



Port Lands Planning Initiatives - Final Report

Planning and Growth Management Committee
October 2017

Existing Conditions - Defining Elements



- Heritage Buildings + Structures
- Active Port Uses
- Ports Toronto
- Active Port Edge
- Unilever Precinct
- Hydro Infrastructure
- Pinewood Secure Perimeter
- Film + Film Related
- Existing Parks + Open Spaces
- Unilever Precinct Area of Influence

Land Ownership



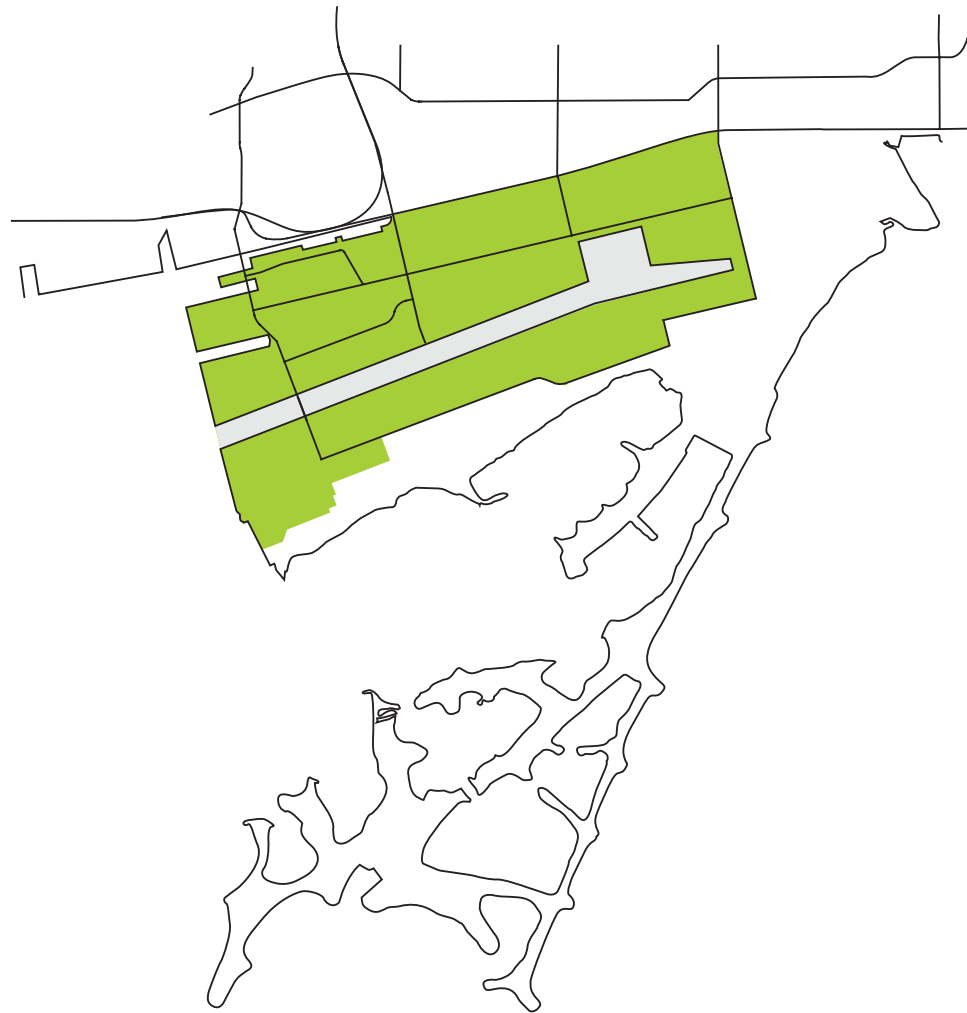
Legend:

- Federally Owned Land
- Provincially Owned Land
- Municipally Owned Land
- Long-term Leases
- Long-term Options to Lease
- Waterfront Toronto Owned Land
- Privately Owned Land

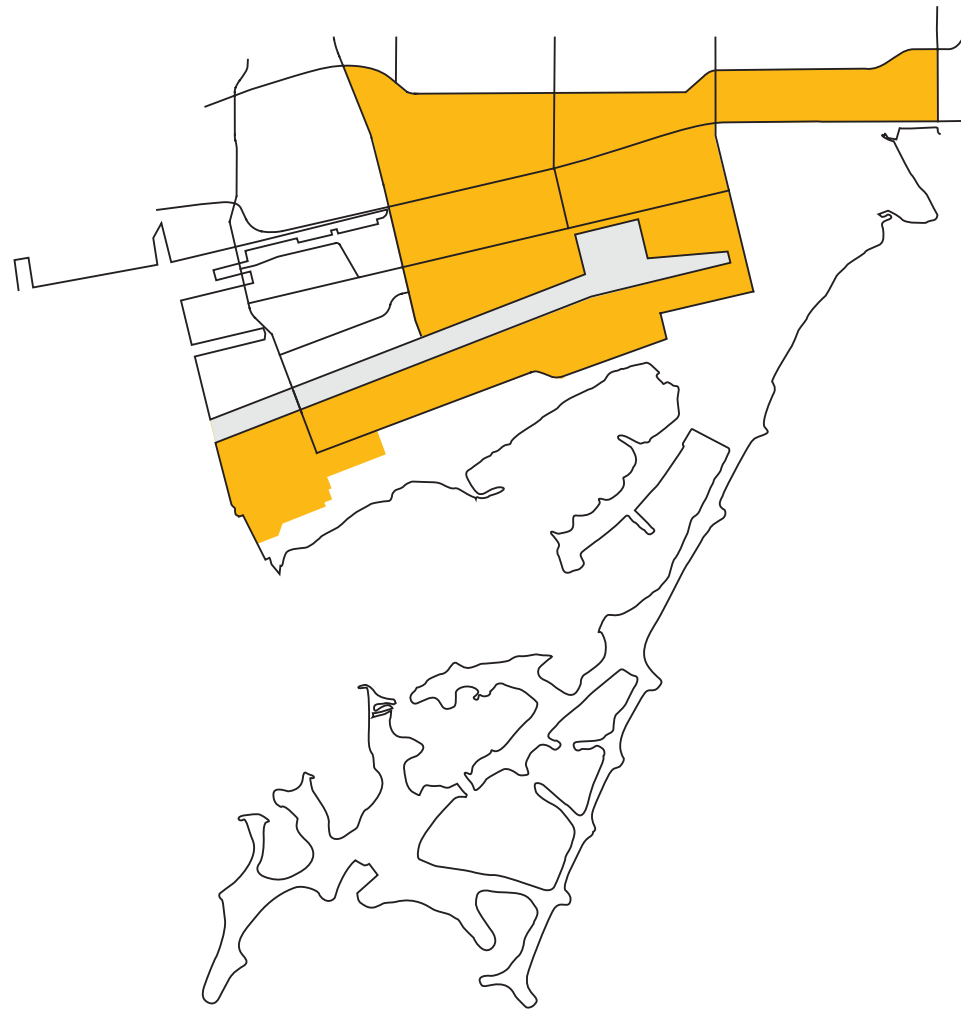
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Port Lands Planning Initiatives

