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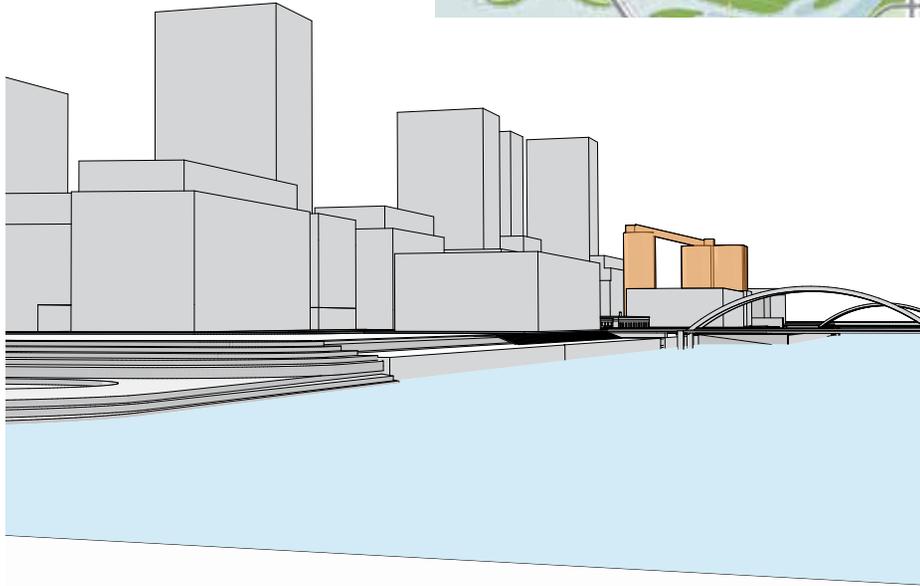


FIGURE 83. Keating Channel, Lake Ontario Portland Cement Company Silos and Toronto Harbour Commissioners Building
From: The eastern edge of the Keating Channel and the Don Roadway, looking west

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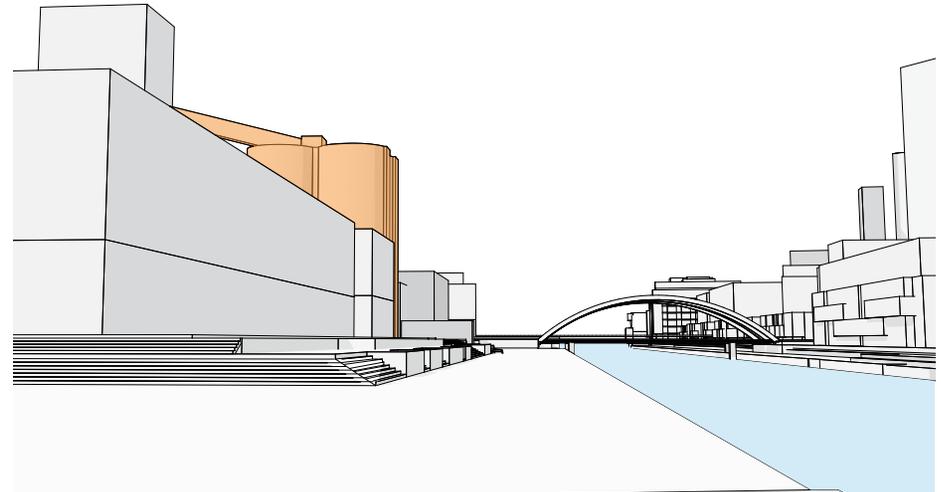


FIGURE 84. Keating Promenade, Lake Ontario Portland Cement Company Silos and Toronto Harbour Commissioners Building
From: Marina Square, looking west

5 and 6. Keating Channel, Lake Ontario Portland Cement Company Silos and Toronto Harbour Commissioners buildings

The Keating Channel, an important heritage asset and reminder of the Don River's historic reconfiguration, provides long views down the Channel to Villiers Island and emerging neighbourhoods in the Central Waterfront. This view prominently features the Lake Ontario Portland Cement Company Silos and Toronto Harbour Commission buildings, conveying a strong sense of place and celebrating the Port Lands heritage. Development adjacent to the Keating Channel Promenade will be low-rise in nature and be massed to maintain the prominence of the historic resources.

