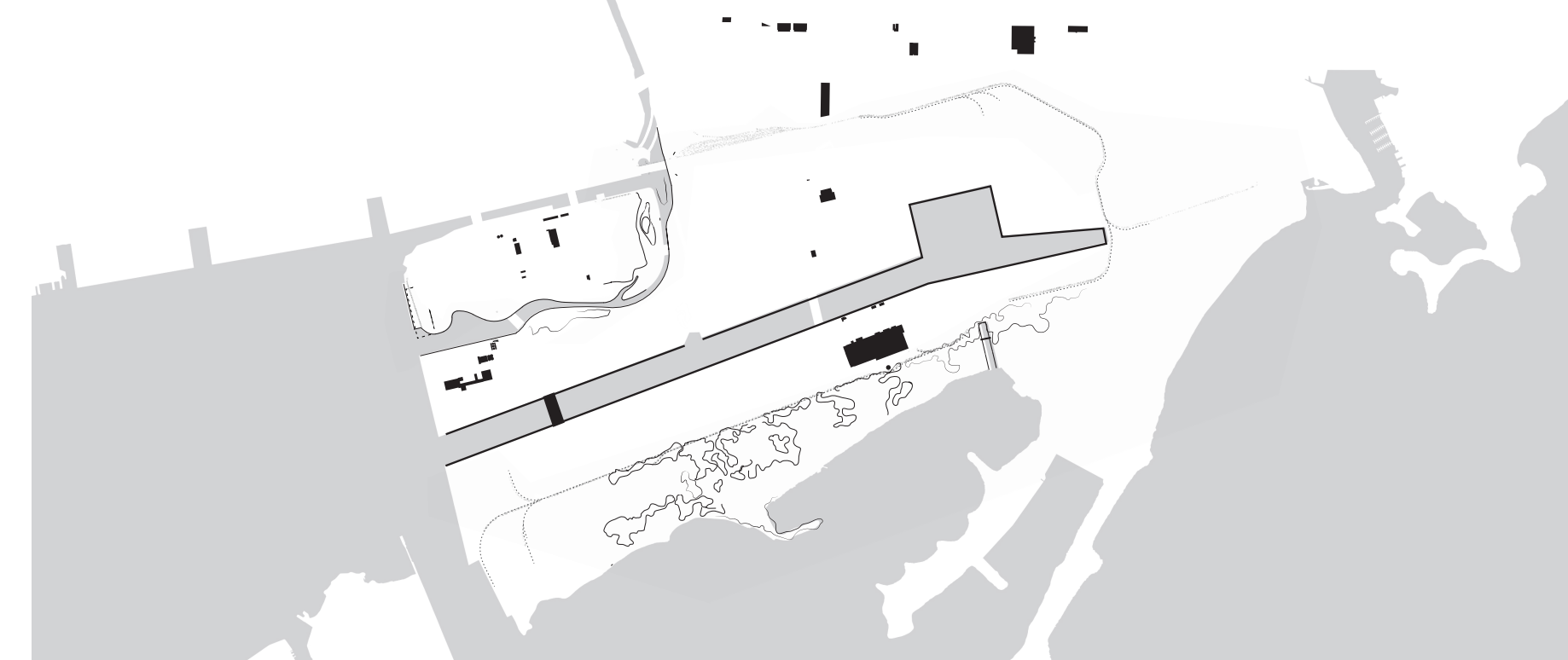


VISION AND URBAN STRUCTURE

Urban Structure

THE ONE AND ONLY PORT LANDS
- EXCEPTIONS AND THE EXCEPTIONAL



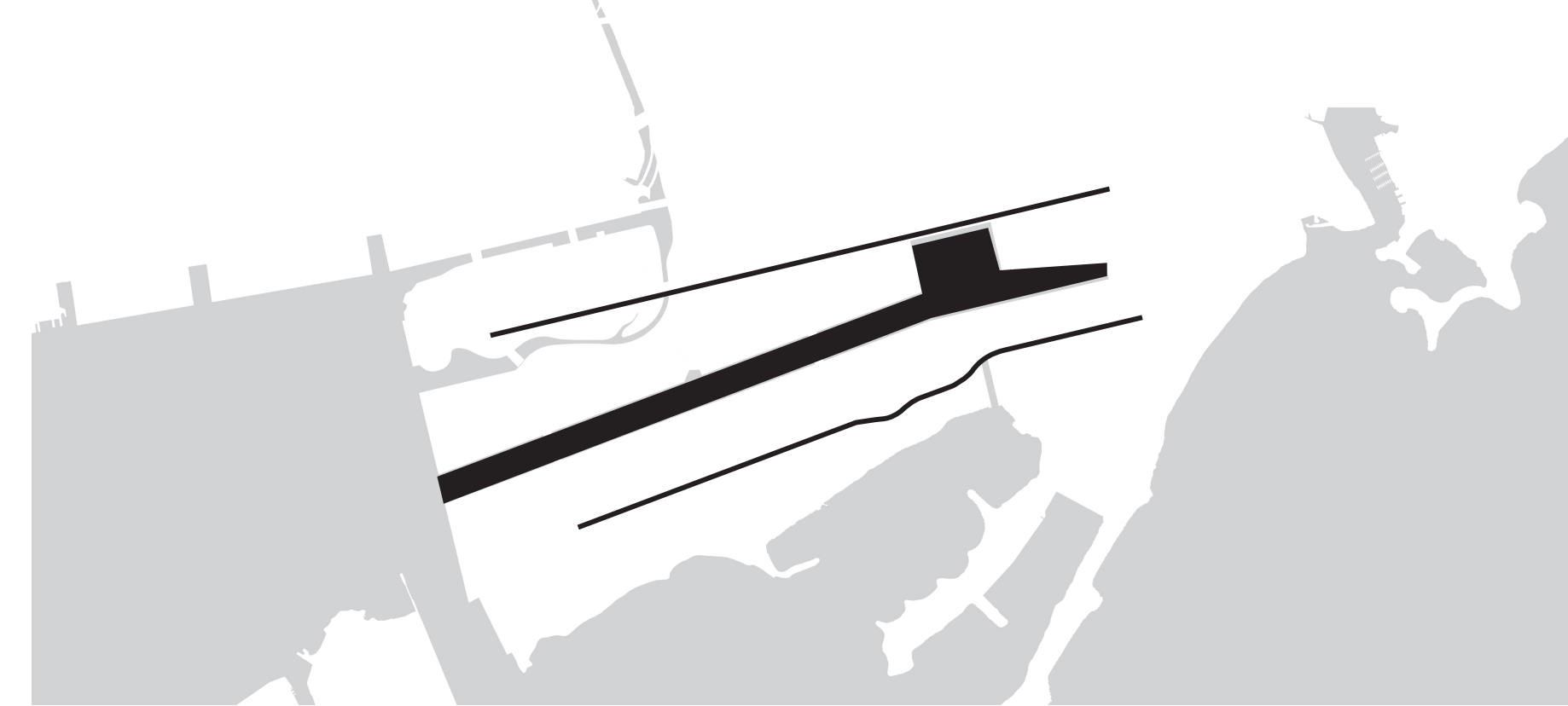
The exceptions and the exceptional form the foundation of a series of spatial design moves that are unique to the Toronto Port Lands.

STITCHING TO THE CITY



Six signature streets stitch the Port Lands and South of Eastern, back to the city - each using the essence of their particular role within the city as a starting point for their experience.

STITCHING TO THE HARBOUR



Three east-west linear systems showcase the unique qualities of the port lands, uniting the harbour and the wilds.

A CITY AS A PROCESS



Together signature streets and open spaces form the urban structure - a fine grain of rational, robust blocks. First they may house creative industry and commerce, later pioneer residences and communities.

BLUE-GREEN OPEN SPACE SYSTEM



A robust and flexible open space system connects some of Toronto's most significant existing and future open spaces - both blue and green.

Demonstration Plan



PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

PLACES

The Port Lands, at approximately 350 hectares, will evolve over the coming decades into a series of memorable and unique urban districts that take their cue from the exceptions and exceptional. Each place will provide different sensory experiences for residents, workers and visitors



Villiers Island: Situated at the mouth of the new Don and gateway to the Port Lands, Villiers Island will be surrounded on all sides by water and wrapped in spectacular open spaces. The Villiers Island community will become the pre-eminent location in Toronto to live, work and play.

Polson Quay: A prominent Quay jutting out into the Inner Harbour, Polson Quay is flanked by the Don River, Inner Harbour and Ship Channel. Polson Quay will be home to film, media and creative industries in the near/medium term, potentially evolving into a mixed-use community that would add drama to the Port Lands skyline.

South River: A scenic location for media and creative uses with the new mouth of the Don to the north, the Don Greenway to the east, and the Ship Channel to the south. Housed in multi-storeyed buildings with active uses at street level, over time the area will transition to be a distinct mixed-use community that ensures the continued viability of the Lafarge Polson Street terminal and port operations to the south.

McCleary District: A transit-oriented, mixed-use community, comprised mainly of mid-rise buildings. Higher elements will be focused along the Don Roadway and Lakeshore Boulevard, transitioning down in height towards McCleary Park and Commissioners Street. The area will take its character from the wide expanses of naturalized river valley and parkland that bookends it.

Media City: A campus of film and film-related uses to support Toronto's vibrant film industry. The concentration of film-related development around the existing studios fronting on new public streets and open spaces maximize the scenic potential of the adjacent Ship Channel and supports the growth of the film sector.

The Turning Basin District: This district will become a prestigious new address for film, media and creative uses, inspired by views of monumental industrial heritage like the Hearn and glimpses of the theatre of the port playing out in the adjacent Turning Basin.

The Warehouse District: Over time this district will transition from heavier industry to lighter industry and film/media uses in a new, modern, compact 21st century form with architecturally refined, street related warehouse-style buildings suited to adaptive reuse on lots featuring naturalized landscapes.

South Port, South Port East and East Port: These areas will continue to house port uses adjacent to dockwall, but in a way that contributes to adjacent streets, attractively and responsibly accommodates outside storage, and adds to the Port Lands' supply of naturalized wilderness.