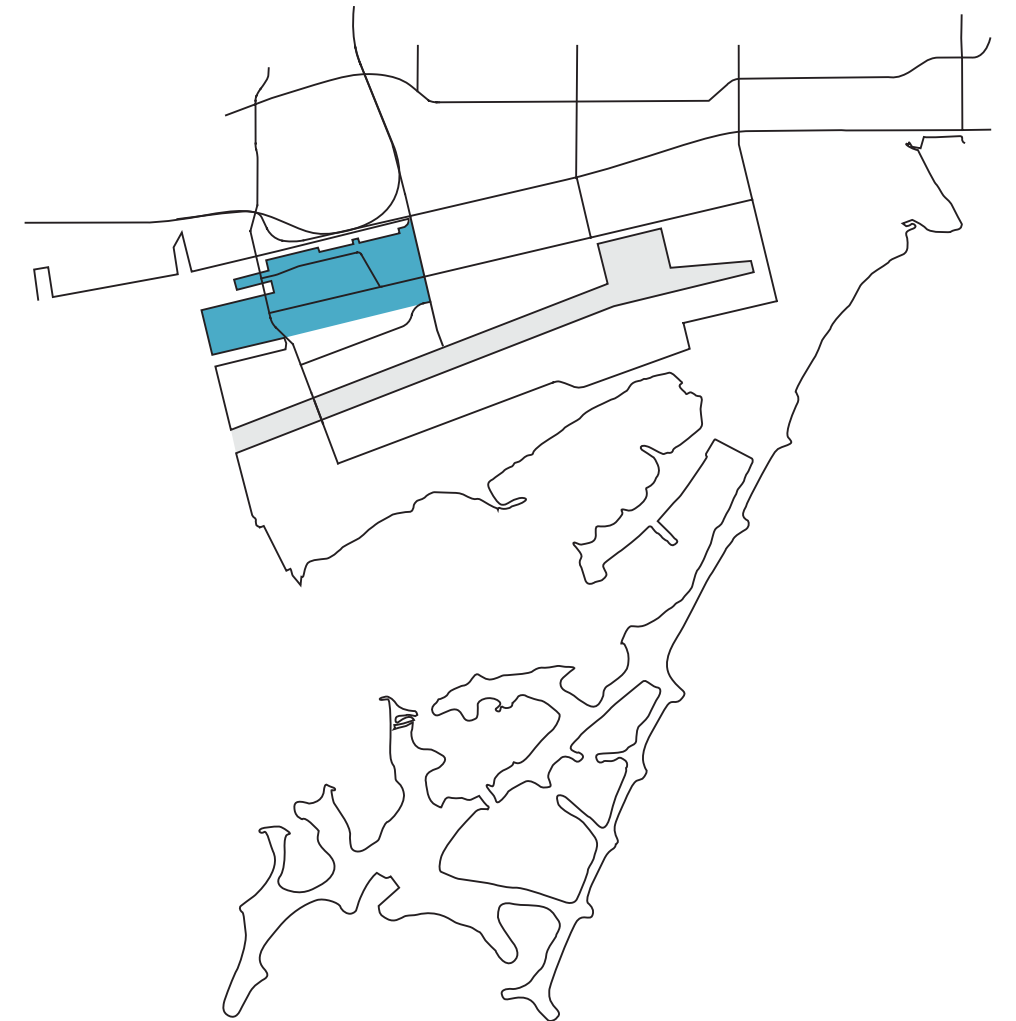
Port Lands Planning Framework



Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP)



