a framework for waste reduction, reuse, recycling, recovery and residual disposal (the 5Rs) for the City, and identifies cost-effective, socially acceptable and environmentally sustainable policies and programs for managing waste over the long term. The strategy also established an aspirational goal of working towards zero waste. Zero waste places an emphasis on preventing waste (e.g. reducing packaging), rather than simply managing it. It also involves a paradigm shift in how waste is viewed, where emphasis is placed on recovering valuable resources from waste, rather than just disposing of it.

Waste management within the new communities and employment clusters in the Port Lands will be in accordance with the City's Waste Strategy policies and programs, which will periodically

be reviewed and updated by the City, including the aspirational goal of achieving zero waste. Additionally, consideration will also be given to how waste can be reduced and managed during all stages of development in the Port Lands, and in support of the goal of zero waste.

### WASTE MANAGEMENT HIERARCHY



Source: Adapted from the Long-term Waste Management Strategy (2016)

## Materials

Regeneration and renewal in the Port Lands will take advantage of innovative materials that contribute to the sustainability of the district and conservation of resources. The use of environmentally-sound materials in both the public realm and buildings conserves valuable forest and quarry resources. This will include the use of locally-sourced, renewable building materials, sustainably harvested, and high albedo materials to the extent possible. The reuse of building materials and recycling of demolition material will be also actively promoted and encouraged.



A sustainable building in the Netherlands that recycled demolition material as well as other materials found on site for building materials

## 4.9.4 Advancing Innovation and Economy



A key strength of the Land Use Direction is the live-work synergies that will be created with the diversity of employment clusters and uses proposed both in proximity to the new communities, but also in the communities themselves. Efforts to attract the best and most innovative companies and people and support the development of intelligent community networks will contribute to the

economic success of the Port Lands and broader city. Additionally, the new communities and employment clusters in the Port Lands need to be ready for the web-enabled technologies and applications of the future.

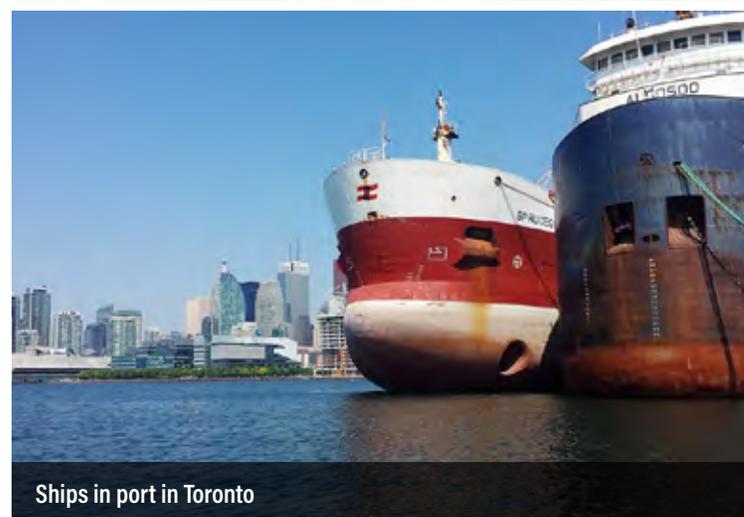
These opportunities will promote economic growth and development and foster innovation and creativity, helping to keep Toronto competitive with major urban centres around the world for business, jobs, and talent.



Office building in Tjuvholmen, Oslo



A film shoot on a downtown Toronto street



Ships in port in Toronto

## 4.9.5 Fostering Human Health and Well-being



Built environments play an important role in human and population health. The design of buildings, streets and open spaces influence how people get around, which in turn influences their physical activity levels and health. Likewise, the configuration and design of parks, open spaces, and community facilities can encourage physical activity and socialization. The high performance and energy efficient buildings that will be advanced in the Port Lands will not only consume fewer resources and reduce CO2 emissions, but they will also create healthier and sunnier environments for people to live and work in.

### Active Living and Working

The Port Lands will be a place that fosters active living and working. The built environment will be shaped to promote opportunities for physical activity and health, from the design of streets and open spaces, to the programming within recreational facilities, and the integration of both private and communal spaces in the new communities and housing.

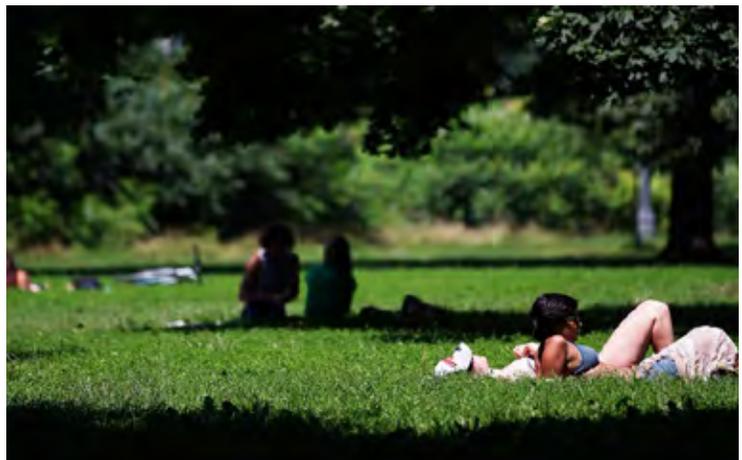
### Sunny Spaces and Places

Sunlight that reaches interior indoor and outdoor open spaces and the lower floors of buildings benefits everyone residing and working in a building. Bright, sunny spaces inside buildings and in the public realm are not only inviting and pleasant places to be, but they bring warmth and vitality all seasons of the year. They also contribute to the well-being of people, both physically and mentally.

The design of both interior and exterior environments are equally important to achieve sunny spaces and places. For interior spaces, key considerations relate to the size and position of windows, the depth and shape of rooms, and the colour and type of materials of internal surfaces. For exterior spaces, obstructing buildings that are too tall relative to the surrounding environment cause excessive shadow on public spaces and other buildings, block sunlight and prevent adequate daylighting within interior spaces.



People doing yoga in Canada Square



## 4.9.6 Planning for a Changing Climate



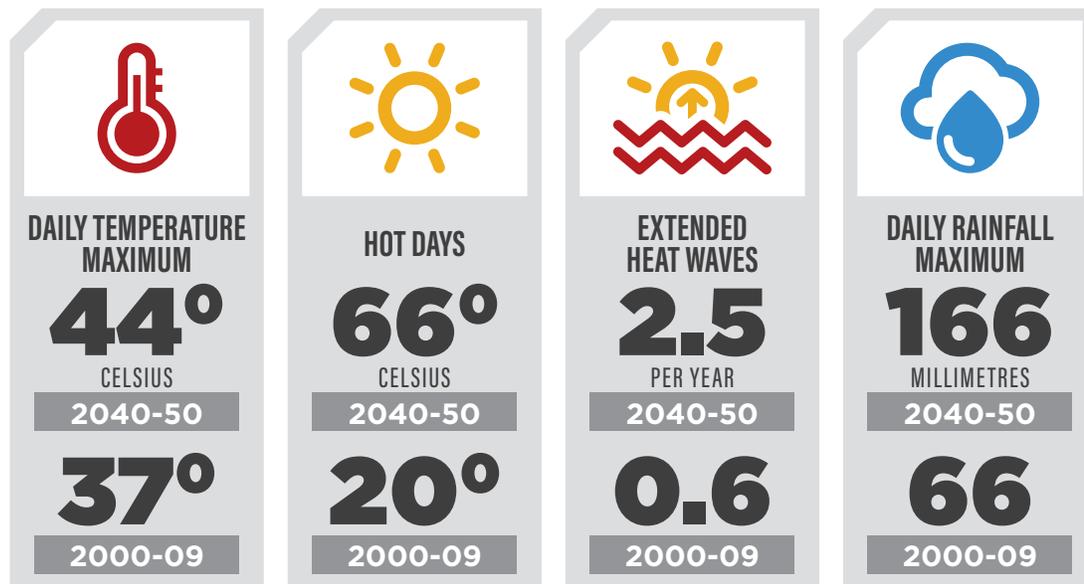
In Toronto, and elsewhere around the world, the impacts of climate change are apparent. Extreme weather events are more frequent and severe, and changes in weather patterns more prevalent. The City of Toronto’s **Future Weather and Climate Drivers Study**, concluded that by 2050 Toronto can expect to experience higher daily temperature maximums, an increase in the number of hot days along with more extended heat waves, and increases in daily maximum rainfall.

To tackle these issues, approaches to reduce the vulnerability of human and natural systems and promote safe resilient communities are required. Many aspects of this Framework will contribute to not only planning for a changing climate and resilient future, but also actively mitigate the adverse effects that contribute to a changing climate in the first place.

### Resilience

Resilience is the ability for districts and communities, buildings and infrastructure to respond, recover, adapt and thrive in a changing climate and in times of emergency. This requires the Port Lands to be designed to respond to overland flooding during heavier rainfalls, hotter average temperatures and extended heat waves, and power disruptions. People who will live in new tall buildings will rely to a greater extent on electricity for water supply, heating, cooling and ventilation, and elevator use, making these types of buildings particularly vulnerable, and necessitating additional consideration for resilience planning.

The naturalized mouth of the Don River, coupled with other flood protection features in the DNMP EA, will protect flood-prone areas during a regulatory event, but consideration to overland flooding and more intense rainfalls still needs to be addressed. The



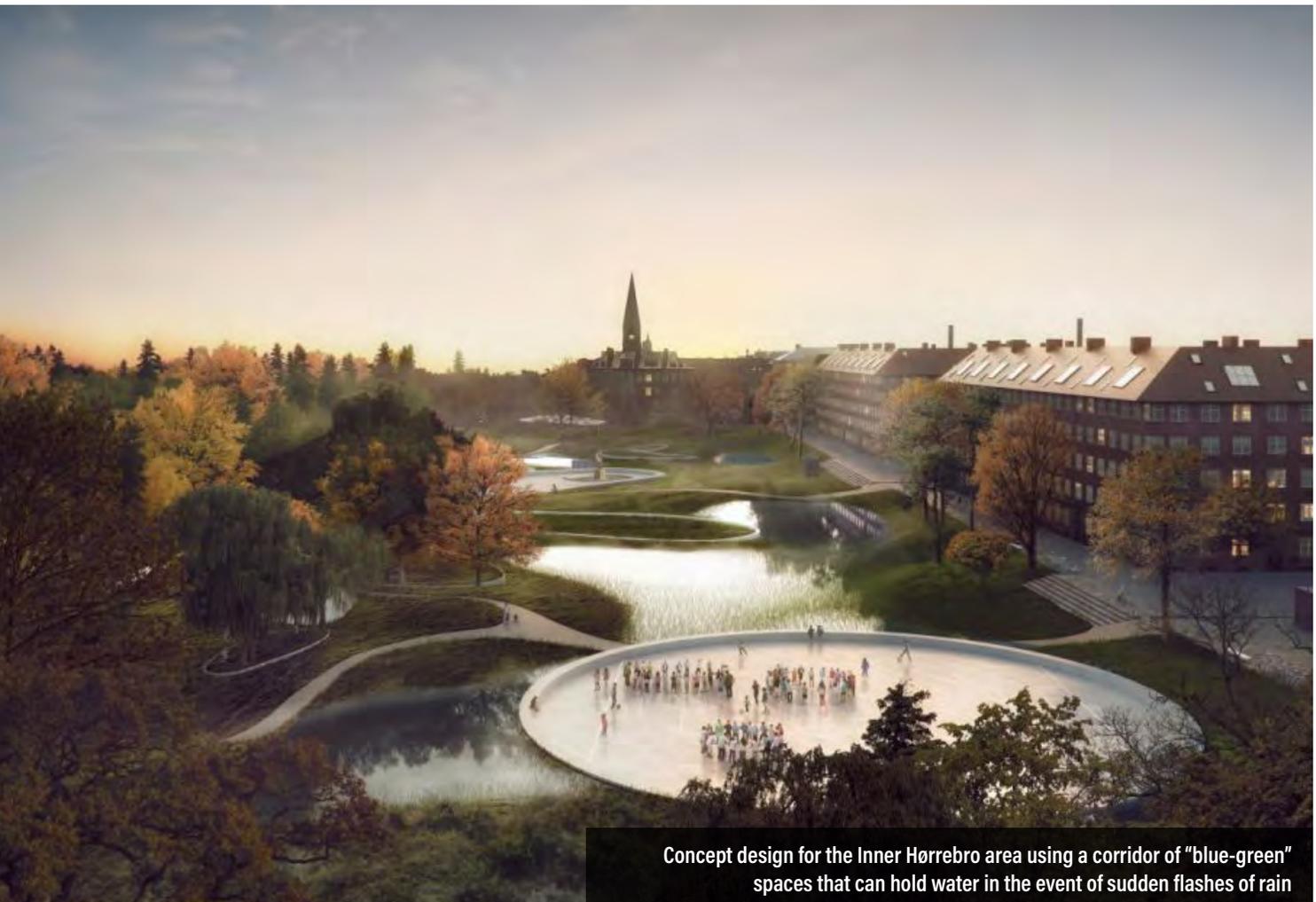
Toronto’s Future Weather  
Source: Toronto’s Future Weather and Climate Driver Study, 2011

green infrastructure both within the public realm and on-site (permeable paving, open stormwater channels and bioswales, green roofs, trees and green spaces) identified in this Framework will create a robust city nature that will assist with the absorption and detention of rainfall. This green infrastructure has the added benefit of reducing the urban heat island effect.

The passive design approach for new buildings in the Port Lands has been demonstrated to maintain liveable indoor temperatures with less energy, for longer periods of time under power

outages, and will also assist in keeping places cool during extreme heat events.

The provision of resilient energy infrastructure will still need to be considered. This includes establishing reception centres during times of power outages and providing reliable multi-residential backup power systems. The establishment of a localized micro-grid to provide power to the Port Lands could operate even if power is disrupted throughout the broader city, and will be further explored through the Port Lands-wide district energy feasibility study.



Concept design for the Inner Hørrebro area using a corridor of "blue-green" spaces that can hold water in the event of sudden flashes of rain

## 4.9.7 Recommendations

A key element of the vision for the Port Lands is to ensure and showcase leading edge and innovative approaches to social, environmental, and economic sustainability, with a focus on creating a net zero energy and low carbon district. The recommendations identified below provide enhanced policies unique to the Port Lands context and objective for attaining net zero energy. Additionally, the recommendations below identify areas where additional exploration and study are needed as detailed design and redevelopment occurs to ensure that the Port Lands is a leader in environmental performance. Given that sustainability is embedded throughout this Framework, other sections address other key recommendations required to ensure a resilient future.



The objective for the Port Lands is for the area to be a net zero energy district. A net zero energy district is a district where no more energy is consumed than is supplied by non-fossil fuel sources. All development and public works will support this objective through the application of passive and low-impact site, building, and street design.



All development on privately-owned land will be passively designed and meet the minimum requirements in the applicable Toronto Green Standards. Development on publicly-owned land, as of the date of the adoption of this Area Specific Policy, will be passively designed and be required to exceed the Toronto Green Standards highest performance measures and include new and emerging approaches for advancing a progressive sustainability agenda and showcasing innovation.



Passive design approaches and low-impact site design employed in a development will include:

- Providing an efficient building shape, scale and massing, location and orientation to both reduce incidences of heat loss and energy demand that minimizes shadowing on other buildings and ensures excellent sunlight conditions in the public realm and daylighting within interior spaces within a block in accordance with this Area Specific Policy;
- Incorporating shading strategies or design features applied to south and west facades to reduce solar heat gain in the summer and cooling loads;
- Minimizing the ratio of windows on a façade. Windows should not exceed 50% of a façade and a minimum sill height should be provided unless otherwise demonstrated through achieving passive design;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



The objective for the Port Lands is for the area to be a net zero energy district. A net zero energy district is a district where no more energy is consumed than is supplied by non-fossil fuel sources. All development and public works will support this objective through the application of passive and low-impact site, building, and street design.

- Utilizing advanced windows, such as triple glazed windows, with a demonstrated ability to minimize heat loss; and
- Retaining stormwater on site through naturalized, low impact approaches both at grade and on rooftops and to the extent possible in an urbanized context.



Passive design approaches and other measures that will be required for development on publicly-owned lands and be encouraged in development on privately-owned land, or required should legislation enable such elements, include:

- Providing high levels of insulation and thermal mass performance to minimize heat loss through the selection and use of appropriate building materials internal to the building;
- Enabling natural ventilation (such as operable windows) where possible and in consideration of any receptor mitigation required to ensure compatibility with industrial operations;
- Providing dedicated car share parking spaces or parking spaces for other emerging technologies, and electric vehicle (EV) infrastructure;
- Providing on-site renewable energy, such as solar photovoltaics (PV) and other low-carbon on-site energy generation and back-up power, while ensuring residential amenity and greening potential; and
- Ensuring a high level of airtightness to minimize heat loss from air infiltration and minimizing incidences of thermal-bridging that create pathways for heat to move from the inside of a building to the outside. Approaches could include continuous insulation, thermally-broken balconies and careful window detailing.



Where possible and in consideration of existing soil conditions, developments will use permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff.



The following will be incorporated into the design of streets where technically feasible:

- Locations for bike parking, in particular at transit stops and major destinations;
- The provision of dedicated, on-street electric vehicle parking and charging stations; and
- The provision of dedicated, on-street car-share parking locations.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



A Port Lands-wide feasibility study will be undertaken to explore the optimal approach for introducing District Energy plants in the Port Lands. The study will include evaluating potential approaches for introducing District Energy plants that will address the following:

- Heating, cooling and energy requirements needed for the Port Lands to become a net zero energy district;
- On-site renewable energy generation potential that is balanced with other objectives of this Framework, such as biodiversity and residential amenity;
- Opportunities to harness heating and cooling from existing industrial operations and the physical infrastructure needed;
- Opportunities to link into broader city-wide systems such as Deep Lake Water Cooling;
- Economies of scale associated with precinct scale or Port Lands-wide District Energy plants, including the identification of benefits and issues;
- Financial implications to the City and/or impacts to Precinct Business and Implementation plans; and
- Life cycle costs and maintenance and operational requirements.



The City and Waterfront Toronto will explore opportunities for documenting and measuring sustainability achievements or lessons learned within the Port Lands.





## 4.10

# BIODIVERSITY

The City's Official Plan defines biodiversity as the rich variety of life forms and recognizes the critical roles they play within varied ecosystems. The City's Official Plan also recognizes that ecological health is directly related to healthy biodiversity. The greater the biodiversity of an area, the greater the ecological health and resiliency of that area. Regeneration and renewal within a natural setting will be a critical aspect for the transformation of the Port Lands over the coming decades to ensure that the Port Lands' landscapes and habitats can continue to support a rich diversity of life as the area urbanizes.

For a city of nearly three million people, Toronto has an impressive natural heritage system and surprising diversity of plant and wildlife species. Toronto's natural system consists of a living, dynamic system that includes major landforms, watercourses and associated riparian zones, valleys and floodplains, forests, wetlands, meadows, beaches and bluffs, and other habitats (North-Shore Environmental Inc., 2012). These natural areas support a significant number of species and wide variety of ecological functions.

The landscapes and habitats within, and in close proximity to, the Port

Lands are important aspects of the city's overall natural system, and include areas known for ecological succession, supporting rich biodiversity and being a concentration point for migratory wildlife. Naturalizing the mouth of the Don River and creating the Don Greenway north and south of the Ship Channel will have the broadest possible effect on Toronto's urban ecology by filling in a critical missing gap in the overall river and ravine system, linking to a spine of designated Environmentally Significant Areas south of Unwin Avenue and ultimately Lake Ontario.

While the river and Greenway will add great richness and complexity on multiple and mutually reinforcing levels and provide a renewed biophysical connection between the Don River and Lake Ontario, urban ecological systems extend beyond a city's traditional natural system. Urban areas are mosaics, consisting of a diverse range of ecologically important, connected patches and corridors of all shapes and sizes – all of which contribute to a city's ecological health. Wildlife is everywhere in Toronto. It lives and moves through our natural systems, including in our parks, big and small, in our street trees, on green roofs, and in community and backyard gardens.

Our streets and linear infrastructure, such as rail corridors and hydro corridors, play a pivotal role in connecting the various disparate areas. It is this variety of places and corridors, coupled with the provision of a diversity of native plants and vegetation suitable to local contexts, that equally contributes to Toronto's ecological health and the city's urban mosaic.

Much of the Port Lands landscape today is underutilized. This has provided opportunities for wildlife and vegetation to colonize vacant sites. The area's tapestry of corridors has also enabled movement through the area to the natural systems to the south. As the area urbanizes, a new, urban ecological balance and enrichment of the built landscape through natural solutions will be required to provide abundant biodiversity in the Port Lands.

A deeper exploration of biodiversity and the aspects required to support a rich diversity of life was undertaken with the assistance of a working group comprised of biologists, academics, nature enthusiasts and representatives from the Port Lands Stakeholder Advisory Committee and Land Owner and User Advisory Committee. Together, an approach was established for recognizing, supporting and enhancing biodiversity in the Port Lands. The approach endeavours to create an urban mosaic in the evolving landscape and the appropriate conditions to support native ecology in an urban context. Remarkably, the approach is largely consistent with earlier initiatives undertaken in the Port Lands, most notably Greening the Toronto Port Lands prepared by Michael Hough, Beth Benson and Jeff Evenson.



## 4.10.1 Life and Nature in the Port Lands Today

The Ashbridges Bay Marsh was one of the most extensive freshwater coastal wetlands in eastern North America and was abundant with animals and diverse terrestrial, shoreline and aquatic habitats. Elizabeth Simcoe, in 1794, described Ashbridges Bay as a “low lands covered with rushes abounding with wild ducks and swamp black birds with red wings” (Innis 1965: 138).

While the rapid urbanization of Toronto and ultimate creation of the Port Lands itself led to the destruction of the marsh, the Port Lands has reemerged as an area rich in biodiversity that provides important natural habitat. The areas south of Unwin Avenue provide a diversity of terrestrial, shoreline and aquatic habitats within a number of designated Environmentally Significant Areas, including Cherry Beach, Base of the Spit and Tommy Thompson Park. More than 400 plants, 314 birds, 19 mammal and 12 reptile and amphibian species have been recorded in Tommy Thompson Park (TRCA 2011).

There are also a number of vacant and underutilized sites that have regenerated as meadows, wetlands or small woodlots. In some instances, these sites have limited ecological form and function on account of occasional maintenance that occurs. They nonetheless contribute to the overall natural system that exists in the Port Lands today. The Portlands Energy Centre (PEC) has been actively implementing reforestation and planting programs on their site, which has created habitat for native and migratory wildlife. The infrequently used rail corridors also provide important terrestrial connections for wildlife.

The water features present immediately within the Port Lands provide little opportunity for aquatic habitat today. The Ship Channel, which will continue to be used for port activity, is characterized by a hardened shoreline of concrete and sheet pile walls with little to sparse instream vegetation. Most fish species that have been documented in the Ship Channel are transient, using the limited habitat available for foraging. Similarly, the Keating Channel lacks habitat diversity and complexity with limited in-stream cover (DMNP EA, 2015).

The opportunity for the Port Lands as regeneration and renewal unfolds over the coming decades is to create new natural areas, expand existing natural areas and improve and create new aquatic habitats. The Port Lands may also recognize the importance of providing a variety of green and naturalized spaces throughout the geography to contribute to a healthy urban ecology.



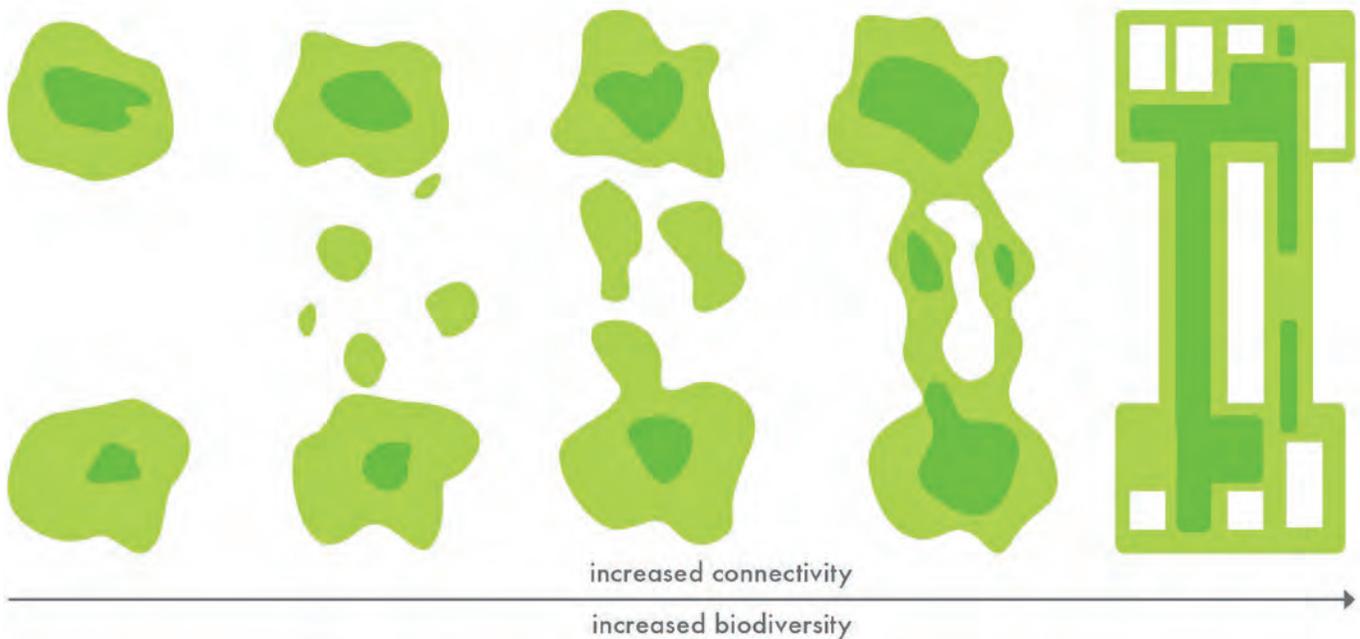
## 4.10.2 Urban Mosaics and Biodiversity

Urban areas are mosaics with a diverse range of connected, ecologically important patches and corridors of all shapes and sizes, all of which contribute to a city's ecological health. Where there is an increased number of habitats and microhabitats providing habitat heterogeneity, the more species an area can support (Forman, 2014).

Critical to maintaining and enhancing biodiversity in urban areas is ensuring a network of connected natural areas and open spaces anchored by major natural systems. Green spaces, of all different sizes, that work to create

a connected system while providing natural habitat, can maintain viable populations of species that would otherwise disappear from urban environments (Haq, 2011; Byrne and Sipe 2010).

There are numerous opportunities for enhancing biodiversity in the Port Lands, from within the major new natural areas and aquatic habitats, to the creation of small, interconnected patches of upland habitat, and through ensuring well-designed urban spaces and buildings that include natural features and elements.



Patch, Corridors Mosaic  
Source: Waterfront Seattle Framework Plan, 2012



In stream habitat



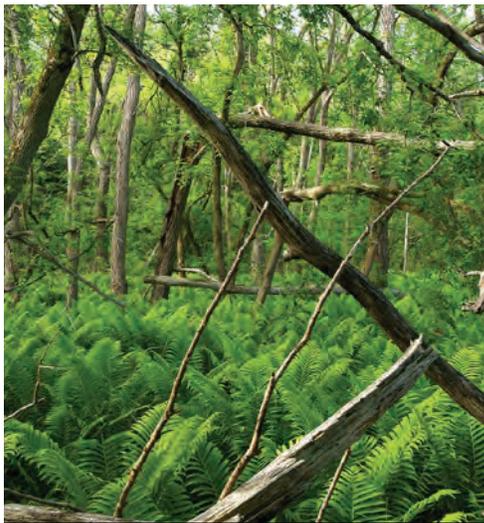
Urban bird box



Corktown Common



Honeycomb Bee Hotel



Rouge Park understorey



Stork nest on a transmission tower



Wetted fringe



Stormwater feature in La Confluence, Lyon



Tommy Thompson Park

## Natural Areas and Aquatic Habitats

The naturalization of the mouth of the Don River will deliver five hectares of terrestrial habitat within the constructed river valley system, as well as create and enhance 14 to 15 hectares of aquatic habitat. A series of levies will be introduced that will create 13 hectares of wetlands. These wetlands would provide habitat for fish, birds and turtles among others. An objective of the project is to also establish habitat to support game fish, including walleye, northern pike and other native species.

In the Keating Channel, the placement of stone armouring (revetments) will act to stabilize existing dockwalls and simultaneously provide structure for fish habitat. There could be similar opportunities along the Ship Channel's northern dockwall that should be explored in future, more detailed, planning. A portion of the Ship Channel's dockwall will also be removed at the Don Greenway allowing lake water from the Ship Channel to enter into a constructed coastal wetland. The lakefill associated with the creation of Promontory Park and relocation of

Cherry Street will result in the creation of two shallow aquatic habitat coves with coastal forest and successional habitat features (Figure 75).

The Don Greenway south of the Ship Channel, coupled with the realignment of Unwin Avenue, will create additional, large contiguous natural areas capable of sustaining robust habitat and wildlife. The Greenway has been expanded from the area originally contemplated in the Central Waterfront Secondary Plan. This expanded area will provide enhanced naturalization opportunities, complete the Don River sequence and improve public access south of the Ship Channel.

The realignment of Unwin Avenue also has the potential to create anywhere from three to six additional hectares of natural area contiguous to the Cherry Beach Extension Environmentally Significant Area (ESA) depending on the final alignment of the street. This net environmental gain would enable greater ecological diversity, habitat functionality, terrestrial connectivity, and reduce wildlife interactions on Unwin Avenue.

**Figure 75:**  
North Habitat Cove  
Enlargement

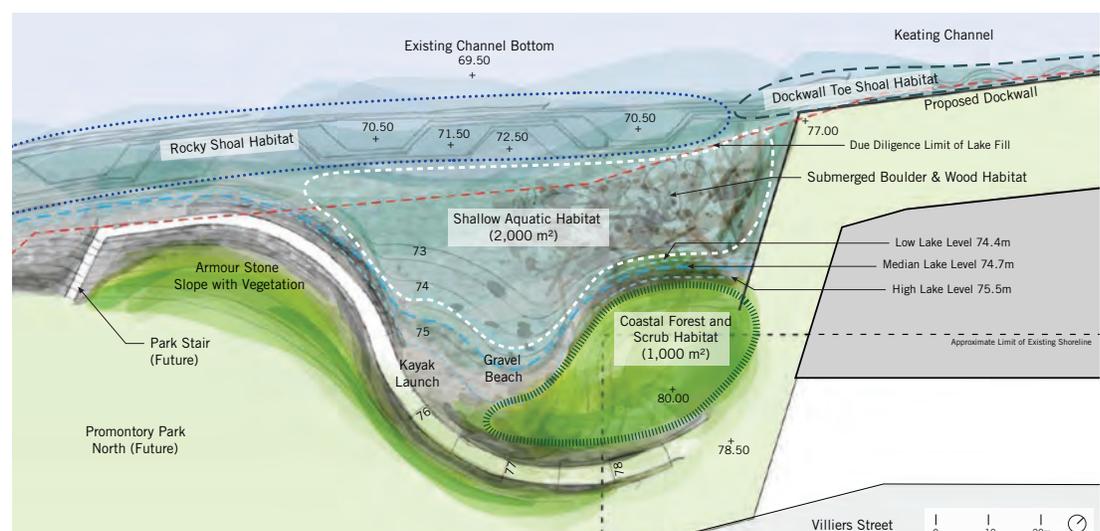
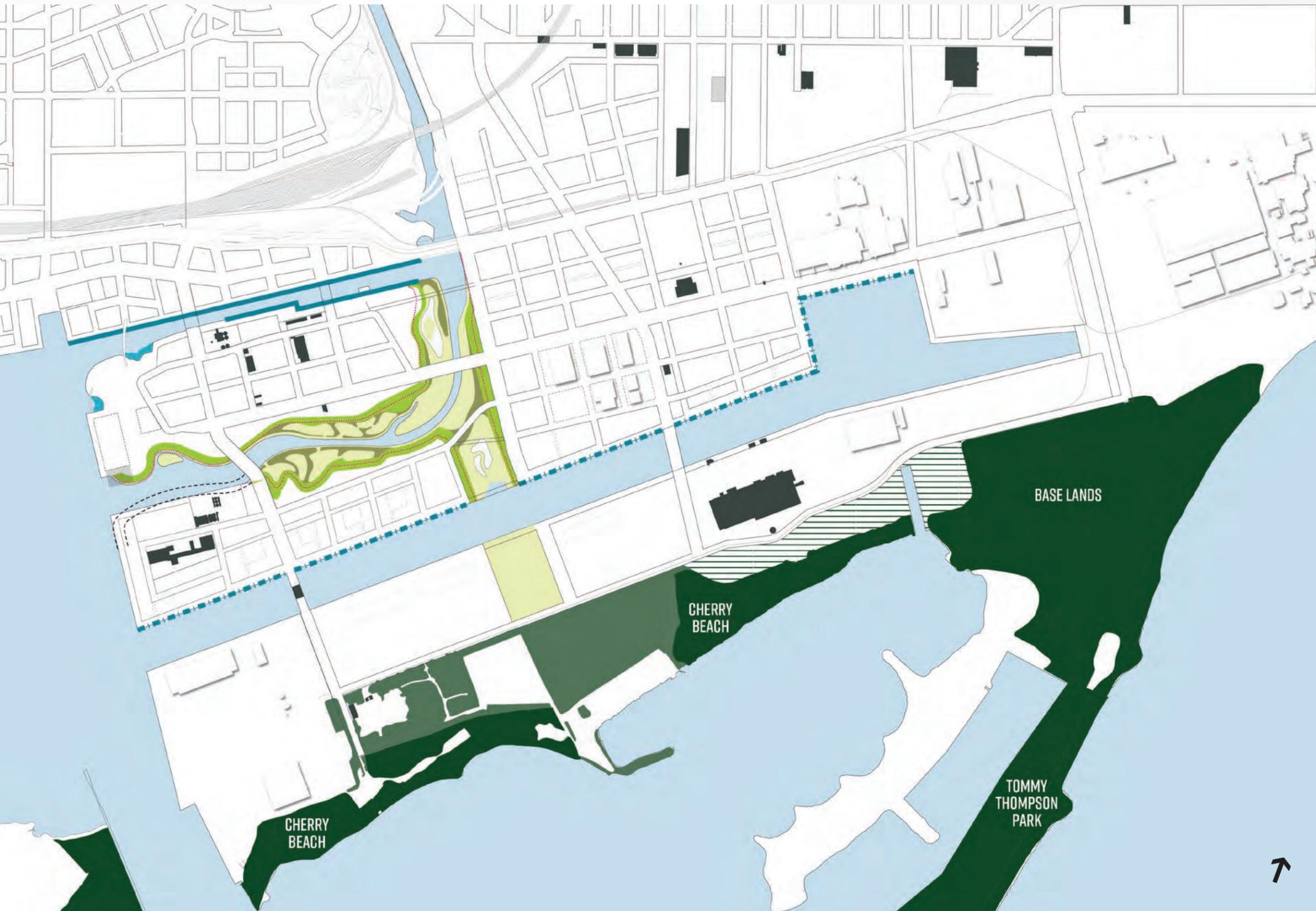


Figure 76: Natural Areas and Aquatic Habitats



- Aquatic Habitat/Waterways
- Lake Connected Wetlands
- Wetland Levee System
- Valley Habitat
- Top of Bank
- Aquatic Habitat Cove
- Stone Revetments
- Aquatic Habitat Enhancement Opportunity
- Existing Natural Cover
- Environmentally Significant Areas
- Net Environmental Gain Zone
- Future Naturalization



## Small, Interconnected Patches of Upland Habitat

An important aspect of the city's urban mosaic is ensuring small-interconnected patches of habitat. The variety of existing natural cover and vegetated areas dispersed across the Port Lands have contributed to the city's urban mosaic. As the area

transforms, smaller nodes and patches of naturalized plantings will be needed that would interconnect to the broader natural system. Equally important, is ensuring native planting in all areas are suitable to a waterfront context.