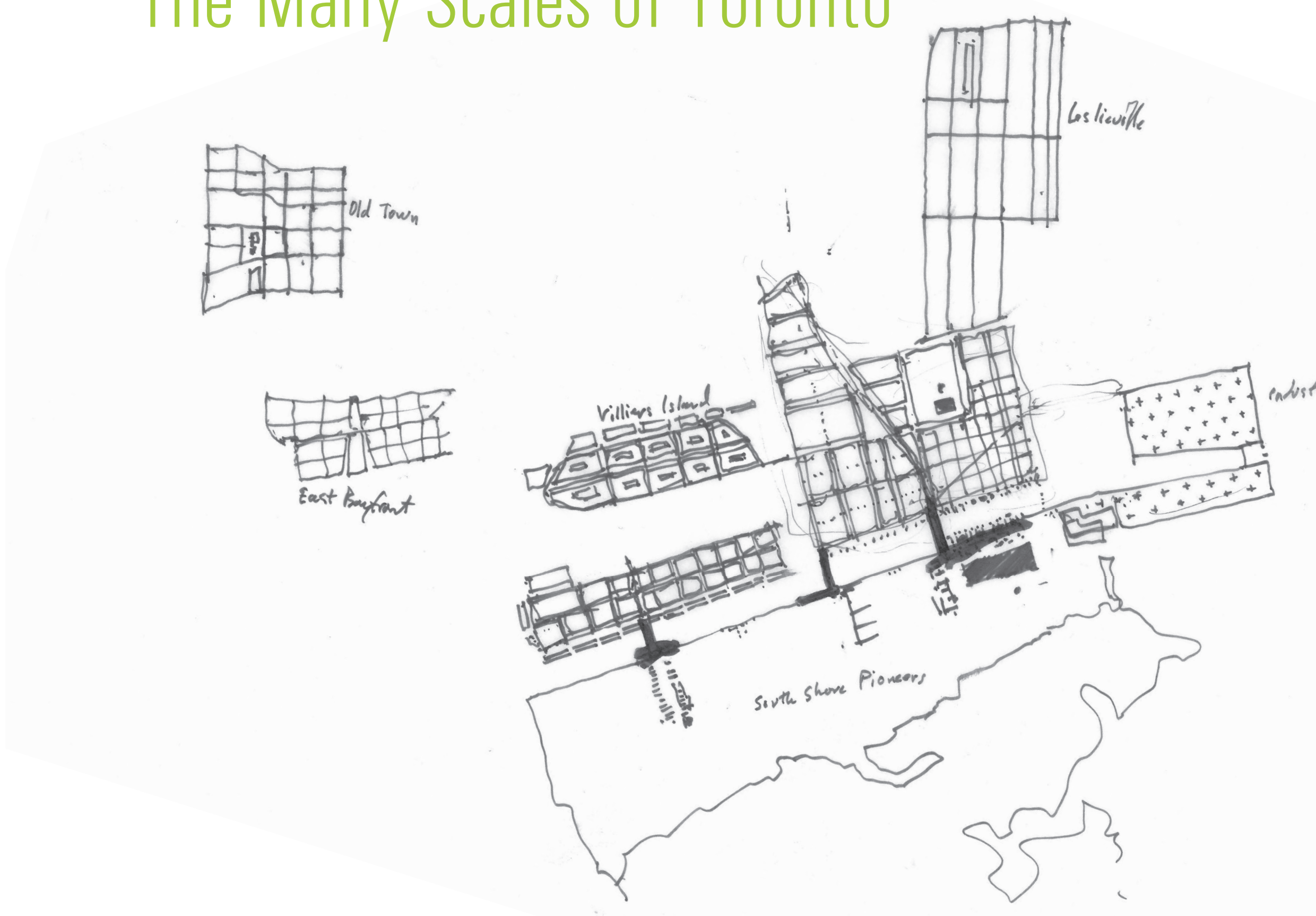
The Maritime Hub: With its exciting view of the Strauss Trunnion Bascule Bridge, this Hub will create a welcoming gateway south of the Ship Channel with shops and services at grade for area employees and recreational visitors and ancillary employment uses to port and industrial uses south of the Ship Channel.

PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

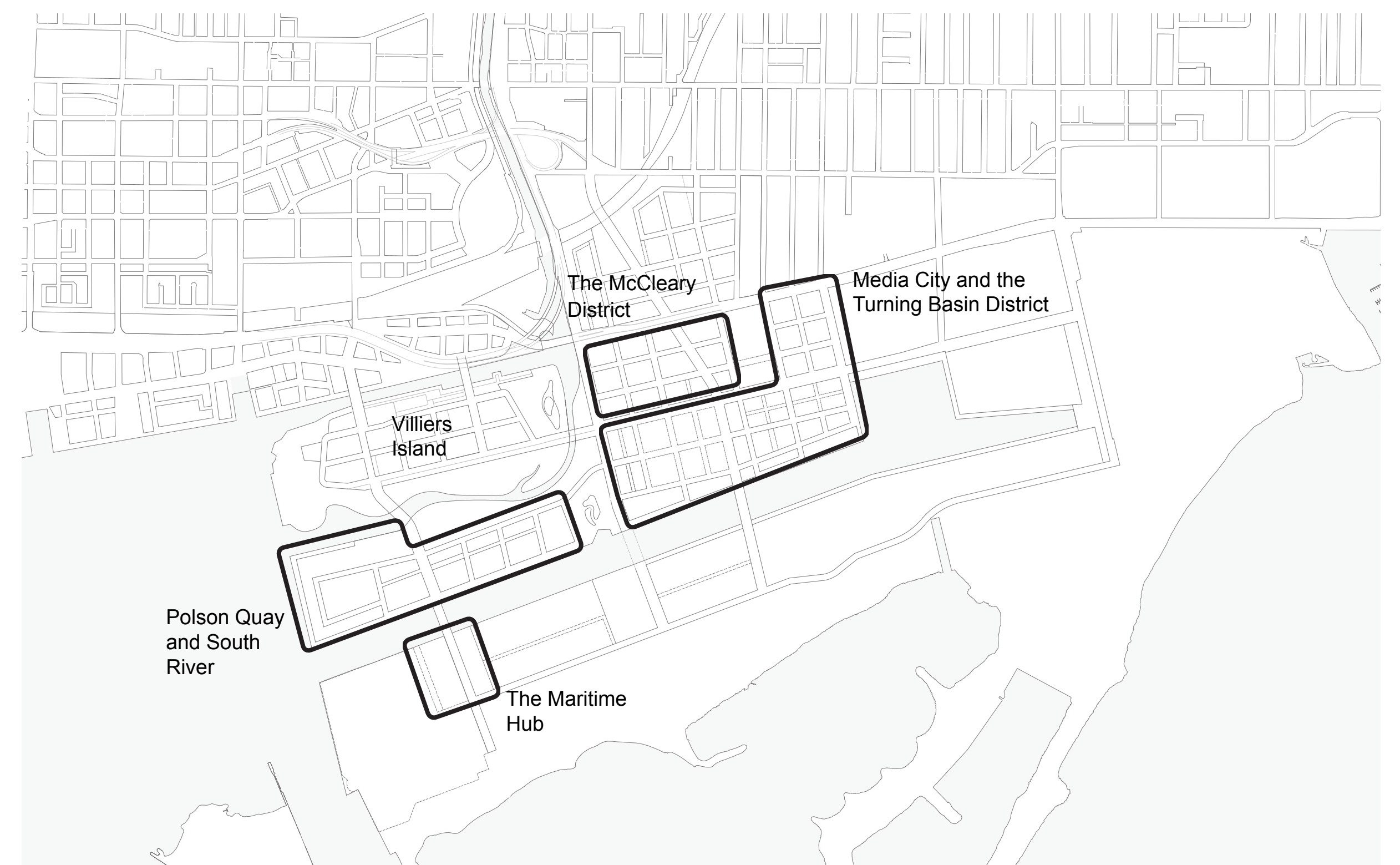
DIVERSE URBAN FABRIC

Cities don't have just one scale - they have many. And sometimes, those scales evolve over time as the city develops. The Port Lands will be defined by its evolution of many distinct character districts. It's as big as Toronto, so why wouldn't it end up as diverse as Toronto?