Villiers Island Precinct Plan



Completed



FRAMEWORK IN BRIEF

1 VISION + **DIRECTIONS
AND RECOMMENDATIONS**



Directions + Recommendations

ENHANCED POLICY DIRECTION AND
GUIDANCE FOR ACHIEVING THE VISION





50+ YEAR PLAN

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



THE VISION

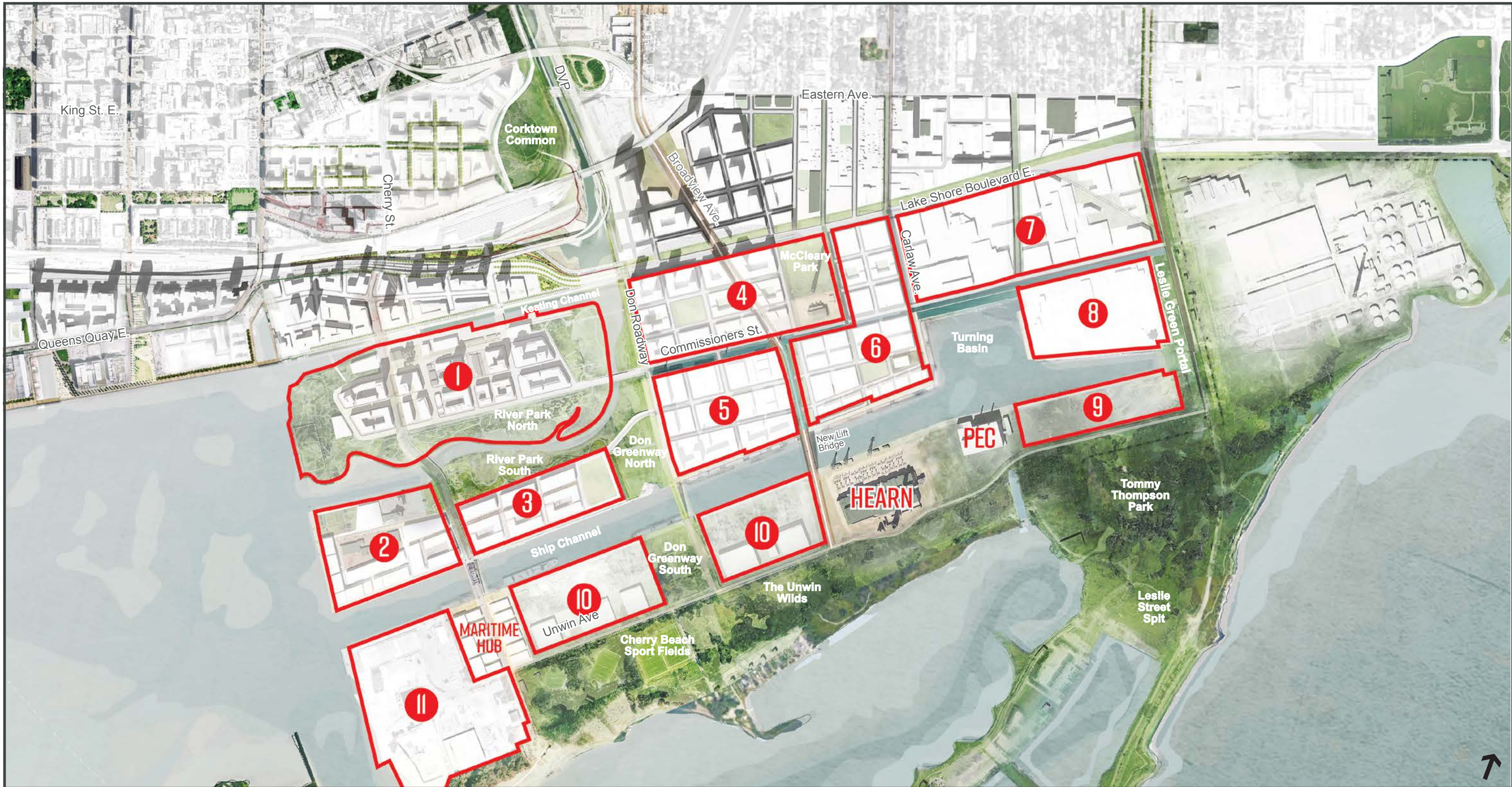
The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character that promote social interaction, cultural enrichment, ecological health, a low-carbon future, and a prosperous local economy. Each district will take its cue from the naturalized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

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.



