



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



4.2

PARKS AND OPEN SPACES

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

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

4.2.1 A Full Range of Parks

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

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

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

Figure 40: Parks and Open Space Area Breakdown

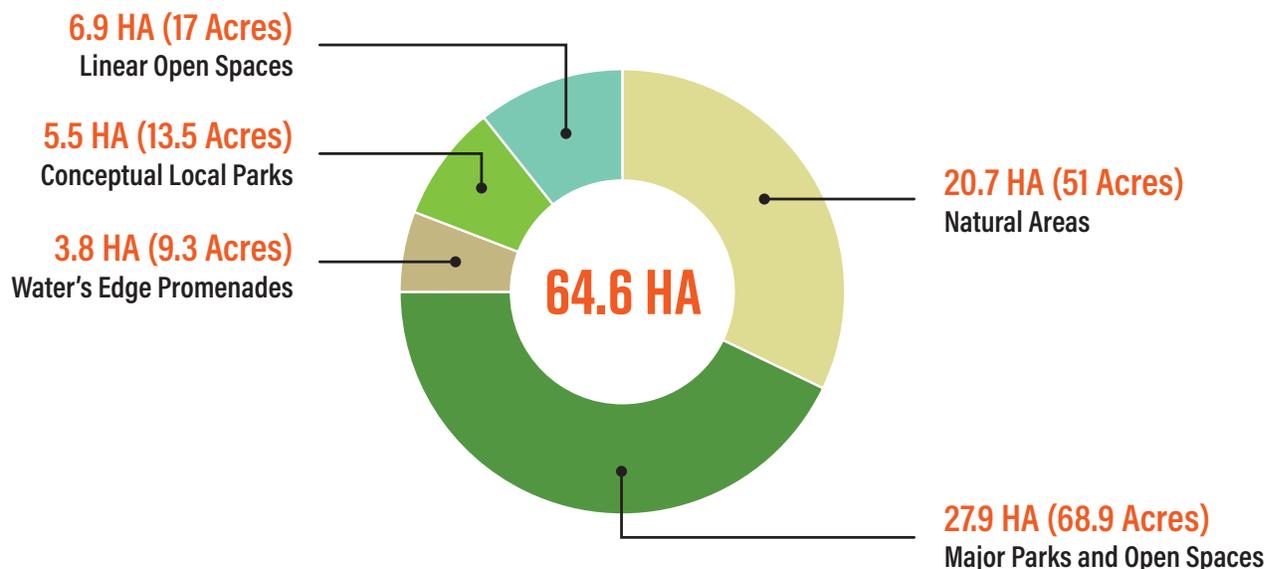


Figure 41: Parks and Open Space Plan



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

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

Major Parks and Open Spaces

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

River Parks and Promontory Park

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

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

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



Event Space at Brooklyn Bridge Park



Playground in Brooklyn Bridge Park



Beach Volleyball in Brooklyn Bridge Park



Boat Launch at Brooklyn Bridge Park



Ice Ribbon, Maggie Daley Park, Chicago



Event Lawn at Mill Race Park

Figure 42: River and Promontory Parks Programming



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

Don Greenway

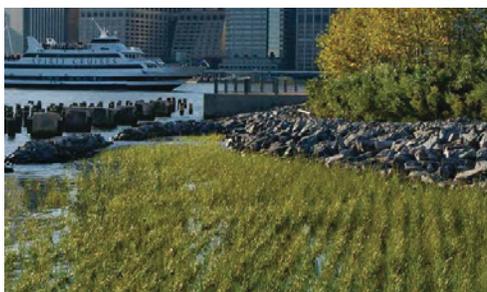
The Don Greenway will introduce a new ecological spine into and through the Port Lands. It will function as a naturalized open space system connecting the river valley to the north with the Ship Channel to the south. South of the Ship Channel, the Greenway, expanded in width to complement the Greenway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