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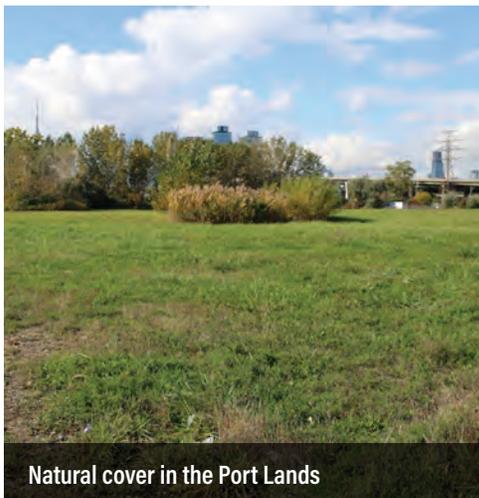
## Well-Designed Urban Spaces and Buildings

In Toronto, many initiatives have been put in place, or are being advanced, that are globally recognized and contribute to the urban mosaic and collectively lessen the impact of the built environment on the natural environment. Toronto's **Bird-Friendly Development Guidelines** provide design guidance for building design and lighting to reduce bird strikes. The **Green Roof Bylaw** and **Guidelines for Biodiverse Green Roofs** assist in creating green spaces on rooftops that support insects and some birds. The **Toronto Green Standard** includes development performance measures that help preserve the urban forest and ensure native species are planted.

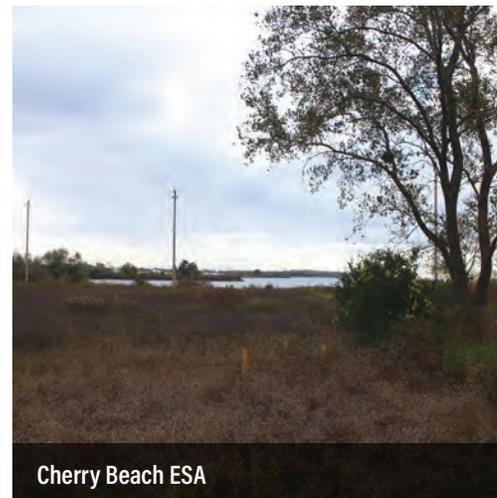
The City is currently exploring the introduction of a green streets program and a City-wide biodiversity strategy. These initiatives, however, need to be supplemented by enhanced direction to ensure well-designed urban spaces and buildings that are contextually specific to the Port Lands. This includes providing generous landscaped setbacks in key areas, using naturalized, low-impact design for on-site stormwater management, integrating wooded copses or hedgerows in new development and parks and open space design where possible, and designing streets to enable wildlife movement in and through the area.



Coywolf traversing the rail tracks adjacent to Unwin Avenue



Natural cover in the Port Lands



Cherry Beach ESA

### 4.10.3 Biodiversity in the Port Lands

The commingling of active creative, industrial and port areas with post-industrial neighbourhoods offers new opportunities to think creatively and sustainably in terms of the integration of ecology and enhancements to aquatic and terrestrial habitat in the Port Lands. Development and initiatives that consider the needs of all life forms can contribute to the identity for the Port Lands and complement the public realm experience.

The approach generated by the working group to ensure a biodiverse future for the Port Lands built on the many ideas generated at the

two-day Port Lands Charrette, such as providing a diverse and multi-functional public realm and allowing for new ecologies and uses throughout the geography.

The approach consists of three guiding principles and five structural layers to create the Port Lands urban mosaic and a series of strategies to ensure successful implementation and appreciation of the special environment that will be created in the Port Lands. The principles, structural layers and strategies will ensure that ecology is a key consideration in the transformation of the Port Lands.

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## Principles

### 1. Enhance Ecosystem Structure and Function

The recognition and enhancement of the network of natural areas and Environmentally Significant Areas will have the greatest contribution to the creation of a biodiverse Port Lands and city. It will create the conditions where an appropriate Lake Ontario waterfront native ecology can (re) populate and flourish.

The integration of semi-natural areas and improving the diversity of native vegetation within a waterfront context will likewise provide important contributions towards biodiversity and enhancements to ecosystem structure and function. This requires ensuring

both a mature and robust tree canopy, but also enhancing the canopy with understorey plantings and native grasses throughout the Port Lands geography.

Lastly, enhancing the health of soil and water will also influence the type and amount of biodiversity present in the Port Lands in the future. Today, at least 75 per cent of species in the Port Lands are invertebrate species which are equally important to biodiversity and thrive in diverse types of soil. Further riparian habitats, which are located next to water, are highly dynamic and contribute to high levels of biodiversity.

## **2. Connect Natural and Semi-Natural Areas**

Connecting natural and semi-natural areas through a network of green corridors and passageways will enable wildlife movement throughout the area. Numerous opportunities exist within the Port Lands to create ecosystem connectivity by establishing a connected system of green streets, natural areas, parks and open spaces of all sizes and maintaining existing rail corridors in a relative natural state. In addition, these physical connections, can provide social connections for people to nature, which can encourage a sense of stewardship over the ecology of the Port Lands.

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## **3. Design the Built Environment with Nature in Mind**

Designing the built environment with nature in mind will further support native ecology and ecosystem services. The incorporation of green roofs, walls and infrastructure, as well as native landscaping at the site level will not only enhance the performance and efficiency of buildings, but also contribute to improving biodiversity and assist in replicating the system of nodes and patches currently found throughout the Port Lands geography.

# **The Port Lands Urban Mosaic**

The Port Lands urban mosaic will be achieved through a series of structural layers. The layers are mutually reinforcing, address the principles and are the collective prerequisites for a healthy and natural environment to support biodiversity. Figure 77 provides a composite of the structural layers.

### **Major Natural Systems**

The existing and planned major natural areas and aquatic habitats are the foundation for the Port Lands mosaic. The natural areas will be included as part of City's Natural Heritage System. They consist of large contiguous landscapes capable of providing a diversity of habitats and functions. The naturalized mouth of the river, Don Greenway north and south of the Ship Channel, coupled with wild, natural areas south of the realigned Unwin Avenue comprise the major natural systems.

### **Other Major Parks and Open Spaces**

The other major parks and open spaces in the Port Lands will offer a range of additional opportunities for integrating naturalized plantings and ecological function at a larger scale. These parks and open spaces are distributed across the Port Lands geography and naturalized plantings can be accommodated alongside park programming. These opportunities could include the provision of small woodlots or copses with understory plantings, hedgerows and naturalized stormwater demonstration projects.

### Nodes and Patches

Nodes and patches are smaller green spaces that play an important role in increasing the structural complexity and functional connectivity of a city's urban mosaic by providing stepping stones, as well as local habitat that supports pollinators, insects, birds and other small animals. The nodes and patches will be connected to the broader system through a series of wildlife linkages.

As the Port Lands develops, these nodes and patches will become increasingly important from a biodiversity perspective. As part of the larger system, they provide additional habitat heterogeneity on a smaller scale. The nodes and patches include smaller parks and open spaces, and also wide landscaped setbacks and open space features within larger sites, particularly in areas adjacent to the wild, natural areas south of Unwin Avenue.

### Wildlife Linkages

Wildlife linkages unite the system of major and smaller natural areas, and support the movement of plants and animals. Wildlife linkages also increase resilience, as organisms are able to move to areas with more favourable conditions.

The wildlife linkages include continuous linear open spaces along Lake Shore Boulevard and adjacent to the Don Roadway, bioswales and landscaped open channels within new and improved streets and rail corridors. These linkages are continuous across different geographies connecting the major natural systems, parks and open spaces, and nodes and patches.

### Naturalized Development

Naturalized development will fill in the remaining gaps in the overall system, enrich the built landscape through natural solutions, and ensure the Port Lands fully develops as a thriving urban ecosystem over the coming decades. All developments will need to demonstrate enhanced naturalization and biodiversity features that go beyond what is currently required by the Toronto Green Standard. This could include constructed habitats, such as bee, bat or bird boxes, on-site, at-grade native greening, integrated stormwater features, pollinator landscapes, hedgerows and treed areas incorporated within the site and on the building envelope. All mixed use, commercial, industrial and institutional development should contribute to the Port Lands ecological network through the incorporation of biodiversity-supporting features and installations.



Figure 77: Port Lands Urban Mosaic



- Major Natural Systems
- Other Major Parks and Open Spaces
- Nodes and Patches

Wildlife Linkages

- Linear Open Spaces
- Bioswales
- Rail Corridors





A green wall



Leslie Barns Green Roof



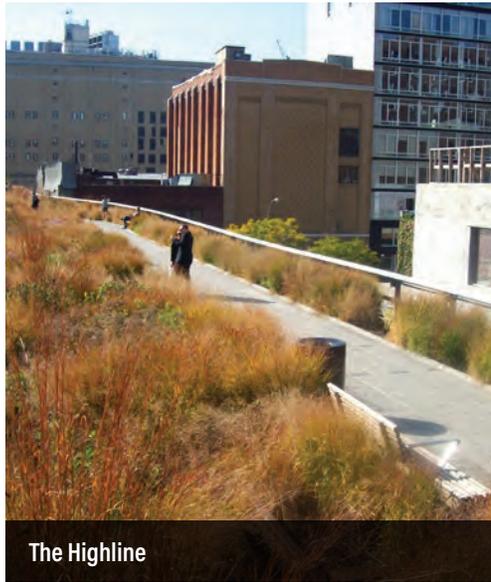
Rainwater collection pond



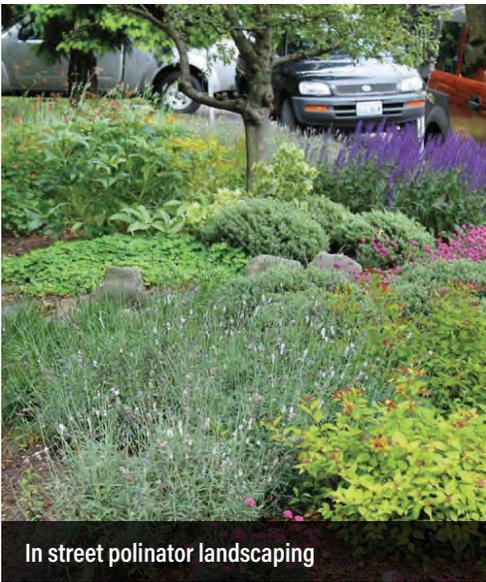
A green wall



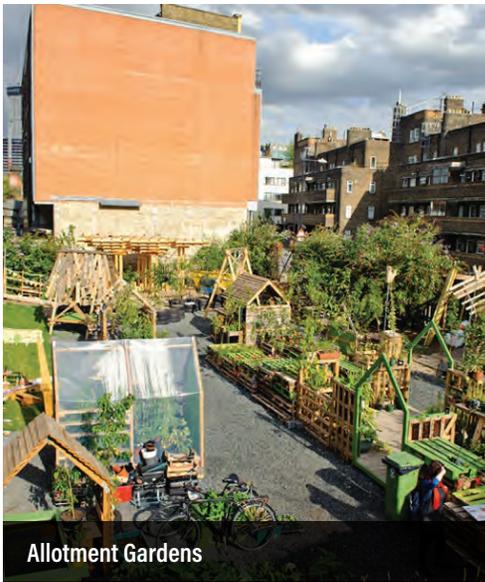
Urban bioswale



The Highline



In street polinator landscaping



Allotment Gardens



Planter boxes on seating

## Ensuring Success

The working group also identified that in order for successful integration of ecological considerations in the Port Lands' transformation, a legal framework, partnerships, education and monitoring were equally as important as the principles and structural layers.

### Policy and Legislative Tools

All the policy and legislative tools at the City's disposal need to be utilized to ingrain the principles and structural layers, but also to ensure these are actionable and enforceable. Precinct planning and context planning will be utilized to flesh out the principles and layers in more detail, including establishing native plant species to be utilized in the various open spaces and within wildlife linkages. This will be a critical stage in the process and buy-in from City Divisions and Agencies will be needed due to the potential for alternative maintenance and operational requirements. Demonstration projects that are designed to not only provide biodiversity benefits, but also reduce long-term maintenance requirements and costs should be advanced and explored. Zoning by-laws will need to include enhanced performance standards for setbacks and landscaping on site. Site Plan Control will likewise be a critical process where site specific details will be detailed and secured in agreements registered on title.

### Partnerships

Many biodiversity projects in Toronto are completed by stewardship groups, researchers, students, and dedicated volunteers, including monitoring migratory bird populations by the

Tommy Thompson Park Bird Research Station, Portlands Energy Centre habitat restoration by University of Guelph students, the Lower Don trail development by Evergreen and species inventories by BioBlitz Ontario.

Partnerships with a range of stakeholders, such as education and academic institutions, stewardship organizations, volunteers and future residents, will be needed. First Nations will be important partners in stewarding and advancing a biodiverse Port Lands.

The creation of biodiverse landscapes will take years or decades. Early actions will sow the seeds for a beautiful and ecologically functional Port Lands landscape. Early actions could include tree planting events, creating pollinator gardens, planning invasive species pick parties and undertaking habitat stewardship projects in the many existing and planned natural areas and park spaces.

### Education

The biodiversity working group felt that educating future inhabitants, workers and recreationists was critical to the success of biodiversity initiatives. A healthy ecosystem that provides functional habitats to support food webs, and is reliant on healthy natural conditions with some areas remaining pristine and untouched by the influences of people, is desired. Educational projects, initiatives and events will be needed to create understanding and awareness of the fragile natural systems throughout the Port Lands. In particular:

- Opportunities must be created for residents and visitors to have positive and educational experiences with urban nature;
- Urban nature should be integrated into daily life by incorporating information, signage and educational displays in public spaces and private developments; and
- Building awareness of the Don River and other natural features to ensure a healthy coexistence between people and nature.

### Monitoring

Monitoring and ensuring continuous and ongoing inventorying of natural areas as the area urbanizes will be needed. Monitoring will enable the City and partner Divisions and Agencies to gauge the success of efforts, but also proactively problem solve and adjust approaches and initiatives as needed.

Monitoring could include developing and strengthening tools for managing biodiversity information. These tools could include biodiversity indicators, mapping, information requirements and reporting. A monitoring program will need to be developed that would include (among others):

- Determining and measuring the ongoing health of the habitat in an area;
- Determining whether the practices implemented are effective;
- Including an adaptive management approach and determining if modifications are required; and

- Assessing the long-term maintenance costs and performance associated with green infrastructure and comparing to traditional infrastructure.

Much of the current success of ecological conservation, restoration and enhancement in Toronto has been the result of the combined efforts of passionate individuals and organizations in the private, public, academic and not-for-profit sectors. Volunteers, or citizen scientists, could assist in the collection of ecological data, such as is done with the Don River Watershed BioBlitz. Citizen science can also be used to improve local knowledge and instill a passion for the Port Lands natural areas and public realm features that will do triple duty.



Evergreen tree planting event



2015 Don River Watershed BioBlitz

## 4.10.4 Recommendations

The Port Lands urban mosaic provides a framework to view the Port Lands' future landscape through an ecological lens. The creation of the Port Lands mosaic will be realized through a series of recommended policies and actions that integrate and align with the City's, Waterfront Toronto's, and the TRCA's approach to sustainability and the environment. These recommendations are designed to complement and build upon existing policies, processes and plans, while providing leadership in city-building with consideration of biodiversity in all facets of the Port Lands transformation.



Biodiversity refers to the rich variety of life and the critical roles they play within varied ecosystems. This includes diversity within species, between species and of ecosystems. A biodiverse Port Lands will be achieved by:

- Enhancing ecosystem structure and function;
- Connecting natural and semi-natural areas; and
- Designing the built environment with nature in mind.



The following will be required for all development and/or public works, as applicable, to ensure a biodiverse Port Lands:

- protecting, restoring and enhancing natural heritage features and functions, including Environmentally Significant Areas;
- creating new, connected natural areas and greenways and net environmental gains associated with Environmentally Significant Areas;
- integrating large areas of naturalized plantings and/or habitat as a component of the design for larger parks and open spaces;
- supporting wildlife movement through the Port Lands by creating habitat linkages, built landscapes and by retaining decommissioned rail corridors into the Port Lands as landscape features;
- providing habitat at the site level, including retention or replacement of existing natural cover, enhanced landscaped setbacks, naturalized planting, hedgerows, and/or integrated stormwater management;
- ensuring buildings contribute to biodiversity through measures such as, but not limited to, biodiverse green roofs designed to meet the City's Guidelines for Biodiverse Green Roofs, green walls and enhanced bird collision deterrence measures;
- providing dedicated spaces within new communities for dog off-leash areas that are physically separated from natural areas;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

- siting trails/public spaces to maximize functional core habitat within large natural areas to avoid bisecting and fragmenting habitat; and
- using exterior site lighting, street lighting or lighting for any recreational uses within or adjacent to natural areas that is fully cut-off and designed to minimize excess light, skyglow, glare and light spillage.



At precinct planning or prior to rezoning land in a precinct, or at Site Plan Control where a rezoning is not required, a Naturalization Plan will be prepared.



Infrastructure and capital projects, such as new streets, street reconstruction, bikeways, and multi-use pathways, will provide habitat and wildlife corridors, and will include, but not be limited to eco-passages, wildlife crossings and naturalized landscaping including understory plantings and enhancements to the tree canopy. Interpretative signage will also be incorporated to educate the public on any biodiversity features.



Naturalization Plans will include, but not be limited to, the following:

- Identification and evaluation of any natural features, natural cover and habitat (terrestrial, aquatic and wetland) within or adjacent to the precinct/site and wildlife species (migratory and colonizers);
- Identification of enhancement strategies to improve existing natural features and habitat as part of development;
- Identification of parks and open spaces, nodes and patches and opportunities and approaches for integrating habitat opportunities alongside other programmatic elements in these areas;
- Identification of the location and depth of landscaped setbacks and amount of landscaped open space at grade on development sites;
- Identification of any opportunities for integrating existing natural cover or hedgerows;
- Identification of the wildlife linkages within the precinct or site, and approaches for landscaping and accommodating wildlife movement, including concept designs for linkages with plant lists for achieving species diversity within a waterfront context;
- Identification of the specific strategies to be employed in the precinct or site for naturalizing development and to achieve a net environmental gain.



The City will update Map 9: Natural Heritage to reflect the natural areas identified in this Framework.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



The City, Waterfront Toronto and the TRCA, in consultation with Ports Toronto, will explore opportunities to improve aquatic habitat in the Ship Channel as part of precinct planning and/or during the design of water's edge promenades.



The City, Waterfront Toronto and the TRCA will advance a biodiversity monitoring program in partnership with academic institutions, First Nations, stewardship groups and stakeholders to monitor the state of biodiversity in the Port Lands as the area transforms. The monitoring program should address:

- the identification of biodiversity indicators for species, habitats, and environmental health;
- the establishment of a baseline for periodically measuring the state of biodiversity within the Port Lands;
- the identification of gaps in biodiversity knowledge in the Port Lands; and
- the approach for ongoing evaluation of the impacts of existing, planned and proposed development on biodiversity in the Port Lands.



Opportunities for educational opportunities and programs on biodiversity in the Port Lands will be explored, including interpretative signage in the detailed design and implementation of infrastructure and parks and open spaces.



Waterfront Toronto, as part of their Innovation and Resiliency initiative, will include biodiversity elements as key considerations.



All purchase and sale agreements from publicly owned lands will include clauses relating to natural areas and wildlife. The provision of instructional material and orientation tours will also be provided for new residents and workers on the natural features and habitats in the area.



The City, Waterfront Toronto and TRCA will explore opportunities for establishing an interpretative centre in the Port Lands.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



SECTION

# 4



Artistic rendering of the West Don Lands stormwater management facility



## 4.11

# LINEAR AND GREEN INFRASTRUCTURE

The Port Lands transformation requires considerable investment in new and reconfigured municipal servicing and utility infrastructure to both serve future Port Lands residents and employees, but also to maintain infrastructure that serves the broader city servicing. The new and reconfigured infrastructure will advance Toronto's ambitions for a low-carbon, resilient future.

The watermains, sanitary sewers and stormwater infrastructure that currently exists in portions of the Port Lands is insufficient to support future growth. Further, much of this existing infrastructure is over 80 years old, near the end of its life span and is from a time when no standards existed for conserving energy and managing

water quality. Other areas, such as south of the Ship Channel, currently have little to no municipal servicing. This presents an opportunity to revisit the way that municipal servicing is delivered in the Port Lands, driven by a vision that water is a resource, not merely a waste product. There is also a convergence of hydro electric infrastructure in the Port Lands, dating to 1950s when the Hearn Generating Station was originally constructed, which continues to power the broader city. Other utilities will need to be accommodated in the new and reconstructed streets such as a major Enbridge gas pipeline that feeds into the Port Lands Energy Centre. There are also numerous abandoned oil pipelines that will need to be addressed.

A number of studies were undertaken as part of the development of this Framework to inform future infrastructure needs and configuration. These included:

- The Lower Don Lands Infrastructure Master Plan (LDL IMP) and 2014 Addendum and the Lower Don River Due Diligence and Validation Report;
- The Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP);
- A feasibility study undertaken by Hydro One on behalf of the City and Waterfront Toronto to address relocation and reconfiguration of existing hydro transmission infrastructure; and
- The Port Lands-wide Community Energy Plan.

Both the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) and the Lower Don Lands Infrastructure Master Plan (LDL IMP) established the preferred municipal servicing solutions for the Port Lands. These Master Plans explored a range of solutions from

conventional servicing approaches, to practical, innovative approaches that recognize the value of water to our everyday lives and environment.

The preferred solutions identified in the Master Plans advance a progressive agenda for change, while also recognizing existing regulatory frameworks, and maintenance and operational considerations. The solutions build on planned infrastructure upgrades, both within and in proximity to the Port Lands, and capitalize on the proximity of the Ashbridges Bay Treatment Plant. Integrated and efficient water infrastructure systems will be implemented in the Port Lands through cost-effective, modern, and sustainable environmental solutions.

The reconstruction of the street network and reconfiguration of municipal servicing and utilities also provides additional opportunities for integrating linear infrastructure to support low-carbon energy solutions. Reconfiguration of existing hydro electric infrastructure can also be pursued to reduce the above-grade footprint of this infrastructure, accommodate transit, and contribute to a significantly improved public realm.



**MUNICIPAL SERVICES**



**GREEN INFRASTRUCTURE**



**HYDRO TRANSMISSION**



**PROTECTING FOR THERMAL NETWORKS AND SMART CITY INFRASTRUCTURE**

## 4.11.1 Municipal Services

### Water

The preferred water supply solutions in the Port Lands are to reduce water usage through various conservation approaches, while enlarging and extending watermains to serve the new communities and employment districts. Watermains, to the extent possible, will be located within the

future street network. The system of watermains provide for looping and redundancy of supply to improve fire flows and maintain water quality. On a pilot basis, non-potable water applications may be advanced in the Lower Don Lands, subject to meeting regulatory requirements.

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### Wastewater

The existing wastewater collection system in the Port Lands consists of a separated system of pipes ranging in diameter from 200 mm to 675 mm. Lands north of the Ship Channel currently connect by gravity to a large diameter interceptor sewer, called the Low Level Interceptor (LLI) that collects and conveys flow to the Ashbridges Bay Sewage Treatment Plant (ABTP). Only a small portion of the lands south of Ship Channel are connected to the sanitary system. The balance of the lands either have no sanitary servicing or are on a private communal system.

A number of alternatives were explored in the EA processes. In both EAs, reductions in wastewater flows and gravity-based systems have been identified. Gravity-based systems are the most efficient and cost effective solutions. They require no power to convey flows to their treatment destinations. The City is, however, in the process of updating the Waterfront Sanitary Servicing Master Plan. A centralized pumping station is being identified through this process that would service the entire

geography, including the Lower Don Lands. As an interim solution for the Lower Don Lands, and depending on timing of development east of the Don Roadway, a pumping station may be required at the Don Roadway and Commissioners Street, which was identified in the LDL IMP.

Currently, the Port Lands sanitary system is proposed to connect into the Carlaw Interconnecting Sewer at Eastern Avenue, and ultimately to the Mid-Toronto Interceptor (MTI). The introduction of a new centralized pumping system would provide the City with additional flexibility for conveying the Port Lands sewage to the ABTP.

An eco-island concept was explored for a small portion of the Lower Don Lands geography as part of the LDL IMP. A decentralized system south of the Ship Channel with the potential reuse of black water to harness energy was also explored as part of the TSMP. While both of these alternatives were progressive approaches to managing wastewater, given the gravity-based system and proximity to the

Ashbridges Bay Treatment Plant they were deemed not practical or cost effective. Regulatory and technical challenges related to the disposal of greywater and biosolids also required additional infrastructure which negated the benefits of these types of systems in the Port Lands. There may

be opportunities in the future at the Ashbridges Bay Treatment Plant for energy generation which would have city-wide application and benefit. For instance, small generating plants in the vicinity of Leslie Street using methane from the Treatment Plant could supply power into Toronto's grid.

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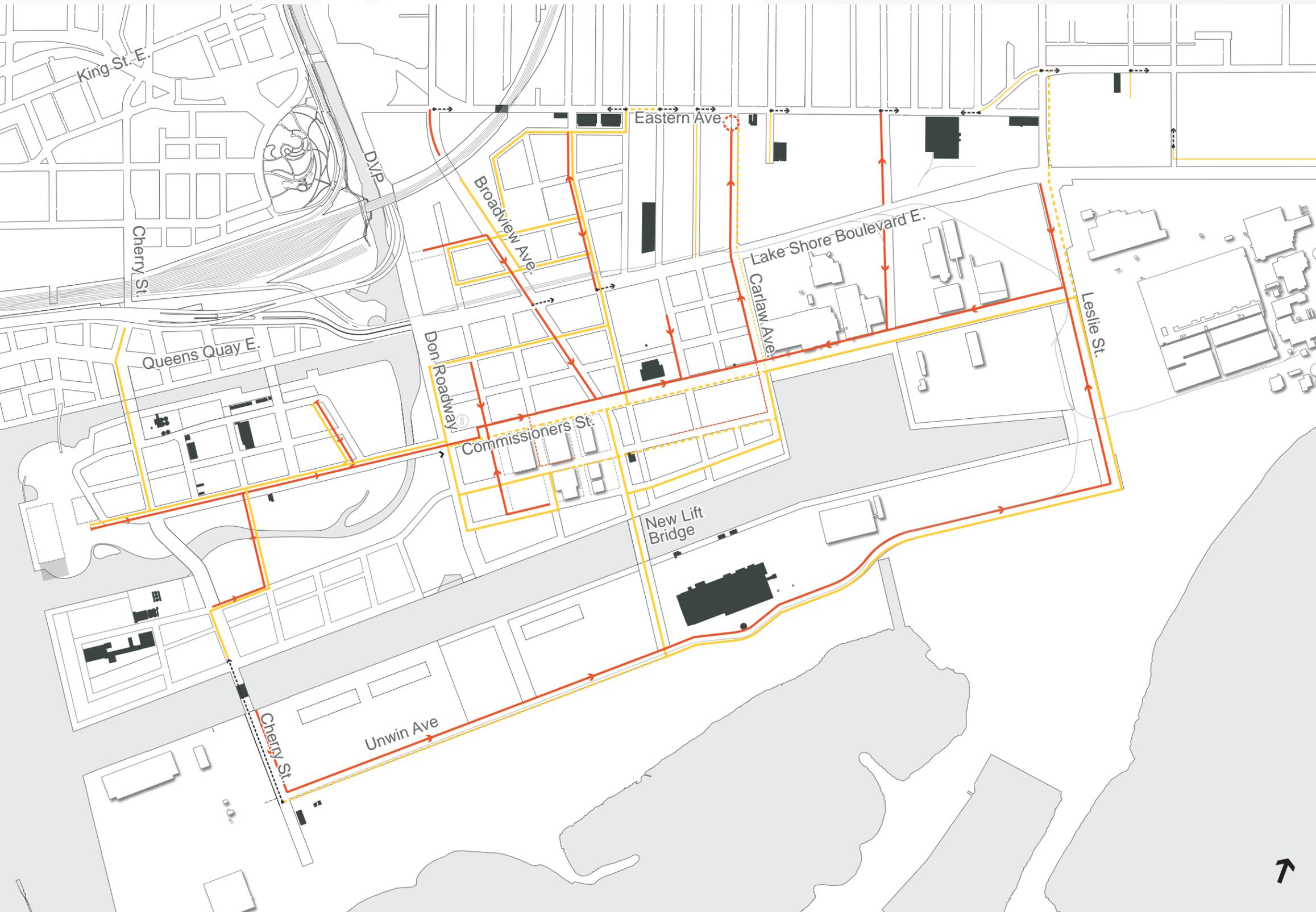
## Stormwater Management

Existing stormwater management infrastructure in the Port Lands consists of a local sewers system north of the Ship Channel that currently collect flows that then discharges untreated to the Ship Channel and Turning Basin. There are also a number of large trunk sewers and stormwater outfalls in the Port Lands that service areas to the north. The areas to the north have combined sewers and during weather events discharge their flows untreated to the outfalls in the Port Lands. Major capital upgrades will be advanced through the Don River and Central Waterfront project to improve water quality and address the problem of stormwater and combined

sewer overflow discharges. South of the Ship Channel there is no existing stormwater infrastructure, and these lands regularly flood during heavy rainfall events.

Both the LDL IMP and the TSMP advanced progressive solutions for managing local stormwater flows using the City's Wet Weather Flow Management Guidelines as a base. These guidelines direct that stormwater flows are to be treated close to the source, with quality and quantity controls. Systems that replicate and mimic natural hydrologic and environmental processes are desirable.