Illustrative Plan



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

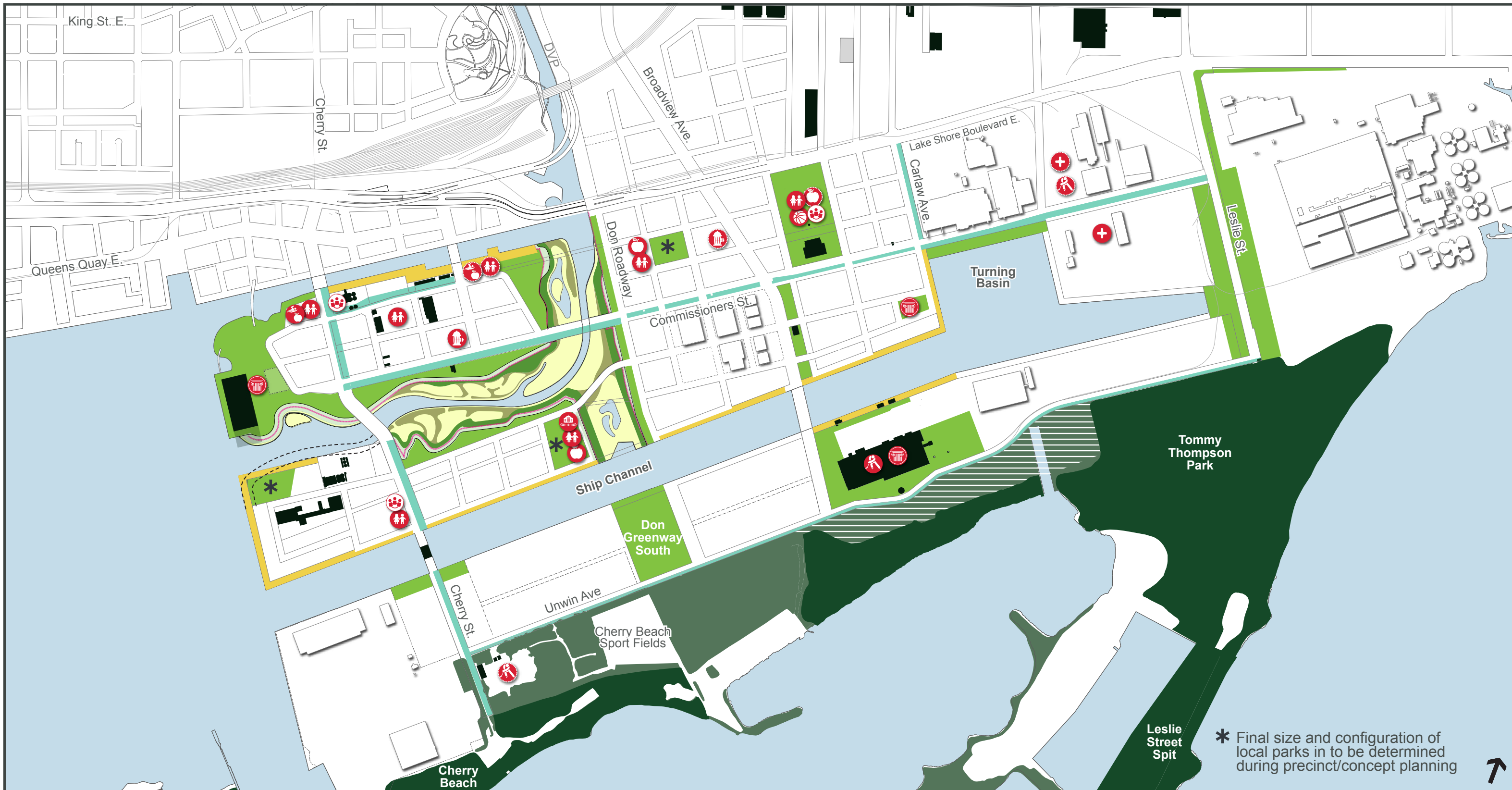



























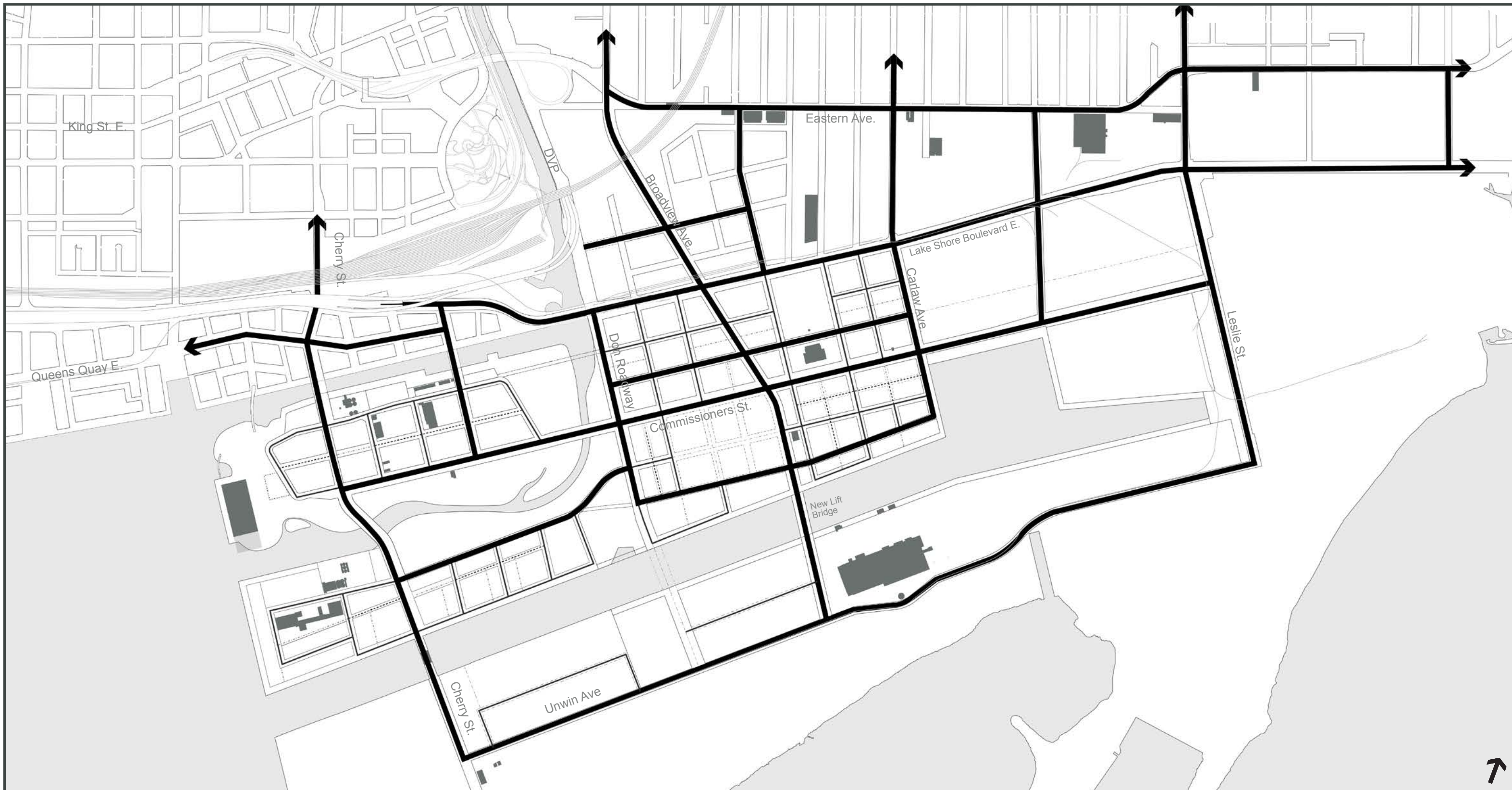
* Final size and configuration of local parks in to be determined during precinct/concept planning



Civic, Public and Natural Realms

16 - 2017-10-12

- | | | | | | |
|--|---------------------------|---|-------------------------------|---|-----------------------------------|
|  | Aquatic Habitat/Waterways |  | Top of Bank |  | Community Infrastructure |
|  | Lake Connected Wetlands |  | Future Naturalization |  | Linear Open Spaces |
|  | Wetland Levee System |  | Heritage Buildings/Structures |  | Natural Areas |
|  | Valley Slope Transition |  | Parks and Open Spaces |  | Net Environmental Gain Zone |
|  | River-related Habitat |  | Water's Edge Promenades |  | Environmentally Significant Areas |