The Many Scales of Toronto



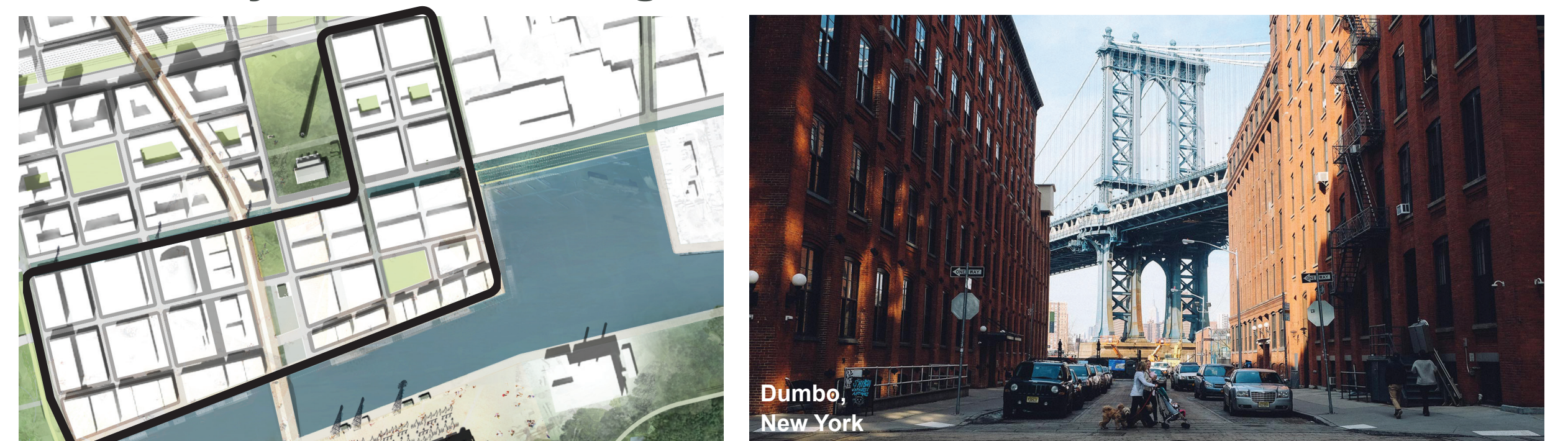
The Diverse Grains of the Port Lands



The McCleary District



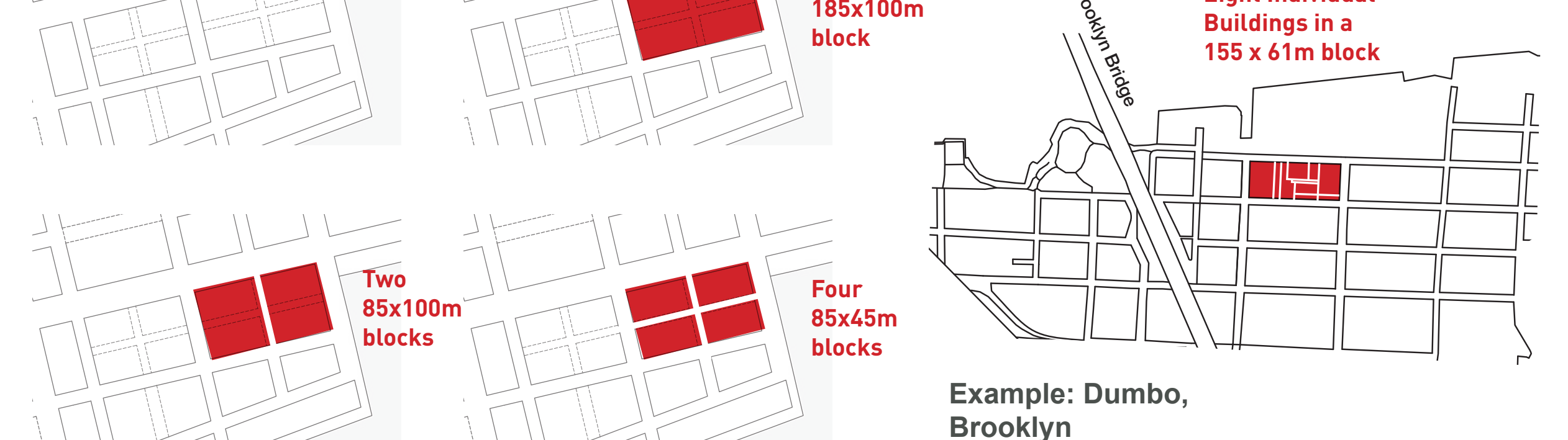
Media City and the Turning Basin District



The Maritime Hub



Flexible Blocks, Multiple Options



Polson Quay and South River



PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

LAND USE DIRECTION

The City and Waterfront Toronto have been **studying land use** in the Port Lands since initiating the study. A **rigorous, comprehensive process** involving the consultation of many stakeholder groups and addressing key objectives has been undertaken

Purpose of Land Use Direction

The Central Waterfront Secondary Plan calls for the transformation of the Port Lands into a number of new urban districts amid the “hustle and bustle” of a working port. A key component for developing the Planning Framework is providing more detailed land use direction. As it stands today, a broad range of land uses are identified in the Central Waterfront Secondary Plan (CWSP) for the Port Lands and further clarity is needed to guide the growth and transformation of the area. Direction will be provided for the near-, medium- and longer-terms and some areas may undergo further detailed assessment at the precinct planning stage.

Process

Land use options were developed and consulted on in early 2014 and a comprehensive evaluation was undertaken to arrive at the recommended land use. This was adopted by City Council in July 2014 to be used as the basis for continued planning in the Port Lands.

There were some areas requiring further refinement and more detailed study. This was concentrated around four key activities - ensuring a critical mass, film sector consultation, land use compatibility and longer-term city building objectives - resulting in four areas of refinement to the 2014 Land Use Direction.

Strategically Located

The Port Lands are strategically located within close proximity to downtown Toronto and major transportation infrastructure for key industries, such as the film sector that shoots both in the Port Lands studios and on our downtown streets. It's also conveniently located for city serving uses that help to maintain and build out city.

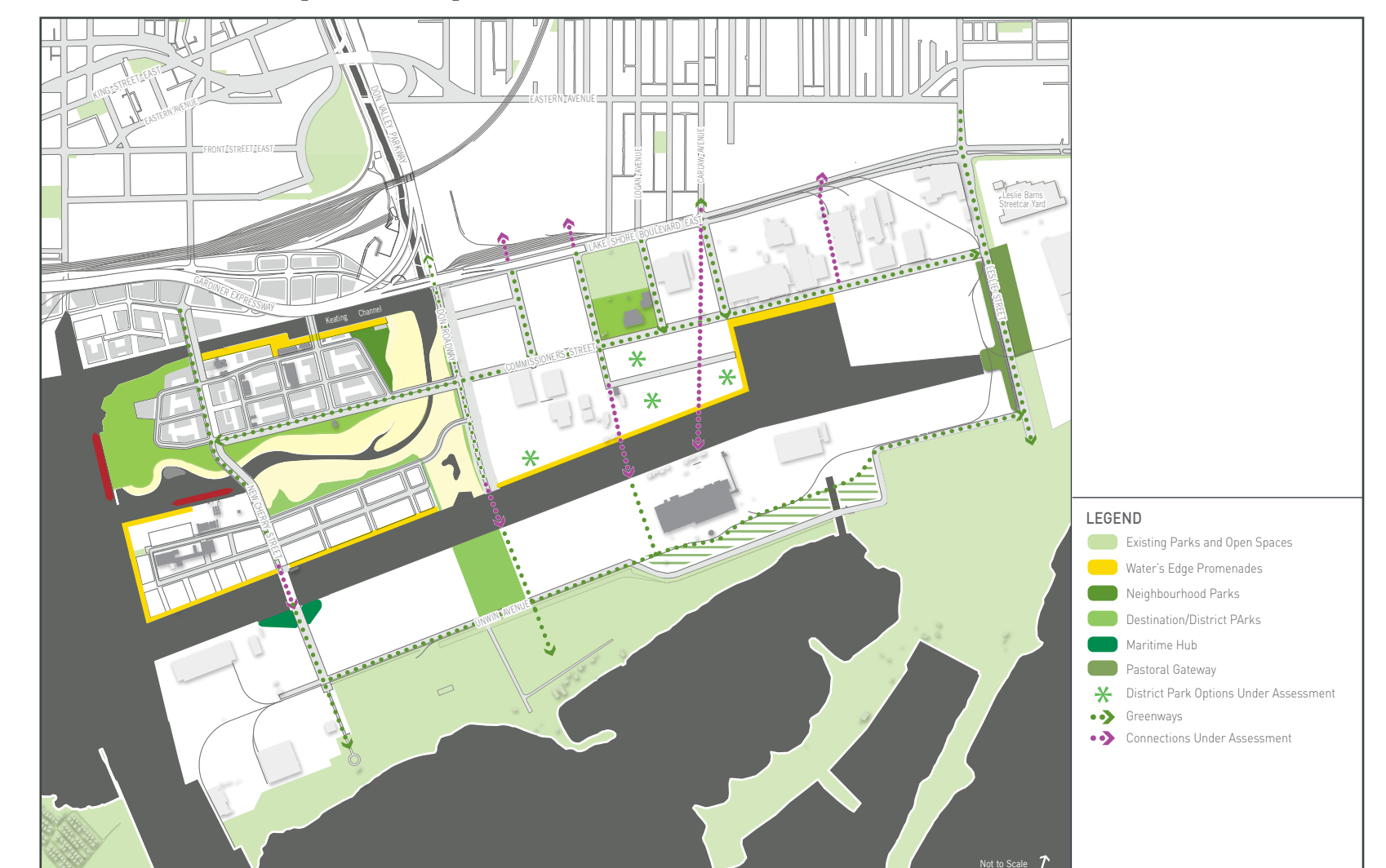


Port Lands Planning Framework: Land Use Direction (2014)

Land Use



Parks + Open Spaces



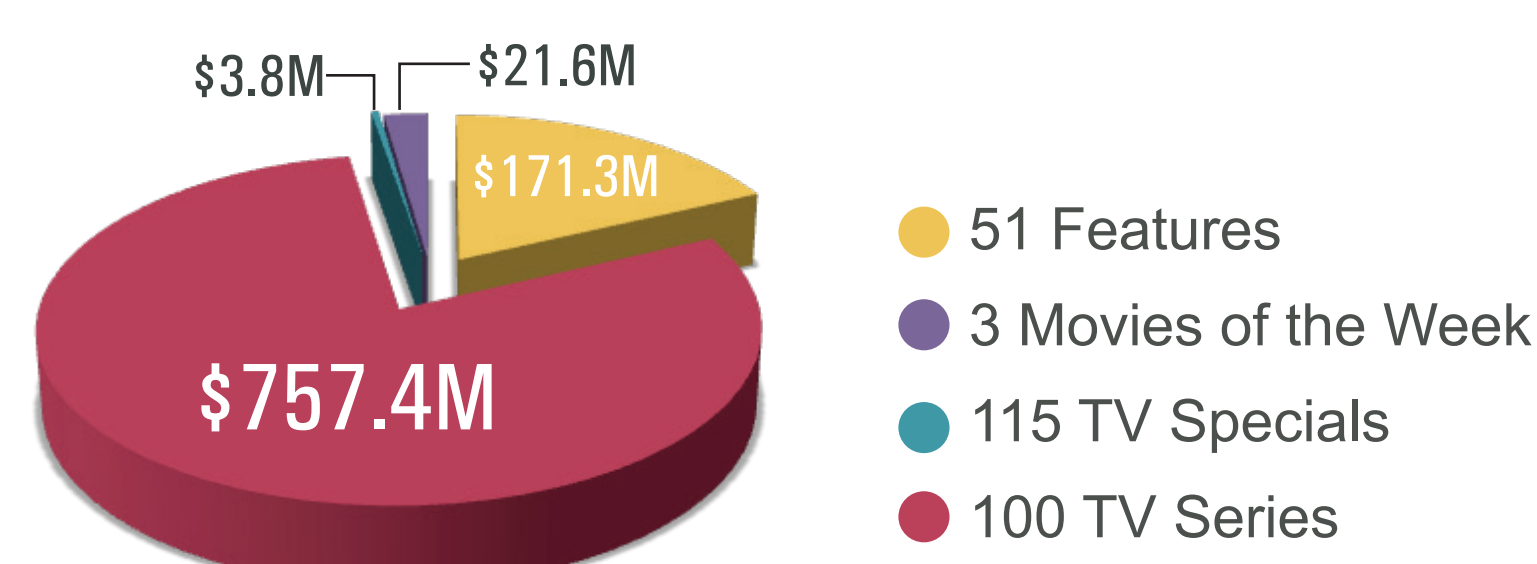
Four Areas of Refinement



Significance of the Film Sector

Our city ranks with Los Angeles and New York as North America's centres of screen industry. This important creative sector includes, production, financial services, and business and professional service companies, as well as suppliers, unions and guilds, film festivals and cinemas. It employed about 25,000 full-time employees in 2014. The screen industry is also linked to the tech sector through digital media and technology advancements.