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

Silo Square and Keating Promenade

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

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



Wetland Habitat



The Marsh in Corktown Common



Rendering of the Keating Channel Promenade

Expanded McCleary Park

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

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

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

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

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



Rendering of the Expanded and Reconfigured McCleary Park

Hearn Open Space

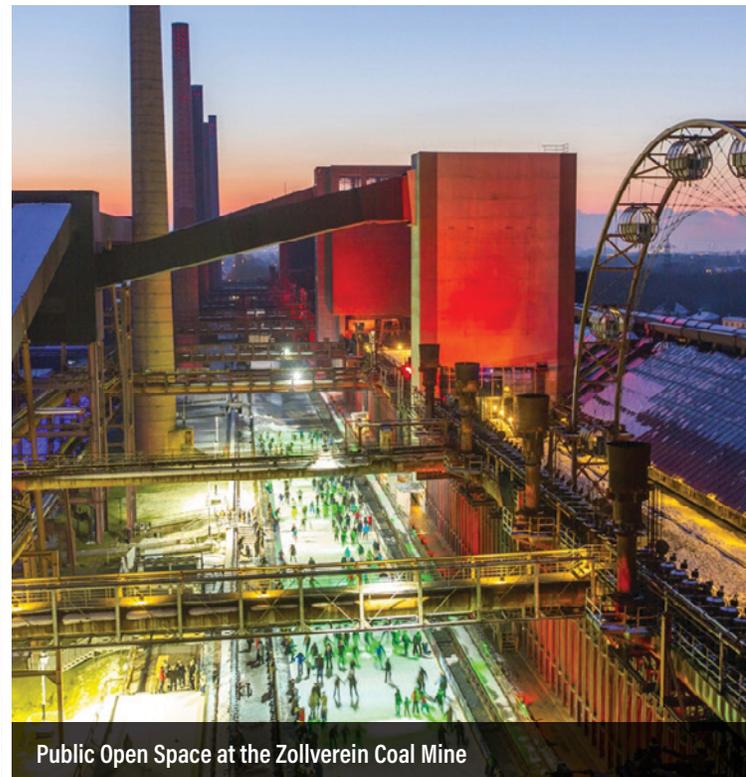
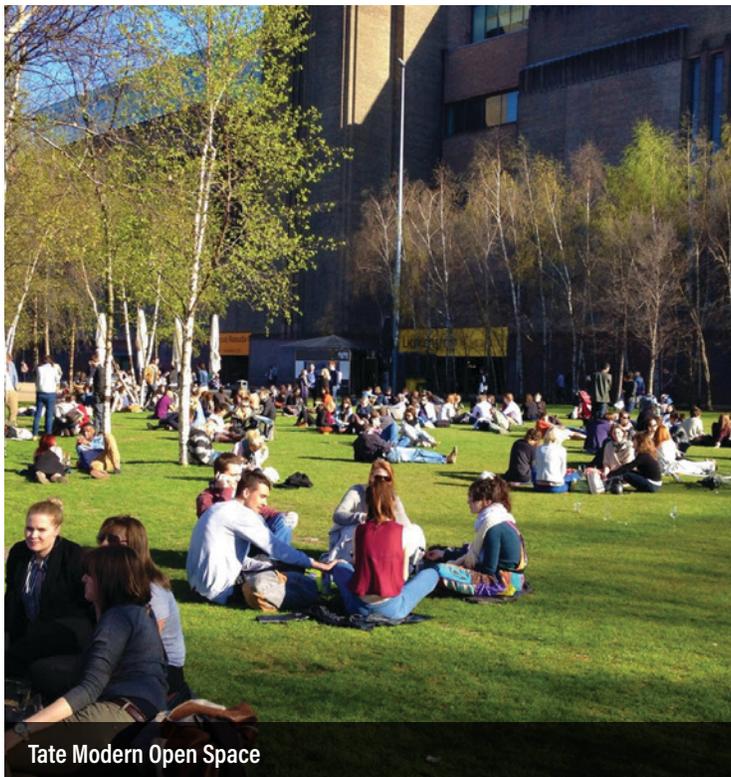
The Hearn open space will create an apron of publicly-accessible open spaces around the historically significant Hearn Generating Station, which is envisioned to be transformed into one of the seven destination spaces.