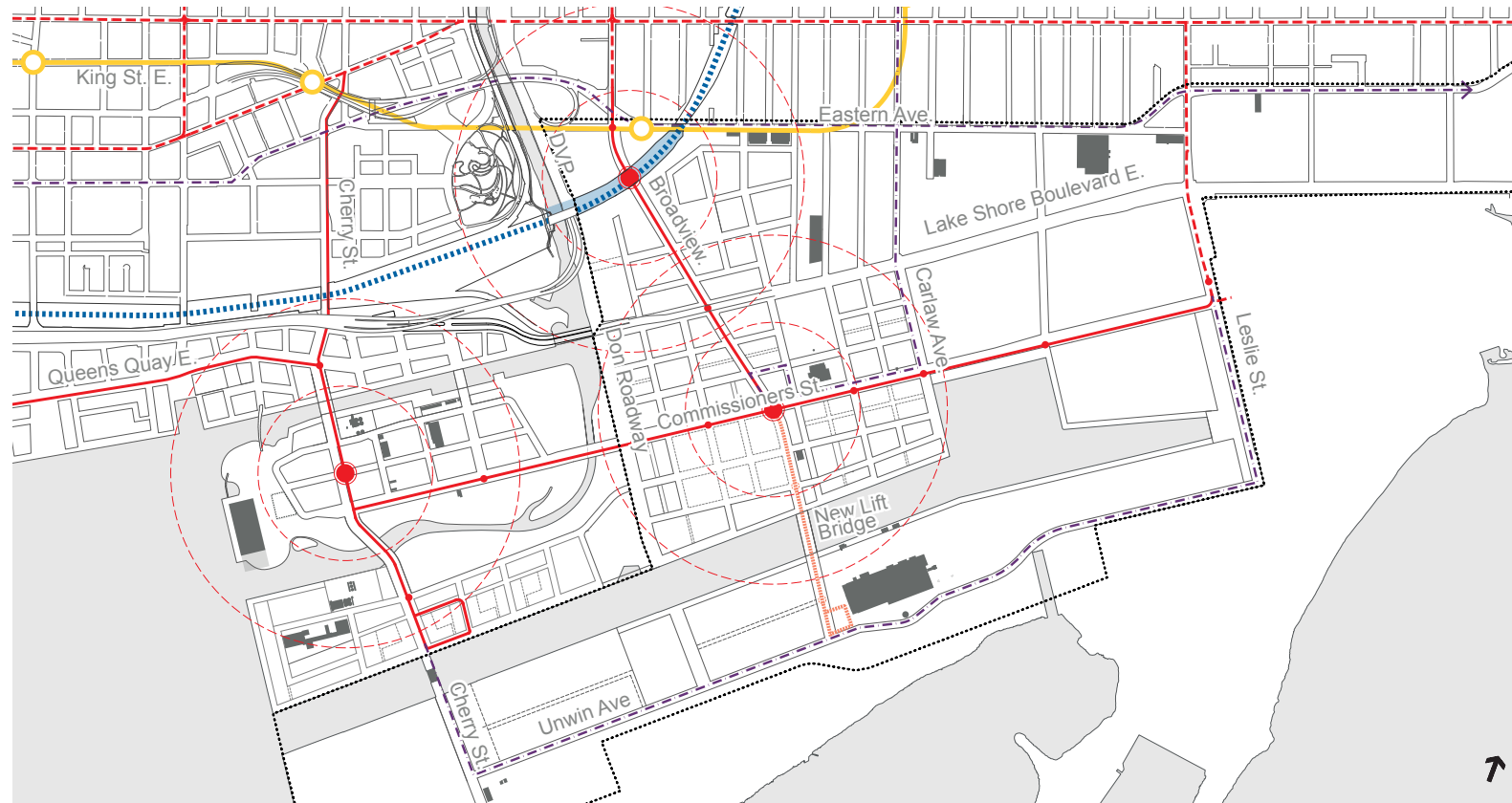
Street Network

- Major Streets
- Local Streets*
- Protected for Future Crossing/Connection
- 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

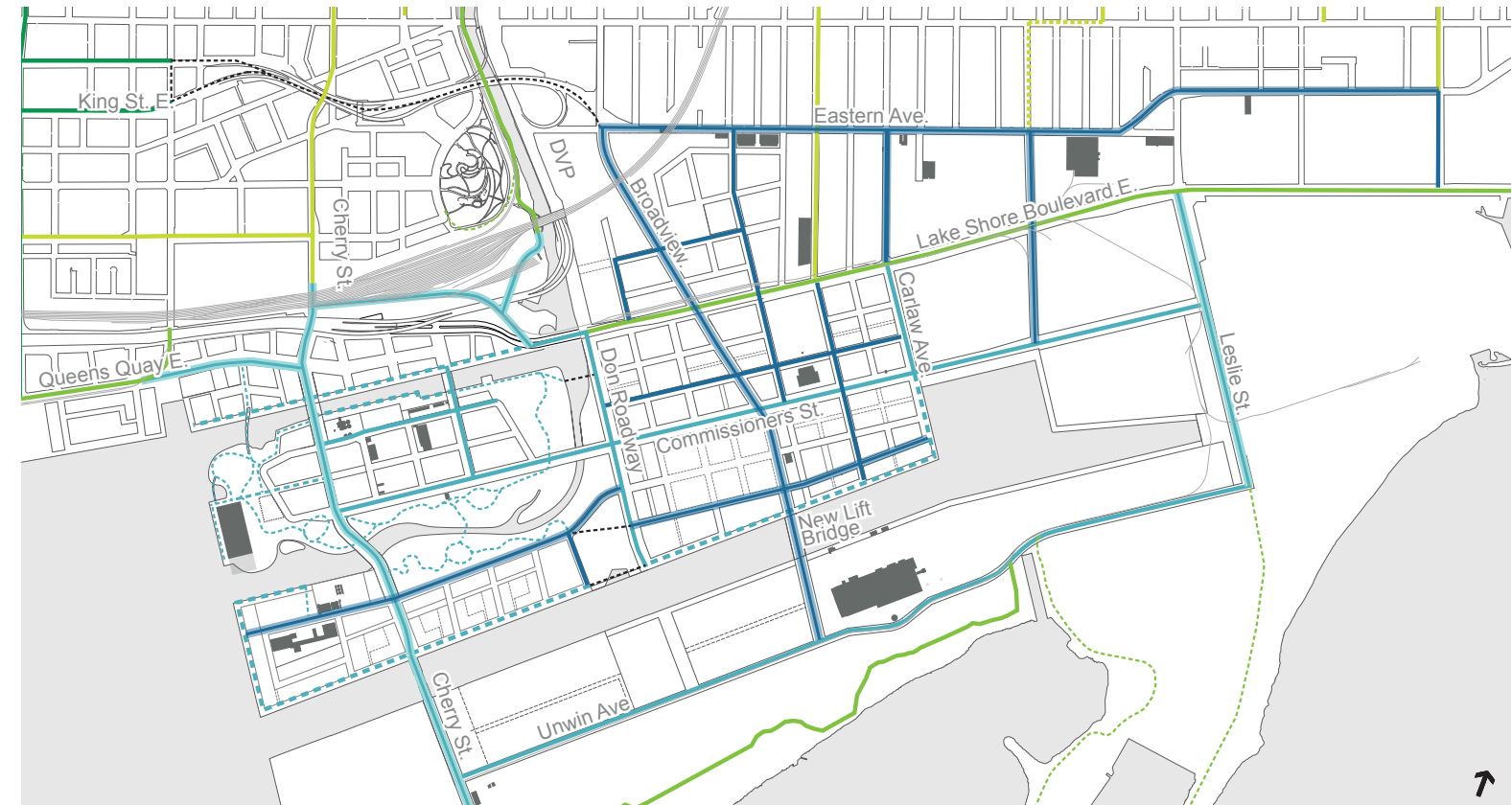


Transit



- 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

Cycling Network



- | | | | | |
|--|--|---|---|--|
| Proposed/Planned | | Protected for Future Cycling/
Pedestrian Connection | Existing | |
| — Priority Raised Cycle Track | — Optional Raised Cycle Track | | — Cycle Track | — Lanes / Sharrows |
| — Multi-use Trail | - - - Water's Edge Promenade | — Multi-use Trail | - - - Trail | |
| - - - Trail | | — Improved/Realigned Existing Multi-use Trail | | |

