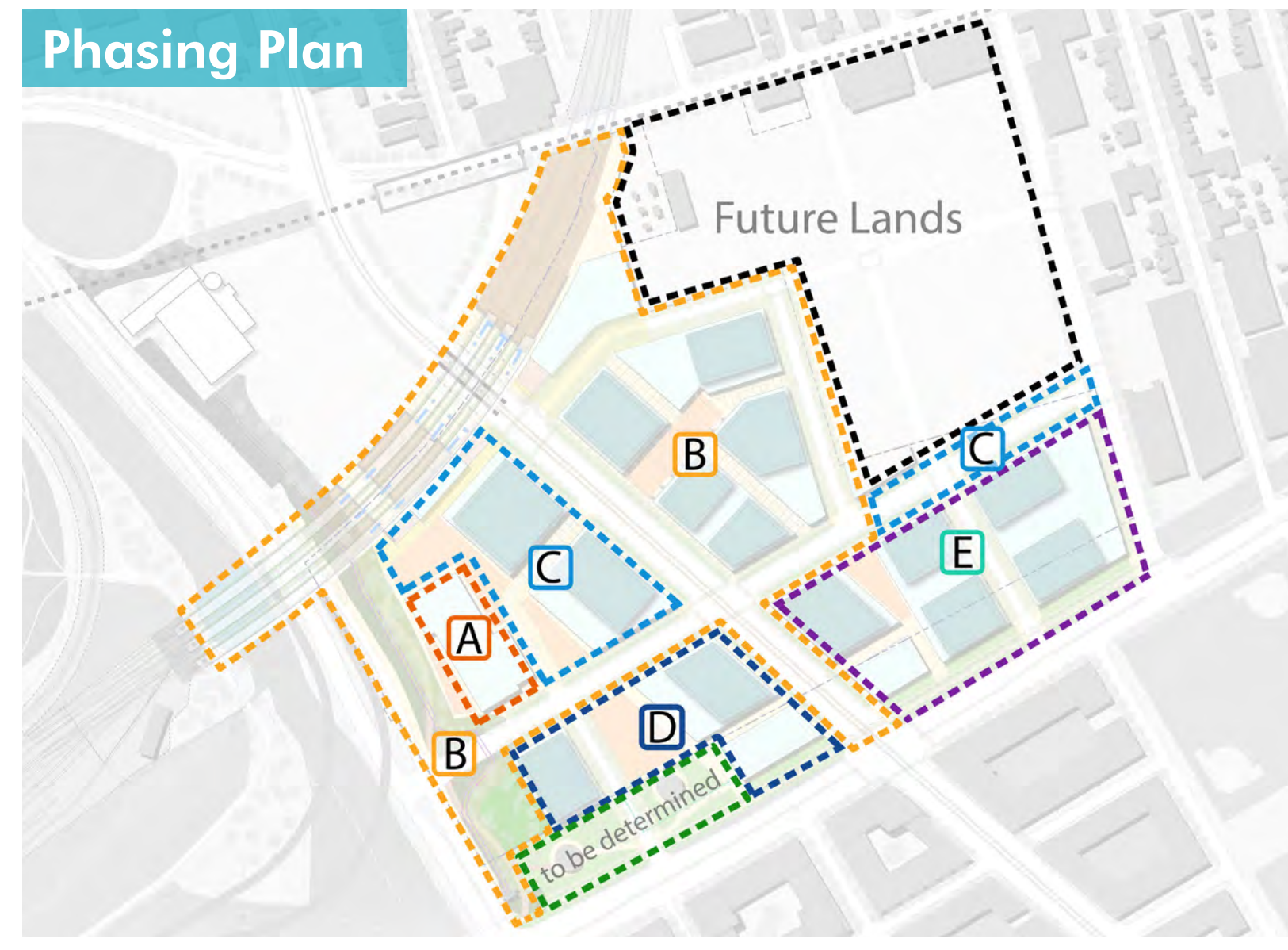


## — The Master Plan Framework

**The East Harbour Master Plan advances the development of 60 acres of former industrial lands east of the Don River. The Master Plan outlines a vision for a vibrant, transit-oriented and dynamic employment district that will accommodate substantial new office uses, a high-quality public realm and new open spaces.**

The Master Plan will create a major new destination at the edge of the Port Lands that will be integrated into the surrounding city fabric. East Harbour will provide for:

- A major cluster of new office space that will support the City's economy
- High-quality open spaces, including new parks, plazas, courtyards, greenways and a naturalized River's Edge
- A fine-grained street system that will ensure a comfortable pedestrian experience and public realm
- A new Transit Hub that will support existing GO Transit service and future subway and streetcar service
- A diverse and sustainable range of entertainment, retail, food, institutional, cultural uses and other amenities



Development of the East Harbour will occur incrementally over the long term and will be aligned with major public infrastructure and transit investments.



Illustrative rendering of East Harbour, looking west towards Downtown Toronto



Illustrative rendering of East Harbour, looking south towards the Port Lands



**9.96 million sf**  
employment space on the First Gulf lands



**Over 50,000**  
jobs



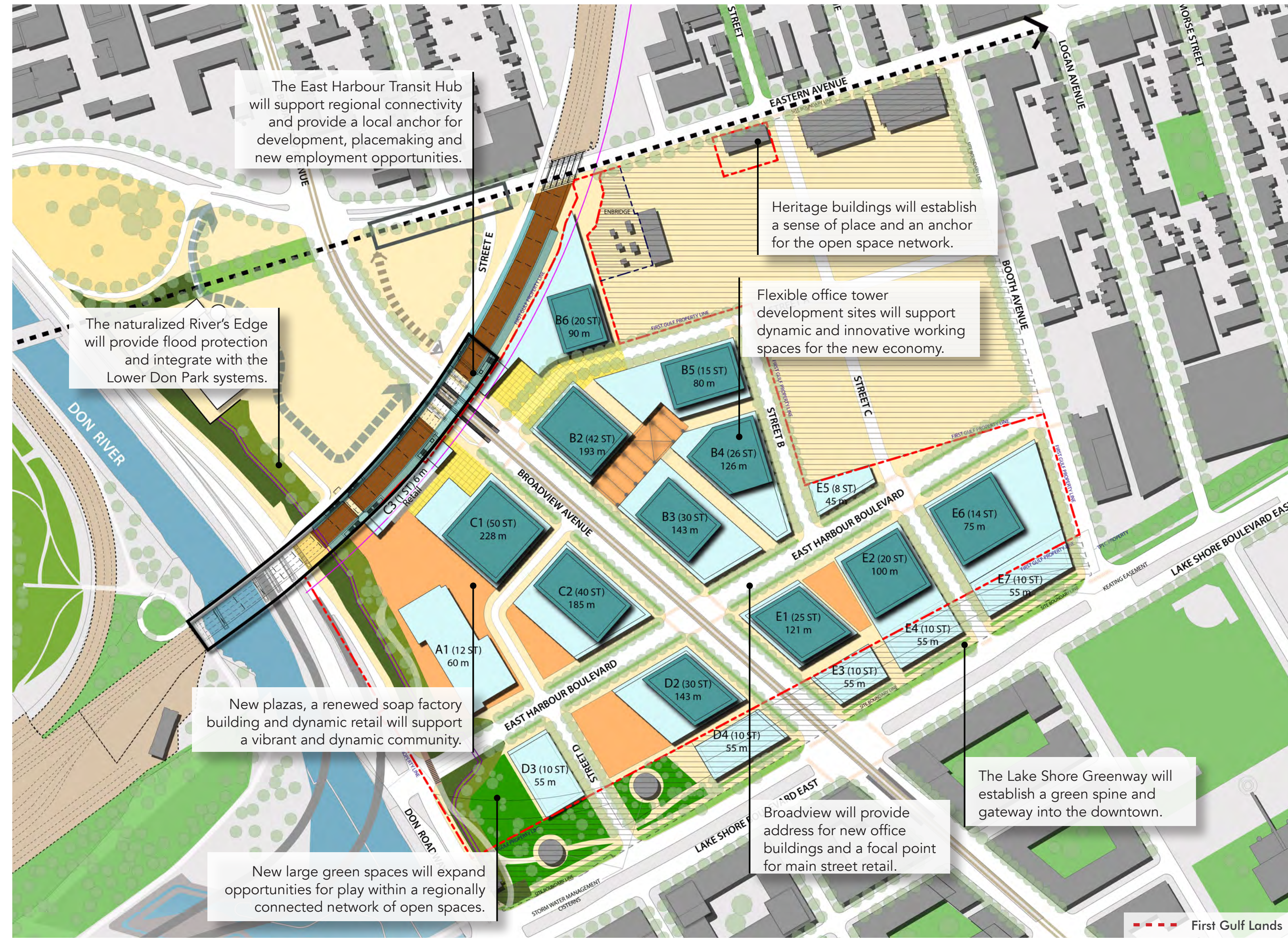
**1.7 million sf**  
retail, culture, recreation and entertainment



