



VILLIERS ISLAND

PRECINCT PLAN

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ARUP

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ARCHITECTS**



Waterfront Toronto, the City of Toronto and the Villiers Island precinct planning team gratefully acknowledge the consultation and participation of representatives of the Mississaugas of New Credit First Nation in the preparation and this precinct Plan.

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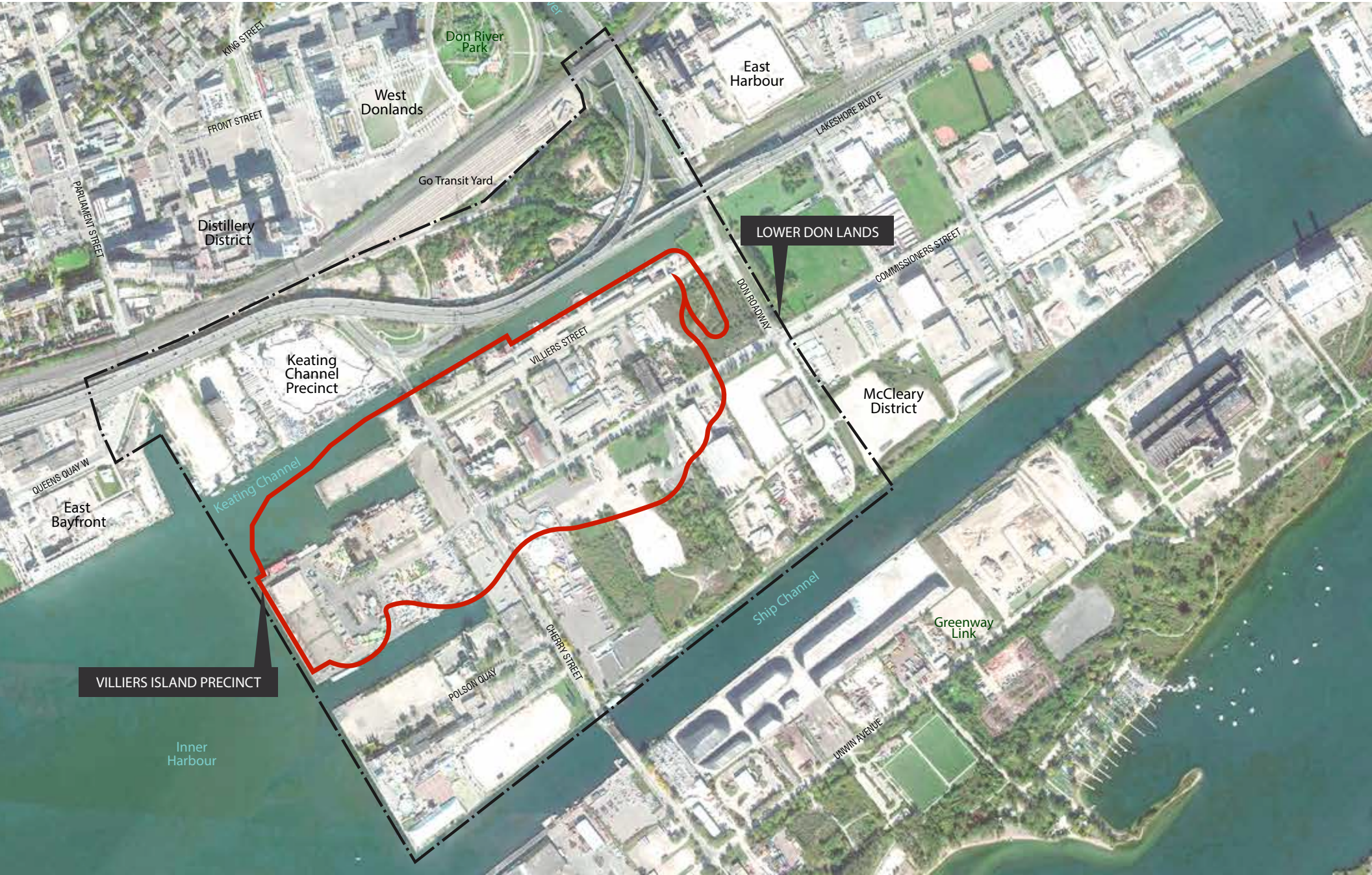
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SECTION 1

SETTING THE CONTEXT



1.1 OVERVIEW AND PURPOSE



The Villiers Island Precinct Plan provides a vision and planning framework to guide the comprehensive development of Villiers Island in Toronto's Port Lands. Villiers Island will transform from an industrial port into a mixed-use island created through extensive flood protection measures including the re-naturalization of the Don River and the restoration of the historic Keating Channel. As the first mixed-use community in the Port Lands, Villiers Island will kick-start revitalization, contributing to the creation of a series of unique and memorable districts.

1.1.1 Introduction

The Villiers Island Precinct holds an important place in the transformation of Toronto's waterfront. The area is located in Toronto's Port Lands, to the east of the downtown core. It is currently a 33.5 hectare area, bounded by the Inner Harbour to the west, the Keating Channel to the north, the Don Roadway and future Don Greenway to the east, and Commissioners Street and the future Don Valley lands to the south (see Figure 1).

The land base associated with Villiers Island today was created with dredge from Lake Ontario and filling in Ashbridge's Marsh. The land creation included the formation of Cousins Quay and Essroc Quay. All lands were created for the purposes of a creating a new industrial district in the city.

Villiers Island will be created through a series of transformative infrastructure to re-naturalize the Don River, restore the historic Keating Channel, and protect the Port Lands from flood risk. As the first precinct within the Port Lands to redevelop, Villiers Island will set the stage for future regeneration.

Villiers Island will become a special island community that demonstrates a new relationship between the city, river and lake predicated on sustainability, resiliency and innovation. The Island will be a complete community rich in local amenities, and a regional destination with special parks and cultural, civic and retail amenities. As Toronto's first mixed-use community primed to achieve climate positive goals, Villiers Island will showcase innovative and sustainable community design, and celebrate the area's industrial and natural heritage.

This Precinct Plan builds on over fifteen years of waterfront revitalization. Toronto's waterfront is currently experiencing unprecedented renewal, as new innovative parks and mixed-use communities continue to reshape this former industrial waterfront landscape. Villiers Island will provide the connective tissue between the Central Waterfront precincts, the downtown core and the Port Lands, linked together by the river, open space and transportation systems.

◀ FIGURE 1. Aerial image illustrating the Villiers Island Precinct context

1.1.2 The Port Lands Planning Framework

The development of the Port Lands Planning Framework began in November 2013 as a joint collaboration between the City Planning Division and Waterfront Toronto. The Framework is a high-level, long-term plan that will provide the basis and rationale for modifications to the Central Waterfront Secondary Plan as it relates to the Port Lands. The Framework is a blueprint that establishes a refined and refreshed vision for the Port Lands, guiding the transformation and evolution of the Port Lands over the coming decades.

The Port Lands Planning Framework was prepared concurrently with this Precinct Plan. The Port Lands Planning Framework will guide the physical transformation of the Port Lands from a primarily industrial and employment area to a vibrant, mixed-use city district. The Framework is comprehensive in nature, establishing the vision for the Port Lands' transformation and details 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.

The Planning Framework builds on the outcomes of previous and concurrent planning initiatives, including the results of the Port Lands Acceleration Initiative, the Environmental Assessment for the Don Mouth Naturalization and Port Lands Flood Protection Project and precinct plans completed and underway. These are described further in Section 1.2.

1.1.3 Precinct Planning

Precinct planning is one of the primary mechanisms to translate the Central Waterfront Secondary Plan and Port Lands Planning Framework policies on an area-specific scale. Precinct plans provide design and land use directions that build on and enhance the policies contained in these higher-level documents. Precinct plans are required to support zoning by-law amendments for new mixed-use communities and to ensure comprehensive and orderly development processes.

The Villiers Island Precinct Plan sets out a comprehensive vision, guiding principles and strategies and guidelines with a higher level of specificity and detail to bridge from Official Plan and Secondary Plan policies to zoning by-laws and plans of subdivision, including considerations for street and block networks, height and massing standards, public realm, heritage and linkages between parks and open spaces. The Precinct Plan also codifies the importance of developing a complete community through the inclusion of community services and facilities, public art, heritage conservation, active transportation routes, affordable housing, and environmental sustainability and resiliency.

The Precinct Plan was developed alongside a robust consultation process, including presentations to the Waterfront Design Review Panel, meetings with the Stakeholder Advisory Committee and the Land Owners and Users Advisory Committee, public meetings, and extensive and collaborative work between Waterfront Toronto and the City of Toronto.

1.1.4 Interpretation of the Precinct Plan

The Villiers Island Precinct Plan is an instructive document that provides detailed direction to provide context for and to inform zoning by-law amendments. The Plan incorporates and builds on the policy directions in the Port Lands Planning Framework. It also incorporates the major public infrastructure associated with Environmental Assessments completed for the area.

In accordance with the Central Waterfront Secondary Plan, all future development applications will be required to address the vision, guiding principles and strategies and guidelines for Villiers Island established through this Precinct Plan.

1.1.5 Structure of the Document

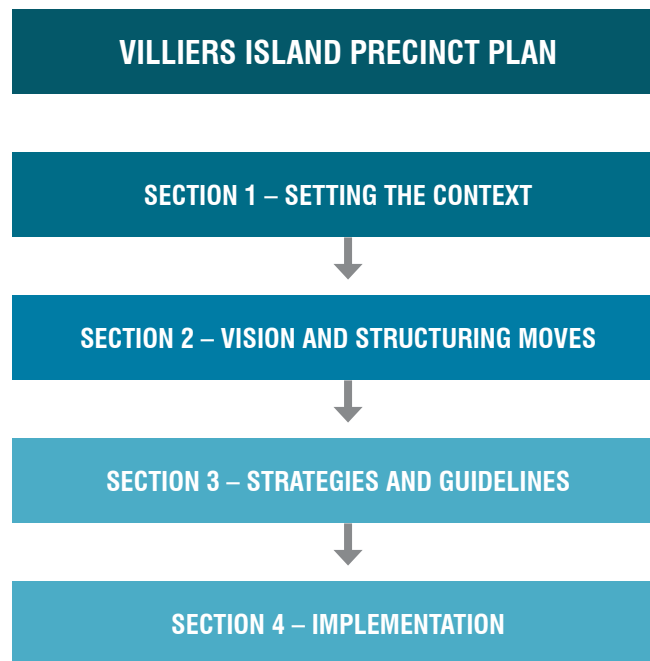
The Precinct Plan is divided into four sections - each containing descriptive text, planning and design direction, figures and precedent images to explain and visualize the transformation of Villiers Island.

Section 1 – Setting the Context summarizes the area’s existing conditions and contextualizes the importance of Villiers Island within the larger city environment.

Section 2 – Vision and Structuring Moves describes the vision and guiding principles that will inform the transformation of the Island, details the structural elements of the Plan, and describes the various character areas within the Island.

Section 3 – Strategies and Guidelines details the various technical elements of the Plan, organized by theme, including climate-positive design, mobility and access, parks and open spaces, heritage, activity and uses, built form, and municipal infrastructure.

Section 4 – Implementation describes the mechanisms to implement this Plan and regulate the redevelopment of the lands, highlighting inter-related and supplementary studies and required statutory approvals.



TORONTO OFFICIAL PLAN

Long-Term Vision for the City

CENTRAL WATERFRONT SECONDARY PLAN

Four Core Principles and Big Moves for the Central Waterfront Area

PORT LANDS PLANNING FRAMEWORK

More detailed, context-specific framework for the Port Lands to guide precinct planning, Zoning By-laws or Development Permits and site planning

STRATEGIES

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

PRECINCT OR CONTEXT PLANNING

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

ZONING BY-LAWS/ DEVELOPMENT PERMIT SYSTEM

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

PLANS OF SUBDIVISION/ SEVERANCES

Orderly servicing and development of large parcels

SITE PLANS

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

BUILDING PERMITS

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



FIGURE 2. Diagram illustrating the waterfront planning process

1.2 PLANNING POLICY CONTEXT

The Villiers Island Precinct Plan builds on a number of previous planning initiatives and technical studies. The Precinct Plan is consistent with a policy framework that envisages the development of mixed-use and transit-supportive urban environments, while conserving heritage assets and enhancing a special waterfront district.