07

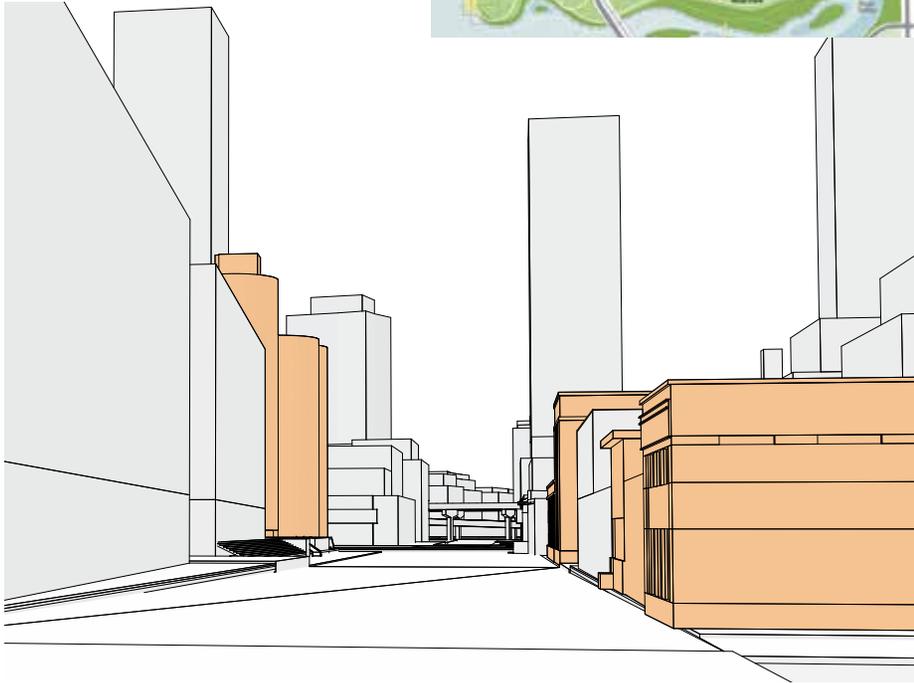


FIGURE 85. View of Old Cherry Street
From: Commissioners Street, looking north

7 and 8. Old Cherry Street

The view looking north on Old Cherry Street from Commissioners Street is framed by the Lake Ontario Portland Cement Company Silos to the west, and a cluster of heritage buildings to the east. Development along the east side of Old Cherry Street will be massed and sited to preserve views of these buildings and complement their low-rise scale. The tower elements within the Keating Precinct are seen further afield.

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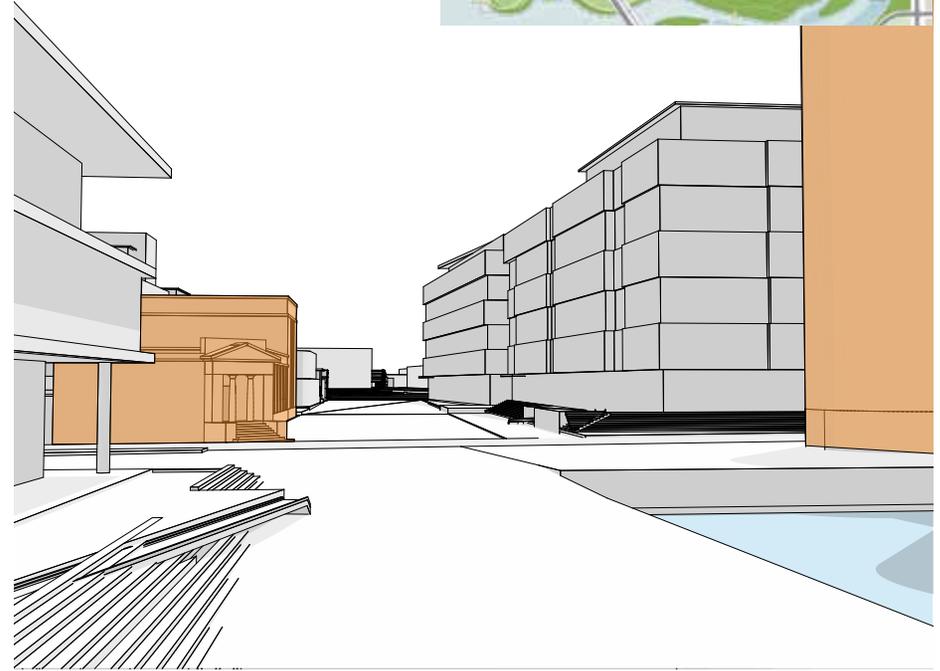


FIGURE 86. View of Old Cherry Street
From: Silos Square looking south

8. Old Cherry Street

The view looking south from Silo Square down Old Cherry Street and its ensemble of heritage buildings – the Bank of Montreal, William McGill and Company, Toronto Hydro Substation and the Dominion Bank buildings – on the east side of the street. Development on the east side of the street will be massed and sited to preserve views of the buildings and complement their low-rise scale.