**5**  
major transit lines



**Approximately 8.5 acres**  
of open space on the First Gulf lands





## — Mobility and Connectivity

**East Harbour will become a major multi-modal mobility hub. With the addition of new transit infrastructure, an interconnected street network, a high-quality public realm and a series of plazas and mid-block connections, East Harbour will become one of the most accessible places in the City. It will be a hyper-connected place that is easily accessed – whether taking transit, cycling, walking, driving or carpooling.**

Existing infrastructure and major planned improvements to transit will allow East Harbour to thrive. A new, pedestrian-oriented street and block network will support movement throughout the area, improve linkages to surrounding neighbourhoods, and create a safe and welcoming environment.

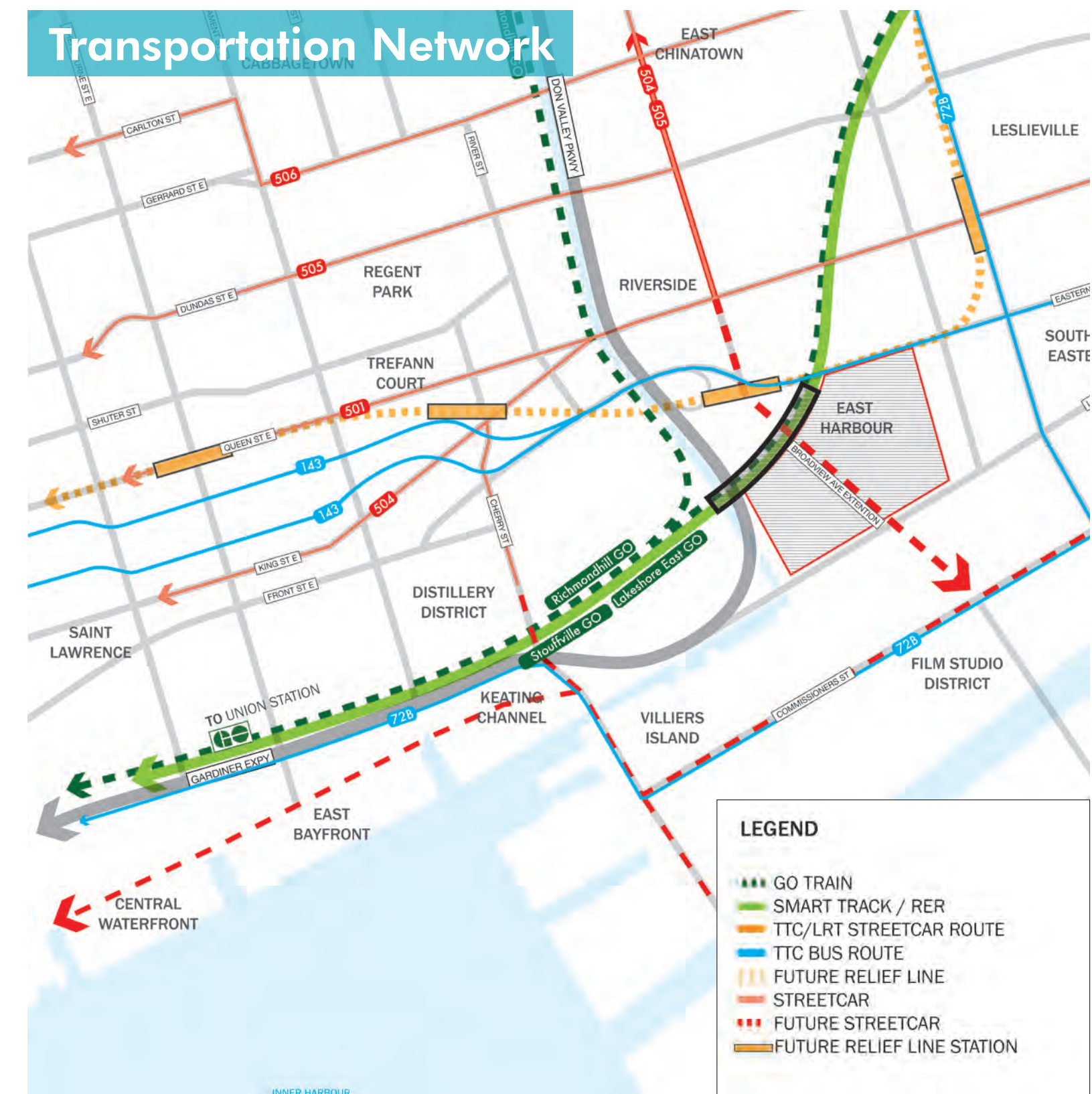
Mobility will be substantially enhanced through the creation of a high-quality public realm and new pedestrian and cycling connections which will promote non-vehicular movement and ensure a comfortable experience for workers and visitors. New development and public realm improvements will be thoughtfully designed to facilitate convenient access to a range of transportation modes, encouraging transit use and cycling. Principles of universal accessibility will support mobility for all ages and abilities.

### Transportation Demand Management Framework

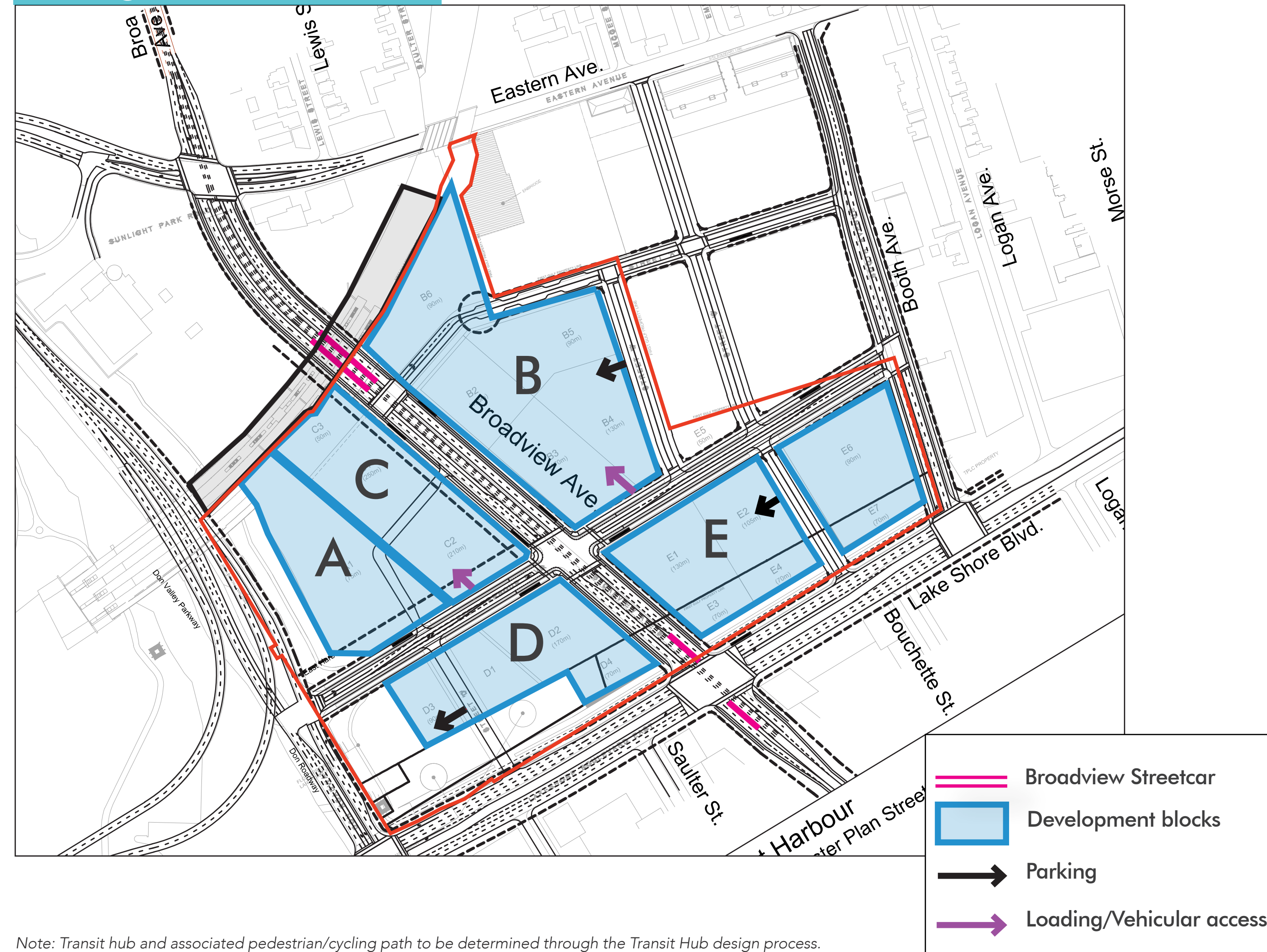
The TDM Framework outlines strategies and measures, combined with physical attributes of the Master Plan, to reduce the number of vehicle demand to/from East Harbour, and to generate and facilitate demand for more active and sustainable travel modes, including transit, cycling and walking. The TDM Framework will respond to the mobility needs of employees and visitors over time.