1.2.1 Provincial Policy Statement

Issued under the authority of Section 3 of the *Planning Act*, Provincial Policy Statements (PPS) provide policy direction on matters of provincial interest related to land use planning and development. The Province issued a new PPS in 2014. The PPS 2014 sets out the Province's current vision for the built environment, and provides direction for managing land and resources over the long term to achieve livable and resilient communities. The PPS 2014 provides policy direction on a wide range of matters, including the efficient use of land and resources, promoting energy efficiency, supporting active transportation and transit, accommodating a range and mix of housing types and conserving cultural heritage resources.

Special Policy Area

The PPS regulates development in flood plains and prohibits development in areas that are flood plains, unless a Special Policy Area (SPA) has been approved to regulate development within an area. A portion of Villiers Island is subject to a SPA designation. An amendment to the SPA was advanced in 2010, referred to as Official Plan Amendment 388, which replaced the majority of the SPA designation in the Lower Don Lands and implemented a two zone concept for flood plain management. This Amendment was appealed to the Ontario Municipal Board and is not in force and in effect. The Amendment is proposed to be repealed. A comprehensive approach to resolving the SPA is now anticipated in light of the tri-government funding for the Port Lands Flood Protection project.

1.2.2 The Growth Plan

The Growth Plan (2016) provides a framework for implementing the provincial government's vision for building stronger, prosperous communities by better managing growth within the Greater Golden Horseshoe. Much like with the PPS (2014), the Growth Plan represents current provincial planning policy. The Growth Plan places an emphasis on building compact and complete communities, protecting what is important, and directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas. Strategic growth areas are defined to include urban growth centres, major transit station areas and brownfield sites, such as Villiers Island, and greyfields.

1.2.3 City of Toronto Official Plan

The City's Official Plan is a long-term vision for how the city should grow. Villiers Island is located within the Downtown and Central Waterfront area. While the City's Official Plan is not in effect in the Central Waterfront area, it provides important insight into long-term, broader city building objectives for this area. It recognizes the Central Waterfront as a unique opportunity for employment and residential growth. New business ventures and neighbourhoods in the Central Waterfront are seen as an extension to Toronto's downtown area, strengthening and contributing to the vitality of the economy and urban lifestyle appeal.

1.2.4 Making Waves - Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council in 2003 as an amendment to the former City of Toronto Official Plan to state key public priorities and opportunities for Toronto's waterfront. It provides an overall framework to guide the revitalization and redevelopment of Toronto's waterfront, and sets out parameters for precinct planning. The CWSP is predicated on four key principles:

- Removing barriers/making connections;
- Building a network of spectacular waterfront parks;
- Promoting a clean and green environment; and
- Creating dynamic and diverse new communities.

The CWSP sets out the key directions for the future of the waterfront, including improving transportation connections, reserving public access to the water's edge, and re-naturalizing the mouth of the Don River. The Plan envisions that the Port Lands will be transformed into a number of urban districts and a place for new creative and green industries alongside the hustle and bustle of the working port.

The Port Lands were envisioned as generally developing at a medium-scale with some lower elements and higher buildings in appropriate locations. Lower buildings are to be located along the water's edge, with retail and community activities concentrated at accessible locations to form a focus for the area.

1.2.5 Port Lands Planning Framework

The CWPS is currently under appeal at the Ontario Municipal Board. The Planning Framework seeks to resolve the outstanding appeals. It also advances comprehensive policy directions to guide the Port Lands transformation over the long-term. Elements of the Framework include:

- Updating and refreshing the vision for the Port Lands;
- Establishing more detailed land use direction to provide clarity and certainty as development proceeds;
- Establishing and protecting for a range of parks and open spaces, including “locking in” the outcomes of the amended, finalized and approved Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (DMNP EA);
- Providing direction for the appropriate conservation of heritage resources, and interpretation and commemoration of First Nations history in the area;
- Identifying community infrastructure priorities and minimum housing requirements needed to support new inclusive and complete communities;
- Identifying the transportation network (streets, transit and pedestrian/cycling facilities) needed to connect the Port Lands with the broader city and support development as largely established through the Environmental Assessments undertaken in the area;

- Identifying the character of specific areas and providing more detailed urban design and built form direction;
- Providing direction for arts and culture;
- Establishing benchmarks and policy directions to achieve a net zero energy district, effectively resulting in zero emissions, as well as other directions related to innovation and sustainability;
- Ensuring that the Port Lands' landscapes and habitats can continue to support a rich diversity of life as the area urbanizes; and
- Providing implementation and phasing direction, including the identification of early activation project ideas.

1.2.6 Don Mouth Naturalization and Port Lands Flood Protection EA and Lower Don Lands Infrastructure Master Plan EAs (2010, 2013 amendments)

Naturalizing the Don Mouth River and providing flood protection to the Port Lands is an important and long-standing goal of waterfront planning and revitalization in Toronto.

In 2004, the TRCA on behalf of Waterfront Toronto initiated the Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (DMNP EA) to consider ways to naturalize the river channel, including creating a new mouth of the river, valley and associated flood protection work to remove flood risk.

Lower Don Lands Design Competition

In 2007, Waterfront Toronto held an urban design competition for the Lower Don Lands to generate inspiring ideas for the future of the area, with the goals of creating an iconic identity for the Don River, and creating a bold and comprehensive concept design to integrate the new river mouth in an urban context.

The Michael Van Valkenburgh Associates' (MMVA) winning concept design formed the basis of the preferred alternative through the DMNP EA process. Waterfront Toronto and the City of Toronto prepared the Lower Don Lands Infrastructure Master Plan and EA (LDL MP EA) in conjunction to the DMNP EA. The LDL MP EA considered several transportation and infrastructure systems to recommend a servicing and infrastructure approach for the Lower Don Lands.

DMNP EA and LDL EA Amendments (2013)

In 2011, the City of Toronto initiated the Port Lands Acceleration Initiative (PLAI) to examine ways to move forward with the revitalization of the Port Lands. This included a further expansion of the DMNP EA and the preparation of a thorough business case and financing plan.

The Initiative identified a refined alternative to the original DMNP EA, that slightly realigned the Don River, the river mouth and flood protection greenway. This refined approach allows for the phased development of the Port Lands, and provides for a balanced mix of new development, public parkland and open space, and also protect for continued port activities in the future.

As a result, the TRCA and Waterfront Toronto initiated amendments to the DMNP EA and LDL EA in 2013. In January 2015, the Province approved the DMNP EA, approving the planned naturalization of the Don River Mouth.

The Port Lands Planning Framework incorporates the work completed through both the DMNP EA and the LDL EA. It establishes and protects for a range of parks and open spaces, including locking in the outcomes of the amended, finalized and approved DMNP EA.

OTHER STUDIES AND INITIATIVES

1.2.7 Gardiner Expressway and Lakeshore Boulevard Reconfiguration EA and Integrated Urban Design Study (2009-11; 2013-ongoing)

One of the key elements for the revitalization of the Central Waterfront is the redesign of the Gardiner Expressway Corridor. In 2009, the City of Toronto and Waterfront Toronto initiated an individual EA to examine the potential reconfiguration of the Gardiner Expressway between Jarvis Street and Logan Avenue. In 2015, Toronto City Council approved a hybrid option for the Expressway, which entails maintaining the elevated expressway between Lower Jarvis Street and Cherry Street, removing the Gardiner-DVP connection, and introducing a redesigned connection point along an alignment closer to the rail corridor. The second public comment period on the EA closed July 28, 2017.

1.2.8 Waterfront Sanitary Servicing Master Plan (WSSMP)

In 2012, the City of Toronto completed a comprehensive wastewater servicing plan for the Central Waterfront area. The EA determined that the preferred servicing approach would be to introduce a deep, gravity-fed sewer installed by micro-tunnelling along a central street in Villiers Island and Commissioners Street in the balance of the Port Lands. The sewer would connect to an upgraded Carlaw Avenue interconnecting sewer at Eastern Avenue and convey sanitary flows to the Mid-Toronto Interceptor. The LDL EA Amendments amended the location of the sewer in Villiers Island along Commissioners Street. An interim pumping station would be introduced at the Don Roadway and Commissioners Street until such as a time as the balance of the sewer on Commissioners Street and Carlaw Avenue are upgraded.

The City is in the process of updating the WSSMP. This Precinct Plan assumes the deep, gravity-fed sewer would be installed on Commissioners Street in Villiers Island, connecting to the interim pumping station.

1.2.9 Port Lands and South of Eastern Transportation and Servicing Master Plan

The City of Toronto has undertaken a Transportation and Servicing Master Plan for the Port Lands and South of Eastern areas, excluding the Lower Don Lands. The EA identified preferred transportation and municipal servicing solutions to support the Port Lands' transformation and continued employment growth in the South of Eastern area. The Port Lands Official Plan modification incorporates the preferred transportation solutions emerging from this EA. An Official Plan Amendment is also being prepared to implement the preferred transportation solutions in the South of Eastern area.

1.3 THE MAKING OF AN ISLAND

Over the past century, Toronto's eastern shoreline along Lake Ontario evolved from marshland at the Don Mouth into an industrial working port district (see Figure 3). The re-naturalization of the Don River and the re-routing of the river mouth represents the continued evolution of the area, reinventing it into a new lively island on Toronto's waterfront.

1.3.1 An Evolving Shoreline

At the confluence of the Don River and Lake Ontario, the Villiers Island area originally consisted of marshland, known as Ashbridges Bay. The area was the traditional hunting and fishing territory of diverse Indigenous peoples.

In the late 1880s, European settlers began to build summer cottages along the sand spit adjacent to the Toronto Islands. By the 1890s, following years of industrial growth in Toronto and human industrial waste draining into the Don River, Ashbridges Bay became a health hazard. As a solution, the City Engineer E.H Keating called for the construction of a channel along the north of the marsh with openings into the Toronto Harbour.

In 1911, the Toronto Harbour Commission was formed to develop, maintain and manage Toronto's harbour. The Harbour Commission created the Toronto Waterfront Development Plan to transform Ashbridges Bay into the Toronto Industrial District. To bring the plan to fruition, 260 hectares of marshland in Ashbridges Bay needed to be reclaimed through dredging and infilling. In 1916, the Keating Channel was reinforced with concrete dockwalls and the surrounding marshlands filled. The lands known as Cousins Quay today were some of the last areas to develop through lake filling activities in the 1930s.

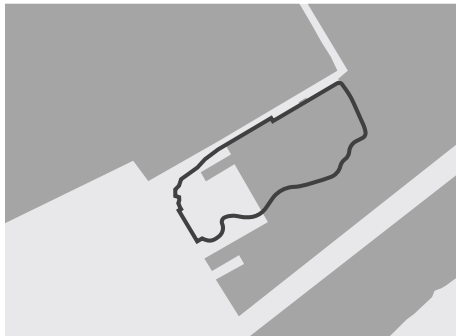
In 1959, the opening of the St. Lawrence Seaway spurred a new wave of port development; however by the late 1960s development slowed. This downturn ushered in a number of challenges, including neglect, pollution and flood risk, in both the Don River and the Keating Channel.

By the late 1980s, Torontonians became interested in transforming this vital piece of the Toronto waterfront and re-establishing the natural habitat of the Don River. Calls for transformation instigated the DMNP EA. This DMNP EA process culminated in plans for a new river and Don Greenway configuration.

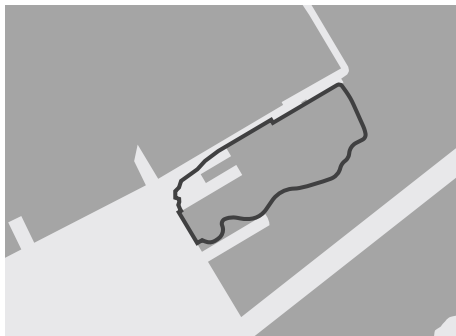
Through the naturalization of the Don River, the city will be reconnected to a significant piece of its former natural landscape, while the industrial heritage of the island will be showcased through the preservation and adaptive reuse of heritage structures and the restoration of the Keating Channel.



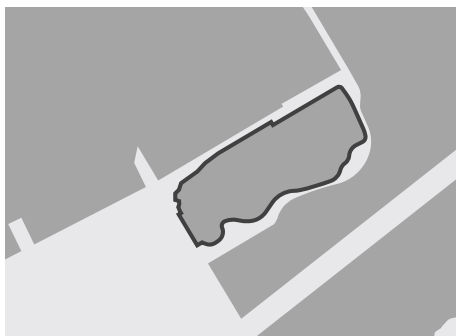
Toronto Shoreline **1882**



Toronto Shoreline **1931**



Toronto Shoreline **2017**



Toronto Shoreline **FUTURE**



IMAGE 1. Illustrations (left) and images (right) illustrating the evolution of the waterfront, from the 1880s to 2017

From Marshland to Industrial Port to Villiers Island

FIGURE 3. Timeline illustrating the evolution of the waterfront, from the 1880s to 2017

Early history

Marshland estuary known as Ashbridges Bay at the mouth of the Don River used by Indigenous Peoples for hunting, fishing and recreating.