09

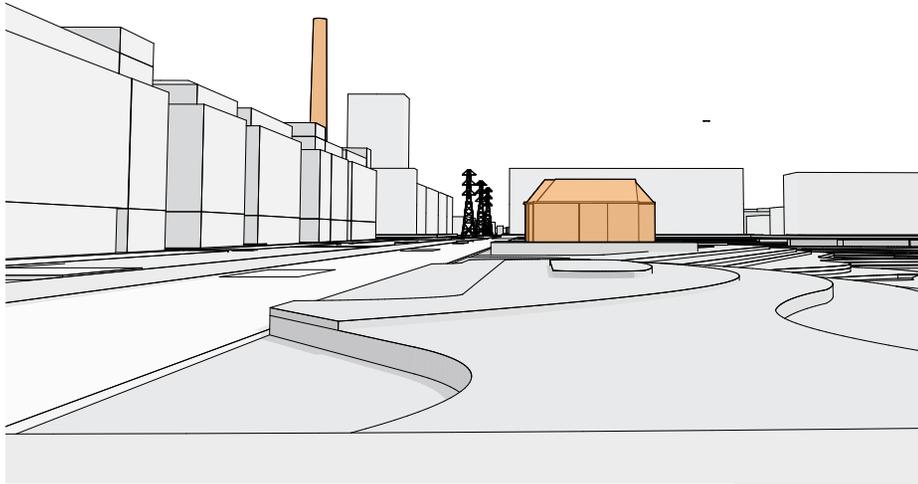


FIGURE 87. View of River Park, looking east
From: New Cherry Street south of Commissioners Street looking east

9. Commissioners Street and River Park

Views east and west along Commissioners Street will feature naturalized landscapes, including the new River Valley, estuary, and River Park to the south, and mid-rise built form to the north. The view corridor also provides direct views of Fire Hall No. 30, located adjacent to Commissioners, and the Hearn's chimneystack.

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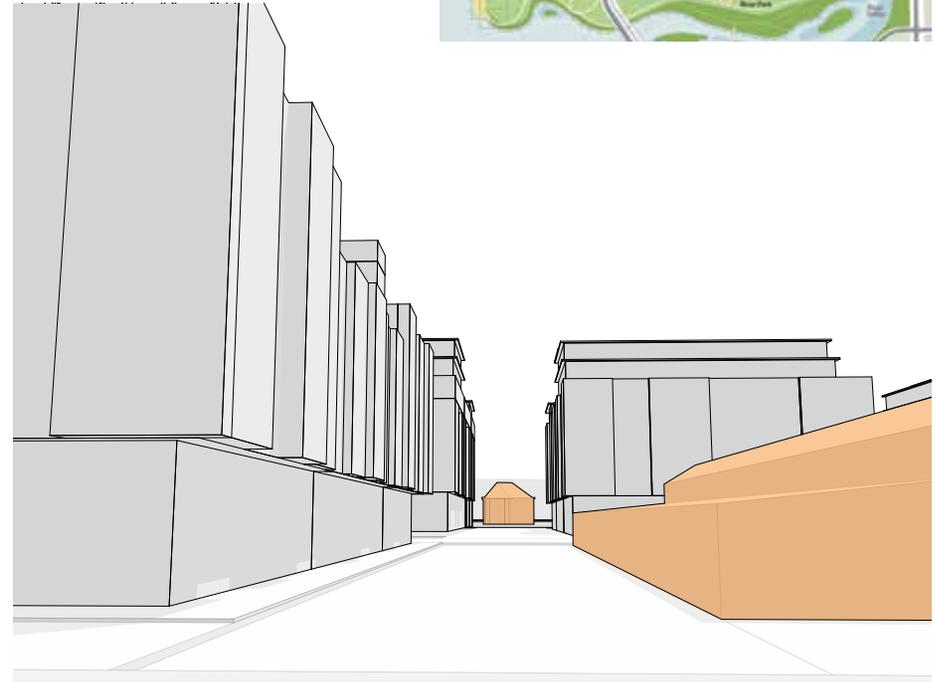


FIGURE 88. View of Fire Hall No. 30 looking south
From: Villiers Street at Old Munition Street looking south

10. Fire Hall No. 30

Fire Hall No.30 at 39 Commissioners stands at the terminus of the current alignment of Munitions Street, with the Queen's City Foundry building on the west side of Munitions Street. Fire Hall No. 30 will be relocated slightly south of the widened Commissioners Street. Munitions Street will be shifted eastward to preserve the Toronto Harbour Commissioners buildings. A mid-block connection in the street's current location will be introduced, with the Fire Hall continuing to terminate the view of the connection.