Cherry Street



Carlaw Avenue



Don Roadway



Caroline Extension



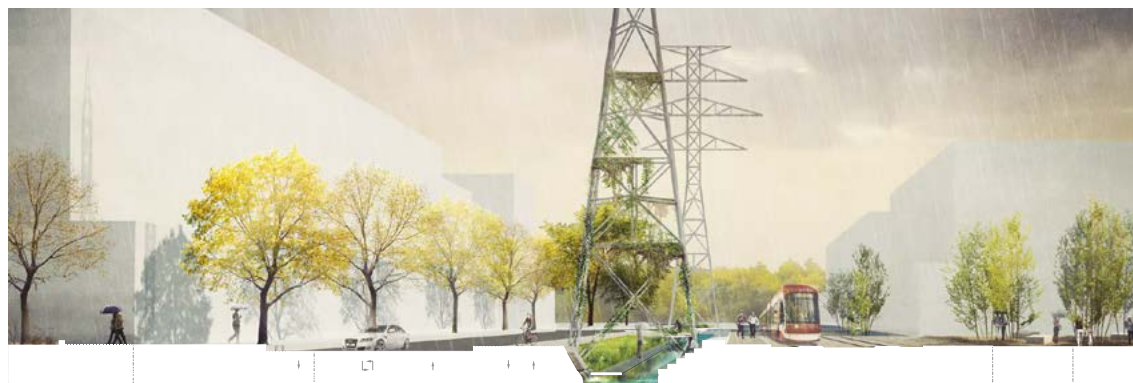
Broadview Avenue



Leslie Street



Commissioners Street



Unwin Avenue





Planning Framework and TSMP Process

NOVEMBER 2013 → JUNE 2014 → JULY 2014 → NOVEMBER 2015 → Q2-Q4 2017

01
PORT LANDS
PROFILE

Nov. 28, 2013
Introductory Community Meeting

02
LAND USE
DIRECTION

Feb. 13, 2014
Land Use Options and Infrastructure Alternatives

March 5, 2014
Workshop

03
VISION
WORKSHOP

July 23 & 24, 2014
Port Lands Charrette

04
EMERGING
DIRECTIONS

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

05
PORT LANDS
PLANNING FRAMEWORK

TRANSPORTATION + SERVICING
MASTER PLAN

VILLIERS ISLAND
PRECINCT PLAN

5 Major Public Consultation Events

6 Stakeholder Advisory Committee Meetings

5 Land Owner and User Advisory Committee Meetings

16,700 Notices Mailed

705 People Engaged at Public Consultation Events

3,250 Views of Shaping the Future Presentations

54 Meetings with Stakeholders

27,250 Website Visits



Inputs into the Plans



Villiers Island Precinct Plan

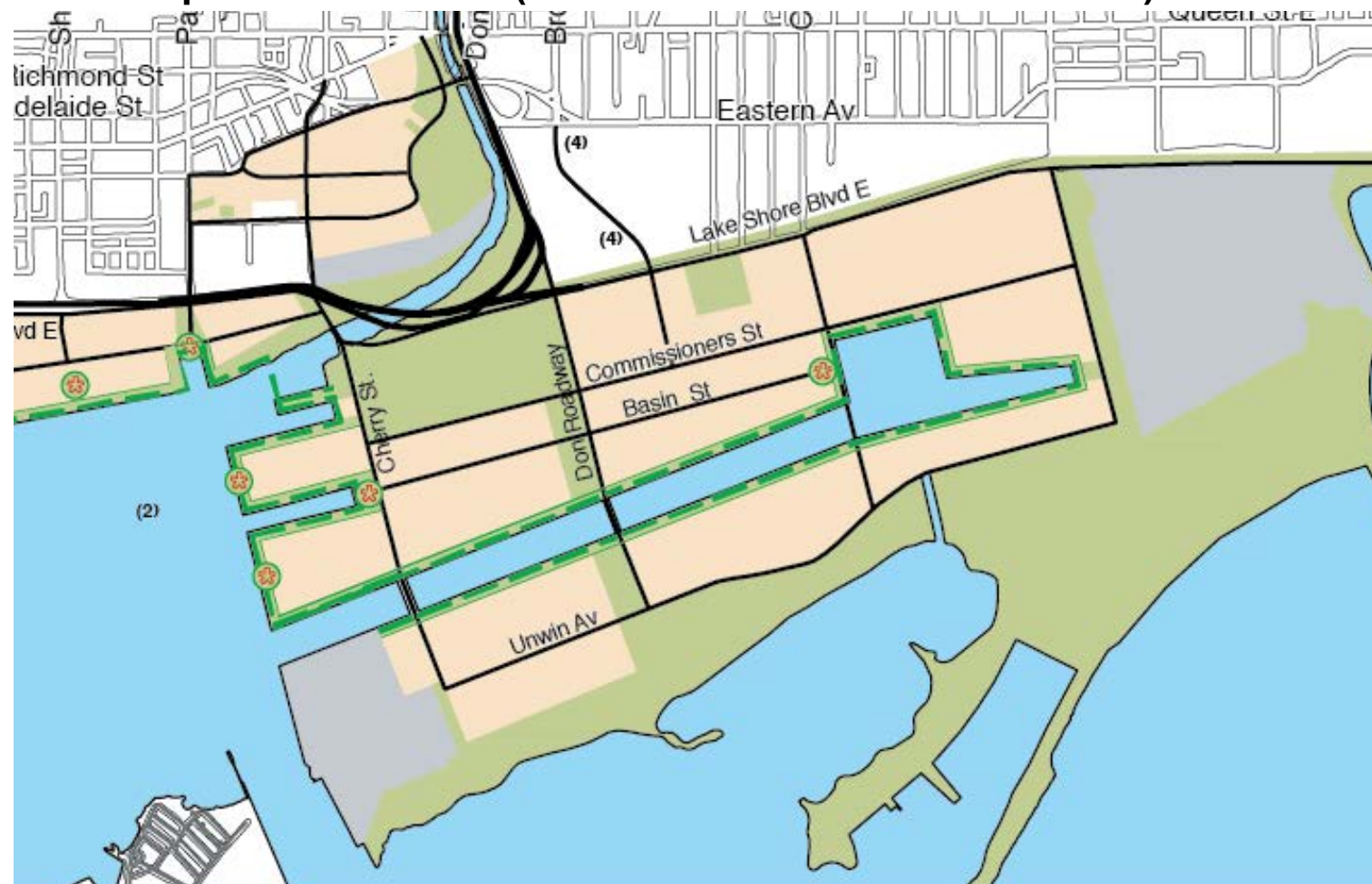


- Precinct Plan Vision
 - Guiding Principles, Structuring Moves, Character Areas
- Strategies and Guidelines
 - Climate Positive Precinct
 - Mobility, Transportation and Access
 - Parks, Open Space and Public Realm
 - Heritage
 - Activity and Uses
 - Built Form
 - Municipal Infrastructure

Central Waterfront Secondary Plan

- Central Waterfront Secondary Plan approved in 2003 and appealed to the Ontario Municipal Board.
- A high-level plan focused on:
 - The creation of new urban districts set amid Toronto's ongoing port activities
 - Renaturalizing the mouth of the Don River
 - Mixed-use (live-work) with new media, knowledge based industries and industrial
 - Mid-rise character with some taller buildings at appropriate locations
 - The Ship Channel as a focal point, unique amenity and required for port activities
- Lack of specificity for co-existence of different land uses and compatibility with heavier industrial, city-serving uses
- Planned street network impeded by significant constraints or precluded by development, and key connections required detailed study