1890

Keating Channel created through lake-filling.



1916

Keating Channel completed as the mouth of Don River is redirected to its current alignment.



1960-1980s

Don River becomes increasingly polluted and a public concern.



Early 1800s -1880s

Residents of York occupy sand spit and peninsula adjacent to the marsh and construct summer cottages along the spit.

Early 1911-1912

Harbour Commission Plan forms and develops plan to transform Ashbridges Bay into Toronto Industrial District and dredges 260 hectares of marshland.



1930s

Cousins Quay lands created through lake-filling.

1959

St. Lawrence Seaway opens spurring new wave of port development.



1999

Toronto Waterfront Revitalization Task Force forms and creates Waterfront Toronto to carry out waterfront revitalization.



2007

Waterfront Toronto holds design competition for Lower Don Lands and winning design reimagines waterfront and mouth of the Don River.



2003

Central Waterfront Secondary Plan adopted.



1989

Task Force to Bring Back the Don forms and calls for a new vision for the Don River and Port Lands.

2004-2006

TRCA initiates Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment to consider ways to naturalize the river channel and mouth.

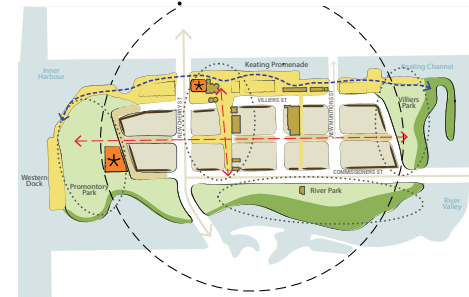


2010

Lower Don Lands Framework Plan is adopted.

2013 - 2017

Villiers Island Precinct Plan and Port Lands Planning Framework processes underway.



2017-2020

City of Toronto and Waterfront Toronto lead accelerated flood protection, detailed design and planning, and initial development and infrastructure.

2011-2012

Port Lands Acceleration Initiative examines ways to advance the revitalization and redevelopment of the Lower Don Lands and Port Lands.



2020-2040

Development and full build out of Villiers Island community.

1.3.2 A Special Place on the Waterfront

Villiers Island is strategically positioned on Toronto's waterfront. Located within Toronto's Central Waterfront and the Port Lands, the Island will form a seam connecting the waterfront districts to the north and west and the evolving Port Lands to the south and east.



The New Mouth of the Don River

Villiers Island will be located at the new mouth of the Don River, and connect to the larger Lower Don River system.



Where Urban Meets Natural

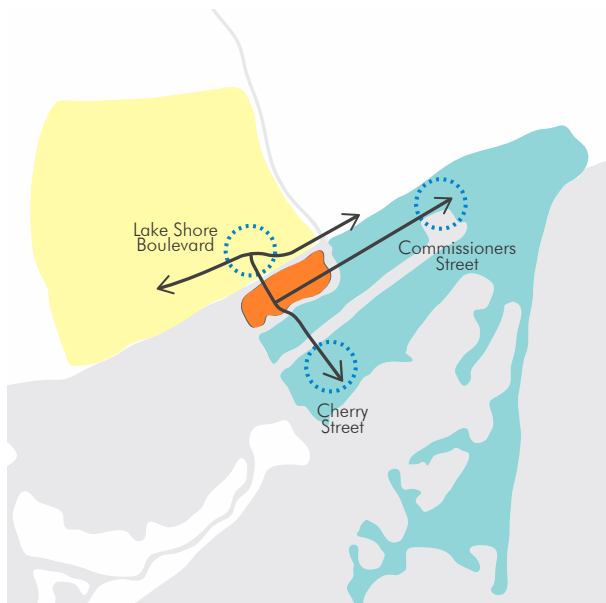
Villiers Island will be a place where natural and urban environments interconnect. It will become an extension of the Central Waterfront, the Don Valley trail system and the Toronto Islands.



The Heart of a Large Regeneration Effort

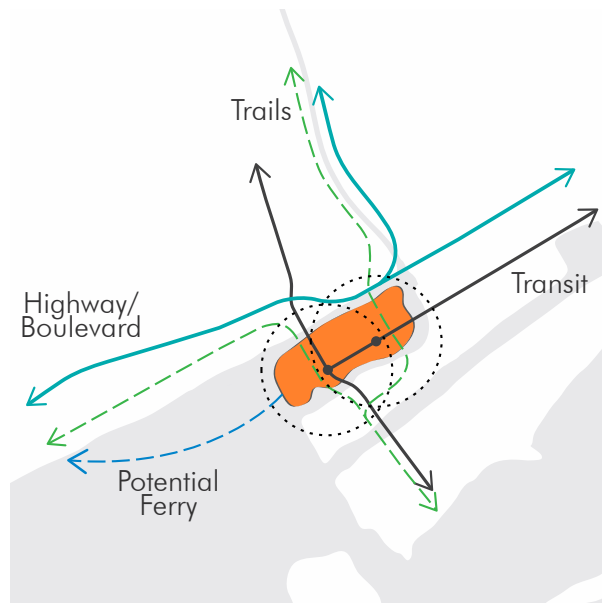
The Precinct is located at the heart of a number of regeneration districts at various stages of redevelopment and renewal, including the waterfront precincts under development to the north and west, and the industrial port areas to the south and east.

▼ **FIGURE 4.** Diagrams illustrating Villiers Island's special relationship to the waterfront



A Gateway to the Port Lands

Villiers Island will become the key gateway to the Port Lands and the connection between the main waterfront precincts and downtown, with north, south and east links to the Port Lands.



The Intersection of Key Mobility Routes

Villiers Island is located at the crossroads of regional and urban mobility routes, including Lake Shore Boulevard East, the Gardiner Expressway, the Don Valley Parkway, future transit corridors with connections into the Port Lands, and a network of waterfront and river trails.



Industrial Heritage

Villiers Island and the Keating Channel represent the original site of the Harbour Commissioner's Industrial District and contain a number of heritage buildings and structures, with linkages to neighbouring industrial areas such as Gooderham and Worts.

1.3.3 Creating an Island through Flood Protection

The Villiers Island Precinct Plan builds on the directions from the Port Lands Planning Framework, Lower Don Lands Framework Plan, the DMNP EA and LDL MP EA. These studies provide a framework for coordinated flood protection, naturalization and infrastructure to support the future development of the Lower Don Lands.

1 **Creating the New River Valley and A New Island**

As part of the naturalization of the Don Mouth, the lake area surrounding Cousins Quay and Essroc Quay will be filled. The lands south of Commissioners Street and east of the Don Roadway will be cut, charting a new course for the Don River. Through these land cut and lake-filling activities, the Don Mouth will be rerouted, creating a new naturalized valley system and the land known as Villiers Island as illustrated in Figure 6.

2 **Flood Protection and Re-grading**

To protect these lands from flood risk, the majority of the Precinct area will be re-graded by a minimum of one to three metres, as set out in the DMNP EA. Grading will be subject to further study through the detailed design of the DMNP. Grading at heritage buildings and structures should be minimized.

3 **Flood Plain and Associated Setbacks**

All new development will be set back from the top of the slope of the new valley system by ten metres, per the TRCA, City of Toronto Official Plan policies and the Port Lands Planning Framework.

4 **Keating Channel and Dockwalls to Remain**

The historic dockwalls along the Keating Channel will remain and be preserved (see Figure 6). A substantial portion of the western dockwall will continue to be active for ship mooring. The dockwalls will be structurally reinforced with stone revetments. Through the creation of the river valley, the Keating Channel will become a secondary spillway for the Don River.

5 **Realigning Cherry Street**

Cherry Street will be realigned to the west of the current crossing of the Keating Channel, as set out in the DMNP EA and the LDL MP EA. It is renamed New Cherry Street for the purposes of this Precinct Plan.

New Cherry Street and the Keating Channel crossing will shift west of the existing Cherry Street to become the primary north-south connection into the Island. The existing Keating Channel bridge and abutments will be removed to mitigate flood impacts. Munition Street will be shifted east of its existing location to provide a potential secondary connection across the Channel.

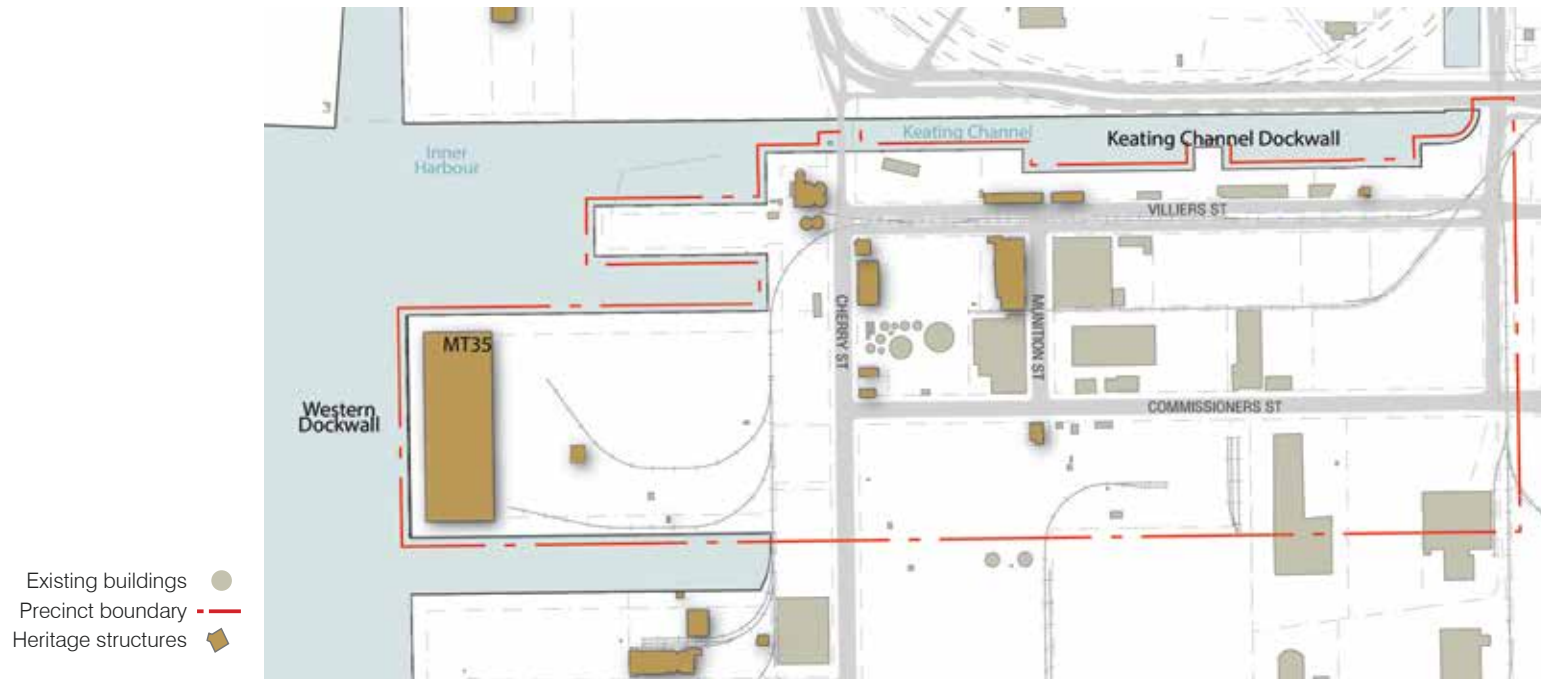


FIGURE 5. Existing conditions



FIGURE 6. Future conditions - Villiers Island

1.4 THE AREA TODAY

Today, the Precinct area is made up of Cousins Quay and Essroc Quay, the lands east of Cherry Street to the Don Roadway, and the lands south of Keating Channel to the area south of Commissioners Street.

1.4.1 Surrounding Uses and Context

The Villiers Island Precinct area is currently embedded within an urban geography that varies in its use, activity and form, from active industrial and commercial areas to the south and east, to evolving waterfront precincts and major arterial and infrastructure corridors to the north.

