

SECTION 3

VISION

The vision for the Port Lands is as layered and diverse as the place itself. It draws on the particular qualities of this unique place as the basis for its next incarnation as a distinct and memorable city district.

The Port Lands' most distinct qualities are brought to the forefront to create the identity and experience of place with all the diverse uses one finds in any and all cities. This will create a positive friction and interesting backdrop, but also necessitates careful management of competing interests and potential impacts. The opportunity with the Port Lands is the ability to introduce a resilient structure that can accommodate the diversity that will define the Port Lands for generations to come.

The Vision for the Port Lands is a collective vision. The Charrette, held in July 2014, laid the foundation for establishing this collective vision. A key challenge in developing the plan and vision for the Port Lands was how to reflect the breadth of possibility, ideas

generated and many perspectives voiced in the process. The Port Lands scale and unique attributes also offers opportunities for the creation of a radically different environment.

The Vision for the Port Lands is layered and multi-faceted. One overarching statement will steer the Port Lands evolution over the next 50 years, but the vision also includes:

- Six essential elements to ground the vision and define the Port Lands character;
- Seven transformational moves to unlock the potential of the Port Lands; and
- 12 objectives to define what is to be achieved and measure success.



ONE VISION

**TO GUIDE THE TRANSFORMATION
OVER THE NEXT 50+ YEARS**

6

**ESSENTIAL
ELEMENTS**

To ground the
Vision + define the
Port Lands character

7

**TRANSFORMATIONAL
MOVES**

To unlock the potential
of the Port Lands

12

OBJECTIVES

To define what is to be
achieved and measure
success



3.1 THE VISION

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities that promote social interaction, cultural enrichment, ecological health, a low-carbon future, and a prosperous local economy. Each district will take its cue from the naturalized Don River valley and wild natural areas, spectacular waterfront parks and open spaces, and rich cultural heritage.



Artistic bird's eye rendering of the vision for the Port Lands

The Port Lands will have an eclectic mix of uses, offering diverse opportunities for Torontonians to live, work and play. Intrinsic to this mix of uses is the energy, vibrancy and theatre of the working port and nurturing the growth of creative and innovative industries.

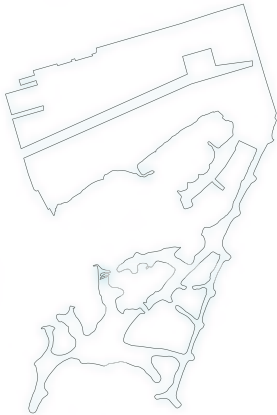
A resilient urban structure will be set in place, connecting the Port Lands to the city and providing sustainable options for moving in and through the area. The urban structure will provide a robust legacy of fine-grained streets and blocks to allow the Port Lands to continue to evolve and transform over time.

3.2 SIX ESSENTIAL ELEMENTS

Six Essential Elements ground the Vision for the Port Lands and define its character:

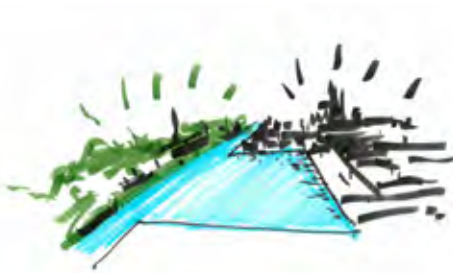
01

**Big and
Diverse**



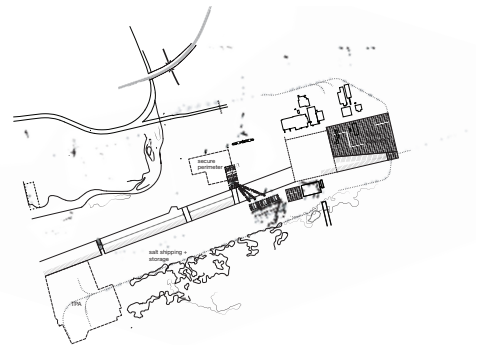
02

**Urban and
Natural**



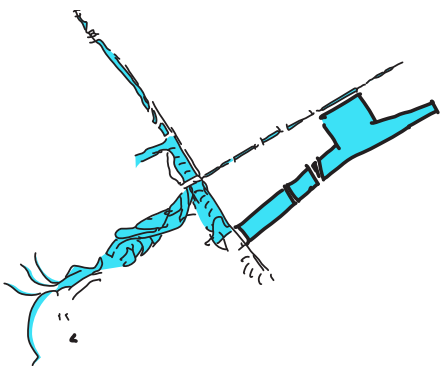
03

**The Exceptions
and Exceptional**



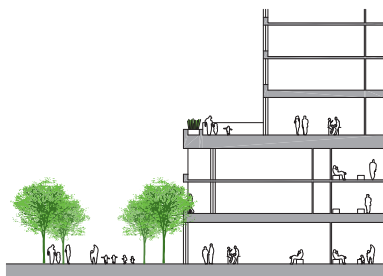
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**Organic and Man-made
Water Environments**



05

**An Exemplar of
Urban Living**



06

**A Showcase for
Innovation**

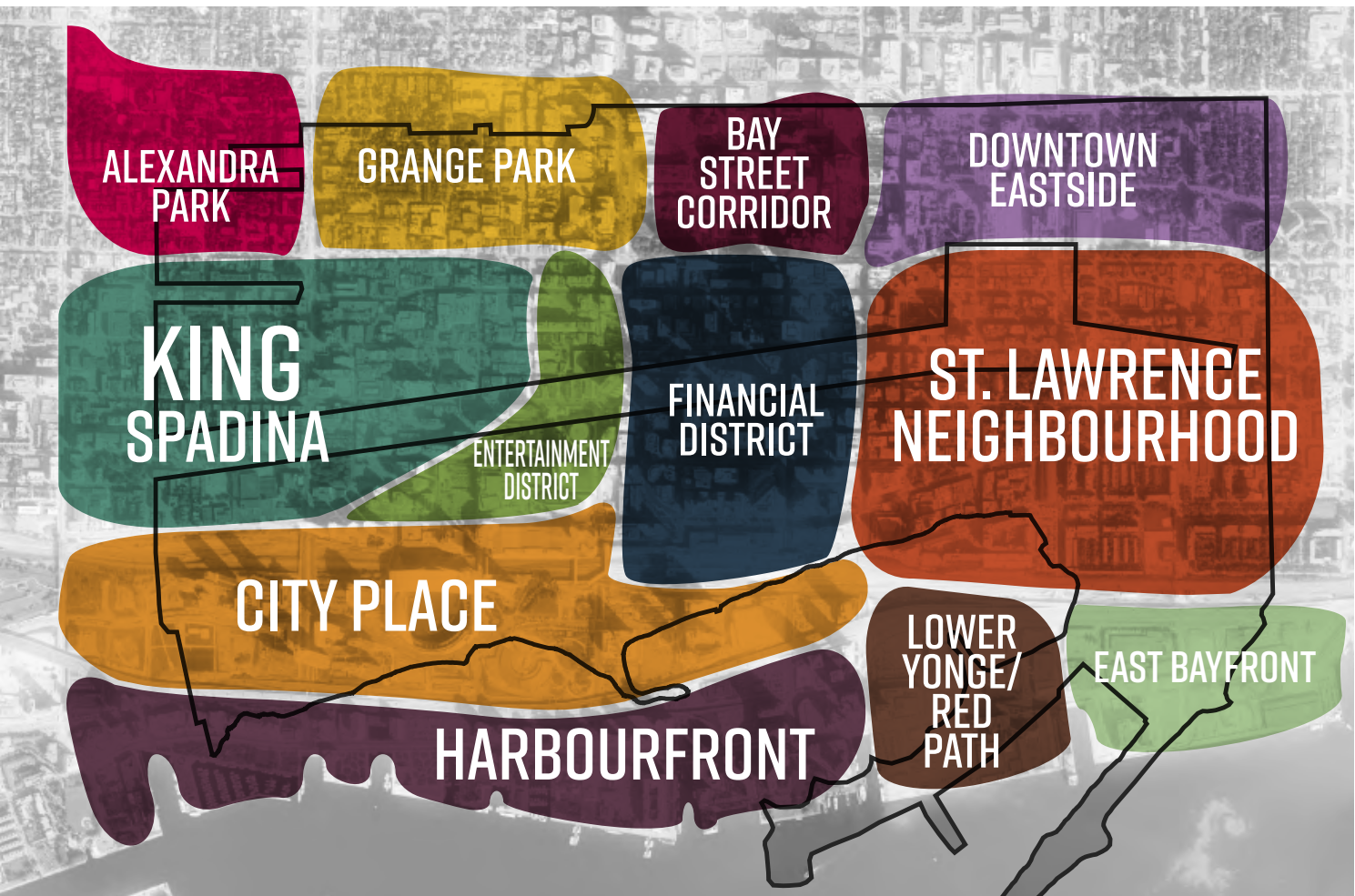


01 Big and Diverse

At 325 hectares (800 acres), downtown Toronto can practically fit in the Port Lands. But more importantly, downtown Toronto is not one place. It is a series of places, each with different purposes and characters. Sometimes the boundaries of these different places blur into one another. But Toronto is, and will continue to be, known as a city of neighbourhoods.

The vision for the Port Lands builds on this Toronto tradition, while also inherently recognizing its enormous scale and potential. Sameness is boring, especially over a large area. Diversity is central to the vision and a key strength. The Port Lands will be a collage of different places with different purposes and characters.