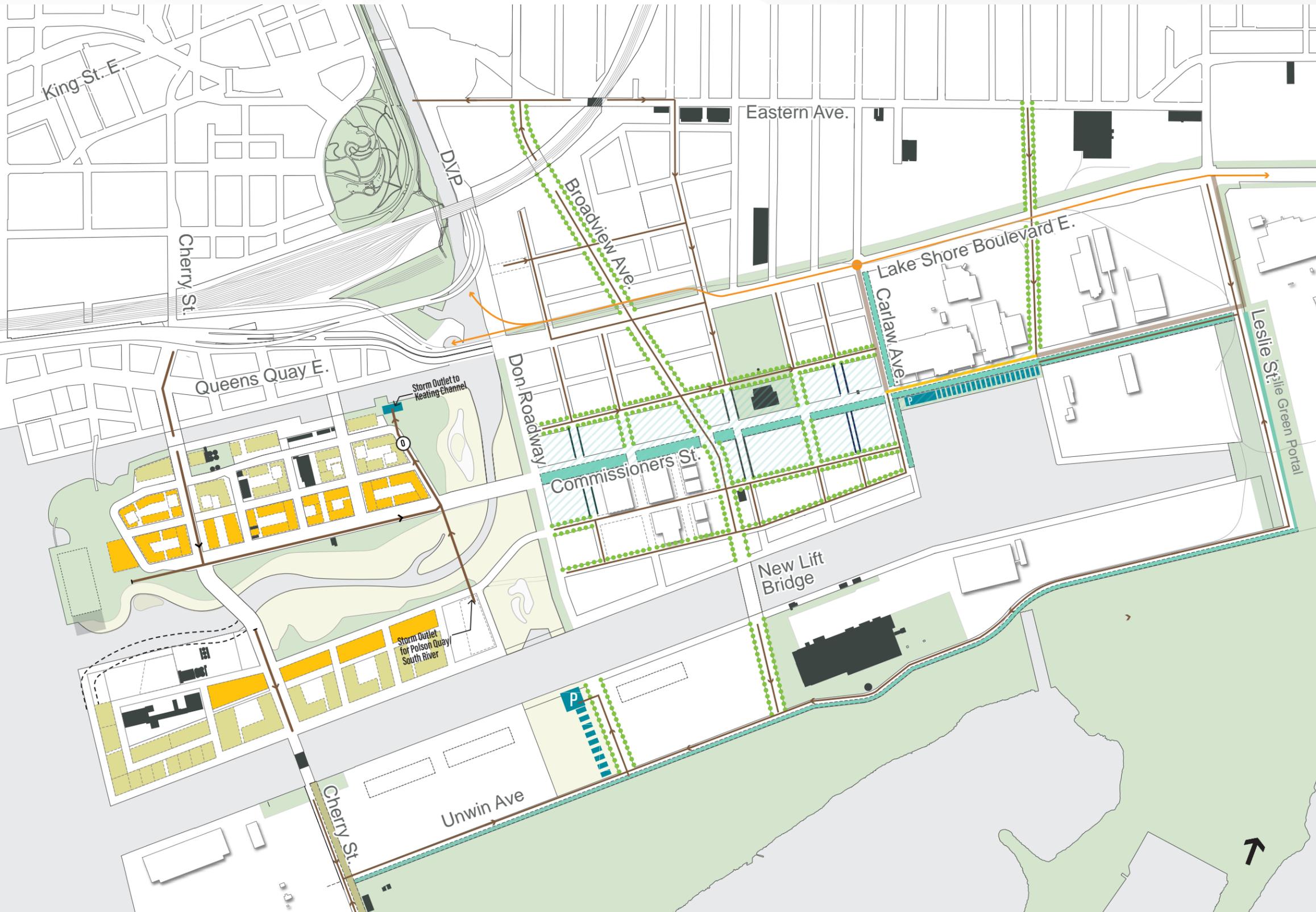
Figure 78: Water and Wastewater Systems



-  Connect to Existing Infrastructure
-  New Gravity Fed Sewer
-  Connect to Mid-Toronto Interceptor
-  Decommission Temporary Pumping Station
-  Existing Gravity Fed Sewer to Remain
-  New Watermains
-  Watermains to be Replaced
-  Fire Flow Upgrades
-  Existing Watermain to Remain



Figure 79: Stormwater System



- Open Channels
  - Open Channel and Sand Filter
  - Urban Bioswales
  - Hardscape Channel
  - Stormwater Quality Treatment Facility
  - Passive Treatment Opportunities
  - Storm Sewers
  - P Pumping Station
  - Pilot Area
  - Roofs Drained to Wetlands
  - Roofs Used for Street Tree Irrigation
- 
- EXTERNAL STORMWATER SERVICING**
- Box Culverts
  - New 1950mm Sewer
  - Inner Harbour Tunnel
  - WWF Connection Point to Inner Harbour Tunnel



# Designing with Water as a Resource

Stormwater in the Port Lands will not be managed in a conventional way. It will be managed more progressively and celebrated. Designing with water as a resource embeds the movement and treatment of stormwater into the everyday experience of streets and open spaces. Stormwater will be daylighted and partially treated through open, planted channels, swales, wetlands and tree plantings that are integrated into the public realm. Stormwater elements take on new meaning - offering communal places for shade and gathering and bringing the narrative of water to life. People will develop a better appreciation and understanding for water and the importance and challenges of managing it in an urban context.

Natural processes will be used to the extent possible in the Port Lands. Due to the nature of fill that created the Port Lands and historical industrial

uses, there is limited potential for infiltration, and hybrid systems will be required. Evapotranspiration, harvesting and bio-retention will be employed to contribute to the removal of nutrients, pathogens and other pollutants from runoff. The open channels and swales will reduce the volume and intensity of stormwater flows that are discharged to the Ship Channel, Turning Basin and Lake Ontario, and can save the City money on upgrading and repairing infrastructure. In the Lower Don Lands, rather than discard rainwater from rooftops, it will be collected and used to water the new signature parks and open spaces.

A healthy system of street trees will equally contribute to the Port Lands sustainable, green infrastructure by capturing rainfall in their leaves and soil, trapping sediments, and breaking down and stabilizing pollutants. They will also contribute to reducing



**IDENTITY**



**WATER AS A MEANINGFUL FRAMEWORK FOR A NEW TYPE OF STREET**



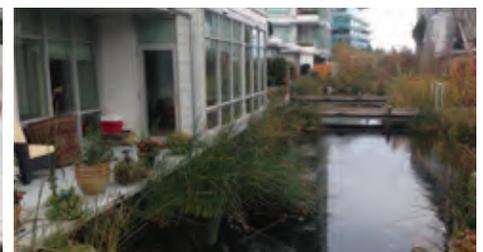
**WATER AS A MEANINGFUL FRAMEWORK FOR PUBLIC REALM**



**MICROCLIMATE - SHADE, TREE GROWTH**



**EDUCATION - BRINGING THE NARRATIVE OF WATER TO LIFE**



**WATER AS A COMMUNAL EXPERIENCE**

the volume and temperature of stormwater runoff (Boston Complete Street Guidelines, 2013). Sufficient soil volumes or other techniques, such as the use of silva cells, will be required to ensure the necessary conditions to grow great trees.

A pilot project is also proposed along the Commissioners Street corridor where no sewers are proposed at all. Stormwater flows will be collected in a wide, open channel and directed to the Turning Basin. Passive treatment techniques can be tested for small portions of the flows requiring treatment, with the balance treated in a new stormwater water quality facility.

South of the Ship Channel, regrading to allow positive drainage will occur and stormwater infrastructure will be introduced. This will minimize the potential for flooding that currently occurs during heavy rainfall events, but will need to be done sensitively to protect the Environmentally Significant Areas south of Unwin Avenue. Additional analysis is required at detailed design to maintain and/or improve hydrologic conditions for these areas. Flows will be directed to the Don Greenway for treatment at a new stormwater treatment facility that will be integrated into an overall design for this important natural heritage linkage.

While the green infrastructure will contribute to managing and treating stormwater run-off through natural processes, additional treatment is required. Oil grit separators will be used to pre-treat run-off, and three end-of-pipe stormwater quality treatment facilities are required. One would serve Villiers Island, Polson Quay and South River. One would serve lands east of the

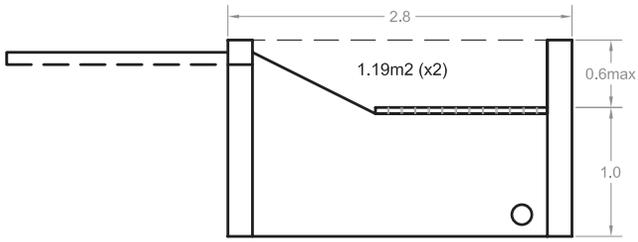
Don Roadway north of the Ship Channel and the Unilever precinct. The final would serve lands south of the Ship Channel at the Don Greenway.

The treatment facility for the lands east of the Don Roadway will be located at the Turning Basin. Alternatively, should wet weather flow infrastructure associated with the Don River and Central Waterfront project be implemented prior to redevelopment advancing in these areas, this infrastructure will be used to convey flows to the high-rate treatment facility proposed at the ABTP. The stormwater system has been devised to direct flows to Carlaw Avenue and the Turning Basin enabling both options.

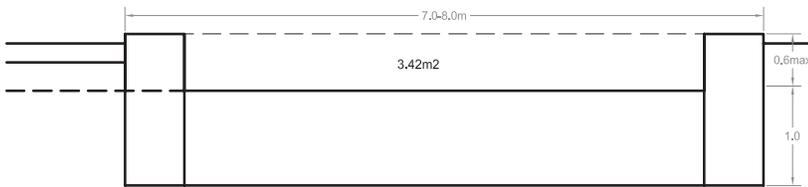
The overall approach is progressive and practical. It is principled on using a “light touch” and natural processes to manage stormwater run-off. Other potential benefits include increased storage capacities for more frequent and heavier rainfall events associated with a changing climate. However, it is a relatively new approach for the City, with only a handful of precedents elsewhere in the City, and none where swales and channels have been introduced on such a mass district-wide scale. It will have additional maintenance requirements that will need to be addressed following the adoption of this Framework.

The LDL IMP was completed prior to broader acceptance and understanding of green infrastructure for the conveyance and treatment of run-off. As detailed design progresses for the streets and river valley in the Lower Don Lands, incorporation of green infrastructure will be encouraged and advanced.

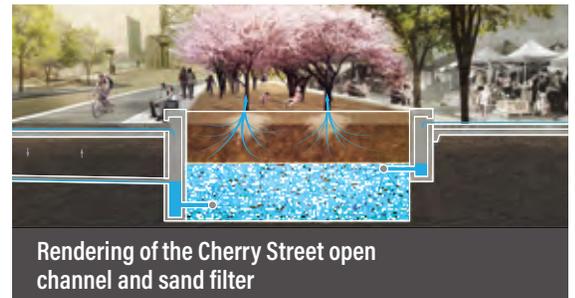
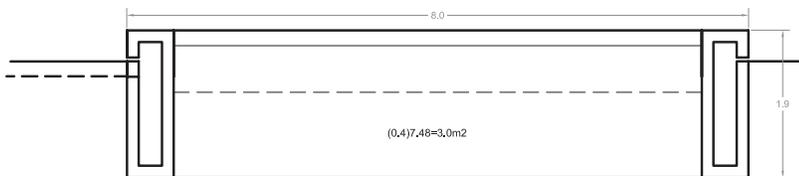
## Urban Bioswales



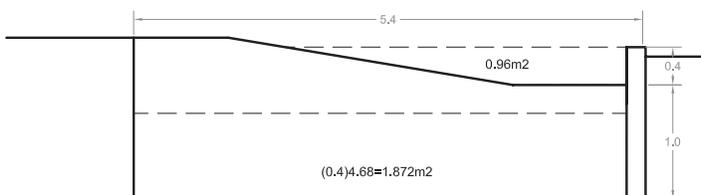
## Commissioners Open Channel



## Open Channel and Sand Filter



## Unwin Channel/Swale



## Local Development Servicing

Much like elsewhere in the city, developers will be required to provide and pay for new infrastructure, or improvements to existing infrastructure required to serve the proposed development (including streets, sanitary and storm sewers, municipal water and electricity

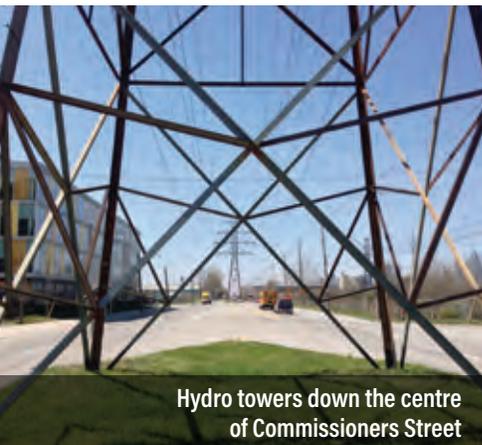
supplies and any telecommunication networks). Should a developer wish to proceed with a project in advance of growth-related infrastructure being implemented by, or on behalf of the City, developers will be required to front-end the cost of any necessary infrastructure.

### 4.11.2 Hydro Transmission

There is a convergence of hydro electric transmission infrastructure in the Port Lands, dating back to when the Hearn Generating Station was first constructed in the Port Lands in the 1950s. The power is coming into the Port Lands, but also leaving it to power the city, with the Port Lands Energy Centre contributing to the power leaving the Port Lands. As a result, there is a complicated web of underground, overhead and-at grade infrastructure.

There are overhead transmission lines running along the east side of the Don Roadway and down the centre

of Commissioners Street to Bouchette Street. Underground high-voltage cables are located under Lake Shore Boulevard, Villiers Street west of the Don Roadway, and under Bouchette Street. These transmission lines and cables lead to the Basin Transmission Station located adjacent to the Ship Channel, centrally located in the Film Studio District adjacent to the future water's edge promenade. They then cross the Ship Channel overhead and connect into the recently reconfigured Hearn Switching Station and new transmission station adjacent to the Port Lands Energy Centre.



Hydro towers down the centre of Commissioners Street

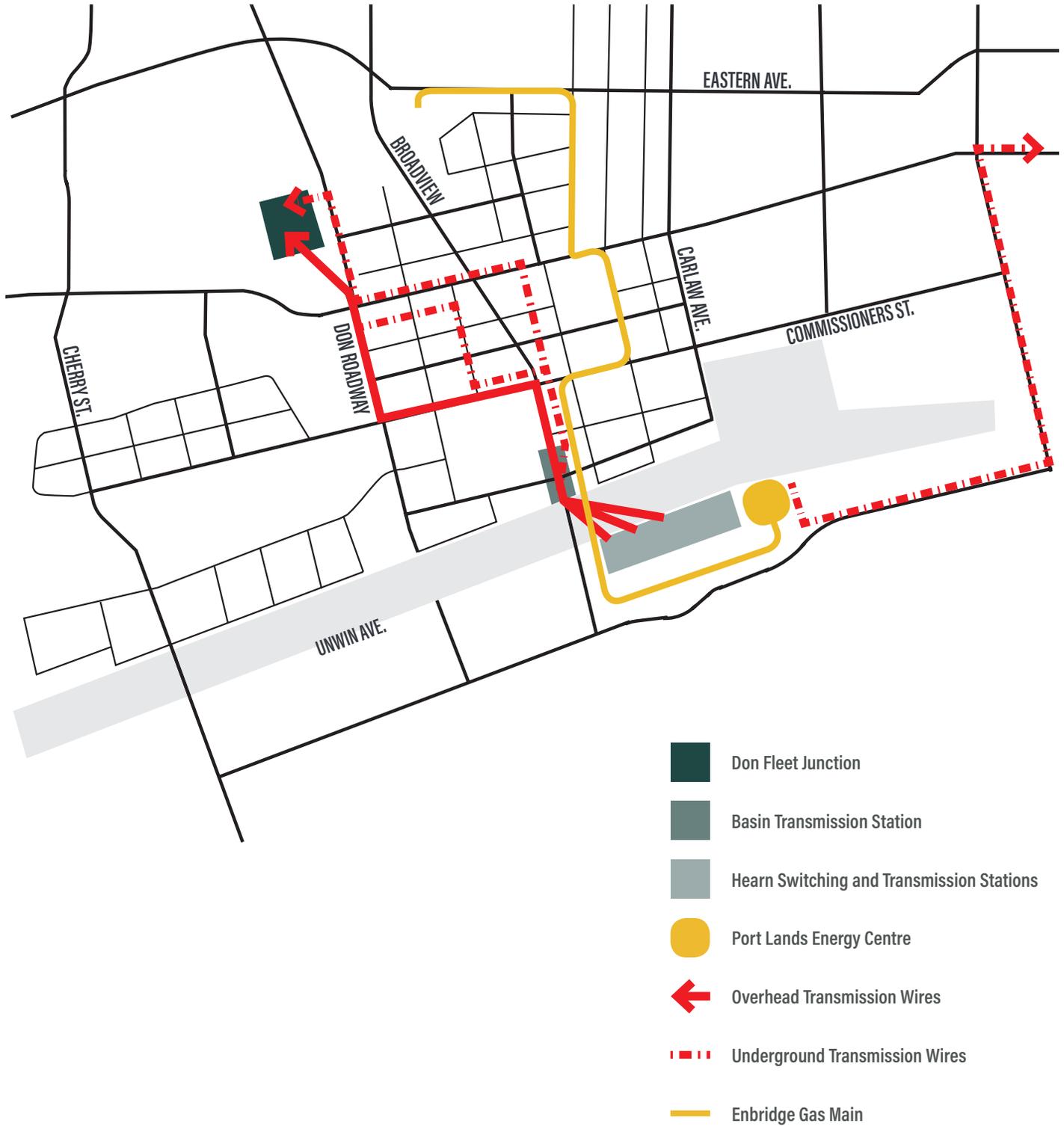


The Basin Transmission Station



The reconfigured Hearn Switching Stations

Figure 80: Existing Hydro-Electric Infrastructure



North of the Port Lands the transmission lines and underground circuits connect to the Don Fleet Junction near Corktown Common. Overhead transmission lines cut diagonally across the Don River. Underground cables head north and then across the Don River in a utility bridge structure to the Don Fleet Junction. There are also underground high-voltage cables south of Ship Channel and under Leslie Street. See Figure 80 for a schematic showing existing hydro infrastructure.

All of this infrastructure combined works to distribute power to the network and then across the city,

but also to power the Port Lands itself. However, much was installed prior to, or without consideration to, regeneration and renewal in Port Lands. Reconfiguration and relocation of some of this existing infrastructure is required to accommodate the flood protection measures, but also to achieve other city-building objectives.

Hydro One, on behalf of the City and Waterfront Toronto, undertook a feasibility study to explore different options and scenarios for reconfiguring and relocating their infrastructure. The study was undertaken in two parts. The first part dealt with the modifications to hydro infrastructure associated with



A Hydro transmission tower crumples under the weight of the ice.

flood protection measures only. The towers adjacent to the Don Roadway and one tower on Commissioners Street could be raised to accommodate the required Valley Wall Feature adjacent to the Don Roadway. The underground cable under Villiers Street would be replaced with a new, modern cable at an appropriate depth to address heat dissipation associated with the placement of additional fill. The utility bridge across the Don River north of Lake Shore Boulevard could be replaced with a new bridge to ensure flood conveyance would not be restricted, or potentially converted to overhead transmission lines.

The second part of the study explored other broader city-building moves, including widening and reconstructing the Don Roadway necessitating relocation of the overhead transmission wires, introducing dedicated streetcar service on Commissioners Street and accommodating the preferred street network identified through the TSMP, including the Broadview Extension and re-aligned Basin Street.

Initially, a number of options were explored for the overhead transmission wires, including relocating the towers elsewhere in the Port Lands while maintaining connections into the existing transmission and switching stations. These initial options were deemed not realistic or practical. While transit would have been able to be accommodated on Commissioners Street, some of the options would have required additional land and/or had significant impacts to various water's edge conditions.

The only feasible option was determined to be undergrounding

the transmission wires. This could occur within the future rights-of-way of Commissioners Street and Don Roadway, or a combination of different streets to provide additional redundancy in the system. Undergrounding the transmission wires could have additional benefit by maintaining power during severe weather, such as an ice storm.

The study also explored the feasibility of relocating the Basin Transmission Station to accommodate the Broadview Extension and the re-aligned Basin Street. Currently, this station is owned by Hydro one, but also includes Toronto Hydro infrastructure. With the Hearn decommissioned, the station is awkwardly located in the middle of the Port Lands and was not designed to fit into an urban context. The existing site is approximately 11,000m<sup>2</sup>, but is generally underutilized. In downtown Toronto, there are similar stations with smaller footprints and that are either located in structures or are attractively screened.

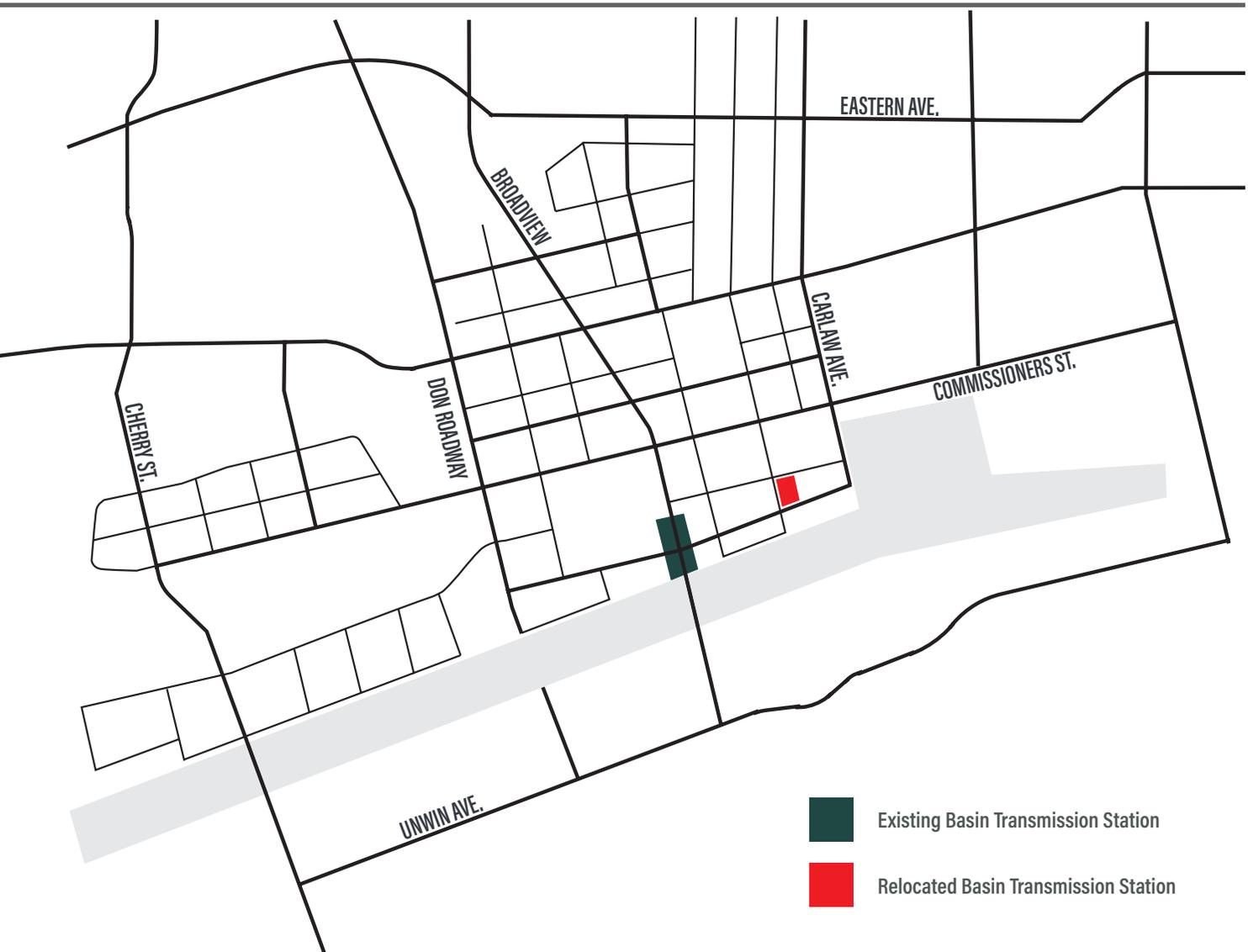
The study concluded that the station could be relocated to a 2,250m<sup>2</sup> site away from the water's edge. A potential site for the relocated station is identified on Figure 81. In the process of relocating the station, all existing overhead infrastructure to the north, including the transmission wires that cross the Don River north of Lake Shore Boulevard, would be redirected underground to the new station and Don Fleet Junction.

Existing below-grade circuits would also be redirected to the new station, providing additional opportunities to optimally configure and align the

infrastructure with the future street network. Additionally, the hydro infrastructure would cross the Ship Channel to the Hearn Switching Station under the Channel. This could have the additional benefit of significantly improving the water's edge condition in the vicinity of the Hearn.

Additional detailed study and continued coordination will be needed with Hydro One as the street network, flood protection works and servicing infrastructure advances to more detailed design. Cost sharing opportunities with Hydro One and Toronto Hydro also need to be explored.

**Figure 81: Relocating the Basin Transmission Station**



## 4.11.3 Protecting for Thermal Networks

An overall objective for the Port Lands is for the area to be a net zero district. A net zero district means that all of the district's energy use and supply is from low-carbon, local, and resilient energy solutions. Energy efficiency is maximized to the extent possible, while continuing to meet other objectives. Section 4.9 - Innovation and Sustainability - discusses the need to design passively, but also the importance of building-scale renewable energy and block-scale energy sharing

to achieve net zero. Block-scale, low-carbon energy solutions could include lake water cooling, waste heat recovery, biomass facilities or combined-heat power facilities. A critical aspect for block-scale solutions is ensuring sufficient space is reserved in street right-of-ways for thermal networks or microgrids. Depending on the location and timing for a block-scale energy solution, pipes could be pre-installed in streets as they are reconstructed to enable future connections.

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## 4.11.4 Smart City Infrastructure

The new communities and employment clusters in the Port Lands need to be ready for the web-enabled technologies and applications of the future. Industries and entrepreneurs in the Port Lands will benefit from an open-access, ultra-high-speed broadband community network, much like has been established in other waterfront communities.

Every residence and business will be able to enjoy affordable and unlimited access to Internet speeds exponentially faster than typical North

American residential networks. This is also a critical aspect in solidifying the Port Lands as a centre for film, television and digital media. This will enable people living and working on the waterfront to work in information-intensive industries, such as film and entertainment and software development. These opportunities will promote economic growth and development and foster innovation and creativity, helping to keep Toronto competitive with major urban centres around the world for business, jobs, and talent.

## 4.11.5 Recommendations

The recommendations identified below reflect outcomes from the various concurrent studies undertaken to inform linear and green infrastructure in the Port Lands. While considerable progress has been made in advancing infrastructure solutions to support regeneration and renewal, further exploration and consultation will be needed as more detailed design progresses.



The provision of municipal servicing, utilities, and green infrastructure will be coordinated with the design of streets and open spaces, and will ensure the integrity of flood protection features is maintained.



The future design of municipal servicing systems will need to ensure space for the provision of utilities and the undergrounding of hydro transmission wires located along the Don Roadway, Commissioners Street and Bouchette Street.



Infrastructure and energy production facilities needed to support the introduction of a low-carbon thermal network or electrical microgrid and information communication technology will be protected for and/or incorporated, as applicable, in the design of parks and open spaces, streets, fixed bridges and/or municipal servicing during precinct planning, Phase 3 of the Municipal Class Environmental process for streets and municipal servicing and/or at detailed design, and should be incorporated and/or protected for in the design of buildings.



A potential site in the Turning Basin District for the relocated Basin Transmissions Station has been identified, located midpoint between the Broadview Extension and Carlaw Avenue on the north side of the realigned Basin Street extension. The site will be protected for. Temporary uses may be permitted.



Development, new utilities or new hydro electric infrastructure will not impede achievement of any planned infrastructure corridors or preferred street and transit alignments determined through the **Environmental Assessment Act** process.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Development will be required to:

- Contribute to the sustainable design of streets;
- Provide and pay for local municipal servicing, utilities and green infrastructure to service proposed redevelopments;
- Provide proper fit-outs, including necessary above and below-grade infrastructure informed by the City's Thermal Network-ready Design Guideline, to ensure connection to future low-carbon thermal energy networks, such as deep lake water cooling, geo-exchange systems, sewer heat recovery and/or combined heat/power plants; and
- Install ducting for information communication technology within individual new residential and commercial developments.



Development will be encouraged to:

- Install dual plumbing systems that allow use of harvested rainwater and gray water for landscape irrigation, toilet flushing and other uses, as permitted from a public health perspective and Building Codes, to reduce the use of potable water;
- Utilize native and low water-use vegetation that does not require permanent irrigation systems to reduce the requirement for irrigation; and
- Utilize harvested rainwater for landscape irrigation, as permitted from a public health perspective and Building Codes, rather than a potable water source. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse, which could include, but are not limited to green roofs and equipment to harvest, filter and/or store rainfall.



Establish a working group with applicable City Divisions and Waterfront Toronto to establish a framework and maintenance approach for the green infrastructure proposed in the street network.



As detailed design progresses on various infrastructure projects in the Port Lands, consult and work with Hydro One and Toronto Hydro on relocating, reconfiguring, and upgrading existing hydro infrastructure.



Pursue cost-sharing arrangements with Hydro One and Toronto Hydro for relocating, upgrading and reconfiguring hydro electric infrastructure.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Bird's eye of the Port Lands looking west from Leslie Street

## 4.12

# EARLY ACTIVATION PROJECTS

Regeneration and renewal in the Port Lands is a multi-decade-long proposition. The end state is not immediate nor, necessarily, predetermined. There will be a gradual reveal of the **transformational moves**, with the entire area, and the unique and memorable districts within, cycling through various stages and typologies. There are exciting possibilities within this context for establishing an evolving, organic culture that capitalizes on the Port Lands' unique attributes, while at the same time 'kickstarting' the transformation and creating a different environment than would be conceivable with a comprehensive renewal scheme over such a vast area.

Early activation project ideas are being identified in this Framework as a starting point for the Port Lands transformation. The early activation projects consist of a series of sites, uses, and landscapes where new, creative programming or activity will draw people to Port Lands in the near-term, but also fuel the cultivation of future districts. They are intended to

open the public consciousness and imagination about the territory of the Port Lands. If successful, these activation projects could become urban 'hot spots' that can help shape and solidify the character and identity of the Port Lands. The sites and landscapes are tied into the future infrastructure corridors, foreshadowing the future evolution of the Port Lands.

This Framework is mindful that ingenuity is an inherent human quality, and that society is in a constant state of flux and in need of new and innovative cultural stimuli. As such, the activation projects identified are not an exhaustive list. They are identified as a means to inspire possibility and encourage further ideation. They represent the thinking at a specific point in time and require further exploration and partnerships to operationalize. Through this process of further exploration, other activation ideas may emerge that could be equally, if not more, compelling. The end goal remains the same in either instance - **activate the Port Lands, but do it now.**

## 4.12.1 Cultural Activation Sites

There are a number of potential sites in the Port Lands that could provide the backdrop for early activation, but that would also contribute to the realization of the Port Lands vision. In fact, some areas of the Port Lands have already experienced activation. For three consecutive years, the Luminato Festival used the Hearn as a stage for the arts, which brought with it an awakening and awareness of the Hearn's potential. Likewise, the adaptive re-use of the historic Queen's Foundry building, with its eclectic mix of uses and users, draws people to the Port Lands.

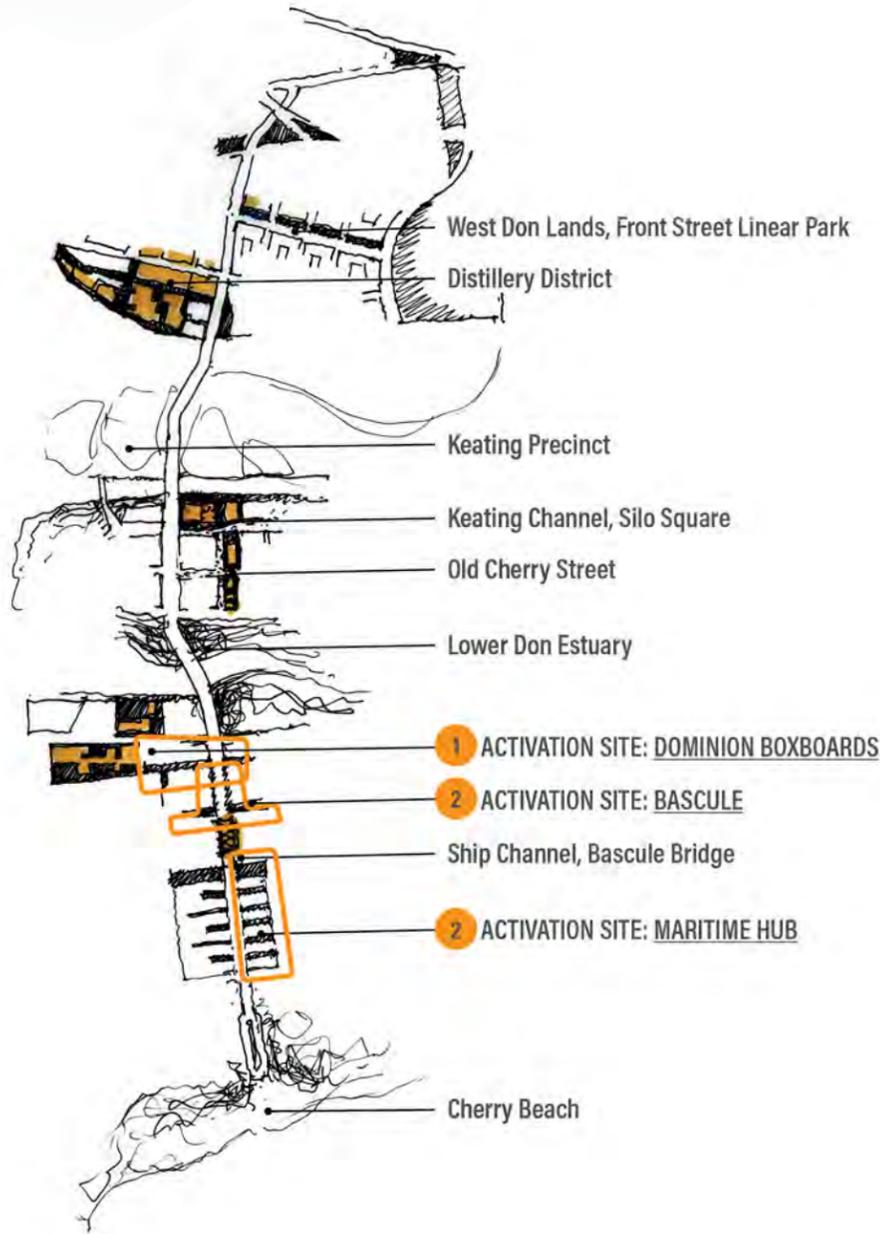
For the Port Lands next wave of activation, there is the potential to unlock a new set of sites that could host a range of temporary events or permanent uses. Five activation sites and cultural uses are suggested that are unified and bound together by common elements - water and future signature streets. The five sites (Figure 82) are envisioned as platforms for breeding a new image of the Port Lands. They would be civic grounds for innovation, culture, recreation, industry, and nature.