\$1.23 BILLION in 2014
Record investment by production companies in Toronto



Major Productions Number and Investment by type 2014
Source: Toronto's On-screen Industry: 2014 - The Year In Review

Film Sector Consultation

The City and Waterfront Toronto consulted and met with location managers, production managers, producers and film studio owners and operators to learn more about the film sector. Key feedback included:

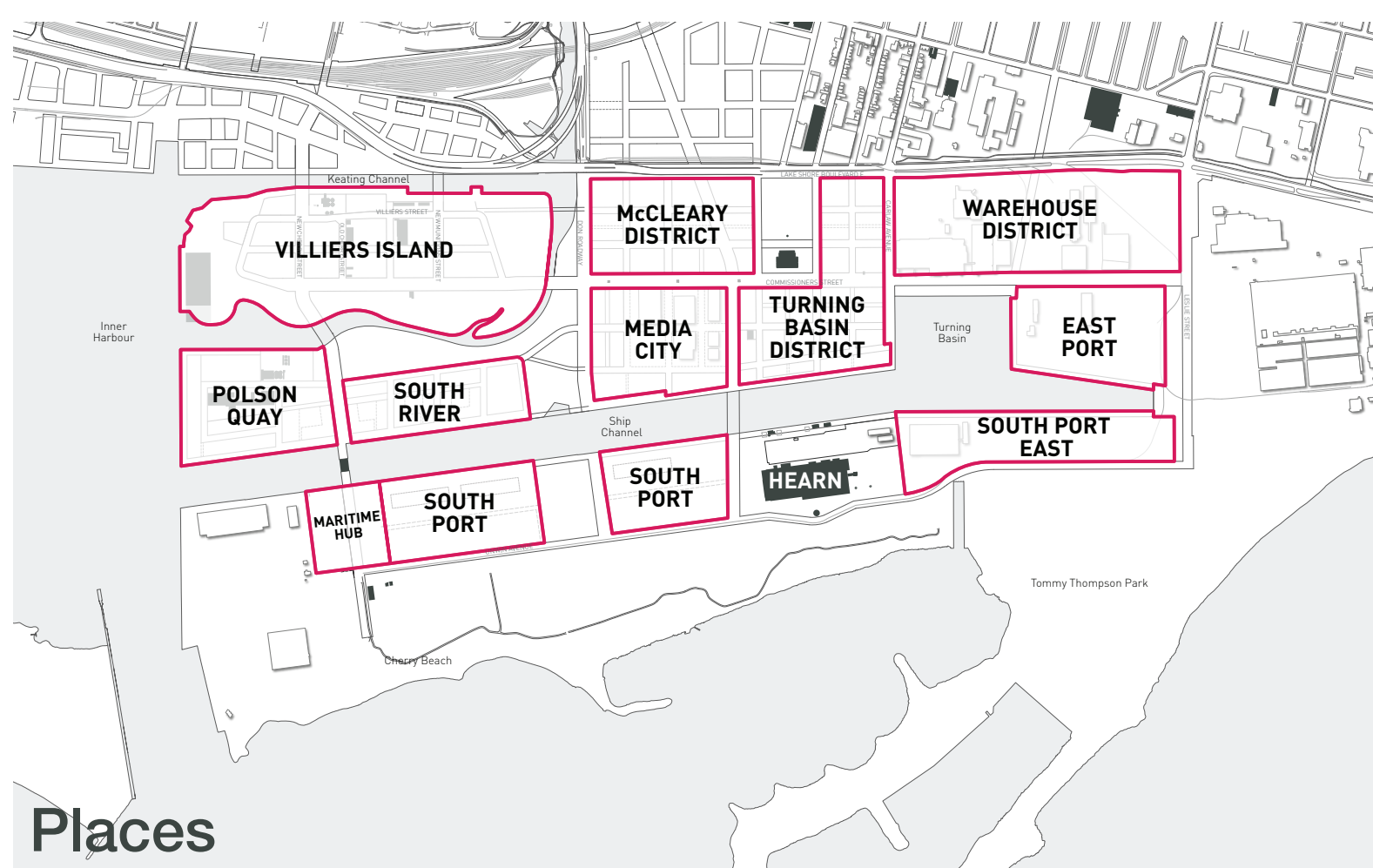
- How the industry uses the Port Lands today
- Providing a package of studios and related supports within a smaller geographic area would provide competitive advantages
- The industry has been pushed out of other locations (East Bayfront + West Don Lands)
- Demand is outpacing the supply of studios today
- Shooting happens on location, in studios and outside studios. It's a noisy and 24/7 operation
- Proximity of Port Lands to the downtown core and regional roads (DVP/Gardiner) is a benefit
- Flexibility, adaptability and spontaneity is fundamental
- Purpose-built studios vs. adaptive reuse of industrial space serve different purposes in the city
- Technology is changing quickly with the move to more digital media
- Different media (e.g. TV vs. film) have different needs such as lighting and ceiling heights
- Parking is critical
- Shooting streets (e.g. Paris or London stand-ins) would be a benefit

PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

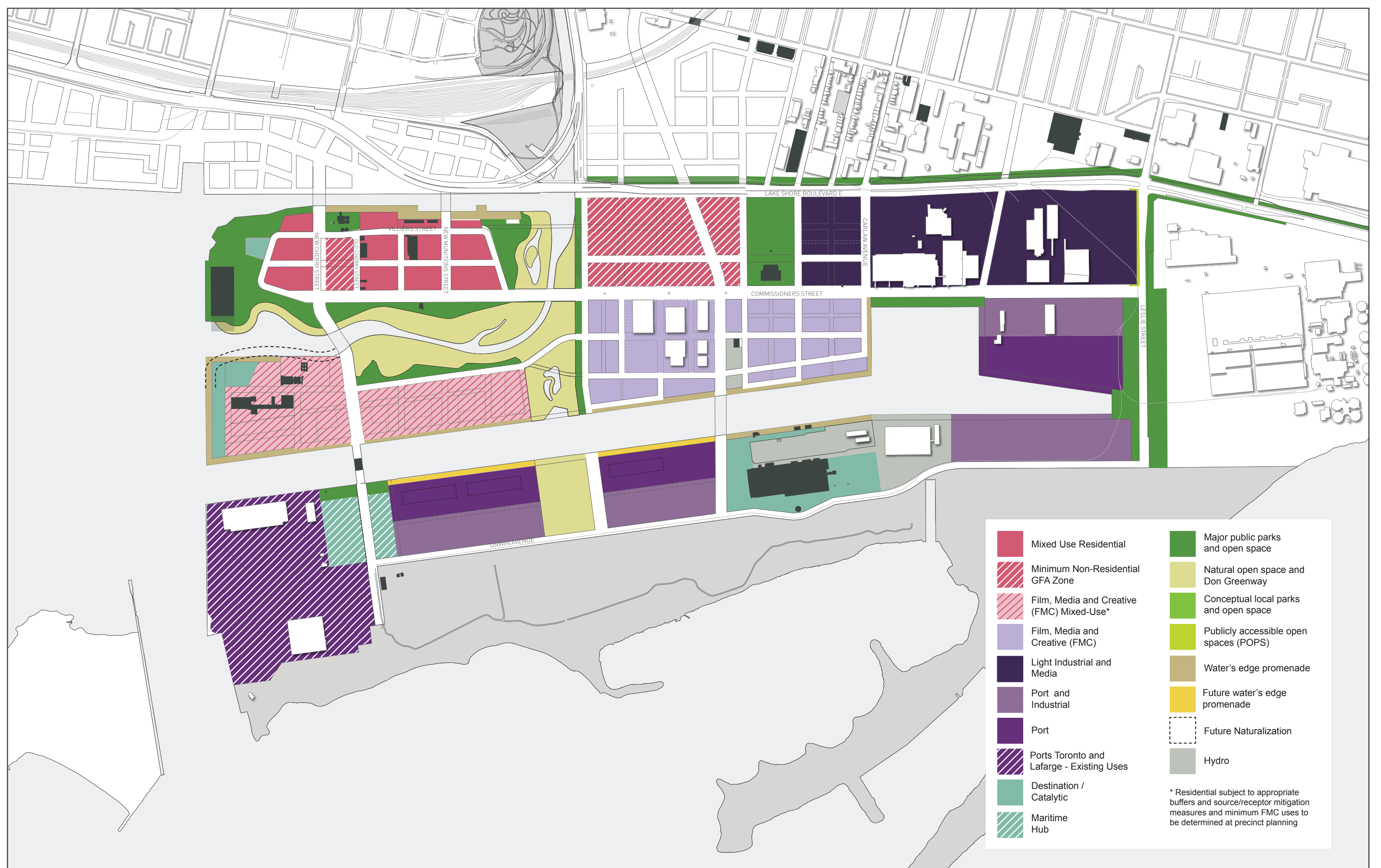
LAND USE DIRECTION

The Port Lands will be **unlike any other area** in Toronto. It will be a **city within a city** with a full, balanced mix of uses. New, inclusive mixed-use communities provide **great places** for people to live and work. Industry and the working port will be celebrated and embraced, offering exciting contrasts and a **'positive friction'**. It will be a **film-friendly place** where our city's film, media and creative sectors are able to grow and thrive. New destinations and catalytic uses **enrich cultural and recreational offerings** in the city

The Port Lands will continue to be largely designated as *Regeneration Areas* in the Central Waterfront Secondary Plan. *Regeneration Areas* consist of a wide variety of mixed-use development ranging from industries to housing to community services and parks; from offices to stores to hotels and restaurants. However, enhanced policy direction is proposed to be included in the Central Waterfront Secondary Plan to provide further clarity and specificity for the types of uses desirable within the different places of the Port Lands. Further, direction will be provided for more detailed studies required at precinct planning and/or development review stage to ensure that key objectives, such as land use compatibility, are addressed.