Figure 17: The Port Lands Overlaid on Downtown Toronto

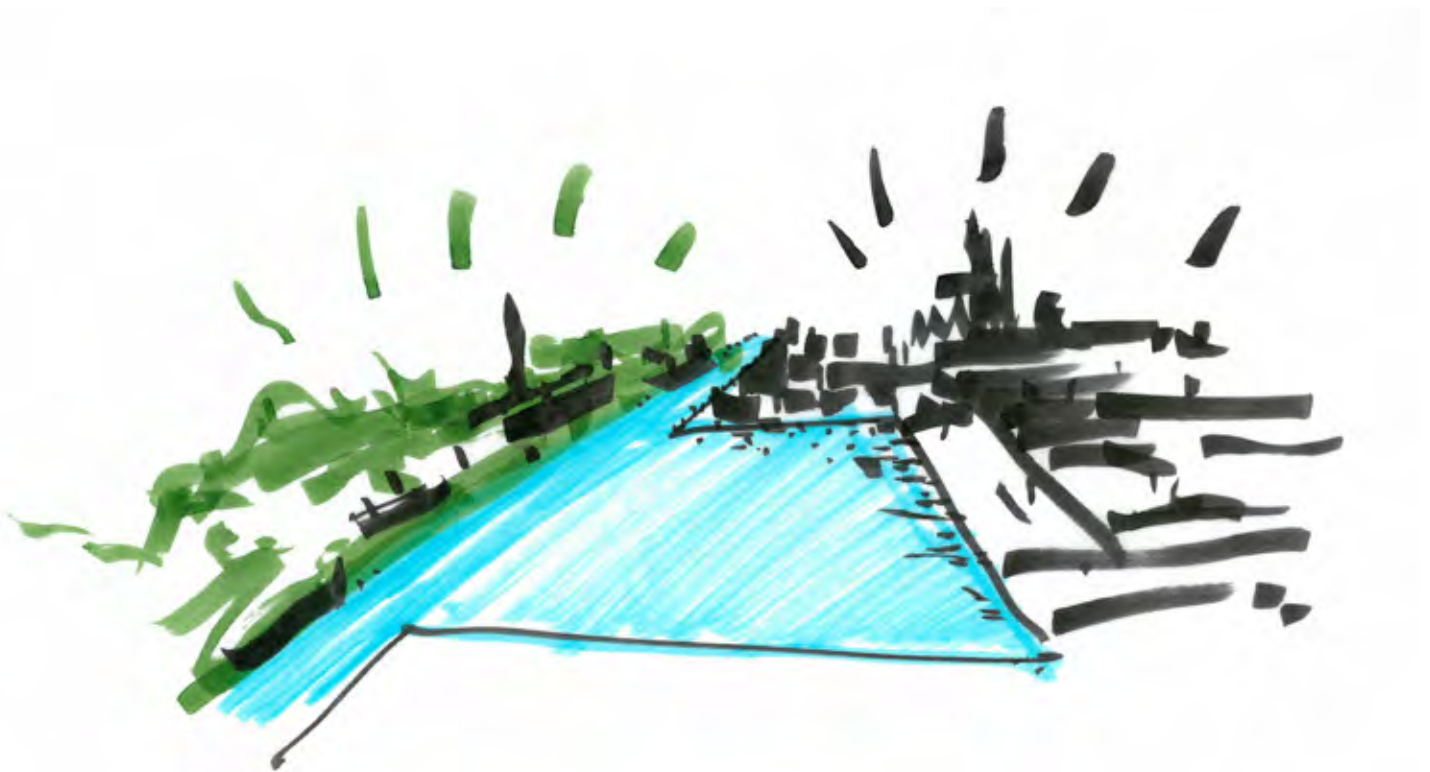


02 Urban and Natural

Toronto's central waterfront area generally consists of both a highly urbanized environment, defined by a fine-grain of streets and a mix of uses and a vibrant public life, and a wild green fringe that hugs the city to the south with the Toronto Islands and Tommy Thompson Park/ the Spit. These two distinct halves are unified by the Inner Harbour. This urban and natural duality is also a key

defining element in the Port Lands, with its impressive natural features south of the Ship Channel juxtaposed in the north against a more urban character and unified by the grand and culturally significant Ship Channel. The vision for the Port Lands builds on this duality. Lands north of the Ship Channel will be an extension of the urban metropolis, while lands south of the Ship Channel will have an inherent green and natural quality.

Figure 18: The Ship Channel Uniting Urban and Natural Areas



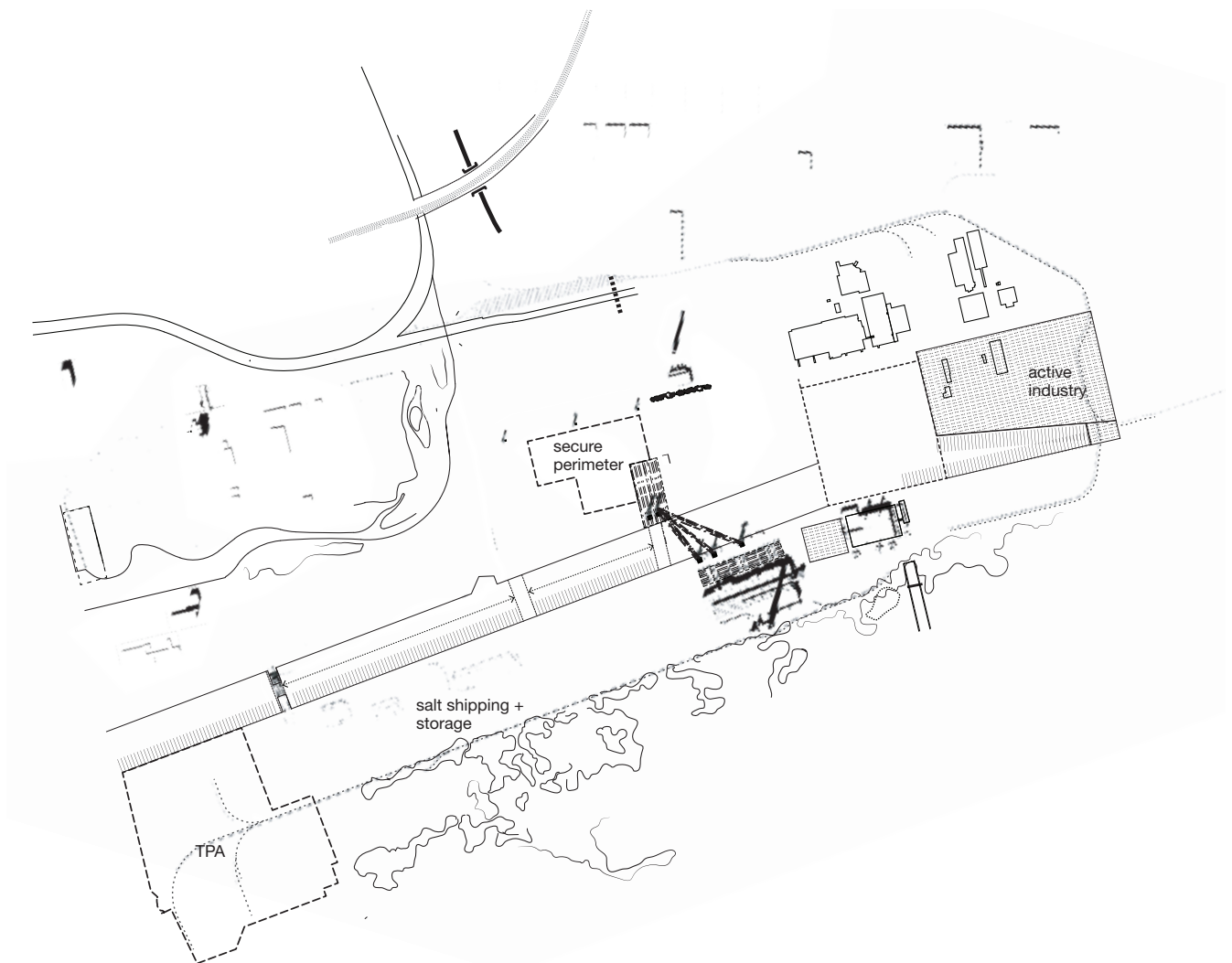
03 The Exceptions and Exceptional

The Port Lands is Toronto's one and only port and there is no other place like it. The industry, both past and present, the awe-inspiring scale of industrial architecture, and the overgrown, yet beautiful, wild and natural character are features that set the Port Lands apart from the rest of the city. They are the Port Lands' exceptions and exceptional qualities. The vision celebrates what industry has

built here, is building here and what will follow. When these unique features are mapped, they tell a story about Port Lands and provide a profound starting point or DNA for the vision.

They are core features of the identity and experience of place. Redevelopment must embrace these exceptions and exceptional qualities, bringing both new life and a new role for industry, culture and natural heritage.

Figure 19: The Port Lands Exceptions and Exceptional Qualities



04 Organic and Manmade Water Environments

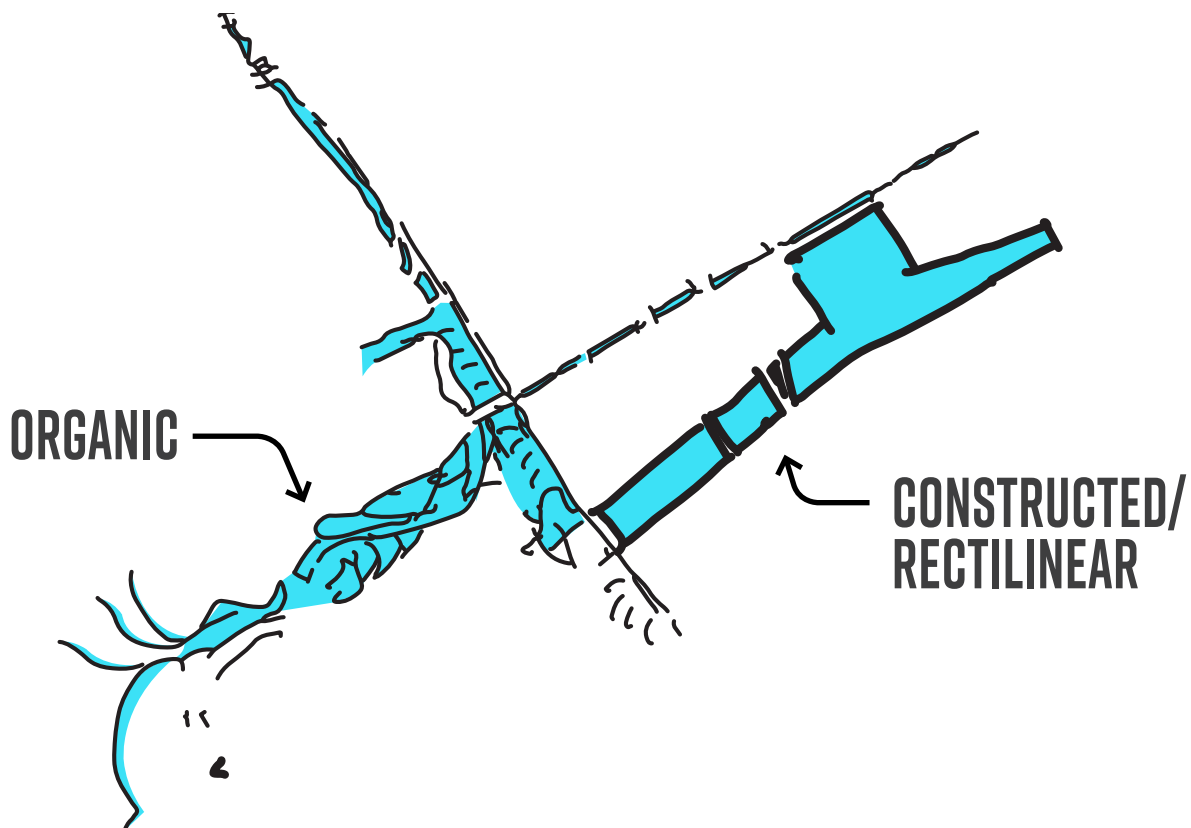
The Port Lands has and will have a variety of organic and man-made environments that will bring the presence of water throughout the Port Lands. One of the most significant transformations for the city and Torontonians in this century will be the restoration of the mouth of the Don River.