**Figure 82:** Activation Sites and Cultural Uses

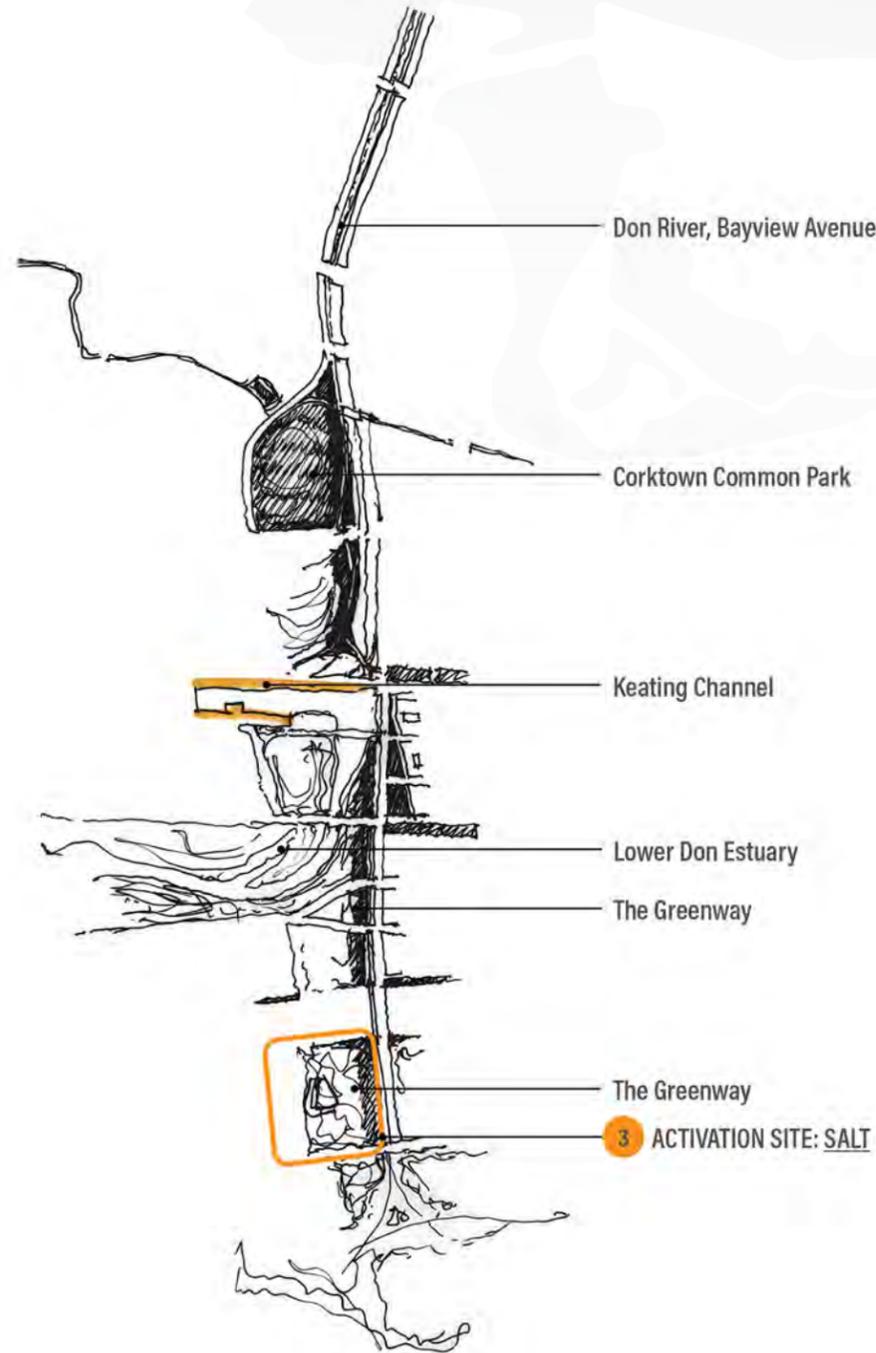


- |                           |               |                 |
|---------------------------|---------------|-----------------|
| ① Polson Point            | ③ Salt Stages | ⑤ Turning Basin |
| ② Bascule and Martime Hub | ④ Hearnfront  |                 |

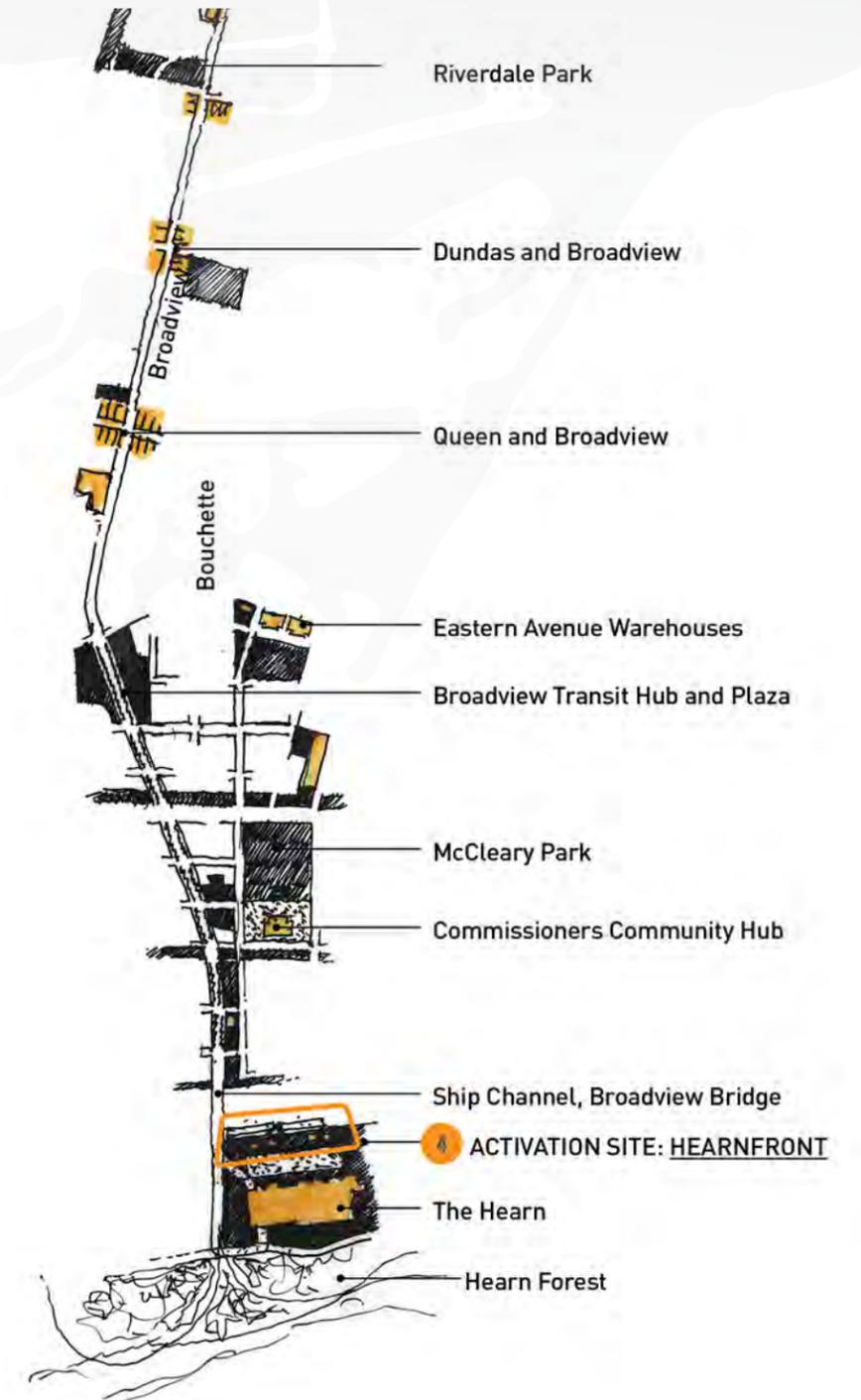
# 5 CULTURAL ACTIVATION SITES FORESHADOWING THE FUTURE EVOLUTION OF THE PORT LANDS



BROADVIEW SEQUENCE



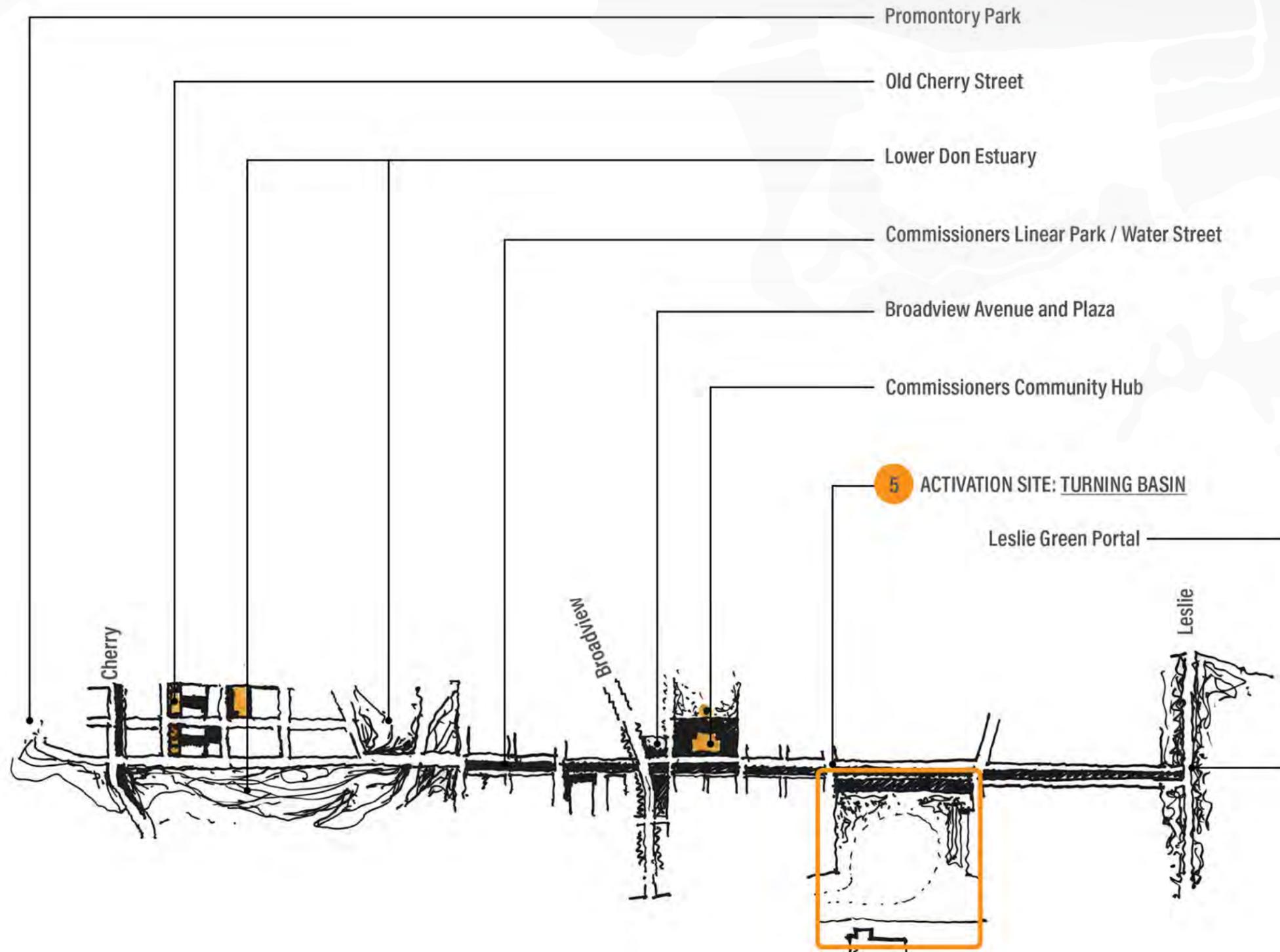
BAYVIEW/DON RIVER SEQUENCE



CHERRY SEQUENCE



# 5 CULTURAL ACTIVATION SITES FORESHADOWING THE FUTURE EVOLUTION OF THE PORT LANDS



COMMISSIONERS SEQUENCE



# Polson Point

There exists a small, yet burgeoning, culture within the historic Dominion Box Boards building complex located on Polson Quay. The complex is under both private and public ownership. Support can be given to further cultivate this site with multiple cultural partners, creating a joint platform for arts and culture that can increase the public presence of this area for Torontonians. Support for such an initiative may continue to be self-organized (as it is today) supplemented with additional support from local cultural organizations and/or the City to stimulate new activities and promote further uses to take root, both inside and out, permanent and temporary.

The activation of the building by 24-7 cultural agents could occur in tandem with activating the existing Jennifer Kateryna Koval's'kyj Park with temporary cultural programming. For instance, the park could host a temporary art beach or act as a performance arts stage with its incredible views back to the city.

Strengthening the community of existing creative industries and growing this capacity in this area will help illustrate the vibrancy of a mix of alternative use scenarios for urban diversity and their potential to draw interest from the public at-large. In doing so, this creative cluster could anchor important programs for the cultural life of the Port Lands and attract city-wide attention.



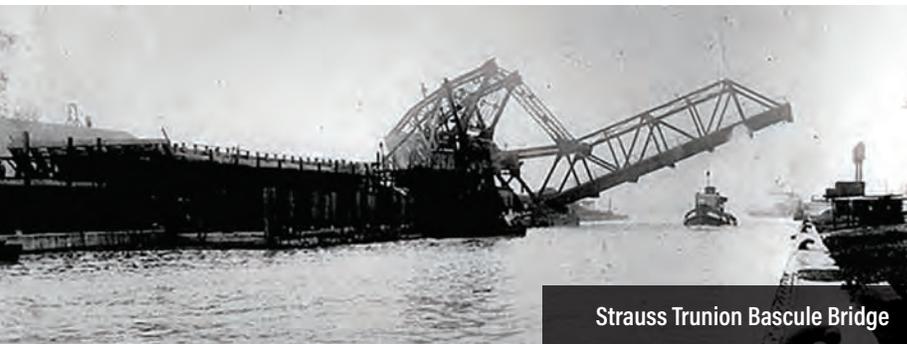
## Bascule and Maritime Hub

The Strauss Trunion Bascule Bridge is one of the Port Lands' highly visible industrial artifacts. It will be a beacon of the past, but also a symbol of the future. Opportunities exist for inserting new cultural uses and activity adjacent to its north and south-side landings.

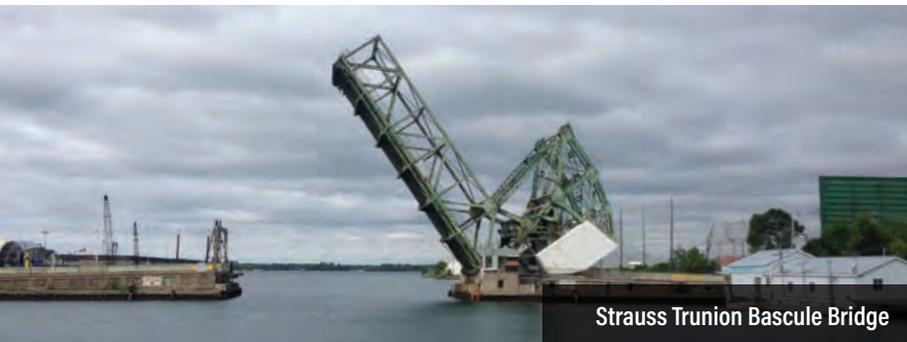
This bridge will continue to be operable as a lift-bridge and serve as a vital connection to the south side of the Ship Channel and gateway to Cherry Beach. Temporary activity adjacent to the bridge's abutments could include floating dock structures which allow people access to the water's edge.

The temporary activations could be linked to activations along the east side of Cherry Street south of the Ship Channel, and potentially a portion of the west side, enabling the Maritime Hub and gateway to the Beach to take shape early in the transformation.

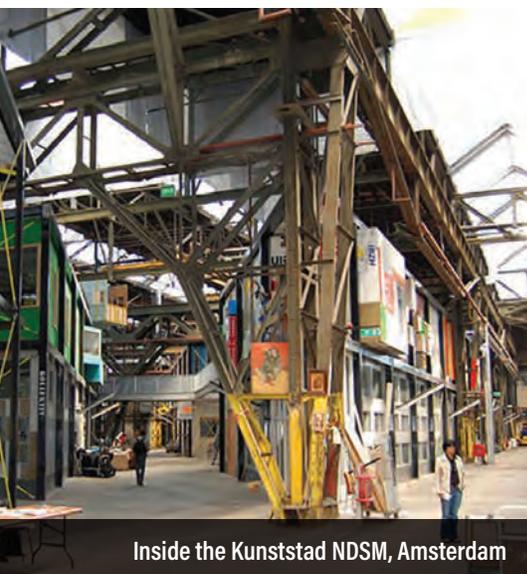
Currently, much of the land on the east of Cherry Street is used for the storage of vehicles. These sites could be made available and redeveloped with incubating uses, artist studios, pop-up shops, or maybe even quaint little food nooks. Re-purposed shipping crates, or the next trendy structure, could house these uses.



Strauss Trunion Bascule Bridge



Strauss Trunion Bascule Bridge



Inside the Kunststad NDSM, Amsterdam



Kunststad NDSM, Amsterdam

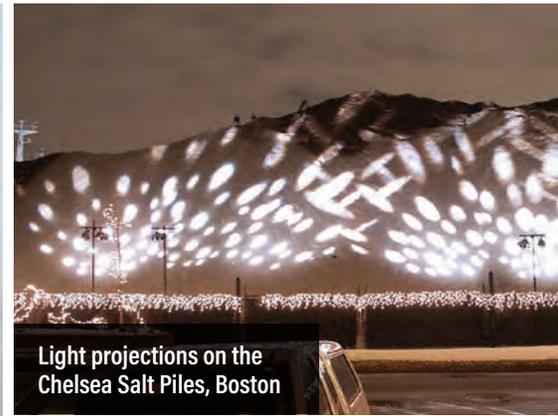
## Salt and Don Greenway South

On the south side of the Ship Channel, there is potential for an activation strategy based on the idea of culture coexisting alongside industry, which could be realized in a number of ways. Early delivery of the Don Greenway south of the Ship Channel would not only enhance public access, but also enable culture and industry to fuse. The early activation could educate the public about the resources needed to maintain Toronto, as well as provide a stage for cultural activities. The salt operations would need to be reconfigured to accommodate the park space, but in turn, this would open up opportunities for implementing some of the necessary servicing infrastructure needed south of the Ship Channel.

Alternatively, these two seemingly oppositional activities can share the same space, just not at the same time. The transport and storage of salt in the Port Lands is a seasonally-driven activity — highly active in winter but retreating in the spring and then ramping up again through the summer and into the fall. This opens up a unique possibility for carefully regulated interim occupation of the sites with temporary artistic installations (art, music, theatre and dance) similar to the Chelsea Salt Piles in Boston. The salt piles also provide interesting topography for the Port Lands. They can reach upwards of five storeys providing opportunities for projecting onto the piles for movie nights or artistic light installations.



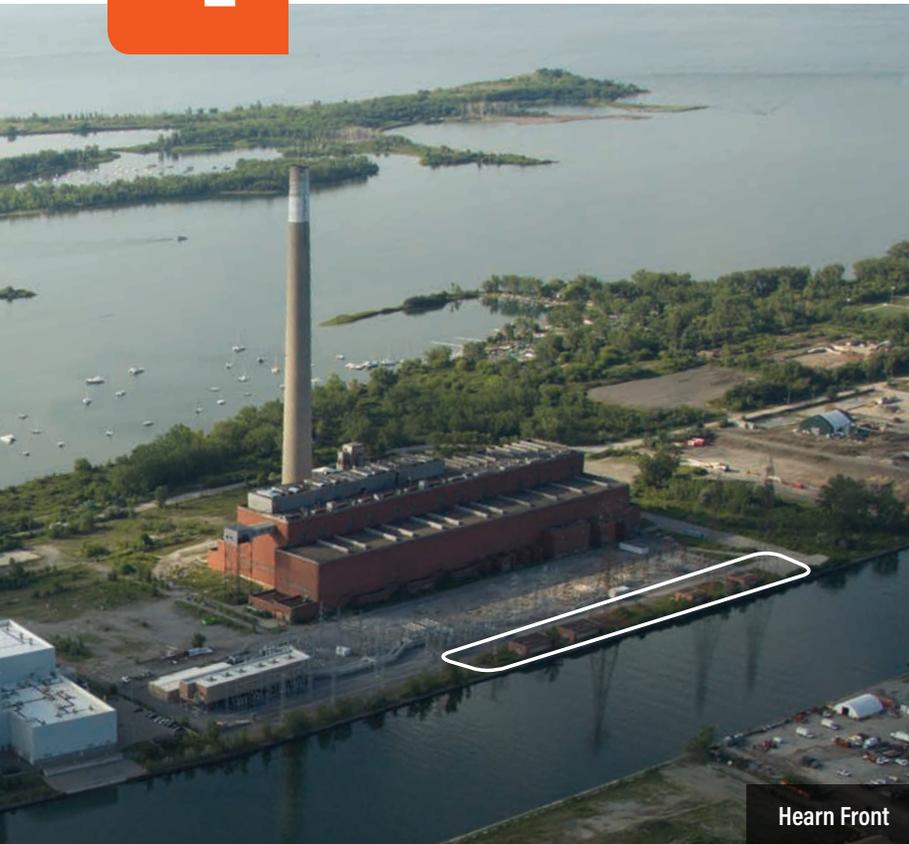
Concept rendering of seasonal activity associated with the salt piles



Light projections on the Chelsea Salt Piles, Boston



Concept rendering of movie night on the salt piles



Hearn Front

## Hearnfront

Building on the success of the Luminato Festival at the Hearn, four small structures adjacent to Ship Channel could be re-purposed to host a hybrid of food culture and recreation adjacent to the water's edge.

This would create a powerful magnet on the south shore of the Ship Channel. Toronto's lively food culture could find a unique 'outpost' in an unparalleled setting that can be boosted by creating a memorable recreational draw that allows people to arrive by and engage with water.



A Hearn outbuilding

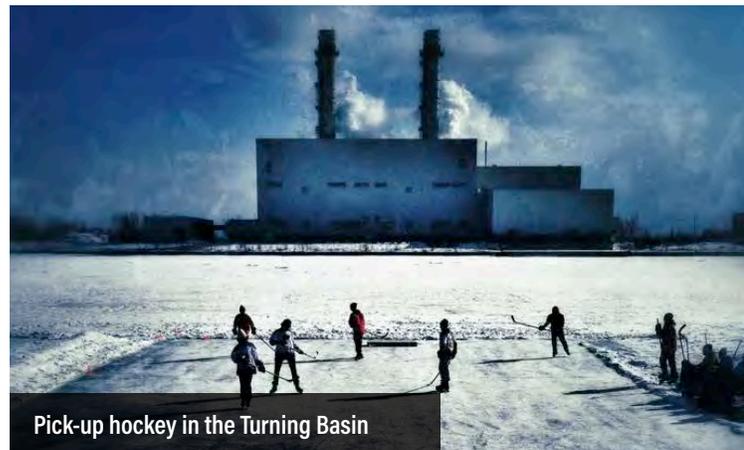


A Hearn outbuilding

# Turning Basin

The monumental scale of the turning basin, coupled with the passive lawn adjacent to its northern dockwall and the white facade of the Port Lands Energy Centre can do triple duty. The passive lawn already provides a peaceful and quiet reprieve from the hustle and bustle of city life, as well as providing a venue for the port-scaled spectacles to unfold seasonally. Events could be hosted in this passive lawn space where cinema and films are projected onto the Port Lands Energy Centre's facade. City Council recently requested staff to develop a work program to deliver this park space early on in the Port Lands transformation.

The temporary and movable barges contemplated as part of the blue-green park network or other floating elements within the Turning Basin itself could provide interesting recreational opportunities, providing yet another opportunity for people to engage with water. During the winter months, pick-up hockey games have been known to occur on the frozen surface of the Turning Basin. The depth of the Turning Basin and the stormwater that outlets into the Ship Channel are safety challenges that would need to be resolved to formalize this activity in the winter with Ports Toronto and in consideration of the continued shipping function of the Turning Basin.



## 4.12.2 Five Landscapes

The scale of the Port Lands landscape cannot be underestimated - both in terms of what exists today, and what could ultimately be realized in the fullness of time. The landscape today is the result of the evolution of two competing forces: that of man-made infrastructure for industry and energy, and re-naturalization - both purposeful and accidental (e.g. the Leslie Street spit), when nature springs up in the cracks left by industry.

The landscape of the Lower Don Lands will revolve around the realization of a single, powerful goal - the re-establishment of the mouth of the Don River, re-connecting the ravine to the Inner Harbour via a constructed, naturalized estuary. Here, the tools of delivery will be of the 'mega-project' nature, with multiple levels of government coming together to implement progressive infrastructure that unlocks the potential - and value - of adjacent redevelopment lands.

Figure 83: Five Landscapes



① Lower Don Estuary

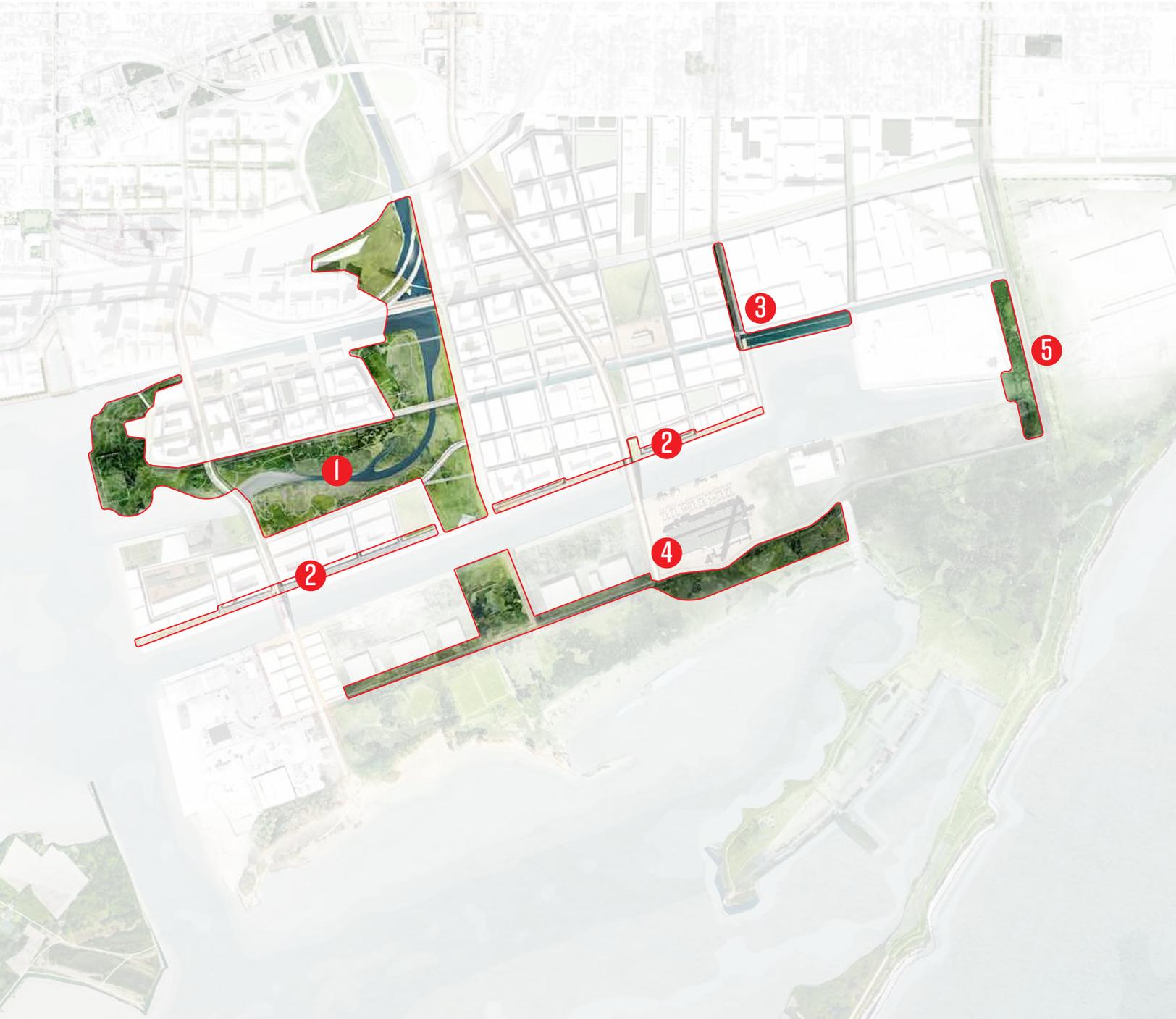
② The Greenway

③ Water's Edge

④ Unwin Wilds

⑤ Leslie Green Portal

# 5 LANDSCAPES, 50 YEARS TO CULTIVATE.



In contrast to this comprehensive transformation of Toronto's Central Waterfront and Lower Don Lands, the sheer size of the Port Lands proposition offers the chance for a different approach. Pioneer landscape processes can be initiated now, far in advance of the expected occupation of the lands. This can be entirely strategic, allowing large-scale low-cost interventions to have the potential for massive impact given enough time for maturity. Both figuratively and literally, the first action for making a landscape in the Port Lands could be planting acorns.

Landscapes in the Port Lands need not be restricted to planning for an 'end state'. Instead, in some areas landscape systems can be initiated with the realization that they will continually evolve - in a similar manner to the natural systems that would (and have) come to life in the absence of a guiding hand. In fact, out of pure necessity, this landscape must be realized to accept change and evolution, with a 'lighter' touch for maintenance and operations.

Here, scale dictates that the cost of observing traditional maintenance procedures would be vastly untenable. Rather, the majority of this landscape must be allowed to find its own natural balance, allowing our occupation of the Port Lands to take on a new dimension in terms of our relationship to nature in the city.

Five landscape opportunities are identified that in time will cultivate, grow roots and shape development for generations to come. Inspiration for these landscape sites, in part, is the Leslie Street Spit and the 'light touch' taken by the TRCA in nurturing this urban wilderness. The creation of the Spit was a process of symbiosis on a civic scale. It has evolved over a period of over 50 years in tandem with the growth of the city. As excavation occurs for new high-rise in the downtown, remnant fill is strategically placed at the spit to create new islands and peninsulas. The result is a constant process of gradual transformation of soil, bricks and rubble - broken down by wave action and sedimentation - and transformed into a series of new wetlands and habitat in the Inner Harbour.

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## Lower Don Estuary

A project that re-establishes the natural waterway of the Don River, the Lower Don Estuary, by Michael Van Valkenburgh Associates, will be one of the largest infrastructure projects in Toronto's history. Though by necessity it must be immediate in its physical form - in order to function in holding back rising water - here is the opportunity to develop a 50 year landscape of evolving

habitats and plant communities, able to evolve and respond to their evolving context and climate. Pioneer plant communities can spring up and be replaced, species and habitats left to establish and evolve as the estuary matures. As various uses and communities develop around the estuary, there is the potential for the landscape to adapt to suit over different decades.

# Water's Edge

As a counterpoint to the immediate impact, and order and craftsmanship of the Toronto Central Waterfront Water's Edge Promenade, the Port Lands offers the chance to take a slower approach, and establish planting and water colonies ahead of redevelopment of the adjacent lands. The language could be robust and raw, as opposed to refined and particular, and the planted systems encouraged to take root, spread and adapt to this harsh yet unique environment.

The landscape of the water's edge would be planned to accommodate future infrastructure and dockwall repairs, but would speculate on territories where plantings could take root in the short to mid term, allowing

for future accommodation of works around them. As the redevelopment process played out, some would stay, but others would be naturally erased or displaced, just as natural plant habitats establish then make way for future ones. Nature has always found a way in the Port Lands - so it seems only fitting that the water's edge should embody this.