The Framework focuses on 3 key concepts:

- Vehicle Parking**
  - Limit vehicle parking as much as possible,
  - Actively manage parking supply through efficiencies, phasing, and pricing policies
- Mobility Choice**
  - Offer an array of multi-modal transportation choices for workers and visitors
- Menu of TDM Measures**
  - Encourage transit use
  - Promote and facilitate cycling
  - Enhance pedestrian movement
  - Manage vehicle parking
  - Provide transit-supportive building infrastructure



### Parking and Service Access



Note: Transit hub and associated pedestrian/cycling path to be determined through the Transit Hub design process.

### Forecast Travel Demand (Full Build-Out)

Mode	Morning Peak Hours			Afternoon Peak Hours			Saturday Peak Hours		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Sensitivity Analysis: Year 2033 + Site Trips by Mode									
Auto Driver	1,000	220	1,320	500	1,155	1,685	710	710	1,420
Auto Passenger	270	90	360	190	310	490	255	255	610
Transit Rider	8,670	1,320	10,190	2,315	8,125	10,440	1,770	1,770	3,540
Pedestrian	1,365	210	1,575	375	1,260	1,635	335	335	670
Cyclist	2,010	250	2,300	475	1,795	2,270	360	360	720
Total Site Trips	13,675	2,130	15,745	3,075	12,835	16,510	3,400	3,400	6,660



Pedestrian Travel Demands



Cyclist Travel Demands



Transit Travel Demands



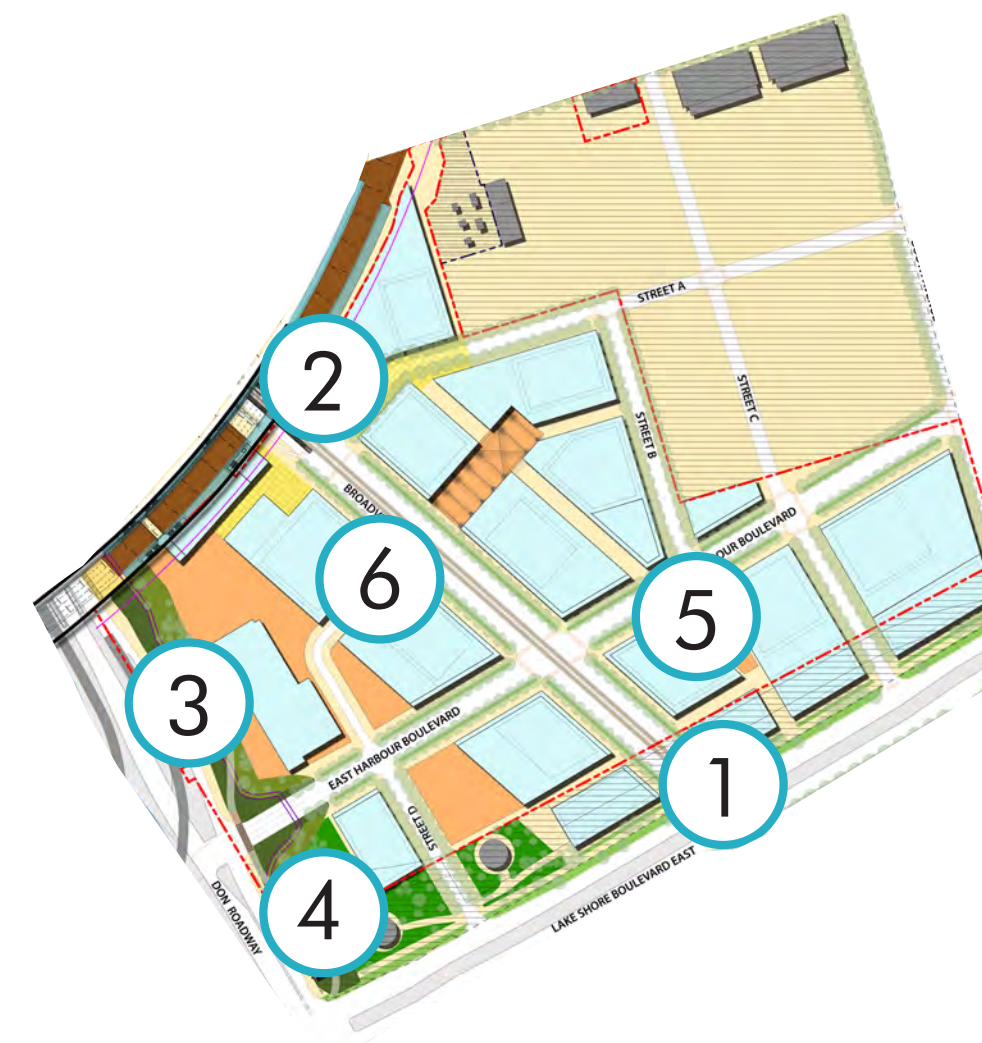
Vehicle Travel Demands



## Open Space and Pedestrian Connections

**A connected network of open spaces will provide diverse places for community enjoyment and support green linkages to the regional open space network. These spaces will enhance amenity and create a sense of place for employees, visitors and the broader community. Integrated with the regional open space network, the open space network will establish new green links from the existing communities into the Don River Valley Park and Lake Ontario waterfront.**

The proposed open space network is made up of both a primary and a secondary open space system. The primary network consists of a robust set of green spaces that will be connected to the local and regional open systems, are anticipated to be designed to incorporate significant natural features and landscaping, and to support a range of active and passive park programming. The secondary open space network will consist of finer-grain connections, plazas, and open spaces, that will animate each block. These spaces are intended to be connected as part of a legible framework, but to otherwise develop organically, carefully designed together with adjacent buildings to ensure their character is complementary to new active frontages and future uses.



Well landscaped greenways can create an attractive setting.