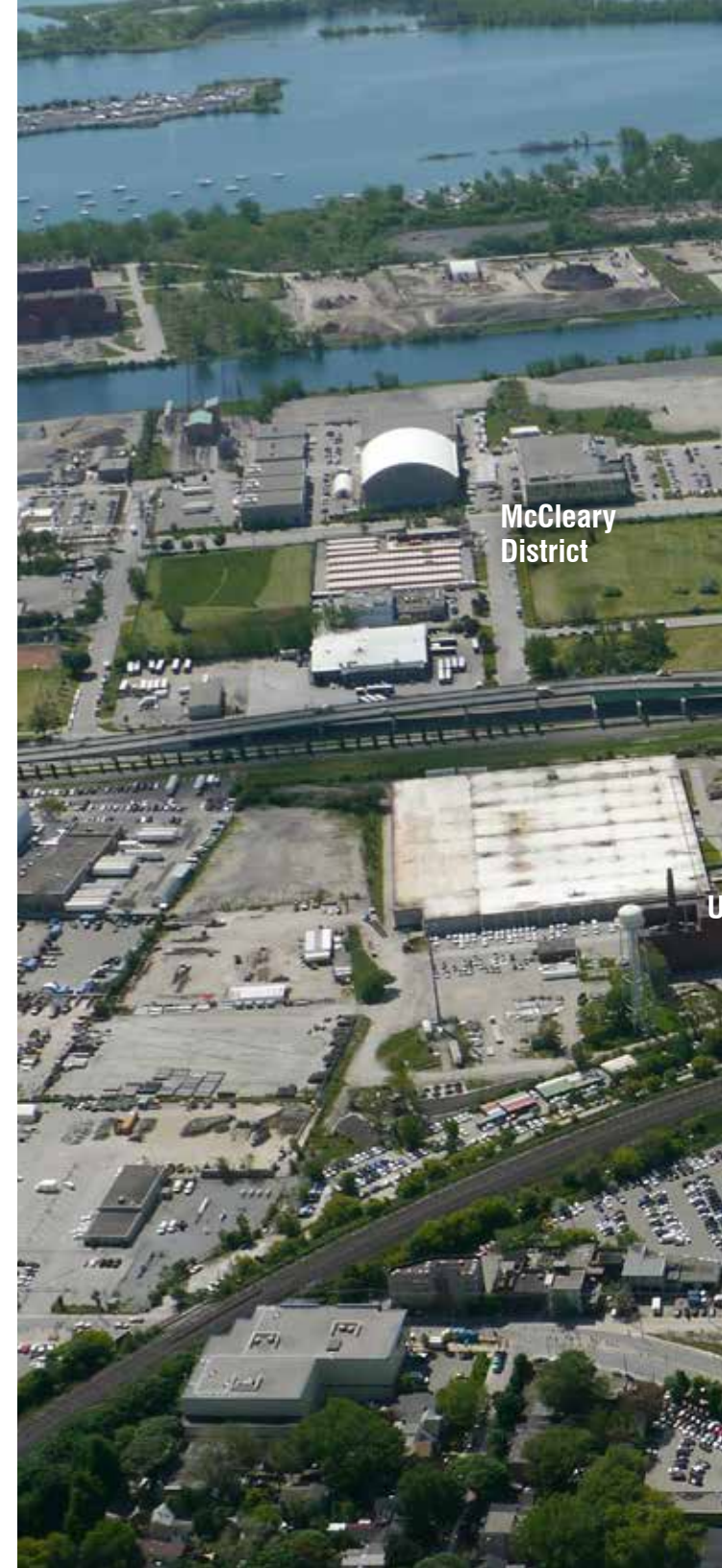
Significant changes are planned for the Villiers Island and surrounding area. As articulated in the Keating Channel Precinct Plan, the Port Lands Planning Framework and the emerging plans for the Unilever Precinct, the surrounding area will become a vibrant, mixed-use city district and employment hub.

Industrial to the South - Polson Quay, located south of the Precinct, contains a concrete distribution facility and entertainment complex, bounded by the Ship Channel to the south. South of the Ship Channel are lands used for shipping, navigation and transportation uses. The Port Lands Planning Framework envisages Polson Quay as an intriguing and interesting place that supports a mix of uses that may evolve into a live/work area

Film and Creative Hub to the East - The McCleary District is located to the east of Villiers Island, and has a mix of private and public ownership. It contains a number of specialized film studios, in addition to commercial, private recreation facilities and industrial and vacant uses. The McCleary District is envisaged as a dense, transit-oriented, complete mixed-use community and a hub of activity.

Keating Channel and West Don Lands to the North - The Keating Channel Precinct is located to the north of Villiers Island. Existing uses in this area include a number of vacant and former industrial lands south of Lake Shore Boulevard. This area is planned for mixed-use redevelopment as guided by the Keating Channel Precinct Plan. The former Unilever lands are located to the east of the Don River. These lands are envisaged as a future employment hub. The West Don Lands, located north of the Keating Channel Precinct, is an evolving neighbourhood with residential, commercial uses and community amenities.

IMAGE 2. Aerial image illustrating the surrounding context





Cherry Beach

Ship Channel

Polson Quay

Inner Harbour

Keating Channel

Keating Channel Precinct

Unilever Precinct

Don River

West Don Lands

1.4.2 Land Use, Activity and Ownership

The Precinct Plan area currently contains a mix of industrial, commercial and vacant land (see Figure 7). The dockwalls along the Keating Channel are actively used, and the western harbour dockwall remains in operation. Current employment and commercial uses include sound and film studios and small-scale restaurants and retail uses.

Property is mostly owned by public agencies (City of Toronto and Waterfront Toronto), with the exception of 33 Villiers Street, 309 Cherry Street and 39 Commissioners Street, which are privately owned (see Figure 8).



FIGURE 7. Existing conditions land use plan

- Utilities
- Transportation
- Parking
- Film Studio / Sound Studio
- Industrial / Warehousing
- Commercial
- Temporary Use / Vacant

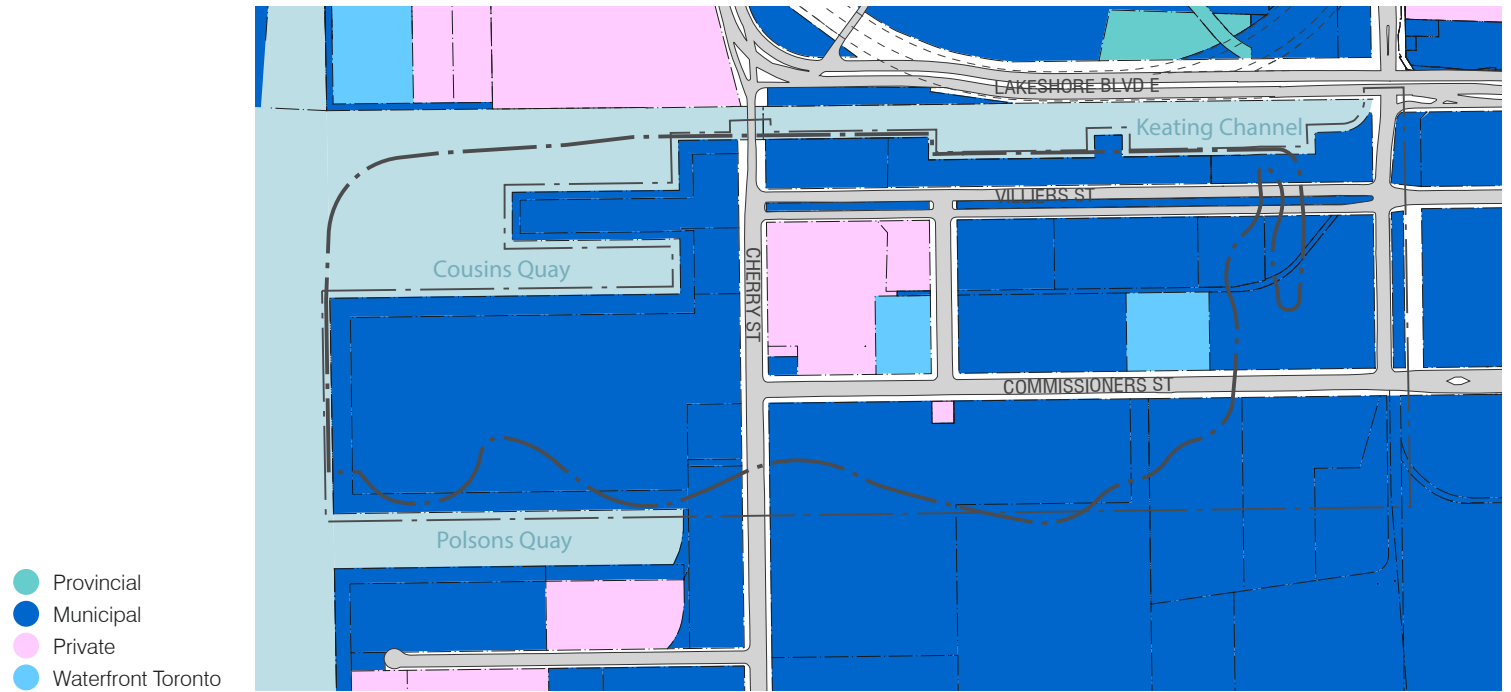


FIGURE 8. Existing conditions - land ownership



IMAGE 3. Existing uses along Cherry Street



IMAGE 4. Cousins Quay, existing conditions

1.4.3 Heritage Resources

The Villiers Island Precinct area includes a series of heritage assets, together telling the story of the Island's evolving character (see Figure 9). The heritage structures are demonstrative of successive waves of development in the Port Lands, and include heritage structures associated with the 1912 Harbour Commission Plan and post-war development following the completion of the St. Lawrence Seaway in 1959. In total, there are eight Listed heritage resources and one Designated heritage resource on the City's Inventory of Heritage Properties. Views that are integrated into the Listings and Designations, including the Silos as the terminus of Villiers Street, are also important heritage resources.

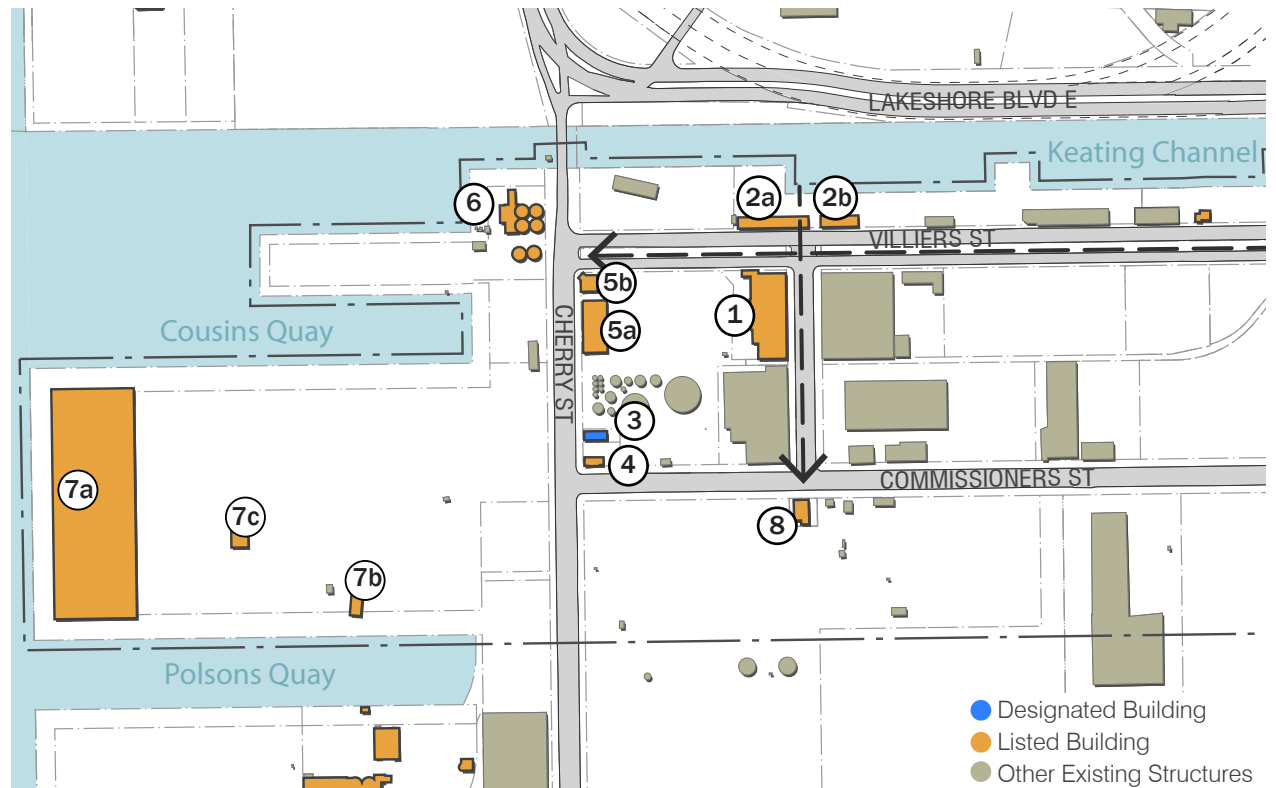


FIGURE 9. Existing conditions - heritage resources



IMAGE 5. 1921 Bank of Montreal (Construction, p. 371)