3.6.8 Density and Development

A zoning by-law for Villiers Island will be prepared in the future for Villiers Island, which will translate the built form strategy articulated in this Precinct Plan into development permissions. Development permissions for residential and non-residential development will ensure that there is a critical mass of people and jobs on the Island, with an overall mid-rise built form character.

Figure 89 indicates the approximate density (expressed as a floor space index) for each development block within Villiers Island and the density associated with existing heritage structures.

The density for the residential and non-residential development blocks from the south side of Villiers Street to the north of Commissioners Street range from approximately 4.4 to 8.5 times the block area. These densities correspond with mid-rise and tall building types.

The blocks along the Keating Channel Promenade will contain non-residential and community facility uses with lower densities, ranging from approximately 2.1 to 3.1 times the block area. These densities correspond with low-rise building types.

- Developable Area
- Existing Dockwall
- Development Block
- Block with Heritage Structures
- Development Block with Catalytic Use Building
- Keating Promenade
- Park within Developable Area
- P00** Block number
- 0.0** Block Net FSI (Floor Space Index)

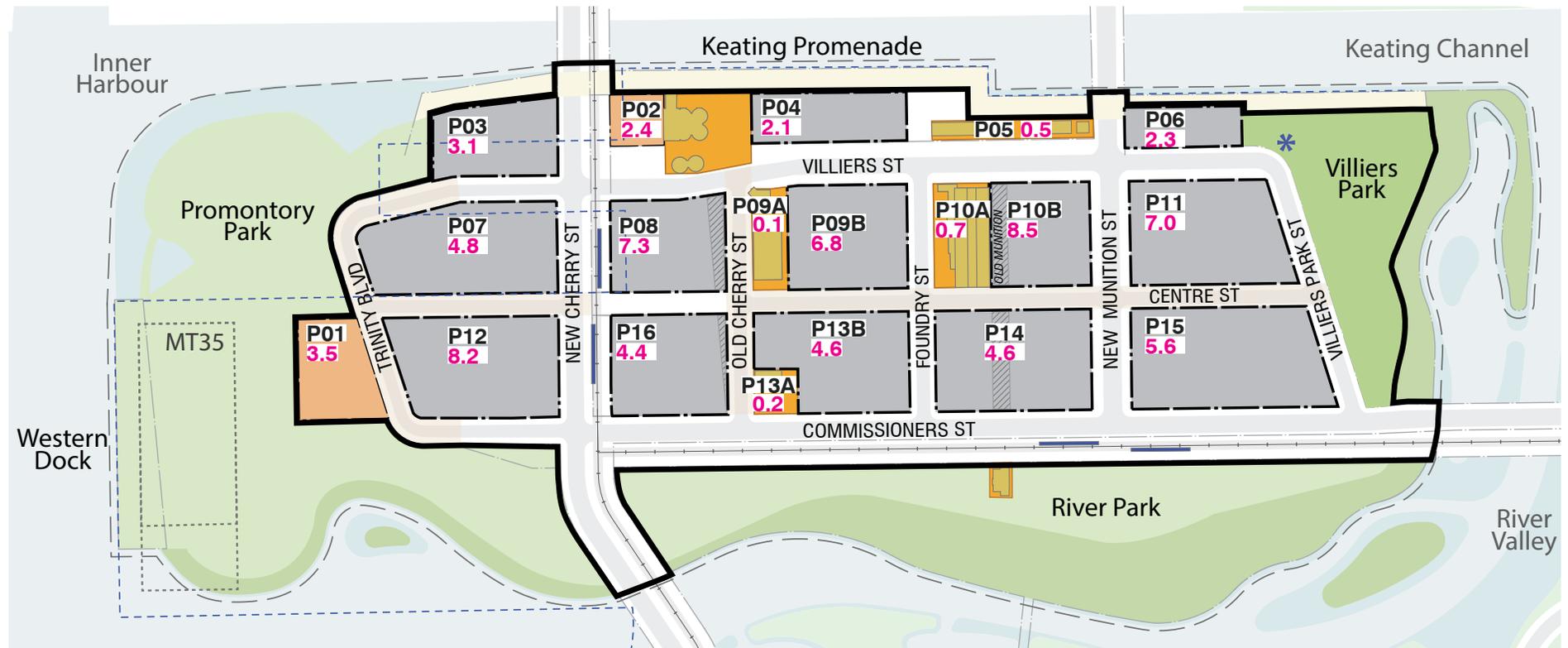


FIGURE 89. Density and development block plan

3.7 MUNICIPAL INFRASTRUCTURE

The redevelopment of Villiers Island will replace the existing infrastructure systems with contemporary infrastructure including stormwater management, water and wastewater systems. Villiers Island will demonstrate excellence in low-impact development and water conservation and reuse measures.