Landscaping at the Philadelphia Navy Yard



Promenade at the Presquile Rollet Park

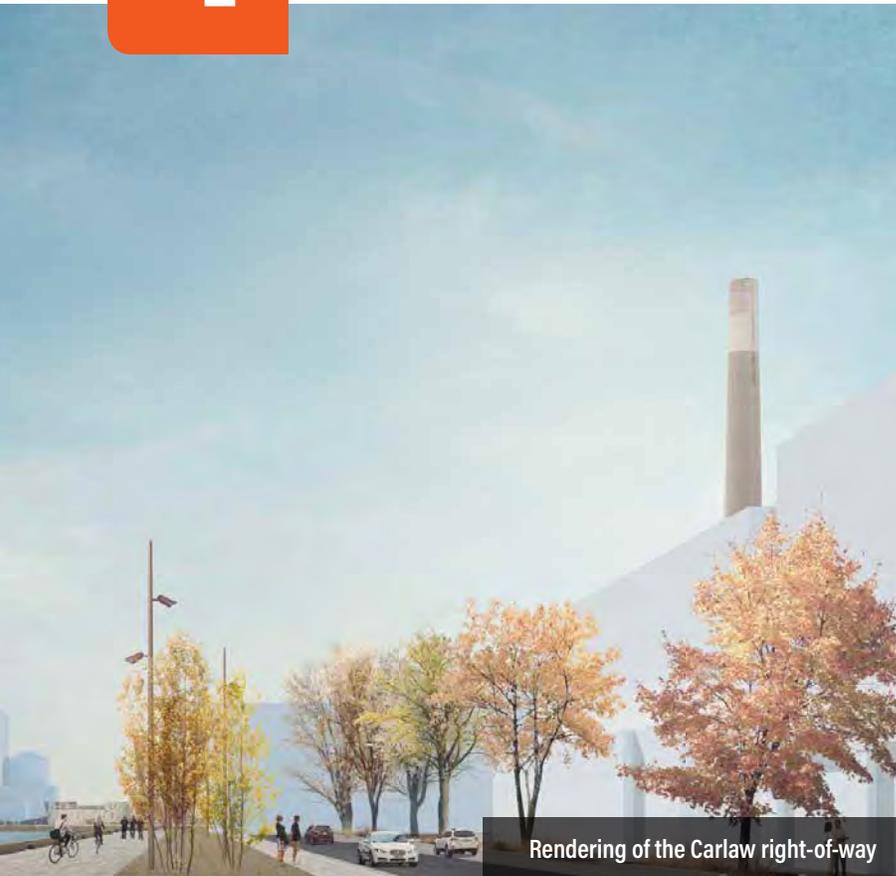


Promenade at the Presquile Rollet Park

## Carlaw and Basin Promenade

Establishing the park space and activation at the Turning Basin has the potential to start to incubate a linear park that connects the east end of the City to other activation sites and projects and a potential ferry link. Since Cherry Street is already fairly established as a link in the west end, Carlaw would be perfect as an east end counterpart.

Initial actions could include the establishment of a water landscape and public space at the Turning Basin. In tandem, the linear park along Carlaw could start to be established with tree planting and basic trail amenities, to be upgraded at a later date as development comes. Since Carlaw is fairly wide given its low traffic demands south of Lake Shore Boulevard, it could be reduced in the interim to allow clear areas for tree growth establishment.



Rendering of the Carlaw right-of-way



Carlaw Avenue activation potential



Landscaping at the Presquile Rollet Park

# Unwin

Unwin Avenue currently occupies the 'seam' between a relatively amorphous and open stretch of industry to the north, and the rugged wilderness of the wild, natural areas to the south. Here is an opportunity for a landscape that gently starts the process of renaturalization along the north edge of this seam, nestling the industrial uses into a fringe of maturing landscape that makes Unwin feel like no other street in the City.

In addition, since the alignment of Unwin will shift further north (closer to the Hearn itself), this landscape opportunity suggests the gradual

re-establishment of a forest and/or naturalized meadow at the foot of the Hearn and south of the future alignment similar to the naturalization that has occurred at the Port Lands Energy Centre.

This naturalization could occur while preserving the functional existing alignment of Unwin Avenue in the interim. This action would start the process of increasing the territory of the future Lake Ontario Park and expanding the existing Environmentally Significant Area, while dramatically positioning the Hearn as a massive civic monument offset within a forested wilderness.



## Leslie Green Portal

Leslie Street is the interface between the street itself, the Ship Channel and the wild expanse of the Leslie Street Spit. Here is an opportunity to dramatically expand the greening that has taken place along the street along the west edge of the street creating

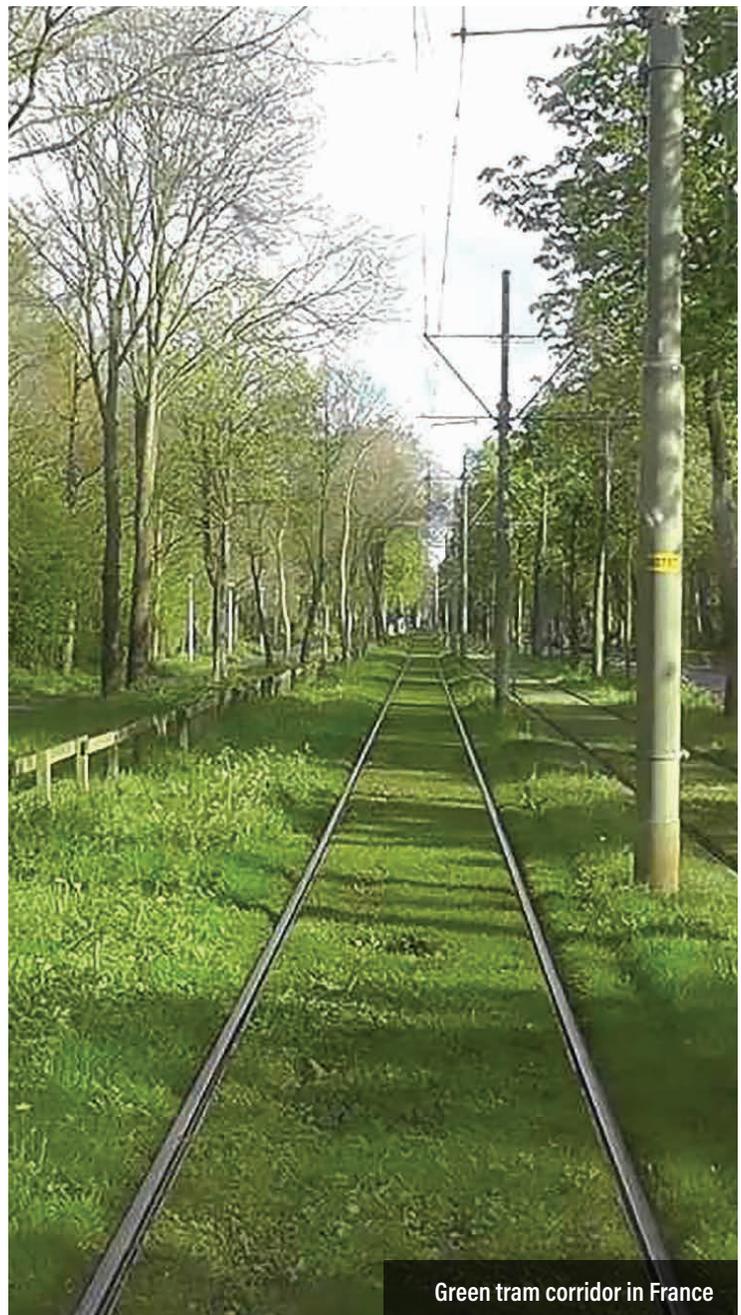
a green finger that reaches back up to the city that maintains and embraces the active rail corridor in the near term. The project would create a focal point in the eastern area of the Port Lands, with an expanded overlook down the Ship Channel.



The Leslie Street Spit



Multi-use trail



Green tram corridor in France

## EARLY ACTIVATION PROJECTS FOLLOW-ON WORK

ACTIVATION PROJECT IDEA	KEY ACTIONS AND ISSUES TO EXPLORE	OWNERSHIP	AGENCIES AND ORGANIZATIONS	EASE OF IMPLEMENTATION
<b>CULTURAL ACTIVATION SITES</b>				
<b>1. Polson Point</b>	<p>Options to be explored:</p> <ul style="list-style-type: none"> <li>Engage with existing Toronto Dominion Box Boards tenants to provide cultural opportunities to the broader public;</li> <li>Explore opportunities to incubate additional arts and cultural users within existing city-owned lands/buildings through relaxation of rents; and</li> <li>Identify temporary cultural activations and events within Jennifer Kateryna Koval's'kyj Park and partnerships to sponsor and/or fund activations.</li> </ul>	Public (with long- and short-term leases) and private	TPLC, private owner, Waterfront Toronto, tenants, arts organizations, Economic Development, Parks, Forestry and Recreation	Light to Medium Touch
<b>2. Bascule and Maritime Hub</b>	<p>Options to be explored:</p> <ul style="list-style-type: none"> <li>Assess the cost for a floating dock structure adjacent to the bridge and potential uses;</li> <li>Undertake preliminary design and feasibility for park space adjacent to the Ship Channel on east side of Cherry; and</li> <li>Utilize existing vacant land on the east side of Cherry, relax rents and/or undertake a design competition for cultural occupation and area amenity in innovative and/or salvaged structures.</li> </ul>	Public	Ports Toronto, TPLC, Economic Development	Medium Touch
<b>3. Salt and Don Greenway</b>	<p>Further exploration of three potential options:</p> <ul style="list-style-type: none"> <li>Interim occupation of a portion of the future Don Greenway during off peak months where the public could safely engage with salt;</li> <li>Engaging artists to design a quirky tarp that could double as a projection screen for movie events in the Port Lands. Funding and logistics to be addressed; and</li> <li>Permanent and early delivery of the Don Greenway park requires potential relocation of portion of existing salt operations, further study related to environmental conditions, detailed design and funding.</li> </ul>	Public with short-term leases	Salt Operations, TPLC, TRCA, Toronto Water, Waterfront Toronto, Ports Toronto	Light and/or Heavy Touch
<b>4. Hearn Front</b>	Explore opportunities and additional requirements to repurpose one or more of the existing out-buildings with pop-up cultural uses, restaurants or other programming.	Public with long-term leases	OPG, Studios of America, Hydro One, TPLC, City of Toronto, Waterfront Toronto	Medium to Heavy Touch
<b>5. Turning Basin</b>	<p>Options to explore:</p> <ul style="list-style-type: none"> <li>Working with artists and arts organization, identify potential cultural activations within the existing passive lawn</li> <li>Assess the cost for a floating dock structure and complete a vessel navigation study within the Basin</li> </ul>	Public	TPLC, Ports Toronto, Toronto Water, arts organizations	Light to Medium Touch



ACTIVATION PROJECT IDEA	KEY ACTIONS AND ISSUES TO EXPLORE	OWNERSHIP	AGENCIES AND ORGANIZATIONS	EASE OF IMPLEMENTATION
<b>FIVE LANDSCAPES</b>				
<b>1. Lower Don Estuary</b>	Due diligence in process. Subject to funding from provincial and federal government, implementation by 2023.	Public	Waterfront Toronto, TRCA, Waterfront Secretariat, TPLC	Heavy Touch
<b>2. Water's Edge</b>	Identify suitable locations for pioneer landscapes that could entertain public access (condition of dockwall, leases and access) and ensure plantings would not impede full realization of the promenades.	Public	Parks, Forestry and Recreation, Waterfront Toronto, TPLC, Ports Toronto	Medium Touch
<b>3. Carlaw and Basin</b>	Preliminary design of an interim landscaped condition and final configuration of the street. Funding required to undertake design work and planting.	Public	Transportation Services, TPLC, Parks, Forestry and Recreation, Waterfront Toronto	Light Touch
<b>4. Unwin</b>	Explore soil conditions and identify potential areas along the north side of Unwin Avenue where community planting could occur. Potential locations include between the existing Unwin alignment and the Hearn's chimney stack and other frontages adjacent to the north side of Unwin Avenue.	Public	Evergreen, TPLC, OPG, Studios of America, TRCA, Waterfront Toronto	Light Touch
<b>5. Leslie Green Portal</b>	Relocation of existing uses and/or termination of leases at the Leslie Street Slip. Funding to develop and implement final landscape design.	Public with short-term leases	TPLC, Parks, Forestry and Recreation and Waterfront Toronto	Medium Touch









## SECTION 5

# MAKING IT HAPPEN

This Framework lays out a comprehensive plan and vision for the transformation of the Port Lands into a city within a city. The delivery of this Framework will not be instantaneous. Significant investment is required over the coming decades in a series of sequential and overlapping episodes to make it happen. The timing of the episodes will focus on delivering the transformational moves and infrastructure that will result in the greatest possible outcomes and that are cost-effective for Torontonians while ensuring orderly development.

A fundamental purpose of this Framework is ensuring that development does not outpace or advance ahead of the necessary infrastructure. Market analysis has indicated the areas with the most potential to accommodate the residential demand over the next twenty to twenty-five years, starting with Villier's Island and then moving eastward to the McCleary District. Not all such costs need to be incurred at once and can be in step with the demand for development.

Additional considerations for the timing of infrastructure will relate to other city-building initiatives contemplated in this Framework, such as relocating certain uses and improving public access in areas, which would necessitate upgrading infrastructure elsewhere in the Port Lands.

There are also other prerequisites to allowing many of the new uses contemplated in the Land Use Direction requiring additional investment, such as mitigation at the source of many of the existing port and industrial operations that are anticipated to remain for the foreseeable future. As such, development for certain uses will

not be permitted until the necessary infrastructure investments or other required investment is in place and, in some instances, more fully understood.

A variety of tools will be utilized to manage and control development and reduce the burden on public funding. In all instances, development will protect for, and not impede, the City's ability to deliver the necessary infrastructure.

While this Framework is comprehensive in its nature and provides enhanced policy directions to guide the Port Lands transformation, more detailed planning and study is still needed in order to craft Zoning By-Laws or Development Permit Systems that implement the outcomes of this Framework and Official Plan policy direction. Areas requiring more detailed planning and additional study are summarized throughout this Framework, either in policy directions or identified as future follow-on work.

This Section outlines key considerations related to the provision of infrastructure to support development, as well as the toolbox the City will utilize to deliver the necessary infrastructure and ensure orderly development.

## 5.1

# THE PROVISION OF INFRASTRUCTURE

The provision of infrastructure in the Port Lands will occur through a series of overlapping and/or sequential episodes. The most critical of these is implementing the necessary flood protection infrastructure.

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## Flood Protection Infrastructure

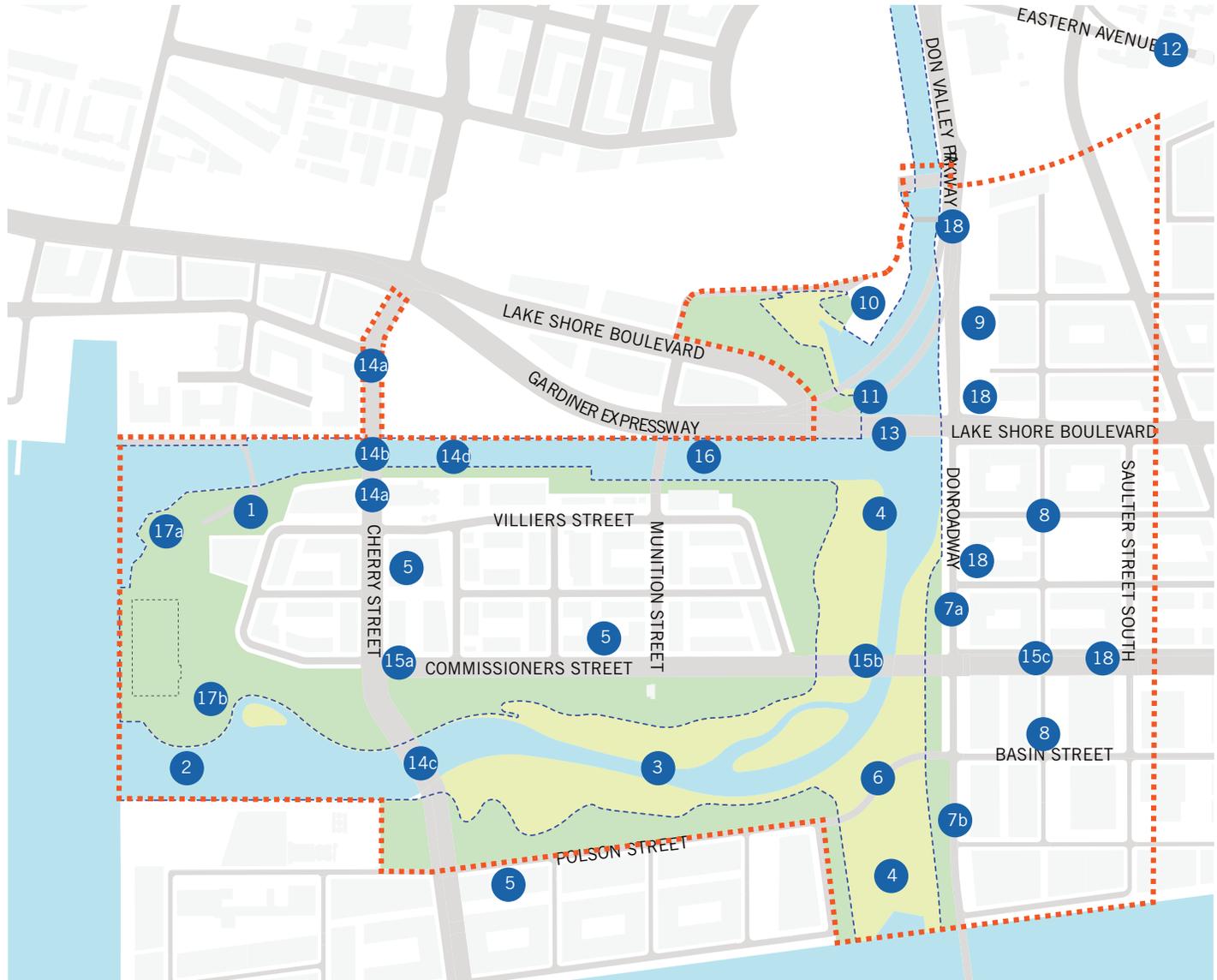
The Don Mouth Naturalization Project Environmental Assessment (DMNP EA) approved in January 2015 is a comprehensive, three-pronged approach to providing flood protection for the Port Lands and surrounding area. It is foundational for unlocking development potential in the Port Lands. It includes the retention of the historic Keating Channel while also carving out a new naturalized river, which will traverse through the Lower Don Lands outletting into the Inner Harbour. The final prong is the Don Greenway, a naturalized open space that connects the new river valley with the Ship Channel to the south. The Greenway's primary function is as a naturalized area, but it will also function as a spillway that provides additional flood water conveyance capacity when needed.

A valley wall feature is also required to form the perimeter of the river valley and Greenway along the Don Roadway. A valley wall feature is created through

the placement and fill and grading that is stable from its toe to the top of bank. This will serve to eliminate the risk of flooding for lands east of the Don Roadway. Additional flood protection measures are required north of Lake Shore Boulevard East in the Unilever Precinct and within the river valley area itself.

The DMNP EA initially identified a phased approach spanning several decades for constructing the necessary flood protection. Portions of the Port Lands would have been unlocked as each phase of infrastructure was implemented. More recently, through extensive due diligence assessment, significant cost savings and efficiencies in constructing the renaturalized river as one infrastructure project were shown to be possible. As such, the City and Waterfront Toronto requested all three levels of Government fund the flood protection infrastructure in the DMNP EA in its entirety.

Figure 84: Flood Protection Infrastructure



- |                                      |   |   |                                  |
|--------------------------------------|---|---|----------------------------------|
| 1 Essroc Quay Lakefilling            | 7b Don Roadway South                                  | 14a Cherry Street Re-alignment                  | 16 Keating Channel Modifications |
| 2 Polson Slip Naturalization         | 8 Don Roadway Valley Wall Feature                     | 14b Cherry Street Bridge North                  | 17a Promontory Park North        |
| 3 River Valley System                | 9 First Gulf/Unilever Site Flood Protection Land Form | 14c Cherry Street Bridge South                  | 17b Promontory Park South        |
| 4 Don Greenway (Spillway & Wetland)  | 10 Sediment and Debris Management Area                | 14d Old Cherry Street Bridge Demolition         | 18 Hydro One Integration         |
| 5 Site Wide Municipal Infrastructure | 11 Flow Control Weirs                                 | 15a Commissioners Street West to Cherry Street  | ⋯ Project Boundary               |
| 6 Basin Street Bridge                | 12 Eastern Ave. Flood Protection                      | 15b Commissioners Street Bridge                 |                                  |
| 7a Don Roadway North                 | 13 Lake Shore Road & Rail Bridge Modifications        | 15c Commissioners Street East to Saunter Street |                                  |

In June 2017, the three levels of Government announced the full \$1.25 billion funding commitment to advance and complete the necessary flood protection infrastructure by 2023. Construction is set to begin in 2017 on an initial sub project, referred to

as the Cherry Street Stormwater and Lake Filling Project. This will enable the relocation of Cherry Street and the removal of the existing bridge and its abutments across the Keating Channel. In the process, it will also create new land associated with Promontory Park.

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## The Balance of Infrastructure in the Port Lands

In the process of constructing the flood protection infrastructure, many of the new, relocated and improved streets and municipal servicing in the Lower Don Lands will likewise be constructed. However, this is only one part of the Port Lands' story. Additional investment is required to deliver the balance of streets, transit, municipal servicing, community infrastructure and other aspects of this Framework, irrespective of land use. Further, there are interdependencies with infrastructure projects outside the Port Lands, such as extending streetcar service east and south into the Port Lands.

Funding for much of this additional infrastructure will come from a variety of sources. Initial infrastructure investment to kick-start the transformation will be included in the City's Development Charge By-law. The infrastructure projects that will be included in the City's background study will support Villiers Island, the Unilever Precinct and the McCleary District. These, in turn, will result in improvements for other areas in the Port Lands supporting economic development and major public realm moves.

Additional funding will be required over and above the Development Charge contributions to both support

initial development and the full realization of the vision. Potential sources for the funding could include additional contributions from provincial and federal governments, cost-sharing, land sales revenue from the sale of City-owned land and contributions from development itself. The precise phasing and timing for the provision of the infrastructure, and how it will get paid for, remains to be developed.

A Business and Implementation Plan will be advanced for the entire Port Lands geography that builds on the work completed to date for this Framework, the Port Lands and South of Eastern Transportation and Servicing Master Plan and detailed work advanced as part of the due diligence for the flood protection.

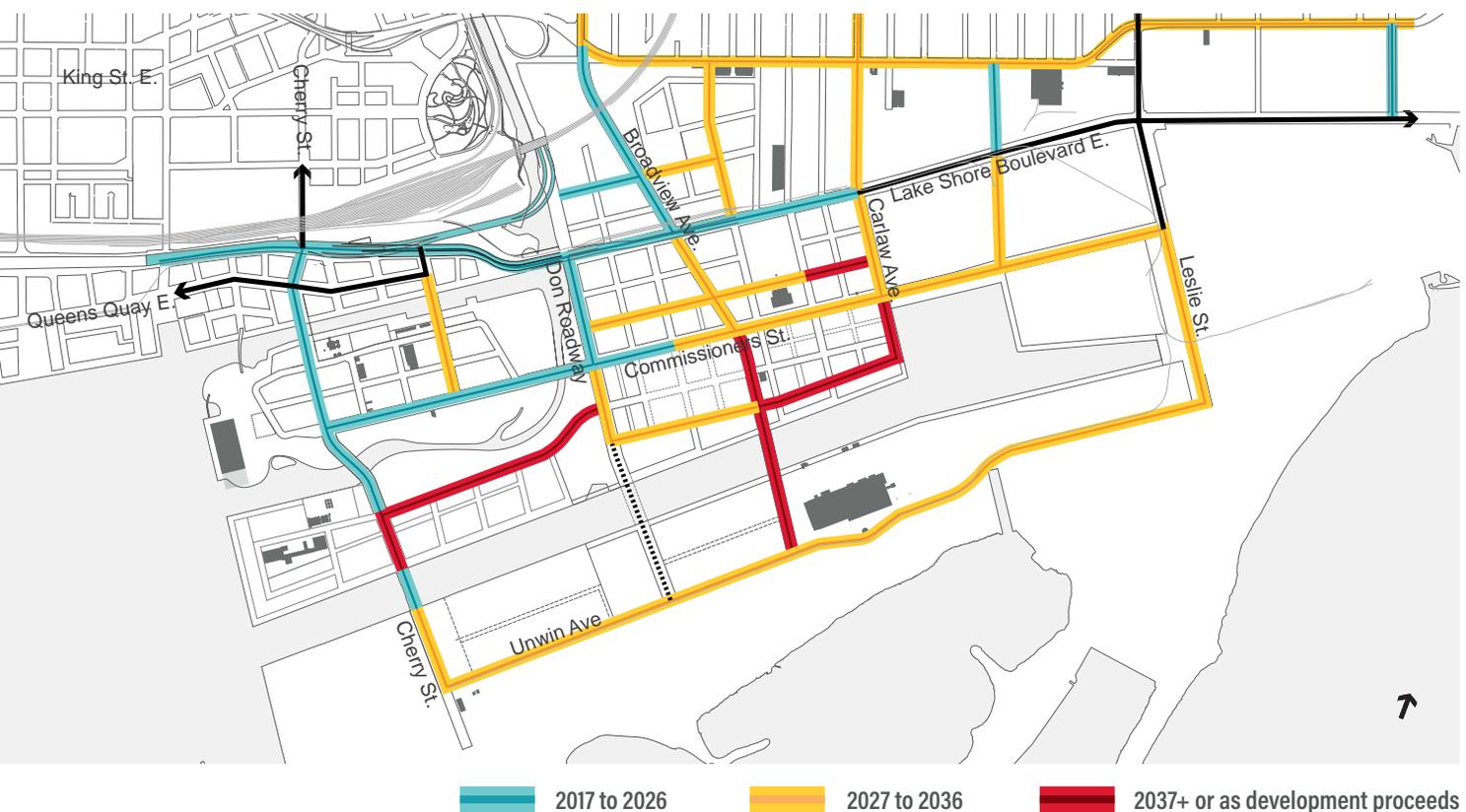
The Business and Implementation Plan will explore and identify, among others:

- A comprehensive financial forecast;
- The anticipated phasing and timing for the infrastructure in consideration of both advancing comprehensive renewal for the mixed-use communities and advancing economic development objectives elsewhere in the Port Lands; and
- Potential funding sources.

The Business and Implementation Plan will need to address key consideration related to the timing and phasing of infrastructure. This will include:

- The provision of complete communities and timely provision of community infrastructure and affordable housing;
- Minimization of unnecessary throwaway costs or additional expenses to the City;
- The strategic relocation of certain uses to open up opportunities elsewhere in the Port Lands and to facilitate the transformation;
- Recognition of the need to integrate the relocation and/or undergrounding of major hydro infrastructure in the major street network and to accommodate streetcars in dedicated rights-of-ways;
- Upgrades to Unwin Avenue and servicing south of the Ship Channel to accommodate the optimization and intensification of port and industrial uses, including the potential for relocating existing municipal yards. This will require coordination with upgrades to streets and servicing north of the Ship Channel; and
- The Early Activation Projects identified in this Framework.

**Figure 85: Major Street Network Preliminary Phasing**



## 5.2

# IMPLEMENTATION TOOLBOX

Making this Framework happen will require a number of different planning tools to move from plan, to redevelopment, to a successful, vibrant, mixed-use city district. Some of these tools are provided through the legislative authority of the **Planning Act**, some are guidelines and more detailed plans to be adopted by City Council, and others are actions to be taken to measure the success of the transformation.

### Precinct Planning

Precinct Plans (referred to as Precinct Implementation Strategies) are an implementation tool identified in the Central Waterfront Secondary Plan (CWSP). They establish a context for co-ordinated development, providing the necessary precision needed to move from Official Plan policy to Zoning By-law provisions and standards. Precinct Plans typically identify or provide:

- The location and character of streets and blocks, parks and public spaces and community infrastructure;
- Strategies to ensure a balance between residential and employment-based development;

- Detailed urban design guidelines for buildings, including minimum and/or maximum standards regarding the height and massing of buildings and environmental performance standards;
- An approach for parking, including any minimum or maximum parking standards;
- Public art and affordable housing strategies; and
- Anticipated phasing in consideration of the provision of infrastructure and orderly development.

Precinct planning was advanced for Villiers Island concurrently with the development of this Framework. This Framework also advances and addresses a number of aspects that were previously addressed through precinct planning processes, such as land use, major streets, parks and open spaces, and design guidance for built form. City-initiated Precinct Plans (inclusive of a Precinct Plan prepared by Waterfront Toronto in partnership with the City) will continue to be required for

the **PIC Mixed-use** districts, or for any adaptive re-use of the Hearn Generating Station site given the proposition offered by the re-use of this significant heritage building, prior to, or concurrent with, applications to rezone lands.

The precinct planning in these areas will elaborate on the vision for each particular district established by this Framework and provide a context for evaluating development proposals. They will generally establish local street and block patterns, locally-oriented parks and open spaces, the preferred location for community infrastructure, detailed urban design and streetscape guidelines, and specific strategies for parking, public art and, where applicable, affordable housing.

Additional requirements identified in this Framework will also need to be addressed in precinct planning exercises following the adoption of this Framework, and undertaken as part of any area wide and/or site specific rezonings for Villiers Island. The requirements include:

- Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
- Heritage Evaluation Reports for the potential cultural heritage resources identified in this Framework and to establish the values and attributes of the resources;
- View studies to demonstrate how the proposed siting and scale of proposed buildings maintain views to important heritage resources and remain prominent elements within the overall skyline of the Port Lands; and

- Naturalization Plans that address the requirements specified in Section 4.10 of this Framework.

### Context Area Planning

Context area planning will be utilized for the balance of districts in the Port Lands that generally do not require rezoning for sensitive uses or intensity of development. Context area planning will be used in the **PIC Core, Light Industrial and Productions, Port and Industrial** districts. The submission of a Context Area Plan will be required as part of a complete application and prior to permitting development to demonstrate how the pattern of development and proposed built form will implement the requirements of this Framework. The Plans will:

- Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
- Identify the location of public streets and pedestrian and cycling connections that link to the broader networks, or how the development would protect for a fine-grained public street network and connections;
- Strategies for parking; and
- Demonstrate consistency with any City-initiated urban design guidelines (city-wide or specifically for **PIC Core** areas).

The Context Plans will also be accompanied by the additional supporting studies and requirements

required specifically for the Port Lands, as well as:

- On-site mitigation plans to manage the interface between future residential neighbourhoods; and
- Infrastructure strategies where a development will proceed in advance of implementation of infrastructure determined through an Environmental Assessment process.

### Zoning By-law Amendments

A Zoning By-law establishes permitted land uses, development rights, and performance standards for new buildings.

#### **Mixed-Use Residential and PIC Mixed-Use Districts**

The new mixed-use communities will require comprehensive rezoning to both reflect the breadth of new uses contemplated and the design guidance in this Framework. Zoning By-law amendments will also reflect any detailed urban design guidelines developed during precinct planning.

In other parts of the waterfront, Zoning By-law amendments were implemented for the new communities prior to subdividing land. This resulted in the need to vary or further amend the By-laws following their adoption. A more incremental, phased approach to rezoning the mixed-use communities in the Port Lands is anticipated that would coincide with the anticipated phasing of development and any required subdivision processes.

#### **Amendments in the Balance of the Port Lands**

Zoning By-law amendments will also be required in the balance of the

Port Lands to reflect the desired and permissible uses identified in this Framework. The zoning in these areas was last reviewed and amended in the late 1990s. Much of the zoning is now outdated and does not align with the Land Use Direction and land use typologies identified in this Framework. Further, performance standards also need to be modernized to both reflect the policy directions for specific areas, such as minimum buildings heights and the nine metre landscape setback adjacent to Unwin Avenue. There is also the opportunity to implement performance standards for new and/or relocated port and industrial uses to better manage the interface between the future mixed-use communities and areas where industry will continue.

### Holding Provisions

Pursuant to Section 36 of the **Planning Act**, City Council can pass a Zoning By-law and append a hold or “H” designation to that By-law which specifies conditions that must be met before the “H” symbol is removed and the lands can be developed.

A holding provision By-law can only be used when the principle of development has been clearly established, meaning at the time of passing a Zoning By-law the precise conditions required for a site to redevelop are known and achievable (e.g. land use, heights, siting and orientation of buildings). For instance, the specific source mitigation measures to allow for any residential development in Villiers Island and the McCleary District will need to be established, as well as decisions about how the source mitigation will be implemented, prior to approving a Zoning By-law amendment and utilizing holding provisions. Likewise, the final grading associated

with flood protecting a site or area will need to be established prior to utilizing a holding provision.

The new and/or intensified land use permissions provided for in the Mixed-Use Residential and PIC Mixed-Use land use typologies require the implementation of the flood remedial protection works in the DMNP EA, either in whole or part depending on the particular context and site location, prior to permitting development. However, the DMNP EA consists of a package of different flood protection remedial works, including the need to regrade some lands in order to fully flood protect a site and/or area. As such, there may be instances where development could proceed in lock-step with the completion of some of the required works. The City may consider requests to remove a holding provision in these situations provided:

- Occupancy of the building can be legally controlled until the required works are complete and functional from a floodplain management perspective;
- Building Code requirements can be met to the satisfaction of the Chief Building Official; and
- Life safety risks are adequately addressed to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority (TRCA) and any other applicable regulatory body.