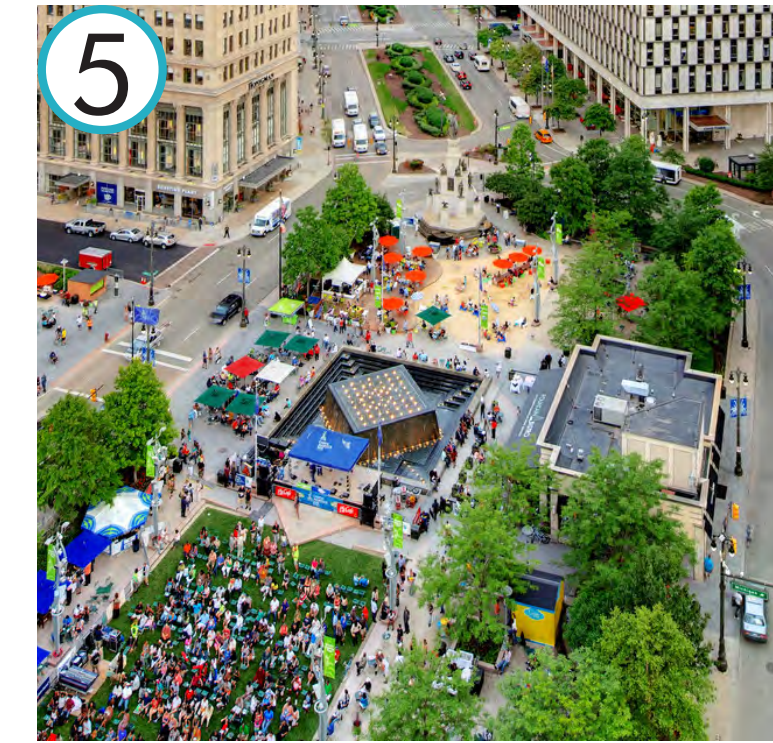
Retail uses can be closely integrated into the design of a transit station, helping to animate areas around the station (Hackescher Markt, Berlin).



The river's edge should be designed to allow people to make use of this space.



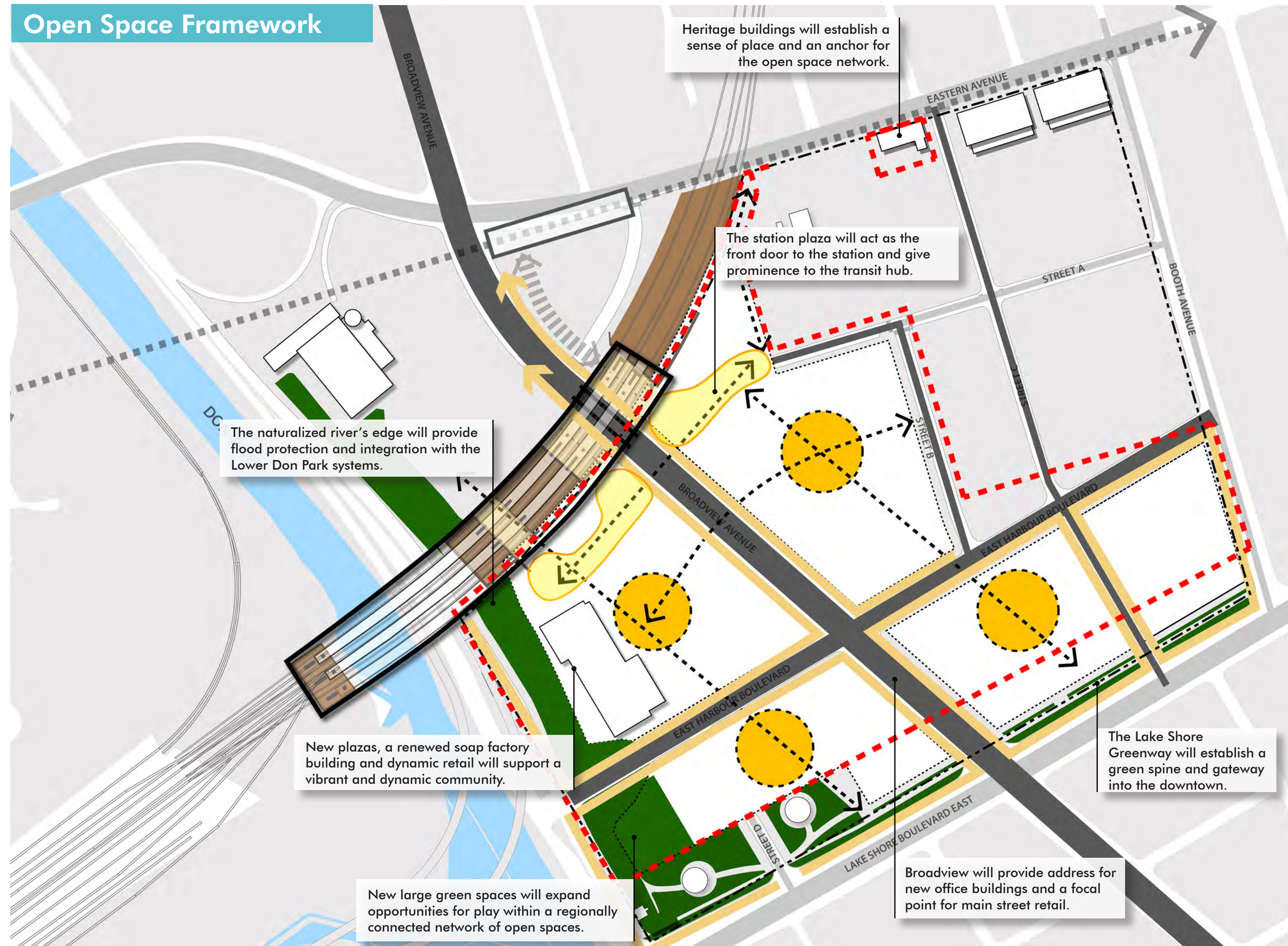
Parks and green spaces allow for a range of programming and activities.



Open spaces and make plazas a year-round destination (Campus Martius, Detroit).



Mid-block connections should be attractive and comfortable spaces that support pedestrian movement (Stockholm).



This image represents an approximation of the location and configuration of open spaces. The First Gulf team continues to work with the City of Toronto to refine and confirm these details.



Illustrative rendering of proposed Soap Factory Plaza



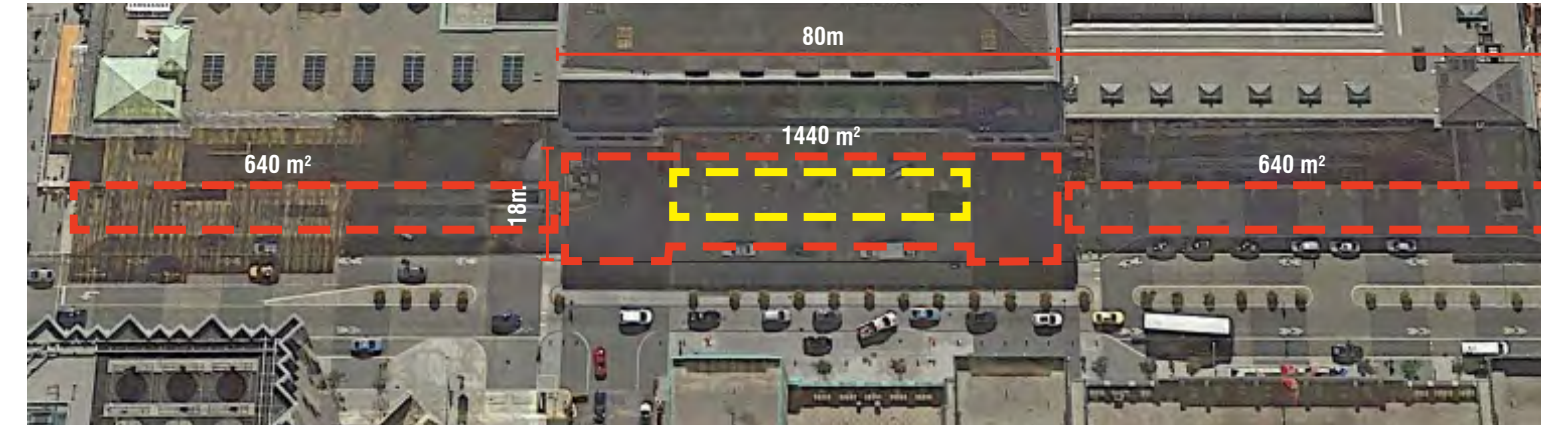
## — Transit Plaza

As the gateways to a vibrant office district, the Transit Hub Plazas outside East Harbour Station need to accommodate large flows of pedestrian traffic at peak hours, and be welcoming, animated spaces at all hours of the day. The Plaza will be complemented with active retail, service and commercial uses within and around the station, which will support activity levels and create pedestrian amenity. The illustrations below represent an exploration of options for the open space and access routes to the Transit Hub Plazas. Local and international precedents illustrate the potential configurations and functionality of these spaces.