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



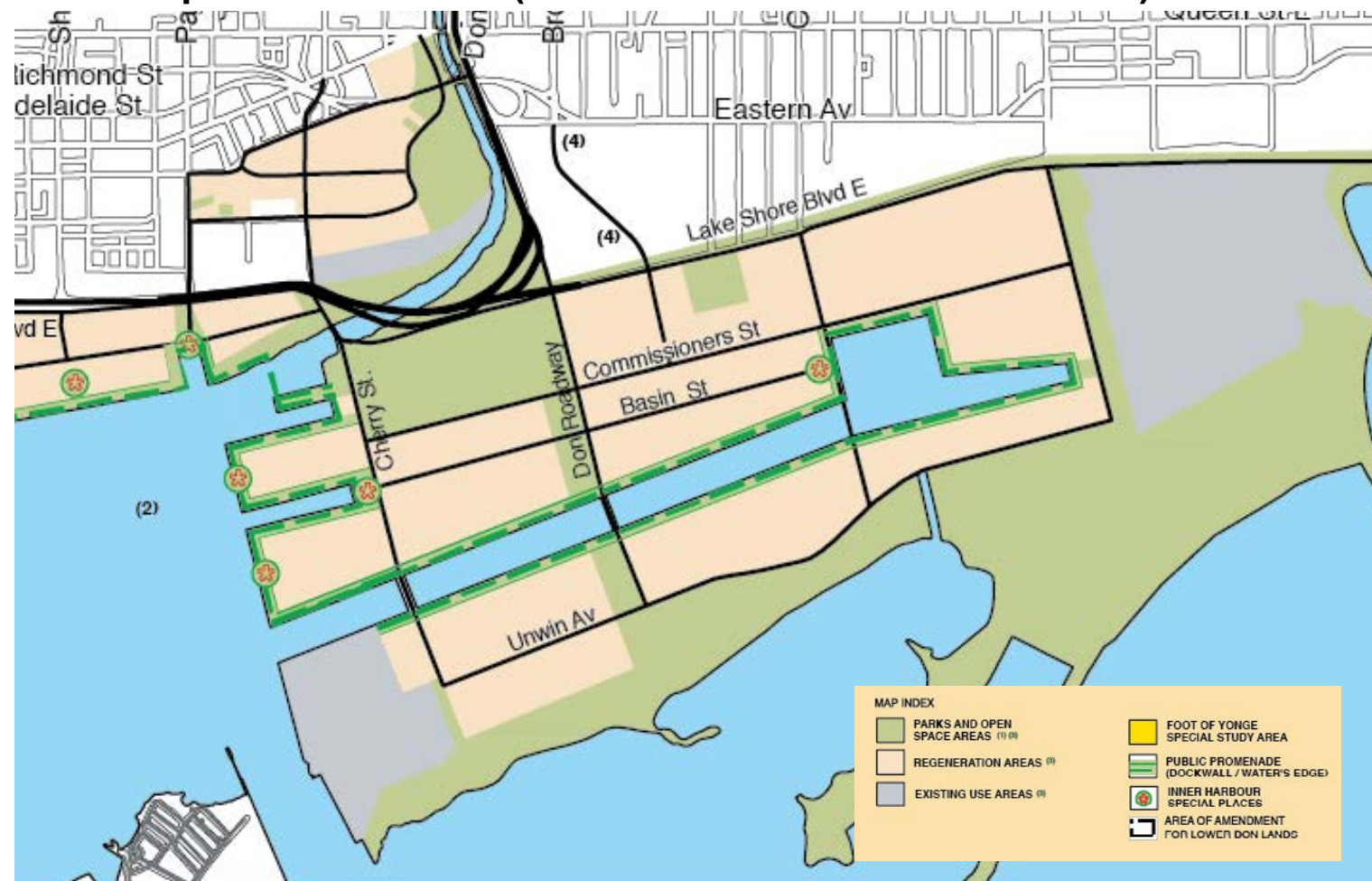


Recommended Official Plan Modification

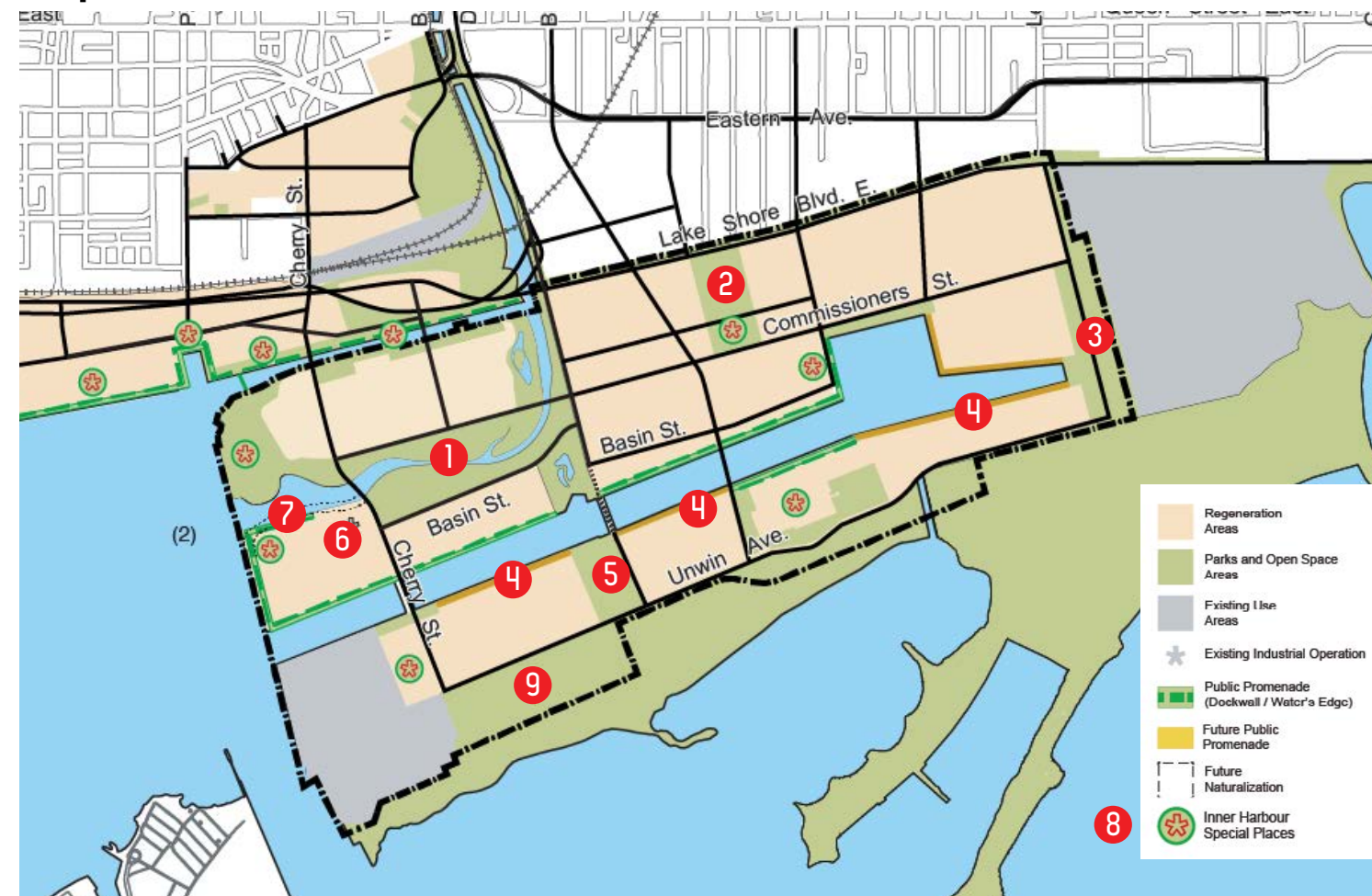
- Updates and streamlines policy directions related to the Port Lands in the CWSP based on the outcomes and findings of the Framework and previous undertakings. Policy directions for the Port Lands are consolidated in a Port Lands Area Specific Policy;
- Amends Maps A through E of the CWSP to:
 - Incorporate the major streets identified in the Lower Don Lands Class EA and the preferred solutions from the TSMP in Map A;
 - Incorporate the final transit networks associated with the EAs and more detailed transit studies undertaken in the area in Map B;
 - Update the major parks and open spaces on Map C;
 - Update the pedestrian, cycling and water routes shown on Map D; and
 - Implement minor adjustments to the land use designations on Map E to reflect the major parks and open spaces;
- Amends Schedule A (Proposed Rights-of-Way for Major Roads); and
- Introduces a Port Lands Area Specific Policy as a new Schedule to the CSWP.

CWSP Land Use Plan

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



Proposed Amendments



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



South of Eastern Transportation Official Plan Amendment

- Implements the preferred street network from the Port Lands and South of Eastern Transportation and Servicing Master Plan through an amendment to the City's Official Plan:
 - Amends Map 3 Right-of-Way Widths Associated with Existing Major Streets to reflect the 3m widening for Eastern Avenue;