It is an engine for transformative urbanism at the heart of the Lower Don Lands. A radical repositioning of natural and geologic systems that will organically restore what industry once removed and combine the

best of sustainable urban living and working with naturalized undertakings. The organic quality of the river is juxtaposed and contrasted against the hard, rectilinear man-made forms of the Keating Channel, Ship Channel and Turning Basin.

The vision for the balance of the Port Lands embraces and transposes the constructed and rectilinear qualities of the Ship Channel and Turning Basin in the design of the streets and blocks. This in turn expands the presence of water throughout the Port Lands, bringing it deeper into the diverse districts.

Figure 20: Organic and Man-made Water Environments



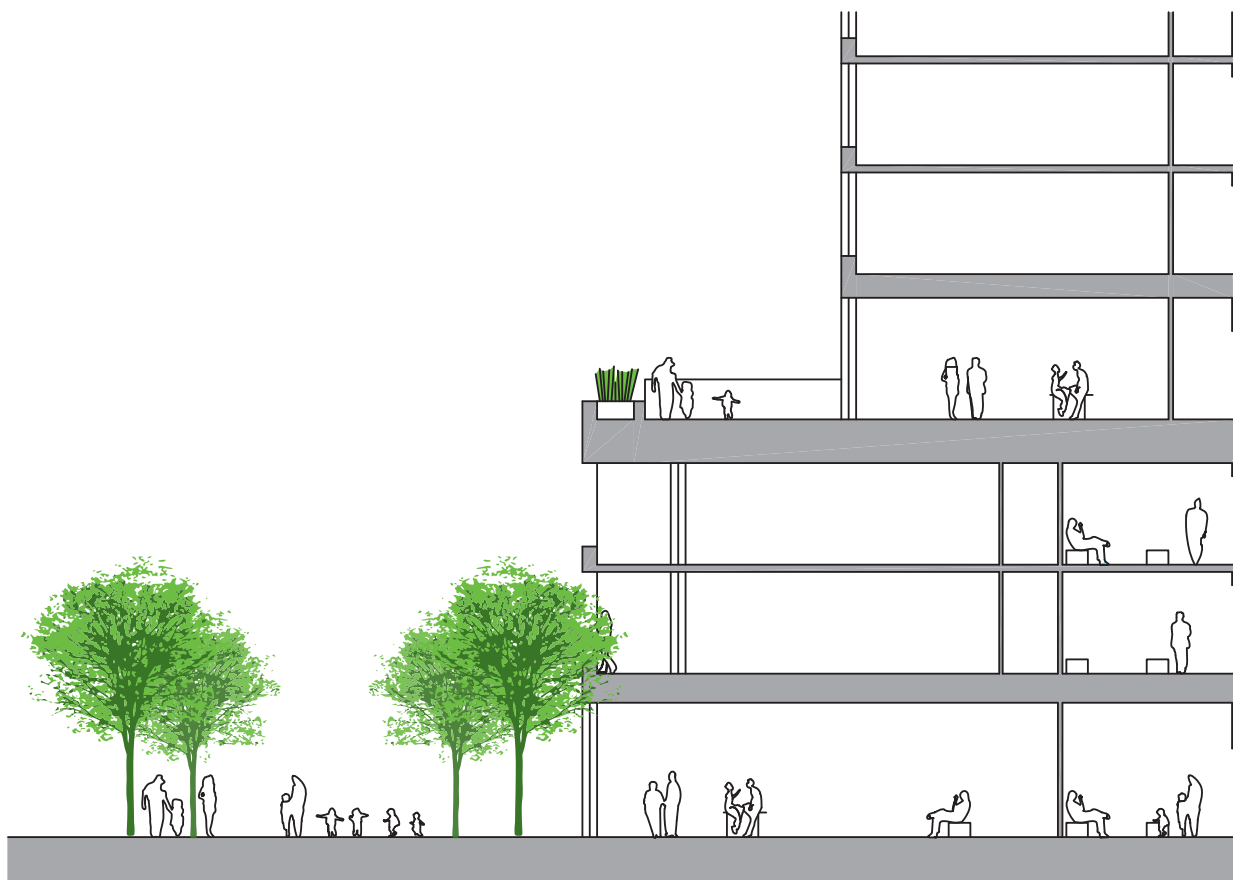
05 An Exemplar of Urban Living

The Port Lands will be an exemplar of urban living. There will be a wide range of high quality residential options and environments for people. New and inventive ways for delivering affordable housing will be pursued, and there will be housing, places and

spaces for families and people of all incomes, cultures and abilities.

People will feel safe in the streets and a conviviality will spill out into the public realm. Green spaces will abound, providing space for plants and animals to cohabitate and repopulate.

Figure 21: An Exemplar of Urban Living



06 A Showcase for Innovation

The Port Lands will be a showcase for innovation and a leader in environmental performance. New benchmarks will be continually achieved as the Port Lands transforms, starting with exceeding current City standards. The results of the regeneration and renewal activities will be tracked and used to ensure continuous improvement.

It will be a dynamic, adaptive and resilient place. The built and natural environments that will be created are

able to respond to technical, social and environmental changes. Buildings and infrastructure will be designed to survive and thrive in response to a changing climate and times of emergency.

The Port Lands will be intelligent and connected. New and emerging technologies will be used to support community needs, grow important industries and improve quality of life. High-speed, resilient connectivity will be provided, with access and digital inclusion as a priority.

Figure 22: A Showcase for Innovation



3.3

SEVEN TRANSFORMATIONAL MOVES

As part of the vision, seven transformational moves are identified that will progressively unlock the potential of the Port Lands. They include the continued recognition of well-established projects, but also a series of new moves. The transformation moves prioritize interventions and collectively cover the entire Port Lands geography.

01

The River and Greenway



02

Six Signature Streets



03

Harbour / Wild Stitch



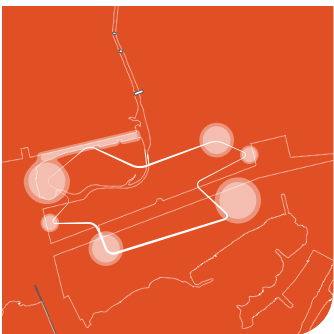
04

Blue-Green Park Network



05

Seven Destinations



06

Unique and Memorable Districts



07

Resilient Urban Fabric





The River and Greenway

The viability of the Port Lands transformation depends on implementing extensive flood protection measures, including the creation of a new, naturalized Don River mouth. The mouth of the Don River will be rerouted from its current concrete-encased location at the Keating Channel through the heart of the Lower Don Lands. Repositioning the mouth of the Don River will allow for prime waterfront land to be developed in an urban and sustainable manner, including the enhancement of existing ecological features and the construction of new parks and open spaces.

The naturalized Don River is a prime catalyst for the transformation of the Port Lands and surrounding area. It will not only contribute to the removal of close to 290 hectares of land north of the Ship Channel from flood risk, but also inspire new ways of thinking about how cities are built, what an urban environment can be, and the coexistence of natural and man-made environments. It is more than just

an engineering project. It will create a dramatic system of open spaces that strike the right balance between urbanization and naturalization.

The naturalized Don River will be bordered by natural features, including parks, green spaces, and public realm enhancements. The conceptual design includes terrestrial habitat, wetland habitat and permanent aquatic habitat, which will result in a mix of forests, thickets, swamps and marshlands. Trails, boardwalks, overlooks, small boat launches, and fishing areas will be threaded throughout, integrating the river valley with new urban areas and offering visitors the opportunity to respectfully interact with this diverse natural environment.

The Don Greenway will be a connective, natural spine and migratory link stemming from the naturalized Don River to Unwin Avenue across the Ship Channel. It will serve a dual purpose north of the Ship Channel – a high-quality wetland will enhance the area’s biodiversity while supplementing the Don River’s flood water conveyance capacity during major storm events. South of the Ship Channel, the Greenway will be characteristically natural, enabling the creation of a continuous riverfront and lakefront park system that connects the Upper Don Watershed with the Inner and Outer Harbours of Lake Ontario.

The Port Lands were once one of the largest wetlands in the Great Lakes. This transformational move will restore the area’s ecological past while strengthening its ability to cope with floodwaters.

Figure 23: The River and Greenway





Stitching To The City

The Port Lands, as an unparalleled opportunity for Torontonians, is befitting of a series of signature streets that stitch the Port Lands into the city. These streets will not only provide for enhanced mobility and connectivity in and through the area, but also a sense of place to allow public life to unfold. They will provide a rich and diverse setting to accommodate all modes and activities contemplated in the Port Lands. Each street uses its position within the city as a starting point for its experience, drawing back deep into the city or absorbing adjacent qualities to inform the character and quality of the street.