3.7.1 Municipal Servicing

3.7.1.1 Water Infrastructure

The development of Villiers Island and the Lower Don Lands will increase water demands and require the removal of much of the existing water supply network, as documented in the LDL MP EA. The water distribution system currently servicing the area will not support new higher density development in Villiers Island, and would limit opportunities for new land use and is not compatible with the public realm. The existing water supply system will be replaced with a modern system.

The water supply system approach defined in the LDL MP EA is maintained in the current water infrastructure approach. The water infrastructure plan will generally consist of a network of new watermains that maintain connectivity with the City's existing distribution system and provide a looped configuration of watermains within Villiers Island to facilitate water supply reliability and redundancy. New water infrastructure will be built wherever possible beneath the travel lanes of roadways. Private non-potable water distribution systems will be encouraged and facilitated through development.

Water conservation and reuse measures will also be permitted, promoted, and facilitated when practical, including, but not limited to:

- Water efficiency measures;
- Grey and/or black water reuse for non-potable water systems, such as irrigation and toilets; and
- Privately owned non-potable water distribution systems.

As noted in the LDL MP EA, the water distribution pipework sizing is driven by fire protection needs. Although measures will be undertaken to reduce potable water demands, such measures will generally not reduce the size of the linear pipework required to service the project.

Water Recommendations for Future Considerations:

- Additional consideration should be provided for exploring options for combined private and public non-potable water distribution systems;
- If non-potable pipe systems are included, overflow connections (within pipes or overland flow) should be provided to the stormwater management systems; and
- The potential for reusing existing watermains as conduits for future utilities should be explored.

3.7.1.2 Wastewater Infrastructure

The development of Villiers Island and the Lower Don Lands will require the removal of much of the existing wastewater discharge networks and will require higher capacity system. The LDL MP EA articulates the overall preferred wastewater design alternative. The existing sanitary and servicing infrastructure will be replaced and upgraded, with a new gravity sanitary sewer main along Commissioners Street to Don Roadway. A temporary sanitary sewer pumping station in the vicinity of Commissioners Street and Don Roadway will then convey sanitary sewage to Lake Shore Boulevard. The new sanitary sewers should be concrete encased.

The existing receiving sewer in Lake Shore Boulevard is currently undersized, built with negative slope, and has a hydraulic grade line near the existing road surface elevation at Cherry Street. Storage tanks at the temporary pump station may need to be sized to minimize sewage peak flows leaving the site to mitigate risks of increasing combined sewer overflows to the Don River and the Harbour. As development of the Lower Don Lands progresses, a new gravity trunk sewer will likely need to be constructed along Commissioners Street to Ashbridges Bay Sewage Treatment Plant.

Wastewater Recommendations for Future Considerations:

- Additional consideration should be provided for exploring options for combined private and public non-potable water distribution system;
- If non-potable pipe systems are included, overflow connections (within pipes or overland flow) should be provided to the stormwater management systems; and
- The potential for reusing existing watermains as conduits for future utilities should be explored.

- Conveyance System
- New Forcemain
- Ⓟ New Pump Station
- - - Future Conveyance System



FIGURE 90. Conceptual wastewater plan

- New 300mm Watermain
- New 400mm Watermain
- New 400mm Watermain Below Keating Channel
- Connection to Existing Watermain
- └ Pipe Cap
- - - Future 300mm Watermain by others
- - - Future 400mm Watermain by Others