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

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

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

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



Leslie Green Portal

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

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

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

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

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

Water's Edge Promenades

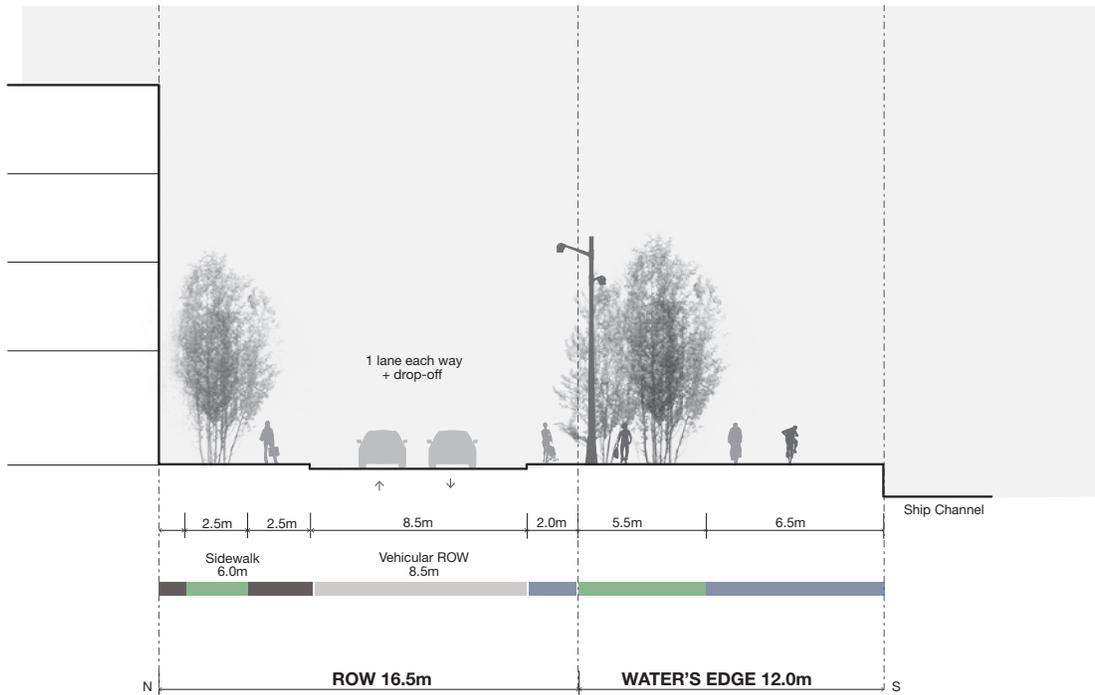
Water's edge promenades will be accessible, year-round public passages that will connect parks, open spaces, squares and plazas together and contribute to establishing a system of public spaces. In some sections, and where the width permits, the promenades will be designed to be intimate spaces that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