Cherry Street

Cherry Street starts its journey north of the Port Lands. As it travels southward, it traverses a number of interesting and distinct neighbourhoods - Corktown, the new Canary District and the Distillery District. It crosses over the Keating Channel and into Villiers Island and then will pass through the new estuary. Further south, the

beautiful Strauss Trunion Bascule Bridge provides a new and interesting moment where the street takes on a new life and character. Cherry Beach is drawn up into the streetscape, reinforcing the historic sand bar. The street, potentially lined with cherry trees, will be animated by markets and grade-related spillout from the future Maritime Hub.

Don Roadway

The Don Roadway will be defined by its adjacency to the future Don Greenway and naturalized Don River. It is a river street and ultimately completes a sequence extending from Bayview Avenue, connecting to the trail and river valley systems north of Lake Shore Boulevard. A continuous linear park along the western edge of the street in the Port Lands will provide an interface with the new Don Greenway, providing places to sit while taking in breathtaking views. The design of the street protects for future transit expansion within an expanded, temporary linear park. Protecting for another possible bridge across the Ship Channel is proposed. This additional potential future bridge could accommodate pedestrians, cyclists, vehicles, transit and potentially wildlife subject to maintaining port functionality.

Broadview Extension

The Broadview Extension is a new civic spine connecting northward past the Broadview subway station to the ravine system north of O'Connor Drive. The full length of the street has a number of sequences that date to its origins in the late 1700s when aboriginal trails were located in the area. Originally named Mill Street north

Cherry Street



Don Roadway



Broadview Avenue



of Queen Street, it provided access to a number of large mills powered by the Don River. During the expansion of Toronto in the late 1800s, the lands around Danforth Avenue were subdivided and a new streetcar line introduced to downtown Toronto. As the street winds south, there is a pause and breathtaking view of the city's skyline at Riverdale Park. The street's next sequence then extends south through the communities of Riverside and Leslieville. Lined on either side by development it becomes part of the urban grid where it terminates at Eastern Avenue.

A new sequence for the street is imagined with the extension southward into the Port Lands. Broadview Avenue will become a destination street, connecting a series of important landmarks and hubs of activity. Its alignment is strategic, providing access for a new office destination in the Unilever Precinct, connecting mid-point in the Port Lands, and providing address, access and a forecourt to the awe-inspiring, west-facing façade of the Hearn. Its axial alignment enables a continuous, mid-point connection and long view to the Ship Channel with the industrial icon's chimney stack providing a spectacular view terminus. The extension is functional, thematic and symbolic in nature - a true civic spine.

Carlaw Avenue

Carlaw Avenue is a compact right-of-way accommodating existing development, stable residential and industrial uses north of Lake Shore Boulevard. Reconfiguration of the existing right-of-way would provide an additional pedestrian and cyclist

amenity while maintaining vehicular capacity, residential and industrial access, and on-street parking. Within the Port Lands, Carlaw Avenue will be reconfigured and extended along the Turning Basin - drawing the water's edge promenade into the street and providing new opportunities to engage with water.

Caroline Extension

The new north-south connection between Carlaw Avenue and Leslie Street will be designed as a film-friendly street and perform diverse functions. It will accommodate continued employment growth in the Port Lands and South of Eastern areas, while also minimizing potential impacts to existing stable residential areas to the north. The street design will include enhanced multi-modal connections into and out of the Port Lands and the potential for dedicated production parking. The street termination at the Turning Basin provides a special moment with a wide scenic view of the historic Ship Channel and surrounding scenery.

Leslie Street

Leslie Street will continue to be an important working street in and out of the Port Lands, but the street will be rebalanced and reconfigured south of Commissioners Street with additional greening.

Carlaw Avenue



Caroline Extension



Leslie Street





Uniting the Harbour and Wilds

The Port Lands extends from the Inner Harbour to the wilds of Leslie Street. A system of east-west connections that unites these key features is the third transformational move. Four east-west linear systems showcasing the unique qualities of the Port Lands will be created and embraced. More than just streets, they are blue and green open space systems.

Lake Shore/Keating Channel Promenade

An urbanized Lake Shore Boulevard with a wide, landscaped multi-use trail, coupled with the Keating Channel promenade unites Toronto east and west of the Don River. It will also provide a seam between the city to the north and the Port Lands to the south.

Commissioners Street

Commissioners Street will become the main east-west high street for the Port Lands, linking a series of destinations along its journey. It extends to Promontory Park in the west, and ultimately to the Inner Harbour. As

it moves eastward, its path crosses a number of destinations from the Don Greenway, to an adaptive reuse of the Commissioners Incinerator building and expanded McCleary Park, to the Turning Basin and ultimately terminating at Leslie Street.

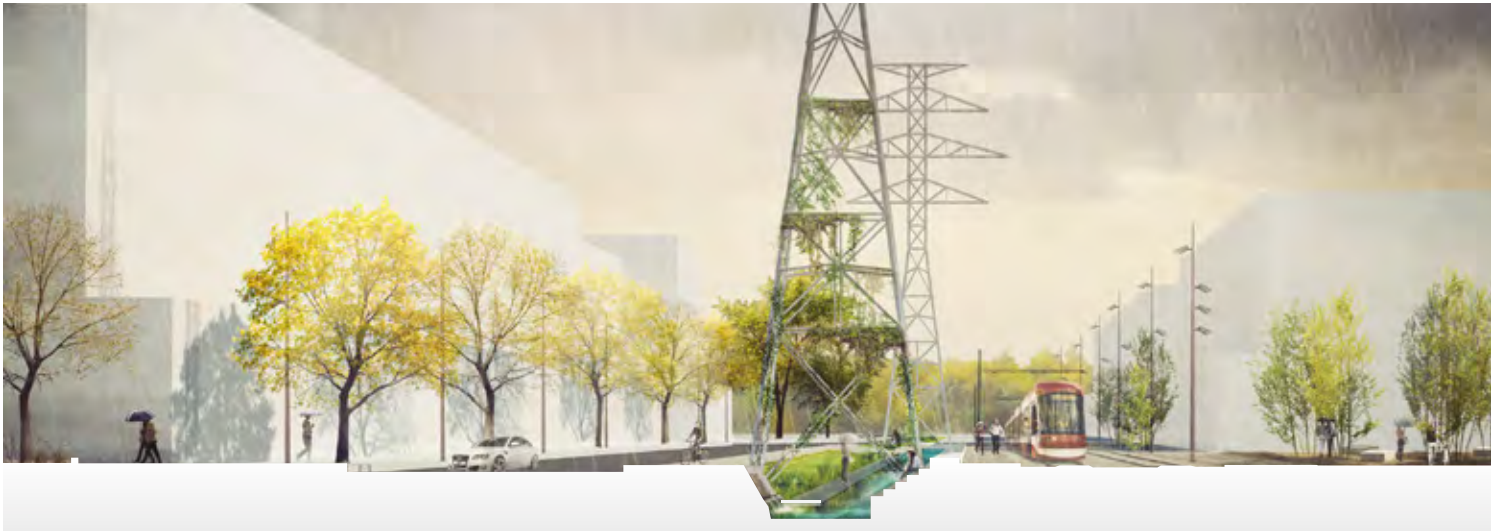
The Ship Channel

The Ship Channel is a three (3) kilometre and 120 metre wide water street anchored on either side by two major open spaces - the Hearn and Turning Basin blue square. Along its edge, the Ship Channel is defined by a diversity of character and function. On its north edge, a series of looped streets provide opportunities for animation and activation in the winter, coupled with a wide, landscaped promenade, providing extended spaces for pedestrians and cyclists. On its southern edge, the Channel will be activated by the theatre of the working port.

Unwin Avenue

Unwin Avenue will be the seam between an urban industrial district and the wilderness of the future Lake Ontario Park. The street's existing 'wild' quality will be enhanced with new pedestrian and cycling infrastructure that hugs this treed edge and integrates the rail line. A continuous, curb-less bioswale along the street's south side will be designed to reinforce the natural edge. Realigning a portion of the street to provide better access, engaging with the Hearn by framing the iconic chimney stack, and creating a net environmental gain will also be undertaken.

Commissioners Street



Ship Channel Promenade



Unwin Avenue





Blue-Green Park Network

Of the 285 hectares of land (excluding the Ship Channel) that comprise the Port Lands, approximately 48.5 hectares are identified and will be designated as major, city-wide destination parks and natural areas. This open space system forms an important part of the fabric of the Port Lands.

The parks and open spaces will be of all shapes and sizes providing yet another layer of diversity for the Port Lands' experience. There will be signature parks that will provide recreational and respite opportunities for all Torontonians. There will be urban spaces such as plazas, squares, and water's edge promenades. Events, parks programming and activities, shops and cafés will contribute to further enlivening these spaces. There will also be green spaces with an inherent wild quality that will expand the natural areas within and in close proximity to the Port Lands and contribute to enhancing biodiversity.

At precinct planning, additional neighbourhood-oriented parks and open

spaces and privately-owned publicly accessible open spaces (POPs) will be identified. These parks and open spaces will cater to future Port Lands residents and employees and provide both active and passive recreation opportunities.