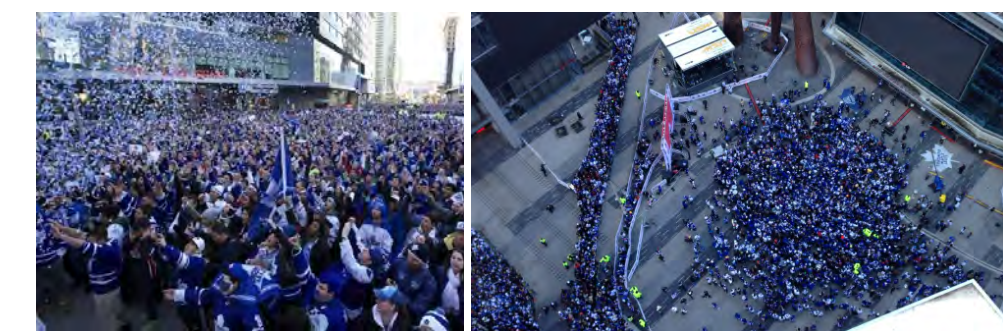
While the transit station is a key element of the public realm, its design will need to be advanced further in collaboration with the City and Metrolinx. The detailed design will consider opportunities to facilitate multiple access points and achieve seamless integration with new development and open spaces.



EAST HARBOUR - Station Plaza Dimensions  
Total Plaza Area = 2023 m<sup>2</sup>



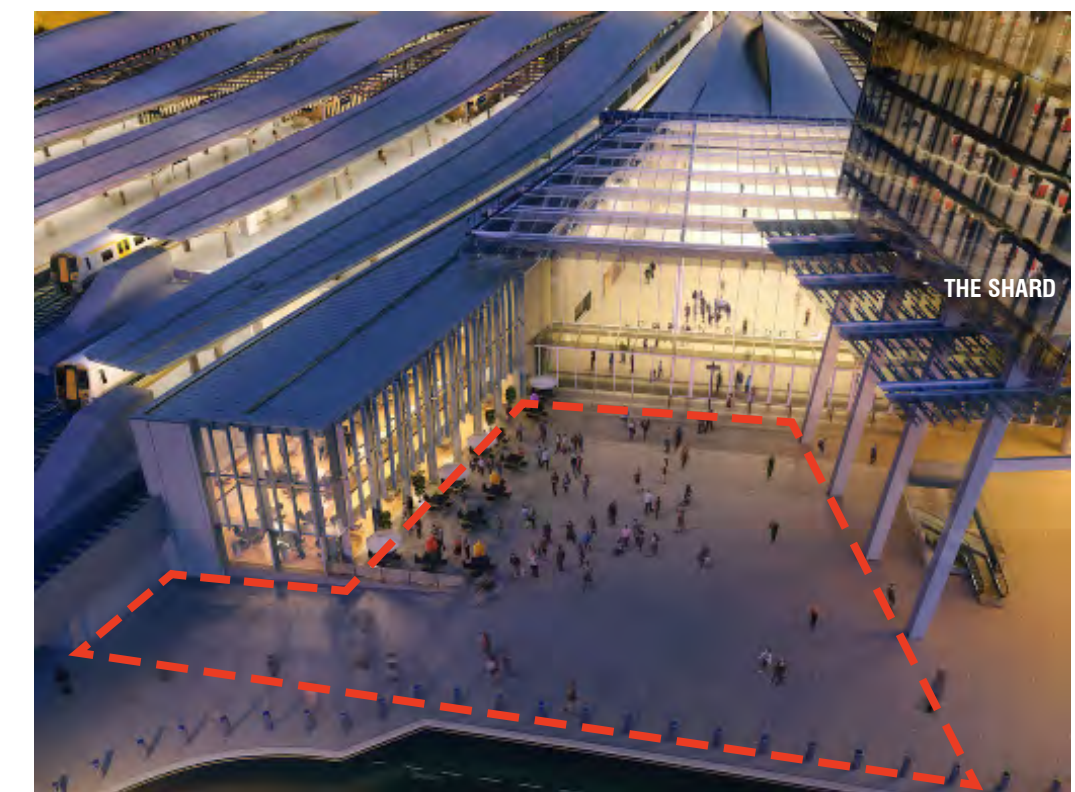
UNION STATION - Scale Study - Toronto  
Total Plaza Area = 2720 m<sup>2</sup>



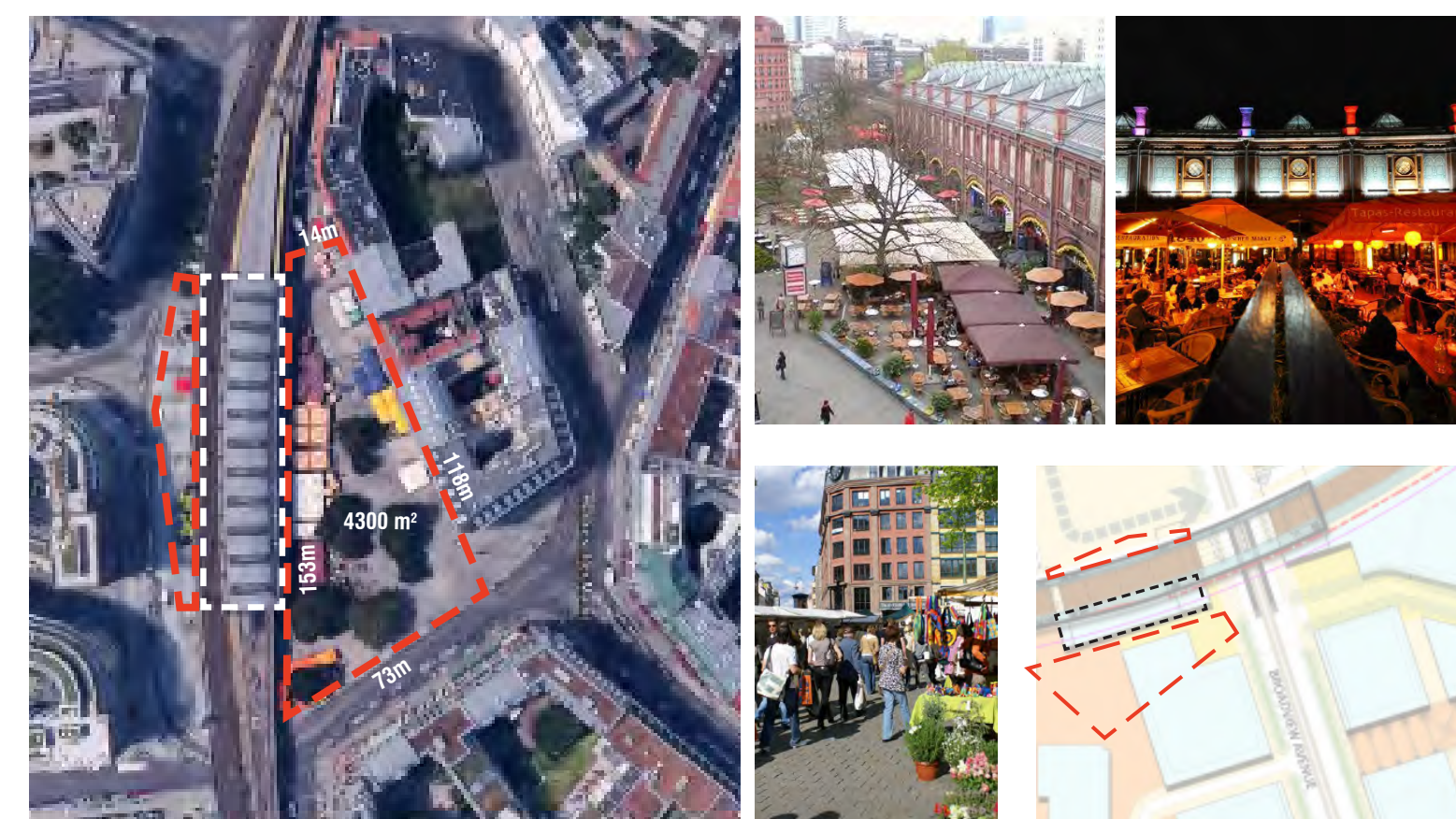
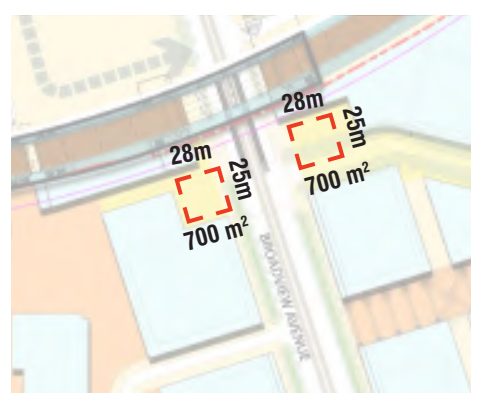
UNION STATION - Air Canada Fan Zone Scale Study - Toronto  
Total Plaza Area = 6340 m<sup>2</sup>