Preferred Land Use Direction



Population + Employment Estimates



10-15K Housing Units



18-25K People **25-30K** Jobs

MIXED-USE

Mixed-use areas achieve a multitude of planning objectives by ensuring a broad range of uses such as residential, offices, retail and services, institutional and recreational and cultural activities. People are able to live, work, shop and play in the same area, reducing auto dependency. Three different mixed use areas are proposed that would permit different levels of residential development, subject to appropriate buffers/mitigation, and non-residential development to support the growth of key economic sectors.

PORT

In Port areas, a full range of port and maritime uses would be permitted such as new marine terminals for the unloading and storage of cargo, container storage, ferry terminals, and ship building and repair. Lands adjacent to the dock wall will be optimized for port and maritime purposes and existing uses will be modernized over time with on-site power sources and attractive screening/structures.

FILM, MEDIA + CREATIVE (FMC)

FMC areas would include a wide range of uses that support key economic sectors, provide good jobs for residents, strengthen and diversify our local economy, and maintain Toronto as a place for creativity and innovation. A full range of employment uses in a more compact, resilient urban form mixed with active ground floor uses would be permitted. The focus in these areas will be on growing film and media activities, interactive and digital media, and arts and design activities.

PORT + INDUSTRIAL

Port and Industrial areas are proposed to permit the full range of uses identified for Port areas, but would also include additional permissions for heavier industrial uses like public works yards, warehousing, medium-intensity manufacturing, concrete-batching with attractive screening and mitigation, and packaging and distribution. These areas will continue to provide important city serving uses.

LIGHT INDUSTRIAL + MEDIA

The Light Industrial and Media areas would permit a wide range of lighter industrial and media related uses like warehousing, film studios and ancillary uses, artist studios, workshops, service commercial and offices in single and/or multiple use buildings. These areas provide synergies with the South of Eastern area to the north. Existing heavier industrial uses are able to continue their operations, but the area will transition over time into a modern, 21st Century warehouse district.

DESTINATION/CATALYTIC

Destination and Catalytic areas provide people drawing uses, whether on a civic or community scale. The range of permitted uses could include cultural centres, institutional organizations or community hubs. Destination and Catalytic uses in some of the areas, like Villiers Island, are intended to be realized early in the build-out of the Port Lands to create interest and support further regeneration.

PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

PORT LANDS NOISE + AIR QUALITY FEASIBILITY STUDY

There are a number of existing industrial operations in the Port Lands that are anticipated to remain for the foreseeable future. These industries help to build and maintain our city. This study has informed the development of the land use direction that balances land use compatibility with future regeneration and renewal.

Purpose

The City retained Golder Associates to conduct the Noise and Air Quality Feasibility study, and the results to date have helped inform the planning analysis and land use direction. The study has assisted in identifying potential adverse impacts of existing industrial and port operations, including identifying whether there are areas in the Port Lands that would not be suitable for sensitive land uses and potential approaches for mitigating any impacts. The consultants have completed the following:

- reviewed the existing conditions;
- created noise and air quality models and mapping of the existing conditions;
- analyzed a built form scenario to assess potential impacts on elevated receptors; and
- conducted a detailed noise assessment of the existing Lafarge Canada Inc. ("Lafarge") facility on Polson Street

Policy and Legislative Background

There are various applicable legislation, policies, regulations and guidelines that apply when considering introducing sensitive areas in close proximity to industrial uses. For the purposes of this study, key policies and guidelines includes the MOECC's NPC-300 Guidelines for noise and Ontario Regulation 419/05 for air quality.

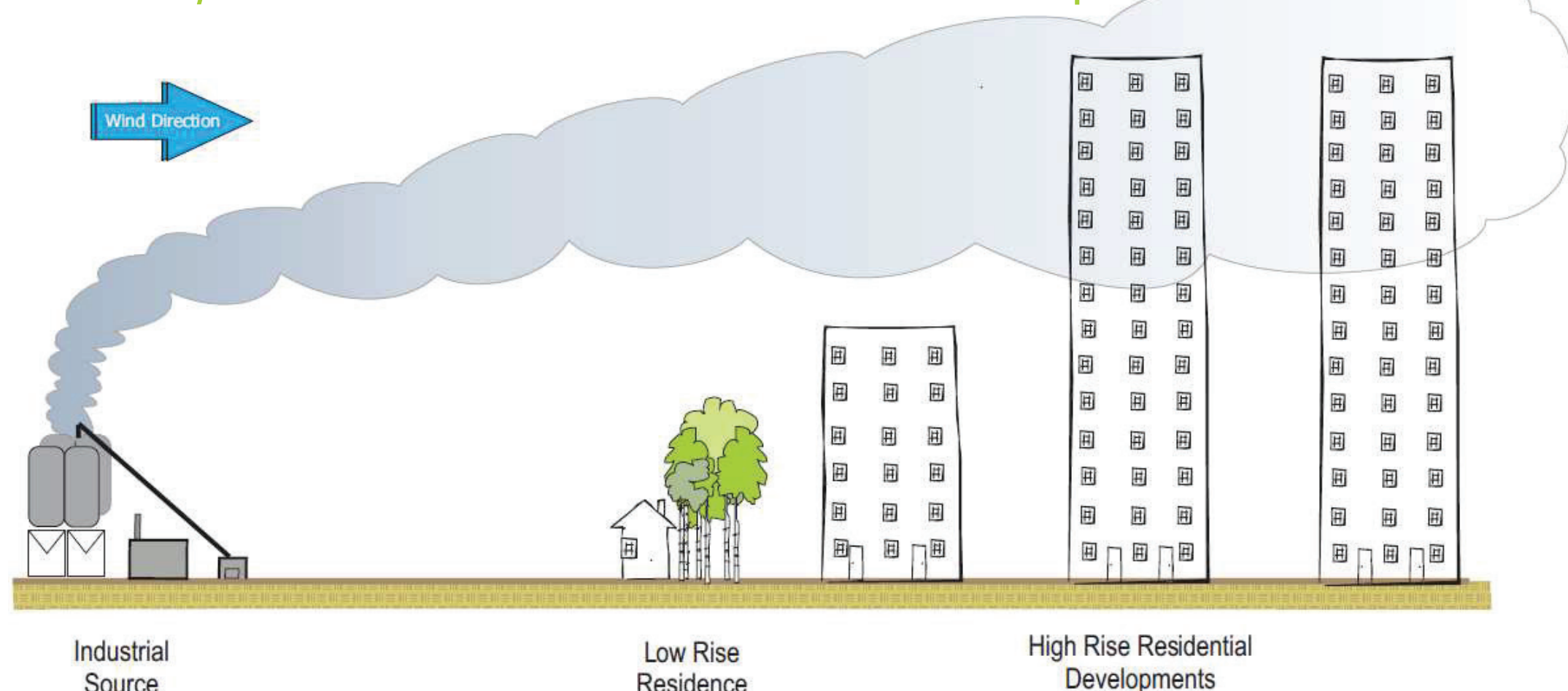
NPC-300 – Stationary, Impulsive and Transportation Sources

The NPC-300 Guidelines applies to stationary sources, such as industries, impulsive sources, periodic noise, and to transportation sources of noise, including road, rail and air. NPC-300 is intended to support intensification while protecting the viability of existing industries in urban settings. For a Class 4 area the guidelines identify sound level limits of 55 decibels measured at night (23:00-07:00). The Port Lands may be considered for a Class 4 area. Separation distances, buffers or source/receptor mitigation is required for exceedance above 55 decibels.

MOECC's – Ontario Regulation 419/05

The Province of Ontario regulates contaminants released into the air from industrial facilities to limit exposure to substances that can affect human health and the environment. Many of the existing industrial operators in the Port Lands have approvals from the Province to operate under this regulation. The study assessed whether introducing new sensitive uses would impact these approvals or have a potential impact on new uses.

Air Quality Emissions Plume at Elevated Receptors



This air quality plume diagram displays the issue of elevated receptors, whereby contaminants in air quality have the potential to have a greater impact to air quality for receptors that are elevated, rather than at grade. This is caused by the release of emissions in a elevated stack and the rise of the emissions released due to wind direction and other factors.