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

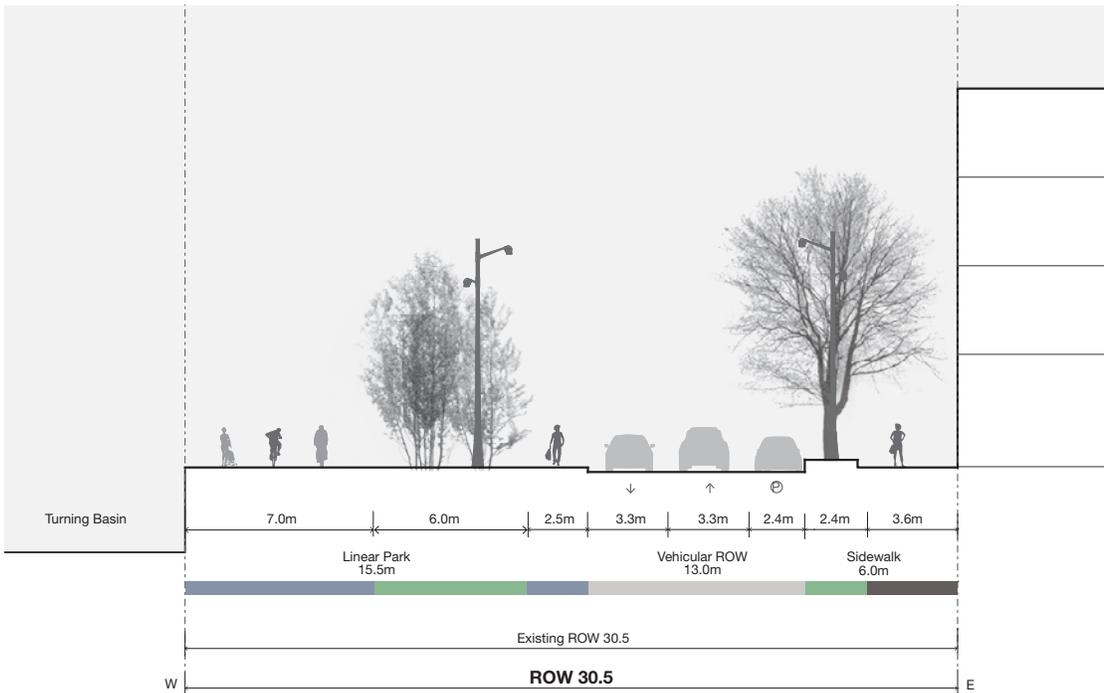
Public Promenades

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

Figure 43: Hybrid Water's Edge Promenades



Waterfront Street
16.5m ROW_Proposed



CARLAW [South of Lakeshore]
30.5m ROW_Proposed

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

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

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

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

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

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

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

Future Water's Edge Promenades and River Naturalization

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

Local Parks and Open Spaces

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

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

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

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

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



Basketball court in David Crombie Park



Regent Park



Kensington Pedestrian Sundays in the Park

Linear Open Spaces

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

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

POPS

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

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

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

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



Dockside Green Open Space and Stormwater Feature

Parks and Open Spaces South of Unwin Avenue

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

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

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



Tommy Thompson Park

4.2.2 Active Living and Amenities

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

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

Water Recreation

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

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

Open Spaces for Sports

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

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



Soccer Pitch in Brooklyn Bridge Park



Kayaking in Brooklyn Bridge Park

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

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

Play Areas

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

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

Other Amenities and Features

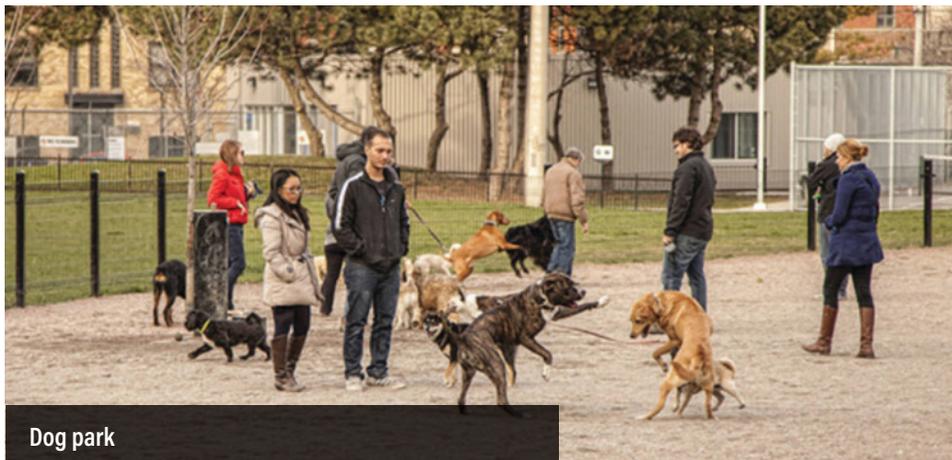
Parks and open spaces will also accommodate other amenities and features over time. For instance parks near mixed-use communities will be designed to include consideration for sensitively located off-leash dog areas in order to allow local opportunities for dog owners to exercise their pets. The

