Existing Conditions - Defining Elements

- Heritage Buildings + Structures
- Active Port Uses
- Ports Toronto
- Active Port Edge
- Unilever Precinct
- Unilever Precinct Area of Influence
Land Ownership

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

- 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.
This report provided a comprehensive review of the Port Lands, addressing existing conditions and the current policy framework. It provided a current understanding of the opportunities and constraints and the issues surrounding land use, built form, mobility, open space and other elements explored in the development of the Port Lands Planning Framework.

The Port Lands Planning Framework: Land Use Direction was adopted by City Council in June 2014. It presented the land use vision for the Port Lands that balanced competing interests and established areas for new and emerging employment sectors, new mixed-use communities and parks, and protection for port-related operations and businesses. 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 mitigate potential conflicts between different land uses.

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 driven workshop focused on defining a cohesive vision and priorities for two key areas within the Port Lands:

1. The Ship Channel; and
2. Lands south of the Ship Channel.

The objectives of the charrette were to elevate the Ship channel and build a common vision, and to identify and define opportunities for improving public access south of the Ship Channel (excluding the Lake Ontario Park Master Plan).

57 overarching ideas were generated at the Port Lands Charrette that informed the development of the overall vision and urban structure for the Port Lands and surrounding area.

The Shaping the Future consultation in November 2015 comprehensively presented the emerging directions and preferred solutions for the Port Lands Planning Framework and Port Lands and South of Eastern Transportation and Servicing Master Plan, organized into three areas:

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

Five Vision and Structure elements, together, 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 additional emerging direction for built form, sustainability, biodiversity, creating 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.

Feedback from the consultation assisted the project team in further refining the directions for the final Port Lands Planning Framework.

- **Major Public Consultation Events:** 5
- **Stakeholder Advisory Committee Meetings:** 6
- **Land Owner and User Advisory Committee Meetings:** 5
- **Notices Mailed:** 16,700
- **People Engaged at Public Consultation Events:** 705
- **Views of Shaping the Future Presentations:** 3,250
- **Meetings with Stakeholders:** 54
- **Website Visits:** 27,250
Inputs into the Plans

- Provincial Policies + Legislation
- Public Consultation
- First Nations Consultation
- Economic + Market Advice
- Land Owners + Stakeholders
- Design Review Panel
- Biodiversity Working Group
- City Building Objectives
- Noise + Air Quality Study
- City Policies + Guidelines
- Global Best Practices and Models
- Transportation + Hydrological Modeling
- Divisions + Agencies
- Expert Review Panel
- Hydro Feasibility Study
- Film + Media Sector Consultation
- Port Lands Charrette
- Financial Considerations
- Microclimatic Analysis, 3D Modelling and View Studies
- Background Studies
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
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.