 - Identifies the surface transit priority route in the Broadview extension from Queen to Lake Shore Boulevard East;
 - Introduces the additional new streets in Schedule 2 of the Official Plan



Work Program

- Initiate a **zoning review** for the Port and Industrial Districts;
- Prepare a **Precinct Plan for the McCleary District** and develop **urban design guidelines/zoning for Productions, Interactive and Creative districts**;
- Develop a **Port Lands-wide truck management strategy**;
- Undertake a feasibility study to determine the optimal approach for **low-carbon energy solutions** in the Port Lands; and
- Prepare a **Class B cost estimate** (± 20 per cent) for relocating and undergrounding hydro infrastructure in the Port Lands.



Recommendations

- Adoption of the **Port Lands Planning Framework (Attachment 1)** to guide the revitalization of the Port Lands over the coming decades;
- Endorsement of the **Villiers Island Precinct Plan (Attachment 2)** to provide additional guidance for Zoning By-law amendments and Plans of Subdivision;
- Instruction for the City Solicitor to request the Ontario Municipal Board to modify the Central Waterfront Secondary Plan (CWSP) for the Port Lands at the on-going hearing in accordance with the **recommended Official Plan modification (Attachment 3)**; and
- Classification of Villiers Island, the McCleary District, Polson Quay and South River districts as **Class 4 areas** under the Ministry of Environment and Climate Change's Environmental Noise Guideline;
- Adoption of the **South of Eastern Transportation Official Plan Amendment (Attachment 4)**; and
- Endorsement of a **work program** to initiate more detailed planning in key areas.