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

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



Northacres Park, Seattle



Dog park

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

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

Enhancing the Environment

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

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



Wooded Copse in a Park

4.2.3 Parkland Dedication

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

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

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

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

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

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

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

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

Parkland Dedication on City-Owned Land

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

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

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

Parkland Dedication on Privately-Owned Land

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

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

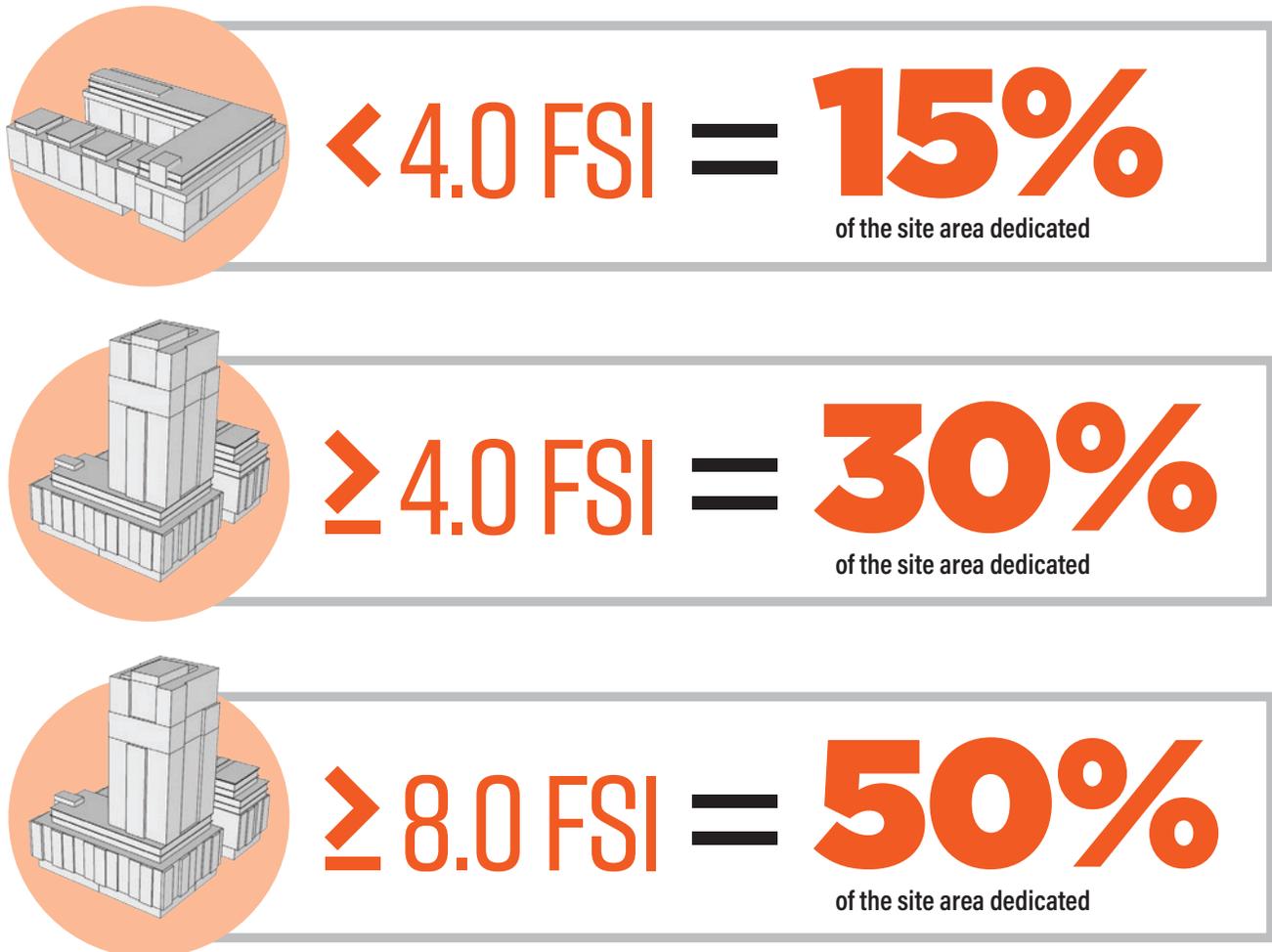
- 15% of the net site area for proposals with a residential component that is less than a net residential Floor Space Index (FSI) of 4.0;
- 30% of the net site area for proposals with a residential component that is equal to or exceeds a net residential FSI of 4.0; and
- 50% of the net site area for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

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

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

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

Figure 44: Alternative Parkland Dedication on Privately-Owned Sites



4.2.4 Recommendations

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



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



The design of parks and open spaces will:

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



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

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



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

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





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

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



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

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



The precise size and configuration of the local public parkland within each district will be determined during precinct planning, but will be no less than 7,500 m² in area and configured to enable a range of local parkland opportunities such as playgrounds, passive lawns, seating areas, small to mid-sized multi-use play fields, or other local active amenity.



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



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



Official Plan Policy Direction



Future Follow-on Work



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



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

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



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

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





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



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



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



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