Development consisting of PIC Core, Light Industrial and Productions, Port and Industrial land uses in advance of the implementation of the required

flood remedial protection works may require the implementation of appropriate flood-proofing measures in accordance with the policies of the Lower Don Special Policy Area and to the satisfaction of the City in consultation with the TRCA. Any flood-proofing measures may not preclude the implementation of the required flood remedial protection works.

### **Development Permit System**

The Province implemented a Development Permit System (DPS) for the Central Waterfront as a pilot area when the CWSP was in process. The CWSP included policies enabling this type of development control system. This Framework further primes areas of the Port Lands for a DPS, and as an alternative to the typical Zoning By-law amendment process. As such, the City may opt to implement a DPS in one or more of the mixed-use communities.

A DPS offers an opportunity for an alternative approach to the site specific rezoning, minor variance, and site plan processes. It encompasses area-based planning at a neighbourhood scale and provides an effective means of securing certainty of outcome that reflects local character and distinctiveness.

A Development Permit By-law includes a list of permitted uses and development standards similar to Zoning By-laws. However, it also enables the City to impose additional, specified evaluation criteria and conditions of approval, effectively removing the need to use other tools in the Planning Act, such as holding provisions and Section 37.

### Section 37

Section 37 of the **Planning Act** enables a municipality to secure community benefits in exchange for increased height and density of development otherwise permitted by a Zoning By-law. The **Mixed-Use Residential** and **PIC Mixed-Use** land use typologies introduce residential permissions in parts of the Port Lands. As such, Section 37 will be utilized to secure:

- Equitable monetary contributions from privately-owned land towards the locally-oriented community infrastructure priorities in each district identified in Section 4.4 of this Framework and required to ensure complete communities; and
- The affordable rental housing requirements specified in Section 4.5 of this Framework and any additional affordable housing provided over and above the minimum requirements.

The equitable monetary contributions towards community infrastructure priorities would equal the costs of the community infrastructure over and above Development Charge contributions and be calculated uniformly across all residential gross floor area within a district. These contributions will assist the City in constructing and furnishing the locally-oriented community infrastructure in preferred locations, ensure complete communities, and provide transparency and certainty for all residential development in the Port Lands.

Section 37 will also be used where a private land owner elects to participate in the City's **Percent for Public**

**Art Program** and to secure public art contributions for development on municipally-owned land. Other matters, as a legal convenience, may also be secured in a Section 37 agreement, such as ensuring the appropriate conservation of heritage buildings and resources.

### Plans of Subdivisions/Consents

Each phase of redevelopment in the **Mixed-use Residential** or **PIC Mixed-use districts** may require one or more plans of subdivision or consents to sever under Section 51 or 53 of the **Planning Act**, as appropriate. There may also be instances in other districts where plans of subdivisions or consents may be required. A plan of subdivision establishes development parcels, ensures the necessary infrastructure and provides a mechanism to convey new public streets and parkland to the City. Consents can likewise be utilized to secure public streets and servicing. A consent to sever process may be utilized where the City is satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of a particular site.

### Site Plan Control

Development proposals on individual sites will be subject to Site Plan Approval under Section 41 of the **Planning Act** and Section 114 of the **City of Toronto Act**. Site Plans reflect the detailed design and technical aspects of a proposed development, including sustainability elements. The Site Plan Control process will be an important tool to ensure buildings are beautifully designed and contribute to the objective of abundant biodiversity.

### Urban Design Guidelines

The City, with Waterfront Toronto, may advance Urban Design Guidelines for the **PIC Core** areas. These would provide enhanced direction for the built form of buildings and relationship of buildings to adjacent public spaces. The urban design guidelines would establish additional performance standards to inform Zoning By-law amendments needed to implement the desired and permissible uses within a district.

### Design Review Panel

Design Review Panels consist of design professionals who provide independent, objective advice to staff and proponents aimed at improving matters of design that affect the public realm. All development in the Port Lands will be required to achieve design excellence, irrespective of land use. Development will be required to go before a Design Review Panel prior to approval. The Design Review Panel will consider, among other matters, the policies and objectives outlined in this Framework.

### Monitoring and Reviews

The full realization of the vision for the Port Lands is a long-term prospect. This Framework will need to be reviewed over the course of its implementation, coinciding with the 10-year Official Plan review periods specified in the **Planning Act**. This will enable the City and its partners to reflect on the successes and achievements reached with this Framework, but also areas that would benefit from additional direction.

The Port Lands represents a unique revitalization opportunity for the city. As the area transforms, new solutions to pressing challenges facing cities may emerge. This Framework advances a progressive agenda for change, but also recognizes that there are continuous technological improvements and innovations that emerge. The City may initiate an amendment(s) to the policy directions identified in this Framework to address these pressing issues and where the solution(s) would provide demonstrative positive contributions in meeting the vision and long-term objectives for the Port Lands. This will also ensure that this Framework continues to meet the highest legislated standards.

## 5.3 Recommendations

This Section outlined the key considerations related to the provision of infrastructure to support development, as well as the toolbox the City will utilize. The recommendations below will enable the City and Waterfront Toronto to deliver the necessary infrastructure and ensure orderly development.



City-initiated Precinct Implementation Strategies (commonly referred to as Precinct Plans) will be developed for **Mixed-Use Residential** and **PIC Mixed-use** districts, as well as for any adaptive re-use of the Hearn Generating Station site, prior to, or concurrent with, applications to rezone lands.



In addition to the requirements set out in Policy 2.2 of the Central Waterfront Secondary Plan, the following will be addressed in Precinct Implementation Strategies (or Precinct Plans), or concurrent with area wide rezonings and/or site specific rezonings for the Villiers Island:

- Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
- Heritage Evaluation Reports for potential cultural heritage resources identified on Figure 45;
- View studies in accordance with Section 4.3 of this Framework; and
- Naturalization Plans in accordance with the requirements identified in Section 4.10.



Development for **PIC Core** uses, **Light Industrial and Productions** uses, **Port** uses and **Industrial** uses may proceed without the need for a Precinct Implementation Strategy (or Precinct Plan). The submission of a Context Area Plan will be required as part of a Complete Application and prior to permitting development to demonstrate how the pattern of development and built form will implement the requirements and provisions of this Framework. Context Area Plans will:

- Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
- Identify the location of public streets and pedestrian and cycling connections that link to the broader networks and support the objectives of this Area Specific Policy, or how the development would protect for a fine-grained public street network and connections;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



- Demonstrate consistency with any City-initiated urban design guidelines with city-wide application or developed specifically for **PIC Core** areas;
- Include supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
  - a) Heritage Evaluation Reports and/or Heritage Impact Assessments where development is on or adjacent to a heritage resource or potential heritage resource;
  - b) View studies in accordance with Section 4.3 of this Framework;
  - c) Naturalization Plans in accordance with the requirements identified in Section 4.10 of this Framework;
  - d) On-site mitigation plans for new production studios uses, and **Port** and **Industrial** uses detailing, through accepted practices, the potential impacts and identification of measures proposed to manage the interface between future residential neighbourhoods; and
  - e) Infrastructure strategies where a development will proceed in advance of implementation of infrastructure determined through an Environmental Assessment process. The strategies will identify how a development will be serviced, maintained and operated, and demonstrate that the ultimate infrastructure as identified in any Environmental Assessment, as may be amended, will not be precluded.



All development applications will submit relevant drawings, plans and supporting studies and materials to support the policies and objectives of this Area Specific Policy. In addition to the typical studies and materials, development applications will be required to submit:

- View studies in accordance with policy directions in Section 4.3 of this Framework;
- Sustainability strategies prepared by qualified individuals that describe and demonstrate how the proposed development meets the sustainability policy directions of this Framework;
- Housing issues reports for residential developments;
- Fiscal impact analysis and/or phasing plans where a major development is considered to have impacts on the cost of the provision of infrastructure. The fiscal impact analysis will be reviewed by Corporate Finance and/or peer reviewed at the expense of the applicant; and
- Detailed noise and air quality studies, and/or other environmental studies as appropriate. The studies will be peer reviewed at the expense of the applicant.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



Plans of subdivision or rezoning applications for new and/or intensified land use permissions in **Mixed-Use Residential** or **PIC Mixed-use** districts will not be considered until:

- A firm funding commitment has been secured for the necessary flood remedial protection measures and associated enabling infrastructure;
- A Development Charges By-law has been adopted that includes the necessary infrastructure to support the proposed uses; and
- A City-initiated Business and Implementation Plan has been developed and adopted by City Council that outlines the funding mechanisms and timing for the provision of necessary infrastructure to support the proposed uses.



Section 37 of the Planning Act will be required for any area-wide or site-specific rezonings for residential uses, and used to secure:

- Equitable monetary contributions towards, or the construction and outfitting of, the eligible locally-oriented community infrastructure priorities for each district identified in Section 4.4. and as may be refined through the precinct planning process or through a city-wide review. Contributions towards community infrastructure will be determined on a district basis and by:
  - a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after Development Charge contributions are determined; and
  - b) proportionately distributing the total value of the monetary contribution on a per square metre of residential gross floor area; and
- The implementation of the **affordable rental housing** policies of this Framework, and securing any additional affordable housing over and above the minimum affordable housing rental requirements where provided.



Section 37 of the Planning Act will also be used to secure:

- Permanent public art installations and/or contributions provided as part of the City's **Percent for Public Art Program**; and
- Other matters as a legal convenience.



Established monetary contributions will be increased over time in accordance with the Non-Residential Construction Price Index for Toronto published by Statistics Canada.





Where a landowner elects to construct and outfit a community infrastructure priority that benefits the entire district within which the facility is located, or front-ends growth-related infrastructure, fair and equitable cost-sharing arrangements will be secured in a landowner agreement and/or front-ending agreement with the City.



A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Area Specific Policy or by-law are satisfied. In addition to the matters listed in Policy 2.6 of the Central Waterfront Secondary Plan, conditions to be met prior to the removal of the holding provision may include:

- The remedial flood protection works necessary to flood protect a site and/or area as required in the approved Don Mouth Naturalization and Port Lands Flood Protection EA are deemed complete and functional from a floodplain management perspective with the effect of permanently removing the flooding hazard to the satisfaction of the City in consultation with applicable regulatory bodies. The City may consider requests to remove a holding provision in situations where the construction of buildings are proposed to proceed concurrent with the completion of required remedial flood protection works provided occupancy of the building can be legally controlled until the required works are complete and functional from a floodplain management perspective, Building Code requirements can be met to the satisfaction of the Chief Building Official, and life safety risks are adequately addressed to the satisfaction of the City in consultation with applicable regulatory bodies.
- The provision of adequate street, transit, and municipal servicing infrastructure, and that parking supply is commensurate with development;
- The specific source and/or receptor mitigation/attenuation measures required to enable sensitive land uses as determined in noise and air quality studies, or other environmental studies, accepted by the City during the development approval process, including provisions related to how the mitigation/attenuation measures will be implemented;
- Measures to satisfy the biodiversity objectives of this Framework, and to protect a natural heritage area or environmentally sensitive natural features;
- Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
- The provision, timing and appropriateness of affordable rental housing;
- The provision of, confirmation of, and/or contributions towards, the necessary parks and open spaces and community infrastructure; and/or
- Entering into any agreements under the Planning Act, or to secure equitable sharing of associated costs for any of the required matters, or to front-end any required infrastructure.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

The Port Lands represents a unique revitalization opportunity for the City. As the area transforms, new solutions to pressing challenges facing cities may emerge. The City may also initiate an amendment(s) to address these where the solution(s) would have positive contributions in meeting the vision and objectives for the Port Lands as set out in this Framework.



Updated zoning will be advanced for the **PIC Core, Light Industrial and Productions, Port and Industrial Districts** following adoption of this Framework.



The City, with Waterfront Toronto, may advance Urban Design Guidelines for the **PIC Core** areas.



All development in the Port Lands will be required to achieve design excellence, irrespective of land use. Development will be required to go before a Design Review Panel prior to approval.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation





# APPENDICES

APPENDIX I  
**PORT LANDS  
CHARRETTE  
PHOTOGRAPHIC  
ARCHIVE**

## Photographic Archive



(Top, middle, bottom) Participants photographing the Port Lands during the site tour



Image Credit: Adam Nicklin



Image Credit: City of Toronto, City Planning



Image Credit: Joe Lobko

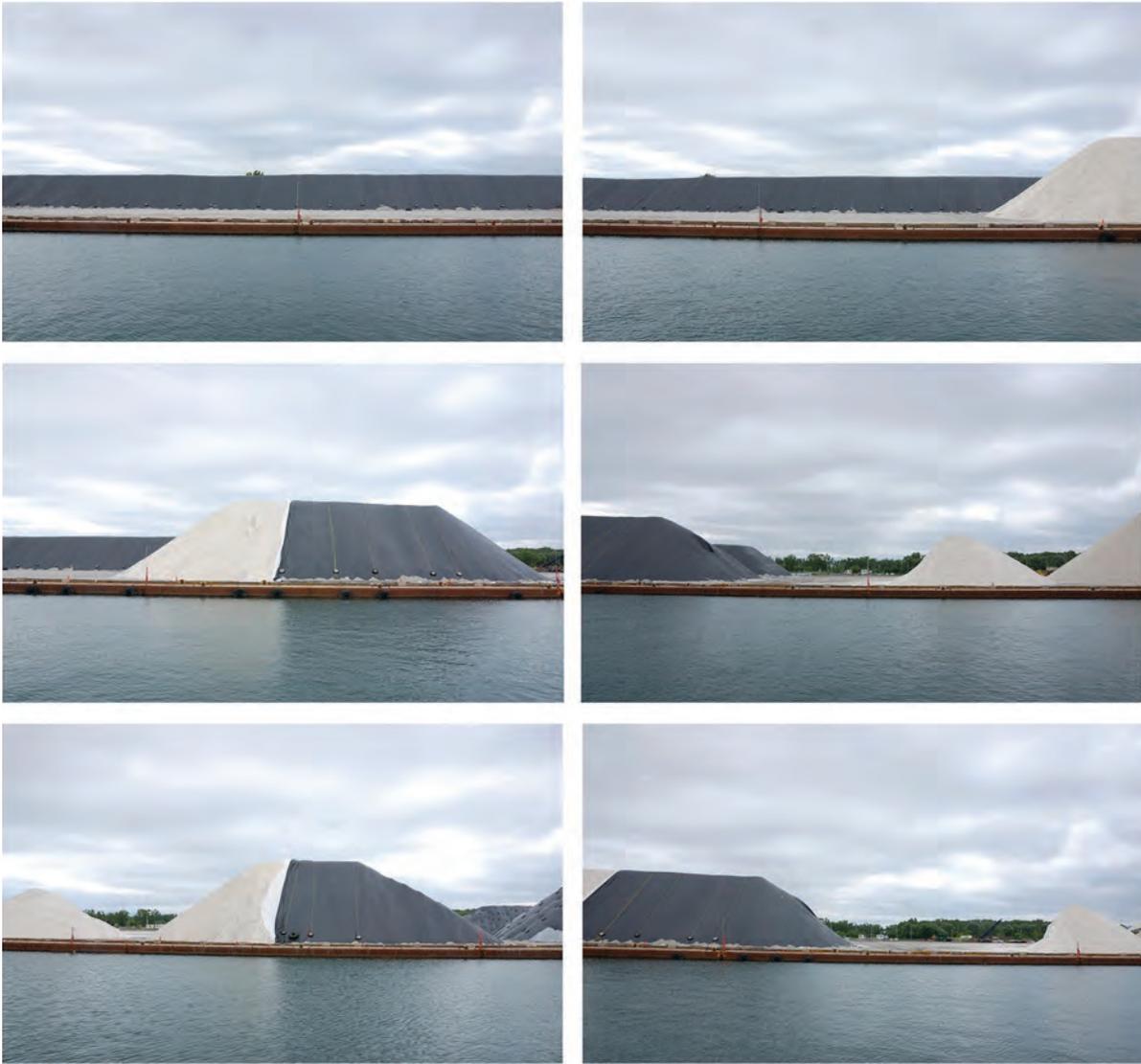


Image Credit: Lauren Abrahams



Image Credit: Adam Nicklin

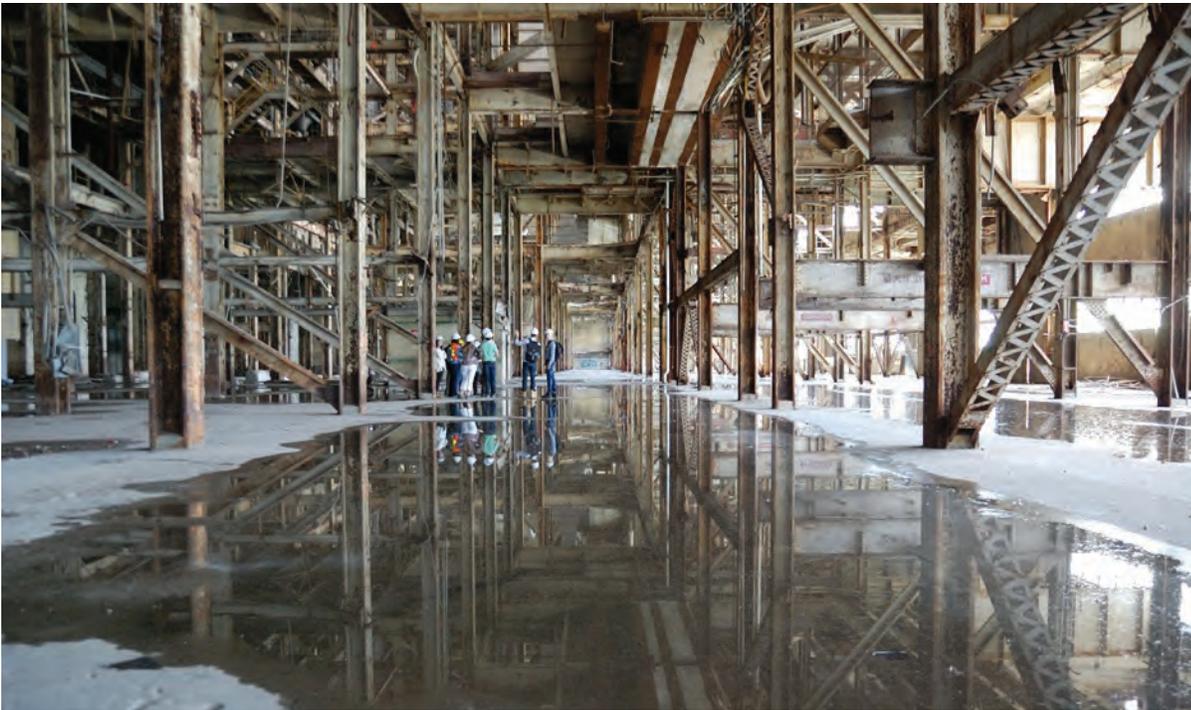


Image Credit: (top) Marc Ryan  
(bottom) Lauren Abrahams



Image Credit: (top) Brenda Webster  
(bottom) Michael Holloway, Toronto



Image Credit: (top) John Wilson  
(bottom) Cassidy Ritz



Image Credit: Lori Ellis



Image Credit: Cassidy Ritz



Image Credit: (top) Melissa Tovar  
(bottom) Cassidy Ritz



Image Credit: (top) Adrian Litavski



Image Credit: (top) Lori Ellis  
(bottom) Ben Watt Myer



Image Credit: Lauren Abrahams



Image Credit: Joe Lobko



Image Credit: (top, bottom) John Wilson



Image Credit: Cynthia Wilkey

APPENDIX 2  
**DESIRABLE USES,  
PERMISSIBLE USES  
AND USES OPEN FOR  
CONSIDERATION**

## MIXED-USE RESIDENTIAL

Based on the Commercial Residential (CR) Zone in the City of Toronto Zoning By-law 569-2013, as amended, with modifications. All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any precinct planning or rezoning process.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop				X
Custom Workshop		X		
On-location filming		X		
Production Studio		X		
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery			X - flood protection	
Artist Studio	X			
Bindery				X
Museum			X - flood protection	
Ancillary Office	X			
Office			X - flood protection	
Performing Arts Studio	X			
Printing Establishment				X
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening	
Computer Communications Electronics		X		
Laboratory		X		
Renewable Energy		X		
Software Development and Processing		X		
Market Garden (excluding trees/shrubs)			X - vertical agriculture and size limitation associated with retail store uses	
<b>City-Serving</b>				
Ambulance Depot		X		
Fire Hall		X		
Police Station		X		
Public Utility			X - enclosed by walls/attractive screening	
Public Works Yard				X
Transportation Use - Streetcar/bus loop/plaza		X		
Transportation Use - Other				X
<b>Light-Intensity Manufacturing Uses</b>				
Apparel and Textile Manufacturing Use			X	
Beverage Manufacturing Use			X	
Cold Storage				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Clay Product Manufacturing Use			X	
Food Manufacturing Use				X
Furniture Manufacturing Use			X	
Glass Product Manufacturing Use			X	
Medical Equipment and Supplies Manufacturing				X
Metal Products Manufacturing Use			X	
Optical Media Manufacturing Use				X
Pharmaceutical and Medicine Manufacturing Use				X
Plastic Product Manufacturing Use				X
Wood Product Manufacturing Use			X	
<b>Other Industrial</b>				
Contractor's Establishment				X
Crematorium				X
Dry Cleaning or Laundry Plant				X
Heavy Intensity Manufacturing*				X
Medical marihuana production facility				X
Medium-Intensity Manufacturing**				X
Open Storage				X
Recovery Facility				X
Industrial Sales and Service Use				X
Self-storage Warehouse				X
Shipping Terminal				X
Recycling Sorting Activities in an Enclosed Building				X
Warehouse				X
Waste Transfer Station				X
Wholesaling Use				X
<b>Retail and Service</b>				
Automated Banking Machine		X		
Drive Through Facility				X
Eating Establishment		X		
Financial Institution			X - may not be located on a corner site	
Massage Therapy			X - flood protection	
Medical Office			X - flood protection	
Outdoor Patio		X		
Outdoor Sales or Display		X		
Personal Service Shop		X		
Pet Services		X		
Retail Service		X		

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Retail Store under 3,500m <sup>2</sup>		X		
Retail Store over 3,500m <sup>2</sup>				X
Service Shop		X		
Take-out Eating Establishment		X		
Veterinary Hospital		X		
Wellness Centre			X - flood protection and size limitation	
<b>Residential - all conditional on flood remedial protection works, land use compatability requiriements and minimum non-residential requirements</b>				
Crisis Care Shelter			X	
Group Home			X	
Hospice Care Home			X	
Hotel			X	
Municipal Shelter			X	
Nursing Home			X	
Private Home Daycare			X	
Religious Residence			X	
Residential Building/Dwelling Unit			X	
Residential Care Home			X	
Retirement Home			X	
Rooming House			X	
Seniors Community House			X	
Student Residence			X	
Tourist Home			X	
<b>Education</b>				
Education Use		X		
Post Secondary School			X - flood protection	
Private School			X - flood protection	
Public School			X - flood protection	
Religious Eductation Use			X - flood protection	
<b>Community, Entertainment and Religious</b>				
Adult entertainment use				X
Amusement Arcade		X		
Animal Shelter		X		
Cabaret			X - flood protection and size limitation	
Club			X - flood protection	
Community Centre			X - flood protection and land use compatability	
Day Nursery			X - land use compatability	
Entertainment Place of Assembly			X - flood protection and land use compatability	

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Hospital			X - flood protection and land use compatability	
Library			X - flood protection and land use compatability	
Nightclub			X - flood protection and size limitation	
Park	X			
Place of Assembly			X - flood protection, land use compatability and size limitation	
Place of Worship			X - flood protection, land use compatability and size limitation	
Recreation Use			X - flood protection and size limitation for certain recreation uses	
Respite Care Facility			X - flood protection and land use compatability	
Sports Place of Assembly				X
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X
Vehicle Washing Establishment				X
<b>Other</b>				
Body rub service				X
Kennel				X
Commercial Parking Lot			X- structured parking and faced with active uses at grade	
Passenger Terminal			X - integrated in a mixed-use building	

*\* Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Asphalt Plant; Cement Plant, or Concrete Batching Plant; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*

*\*\*Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

## PIC MIXED USE

Based on the Commercial Residential Employment (CRE) Zone in the City of Toronto Zoning By-law 569-2013, as amended, with modifications. All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any precinct planning or rezoning process.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop	X			
Custom Workshop	X			
On-location filming	X			
Production Studio	X			
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery			X - flood protection	
Artist Studio	X			
Bindery	X			
Museum			X - flood protection	
Ancillary Office	X			
Office			X - flood protection	
Performing Arts Studio	X			
Printing Establishment	X			
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening	
Computer Communications Electronics		X		
Laboratory		X		
Renewable Energy		X		
Software Development and Processing		X		
Market Garden (excluding trees/shrubs)			X - vertical agriculture and size limitation associated with retail store uses	
<b>City-Serving</b>				
Ambulance Depot		X		
Fire Hall		X		
Police Station		X		
Public Utility			X - enclosed by walls/attractive screening	
Public Works Yard				X
Transportation Use - Streetcar/bus loop/plaza		X		
Transportation Use - Other				X
<b>Light-Intensity Manufacturing Uses</b>				
Apparel and Textile Manufacturing Use		X		
Beverage Manufacturing Use		X		
Cold Storage		X		

<b>Land Use</b>	<b>Desirable</b>	<b>Permissible</b>	<b>Open for Consideration</b>	<b>Not Permitted</b>
Clay Product Manufacturing Use		X		
Food Manufacturing Use		X		
Furniture Manufacturing Use		X		
Glass Product Manufacturing Use		X		
Medical Equipment and Supplies Manufacturing		X		
Metal Products Manufacturing Use		X		
Optical Media Manufacturing Use		X		
Pharmaceutical and Medicine Manufacturing Use		X		
Plastic Product Manufacturing Use		X		
Wood Product Manufacturing Use		X		
<b>Other Industrial</b>				
Contractor's Establishment		X		
Crematorium				X
Dry Cleaning or Laundry Plant				X
Heavy Intensity Manufacturing*				X
Medical marihuana production facility				X
Medium-Intensity Manufacturing**				X
Open Storage				X
Recovery Facility				X
Industrial Sales and Service Use		X		
Self-storage Warehouse				X
Shipping Terminal				X
Recycling Sorting Activities in an Enclosed Building				X
Warehouse			X	
Waste Transfer Station				X
Wholesaling Use			X	
<b>Retail and Service</b>				
Automated Banking Machine		X		
Drive Through Facility				X
Eating Establishment		X		
Financial Institution			X - may not be located on a corner site	
Massage Therapy			X - flood protection	
Medical Office			X - flood protection	
Outdoor Patio		X		
Outdoor Sales or Display		X		
Personal Service Shop		X		
Pet Services		X		
Retail Service		X		

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Retail Store under 3,500m <sup>2</sup>		X		
Retail Store over 3,500m <sup>2</sup>				X
Service Shop		X		
Take-out Eating Establishment		X		
Veterinary Hospital		X		
Wellness Centre			X - flood protection and size limitation	
<b>Residential - all conditional on flood remedial protection works, land use compatability requiements and minimum non-residential requirements</b>				
Crisis Care Shelter			X	
Group Home			X	
Hospice Care Home			X	
Hotel			X	
Municipal Shelter			X	
Nursing Home			X	
Private Home Daycare			X	
Religious Residence			X	
Residential Building/Dwelling Unit			X	
Residential Care Home			X	
Retirement Home			X	
Rooming House			X	
Seniors Community House			X	
Student Residence			X	
Tourist Home			X	
<b>Education</b>				
Education Use		X		
Post Secondary School			X - flood protection	
Private School			X - flood protection	
Public School			X - flood protection	
Religious Eductation Use			X - flood protection	
<b>Community, Entertainment and Religious</b>				
Adult entertainment use				X
Amusement Arcade		X		
Animal Shelter		X		
Cabaret			X - flood protection and size limitation	
Club			X - flood protection	
Community Centre			X - flood protection and land use compatability	
Day Nursery			X - land use compatability	
Entertainment Place of Assembly			X - flood protection and land use compatability	

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Hospital			X - flood protection and land use compatability	
Library			X - flood protection and land use compatability	
Nightclub			X - flood protection and size limitation	
Park	X			
Place of Assembly			X - flood protection, land use compatability and size limitation	
Place of Worship			X - flood protection, land use compatability and size limitation	
Recreation Use			X - flood protection and size limitation	
Respite Care Facility			X - flood protection and land use compatability	
Sports Place of Assembly				X
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X
Vehicle Washing Establishment				X
<b>Other</b>				
Body rub service				X
Kennel				X
Commercial Parking Lot			X- structured parking and faced with active uses at grade	
Passenger Terminal			X - integrated in a mixed-use building	

*\* Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Asphalt Plant; Cement Plant, or Concrete Batching Plant; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*

*\*\*Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

## PIC CORE

Based on the Employment Light Industrial Zone (EL) Zone in the City of Toronto Zoning By-law 569-2013, as amended, with modifications. All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any rezoning process.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop	X			
Custom Workshop	X			
On-location filming	X			
Production Studio	X			
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery			X - flood protection	
Artist Studio	X			
Bindery	X			
Museum			X - flood protection	
Ancillary Office	X			
Office			X - flood protection	
Performing Arts Studio	X			
Printing Establishment	X			
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening	
Computer Communications Electronics		X		
Laboratory		X		
Renewable Energy		X		
Software Development and Processing		X		
Market Garden (excluding trees/shrubs)			X - vertical agriculture and size limitation associated with retail store uses	
<b>City-Serving</b>				
Ambulance Depot		X		
Fire Hall		X		
Police Station		X		
Public Utility			X - enclosed by walls/attractive screening	
Public Works Yard			X - in a wholly enclosed building and no open storage	
Transportation Use - Streetcar/bus loop/plaza		X		
Transportation Use - Other			X - in a wholly enclosed building and no open storage	
<b>Light-Intensity Manufacturing Uses</b>				
Apparel and Textile Manufacturing Use		X		
Beverage Manufacturing Use		X		

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Cold Storage		X		
Clay Product Manufacturing Use		X		
Food Manufacturing Use		X		
Furniture Manufacturing Use		X		
Glass Product Manufacturing Use		X		
Medical Equipment and Supplies Manufacturing		X		
Metal Products Manufacturing Use		X		
Optical Media Manufacturing Use		X		
Pharmaceutical and Medicine Manufacturing Use		X		
Plastic Product Manufacturing Use		X		
Wood Product Manufacturing Use		X		
<b>Other Industrial</b>				
Contractor's Establishment		X		
Crematorium				X
Dry Cleaning or Laundry Plant		X		
Heavy Intensity Manufacturing*				X
Medical marihuana production facility				X
Medium-Intensity Manufacturing**				X
Open Storage				X
Recovery Facility				X
Industrial Sales and Service Use		X		
Self-storage Warehouse				X
Shipping Terminal				X
Recycling Sorting Activities in an Enclosed Building				X
Warehouse			X	
Waste Transfer Station				X
Wholesaling Use			X	
<b>Retail and Service</b>				
Automated Banking Machine		X		
Drive Through Facility				X
Eating Establishment		X		
Financial Institution			X - may not be located on a corner site	
Massage Therapy			X - flood protection	
Medical Office				X
Outdoor Patio		X		
Outdoor Sales or Display		X		
Personal Service Shop		X		
Pet Services		X		

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Retail Service		X		
Retail Store under 3,500m <sup>2</sup>		X		
Retail Store over 3,500m <sup>2</sup>				X
Service Shop		X		
Take-out Eating Establishment		X		
Veterinary Hospital		X		
Wellness Centre			X - flood protection and size limitation	
<b>Residential</b>				
Crisis Care Shelter				X
Group Home				X
Hospice Care Home				X
Hotel				X
Municipal Shelter				X
Nursing Home				X
Private Home Daycare				X
Religious Residence				X
Residential Building/Dwelling Unit				X
Residential Care Home				X
Retirement Home				X
Rooming House				X
Seniors Community House				X
Student Residence				X
Tourist Home				X
<b>Education</b>				
Education Use		X		
Post Secondary School			X - flood protection	
Private School				X
Public School				X
Religious Education Use				X
<b>Community, Entertainment and Religious</b>				
Adult entertainment use				X
Amusement Arcade		X		
Animal Shelter		X		
Cabaret			X - flood protection and size limitation	
Club				X
Community Centre				X
Day Nursery			X - land use compatibility	
Entertainment Place of Assembly			X - flood protection and land use compatibility	
Hospital				X
Library				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Nightclub			X - flood protection and size limitation	
Park	X			
Place of Assembly			X - flood protection, land use compatability and size limitation	
Place of Worship				X
Recreation Use			X - flood protection and size limitation	
Respite Care Facility				X
Sports Place of Assembly				X
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X
Vehicle Washing Establishment				X
<b>Other</b>				
Body rub service				X
Kennel				X
Commercial Parking Lot			X- structured parking and faced with active uses at grade	
Passenger Terminal			X - integrated in a mixed-use building	

*\* Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Asphalt Plant; Cement Plant, or Concrete Batching Plant; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*