IMAGE 6. 1923 Ashbridges Bay Fire Hall (City of Toronto Archives, Series 372, Subseries 1, Item 597)



IMAGE 7. 1916 August 24 Harbour Commission building under construction (Toronto Harbour, The Passing Years)



IMAGE 8. 1914 View southeast showing Keating Channel, the Harbour Commission Workshop and Office, and Queen's City Foundry (Toronto Public Library, Baldwin Collection, 942-1-9)

IMAGE 9. 1930 View southeast from Cherry St and Villiers St (Toronto Public Library, Baldwin Collection, 942-1-9)

The Listed and Designated Heritage structures in the Precinct include the following:

- 1 33 Villiers Street/16 Munion Street – **Queen's City Foundry** (built c1917) was one of the original industrial buildings constructed in the Port Lands following the 1912 Toronto Harbour Commission Plan.
- 2 62 Villiers Street – **Toronto Harbour Commission workshop and office** (built c1916) and the **Toronto Dry Dock Company building** (built c1920) were the first buildings completed by the Toronto Harbour Commission, and housed the original Harbour Commissioner's office.
- 3 281 Cherry Street – **The Toronto Hydro Substation building** (c1930) was designated in 2012. The two storey building was built to provide power to the Port Industrial District.
- 4 275 Cherry Street – **Dominion Bank Branch** (c1920) provided financial services to expanding industrial users in the area, and was converted to a restaurant in the 1930s.
- 5 309 Cherry Street – **William McGill and Company Building** (5a) and **Bank of Montreal building** (c1920)(5b) were constructed as part of the first phase of building construction in the Port Lands.
- 6 312 Cherry Street - **Lake Ontario Portland Cement Company Silos** (c1957 and 1962) formerly in use by Essroc Italecmenti Group are prominent landmarks, marking the entrance into the Port Lands and terminating the view westward along Villiers Street. They were constructed after Century Coal vacated the lands by the Lake Ontario Portland Cement Company.
- 7 242 Cherry Street – **Marine Terminal Building No. 35** (7a) and **Atlas Crane** (c-1959 and 1961) (7b) occupy the majority of lands known as Cousins Quay, and contain a warehouse and lift-structure to handle cargo associated with the opening of the St. Lawrence Seaway. The **forklift building** (7c) is similarly important to the complex, given that the Terminal was designed for forklifts to transport cargo between ships and trucks.
- 8 39 Commissioners Street – **Toronto Fire Hall No. 30**, known as Ashbridges Bay Fire Hall (c 1922-1923), was built by the Toronto Harbour Commission to attract industries to the area through the provision of municipal services.

Cultural Heritage Landscapes

In addition to the Listed and Designated Heritage structures, existing industrial assets and landscapes within the Precinct contribute to the sense of place, identity and industrial character of the area. The Keating Channel, Villiers Street and Cherry Street together form a historical cluster, representative of the area's previous industrial and port activity.

Historic assets and landscapes in the area contributing to the sense of place include:

- The Keating Channel edged by concrete dockwalls;
- The western dock, providing an active dock for large metal ship mooring; and
- Rail spurs, demonstrating evidence of the link between rail and shipping activity in the district.



SECTION 2

VISION AND STRUCTURING MOVES



2.1 PRECINCT PLAN VISION

The re-naturalization of the Don Valley will spark a new chapter in the transformation of Toronto's waterfront, following in the legacy of robust revitalization along the city's water's edge (see Figure 10). Villiers Island will kick start a new wave of change and reurbanization in the Port Lands, showcasing a renewed connection between the river, lake and city. The following vision, principles, and character area descriptions articulate the ambitions for Villiers Island.



FIGURE 10. 3-dimensional view of the waterfront



FIGURE 11. Bird's eye view of Villiers Island

Villiers Island will evolve from an industrial port to a connected and complete island community with great parks and open spaces along four distinct water's edges. It will be an international model for sustainable city-building. As a gateway to the Port Lands, Villiers Island will become significant as a regional destination and distinct as a sustainable community. The Island's industrial and natural heritage will contribute to a sense of place. The Island will offer exciting new waterfront experiences for residents and visitors, providing places for people to live, work, shop, explore, relax and connect with nature (see Figure 11).

2.2 GUIDING PRINCIPLES

Building on the Central Waterfront Secondary Plan's core principles and big moves and the Port Lands Planning Framework's vision and objectives, the guiding principles advance a vision for the Island, and direct its evolution into a unique and memorable island community.

- 01 Animate and activate the water's edges to provide a variety of memorable experiences along the river, harbour and channel edges
- 02 Create a network of spectacular open spaces and waterside parks to serve the local community, city and region
- 03 Provide a catalytic use opportunity to reinforce the Island's identity as a regional destination
- 04 Reinforce the Island as a gateway to the waterfront and the Port Lands
- 05 Celebrate the area's industrial heritage character and legacy through conservation
- 06 Prioritize pedestrian, cycling and transit infrastructure to, from and within the Island by providing connected pedestrian and cycling networks and optimizing planned transit infrastructure
- 07 Plan for a diverse, mixed-use and inclusive community with employment opportunities and a range of affordable and family-oriented housing opportunities
- 08 Provide a variety of building forms to support a comfortable and inviting public realm and establish a distinct skyline
- 09 Develop an innovative model for a climate-positive urban community and demonstrate excellence in community design
- 10 Ensure that the Precinct Plan and supporting infrastructure are viable and implementable

2.3 CLIMATE POSITIVE PRECINCT

Sustainability is essential to the revitalization of Toronto’s eastern waterfront. Villiers Island will showcase real-world solutions that help mitigate climate change that exceed the Port Lands wide ambitions for a net-zero energy district. Waterfront Toronto will demonstrate environmental leadership by piloting and developing the Island as the first neighbourhood in the city primed to achieve a climate positive outcome. The City of Toronto and Waterfront Toronto aim to show leadership on sustainable development at Villiers Island, by creating and communicating real-world solutions that help mitigate climate change. These actions to support carbon reductions will create environmental, social and economic co-benefits for the city such as improved air quality, increased green space, improved energy and food security and economic development.

2.3.1 Climate Positive Framework

TransformTO, the City of Toronto’s proposed climate change strategy, lays out an action plan to achieve 80% greenhouse gas (GHG) reductions by 2050, as well as interim GHG reductions targets, as per the 2007 Climate Change Action Plan, unanimously adopted by Council. Villiers Island will showcase real-world solutions that help mitigate climate change that exceeds the Port Lands wide ambitions for a net zero energy district. Waterfront Toronto will demonstrate environmental leadership by piloting and developing the Island as the first neighbourhood in the city primed to achieve a climate positive outcome.

In addition to greenhouse gas emissions reductions, Villiers Island will also form new resilient neighbourhood that is positioned to respond to the stresses and shocks of a changing climate. It will feature inclusive, intelligent and connected places that use technology to improve quality of life, enhance the human experience through design excellence, and connect people to nature through biophilic design – that is, to design and create public spaces inspired by natural systems, aiming to foster environmental restoration and increase ecological function.

These priorities for Toronto’s waterfront districts, including Villiers Island, are described in Waterfront Toronto’s Resilience and Innovation Framework for Sustainability. This framework’s development was guided by local, national and international best practices and in consultation with the Framework Steering Committee and Advisory Committee, the waterfront community and members of the Waterfront Toronto team.

What is the Climate Positive Framework and C40 Climate Positive Development Program?

The Climate Positive Framework is a roadmap that leads new developments to achieve net-negative operational greenhouse gas (GHG) emissions associated with energy, waste and transportation. Villiers Island is one of the 17 inaugural projects included in the C40 Climate Positive Development Program launched by the Clinton Climate Initiative in 2009 (see Figure 12).

By reducing local emissions as much as possible, and offsetting the remainder by lowering emissions from adjacent neighbourhoods through creation or regeneration of green spaces as carbon sinks, or the export of clean energy, the development of Villiers Island will effectively reduce overall GHG emissions from Toronto, as well as and Canada’s national emissions.

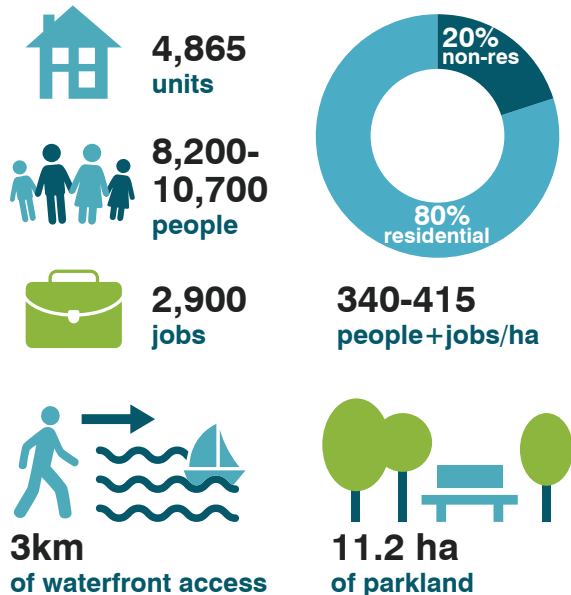


FIGURE 12. Illustration of the 17 cities participating in the C40 Climate Positive Development Program

2.4 VILLIERS ISLAND DEVELOPMENT PLAN

Villiers Island will offer a vibrant blend of interconnected urban waterfront destinations structured around a street and block pattern that responds to the Island’s special open space and heritage attributes. Although the Island is small in size – only a ten-minute walk from edge to edge, it will provide a variety of experiences for residents, workers and visitors. (see Figure 13)

As seen in Figure 14, the Island consists of a fine-grain street and block structure, made up of ten development blocks, three west-east streets and six north-south streets, set within a green and blue loop along the edges of the Island. The development blocks will accommodate a variety of building types, sizes and styles, which will collectively reinforce the streets and open spaces of Villiers Island. The street and block pattern maintains the heritage structures in their existing locations, wherever possible, and provides views to the water, surrounding city skyline and heritage structures.



A Series of Special Waterfront Places

The Island’s western terminus will be anchored by Promontory Park and a Catalytic Use overlooking the Inner Harbour with views to Toronto’s downtown core. Promontory Park will become one of Toronto’s landmark waterfront destinations. The eastern boundary of the Island will be framed by Villiers Park, a hub for the local Villiers community with connections to River Park and the naturalized river valley.

The two parks will be connected by Centre Street, the central spine of the Island and the primary pedestrian thoroughfare.

The Keating Channel Promenade and Old Cherry Street will form the Island’s vibrant northern edge. This active cluster will celebrate the Island’s industrial legacy. New Cherry Street and Commissioners Street will provide circulation and transit corridors to the surrounding precincts, connected to pedestrian-focused streets and a network of multi-use trails and water-based transportation.