FIGURE 91. Conceptual water plan

3.7.1.3 General Site Servicing

- Phasing and responsibility for utility connections and common utility systems between Villiers Island and the Polson Quay precinct should be coordinated, including new stormwater, water, and wastewater connecting infrastructure and/or utility corridors across the new River Valley, and new wastewater systems along Commissioner's Street to the Ashbridges Bay Sewage Treatment Plant; and
- There may be the potential to locate sections of the water distribution system with other underground utilities in a common location. This can be achieved with the provision of utility corridors or joint utility trenches, accessible structures in which linear utility plant is organized and consolidated to make more efficient use of the right-of-way. Utility corridors may accomplish multiple goals: minimize disruptions to roadways caused by utility maintenance/repairs, maximize flexibility for phased utility construction, and minimize need for managing impacted soils/groundwater. Consideration should be given to providing utility corridor connections within Villiers Island, and below Keating Channel to connect Villiers Island to utility infrastructure north of Keating Channel. The utility corridors, subject to approval of the utility plant owners, should consider including provision for the following plant: energy distribution pipework, water service pipework, telecommunication cabling, gas, hydro, wastewater pipework, and vacuum waste collection pipework.

Recommendations for Future Considerations

- Existing hydro, natural gas, IT/communications, and pipeline infrastructure systems should be modified, replaced, and/or abandoned to accommodate the proposed configuration of roads and development lots, and to provide connections to utility system sources located outside of Villiers Island. The existence of numerous various private pipelines serving existing/previous industrial tenants will require contact with private owners for coordination of pipeline abandonments and/or modifications; and
- Existing servicing, including utility duct banks and gas mains, are routed across the bridges currently connecting to Villiers Island, and should be relocated in new joint utility corridors or underwater crossings.

3.7.2 Stormwater Management

The redevelopment of Villiers Island and the Lower Don Lands will require the removal of existing storm drainage infrastructure as the area is re-graded to elevate the existing grades for flood protection, create the new river channel and the flood protection spillway. The existing stormwater drainage system will be replaced with a modern stormwater management system.

The Precinct Plan is consistent with the LDL MP EA with regards to its stormwater management approach. The stormwater management approach consists of the following controls:

- Source Controls will be integrated throughout the precinct area to reduce stormwater runoff from key sources. Source controls include green infrastructure water retention and detention systems including green roofs, rainwater storage systems for reuse of rain water, and water gardens. Water Garden is non-technical term used to indicate potentially innovative water features to be designed to complement and enhance the character of the public spaces by bringing water into the public realm. Water Gardens are proposed in two public spaces: Silo Square and Overlook Plaza; and
- Conveyance Controls will be implemented at locations where stormwater runoff is conveyed from a source to a receiving water to reduce the amount of stormwater runoff and to reduce sediment and pollutants in the runoff. The proposed conveyance systems and associated controls include, but are not limited to green infrastructure systems (tree box filters, sand filters, etc.) and oil/grit separators; and

- End-of-Pipe Controls will be installed prior to ultimate discharge of stormwater runoff to the Don River or Lake Ontario to clean the runoff to the required water quality levels. Proposed End-of-Pipe Controls include new wetlands and a new storage tank and pump system to control stormwater flows to a new ballasted flocculation and ultraviolet (BF/UV) disinfection facility.

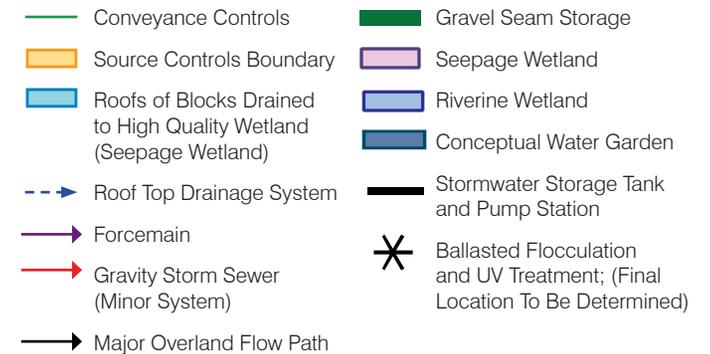
Stormwater Management

Recommendations for Future Considerations:

- This Plan identifies a placeholder location for the BF/UV facility in Villiers Park adjacent to the school building, as recommended by the TRCA. If a single BF/UV facility is intended to serve both the Polson Quay and Villiers Island precincts, consideration should be given to relocating the BF/UV facility from Villiers Park to River Park at the south side of Villiers Island; and
- Infiltration practices should be avoided or carefully sited to avoid infiltrating to contaminated soil. Green infrastructure can be designed to provide quality of life benefits for the residents and visitors to Villiers Island, as well as improving stormwater quality and flood control. Stormwater wetland vegetation should be selected to be tolerant to inundation by water from the river and lake, and to provide aesthetically pleasing features. Stormwater wetlands and visible water features can be integrated into public open spaces, such as at the Lake Ontario Portland Cement Company Silos.