LONDON BRIDGE STATION - St Thomas Street Frontage Scale Study - London, UK  
Total Plaza Area = 2240 m<sup>2</sup>



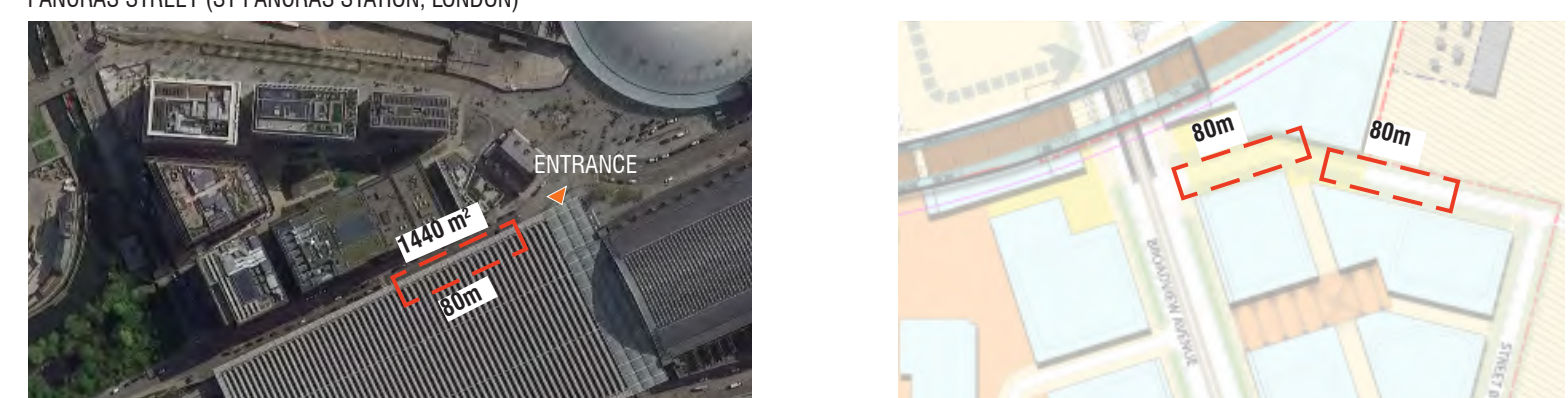
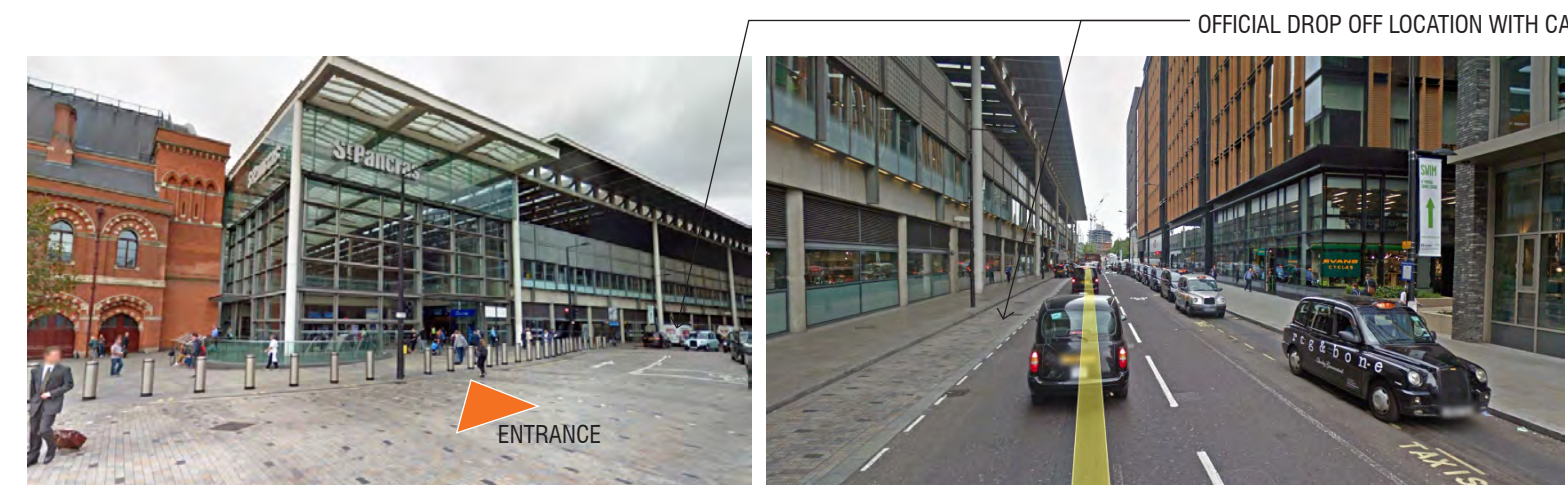
LONDON BRIDGE STATION - Plaza at the Shard Scale Study - London, UK  
Total Plaza Area = 1400 m<sup>2</sup>



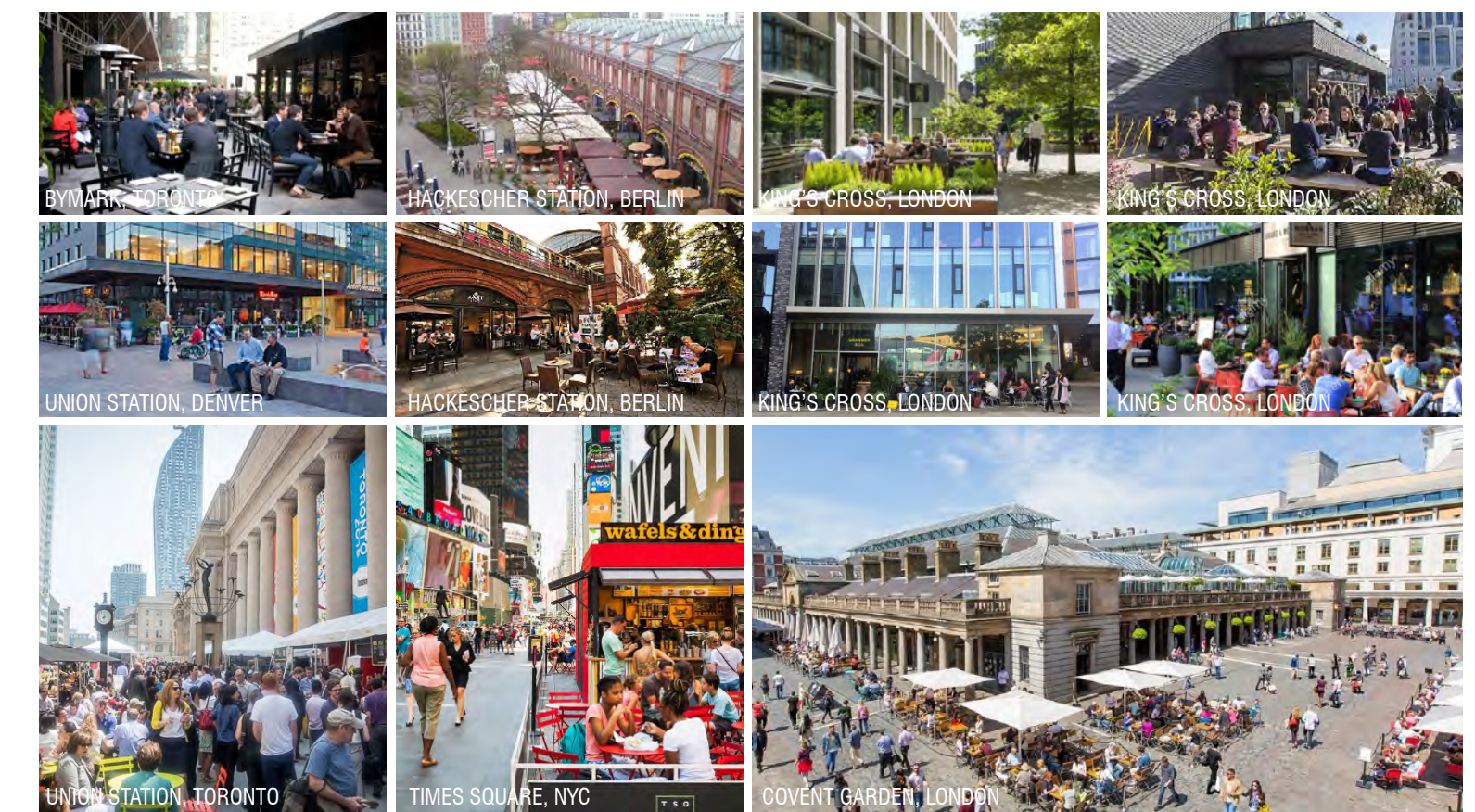
HACKESCHER MARKT - Scale Study - Berlin  
Total Plaza Area = 4300 m<sup>2</sup>