*\*\*Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

## DESTINATION AND/OR CATALYTIC

All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any precinct planning or rezoning process. Uses are as defined in the City of Toronto Zoning By-law 569-2013, as amended.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop		X		
Custom Workshop		X		
On-location filming		X		
Production Studio		X		
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery	X			
Artist Studio	X			
Bindery	X			
Museum	X			
Ancillary Office	X			
Office				X
Performing Arts Studio	X			
Printing Establishment		X		
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening	
Computer Communications Electronics				X
Laboratory				X
Renewable Energy		X		
Software Development and Processing				X
Market Garden (excluding trees/shrubs)			X - vertical agriculture and size limitations associated with retail and service uses (see below)	
<b>City-Serving</b>				
Ambulance Depot		X		
Fire Hall		X		
Police Station		X		
Public Utility			X - enclosed by walls/attractive screening	
Public Works Yard				X
Transportation Use - Streetcar/bus loop/plaza		X		
Transportation Use - Other				X
<b>Industrial</b>				
Contractor's Establishment				X
Crematorium				X
Dry Cleaning or Laundry Plant				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Artisanal Light-Intensity Manufacturing*	X			
Other Light-Intensity Manufacturing*				X
Medium-Intensity Manufacturing**				X
Heavy Intensity Manufacturing***				X
Medical marihuana production facility				X
Open Storage				X
Recovery Facility				X
Self-storage Warehouse				X
Shipping Terminal				X
Recycling Sorting Activities in an Enclosed Building				X
Warehouse				X
Waste Transfer Station				X
Wholesaling Use				X
<b>Retail and Service - GFA of all retail stores and service uses may not exceed 20% of total GFA and subject to the provision of desired uses</b>				
Automated Banking Machine		X		
Drive Through Facility				X
Eating Establishment		X		
Financial Institution				X
Massage Therapy		X		
Medical Office				X
Outdoor Patio			X - noise restrictions if associated with a cabaret, entertainment place of assembly or night club	
Outdoor Sales or Display		X		
Personal Service Shop		X		
Pet Services				X
Retail Service		X		
Retail Store under 3,500m <sup>2</sup>		X		
Retail Store over 3,500m <sup>2</sup>				X
Service Shop		X		
Take-out Eating Establishment		X		
Veterinary Hospital				X
Wellness Centre		X		
<b>Residential</b>				
Crisis Care Shelter				X
Group Home				X
Hospice Care Home				X
Hotel			X - small hotel may be considered subject to precinct planning and addressing noise/air quality	
Municipal Shelter				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Nursing Home				X
Private Home Daycare				X
Religious Residence				X
Residential Building/Dwelling Unit				X
Residential Care Home				X
Retirement Home				X
Rooming House				X
Seniors Community House				X
Student Residence				X
Tourist Home				X
<b>Education</b>				
Education Use	X			
Post Secondary School	X			
Private School				X
Public School				X
Religious Education Use				X
<b>Community, Entertainment and Religious - all desired, permissible and open of consideration uses subject to addressing noise and air quality</b>				
Adult entertainment use				X
Amusement Arcade		X		
Animal Shelter				X
Cabaret			X - size limitation and noise restrictions	
Club		X		
Community Centre	X			
Day Nursery		X		
Entertainment Place of Assembly			X - size limitation and noise restrictions	
Hospital				X
Library		X		
Nightclub			X - size limitation and noise restrictions	
Park	X			
Place of Assembly		X		
Place of Worship				X
Recreation Use	X			
Respite Care Facility				X
Sports Place of Assembly	X			
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Vehicle Washing Establishment				X
Other				
Body rub service				X
Kennel				X
Commercial Parking Lot				X
Marine Passenger Terminal	X			
Passenger Terminal				X

\* *Light Intensity Manufacturing Uses: Apparel and Textile Manufacturing Use, Beverage Manufacturing Use, Cold Storage, Clay Product Manufacturing Use, Food Manufacturing Use, Furniture Manufacturing Use, Glass Product Manufacturing Use, Medical Equipment and Supplies Manufacturing, Metal Products Manufacturing Use, Optical Media Manufacturing Use, Pharmaceutical and Medicine Manufacturing Use, Plastic Product Manufacturing Use, Wood Product Manufacturing Use*

\*\**Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

\*\*\* *Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Asphalt Plant; Cement Plant, or Concrete Batching Plant; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*

1 - *Not permitted in Promontory Park. Multi-storied and compact form required for Sports Places of Assembly except in the Hearn. An outdoor skating rink is not a Sports Place of Assembly.*

*Note: Destination and/or Catalytic uses may require the implementation of flood protection measures associated with the Don Mouth Naturalization and Port Lands Flood Protection Project depending on the location of the site within the Port Lands.*

## PORT

All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any rezoning process. Uses are as defined in the City of Toronto Zoning By-law 569-2013, as amended, except for Port uses which require definition during the rezoning process.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop				X
Custom Workshop				X
On-location filming				X
Production Studio				X
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery				X
Artist Studio				X
Bindery				X
Museum				X
Ancillary Office		X		
Office				X
Performing Arts Studio				X
Printing Establishment				X
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening and lands not required for port purposes	
Computer Communications Electronics				X
Laboratory				X
Renewable Energy		X		
Software Development and Processing				X
Market Garden (excluding trees/shrubs)				X
<b>City-Serving</b>				
Ambulance Depot				X
Fire Hall				X
Police Station				X
Public Utility			X - enclosed by walls/attractive screening and lands not required for port purposes	
Public Works Yard			X - demonstrating lands not required for port purposes	
Transportation Use - Streetcar/bus loop/plaza				X
Transportation Use - Other				X
<b>Port Uses</b>				
Marine Passenger Terminal	X			

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Port Marine Services (Ship Chandlery, Vessel Storage, Container Storage, Vehicle and Equipment Storage, Tug and Barge Towing Operations, Container Repair/Storage)	X			
Marine Shipping Terminal	X			
Ship Boat Building / Repair / Dry Dock	X			
Port-related Cold Storage	X			
Marine, Boat & Yacht Club	X			
Marine Fueling Installation	X			
Port-related Warehouse or Cargo Terminal	X			
Port-related Open Storage	X			
Moorage for Ships and Boats	X			
Commercial Businesses serving Maritime Workforce		X		
Marine Emergency Services	X			
Port Authority Use	X			
Ancillary Asphalt Plant; Cement Plant, or Concrete Batching Plant		X		
Ancillary Truck or Bus Staging Lot		X		
Marine Security Services and Operations	X			
<b>Other Industrial</b>				
Contractor's Establishment				X
Crematorium				X
Dry Cleaning or Laundry Plant				X
Medical Marijuana Production Facility				X
Light Manufacturing Uses*				X
Medium-Intensity Manufacturing**				X
Other Heavy-Intensity Manufacturing***				X
Recovery Facility			X - demonstrating lands are not required for port purposes	
Industrial Sales and Service Use				X
Self-storage Warehouse				X
Recycling Sorting Activities in an Enclosed Building			X - demonstrating lands are not required for port purposes	
Waste Transfer Station			X - demonstrating lands are not required for port purposes	
Shipping Terminal - Other and Dangerous goods				X
Warehouse				X
Wholesaling Use				X
<b>Retail and Service</b>				
Automated Banking Machine				X
Drive Through Facility				X
Eating Establishment				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Financial Institution				X
Massage Therapy				X
Medical Office				X
Outdoor Patio				X
Outdoor Sales or Display				X
Personal Service Shop				X
Pet Services				X
Retail Service				X
Retail Store under 3,500m <sup>2</sup>				X
Retail Store over 3,500m <sup>2</sup>				X
Service Shop				X
Take-out Eating Establishment				X
Veterinary Hospital				X
Wellness Centre				X
<b>Residential</b>				
Crisis Care Shelter				X
Group Home				X
Hospice Care Home				X
Hotel				X
Municipal Shelter				X
Nursing Home				X
Private Home Daycare				X
Religious Residence				X
Residential Building/Dwelling Unit				X
Residential Care Home				X
Retirement Home				X
Rooming House				X
Seniors Community House				X
Student Residence				X
Tourist Home				X
<b>Education</b>				
Education Use				X
Post Secondary School				X
Private School				X
Public School				X
Religious Education Use				X
<b>Community, Entertainment and Religious</b>				
Adult entertainment use				X
Amusement Arcade				X
Animal Shelter				X
Cabaret				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Club				X
Community Centre				X
Day Nursery				X
Entertainment Place of Assembly				X
Hospital				X
Library				X
Nightclub				X
Park		X		
Place of Assembly				X
Place of Worship				X
Recreation Use				X
Respite Care Facility				X
Sports Place of Assembly				X
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X
Vehicle Washing Establishment				X
<b>Other</b>				
Body rub service				X
Kennel				X
Commercial Parking Lot				X
Passenger Terminal				X

\* *Light Intensity Manufacturing Uses: Apparel and Textile Manufacturing Use, Beverage Manufacturing Use, Cold Storage, Clay Product Manufacturing Use, Food Manufacturing Use, Furniture Manufacturing Use, Glass Product Manufacturing Use, Medical Equipment and Supplies Manufacturing, Metal Products Manufacturing Use, Optical Media Manufacturing Use, Pharmaceutical and Medicine Manufacturing Use, Plastic Product Manufacturing Use, Wood Product Manufacturing Use*

\*\**Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

\*\*\**Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Asphalt Plant; Cement Plant, or Concrete Batching Plant; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*

## INDUSTRIAL

All policies in the Framework, as applicable, apply to uses identified. Additional conditions may apply for certain uses in accordance with the Zoning By-law and/or as determined in any rezoning process. Uses are as defined in the City of Toronto Zoning By-law 569-2013, as amended.

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
<b>Screen-Based Industries</b>				
Carpenter's Shop				X
Custom Workshop				X
On-location filming				X
Production Studio				X
<b>Arts, Design and Cultural Related Uses</b>				
Art Gallery				X
Artist Studio				X
Bindery				X
Museum				X
Ancillary Office		X		
Office				X
Performing Arts Studio				X
Printing Establishment				X
<b>Green and Knowledge Based Industries</b>				
Cogeneration Energy			X - enclosed by walls/attractive screening	
Computer Communications Electronics				X
Laboratory		X		
Renewable Energy		X		
Software Development and Processing				X
Market Garden (excluding trees/shrubs)				X
<b>City-Serving</b>				
Ambulance Depot		X		
Fire Hall		X		
Police Station		X		
Public Utility			X - enclosed by walls/attractive screening	
Public Works Yard		X		
Transportation Use - Streetcar/bus loop/plaza		X		
Transportation Use - Other		X		
<b>Industrial</b>				
Contractor's Establishment				X
Crematorium				X
Dry Cleaning or Laundry Plant				X
Medical Marihuana Production Facility				X
Light-Intensity Manufacturing Uses*				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Medium-Intensity Manufacturing**		X		
Asphalt Plant; Cement Plant, or Concrete Batching Plant		X		
Other Heavy-Intensity Manufacturing***				X
Port Use (see Port)		X		
Recovery Facility		X		
Industrial Sales and Service Use		X		
Self-storage Warehouse				X
Recycling Sorting Activities in an Enclosed Building		X		
Waste Transfer Station		X		
Shipping Terminal		X		
Shipping Terminal - Dangerous Goods				X
Warehouse		X		
Wholesaling Use				X
<b>Retail and Service</b>				
Automated Banking Machine				X
Drive Through Facility				X
Eating Establishment		X		
Financial Institution				X
Massage Therapy				X
Medical Office				X
Outdoor Patio				X
Outdoor Sales or Display				X
Personal Service Shop				X
Pet Services				X
Retail Service				X
Retail Store under 3,500m <sup>2</sup>				X
Retail Store over 3,500m <sup>2</sup>				X
Service Shop				X
Take-out Eating Establishment		X		
Veterinary Hospital				X
Wellness Centre				X
<b>Residential</b>				
Crisis Care Shelter				X
Group Home				X
Hospice Care Home				X
Hotel				X
Municipal Shelter				X
Nursing Home				X
Private Home Daycare				X
Religious Residence				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Residential Building/Dwelling Unit				X
Residential Care Home				X
Retirement Home				X
Rooming House				X
Seniors Community House				X
Student Residence				X
Tourist Home				X
<b>Education</b>				
Education Use				X
Post Secondary School				X
Private School				X
Public School				X
Religious Education Use				X
<b>Community, Entertainment and Religious</b>				
Adult entertainment use				X
Amusement Arcade				X
Animal Shelter				X
Cabaret				X
Club				X
Community Centre				X
Day Nursery				X
Entertainment Place of Assembly				X
Hospital				X
Library				X
Nightclub				X
Park		X		
Place of Assembly				X
Place of Worship				X
Recreation Use				X
Respite Care Facility				X
Sports Place of Assembly				X
<b>Vehicle Related</b>				
Vehicle Dealership				X
Vehicle Depot				X
Vehicle Fuel Station				X
Vehicle Service Shop				X
Vehicle Washing Establishment				X
<b>Other</b>				
Body rub service				X
Kennel				X
Commercial Parking Lot				X

Land Use	Desirable	Permissible	Open for Consideration	Not Permitted
Passenger Terminal				X

*\* Light Manufacturing Uses: Apparel and Textile Manufacturing Use, Beverage Manufacturing Use, Cold Storage, Clay Product Manufacturing Use, Food Manufacturing Use, Furniture Manufacturing Use, Glass Product Manufacturing Use, Medical Equipment and Supplies Manufacturing, Metal Products Manufacturing Use, Optical Media Manufacturing Use, Pharmaceutical and Medicine Manufacturing Use, Plastic Product Manufacturing Use, Wood Product Manufacturing Use*

*\*\*Medium Intensity Manufacturing Uses include all manufacturing uses not included in the Light Manufacturing or Heavy Intensity Manufacturing*

*\*\*\*Heavy Intensity Manufacturing Uses Include: Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Firearms or Fireworks Factory; Crude Petroleum Oil or Coal Refinery; Explosives Factory; Industrial Gas Manufacturing; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; Pesticide or Fertilizer Manufacturing; Petrochemical Manufacturing; Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; Resin, Natural or Synthetic Rubber Manufacturing; Tannery*



APPENDIX 3  
**FILM SECTOR  
CONSULTATION  
SUMMARY**

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December 3, 2014

## Invitation

**To:** Producers, Production Managers, Location Managers, Transport  
Co-ordinators

**From:** Toronto Film Office, DGC and CMPA

**Subject:** **2-Part Consultation & Discussion Session**

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The Toronto Film, Television & Digital Media Office, in co-operation with DGC Ontario and CMPA, invites film industry staff to an important meeting to discuss the future of the Port Lands area, and to have an open discussion on unit parking regulations.

**Date:** Thursday, December 11, 2014

**Location:** Metro Hall, Rooms 308-309

**Time:** 6:00 pm – 9:30 pm

**Part One:** Urban Planning Consultation on the Port Lands – 7:00 pm – 8:30 pm

The City of Toronto and Waterfront Toronto are developing a long-term plan that will see the revitalization of the Port Lands into a 'Modern Media City.' City Planner Cassidy Ritz will discuss the infrastructure planning and how it will impact studios, the film and creative sectors, location filming and special event spaces. This is your opportunity to have your opinions and concerns heard and to participate in the consultation process that will shape the future of the Port Lands.

**Part Two:** Parking Regulations & Restrictions in Downtown Toronto – 8:30 pm – 10:00 pm

Eric Jensen and Michele Alosinac from the Toronto Film Office will be joined by Staff Sergeant Michael Perrault to host an open forum on existing and future parking regulations in the downtown area, including unit size restrictions that will be coming into effect in the coming months, and the projected impact of the 2015 summer Pan Am & Parapan Games.

**In Attendance:**

Manager of Film Office, Eric Jensen

Film Sector Development Officer, Michele Alosinac

Film Office staff

City Planner, Cassidy Ritz

Toronto Police Service, Staff Sergeant Michael Perrault

**RSVP:** Please respond to [filmtoronto@toronto.ca](mailto:filmtoronto@toronto.ca) by **Tuesday, December 9, 2014.**

We hope to see you there and look forward to having a constructive conversation on these two important topics that will affect the future of the film industry. Refreshments will be provided!

**Purpose:** The purpose of the meeting was to provide an overview of the current planning initiatives in the Port Lands and to obtain feedback on the types of uses and other requirements the City and Waterfront Toronto should be considering from a Film Industry perspective in the Film Studio District.

**Attendees:** City Staff: Cassidy Ritz, Michele Alosinac, Eric Jensen, Angela Stea, Kyle Knoeck  
Waterfront Toronto Staff: Amanda Santo  
Approximately 40 Film Industry Attendees (Location Managers, Production Managers, Producers and Transport)

C. Ritz provided an overview of the current planning work underway in the Port Lands. It was noted that additional opportunities for feedback from the Industry will be provided in the new year. Following the presentation, there were questions of clarification, as well as the opportunity for attendees to provide feedback. To assist attendees in providing feedback, three questions the City and Waterfront Toronto were looking specifically for feedback on were identified:

1. What do you think are the top two or three issues affecting the Film Industry in Toronto today? Do you see any potential for those issues to be addressed in the planning for the Film Studio District? If yes, how do you think they should be addressed?
2. In your experience working in the industry day-to-day, does Toronto need additional purpose built studio space? Please explain why in more detail. If you indicated that more studio space is required, what would you recommend by way of size and type of facilities?
3. What associated uses (e.g. restaurants, hotels, cafes etc.) or other requirements (on-site parking, on-street parking, other infrastructure etc.) are needed for a successful "media city" that should be taken into account when planning for the Film Studio District? Why are these important?

#### QUESTIONS OF CLARIFICATION:

**Q: What are the timeframes for the Plan?**

**A:** Completion of the Planning Framework and other studies is being targeted for the end of the second quarter of 2015. Implementing the plan is a long-term initiative

**Q: Who's funding the river valley/redevelopment?**

**A:** A. Santo indicated that Waterfront Toronto has submitted business case to the Federal and Provincial governments requesting one-third funding from each of the levels of government. The City has included some of the required works in its Development Charges By-law. These Development

Charges are being collected from development across the City and represents the City's contribution to funding the required works. Other costs are being determined and a financial strategy is under development. Funds from the sale of land will in part cover remaining costs associated with the redevelopment.

**Q: How will the Jumbo stage be impacted by the new river valley? What about other existing uses?**

A: The Jumbo stage is located where the future river valley/Don Greenway is located. The Land Use Direction recognizes there are existing film and film-related uses in the Lower Don Lands that will be impacted and identifies that the Film Studio District is an opportunity for relocating these uses. Pinewood Toronto Studios has preliminary plans for a new special effects stage. Other uses could be relocated in new buildings in the Film Studio District

**Q: Is the introduction of residential uses a done deal?**

A: Council did adopt the Land Use Direction as the basis for continued planning in the Port Lands. However, we would like to work with the industry to refine this Land Use Direction and to address concerns.

**Q: Airplanes currently head over the Jumbo Stage. This is an issue when filming. Is this an issue that is being addressed? There are also noise/vibration issues with the truck traffic in the area. Truck traffic with the cement operations really resonates and the Lafarge operation is very noisy.**

A: It was our understanding that the flight paths to the airport, for the most part, could not fly over the Port Lands due to the Hearn's chimneystack. This is an issue that would need to be looked into further. There is a separate process underway that is dealing with the airport. An Environmental Assessment, being undertaken by the Toronto Port Authority, is addressing the potential expansion of the airport.

C. Ritz asked whether the noise issues were also prevalent when filming in the purpose-built Pinewood studios, or if this was just experienced in the Jumbo Stage? Attendees indicated that Pinewood is better insulated and noise issues can be dealt with in new studios.

With respect to the impacts from industrial operations, it was identified that the City is undertaking a noise and air quality study. The purpose of this study is to assess the existing industrial operations that will remain in the Port Lands for the foreseeable future. The study will identify where it is appropriate to introduce sensitive uses and what mitigation may be required, such as baffles on industrial operations, to reduce impacts.

**Q: When construction does get underway, how will this impact this area? Will there be road closures? There has been construction on Leslie. Would the construction impacts be similar?**

A: This is still very early days and how the river valley etc. all gets constructed is something that has to be determined. In association with this, traffic management plans would be developed. There have been a number of issues with the construction on Leslie and the construction has not proceeded as originally anticipated. In the development of traffic management plans for this project, it is hoped that these issues could be avoided.

**Q: Have you looked at other studios in the world and whether there are any comparables to what you are proposing?**

A: When the Land Use Direction was being developed, some precedent research had been undertaken. One example of a studio where there was residential development surrounding it was Culver City studios. However, whether there had been any tensions between residential and film use did not come up in the research.

It was noted by attendees that the type of productions being filmed is important to consider. A sitcom filmed in studio space like what might happen at Culver City is very different than the type of productions being filmed in Toronto. In the types of studios where sitcoms are filmed, there would not be as much truck traffic in and out.

**Q: What's driving the redevelopment of the Port Lands? Is it market driven?**

A: The redevelopment of the Port Lands is not tied to market demand. The lands have long been identified for redevelopment, dating back to the Unlocking the Port Lands document in the 1990s. Given its location on the waterfront, it is essentially the city's front porch, it has a lot of potential. Population projections have been developed and there has been some market work completed. Development in the Port Lands will proceed based on market uptake and how much additional development the market can absorb.

## **FEEDBACK:**

Feedback provided by attendees is identified below. The feedback received has been organized based on thematic issues raised at the December 11, 2014 meeting.

### **Introduction of Residential Uses:**

- Concerns were raised by a number of attendees about introducing residential uses. The industry has experienced complaints and issues with filming in residential areas.
- Issue of introducing residential uses is not just next door (re: buffers/transitional uses identified in the Land Use Direction). It was noted that the Industry would likely have an impact beyond this.
- It was identified that there are more moratoriums on filming in residential areas than in the past.
- E. Jensen noted that a scene filmed recently in Toronto could be heard by residents up to three kilometres away.
- C.Ritz indicated that the impacts from the Industry can be taken into account in refining the Land Use Direction. For instance, if there is outdoor shooting of explosions/gun fire, the consultant the City is retaining could measure the noise impact as part of the noise and air quality study.

### **Industry Impacts:**

- The Industry was pushed out of the West Don Lands and concerns were raised that this would happen again in the Port Lands.

- The Port Lands was noted as being an area that the industry has been able to rely on for filming.
- It was identified that Commissioners Street is a go to place for car chases and there is nowhere left for that to happen in the City.
- Attendees noted that often when filming in a studio, they will utilize space outdoors for a variety of purposes like explosions etc.

#### **Type of Productions in Toronto and Filming Impacts:**

- The types of productions in Toronto are not like romantic comedies. There are more action-oriented productions in Toronto.
- There will always be trucks coming in and out. Some filming occurs in the studios, but then goes on location.
- Having facades that replicate Parisian or other streetscapes would be good, but even non-residential uses adjacent to outdoor filming could complain about location filming.

#### **Studio Space:**

- There is a need for more studio space. The types of studios in Toronto cater to different productions. Converted warehouses have a certain price point and fulfill a demand for smaller productions. American productions have more flexibility and ability to accommodate a higher price point and to film in new studios.

#### **Parking:**

- Infill development in Toronto has been consuming the parking that the Industry has been relying on.
- The introduction of bike lanes on streets has also been a problem. Areas that used to be places for the Industry to park on location are now no longer available due to new cycling lanes. Placing bike lanes so that they are not adjacent to the curb and to allow truck parking would assist. C. Ritz noted that through the Environmental Assessment, we are looking at how the streets in the Port Lands are designed and can comprehensively address cycling and on-street parking in the new streets.

January 28, 2015 – Cinespace Studios Owner/Operator Meeting  
Meeting Summary

**Attendees:** Jim Mirkopoulos, Steve Mirkopoulos, Rebecca Condon, Andrea Old, Angela Stea, Michelle Alosinac, Cassidy Ritz

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- Three studios in Toronto and one in Chicago. The Etobicoke facility uses an interior courtyard as a frame for temporary facade construction and to control views in and out.
- Sites located in closer proximity to the downtown are attractive. Out of town talent like to stay downtown. Yorkville was mentioned. Local hotels would not be an asset. Not seen as a desirable or interesting place to stay.
- Reusing existing facilities has been a successful financial approach. Used beams from the removal of the Gardiner in the construction of two studios.
- High demand for parking on site for cast and crews. Need to move tools and equipment, long hours and distant locations make parking important. Transit less of an issue.
- Traffic on Eastern Avenue is a problem between the Booth and Eastern facilities. Do not like the bike trail and feel it is a duplication of the facility on Lake Shore Boulevard.
- Enclosure - emphasis placed on safety of the public as opposed to privacy.
- Moving to TV (serials) away from features and use of ambient light has decreased the demand for higher spaces. Greater demand for 20 foot (6m) high spaces. No need to have big lights. No need to heat top of space.
- Most needs taken care of on-site. Carpentry spaces, wardrobe, etc. Trend towards feeding cast and crew on site to enhance productivity.
- There is a substantial amount of activity on site (e.g. explosions) on site. Not so much within studios. Noise would be an issue for surrounding sensitive uses. Relationships with surrounding neighbours is actively managed.
- Concerns with introducing taller buildings in the area which would generate complaints and drive them away. Experience at Distillery was that development of condos made shooting impossible.
- Surrounding noise can impact operations. Noise of the dismantling of the Gardiner was an issue. Concerns regarding surrounding future construction.
- A clear surrounding skyline is helpful.

May 7, 2015 – Showline Studios Owner/Operator Meeting  
Meeting Summary

**Attendees:** Peter Lukasz, Michelle Alosinac, Eric Arm, Cassidy Ritz

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### **Evolution of the Industry**

- Started in 1973 with a building on Oxford and Milton. There was a demand for commercial productions. Built a proper studio to support advertising/commercial demand and gave a “clean toilet for morning consternations”
- 308 Jarvis – converted and had a small studio
- Bought 65 Trinity, invested \$1.9 M and built two stages. City expropriated
- We had to do everything ourselves
- City has been of no assistance – tried to get info on Pinewood. Had to spend \$130K to get it
- Industry shifted. Core was commercials in early days
- Hollywood came to Toronto and kept coming back. Toronto did very well in the late 70s and 80s. 80 cent dollar and CAVCO tax credit helped. More recently – Ontario reduced the 25% credit to 21.5%. This has the potential to hurt industry.
- A \$100M Hollywood production if filmed here they would get a tax credit (37M). Vancouver had higher tax credit. LA followed tax credits
- FLICK – was a Film liason group. We were going well without the Film Commissioner. Arthur Potts and Ann Johnson – 50 times knowledge of Film Industry – gained knowledge by FLICK meetings

### **Showline Studios**

- Built from scratch in 13 months
- Business is a downtowners business. Needs to be close to Gardiner, DVP, Kingston Road
- Can accommodate 400 seat audience
- 2 story building and also equipped with a back lot
- The number of productions vary and depends on the type of productions in any given year
- Big Brother currently being filmed. For Big Brother, guests live 24 hours a day in the studio
- Bigger productions get filmed as well. Examples include Blues Brothers and Hairspray
- Original plan included 48,000 square feet of production office. Decided not to build because not in the office business and only built studio. 2.5 acres of vacant land.
- Location was good because it was close to the city core
- At the time, lands were owned by the Toronto Harbour Commission. Put in a proposal and asked for 6.5 acres of land. Originally, the Commission wanted to lease, but felt that a project of this magnitude couldn't be done on a lease and needed to own

### **Demand for New Studios**

- Missed the boat. A production wanted through to December. Cinespace couldn't accommodate them

- Barabara Hall designated Film and Television as an Industry of special Interest
- Don't build too many studios. It's a matter of balance. The time to build studios is now. There is healthy growth in the Industry
- Do not want handouts. Just want a level playing field. Invested \$25M. Over the last 15 years, tilting of the playing field. Why invest another nickel?
- Water problem when So You Think you can Dance was being filmed. Finally put in a new watermain from Carlaw to Leslie.

#### **Residential Compatibility**

- Would convert to a condo development. This would only make money
- Some studios are surrounded by residential

November 6, 2015 - Pinewood Toronto Studio Owner/Operator Meeting  
Meeting Summary

**Attendees:**

Councillor Fletcher

John Livey, Deputy City Manager, Cluster B

Joe Farag, Director, Finance and  
Administration

Zaib Shaikh, Commissioner, Film and  
Entertainment Office

Meg Davis, VP, Development

Amanda Santo, Development Manager

Alfredo Romano, Castlepoint Numa

Michael Kralchavik, Toronto Port Lands  
Company

Bill Brick, Build Toronto

David Hardy

Gregg Lintern, City Planning

Kyle Knoeck, City Planning

Cassidy Ritz, City Planning

Purpose:

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- Through development of Port Lands Planning Framework and reporting to Council on the 2014 Land Use Direction, directed to complete additional consultation with Film Studio Owners and Operators
- Broadened consultation efforts with the Film and Entertainment Office to better understand how industry operates in Toronto. Met with Location Managers, Production Managers and Producers. Completed a series of meetings with different studio owners and operators in the area.
- Meeting with Pinewood is part of the consultation efforts and to understand from Pinewood's perspective where the Industry is headed and what should be taken into consideration as part of the Planning Framework

Pinewood Ownership and Leases

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- Build owns 20% share of Pinewood, with Pinewood at 46%, Comweb Studios at 20% and Castlepoint at 14%
- Total area of Pinewood leased and option lands is approximately 30 acres. Build owns 10 acres of land that is leased to Pinewood. Remaining lands are owned by TPLC. Two acres of TPLC owned lands have been leased to Pinewood. The remaining lands are part of an option for Toronto Waterfront Studios Development Inc.
- The option has a number of conditions such as timing for taking down the option. An extension was granted by TPLC until planning in the area was completed.
- When the lease and option was originally developed it was acknowledged that given the large land area the lands wouldn't get built all in one shot.
- The Master Agreement identifies the uses that are permitted. For the surrounding lands, the uses are required to be film related. However, no new studios can be constructed on the surrounding lands. There was also an exclusionary zone that prevented new studios with a 1KM area for an 8 year period. This will lapse next year
- The original lease included options for two parcels to the north of Commissioners Street of 8 acres and 2 acres in size.
- TPLC purchased back the 8 acre parcel and there is no longer an option agreement or lease restrictions for these lands.

- The remaining 2 acre parcel continues to be held by Rose Corp.

#### Overview of Pinewood Studios

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- Studio has been performing reasonably well – particularly with drop in dollar
- Operated at capacity in 2015 and likely 2016
- Toronto boasts a great skilled workforce and amazing infrastructure to support film
- Competitive with Atlanta, LA/Hollywood
- Did lose a production to Detroit. Detroit offered huge incentives

#### Trends

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- Change in the business is occurring. For instance, Netflix a much bigger player
- Television doesn't require same facilities as movies
- Industry in Toronto was built on warehouse conversions
- Importance of ancillary uses like wardrobe, offices and workshops
- Productions will lease space 6 months earlier with shooting happening well down the road.
- Given gaps in timing/schedule, its hard to achieve full revenue
- Currently Pinewood is at 300,000 square feet of spaces. Need to expand to 600,000 square feet with more office, wardrobe etc. Also anticipate that one or two additional studios are needed
- A mixed-use zone around the studios would be a benefit. There are precedents and do not want to feel like an island. Housing could be affordable and offered as long-term leases rather than freehold.
- Pinewood inherited the studios and it was noted that the studio layout is not how it would be designed today. There is too much white space around the studios. There are infill opportunities within the existing leased lands. Trailors stay for a long time. Important for proximity, but also recognition of a lack of space. New approaches to wardrobe or other space is being explored. Has been looking at footprints of other studios.
- Parking on site has been "willy nilly" – Every major studio has structured parking. Pinewood is working to introduce structured opportunities and/or below grade parking and to instill discipline for where people park. The overhead hydro lines would need to be removed to accommodate structured parking.
- Culver and Studio City and Atlanta provide integrated facilities. This type of facility is what Toronto really lacks. Desire to wrap residential uses west and south and a trend seen in North America, especially in US. Surrounding lands could be utilized for "talent attraction".
  - LA example was provided where there is a nucleus of creative uses centred around studios
  - Sony Columbia in LA has a "common" which is quite vibrant.
  - Fox Studios/Century City is immediately adjacent to mixed-use area. It has mixed-use spaces and the street network is narrow. The support space exceeds

studio space largely due to more television productions than film. Television requires more support space.

- Culver City was noted and the density of the site. There is a lot of pedestrian activity and every square foot is a film opportunity.
- Currently, Pinewood can accommodate one tent pole production. Need to be able to expand to two. There is a need for pre- and post-production spaces.
- Fully behind Broadview extension, but a big challenge. Important to resolve how streets interact with bridge connections and explore swing versus lift bridges. Also whether this will create intermittent promenade. Pinewood is protecting for a 19m promenade
- Two entrances to the studios are needed – main/front door and truck traffic which is currently from Basin
- CR noted that initially only one additional studio identified as needed, now two studios identified. Asked if there would not be the potential need for more in the future.