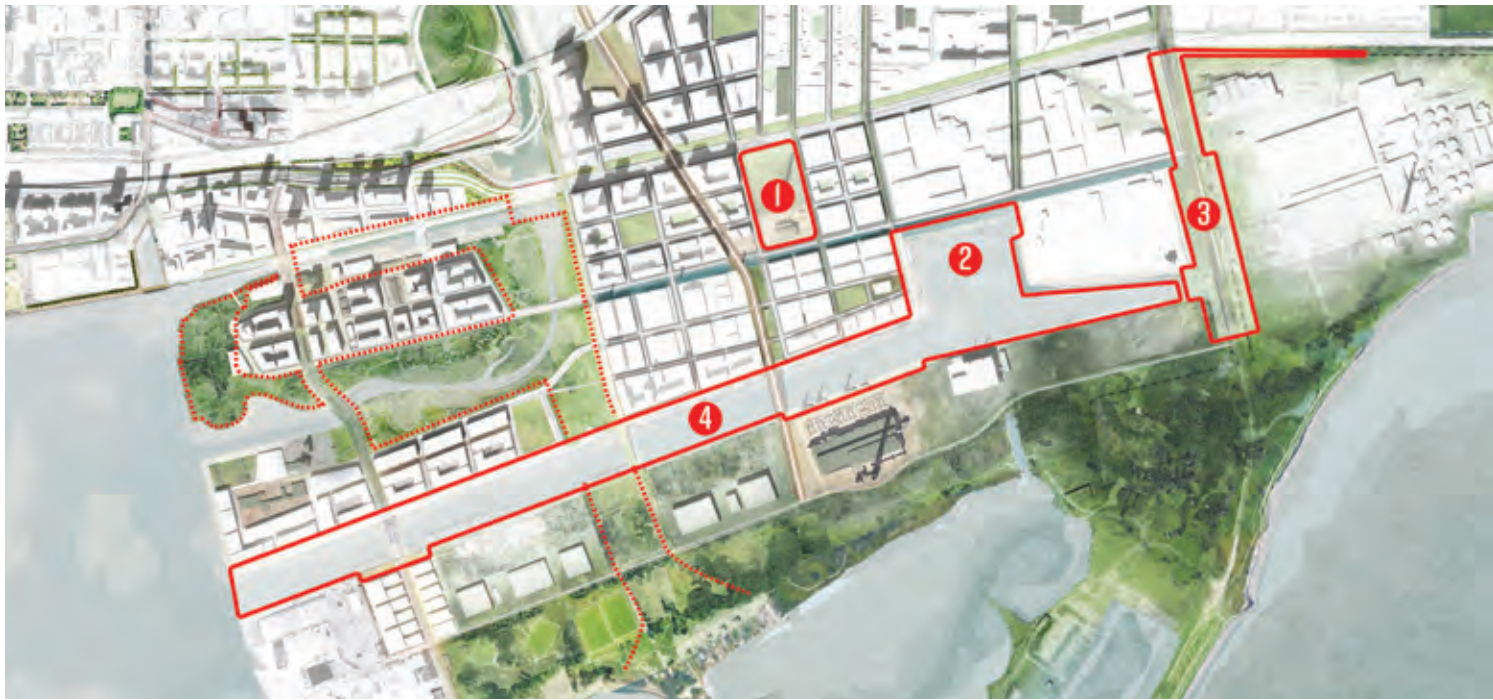
However, an opportunity also exists in the Port Lands for a new dialogue about open space and an expanded public realm. This realm is not just green, but blue and green. Our perception can be shifted to see the waterways, integral to the very fabric of the Port Lands, as bringing promise of an entirely new open space experience. Activation can occur through movable, floating public spaces, bringing people closer to water. Within this Blue-Green park network, aquatic and green ecological areas will also be created where possible to support biodiversity and air and water quality.

This system of green and blue open spaces are tied together by the signature streets that are, themselves, linear open spaces, accommodating safe and efficient movement in and between the different open spaces.

Public access south of the Ship Channel is also greatly improved while enabling the continued use of the dockwall for port purposes. A series of parks and open spaces, at regular intervals and united through an enhanced Unwin Avenue, enables this area to remain a working port, while opening up resources and assets for public enjoyment.

The full Blue-Green network will be delivered incrementally over time. But, each new major park and open space will be in itself transformative. Key new Blue-Green parks and open spaces are highlighted below.

Figure 24: Blue-Green Park Network



- 1** Expanded McCleary Park
- 3** Leslie Green Portal
- 2** Turning Basin Blue Square
- 4** Ship Channel Water's Edge Promenade

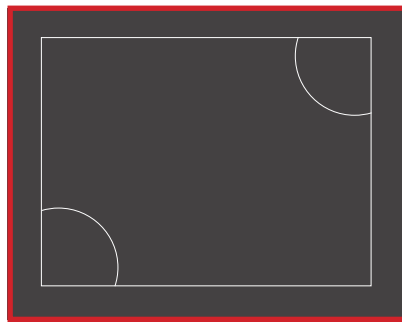


Expanded McCleary Park

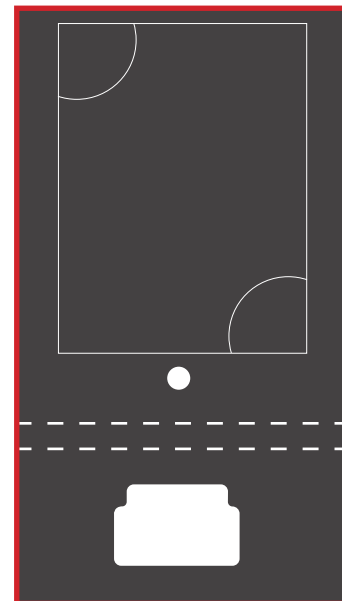
Pending the relocation of the Commissioners Waste Transfer Station, McCleary Park will be extended from Lake Shore Boulevard to Commissioners Street, and potentially reconfigured. Overall, no net loss of park space would occur through this reconfiguration and a net gain would be achieved. This centrally located park will not only accommodate a diverse

range of park programming, but the historic building set in a public plaza is envisioned to be transformed into a community hub with a variety of activities. The need for a continuous east-west street that extends through the expanded park will be further assessed. However, it will be designed integral to the expanded park, and as a predominantly pedestrian street.

2.8 ha



3.4 ha

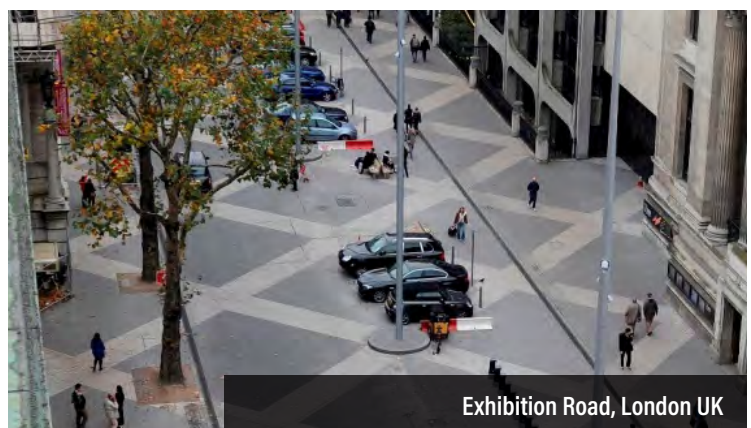


Top: Existing McCleary Park

Right: Potential Reconfiguration of McCleary Park



Artistic rendering of the reconfigured and expanded McCleary Park



Exhibition Road, London UK

2

The Turning Basin Blue Square

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 for a new kind of public space - allowing critical 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. There are opportunities that can be explored for water-based programming activity to create this unique Toronto destination. In the summer, markets, concerts, films, art installations, pop-ups and festivals on moveable barges, pods or other floating infrastructure are possible. Its frozen surface in the winter, subject to addressing safety issues, could be used to enable skating, hockey or curling for year-round activation.



Swimming in the Danube, Vienna

3

Ship Channel Water's Edge Promenade

The water's edge promenade on the north side of the Ship Channel will be a continuous public connection, forming a cohesive link between the varied districts along the Ship Channel - the heart of Toronto's Port Lands and its most significant man-made waterway. Recognizing the eclectic mix of uses and 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 Ship Channel itself, pushing activation beyond the conventional edge.



Ship Channel

4

Leslie Green Portal

The Leslie Green Portal expands on the greening that has been taking shape along Leslie Street to create a new focal point for the eastern edge of the Port Lands. The portal will be up to a 140 metre wide green finger that will unite the city to the north with the wilds of Tommy Thompson Park to the south.

Leslie Street will be an integral component of the portal. The additional greening both adjacent to and in the street itself will enable the wild qualities of Tommy Thompson Park to filter up through the street as another major public realm intervention.



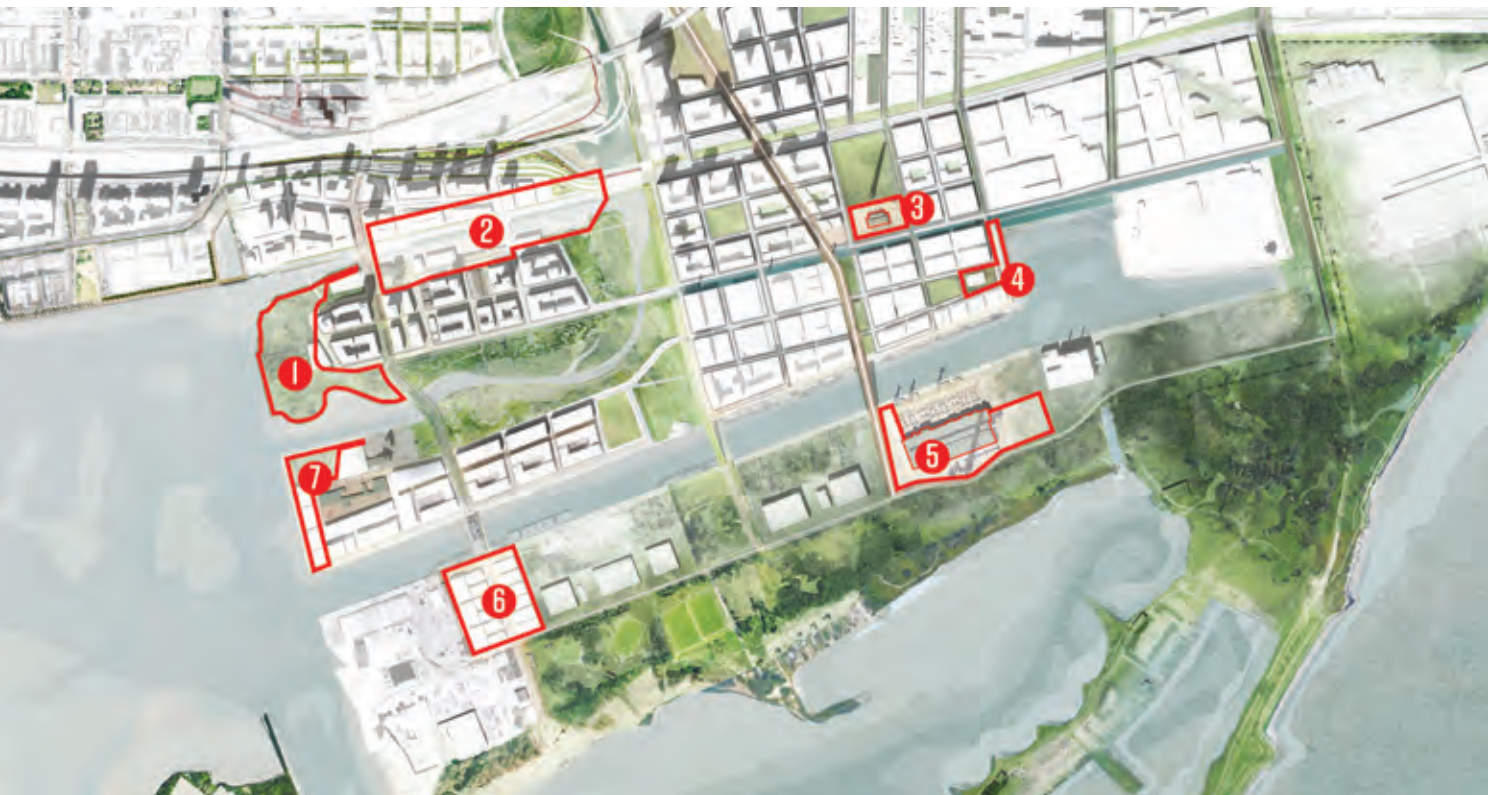
Artistic Rendering of the Leslie Green Portal



Seven Destinations

Seven new destinations will contribute to a larger armature of civic destinations for future Port Lands' residents and workers, but also for all Torontonians.