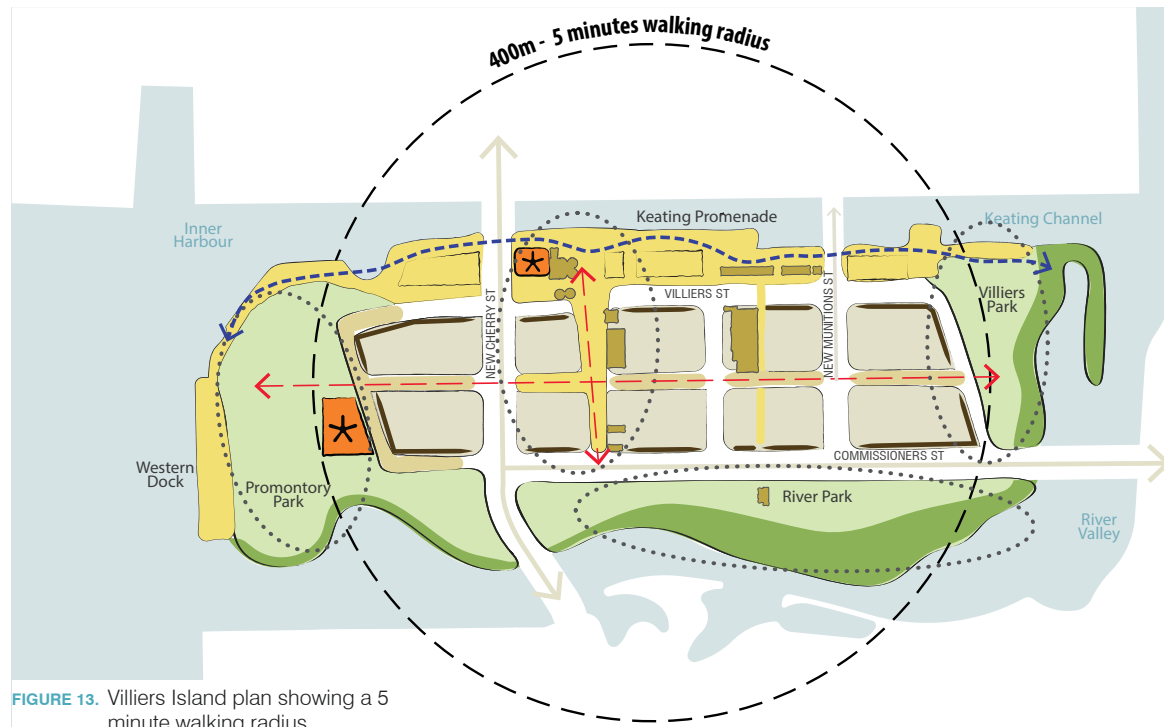


FIGURE 13. Villiers Island plan showing a 5 minute walking radius



FIGURE 14. Villiers Island development plan

- | | | | | | |
|-----------|--------------------------|---|----------------------|-----------|----------------------------------|
| — — — — — | Precinct boundary | ● | Shared street | ● | Promenade or pedestrian priority |
| ✱ | Catalytic use | ● | Parks and open space | ✱ | Potential stormwater facility |
| ● | Heritage building | ● | Marshland | — — — — — | Streetcar stop |
| - - - - - | MT35 footprint | | | | |
| ○ | Proposed building | | | | |
| — — — — — | Priority retail frontage | | | | |

2.5 STRUCTURING MOVES

Six structuring moves work together to create a distinct island community with a diversity of uses, amenities and attractions, wrapped by a variety of waterside parks and open spaces.



1. A Green and Blue Loop

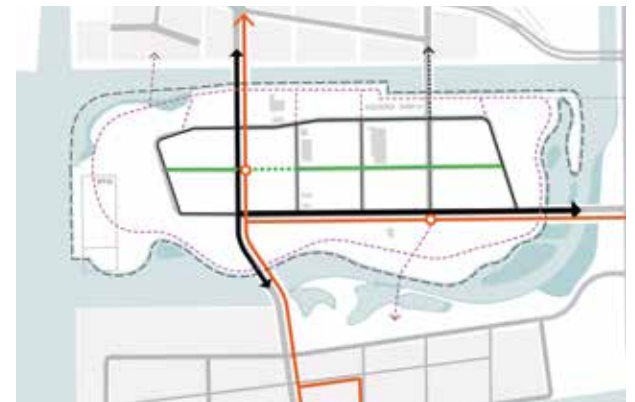
The Island will be surrounded by four distinct waterside edges: the historic Keating Channel, the Inner Harbour and the naturalized valley lands along the east and south edges of the Island. Each of these edges will have special qualities and characters, and provide different opportunities for people to engage with water.

A generous green loop with varied public open spaces will wrap around these waterside edges, showcasing distinct urban, industrial and natural conditions. The green and blue loop will include a network of open spaces providing a range of waterside experiences, framed by strong building edges with a variety of building types and forms.



2. A Central Living Room

The Keating Channel will function as a central spine, or “living room”, stitching together Villiers Island to the south and the Keating Channel Precinct to the north. Its central location reinforces its prominence on the waterfront, creating a focal point for cultural venues, cafés and restaurants that can spill out onto the water’s edge.



3. A Connected Island

A fine-grained street and block pattern and new connections into and through the Island will support multi-modal movement including watercraft use. A dedicated transit route along New Cherry Street and Commissioners Street will serve the community and connect to the broader city and Port Lands. The fine-grain street and block pattern will support safe and balanced movement within the Island, including a central east-west spine that runs through the heart of the Island connecting its major parks and destinations. The central spine will provide for long views of the Inner Harbour to the west and the Commissioner’s Incinerator’s chimney stack to the east.

▼ FIGURE 15. Diagrams illustrating the structuring moves



4. A Complete Island

Villiers Island is envisioned as a complete and sustainable community, offering a mix of uses and amenities that support living, working, shopping, learning, and relaxing. It will also provide a mix of affordable and family-oriented housing opportunities for people of varied ages and income levels, supported by local employment and commercial opportunities. Residents, workers, and visitors will benefit from a suite of community services and facilities, including cultural venues, restaurants, cafés, playgrounds, a school, daycares and community space.



5. A Destination Island

Villiers Island will have a transformational effect on the entire Port Lands, and represents the next generation of Toronto's waterfront revitalization. The Island will attract visitors from the Toronto region and beyond with vibrant waterfront amenities. As an anchor to the extensive parks and open space network, a Catalytic Use site will be reserved for a significant cultural or civic facility, drawing people to the Island. A secondary Catalytic Use site co-located with community uses at the iconic Lake Ontario Portland Cement Company Silos will draw people to the Keating Promenade and Old Cherry Street.



6. An Island with History

Villiers Island represents a holistic approach to city-building in Toronto, forging together natural, industrial, and intangible heritage. Along the southern and eastern edge, the realigned and re-naturalized Don Mouth and valley lands will reflect the characteristics of the original Ashbridges Bay marshland. The design and revival of Villiers Street, the Keating Channel and Old Cherry Street will showcase the history of the Toronto's Harbour Commission's plans and the area's evolving industrial heritage, with views of surrounding industrial landmarks. Merging the Island's history with a contemporary approach to sustainable planning, including the development of Toronto's first climate positive precinct, represents a new kind of city building.

2.6 CHARACTER AREAS

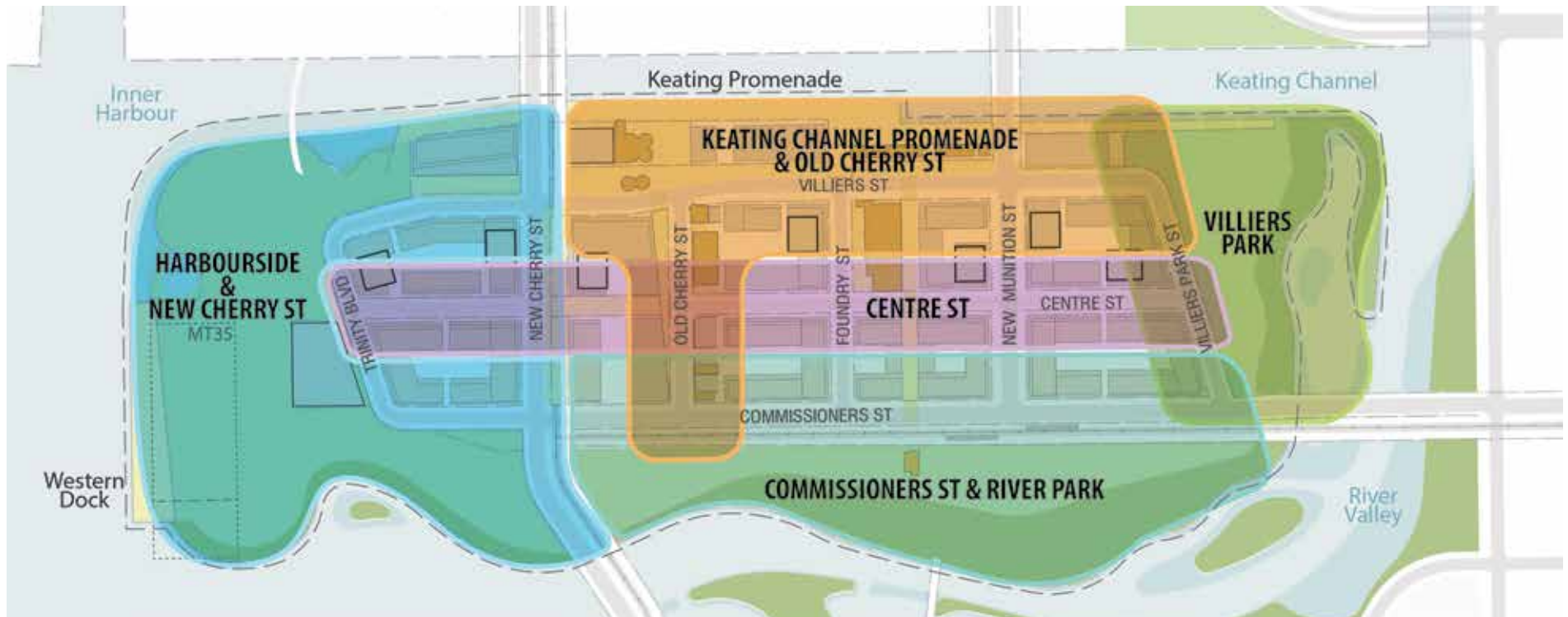


FIGURE 16. Precinct character areas

Distinct character areas take inspiration from the Island's varied urban, industrial and natural landscapes, and offer different place-making opportunities.

There are five character areas planned for Villiers Island (see Figure 16), each with a distinct but interconnected place-making vision. Each character area comprises elements including parks and open spaces, heritage structures and special places suitable for programming and activities (see Figure 17).



FIGURE 17. Villiers Island character area elements

- | | | |
|--|--|--|
| 1. Promontory Park | 9. Marina Square | 16. Mixed-use and Employment-related Buildings |
| 2. Catalytic Use | 10. School | 17. Queen's Foundry Building |
| 3. Trinity Footbridge | 11. Villiers Street Promenade | 18. Old Munitions Street Pedestrian Link |
| 4. Community Centre | 12. Overlook Plaza | 19. Villiers Park with Multi-use Field |
| 5. Keating Channel Promenade | 13. Western Dock | 20. Relocated Fire Hall |
| 6. Silos Square | 14. The Old Cherry Street Historic Buildings | 21. A Continuous Waterfront Pathway |
| 7. Low-rise Waterfront Buildings | 15. The Old Cherry Street Diagonal Plaza | 22. River Valley Marshland |
| 8. The Harbour Commission and Dry Dock Buildings | | |



Promontory Park

New Cherry Street

Silos Square

Centre Street

Villiers Street

Keating Promenade

Keating Channel

Marina Square

2.6.1 Keating Channel Promenade and Old Cherry Street



The Keating Channel Promenade and Old Cherry Street character area will function as the central living room for the entire Island. Its low scale, mix of community and commercial uses, and celebration of history will generate some of the most energetic spaces in Villiers Island.

2.6.1.1 Character Area Overview

Keating Channel Promenade and Old Cherry Street will become a cohesive heritage cluster in the Island, marked by the restored Keating Channel, the Lake Ontario Portland Cement Company Silos and the concentration of fully retained and re-purposed heritage structures along Villiers Street and Old Cherry Street.

The Promenade's canal frontage will consist of a wide urban promenade, lined with low-rise waterside cafés, restaurants and civic and commercial buildings and the re-purposed Harbour Commission buildings. Together with the low-rise heritage buildings and new commercial and mixed-use buildings along Old Cherry Street and the south side of Villiers Street, this area will become a distinctive and intimate public gathering space, contrasted by urban intensity to the north, south and west. In this way, the character area will function as the central living room for Villiers Island and the Keating Channel Precinct to the north.

2.6.1.2 Central Living Room

The Keating Channel will become one of the most distinctive features on Toronto's waterfront, celebrating Toronto's historic urban canal. The channel will stitch together Villiers Island and the Keating Channel Precinct to form a central living room (see Figure 19), creating a focal point for activity. It will become one of the most active and energetic parts of the waterfront, with a series of plazas along the Promenade and cultural venues public attractions, cafés and restaurants along the water's edge.

In Villiers Island, the channel will be framed by low-rise buildings with active uses along the Promenade and south side of Villiers Street, mid-rise buildings along the north side of Villiers Street, and moderately-scaled tall buildings at key points along the corridor.