DISTILLERY DISTRICT, TANKHOUSE LANE - Scale Study - Toronto



KINGS CROSS - St Pancras Station Drop Off - London, UK  
Total Drop Off Area = 1440 m<sup>2</sup>



FOOD VENDORS IN OPEN SPACES - Precedents



## — Placemaking and Animation

As a commercial district, ensuring East Harbour is active throughout all hours of the day and during weekends is key to its success. The animation strategy for East Harbour is focused on high-quality placemaking, the creation of a superior public realm, and accommodating a mix of complementary retail, cultural and entertainment uses that will draw people in. New open spaces will be supported with active at-grade uses, landscaping, public art, seating areas, and other design elements. The area's heritage character will also be recognized through the adaptive reuse of the Soap Factory Building and potential public art that can commemorate the district's past and cultural heritage.



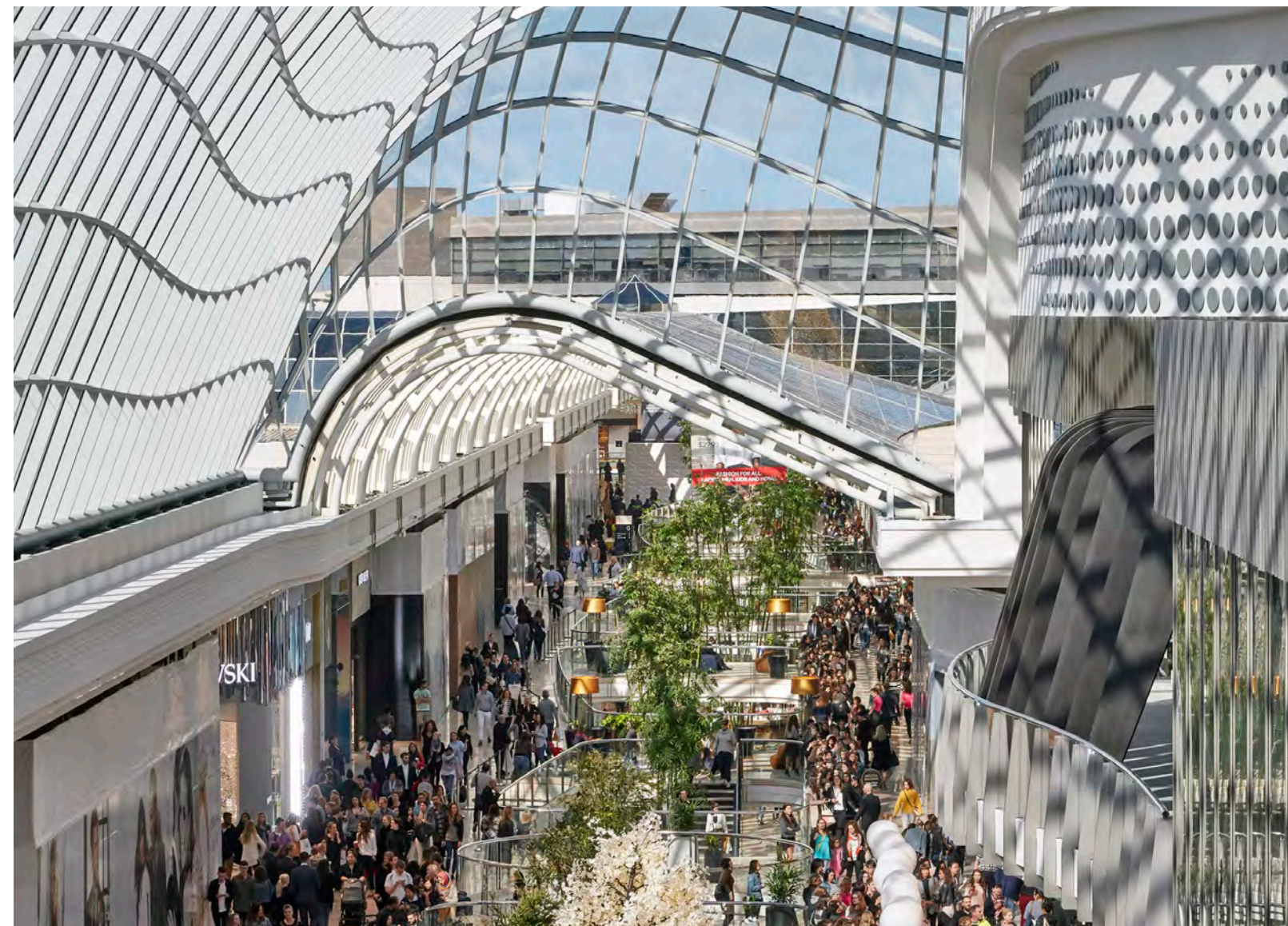
Outdoor courtyard and green space (Ponce City Market, Atlanta)



Outdoor markets can help to animate transit plazas (Union Station, Toronto)



Industrial heritage supported by public art (Distillery District, Toronto)



Daylit shopping centre (Chadstone Shopping Centre, Melbourne)



Well-designed open spaces can support vibrancy and animation (Sanlitun Beijing)



Internal walkways and plazas can be designed to support animation and active uses (Quincy Market, Boston)



Street facing retail with Spacious sidewalk zones can support patios and other active uses



Weather-protected spaces can support activity during all seasons (Salt Lake City)



The river's edge can be designed to support active recreation (Buffalo Bayou, Texas)



Streetscape plazas with pop-up and temporary uses such as public art (Montreal)



Public art can support placemaking and animation (Calgary)