Figure 25: Destinations



- | | | |
|-------------------------------------|-------------------|----------------|
| 1 Promontory Park and Catalytic Use | 4 Basin Promenade | 7 Polson Point |
| 2 Keating Promenade | 5 The Hearn | |
| 3 Commissioners Community Hub | 6 Maritime Hub | |



Promontory Park and Catalytic Use

Promontory Park will be a large waterfront park, overlooking the Inner Harbour. The natural river valley will wrap around the park at its southern end. The park will include varied topography, including a high point or promontory for city views, and a low point for long views down the Keating Channel, while showcasing remaining elements of the Marine Terminal 35 building. Promontory

Park will also include a destination or catalytic use that would spawn and support regeneration efforts and bring people to the Island in early stages of its development. Broadly imagined, this destination or catalytic use could consist of a wide variety of cultural, institutional and community uses in a new, dramatic building overlooking the park and Inner Harbour.



Artistic Rendering of Promontory Park

2

Keating Channel Promenade

The Keating Channel Promenade will be the centerpiece of Villiers Island and the Keating Channel Precinct - a living room for residents, workers and visitors to the area. It will be a unique and iconic public gathering space in Toronto, providing intimate relationships between land and water. Publicly-accessible uses will open onto and engage with the Channel. Residents and workers will spill out onto the Promenade, enjoying cafes, restaurants, cultural venues and recreational uses.

Year-round activation will be ensured by employing all-weather arcades equipped with glazed panels that can be opened or closed according to the season. The design of the Promenade will echo the water's edge promenade system elsewhere on the waterfront, with an upper and lower tier, high-quality paving materials and tree plantings. There will be opportunities for leisurely interchanges, informal seating areas, market spaces and recreational boat activity.



The Keating Channel Promenade

3 Commissioners Community Hub

The adaptive re-use of the historic Commissioners Incinerator building and expansion of McCleary Park can be both a neighbourhood and city destination. Built in the mid-1950s, the building has incredible re-use potential subject to the relocation of the current waste transfer operation. The building has approximately 6,500 square metres of floor area and opportunity for a large outdoor terrace above the building's first floor. It's envisioned to be a hub of activity in the heart of the Port Lands, surrounded by a public plaza, with a large new local- and district-serving community centre. It will also provide

for creative sector incubator uses. The plaza could host community events and flea and/or farmer's markets, or act as an arts, culture and performance venue.



Kater Holzig in Berlin



400 Commissioners Street

4

Basin Promenade

The Basin Promenade will be a land extension of the Turning Basin Blue Square. Carlaw Avenue will extend along the Turning Basin, drawing the water's edge promenade into the

street. There will be new opportunities to engage with water and a unique vantage point to watch industry unfold. At the Promenade's terminus, a special, Inner Harbour place will be created to activate the Turning Basin Blue Square, provide all-season uses and be capable of hosting diverse events. A new iconic building is envisioned to mark and create a distinct frontage facing the Turning Basin. Potential uses could include a Toronto screen-industry museum, or other creative industries and institutional uses. It could also provide a back-drop for on location filming.



Institute of Contemporary Art, South Boston



5 The Hearn

The Hearn and its surrounds have immense potential. Its adaptive reuse will redefine the lands south of the Ship Channel. It will bring new life and identity to the Port Lands most prominent landmark, while enshrining the area's power heritage. The Hearn's re-use is conceived as both a new public space surrounding the Hearn and a completely revitalized Hearn building.

Sitting at the foot of the new Broadview Extension, the Hearn experience would start here with an activated forecourt at the building's impressive Art Moderne façade. The potential inside the massive

building is unique. It could be an experimental food hub, innovation and education centre, ruin garden, multi-cultural and multi-sport facility, or maybe even an art hotel.



6

Maritime Hub

A mix of new, tight-knit, at-grade commercial uses in inventive and playful structures is envisioned on either side of Cherry Street south of the Ship Channel. The Maritime Hub

will be a special destination area envisioned with a series of small shops, cafes and restaurants. These commercial uses will co-mingle with working harbour industries on either side and new open spaces at the Ship Channel to create a gateway to Cherry Beach and provide amenities for area workers and recreationists. The historic Strauss Trunion Bascule Bridge provides a powerful focal point and backdrop to the Hub. Support uses for harbour or other industries could be located above the at-grade commercial uses to provide another level of activity.



Boxpark, Shoreditch



Artistic Rendering of the Maritime Hub

7 Polson Point

Polson Point's location offers an opportunity to capture views of Lake Ontario and the Toronto Islands. It also provides unobstructed and stunning views of downtown Toronto. Polson Point will be a publicly accessible gathering place. Given its proximity to adjacent precincts, there is an opportunity to install an institutional or cultural use to serve a wide swathe of the Port Lands. It could be a biodome, housing native species of flora and fauna. Or a waterside museum, leveraging the success of examples from Vancouver (the Museum of Anthropology) and Boston (Institute

of Contemporary Art). Whatever manifests, unobstructed access to and from the water's edge will be maintained, facilitating public access to the blue-green edge.



The historic dock wall on Polson Quay.



Downtown Toronto's Skyline from Polson Quay



Unique and Memorable Districts

Like a piece of architecture, the city is a construction in space, but one of a vast scale, a thing perceived only in the course of long spans of time...at every instant, there is more than the eye can see, more than the ear can hear, a setting or a view waiting to be explored.

- David Lynch.

Toronto is a city of neighbourhoods and districts – altogether well over 200 of them. These have helped the city thrive and have assisted in shaping its identity. The vision for the Port Lands builds on this Toronto tradition through the creation of a series of distinct districts. It also acknowledges that cities, and the places within them, are not static. They continue to grow and evolve over time.

Villiers Island

Villiers Island will take shape through a series of big infrastructure and transformational moves, the most substantial of which is naturalizing the mouth of the Don River and restoring the historic Keating Channel. When the new mouth of the Don River is built, the new urban island will emerge. Villiers Island will be a main gateway into the Port Lands from new urban areas to the north. Bordered by four distinct waterside edges and open spaces, Villiers Island will become a special island community and highly desirable location in Toronto to live, work, and play.

The Island is envisioned as a sustainable urban community in the midst of the big city. Overall, it will have a human-scaled, mid-rise character with some tall buildings of moderate height strategically located and scaled to set the Island apart from the rest of the city. But the Island will also be defined by diversity within the Island, inspired by the Island's varied urban, industrial, and natural landscapes. There are five character areas planned for Villiers Island, each with a distinct but interconnected place-making vision.

Each character area comprises distinct features and a built form response to the Island's varied parks and open



Artistic rendering of Centre Street

Figure 26: Unique and Memorable Districts



LOWER DON LANDS

- 1** Villiers Island
- 2** Polson Quay
- 3** South River

FILM STUDIO DISTRICT

- 4** McCleary District
- 5** Media City
- 6** Turning Basin District

EAST PORT

- 7** Warehouse District
- 8** East Port

SOUTH SHIP CHANNEL

- 9** South Port East
- 10** South Port
- 11** Ports Toronto Marine Terminals

spaces, heritage structures and special places with programming or activities - from the civic destination of Promontory Park, to the passive and contemplative River Park edge, to the locally-oriented neighbourhood Villiers Park, to the pedestrian spine of Centre Street and the active urban edge and historical character of the Keating Channel Promenade and Cherry Street cultural corridor.

Polson Quay

Polson Quay will have a more unusual character, but will, nonetheless, be an intriguing and interesting place. The Cement Terminal on Polson Quay and other nearby port and industrial uses are a significant challenge for introducing new residential uses, but at the same time this also presents an opportunity to create a radically different type of place in the near- to medium-term that builds off successes and lessons learned in places like Paper Island and Granville Island. In the near- to medium-term, there is the potential to foster a healthy mix of uses capable of coexisting harmoniously with both industry and the prospect of future residential permissions. This mix of uses would need to enliven and activate the area while spurring economic growth.

In fact, many of the existing uses and users in the historic Dominion Boxboards building in the heart of the Quay are laying the foundation for this with its growing concentration of creative practitioners. The area's existing fabric, with its exceptional views to the city, adjacency to the river and Ship Channel, and historic resources, provides a profound starting point that can be drawn on to create a distinct and memorable district identity.

In the longer-term, Polson Quay may evolve into more of a live/work area that would positively contribute to the Port Lands skyline. Careful consideration of the introduction of sensitive land uses will be employed to ensure compatibility and longevity of the Cement Terminal and other nearby port and industrial uses. Should the Cement Terminal operation relocate elsewhere, the active dockwall will be naturalized to complete the vision for the urban estuary.

South River

Much like Polson Quay, new residential uses in South River are challenged by nearby port and industrial uses. In the near- to medium-terms, the area is envisioned as a scenic location for production, interactive and creative industries housed in multi-storeyed, adaptable buildings with active uses at street level. Over time, the area may evolve into a distinct mixed-use community should there be greater tolerances for the industry nearby or new technologies and approaches to mitigate the impacts of industry.