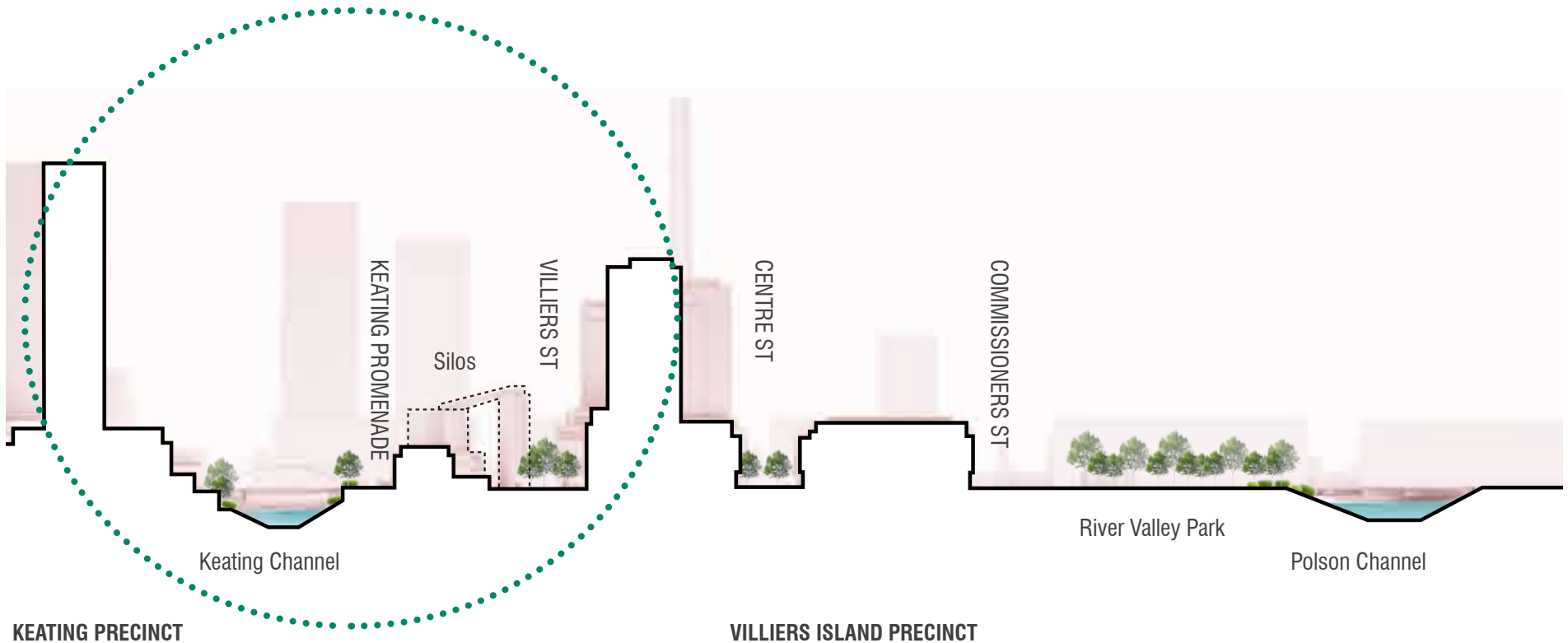


FIGURE 19. Section diagram demonstrating the central living room concept

2.6.1.3 Keating Channel Promenade and Villiers Street Elements

The **Keating Channel Promenade** will consist of a series of elements that together reinforce its function as the most important and distinctive gathering space on Villiers Island. The Promenade will be multi-tiered, with upper and lower promenade areas along the Keating Channel dockwall, comprising a total width of 19 metres along the majority of the Channel edge, west of New Munition Street.

The Promenade pedestrian spine will connect a number of distinct public gathering spaces. At its western extent, a series of undulating stairs along the lower elevation of the Harbour Commission buildings may provide opportunities for gathering,

viewing activity along the channel. The **Catalytic Use** and **Silos Square** will activate the Silos with a small-scale institutional or community use.

A water-related gathering space, **Marina Square**, will be located at the edge of the Promenade north of Foundry Street. The Square will be a special hardscape plaza providing opportunities for programmed events and small-scale boating activities. South of Marina Square, the **Harbour Commission and Dry Dock buildings** and a series of low-rise new buildings will create a cohesive active channel-side district with active waterside uses, including large outdoor cafés and patios facing the water's edge. Potential uses on

the upper storeys of the buildings on the Keating Channel Promenade include small-scale offices, workshops and other creative employment uses.

Villiers Street, running parallel to the Keating Channel Promenade, will feature the **Villiers Street Promenade**, which will be a pedestrian-only zone. This pedestrian promenade will cut through the northern and southern portion of the Lake Ontario Portland Cement Company Silos structure.

1. The Keating Channel Promenade
2. Catalytic Use
3. Silos Square
4. Marina Square
5. The Harbour Commission and Dry Dock Buildings
6. Villiers Street
7. Villiers Street Promenade



FIGURE 20. Keating Promenade illustrative plan



River Park

Old Cherry St

New Cherry St

Villers St

Silos Square

Keating Promenade

Keating Channel

2.6.1.4 Old Cherry Street Elements

Despite the short distance it covers – only a 2 minute walk – **Old Cherry Street** will host a collection of special spaces that celebrate the Island’s heritage. **Silo Square**, a gathering space adjacent to the repurposed Lake Ontario Portland Cement Company Silos, may feature an innovative water garden and a series of boardwalks and pathways through the square. This will be subject to a more detailed heritage study and conservation strategy.

On the east side of Old Cherry Street, the **Old Cherry Street historic buildings** will be adaptively reused with commercial and small-scale employment and retail uses at grade.

On the west side of Old Cherry Street, the **Old Cherry Street diagonal plaza** will be created by angling mixed-use and employment-related buildings. This plaza will provide a street-level gathering space and open up views to Silos Square.

Mixed-use and employment-related buildings should cluster along the west side of Old Cherry Street. An office building with an indoor atrium may offer the potential to create a publicly accessible winter garden or galleria.

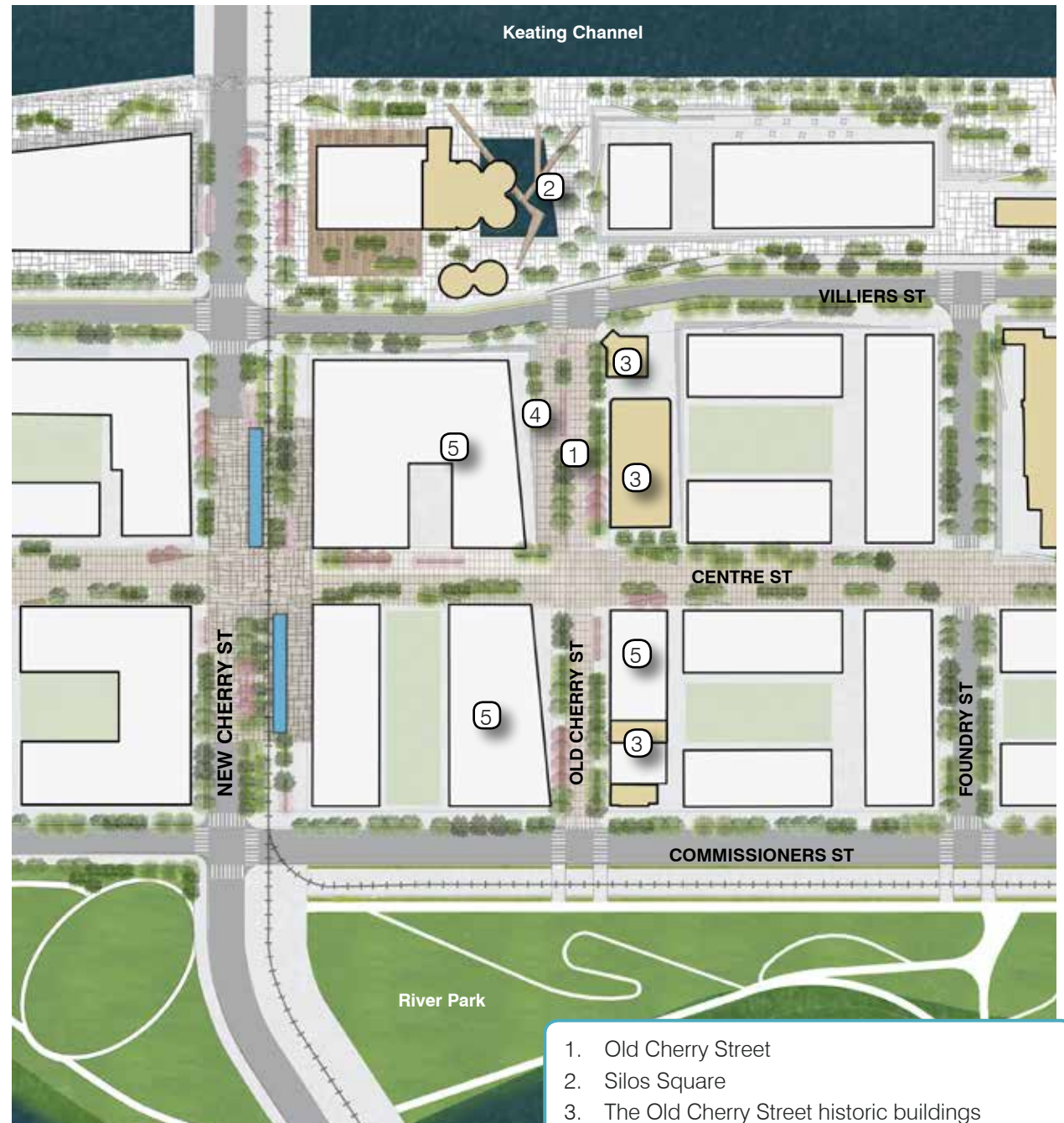


FIGURE 22. Old Cherry Street illustrative plan

1. Old Cherry Street
2. Silos Square
3. The Old Cherry Street historic buildings
4. The Old Cherry Street diagonal plaza
5. Mixed-use and employment-related buildings

◀ FIGURE 21. Old Cherry Street visualization



Silos Square

Keating Promenade

New Cherry Street

Keating Channel

2.6.2 Harbourside and New Cherry Street



The Harbourside and New Cherry Street character area will be the main gateway and point of arrival to the Island. Promontory Park and a Catalytic Use will anchor the character area, together generating a distinct sense of place that celebrates the rich industrial history of the Island.

2.6.2.1 Character Area Overview

Upon entering Villiers Island by way of New Cherry Street, visitors will encounter a mixed-use environment with lively commercial frontages flanking a wide boulevard, extensive pedestrian, cycling and transit infrastructure, and heritage structures emblematic of an industrial past. The character area will celebrate the Island's industrial heritage by integrating Marine Terminal Building No. 35 and Atlas Crane into the landscape concept for Promontory Park.

A consistent frontage of mid-rise buildings will frame Promontory Park. Tall buildings will step back from the park, increasing in height toward New Cherry Street. This will create a varied and dynamic skyline that provides views both into and out of the Island. This character area will also be defined by its excellent pedestrian, transit, and cycling access.

Together the elements of the Harbourside and New Cherry Street character area will combine to create a special place that signals arrival to a unique waterfront cityscape.

◀ FIGURE 23. Harbourside and New Cherry Street visualization



1. The Western Dock
2. A Continuous Waterfront Park Trail
3. An Elevated Promontory
4. The Catalytic Use
5. Overlook Plaza
6. Trinity Boulevard
7. Trinity Footbridge
8. New Cherry Street
9. Community Centre
10. New Cherry Street Arrival Plaza
11. Mixed-use and Employment-related Buildings

2.6.2.2 Character Area Elements

The Harbourside and New Cherry Street character area is comprised of varied and dynamic elements that transition from green and blue edges to an urban neighbourhood. The western edge of the Island is anchored by the **western dock**, which will provide opportunities for public water access including light recreational boating when ships are not docked in the harbour. The dock will connect to a series of coves and a new rocky edge along the northern portion of the park, with connection to the Keating Channel below the New Cherry Street bridge. The area under the bridge will be well lit, inviting and safe.

The Marine Terminal Building No.35, a Listed heritage structure may be incorporated in whole or in part into the design of the western edge of Promontory Park. Other industrial structures including Atlas Crane and the Forklift will become defining features of the park landscape. South of the western dock, a **continuous waterfront park trail** will connect to River Park along the river valley. The southern portion of the Park will feature an **elevated promontory**, creating spectacular viewing points overlooking the harbour.