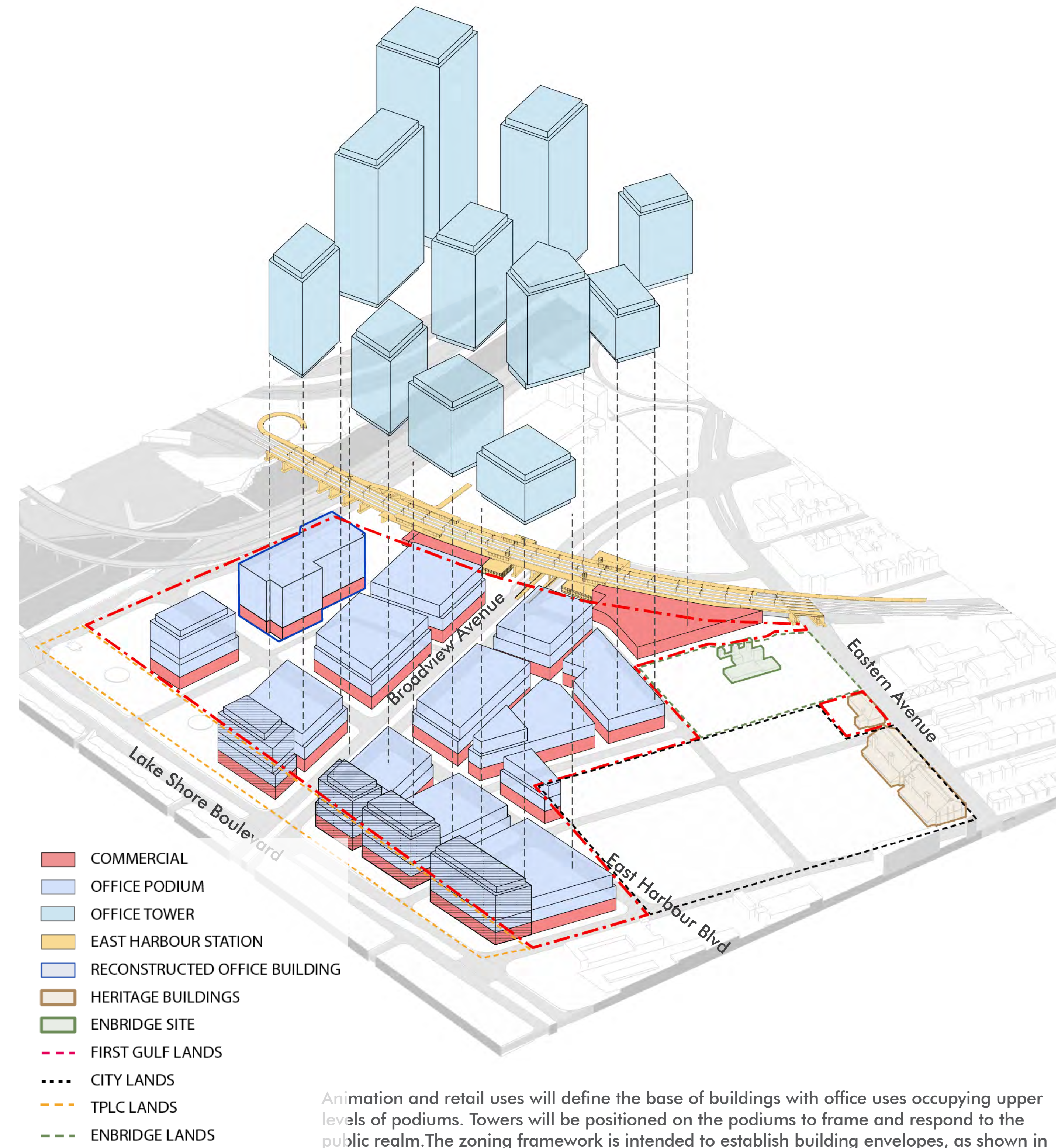
## Land Use and Built Form

East Harbour will be home to a significant cluster of new office uses and supported by a range of complementary amenities that will bring energy to the district. New development has been planned to respond to the transit station and to the surrounding context in order to create an appropriately scaled cluster of new office and complementary commercial uses.

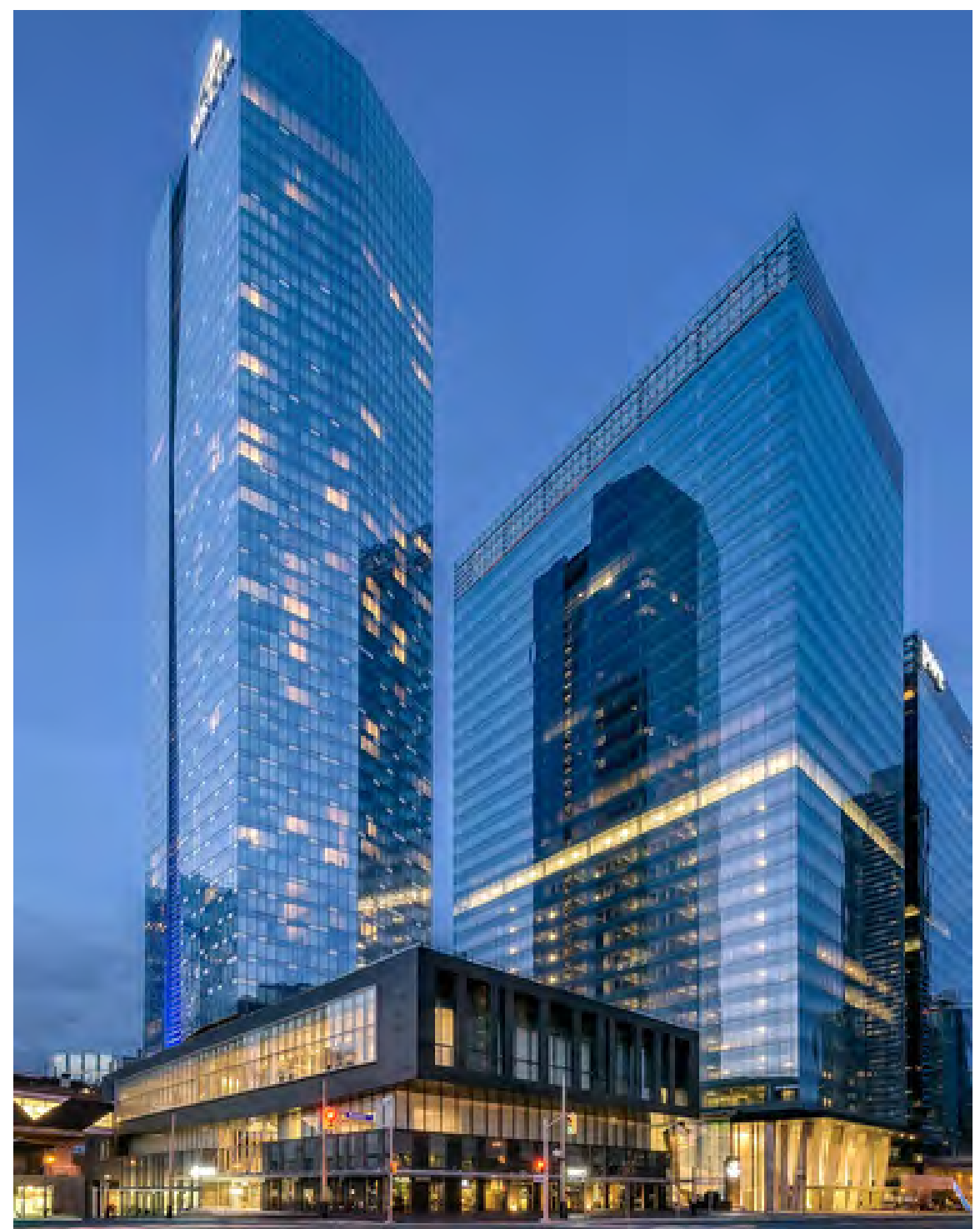
The height and built form strategy reinforces a transit-oriented node around the Transit Hub. Building heights will generally be tallest near the station, ranging between 35 and 50 storeys. Heights will transition down towards the edges of the district to respond to the existing neighbourhood context north of Eastern Avenue, as well as the planned context within the Port Lands.

The scale of the base buildings will vary depending on intended function of the podium; the design, character and scale of the street; consideration for wind and shadow impacts; and the immediate context and built form character. Typical base building heights of 24-36 metres are planned. Base building setbacks will create appropriate relationships to streets and open spaces.

The height strategy is intended to establish a flexible framework for distributing height across the district. The ultimate building heights and individual building designs will be determined through the detailed design process.



Animation and retail uses will define the base of buildings with office uses occupying upper levels of podiums. Towers will be positioned on the podiums to frame and respond to the public realm. The zoning framework is intended to establish building envelopes, as shown in the image above. Further designs of individual buildings will be determined at the detailed design stage.



Examples of recent commercial developments in Toronto which incorporate well-defined base buildings and a variety of building forms and floor plate sizes. At detailed design, individual buildings will be designed to in a similar fashion, prioritizing design excellence, high quality materials and a welcoming public realm.



Conceptual rendering of East Harbour, illustrating one version of how the built form strategy could be implemented over the long term.