McCleary District

Envisioned as a dense, transit-oriented, complete mixed-use community and hub of activity, the District will have a mid-rise feel, contribute to broader economic objectives and complement the office destination envisioned to the north. The land use mix will create a healthy balance and enable key economic clusters synergistic with districts to the south.

The District will be bookended by two spectacular open spaces - the river to its west and McCleary Park to its east. A new, sunny and centrally-located, local park will also be introduced to

provide a local amenity for residents and workers. A distinctive height peak at the Don Roadway and Lake Shore Boulevard will set the district apart and contribute to the Port Lands skyline, while ensuring excellent sunlight on the public realm. Tall buildings will be focused along the Don Roadway and Lake Shore Boulevard, terracing down in height towards McCleary Park and Commissioners Street.

Media City

The creative sector's huge potential for growth is increasingly recognized. More and more, the creative sector is demonstrating the important role it can play in revitalizing urban areas in

need of regeneration and contributing to Toronto's economy. Media City will support Toronto's vibrant film, television and digital media industries. Complementary production, innovation and creative uses will also be encouraged, further enhancing the vibrancy and longevity of the district.

Media City will have a concentration of production-related development around the existing studio complex and fronting on a new east-west public street and water's edge promenade. The scenic potential of the adjacent Ship Channel will be maximized by providing active and animated uses along the water's edge promenade.



Artistic rendering of McCleary District

Animating and energizing the public realm at street level will be encouraged to further enhance the vitality of this campus. This can be achieved through limiting gated areas, locating production studios internally to a site/building, and activating blank walls with “shooting streets” facades and public art.

Turning Basin District

The Turning Basin District will become a prestigious new address for production, innovation and creative uses. The area will offer views of the historic and iconic Hearn Generating Station. Visitors can also observe the working port in the adjacent Turning Basin.

While this area will initially support light industrial and production, interactive and creative uses, it is important that developments today allow for the future adaptability. An animated public realm and access to public spaces will be essential to the success of this district. Cafes, restaurants and small-scale retail spaces will line the Ship Channel promenade and Turning Basin edge, creating amenities for future employees and visitors to the area.

Buildings will have a robust, distinctive character and material palette with flexible floorplates to enable adaptive reuse. Warehouses developed in the near and medium terms will later transform into creative offices and studios much like Showplace Square in San Francisco and DUMBO, Brooklyn. A resilient street grid will be achieved over time, creating a more fine-grained street network.

The Warehouse District

On vacant or opportunity sites within the District, new-light industrial and production uses will be permitted to support the district’s transition from a heavy-industrial to light-industrial and production area. Innovative and green industries or new production studio infrastructure will be pursued on vacant and underutilized sites. This will also strengthen and create new synergies with the South of Eastern area to the north.

The urban form for the area will support walking and cycling, and sustain a diverse, active and safe public realm, particularly on Leslie Street, the Caroline Extension and Commissioners Street. The architectural character will consist of modern, compact,



Adaptively re-used brick building in Liberty Village



Light projections on a salt pile

street-related warehouse-style buildings suited to adaptive reuse.

East Port

The East Port will continue to serve Toronto’s industrial and port needs. Heavy port and industrial uses will remain. Adjacent to the dockwall, land uses will generally be restricted to and optimized for those uses that require access to dockwalls for shipping. New heavy industrial uses will be required to employ the latest in noise and emission abatement measures, minimize their footprint, provide attractive screening or enclosure of outdoor storage and contribute to environmental sustainability. Other creative means to both buffer and enable people to safely engage with industry will also be pursued.

South Port

South Port will be a vibrant, active working waterfront with compatible industrial uses for the foreseeable future. Existing port activity along the dockwall will be reconfigured to accommodate the Don Greenway. In the process, operations will be updated and modernized. New attractive marine terminals for storage, inventive and playful screening, and

maritime infrastructure improvements will replace the current practice of outdoor storage where possible while maintaining the theatre and grittiness of the working port.

Other employment, industrial and city servicing uses, on short- to medium-term leases, will be permitted adjacent to Unwin Avenue. This will also assist in opening up opportunities elsewhere in the Port Lands and South of Eastern area for regeneration and renewal and the creation of new signature parks and open spaces. Site and building design will absorb qualities from the natural areas to the south and include wide, naturalized landscaped setbacks adjacent to Unwin Avenue. Much like in the East Port area, new heavy-industrial uses will be required to employ the latest in noise and emission abatement measures, minimize their footprint and provide attractive screening of outdoor storage.

Ports Toronto Marine Terminals

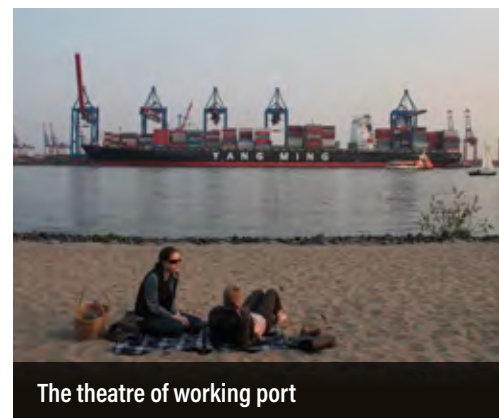
Formerly the home of the Toronto to Rochester ferry and now host for Great Lakes cruise ships, these lands will complement the South Port area and continue to serve port and other maritime uses for the foreseeable future.



Movies projecting off silos



A storage building for road salts



The theatre of working port



The urban structure established for the area, consisting of the signature streets, and varied urban, open and natural spaces, will set in place a high-quality physical environment. It will have a coherent spatial structure to support the establishment of a fine-grained and resilient local street and block pattern, capable of supporting a wide variety of uses well into the future. Industrial and port districts will have less porosity due to their role and function and need for large tracks of contiguous land and secure dockwall access. Transitional districts may at first have larger blocks to accommodate industrial and more land consumptive studio and related uses, but in time as the areas evolve these larger blocks will be further broken down. The mixed-use districts will have a variety of fine-grained scales that help to define character and place and shape built form.

Resilient Urban Fabric

Cities do not have just one scale - they have many. Sometimes those scales evolve over time as the city develops. The Port Lands will be defined by its evolution of many distinct districts with a variety of density and scales.

Figure 27: Resilient Urban Fabric

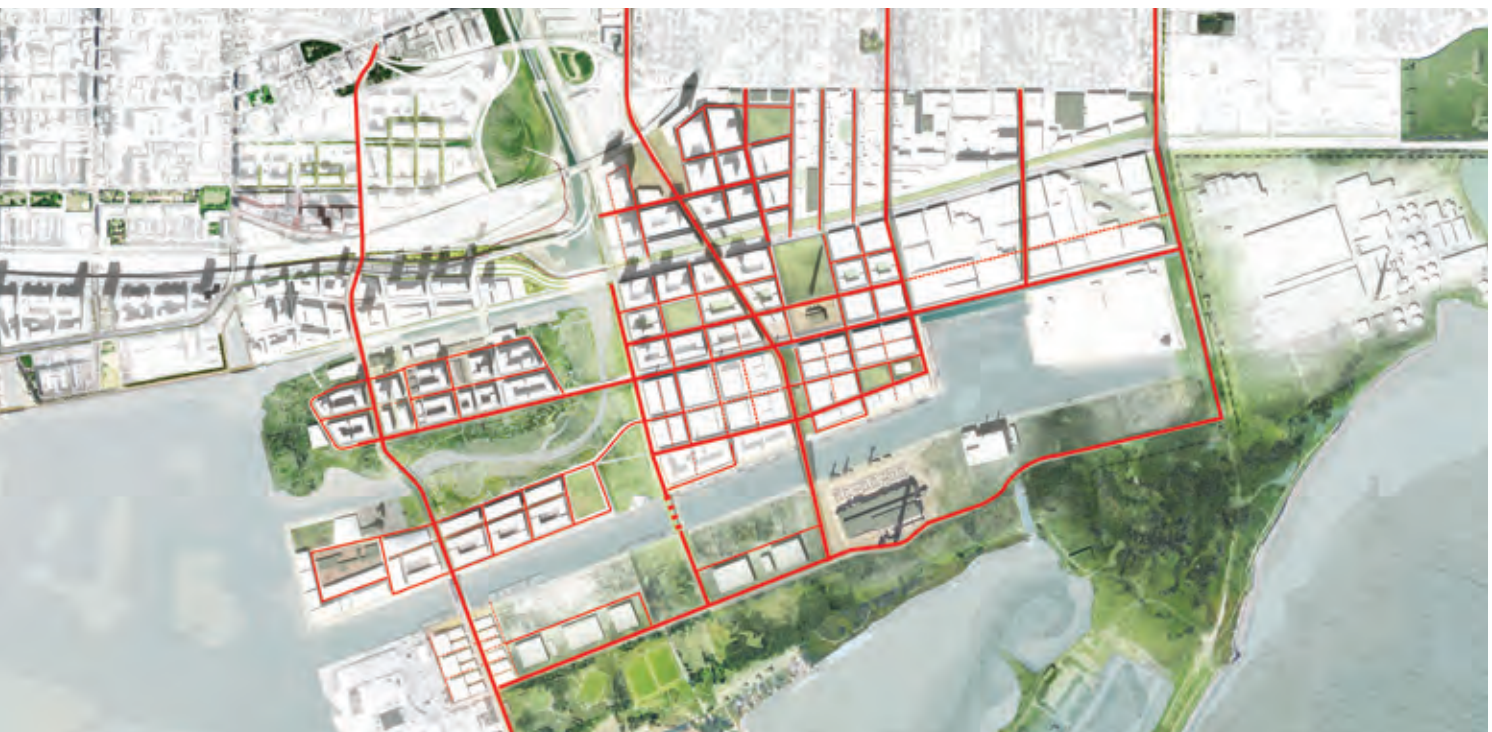
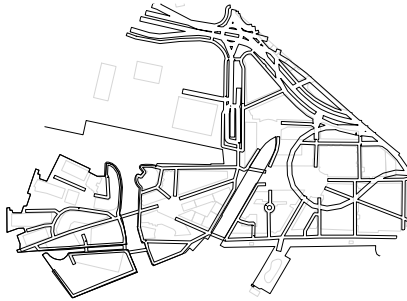


Figure 28: District Street and Block Precedents

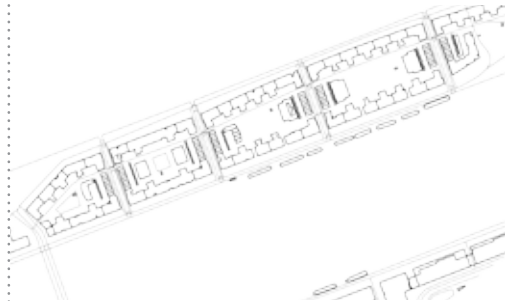
**Tjuveholmen,
Oslo**



**Hafencity,
Hamburg**



**Java,
Amsterdam**



**DUMBO,
Brooklyn**



**Showplace Square,
San Francisco**



**King + Parliament,
Toronto**



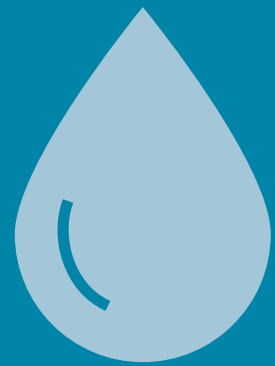
A SNAPSHOT...