Findings To Date

Noise

Using the NPC-300 Guidelines Class 4 designation, sensitive land uses would exceed the maximum allowable stationary noise source emission of 55 dBA in the following locations:

- Along Commissioners Street in the Villiers Island Precinct;
- In the Polson Quay Precinct;
- In the South River Precinct; and
- In the Film Studio Precinct along the Turning Basin

Buffer uses and/or source/receptor mitigation strategies may be possible and would be subject to further study and discussion with the existing industrial operators

These mitigation strategies could reduce the noise emission sources to recommended NPC-300 Class 4 levels

Typically, mitigation for transportation noise sources is dealt with through receptor mitigation

Air Quality

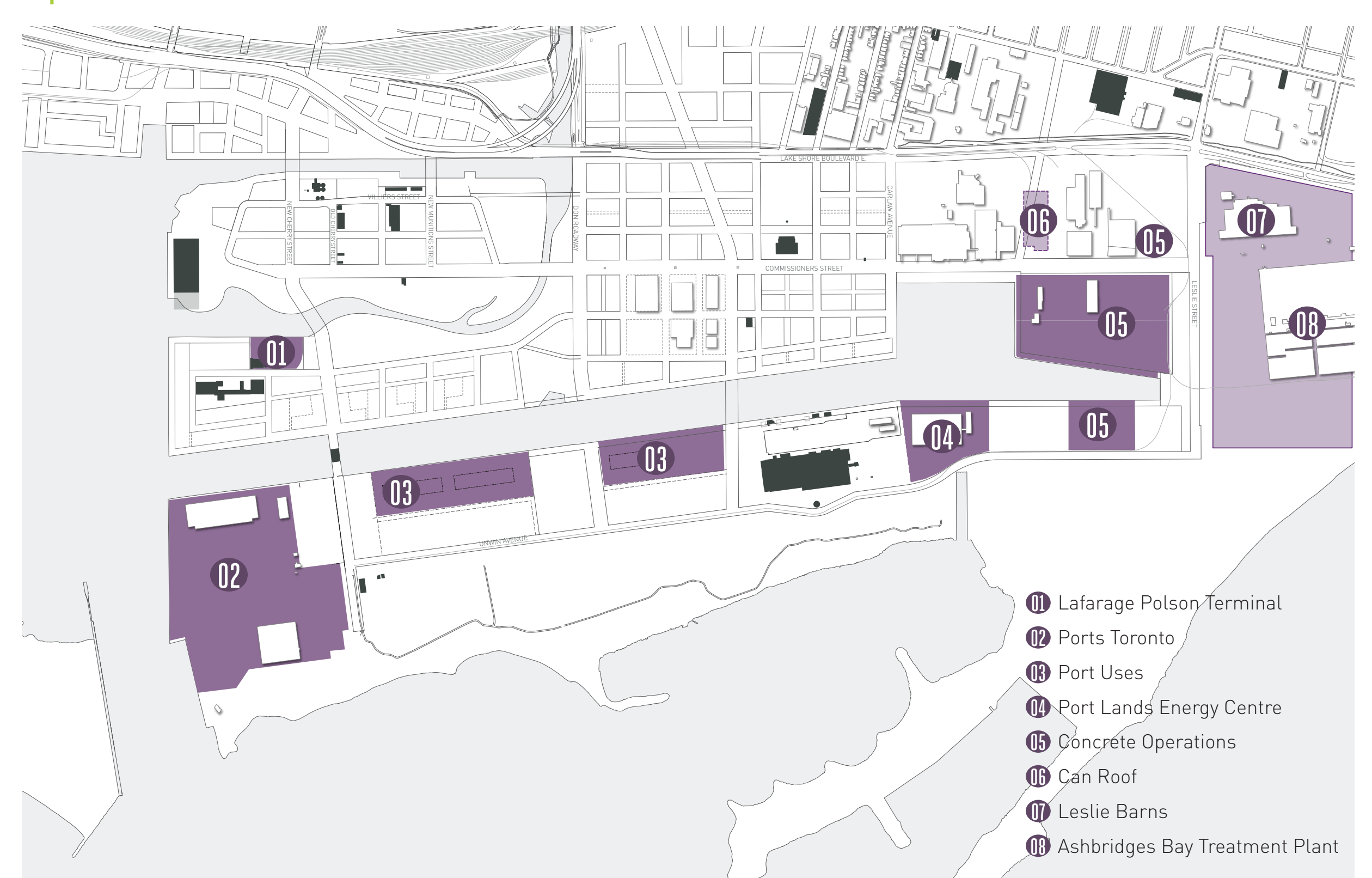
There is potential for Ontario Regulation 419/05 air quality standards to be exceeded at buildings that are above certain heights in the following locations:

- Elevated receptors in the Film Studio Precinct (generally above 20 storeys south of Commissioners and generally above 30 storeys to the north);
- Elevated receptors in portions of the Villiers Island Precinct above 30 storeys; and
- Elevated receptors generally above 30 storeys in portions of the South River Precinct

Source/receptor mitigation strategies may be possible and would be subject to further study and discussion with the existing industrial operators

These mitigation strategies could reduce the predicted air quality concentrations to within Ontario Regulation 419/05 compliance levels

Specific Industries Assessed



PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

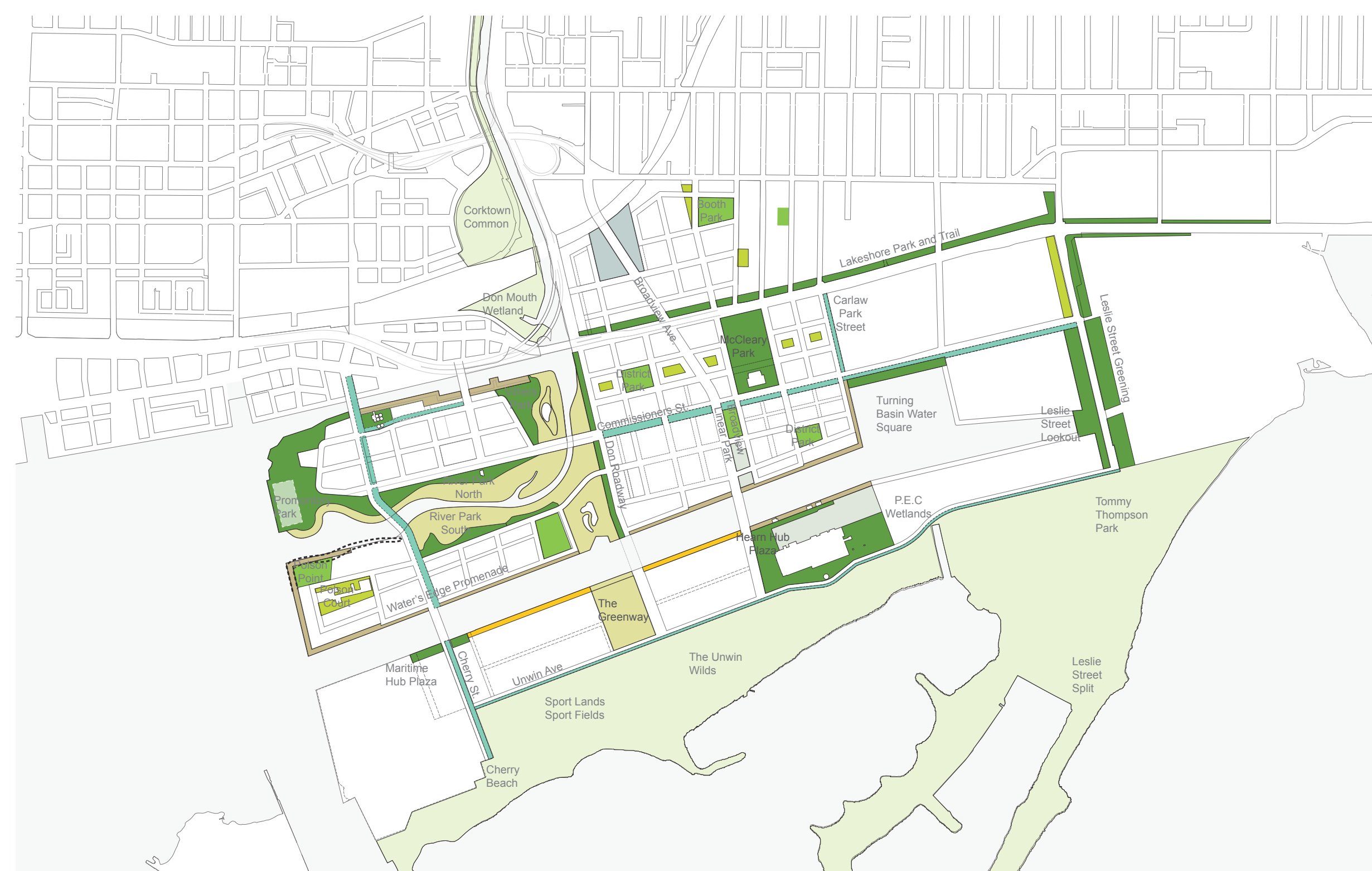
OPEN SPACE - BLUE + GREEN

A robust and flexible open space system connects some of Toronto's most significant existing and future open spaces - both blue and green.

Toronto Port Lands open Space System

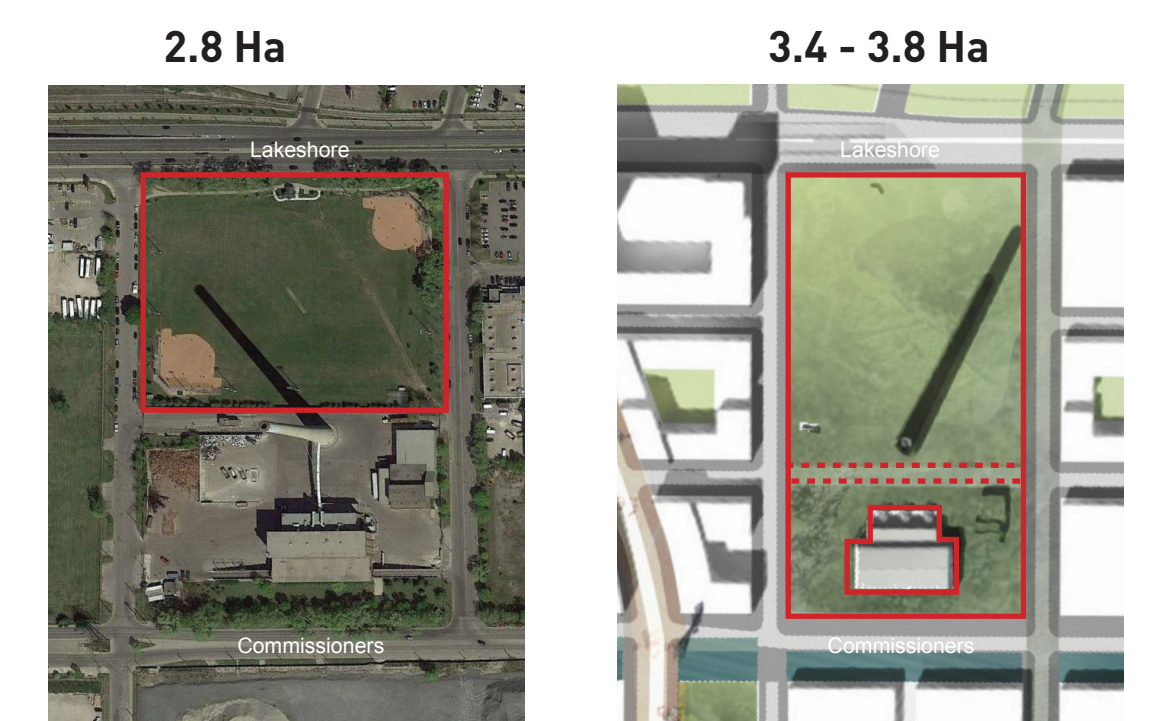


An opportunity exists in the Port Lands for a new dialogue about open space, and an expanded public realm. Not just green, but blue and green. Our perception can be shifted to see the waterways - integral to the very fabric of the Port Lands, as bringing promise of an entirely new experience for Torontonians.



- Major Public Parks and Open Space
- Natural Open Space and Don Greenway
- Future Naturalization
- Conceptual Local Parks and Open Space
- POPS
- Water's Edge Promenade
- Future Water's Edge Promenade
- Linear Green within ROW
- Conceptual Transit Plaza
- Hydro

McCleary Park + Hub



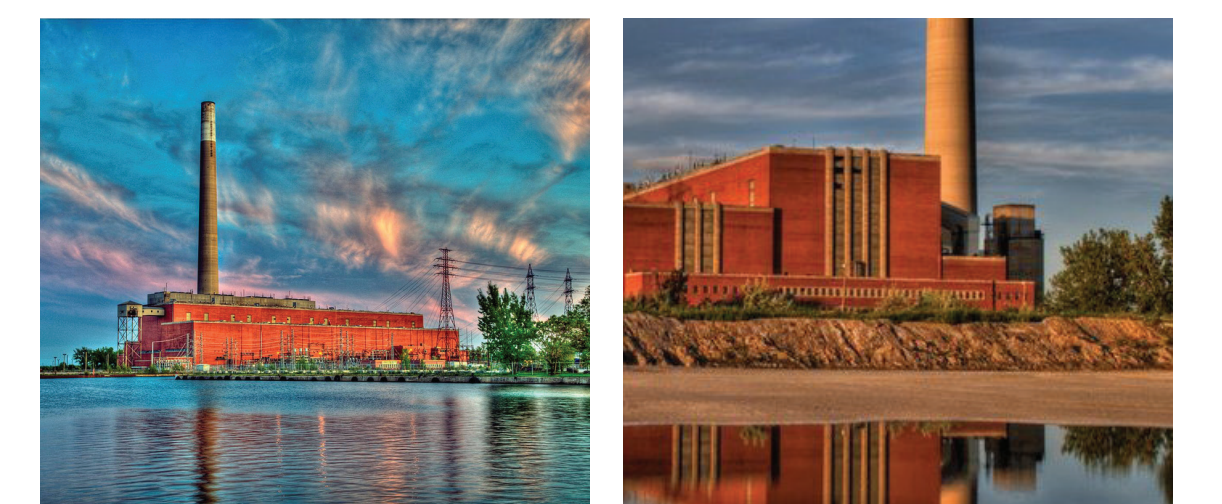
McCleary Park is expanded from a 2.8ha park up to 3.4-3.8ha, slightly narrower but stretching all the way from Lakeshore to Commissioners. The current transfer station will be transformed into a community hub in a public plaza. The need for a local street (shown dashed) will be assessed - but will regardless be designed integral to the plaza, and as a predominantly pedestrian street.

The Turning Basin Blue Square



A water square in the Port Lands? Many cities, past and present, have used the presence of water to expand the traditional frame of a civic square - using built form to frame waterways or inlets. The Turning Basin offers the opportunity of a new kind of public space - allowing shipping movements to continue, yet using the space over the water for programming, activation and recreation. Putting public life on the water, and in the water - not just *next* to the water, will be key to the Turning Basin Blue Square experience.

The Hearn Hub Plaza



The Hearn Hub Plaza is proposed as a new public space that forms the entry point for a completely revitalized Hearn Building. Sitting at the foot of the new Broadview Extension, the Hearn experience would start here, framed by the former power plant's original Art Deco Facade. Potential future transit down Broadview would connect visitors from the Bloor Subway Line right to the door of the new Hearn, at the base of the Port Land's most prominent landmark.

Water's Edge Promenade



The water's edge promenade will be a continuous public connection, forming a cohesive link between the varied districts along the shipping channel - the heart of Toronto's Port Lands. Recognizing the eclectic mix of edge conditions along the Channel, the promenade will be painted with a common language to tie them together, while allowing their variety to remain as an inherent strength. The water's edge will be designed to allow public life to spill over into the water, with new cultures springing up in the shipping channel itself, pushing activation beyond the conventional edge.

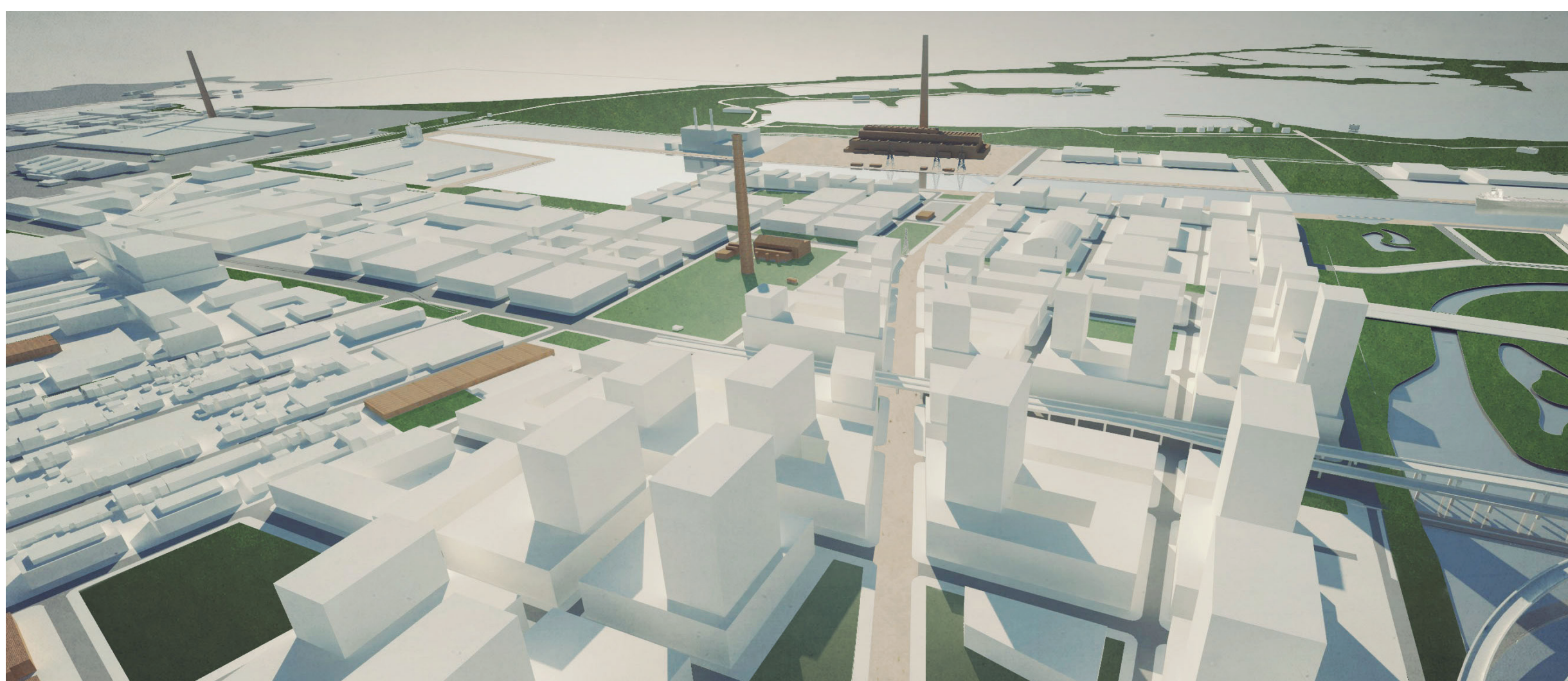
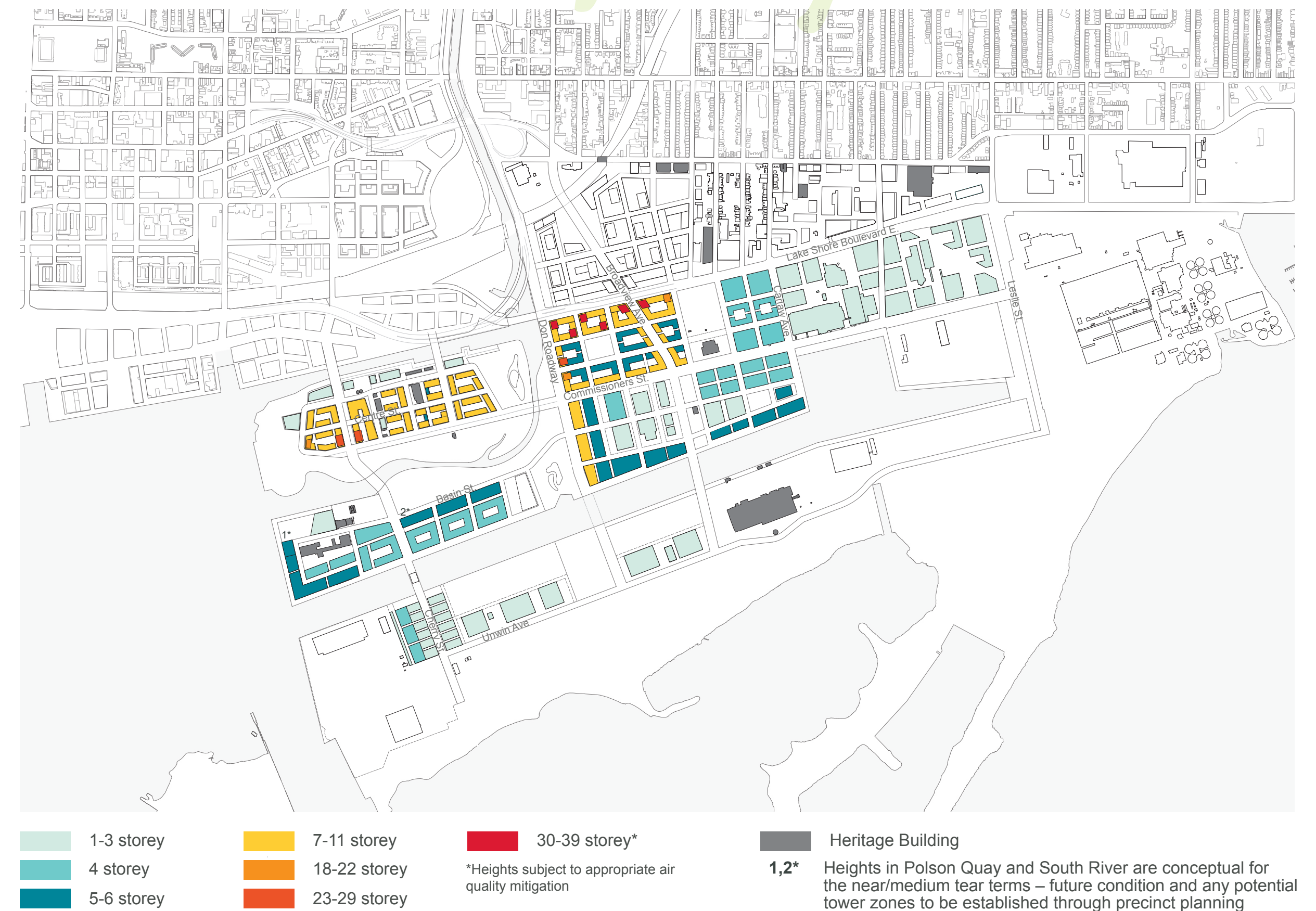
PORT LANDS + SOUTH OF EASTERN VISION + STRUCTURE