FIGURE 92. Conceptual stormwater management plan



SECTION 4

IMPLEMENTATION



4.1 IMPLEMENTATION

The creation of Villiers Island and the evolution of the Precinct is dependent on a number of critical flood protection and infrastructure investments. There are a number of additional studies, statutory processes, detailed design and technical agreements required before any development can proceed.

4.1.1 Flood Protection and Enabling Works

Currently, about 290 hectares (715 acres) of south-eastern downtown Toronto are at risk of flooding from the Don River watershed in the event of a provincially-defined regulatory storm. This area includes parts of the Port Lands, South Riverdale, Leslieville, south of Eastern Avenue and the East Harbour development site. As a result, these areas are within a provincially-designated Special Policy Area and cannot be redeveloped or revitalized until the flood risk is removed.

The Port Lands Flood Protection and Enabling Infrastructure Project (the Project) is a comprehensive plan for providing flood protection that will allow for the removal of land use restrictions and for creating development-enabling infrastructure, such as wastewater and stormwater systems, water mains, local roads and bridges, and a transit right-of-way, to further enable the revitalization of this prime waterfront location. The Project is the amalgamation of the DMNP EA and LDL MP EA into a comprehensive coordinated project.

The Project will create a new naturalized mouth for the Don River in the middle of the Port Lands between the Ship Channel and the Keating Channel, as well the foundations of Villiers Island. It will also create new habitat for natural species and will re-establish wetlands in the area, which provide social and environmental benefits and naturally moderate the effects of flooding and erosion.

The Project will remove the flood risk to about 240 hectares (593 acres), with the majority of the remaining lands designed to be flooded as they are located within the Keating Channel and the new naturalized river valley system. This plan was informed by extensive engagement and consultation with the public, government agencies, Indigenous Communities, stakeholders, landowners and developers, and is consistent with the Central Waterfront Secondary Plan.

4.1.2 Approvals, Statutory Planning and Future Studies

4.1.2.1 Official Plan Amendment to the Central Waterfront Secondary Plan

A proposed Official Plan Amendment to the Central Waterfront Secondary Plan for the Port Lands will be brought forward to Council concurrently with this Precinct Plan. The Amendment to the Central Waterfront Secondary Plan adds an additional layer of policies to the Secondary Plan to direct and regulate the redevelopment and transformation of Villiers Island.

4.1.2.2 Zoning By-law Amendment

A zoning by-law amendment for the Villiers Island Precinct Plan will be prepared at a later time. Given the Precinct area requires a significant amount of infrastructure and flood protection enabling works, a zoning by-law amendment will not be prepared concurrently with this Precinct Plan.

The rezoning of the Precinct lands will occur in phases. The zoning by-law amendment will be subject to a 'holding' provision, which is a tool under the *Planning Act* that requires certain conditions to be fulfilled before development is permitted. The zoning by-law will contain performance standards to achieve appropriate and desirable development, consistent with this Plan.

4.1.2.3 Additional Studies Required

The following additional studies will be required prior to development proceeding in Villiers Island:

- Additional noise and emission studies will be required prior to development proceed: Source mitigation at the Cement Terminal at Polson Quay and appropriate receptor mitigation will be required prior to rezoning lands for sensitive uses in Villiers Island. Appropriate source and receptor mitigation will be determined through the submission of detailed noise and/or air quality assessments. Any on-site source mitigation proposed at the Cement Terminal on Polson Quay will require the agreement of the operator of the Cement Terminal;
- An EA amendment to the LDL MP EA will be required to relocate Munition Street;
- A Naturalization Plan;
- Waterfront Toronto and the City of Toronto will undertake additional studies to achieve a Climate Positive Precinct;
- A detailed grading plan prepared in coordination with the TRCA will identify detailed strategies for managing grade changes related to flood protection, the design of public realm and mitigation measures related to heritage structures;
- View studies; and
- Housing issues reports.

4.1.2.4 Heritage

The long-term staged development of Villiers Island will require further studies and approvals. Heritage requirements should be incorporated into the scope of work for the consultants preparing these studies. These include:

- Adaptive Reuse Study (ARS) - conduct an ARS to determine an appropriate use that conserves the heritage value/attributes of the property;
- Detailed design for grading, roads and the public realm - ensure a heritage conservation architect and structural engineer familiar with heritage structures are part of the consultant team to provide recommendations and mitigation measures regarding grading options and to provide advice on interpretative materials or programs related to streetscapes and the public realm; and
- Heritage Conservation Strategies and Plans to implement restoration, commemoration, rehabilitation, adaptive re-use and conservation related activities.