The eastern edge condition of Promontory Park will be anchored by the **Catalytic Use site**. This site will host a major cultural, civic, or institutional facility. This site will become a significant waterfront destination, marked by its exceptional waterfront architecture that leverages its location and relationship to the Inner Harbour and Promontory Park.

◀ FIGURE 24. Harbourside and New Cherry Street illustrative plan

Overlook plaza, at the eastern end of **Trinity Boulevard**, will form a complementary outdoor civic gathering space. The plaza will mark the arrival into Promontory Park, with connection from Trinity Boulevard and Centre Street to the western dock. The gathering space should hearken back to the historic Cousins Quay and incorporate a series of industrial-type walkways and footbridges, including the **Trinity footbridge** which will connect Villiers Island to the Keating Channel Precinct.

New Cherry Street will function as the active urban gateway into the Port Lands. It will be anchored by two structuring elements: the **Community Centre** and the **New Cherry Street arrival plaza**. The Villiers Community Centre will be designed as a highly visible waterfront community amenity, showcasing a renewed public relationship to the Keating Channel. The area between Villiers Street and the community centre should re-interpret the historic Essroc Quay, with possibilities for integration or adaptive reuse, showcasing the area's evolving footprint.

The New Cherry Street arrival plaza, located at the intersection of New Cherry Street and Commissioners Street, will be an important area for pedestrian arrival and movement into Harbourside. It should feature public realm amenities, including vegetation and street furniture, and a generous sidewalk width to allow for safe waiting areas. The New Cherry Street and Centre Street intersection should prioritize pedestrian crossing while calming traffic.

Finally, **mixed-use and employment-related buildings** should cluster along the east side of Old Cherry Street.



FIGURE 25. Bird's eye view of the southwest corner of Villiers Island





2.6.3 Centre Street

The Centre Street character area will function as the central pedestrian spine of Villiers Island, providing the connective tissue between Promontory Park and Villiers Park.



2.6.3.1 Character Area Overview

The Centre Street character area extends across the Island from Promontory Park to Villiers Park, and is entwined with the other four character areas as it extends from east to west. Centre Street will act as a primary pedestrian spine through the heart of Villiers Island, with a distinct mid-rise neighbourhood character. Although only five city blocks in length, Centre Street will have a varied character from west to east. The character area will transition from the main pedestrian arrival gateway into the Island at New Cherry Street to a quiet residential pedestrian mews at the eastern end.

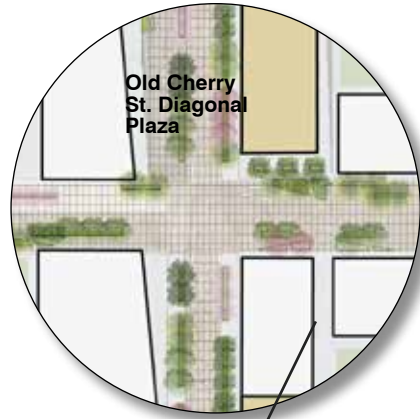
Centre Street will offer views to the water's edge at intersections with streets oriented north-south, reinforcing the sense of island living. With carefully designed buildings to mitigate against shadow impacts, an exceptional public realm, and a focus on pedestrian movement, Centre Street will be an intimate, residential street that allows community life to spill out into the street

◀ FIGURE 26. Centre Street visualization

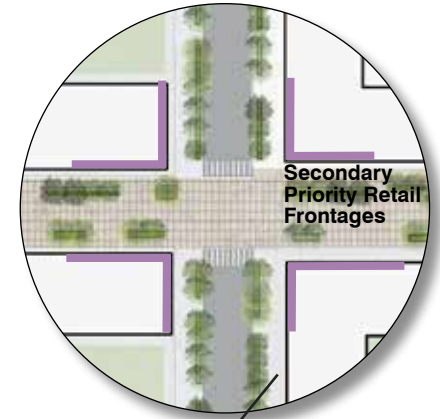
Trinity Boulevard interface



Old Cherry Street Intersection

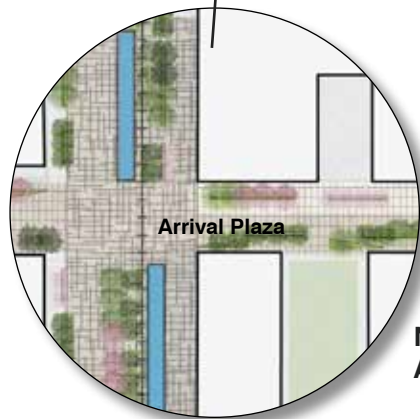


New Munition Street Intersection

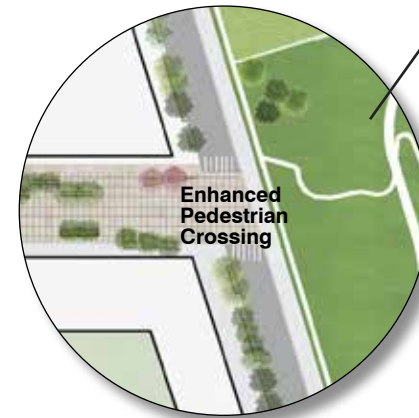


West

East



New Cherry Street Arrival Plaza



Villiers Park Street intersection

FIGURE 27. Centre Street illustrative plan

2.6.3.2 Character Area Elements

In addition to connecting the major destinations of the Island's other character areas, the Centre Street character area will offer small intimate places to gather along the street. While the conditions along the street will vary at each intersection, the built form character will be consistent.

The Centre Street and **Trinity Boulevard interface** will mark the transition between the Villiers Island neighbourhood and Promontory Park. Moving east, Centre Street intersects with New Cherry Street, the location of the **New Cherry Street arrival plaza**. This plaza will function as an important location for pedestrian arrival to the Island, featuring pedestrian-friendly amenities including vegetation for shading, seating, and generous sidewalk widths to accommodate those waiting to board transit.

The stretch of Centre Street between New and Old Cherry Streets will be pedestrian only. At the eastern end of this passage, the **Old Cherry Street intersection** will prominently feature heritage structures.

Further east, the four corners at the intersection of Centre Street and **New Munition Street** will incorporate neighbourhood-oriented retail uses to animate the intersection and mark the secondary gateway into the island.

At its eastern terminus, the **Villiers Park Street intersection** will mark a transition from urban to open space through generous pedestrian crossing widths and special pavers.

Together, these elements will contribute to the vitality of the street and reinforce a focus on pedestrian movement.



IMAGE 10. Example of residential news, False Creek, Vancouver

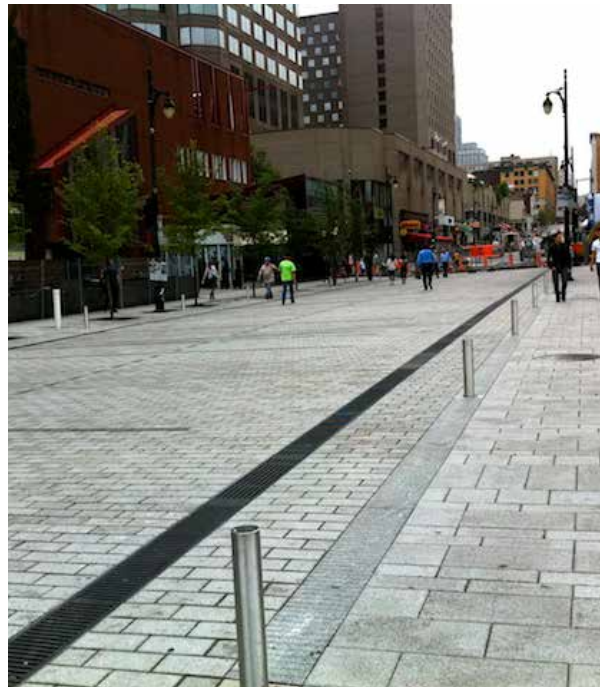


IMAGE 11. Example of a pedestrian friendly street with distinctive and light coloured paving, Vancouver



IMAGE 12. Precedent image of a cycling friendly street, Front Street, Toronto



Commissioners Street

River Park

River Valley

2.6.4 Commissioners Street and River Park



The Commissioners Street and River Park character area will showcase a renewed relationship between city living and nature generated by the seamless interface between park and urban form.

2.6.4.1 Character Area Overview

Commissioners Street is the oldest, and primary, east-west street in the Port Lands. The portion of the street within Villiers Island will be characterized by its wide landscaped median, a multi-use trail, and a strong but varied building edge overlooking the expansive river valley. River Park, to its immediate south, will provide opportunities for walking and cycling with connections to a network of trails along with the river valley.

◀ FIGURE 28. Commissioners Street and River Park visualization

2.6.4.2 Character Area Elements

Commissioners Street and River Park character area will be defined by transit, recreation and nature. Spanning the distance between the river and Commissioners Street, River Park will form the northern embankment of the Don River valley lands. The upper valley lands will be well-forested to provide shade along the south facing slope, with **breaks at the north-south street termini** to allow for views across the river. These termini will connect to a pathway network with convenient access into River Park. At the park's southern extent, a **footbridge** will provide a connection to the Polson Quay District. **Pedestrian trails** will connect into Villiers Park under the Commissioners Street bridge.

These trails will bound the river valley wetlands, an area that will encourage an appreciation of nature.

This character area will also contain the **New Muniton transit stop**, located at the intersection of New Muniton Street and **Commissioners Street**. This transit stop will be equipped with wide pedestrian crossings into River Park. These crossings will accommodate greater pedestrian and cyclist flows given its connection to the recreational trails to the south.

The historic **Toronto Fire Hall** will be raised and shifted to the south at the foot of Old Muniton Street to accommodate the proposed street alignment. It will be repurposed with recreational, cultural and/or other complementary park-related uses, and include

a small hardscape plaza and viewing platform to look out across the river valley.

A **multi-use trail** will be located along the south side of the transit corridor. In addition to forming the northern edge of River Park, it will also be the primary east-west cycling route across the Island.



FIGURE 29. Commissioners Street and River Park illustrative plan



IMAGE 13. Example of multi-use trail in the South Waterfront Park, Allegheny, Pittsburgh



IMAGE 14. Example of major transit street incorporating landscaping and cycling infrastructure, Queens Quay, Toronto



IMAGE 15. Example of pedestrian footbridge in Hammaby Sjostad, Sweden



River Valley

River Park

Commissioners Street

Villiers Park Street

Villiers Park

Villiers Street

Keating Channel

2.6.5 Villiers Park

The Villiers Park character area will feature an elementary school and a locally-oriented park. It will act as the threshold between the terminus of more urban areas to the west and Villiers Park to the east, with a mid-rise streetwall framing the Park's edge.

2.6.5.1 Character Area Overview

Located at the eastern end of the Island, Villiers Park will become one of two hubs for the local community, featuring an elementary school and local park with recreational space. It will be surrounded by water on three sides. Looking east and south, Villiers Park will offer views of the re-naturalized Don River Mouth, providing a celebratory vista of this transformational infrastructure. To the north, the Keating Channel will reinforce the island setting, a visual cue of no longer being on the mainland.



◀ FIGURE 30. Villiers Park visualization



FIGURE 31. Villiers Park illustrative plan

2.6.5.2 Character Area Elements

The Villiers Park character area will deliver a suite of community focused elements. A **school** will be located along the Keating Channel. This school will become a signature urban waterfront education site, with a strong relationship to the Keating Channel. The school will be supported by a **public playground**, adding interest to the play space for all ages. A **multi-use field** with an open lawn will provide additional space for casual recreational play. A slope running the length of the athletic field will provide informal **audience seating** facing the field.

The **historic Keating Channel dockwall** and Promenade will define the northern edge of the area and connect the linear dock wall to the naturalized valley lands. The dockwall's eastern terminus provides an appropriate location for public art, sculpture or interpretive signage along the historic dock wall edge.

A **park trail** will run at the edge of Villiers Park and **Villiers Park Street**, with connections to the upper river walkway under the Commissioners Street bridge.

Finally, **pedestrian connections from Centre Street** will provide access into the interior of the Island into Villiers Island, with direct views of the industrial stacks to the east.

1. School
2. Public Playground
3. Multi-use Field
4. Audience Seating
5. Historic Keating Channel Dockwall
6. Park Trail
7. Villiers Park Street
8. Pedestrian Connections from Centre Street



IMAGE 16. Example of Kayak launch: Boat house at Clark Park, Chicago



IMAGE 17. Playground close to a waterfront promenade in the Hunters Point Park, New York



IMAGE 18. Example of mixed-use field in New York