BUILT ENVIRONMENT

Built Form Policy Considerations

- Distinct precincts and variation in form
- Character and integration of surrounding landscapes, wilderness areas, shorelines and heritage resources
- The Port Lands skyline from the city and maintaining prominence of heritage resources and landmarks
- Transitions in scale to heritage resources
- Animation of public spaces and extensive glazing at street level
- Pedestrian comfort year round
- Minimum building heights for all uses to support an urban character and adaptive reuse
- Building materiality to support longevity, adaptability and reuse
- Flexibility in design for a wide range of uses
- Integration of naturalization, in building, streetscape and park design to support biodiversity objectives
- Screening and use of structures for outdoor storage

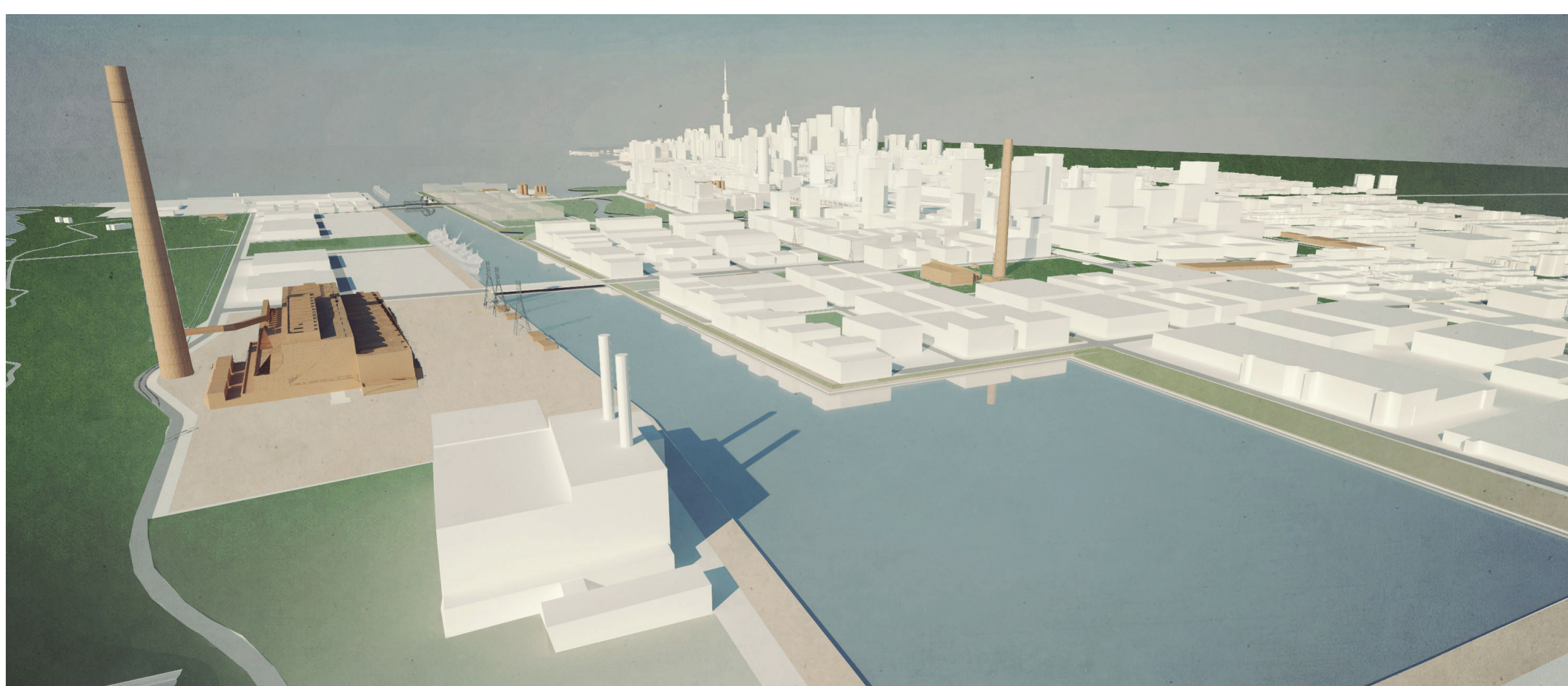
Building Height Ranges and Tower Zones



Broadview is aligned with a view of the iconic Hearn chimney stack - framed by a robust, active midrise streetwall



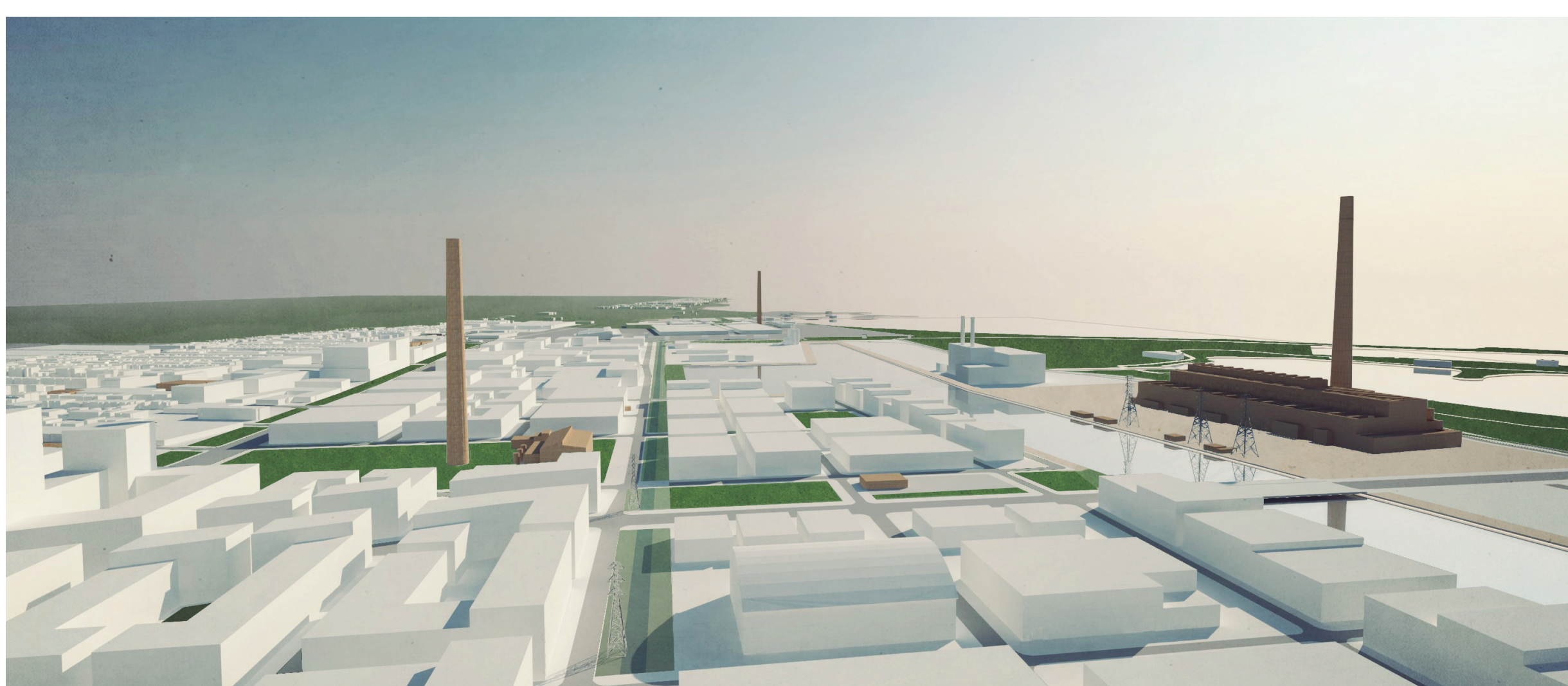
The sublime scale of industrial architecture is accentuated through breaks in the built fabric



Distinct neighborhoods with distinct form - the 'one and only Port Lands' elements structure the different districts and shape the built form and open space system



Height is concentrated away from existing low-rise neighbourhoods - extending the surrounding city scale and stitching the Port Lands back to the city



Commissioner's spine is an east-west seam between districts - punctuated by signature open spaces that highlight views within the Port Lands and beyond



Viewed from the Spit, the Port Lands profile layers with the city skyline to highlight diverse concentrations of built form, punctuated by the chimneyscape and CN tower in the distance