Further, on publicly owned lands, a Heritage Easement Agreement will be required.

Taylor Hazell Architects has prepared a Heritage Impact Assessment for each heritage structure to review strategies related to the Precinct Plan including the streets and blocks plan. A Heritage Impact Assessment for listed and designated heritage structures will be required prior to the alteration of heritage structures.

4.1.2.5 Development Proposal Calls and Private Development Applications

Waterfront Toronto, together with input from the City of Toronto and the TRCA will hold development proposal calls for specific land blocks or groups of blocks. The proposal calls will ensure that as development proceeds, an appropriate range of uses, housing types, community facilities and amenities are secured and built. For privately owned lands, redevelopment will be undertaken through specific development applications and be in accordance with this Precinct Plan. Zoning by-law amendments may be initiated once development proposal calls have been issued.

4.1.2.6 Property Consolidation and Plan of Subdivision

The Precinct Plan's streets and block plan generally conforms to the current property ownership; however there are slight changes proposed to the property configuration. Through the redevelopment of the Precinct and the regulatory tools under the *Planning Act*, the existing blocks and property ownership will require slight modifications to secure new public streets and laneways.

The division of land will create land parcels that facilitate development consistent with this Precinct Plan. It is anticipated that the division of land where new street infrastructure is proposed will proceed by way of Plan of Subdivision.

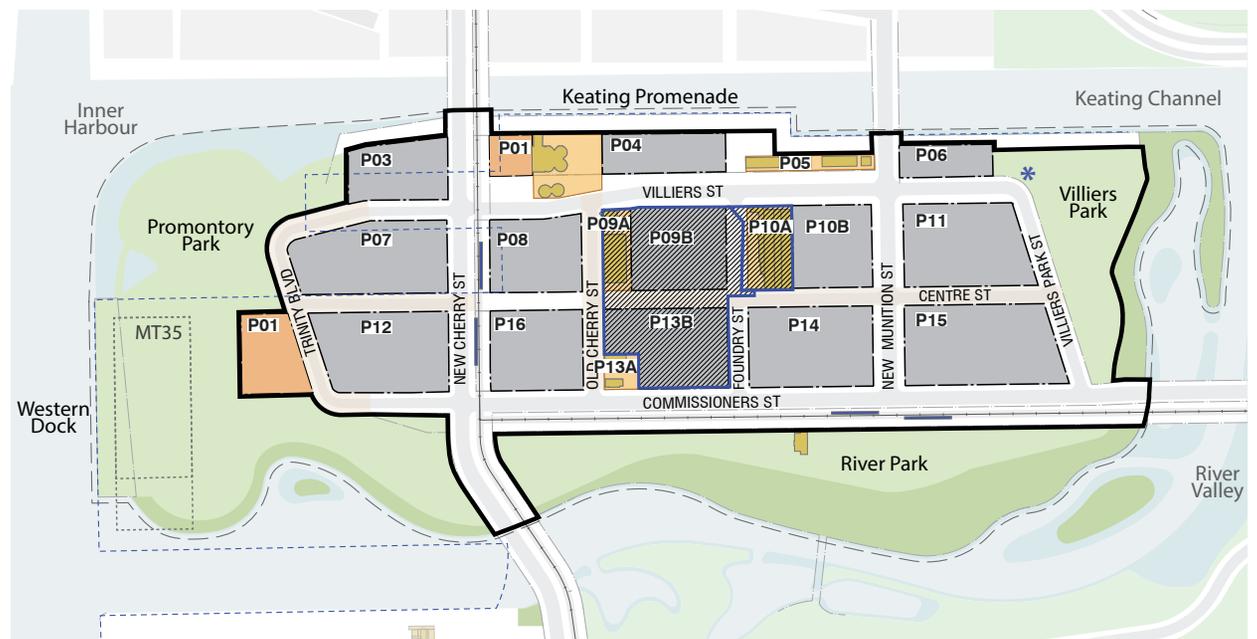


FIGURE 93. Property ownership block plan

- Developable Area
- - - Existing Dockwall
- ⊙ Development block - Public Ownership
- ⊙ Block with Heritage Structures
- ⊙ Development block with Catalytic Use Building
- ⊙ Private Ownership
- P00** Block number

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Image 30.	Urban Strategies Inc.
Image 31.	Urban Strategies Inc.
Image 32.	Mark Wolrab
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Image 42.	Urban Strategies Inc.
Image 43.	Westbank