Port Lands Planning Framework  
**Film Ontario**

**MINUTES**

January 28, 2016 @ 10:00 am to 11:30 am

Location: City Hall, 19E Large Boardroom

**ATTENDEES:**

Film Ontario (FO): Mimi Wolch (MW), David Hardy (DH), Jayson Mosek (JM),  
Jonathan Ahee (JA), Sue Milling (SM), Monty Montgomerie (MM)

City: Zaib Shaikh (ZS), Michelle Alosinac (MA), Eric Jensen (EJ), Gregg  
Lintern (GL), Kyle Knoeck (KK), Cassidy Ritz (CR)

Waterfront Toronto (WT): Amanda Santo (AS), Kristina Verner (KV)

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**Purpose of the Meeting:**

- To provide members of Film Ontario with a briefing on the plans under development in the Port Lands area

**Introduction and Briefing Presentation:**

- GL provided introductory remarks:
  - City and WT completed significant public interaction in November 2015 consisting of an all day open house and two evening workshops
  - The team is still in the mode of consultation so briefing is timely
  - The team is looking for feedback from FO and are interested in hearing from FO on key aspects the team should be looking at
  - The City and WT are currently in the process of completing due diligence work on the flood protection solution and naturalization of the Don River. This is a major piece of the planning done to date and the City will be amending the Central Waterfront Secondary Plan to reflect this work as well as the Port Lands Planning Framework
  - The end objective is for the amendments to the City's plan is to put the City and WT in a better position to talk about development in the Port Lands
- CR and AS presented an abbreviated presentation of the materials presented to the public during the November 2015 consultations with a focus on aspects related to film
- ZS noted that the Film and Entertainment office are going to be undertaking a studio district study looking at real estate development and potential impacts

### Discussion and Questions:

- The river goes through the existing Jumbo Stage in the Lower Don Lands
  - There would be relocation opportunities elsewhere in the Port Lands. The team is not yet at that stage in the due diligence/design
- What is the role of Waterfront Toronto and relationship with the City?
  - Waterfront Toronto is an agency under the Corporations Act created by the three orders of government and is responsible for the revitalization of the waterfront. WT was created to unlock the morass that was happening in the waterfront with all of the different agencies and levels of government
  - City and waterfront Toronto are co-leads for the Port Lands Planning Framework
- What is the timing of construction of the river?
  - Construction is anticipated of getting underway in 2017 and its anticipated it will take 7 years to construct
- Doesn't seem like if someone wanted to build a studio that it could happen right now ?
  - There are areas of the Port Lands that could be developed with new studios while the river is being constructed.
  - Some areas of the Port Lands have existing zoning permissions for studios
  - The planning work underway is crystallizing the future vision. We would want to ensure that key aspects of the planning underway is not impacted, such as putting a building in the middle of where a street is proposed
  - There would still be the need for Planning Act approvals such as Site plan and requirements to flood proof the studio development
- What would happen to the plan if there was a 2025 EXPO?
  - Aspects would work with the plan like the need for infrastructure investments
  - It was noted that there has been discussion of once the EXPO was done of moving buildings to other cities in Canada
  - Legacy buildings would not be conducive for film activity
- Has there been any consideration to fibre?
  - Waterfront Toronto, as part of the Innovation district in East Bay Front, has been expanding fibre optics and linking in with SIRTNet and increasing bandwidth.
  - Waterfront Toronto has also been working with Beanfield
  - There would be opportunities to protect space for fibre in ROWs
- Important to understand how Pinewood operates/land arrangement and the key players that can make something work in the Port Lands
  - CR is in the process of drafting minutes from a meeting held in November with Pinewood.

- TPLC is in best position to outline Pinewood arrangements and City can ask they do this
- Would Waterfront Toronto lease or sell land and put requirements that decisions can not be appealed to the Ontario Municipal Board and stay in public ownership?
  - WT enters into legal agreements with builders
- What would the construction and phasing be for the river be and it looks like Existing studios east of the Don roadway would be impacted by construction
  - The due diligence is working through details on construction phasing now
  - There would be the requirement for a traffic management plan much like with any major infrastructure project.
- MA noted that the process for the planning framework so far has been good and appreciate the flexibility and open to ideas suggested as the project has moved forward. The City is in desperate need of studio space. With the low dollar, we are in a safe place for a few years. Construction will be extremely disruptive and if businesses can't continue this will be an issue
- MW noted that the Industry is a global industry. London is booked for three years which means productions will need to look elsewhere. Toronto is competitive and within top 3/5. Need to know far in advance of any changes/disruptions. A significant amount of Toronto business is television and often television series are multi-year and want to continue and need studio space to shoot
- EJ noted that while industry is global, Toronto is considered "local" because in North America and we have good amenities like the international airport and hotel stock
- DH noted that all jurisdictions are building studios. If there is 18 months for approvals that is an issue
  - GL noted that the City has a Gold Star application process to assist in expeditiously reviewing and approving applications that are important employment generators
- The Mayor will be in Los Angeles for three days and we could work with Economic Development on some key messages
- MW asked if there would be any value to being on set. CR and AS indicated absolutely. Helps to understand the operations and what's required. MW and DW indicated this could be arranged
- EJ asked about impacts and status of noise and air quality study
  - CR noted that impacts from the Film industry are different than heavy industry in the area. CR is asking consultants to address and they have indicated they have noise measurements from shooting ranges
- It was noted that backlots are good for the City and producers. However studios are discouraging

- SM noted that would be important for a commitment to use land and helps to protect the land. Consultation is great. There is also a need for private sector investment to keep money in the game. Employment growth will be very helpful and City should consider using policy to inoculate the land. Stability is also really important and there is a need to keep away parasitic uses
- What about impacts from LRT and Pinewood studios
  - There is proposed LRT on Commissioners and Broadview. The new streetcars are quieter. Timing of transit is still being determined
  - The team is aware of Pinewood's concerns with the Broadview extension and we are working to resolve the issues and ensure that we do not impact any studio buildings.

#### **Next Steps and Action Items**

- CR to forward minutes and the presentation provided
- Coordinate a meeting with the Councillor and the Film Board

# APPENDIX 4 VIEWS

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# Skyline Views

## 1. Port Lands Skyline

Views to the Port Land's skyline along the Central Waterfront promenade from the foot of Yonge Street to Sherbourne Common will create a symbolic connection between the city and the next area of waterfront revitalization. The City's image will be enriched by the expansion of its skyline in a way that varies dramatically from that of the Downtown Toronto.

The Port Land's skyline will be curated and sculpted to convey the identity of the evolving city district by preserving views to and showcasing the collection of prominent heritage structures and landmarks. These consist of the Commissioners chimneystack, the Hearn and its chimneystack, the silos, the Dominion Boxboards building, and any conserved attributes of Marine Terminal 35 as determined through a more detailed assessment. New development will be carefully sited and building heights controlled to ensure the landmarks remain dominant within the evolving skyline, with generous skyview surrounding the Hearn's chimneystack.

## 2. Downtown/Financial District Skyline

The dramatic view to the city's internationally recognized Downtown and Financial District skyline from the Islands and existing Jennifer Kateryna Koval's'kyj Park are expanded on to capture the reflect the public realm adjacent to the Inner Harbour envisioned by this Framework.

From:

- The water's edge associated with Promontory Park fronting the Inner Harbour; and
- Polson Quay water's edge promenade adjacent to the river and Inner Harbour.

## 3. North West from Tommy Thompson Park

This picturesque, unobstructed view of the Hearn amid a naturalized landscape will be framed on either side by the new urban districts in the Port Lands and Unilever precinct, with the Downtown and Financial District skyline and silhouette of the CN Tower in the background.

From:

- The access road to the Outer Harbour Marina.

## 4. Leslie Slip Outlook

The open space at the terminus of the Ship Channel will provide an outlook and long view down the Ship Channel, an integral part of the original 1912 plan for the Port Lands, and the Port Lands evolving skyline. The view captures the full breadth of uses and activities envisioned in the Port Lands and activation of the Ship Channel. Development lining the Ship Channel will frame the water's edge promenade and be articulated to create interest.

Additionally, landmark heritage features, including the chimneystacks of the Hearn and the Transfer Station and their axial relationship, are juxtaposed against the contemporary city district emerging around these, including the new lift bridge at the Broadview extension. This rich collage

of uses and history will act as a backdrop to the ongoing industrial maritime activity occurring within the Ship Channel.

From:

- The Parks and Open Space area at the terminus of the Leslie Slip.

## Prominent and/or Heritage Buildings, Structures and Landscapes

### A. Villiers Street and Lake Ontario Portland Cement Company Silos

Views from the east and west along Villiers Street will be dominated by the dramatic scale and prominent location of the Lake Ontario Portland Cement Company silos at existing Cherry Street, and lined to the north by the historic Toronto Harbour Commissioners buildings. The silos will be a distinctive centre piece for the street as it evolves into a pedestrian priority retail / recreation destination. Development will frame the view, ensuring that buildings are sited and oriented to maintain the prominence of the silos through setbacks and/or generous setbacks.

From:

- West -Promontory Park and Villiers Street eastward; and
- East - Villiers Park and Villiers Street westward.

### B. Commissioners Stack

An intimate, oblique view of the historic Commissioner's Incinerator chimneystack, a totem of the Port Lands, will be achieved by generally

aligning new east-west streets in Villiers Island and the McCleary District to capture a long view of the chimneystack from the west, while preserving the historic Foundry building in its original location. Skyview will be provided around the chimneystack by stepping back development above a mid-rise height.

The new east-west streets will also visually connect Villiers Island, the McCleary District and the Turning Basin District. The three districts become linked to each other through their common experience of the view to the chimneystack. Protecting for an easterly extension of the east-west street through the Warehouse District through any redevelopment will enable this view to be extended to Leslie Street and span the entire Port Lands geography.

From:

- West -Promontory Park and the new central east-west street in Villiers Island (south side of the street); and
- East - New east-west street with the view protected for in any redevelopment in the Warehouse District.

**C.**  
**Canada Cement Company Silos**

Built in the 1920s, the Canada Cement Company's silos still in active use today creates a powerful focal point at the juncture of Polson Street and a new north-south local street or mid-block pedestrian connection to the Ship Channel, flanked by the historic Dominion Box Boards building.

From:

- A new local street or mid-block connection at the eastern edge of the Dominion Boxboard's building.

**D.**  
**Strauss Trunion Bascule Bridge**

The Strauss Trunion Bascule bridge terminates views on Cherry Street north and south of the Ship Channel. Development north of the Ship Channel will accentuate the view terminus to the bridge. South of the Ship Channel, the Cherry Street is reimaged as a gateway to Cherry Beach and forms part of the Maritime Hub.

From:

- The southern edge of the new river crossing along Cherry Street; and
- Unwin Avenue along both the east and west sides of Cherry Street.

**E.**  
**Keating Channel, Lake Ontario  
Portland Cement Company  
Silos and Toronto Harbour  
Commissioners buildings**

The Keating Channel, an important heritage asset and reminder of the Don River's historic reconfiguration, provides long views down the Channel to Villiers Island and emerging neighbourhoods in the Central

Waterfront. This view prominently features the Essroc Silos and Toronto Harbour Commission buildings, conveying a strong sense of place and celebrating the Port Lands heritage. Development adjacent to the Keating Channel Promenade will be low-rise in nature and be massed to maintain the prominence of the historic resources.

From:

- The east edge of the Keating Channel at the Don Roadway.

**F.**  
**The Hearn from Broadview**

The Hearn and its 213 metre high chimneystack, with its immense scale and high degree of visibility within the existing landscape, are an inalienable part of the Port Lands' identity. As the Port Lands transforms, new opportunities are needed to preserve and maintain the Hearn's visibility. The Broadview extension's alignment into the Port Lands creates a view to this impressive and landmark industrial complex.

Development adjacent to the extension will emphasize the continuity of the new urban fabric and elegantly frame the chimneystack. A new, linear open space contemplated south of Commissioners Street that integrates the historic Sun Oil building will enable the view to dramatically open up. Any new development contemplated on the east side of the extension in this area will be of a low-rise nature to preserve the long-view.

### **G. The Hearn from Carlaw Avenue**

This view is currently identified in the listing of the Hearn on the City's Heritage Registrar. The preservation of the existing view of the Hearn's chimneystack when looking south on Carlaw Avenue will likewise reinforce the Hearn's identify as a powerful symbol of the Port Lands. Development south of Lake Shore Boulevard will be organized and massed to preserve views of the chimneystack north of Lake Shore Boulevard.

From:

- Carlaw Avenue (west sidewalk and travel portion of the right-of-way) from Queen Street to Lake Shore Boulevard.

### **H. The Commissioners Incinerator and the Hearn**

At the intersections of Lake Shore Boulevard at both Logan Avenue and the existing or relocated Bouchette Street and across the expanded McCleary Park, both the Commissioners Incinerator building and the Hearn, and their respective chimneystacks, can be viewed in one compelling instant. With both complexes constructed in the same era and representing major civic projects of the time, these views are powerful gestures to this bygone era. With these two complexes reimagined as a community focal point and major destination, the view symbolizes the Port Lands' past and re-emergence through the prominence of heritage resources.

From:

- LakeShore Boulevard and Bouchette; and
- Lake Shore Boulevard and Logan.

### **I. The Hearn Chimneystack on Unwin Avenue**

The view looking east on Unwin from Cherry is dominated by the Hearn's chimneystack and surrounding naturalized wilds and parkland. The prominence of the Hearn's chimneystack, isolated within this green frame, reinforces its identity as a symbol of the Port Lands and reinforces the natural character of the lands south of Ship Channel. In combination with requirements for naturalized landscaped setbacks adjacent to Unwin Avenue, development will be sited and designed to maintain this view and reinforce the green frame.

From:

- Unwin Avenue and Cherry Street east to the Hearn

### **J. Old Cherry Street**

The view looking south from Silo Square down Old Cherry Street and its ensemble of heritage buildings – the Bank of Montreal, William McGill and Company, Toronto Hydro Substation and the Dominion Bank buildings – on the east side of the street. Development on the east side of the street will be massed and sited to preserve views of the buildings and complement their low-rise scale.

From:

- Silo Square

### **K. Fire Hall No. 30**

Fire Hall No.30 at 39 Commissioners stands at the terminus of the current alignment of Munitions Street, with the Queen's City Foundry building on

the west side of Munitions Street. Fire Hall No. 30 will be relocated slightly south of the widened Commissioners Street. Munitions Street will be shifted eastward to preserve the Toronto Harbour Commissioners buildings. A mid-block connection in the street's current location will be introduced, with the Fire Hall continuing to terminate the view of the connection.

From:

- The north side of Villiers Street at the Munitions Street mid-block connection

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Source: <http://www.landezine.com/index.php/2014/06/presquile-rollet-park-atelier-jacqueline-osty-associes/>

Bolwerk, Den Bosch

Source: <http://www.grijsen.de/den-bosch-st-jan-bolwerk-buitenbank-pure-straatmeubilair-3-2/>

Badeschiff, Berlin

Source: <https://everplaces.com/staffpicks/places/e37abd00d2f1429bb3d9a685262655df/>

Swimming in Copenhagen harbor

Source: <http://www.thenatureofcities.com/TNOC/wp-content/uploads/2015/07/Copenhagen-harbor-swimming.jpg>

Genk C-mine

Source: <http://www.archdaily.com/253647/genk-c-mine-hosper>

Presqu'île Rollet Park

Source: <http://www.landezine.com/index.php/2014/06/presquile-rollet-park-atelier-jacqueline-osty-associes/>

Flussbad Berlin Project

Source: <http://www.thecharles.org/media/uploads/2014/10/0a8eb5e85.jpg>

Water Access at Brooklyn Bridge Park, Brooklyn, NY

Source: Michael Van Valkenburgh Associates, Inc.

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Exhibition Road, London UK

Source: Royal Borough of Kensington and Chelsea

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Source: <https://sweeneyseas.files.wordpress.com/2013/08/floating-pool.jpg>

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Kater Holzig in Berlin

Source: [www.residentadvisor.net](http://www.residentadvisor.net)

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Institute of Contemporary Art, South Boston

Source: [www.lonelyplanet.com/](http://www.lonelyplanet.com/)

Keelung Port

Source: <http://www.landezine.com/>

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Boxpark, Shoreditch

Source: <http://qwerkylaces.com/QWerkyness/box-park-market-place-shoreditch>

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Adaptively re-used brick building in Liberty Village

Source: [https://condos.ca/blog/wp-content/uploads/2015/04/2481337002\\_0dc1bf87a7\\_o.jpg](https://condos.ca/blog/wp-content/uploads/2015/04/2481337002_0dc1bf87a7_o.jpg)

Light projections on a salt pile

Source: collabcubed

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Movies projecting off silos

Source: Heart of the City Auckland

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Hafencity, Hamburg

Source: HafenCity Hamburg

Java, Amsterdam

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Dumbo Festival

Source: National Geographic

DUMBO, Brooklyn

Source: Google Pro

Showplace Square, San Francisco

Source: Google Pro

King and Parliament

Source: Google Pro

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Source: Paul Esser

Ship moored in the Ship Channel  
Source: Jerrold Litwinenko

Cheswick Office Park buildings  
Source: manchester-offices.co

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Southeast False Creek, Vancouver  
Source: Adapted from Google Earth Pro

Mission Hill, San Francisco  
Source: Adapted from Google Earth Pro

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Restaurant in Liberty Village Employment Area  
Source: Ate by Ate

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Pedestrian Shopping Street  
Source: Andrew Roberts

Neighbourhood Grocery Store  
Source: Globe and Mail

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Event Space at Brooklyn Bridge Park  
Source: Michael Van Valkenburgh and Associates

Playground in Brooklyn Bridge Park  
Source: Michael Van Valkenburgh and Associates

Beach Volleyball in Brooklyn Bridge Park  
Source: Michael Van Valkenburgh and Associates

Boat Launch at Brooklyn Bridge Park  
Source: Michael Van Valkenburgh and Associates

Ice Ribbon, Maggie Daley Park, Chicago  
Source: Michael Van Valkenburgh and Associates

Event Lawn at Mill Race Park  
Source: Michael Van Valkenburgh and Associates

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Wetland Habitat  
Source: Michael Van Valkenburgh and Associates

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Tate Modern Open Space

Source: <http://2.bp.blogspot.com>

Public Open Space at the Zollverein Coal Mine

Source: <https://www.nrw-tourism.com/a-zollverein-coal-mine>

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Basketball court in David Crombie Park

Source: Ben Carlier

Regent Park

Source: [OCAD](#)

Kensington Pedestrian Sundays in the Park

Source: [torontoism.com](http://torontoism.com)

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Dockside Green Open Space and Stormwater Feature

Source: [docksidegreen.com](http://docksidegreen.com)

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Tommy Thompson Park

Source: The Living City Foundation

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Soccer Pitch in Brooklyn Bridge Park

Source: [turftheslab.com](http://turftheslab.com)

Kayaking in Brooklyn Bridge Park

Source: Etienne Frossard

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Northacres Park, Seattle

Source: Elisa Murray

Dog park

Source: [blogto.com](http://blogto.com)

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Wooded Copse in a Park

Source: <http://static.panoramio.com/photos/original/73812444.jpg>

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1912 Map of the Port Lands

Source: City of Toronto Archives

1912 Toronto Harbour Commissioners Plan  
Source: City of Toronto Archives

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The Strauss Trunion Bascule Bridge, 1920  
Source: City of Toronto Archives

Construction of the Ship Channel  
Source: City of Toronto Archives

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1914 View s.e. showing Keating Channel, the Harbour Commission Workshop and Office, and Queen's City Foundry  
Source: Toronto Public Library; Baldwin Collection; 942-1-9

Harbour Commissioners Building  
Source: Stinson, 1986

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Strauss Trunion Bascule Bridge  
Source: torontoist.com

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Toronto Hydro Electric building at 450 Commissioners  
Source: City of Toronto Archives

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Ashbridge's Marsh looking northeast, circa 1909  
Source: City of Toronto Archives

Ashbridge's Bay looking south-east - 1904  
Source: City of Toronto Archives

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Artistic rendering of Ontario Place ravine with Moccasin Identifier  
Source: Ministry of Tourism, Sport and Culture

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Community Hub at the Dock in Melbourne's Docklands  
Source: www.hayball.com.au

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Children playing at the first net-zero school in New York City.  
Source: James Ewing/OTTO

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Community centre integrated in a mixed-use building  
Source: Sustainable Architecture and Building Magazine

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Kids playing basketball on a rooftop schoolyard in Perth, Australia  
Source: St George's Anglican Grammar School

North Toronto Collegiate - a co-located school in a mixed-use building  
Source: Tom Arban, Shai Gil Photography

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Rooftop schoolyard in a mixed-use building in Hafencity, Hamburg  
Source: <http://www.future-megacities-2013.org>

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Wychwood Barns  
Source: [gailatlarge.com](http://gailatlarge.com)

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Regent Park Aquatic Centre  
Source: [www.archdaily.com](http://www.archdaily.com)

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Coney Island, Brooklyn YMCA  
Source: YMCA of Greater New York

Richmond City Centre Community Centre  
Source: [www.hdrinc.com](http://www.hdrinc.com)

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Louise Fire Station No. 6 in Calgary, Alberta integrated in a mixed-use development  
Source: GEC Architecture

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San Wayao Community Sports Center.  
Source: ARCH-EXIST

A concept rendering for a multi-storeyed skate park  
Source: Guy Hollaway Architects

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Underpass Park  
Source: Nicola Betts

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Toronto Community Housing located at 60 Richmond Street East.  
Source: Teeple Architects

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Toronto Community Housing building in the West Don Lands.  
Source: Core Architects

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Hammersby Sjostad, Sweden  
Source: Hans Kylberg

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Via Verde in New York City  
Source: David Sundberg

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Pedestrians  
Source: Mackenzie Blake

Cyclists  
Source: Toronto Star

Streetcar in Dedicated Right-of-Way  
Source: Randy Hoffman

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A residential green street with curb extensions and bioswales and mature tree canopy  
Source: City of Portland

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Kaptensgatan - a Woonerf in Stockholm, Sweden  
Source: La Citta Vita

Exhibition Road, London  
Source: Royal Borough of Kensington and Chelsea

Shared Street, Binghampton  
Source: NACTO

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Bastille, Paris  
Source: As Easy As Riding A Bike

London, England  
Source: The Alternative Department for Transport

Boulder, Colorado  
Source: People for Bikes

Copenhagen, Oslo – Retitle to: Janskerkhof, Utrecht  
Source: Bicycle Dutch

City Quay, Dublin  
Source: William Murphy

Cultural Trail, Indianapolis  
Source: Green Lane Project

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Queen’s Quay  
Source: Connie Tsang

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Bycicle bridge in Denmark  
Source: Rasmus Hjortshøj - Coast Studio

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Valencia Bascule Bridge  
Source: Waagner-Biro

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Johnson Street Bridge, Victoria  
Source: City of Victoria

Bascule Bridge, Netherlands  
Source: Christian Richters

Millennium Bridge, London  
Source: Chronicle Live

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Los Angeles Design Centre Multi-functional parking area  
Source: <https://you-are-here.com/modern/cisco.jpg>

Surface parking area  
Source: PLAT

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The “living” garage in Miami  
Source: [nextstl.com](http://nextstl.com)

Welbeeck Street Car Park  
Source: buildingcentre.co.uk

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Cenni di Cambiamento, Milane

Source: Pietro Savorelli

Green Mid-rise Community in Lyon

Source: Jerome Ricolleau

Southeast False Creek, Vancouver

Source: Rec Collective

T3 Minneapolis Office Building

Source: Ema Peter

West Don Lands

Source: Canadian Design-Build Institute

Parkrand, Amsterdam

Source: MVRDV

Paris Rive Gauche

Source: Guilhem Vellut

Kanaleneiland in Utrecht, Netherlands

Source: Mecanoo Architecten

LP2 office building with louvered wooden facades, Tehran

Source: Parham Taghioff

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Three-storey adaptive reuse of an industrial building

Source: Ryan Moffat

Adaptive re-use of a warehouse building in the LA Design District

Source: Benny Chan / Fotoworks

Faba Office Building, Warsaw

Source: E & L Architects

Cheswick Business Park, London

Source: Sonata Crew

Rendering of a 5 storey wood frame office building

Source: Hullmark

Five storey office in Aker Brygge, Oslo

Source: Jonas Adolfsen

Steiner Studios, Brooklyn  
Source: IndieWire

Sports Hall, Slangen  
Source: Marcel van der Burg

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Lely Industries NV, Netherlands  
Source: Lely Industries NV

Sesc Pompeia, Brazil  
Source: SESC Sao Paulo

Pasadena Water and Power building  
Source: Sibylle Allgaier

Smestad Recycling Centre, Oslo  
Source: Ivan Brodey

Research building in Cologne, Germany  
Source: Joern Lehmann

Levering Trade Building in Zapopan, Mexico  
Source: Onnis Luque

DSNY-Parking Garage and Salt Shed  
Source: Albert Vecerka

Chelsea Salt Piles, MA under cover in red, white and blue tarps  
Source: resal

Bermuda Point office building  
Source: Tony Owen Partner

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Climbing Silos, Montreal  
Source: Stéphane Brugger

Ragnarock, Copenhagen  
Source: Ragnarock Museum

Rendering of a 5 storey wood frame office building  
Source: Hullmark

King Edward Street, Leeds  
Source: Andrew Roberts

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An adaptive Re-use and Mid-rise project in Baltimore

Source: Design Collective

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New York City Salt Shed

Source: Brian Rose

Adémia Office Building and Industrial Warehouse

Source: Nelson Garrido

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Industrial/Office building in the Netherlands that used salvaged shipping crates for the building's siding

Source: Marcel van der Burg/primabeeld

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Example of a retail ground floor with a high ground floor and transparency along the main street

Source: Art Gray

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Richardson Apartments, San Francisco

Source: Bruce Damonte

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Bâtiment Home, Paris

Source: Takuji Shimmura & Milène Servelle

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Dan Corson's solar powered flower installation: Sonic Bloom

Source: designboom.com

Flotsam and Jetsam made of castoff plastic - temporary art installation as part of the Winter Stations Design Competition

Source: [alumind.com](http://alumind.com)

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Jeppé Heine's "Labyrinth NY" Installed in Brooklyn

Source: ArchDaily

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Murals painted on silos in Granville Island

Source: Malania Delacruz

The artwork “Source” - a monumental art installation in France on four high-tension transmission towers

Source: [electric-art.eu](http://electric-art.eu)

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First Nations inspired public art in Vancouver, BC

Source: <http://www.picmonkey.com>

Futurefarmers, Flatbread Society, Oslo, Norway - portable bread oven in a canoe

Source: [huckmagazine.com](http://huckmagazine.com)

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Kunststad (‘Art City’) NDSM, Amsterdam - a architectural monument housing some four hundred artists, designers, architects and set designers

Source: NDSM

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Concert in Brooklyn Bridge Park

Source: [pbs.twimg.com](http://pbs.twimg.com)

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A green roof and solar panel combination with amenity space

Source: Forbes

Concept design for a bladeless, bird-friendly turbine

Source: Wired

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Berlin - Potsdamer Platz - On-street E-vehicle car-share charging stations

Source: Wikipedia

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A sustainable building in the Netherlands that recycled demolition material as well as other materials found on site for building materials

Source: ArchDaily

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Office building in Tjuvholmen, Oslo

Source: [propertyeu.info](http://propertyeu.info)

A film shoot on a downtown Toronto street

Source: [citynews.ca](http://citynews.ca)

Ships in port in Toronto

Source: Ports Toronto

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People doing yoga in Canada Square

Source: BlogTO

People basking in the sun at Trinity Bellwoods Park

Source: CP24

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Concept design for the Inner Hørrebro area using a corridor of “blue-green” spaces that can hold water in the event of sudden flashes of rain

Source: SLA

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Cormorant Nesting Area, Tommy Thompson Park

Source: Robert Burley

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In stream habitat

Source: Eckbert John

Urban bird box

Source: Web Urbanist

Corktown Common

Source: Synthetica

Honeycomb Bee Hotel

Source: InHabitat

Rouge Park understorey

Source: Robert Hurley

Stork nest on a transmission tower

Source: Wikimedia Commons

Wetted fringe

Source: [duska.ca](http://duska.ca)

Tommy Thompson Park

Source: [tommythompsonpark.ca](http://tommythompsonpark.ca)

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Coywolf traversing the rail tracks adjacent to Unwin Avenue

Source: [cbc.ca](http://cbc.ca)

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A green wall

Source: National Geographic

Rainwater collection pond

Source: [eco-structure.com](http://eco-structure.com)

A green wall

Source: National Geographic

Urban bioswale

Source: [criaticidades.com.br](http://criaticidades.com.br)

The Highline

Source: Big Cities. Bright Lights

In street polinator landscaping

Source: Pollinator Pathway

Allotment Gardens

Source: [https://thelandsapedotorg.files.wordpress.com/2013/09/usuo\\_001.jpg](https://thelandsapedotorg.files.wordpress.com/2013/09/usuo_001.jpg)

Planter boxes on seating

Source: [contemporist.com](http://contemporist.com)

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Evergreen tree planting event

Source: evergreen.ca

2015 Don River Watershed BioBlitz

Source: Diana Troya

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Urban Bioswale

Source: Land Perspectives

Urban Bioswale

Source: Greywater Action

Urban Bioswale

Source: Kevin Perry

Stormwater open channel

Source: [planning.ubc.ca](http://planning.ubc.ca)

Stormwater Open Channel

Source: SvR design

Ruin garden and stormwater feature  
Source: Barbara Campagna

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A Hydro transmission tower crumples under the weight of the ice.  
Source: Department of National Defense

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VSVSVS Collective in the Dominion Box Boards building  
Source: VSVSVS

Old ship transformed into a pavilion  
Source: deviantworld.com

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Strauss Trunion Bascule Bridge  
Source: City of Toronto Archives

Inside the Kunststad NDSM, Amsterdam  
Source: ndsm.nl

Kunststad NDSM, Amsterdam  
Source: ndsm.nl

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Light projections on the Chelsea Salt Piles, Boston  
Source: Landing Studio

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The Hearn and PEC from the Turning Basin  
Source: BlogTO

Pick-up hockey in the Turning Basin  
Source: Joe Lobko

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Landscaping at the Philadelphia Navy Yard  
Source: Landezine

Promenade at the Presquile Rollet Park  
Source: Landezine

Promenade at the Presquile Rollet Park  
Source: Landezine

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Carlaw Avenue activation potential

Source: Google

Landscaping at the Presquile Rollet Park

Source: Landezine

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The Leslie Street Spit

Source: BlogTO

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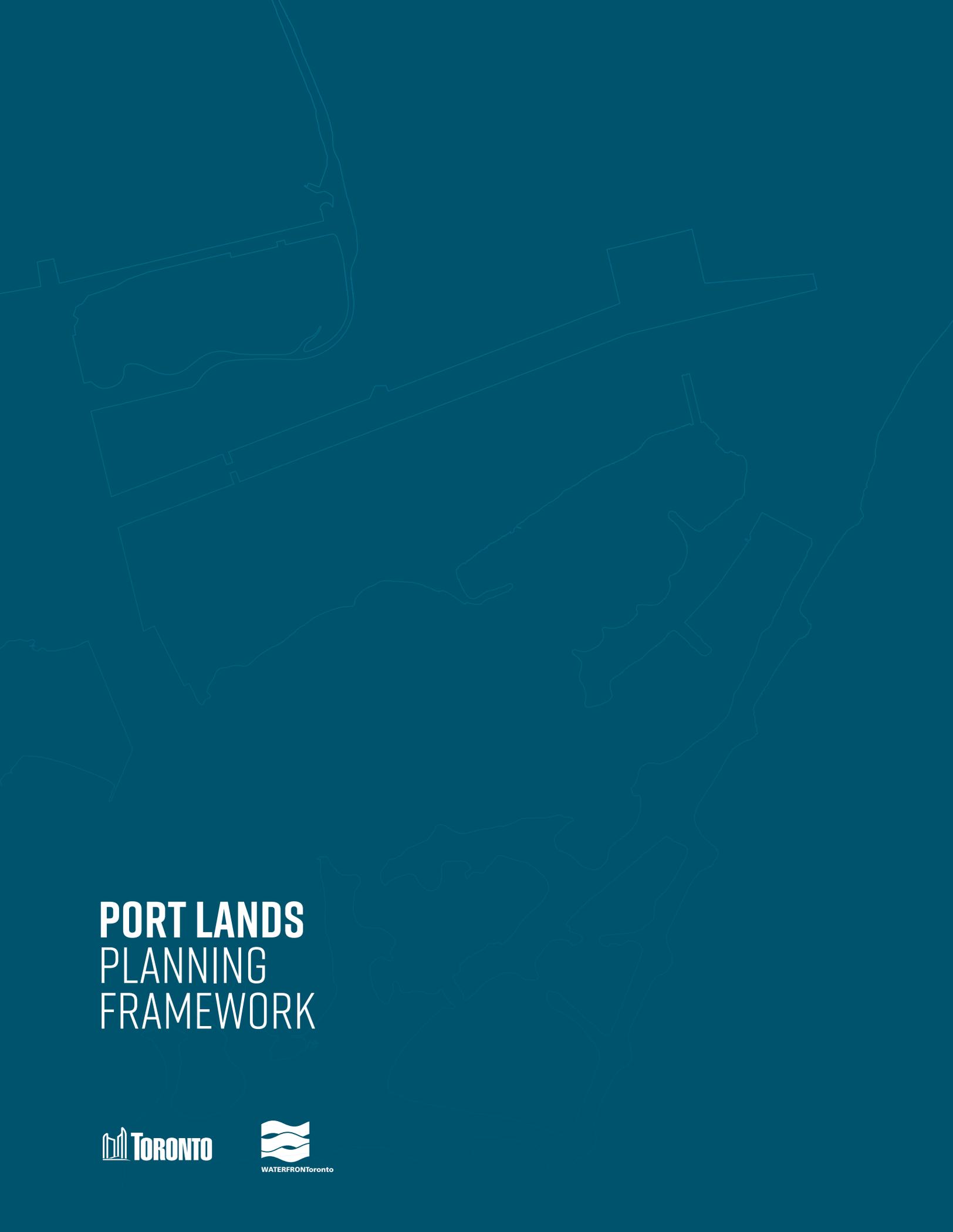
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# PORT LANDS PLANNING FRAMEWORK



WATERFRONTToronto