1

AND
ONLY
PORT



60ha
of Parks and Open
Spaces



4km
of Water's Edge
Promenade



7
Destinations



3km
Active
Dockwall



15km
of Connected
Signature Streets



King St. E.

Corktown Common

Cherry St.

DVP

Broadview Ave.

Queens Quay E.

Keating Channel

Don Roadway

Silo Square

Villiers Park

Commissioners St.

Promontory Park

River Park North

Don Greenway North

River Park South

Inner Harbour

Ship Channel

Don Greenway South

Cherry St.

Unwin Ave

Cherry Beach Sports Fields

Figure 29: Port Lands Illustrative Plan

Outer Harbour



Eastern Ave.

Lake Shore Boulevard E.

McCleary Park

Carlhaw Ave.

Leslie Barns

Turning Basin

Leslie Green Portal

New Lift Bridge

The Hearn

Tommy Thompson Park

Park and Natural Area

Leslie Street Spit



3.4

TWELVE OBJECTIVES

Twelve objectives define what is to be achieved in the Port Lands and measure success. The objectives embody the vision and provide overall direction for the Port Lands' transformation.



1. Ensure land use across the Port Lands and associated development is diverse with beautifully designed

buildings, and, where appropriate, capable of adaptive reuse.

The Port Lands will include a variety of uses, adding vibrancy and animation to the area both day and night, and that will actively transform the Port Lands into a new, exciting mixed-use city district. All development, irrespective of land use, will contribute to an urban form that reflects the Port Lands as a distinctive place in the larger city and strengthens its physical fabric and character. Buildings will be beautifully designed to ensure they are well integrated and enhance local distinctiveness and activity. In recognition of the evolutionary nature of this plan, and that buildings outlive uses, buildings will also be designed with adaptive reuse in mind.



2. Actively pursue land uses that will shape prosperity and increase Toronto's global competitiveness and

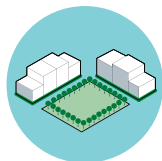
drive a strong, production-oriented, digitally-connected, innovative and diverse economy.

Large areas of the Port Lands will continue to provide important space for city-serving land uses close to Toronto's downtown core which will contribute to Toronto's competitiveness over the long-term. There are opportunities to seed and target industries that are compatible with existing uses to remain and contribute to a full and diverse complement of uses and opportunities for Torontonians. Key industries include further expansion of production, interactive and creative industries, but also targeting new sectors that can advance an innovative and diverse economy.



3. Optimize maritime industries and support the working port while managing the neighbourhood interface.

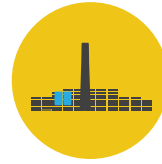
Over time, the use of the north dockwall of the Leslie Street Slip and south dockwall of the Ship Channel will be optimized for port and maritime uses. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be pursued, while maintaining the Port Lands as a place for authentic and gritty waterfront activities. A coherent package of inter-related instruments will also be required to effectively mitigate impacts of maritime industries and manage the interface between active industry and areas of the Port Lands that will transition to a more mixed use and neighborhood-serving character.



4. Create a diverse and multi-functional public realm with activated public spaces, the highest caliber of urban design, and that showcases

stormwater as a resource.

A comprehensive network of public parks and open spaces of all different sizes will be developed that capitalizes on the Port Lands' waterfront setting, the new river valley, the Ship Channel and future Lake Ontario Park. The new parks and open spaces will provide a range of recreational opportunities. High-quality streetscapes, outstanding parks, natural linkages and new public facilities with the highest caliber of design will be secured to ensure that the complete communities and new employment clusters created in the Port Lands are great places to live, work, play and visit.



5. Celebrate and conserve the unique history of the Port Lands to create new experiences and bolster character both within and from afar.

The Port Lands are an important remnant of the city's industrial past. There is also a rich history of First Nations in the area that will be commemorated and interpreted through a variety of means. Significant and iconic heritage resources will be conserved, repurposed and appropriately leveraged to contribute to placemaking and to celebrate the Port Lands' industrial heritage. The unparalleled views, including those to the Port Lands' skyline, will be protected, framed by development and celebrated. New views to the water's edge, river valley and iconic structures will also be created.



6. Connect the Port Lands to the city and achieve a fine-grained public street network over time for easy, seamless access with an emphasis on transit and active transportation while maintaining goods movement.

Enhanced physical, social and visual connections will connect the Port Lands to the city. These connections include a network of fine-grained public streets with animated streetscapes, higher-order transit, new bridges, enhanced pedestrian and cycling connections and the renaturalized Don River. New public street connections will provide permeability into, out of, and within the Port Lands.



7. Create inclusive, social places with a range of housing choice, rich amenity and activity for healthy, prosperous and resilient lifestyles for all Torontonians.

In the new mixed-use districts, a significant percentage of new housing in the Port Lands will be created that is affordable to people with a wide range of incomes to promote social inclusivity. Innovative affordable housing delivery models will also be pursued to assist in lowering the cost of delivering affordable housing alongside market housing. Housing should also be designed to meet the physical, social and psychological needs of everyone, including families with children.



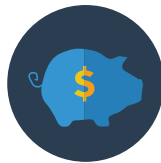
8. Embrace the wild, natural areas and provide access for wildlife to enable abundant biodiversity.

Portions of the Port Lands have evolved into wonderfully diverse natural areas. The commingling of active port and post-industrial neighbourhoods offers new opportunities to think creatively and sustainably in terms of the integration of ecology and enhancements to aquatic and terrestrial habitat in the Port Lands. Initiatives that consider the needs of all life forms can provide identity to the district and contribute to the public realm experience.



9. Ensure the transformation is globally significant and showcases approaches embodying the cultural and technological shifts necessary for climate change resiliency and mitigation.

Leading-edge and innovative approaches will be utilized that showcase the revitalized Port Lands as a leader of sustainable development on the world's stage. Reducing resource consumption and greenhouse gas emissions, providing low-carbon developments, low-impact design, minimizing dependency on the private automobile and fostering new technologies will be just some of the approaches that are employed to optimize the sustainability of the revitalized Port Lands and advance innovation.



10. Ensure orderly development in lock-step with infrastructure improvements.

The Port Lands transformation requires significant public and private infrastructure investment. Development will not be permitted to outpace the necessary infrastructure investments that are required to support a high quality of life in the proposed neighbourhoods and/or continued employment growth.



11. Create destinations for Torontonians, building on legacies and implement early activation projects to

kick-start the transformation and enhance public access.

A number of new destinations and special places are to be developed which promote walking and taking transit, provide opportunities for social interaction and contribute to an interesting urban life. The destinations will build on legacies and provide early foci to shape the overall transformation of the Port Lands.

While active industrial uses continue to function, it is often within port settings that innovative cultural activities and a vibrant public realm can emerge and thrive – even temporarily. Short-term actions that support a pioneering spirit of transitional occupation driven by locally-rooted start-ups, informal events, recreational activities and nightlife will be pursued.



12. Strategically consolidate and relocate some existing uses to create opportunity and

improve public access while also wisely managing land to support future evolutionary potential.

While generally underutilized, there are a number of existing uses in areas of the Port Lands that will unavoidably be displaced in initial phases of the transformation. Moreover, many of the existing uses are dispersed across the Port Lands' landscape. The consolidation of functions and relocation of existing port, industrial and film-related uses will not only open up opportunities, but will also minimize potential impacts on the new communities and provide new opportunities for economic growth in the Port Lands.

It is also prudent to 'future proof' parts of the Port Lands to ensure that decisions made now do not preclude future opportunities that are difficult to predict. Future proofing is about retaining some lands in public ownership to ensure long-term flexibility. It is about continuing to manage lease commitments in areas that will be retained for port and employment purposes such that we maintain a land bank within close proximity to the downtown that could be drawn upon to capitalize on opportunities that may arise such as a future Olympic bid, World's Fair or other public interest not yet fully imagined. Future proofing is also about making wise decisions about streets, transit and other infrastructure today, in a manner that will permit expansion to meet future needs economically and effectively.

3.5 Recommendations

Opening up the Port Lands to urban development is a Big Move identified in the Central Waterfront Secondary Plan. The Plan envisions that the Port Lands will be transformed into a number of new urban districts set amid the hustle and bustle of Toronto’s port activities. The vision for the Port Lands maintains this important aspect of the original vision, but refines and updates the vision to encapsulate the outcomes and findings from this Framework. The recommendations below will implement the long-term vision established for the Port Lands.



Update the vision statement in Big Move D22 in the Central Waterfront Secondary Plan to the Vision identified on pages 33 and 34.



Embed the Six Essential Elements, as appropriate, in policy directions throughout the Framework.



Incorporate the Seven Transformational Moves as Port Lands specific Big Moves in the Central Waterfront Secondary Plan.



Incorporate the Twelve Objectives in the policies of the Central Waterfront Secondary Plan to define what is to be achieved and to measure success.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation