



REPORT FOR ACTION

Port Lands Planning Initiatives – Interim Report

Date: May 16, 2017

To: Planning and Growth Management Committee

From: Deputy City Manager, Cluster B

Wards: Ward 30

SUMMARY

The purpose of this interim report is to summarize the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP). The initiatives described in this report are a response to the Port Lands Acceleration Initiative (PLAI) which initially began in 2011.

The Port Lands is one of the most significant urban renewal opportunities in Toronto, but also a remarkable place today with its concentration of heritage resources, natural areas, active port and industrial uses that assist in building and maintaining the broader city, as well as numerous film studios and related uses that support Toronto's film sector. An updated framework to guide and shape urban renewal is vital to ensure all development advanced in the near, medium and longer-terms will have lasting value and support long-term city building objectives.

Three major pieces of work are nearing completion that are setting in place a comprehensive, 50 plus year vision for the area that will provide a context for positive change, establish new and enhanced policy direction for the Port Lands and support continued employment growth in the South of Eastern area:

- The development of a Port Lands wide planning framework, referred to as the Port Lands Planning Framework, which will provide a high-level, long-term plan for the Port Lands with comprehensive policy directions;
- The Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) EA which addresses streets, transit and municipal servicing in the Port Lands, excluding the Lower Don Lands area which is now being planned in more detail through the Port Lands Flood Protection project, and in the South of Eastern area north of Lake Shore Boulevard East between the Don River and Coxwell Avenue; and
- The development of a Precinct Plan for Villiers Island, the first of the future mixed-use neighbourhoods proposed within the Port Lands.

This report recommends that City Council endorse in principle modifications to the Central Waterfront Secondary Plan, and to bring forward the Port Lands Planning Framework and final recommended Official Plan modifications to the October 2017

Planning and Growth Management Committee. This report also seeks authorization for City staff to finalize the TSMP based on the recommended preferred street, transit and municipal servicing solutions, to issue the Notice of Completion, and to put the TSMP in the public record as required under the Municipal Class Environmental Assessment process.

In addition, this report identifies next steps for completing and finalizing the current Port Lands initiatives. A final report on the Port Lands Planning Framework and Villiers Island Precinct is anticipated for the October 2017 meeting of the Planning and Growth Management Committee. The report also recommends additional priority studies be undertaken and seeks authority to include relevant additional infrastructure in the City's Development Charge review. Finally, the report recommends the preparation of a Port Lands Business and Implementation Plan.

Port Lands Planning Framework

The development of the Port Lands Planning Framework (the Framework) officially began in November 2013 as a joint collaboration between the City Planning Division and Waterfront Toronto. The Framework is a high-level, long-term plan that will provide the basis and rationale for modifications to the Central Waterfront Secondary Plan as it relates to the Port Lands. This report provides an overview of the findings of the Framework. The Framework will be a blueprint that will establish a refined and refreshed vision for the Port Lands, guiding the transformation and evolution of the Port Lands over the coming decades.

The development of the Framework to date has involved extensive consultation with stakeholders, area land owners and users, Toronto's film sector, First Nations and the broader public. Additionally, the City and Waterfront Toronto engaged an Expert Review Panel to provide advice and feedback on emerging directions. The Framework was also presented and received support from the Waterfront Toronto Design Review Panel.

Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) Environmental Assessment

The TSMP coordinates infrastructure planning in the Port Lands and South of Eastern area, including the Unilever Precinct. The TSMP assessed the street, surface transit and municipal servicing infrastructure in, and between, the two areas, leading to the identification of recommended preferred solutions. This report details the preferred solutions for City Council's consideration and seeks authorization from Council to enable completion and filing of the Master Plan document as required in the Municipal Class EA process.

The TSMP was prepared with consideration for all previous Environmental Assessment work completed to date in the Port Lands area, including consideration of the Gardiner East Environmental Assessment, Don River and Central Waterfront Project and the update to the Waterfront Sanitary Servicing Master Plan. It supports the Framework and addresses additional infrastructure needed to support the realization of a major new office node in the Unilever Precinct, as well as continued employment growth in the balance of the South of Eastern area. Public consultation exceeded the requirements of

the Municipal Class EA process to determine the preferred solutions, and coincided with the consultation program for the Framework. An Official Plan Amendment to the City's Official Plan will be prepared to implement the outcomes of the TSMP in the South of Eastern area, to be brought forward to the October 2017 Planning and Growth Management Committee for its consideration.

The TSMP completes Phases 1 and 2 of the Municipal Class EA process. Phases 3 and 4 of the EA process are required to be completed for Schedule C projects identified in the TSMP. The remaining phases of the Municipal Class EA process are recommended to be undertaken in 2017 and 2018 for two priority Schedule C projects at an estimated capital cost of \$2.8 Million. These include:

- The Broadview Extension, from Queen Street East to Unwin Avenue, as well as other associated municipal streets in the Unilever Precinct, to support the redevelopment of the Unilever Precinct; and
- Commissioners Street, from Don Roadway to Leslie Street, to ensure coordination with detailed design work for Commissioners Street west of the Don Roadway.

Port Lands Official Plan Modification

The development of the Framework endeavours to resolve the outstanding Port Lands specific appeals to the Central Waterfront Secondary Plan (CWSP), adopted by City Council in 2003 as an amendment to the former City of Toronto Official Plan, through the inclusion of comprehensive policy directions for the Port Lands. Given the CWSP remains under appeal at the Ontario Municipal Board, the Board will be requested to modify the CWSP to reflect the comprehensive policy directions.

A draft of the Official Plan modification to the CWSP for the Port Lands was prepared and released to the Port Lands Stakeholder Advisory Committee and Land Owner and User Advisory Committee for comment on March 29, 2017. Comments and feedback from this public release have been incorporated, as appropriate, in the draft modification included in this report. This report introduces the revised, draft Official Plan modification for endorsement in principle by City Council.

Financial Implications and Next Steps

This report provides a summary of the financial implications related to implementation of the findings of the Framework and TSMP, including funding needed to ensure the timely delivery of affordable housing requirements. High-level order of magnitude costs were generated for all required investment needed to realize the vision for the Port Lands, and support redevelopment in the Unilever Precinct and balance of the South of Eastern area. The City Development Charges By-law should include additional applicable infrastructure projects to support redevelopment of portions of the Port Lands and the Unilever Precinct in the near- to medium-terms. The provision of a number of the recommended preferred transportation and servicing solutions from the TSMP are critical to unlocking the Port Lands and Unilever Precinct.

The Framework document will be finalized based on Council's endorsement in principle of the Official Plan modification. A final report that will present the Framework

document, Villiers Island Precinct Plan and final recommended Official Plan modification is anticipated for October 2017. The final staff report and Framework document will also include more detailed implementation actions needed to realize the vision for the Port Lands. These additional actions are anticipated to include, among others, undertaking more detailed geotechnical studies, the development of a truck management strategy and a Port Lands wide low-carbon energy feasibility study. The final staff report will identify the necessary follow-on work, as well as staff and financial resources needed to support the work.

Additionally, the development of a detailed Business and Implementation Plan will be required related to project phasing and timing, cost and revenue projections, funding sources/options, additional detailed precinct planning, infrastructure delivery options, employment strategies and other aspects. The development of this plan will reflect ongoing discussions with provincial and federal governments regarding tri-government funding for Port Lands Flood Protection and other Waterfront projects. It will be prepared by Waterfront Toronto working with relevant City Divisions and Agencies. Staff will report regularly to Council on key aspects of the plan as it developed prior to a final report on the recommended Plan.

RECOMMENDATIONS

The Deputy City Manager, Cluster B, in consultation with the Deputy City Manager & Chief Financial Officer, recommends that City Council:

1. Endorse in principle the draft Port Lands Official Plan modification to the Central Waterfront Secondary Plan attached as Attachment 1 to this report;
2. Request the Deputy City Manager for Cluster B with Waterfront Toronto to complete and submit the Port Lands Planning Framework and final recommended Port Lands Official Plan modification to a Public Meeting of the Planning and Growth Management Committee in October 2017;
3. Endorse the recommended preferred street, transit and municipal servicing solutions for the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) attached as Attachment 2 to this report;
4. Authorize the Deputy City Manager for Cluster B to complete the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) based on the recommended preferred street, transit and municipal servicing solutions, issue the Notice of Completion and put the TSMP in the public record in accordance with the requirements of the Municipal Class Environment Assessment;
5. Request the Chief Planner and Executive Director, City Planning to prepare an Official Plan Amendment to the City's Official Plan for the street and transit infrastructure in the Unilever Precinct and the balance of the South of Eastern area to a Statutory Public Meeting of Planning and Growth Management Committee in October 2017;

6. Request the Deputy City Manager for Cluster B with the Chief Planner and Executive Director, City Planning and General Manager, Transportation Services, working in collaboration with Waterfront Toronto and other City Divisions and Agencies, to initiate:
 - a. Phases 3 and 4 of the Municipal Class EA process for the preferred Broadview extension alignment from Queen Street East to Unwin Avenue, and other associated Schedule C infrastructure projects to support redevelopment of the Unilever Precinct; and
 - b. Phases 3 and 4 of the Municipal Class EA process for Commissioners Street from the Don Roadway to Leslie Street, and ensure coordination with Waterfront Transit Reset and any detailed design advanced by Waterfront Toronto for Commissioners Street between the realigned Cherry Street and Don Roadway;
7. Direct the Deputy City Manager & Chief Financial Officer to create a capital sub-project, the "Broadview and Commissioners Class Environmental Assessments," with cash flows of \$2.8 million, funded from development charges from Reserve Fund XR2120 (\$2.52 million) and the Transportation Services Engineering Studies account CTP816-02 (\$0.28 million);
8. Request the Deputy City Manager & Chief Financial Officer to include the applicable infrastructure projects required to meet the needs of the redevelopment of the Port Lands and the Unilever Precinct in the list of works considered for incorporation within the planned update to the City Development Charges By-Law, and refer them to the annual budget process;
9. Request the Deputy City Manager for Cluster B with the Chief Planner and Executive Director City Planning, General Manager Transportation Services, General Manager Toronto Water, Waterfront Toronto and other applicable City Divisions and Agencies to prepare a work plan for the next phases of planning for the Port Lands and report to the October 2017 Planning and Growth Management Committee; and
10. Request the Deputy City Manager for Cluster B and the Deputy City Manager & Chief Financial Officer to report back with a Business and Implementation Plan for the Port Lands, to be prepared by Waterfront Toronto working with City Planning, Corporate Finance, Financial Planning, Real Estate Services and other relevant City Divisions and Agencies.

FINANCIAL IMPACT

Funding for Environmental Assessments

This report recommends that Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process be initiated for the following projects:

- The preferred Broadview Extension alignment from Queen Street East to Unwin Avenue, as well as other associated municipal streets in the Unilever precinct, to enable the redevelopment of the Unilever precinct; and
- Commissioners Street, from Don Roadway to Leslie Street, to ensure coordination with detailed work for Commissioners Street west of the Don Roadway.

The cost of these two EAs, including a two-year temporary project manager position, is estimated at \$2.8 million. The work would be fully funded from development charges (\$2.52 million from Reserve Fund XR2120) and the Transportation Services Engineering Studies account (\$0.28 million from CTP816-02).

Estimated Infrastructure Expenditures

Table 1 provides a summary of the estimated costs for the infrastructure required to support all of the planned growth and development in the Port Lands, as well as street, surface transit in dedicated right-of-way and municipal servicing in the South of Eastern area. As the timing for many of the longer-term expenditures has not yet been fully determined, this table provides the estimated costs in constant 2016 dollars.

TABLE 1 - SUMMARY OF ESTIMATED PORT LANDS INFRASTRUCTURE COSTS (\$2016)				
Infrastructure Category	2016-2042		2043+	Total
	Works Required to Develop Villiers and McCleary Districts	Other Works		
Flood Protection and Enabling Infrastructure	1,145	-	-	1,145
Other Major Infrastructure	580	605	119	1,304
BRT Transit	10	-	-	10
Local Services	105	20	137	262
Community Infrastructure and Parkland	245	315	156	716
Sub-Total:	2,085	940	412	3,437
Streetcar in Dedicated ROW	295	-	204	499
Affordable Housing	270	-	252	522
Grand-Total	2,650	940	868	4,458

Port Lands Flood Protection and Enabling Infrastructure

The \$2016 1.15 billion amount shown in Table 1 for Port Lands Flood Protection and Enabling Infrastructure corresponds to the YOE \$1.25 billion amount provided in the October 21, 2016 staff report on the Port Lands flood protection Due Diligence Review. At its meeting of November 8 and 9, 2016, City Council adopted a staff recommendation that staff identify funding for a 1/3 share (YOE \$401 million) of the estimated cost for Port Lands flood protection as part of the 2017-2026 capital budgeting and planning process, with implementation subject to the receipt of funding commitments from the other orders of government for the balance of the required funding.

Other Infrastructure Required to Directly Support Development of the Villiers Island and McCleary Precincts

The October 21, 2016 staff report provided an estimate of the cost for other infrastructure required to support initial development in the Villiers Island and McCleary districts in order to assess the potential revenues generated from the sale of City-owned land in accordance with market forecasts generated by Cushman & Wakefield for Waterfront Toronto. These districts are proposed as the primary future mixed-use communities in the Port Lands. With the completion of the TSMP, the cost estimates for major streets and piped infrastructure in these districts have been updated.

As indicated in Table 1, it is currently estimated that \$2016 940 million in expenditures (over and above the \$2016 1.15 billion Port Lands flood protection amount) will be necessary for this major infrastructure as well as for the local services, community infrastructure (e.g. recreation, childcare, Fire and EMS facilities), parkland and initial bus rapid transit service to support development in these districts. It is anticipated that a substantial portion of these costs will be recovered through development charges and through the sale of City-owned lands.

Initial cost estimates have also been prepared for a further \$2016 415 million in estimated costs for the eventual transition from interim bus rapid transit to streetcar service in dedicated right-of-way, and to support the delivery of initial affordable housing. These estimates are presented separately given the costs are early high-level estimates of the gross costs (i.e. without considering potential contributions from other orders of government). Further assessment of the net costs to the City associated with transitioning to streetcar service will be established through the Waterfront Transit reset project late in 2017. Staff will also be initiating discussions with the Province regarding funding arrangements for affordable housing.

Other Infrastructure Required in 2018-2042 to Support Broader Development in the Port Lands

In addition to the infrastructure required to directly support development of the Villiers Island and McCleary districts, the Framework and TSMP have identified the need for further infrastructure which is required to support broader development in the initial 2018-2042 period, including the balance of affordable housing in the Villiers Island and McCleary districts. For instance, there will be the need to fully extend the Broadview extension across the Ship Channel and create a new crossing across the Ship Channel. Additional community infrastructure and parkland would also be required. The Framework and TSMP has estimated the total cost for these works as \$2016 940 million [coincidentally matching the number quoted above].

Some of these costs can potentially also be recovered through development charges and land sales revenues. However, no assessment of these potential offsetting revenues has been carried out for these works to date.

Infrastructure Required Beyond 2042

Finally, the Framework and TSMP has identified the infrastructure required to support long-term development for the broader Port Lands. The major cost components include the further extension of the street and streetcar network, along with additional community infrastructure and parkland. The majority of the additional community

infrastructure would be required should residential uses be permitted in Polson Quay and South River. The estimated total cost for this infrastructure is \$2016 616 million. However, as these forecast expenditures would occur in the long-term, they are subject to significant potential change. Further, should residential uses be permitted in Polson Quay and South River there would be the need for the delivery of additional affordable housing over and above the costs identified in Table 1.

Potential Revenues

As discussed in the October 21, 2016 report, the forecast infrastructure costs can be potentially offset through a combination of contributions from other orders of government, development charges and other sources such as revenue from land sales, utility rates, landowner contributions, and lastly, taxation.

Contributions from Other Orders of Government

Port Lands Flood Protection Infrastructure

As discussed above, Council has directed that implementation of the Port Lands flood protection project be subject to receipt of funding commitments from other orders of government for 2/3 of the necessary funding. Staff of the three levels of government and Waterfront Toronto are engaged in ongoing discussions regarding tri-government funding for the implementation of the Port Lands flood protection project. The flood protection project is aligned with the Federal Government's Phase 2 infrastructure commitments, including a \$21.9 billion commitment to green infrastructure over the next 11 years. Staff will report further on the outcome of these discussions in the future.

Transit Infrastructure

The Federal government has also announced \$20.9 billion over a term of eleven years for Phase 2 of its transit funding program. The City has indicated that the Waterfront Transit Network is one of its priority projects for funding under this program.

At its meeting of April 26, 2017, Council adopted a motion that City Council request the Federal Government to require the Province of Ontario to contribute to a 40-40-20 cost share model related to the Public Transit Infrastructure Fund (Phase II) and the National Housing Strategy.

Affordable Housing

The 2017 Budget also committed the Federal government to an \$11.2 billion investment over 11 years to the building, renewal and repair of affordable housing.

Development Charges

Finance staff are currently carrying out a study which will inform the planned update to the City Development Charges By-Law. This report recommends that staff incorporate the revised infrastructure components identified by the Framework and TSMP in this study.

As a result of statutory deductions, as well as discretionary deductions/exemptions, the development charge revenues will not be sufficient to fully fund the required

infrastructure costs. Also, development charges recoveries will lag the capital outlays, and so debt obligations based on repayment from future development charges will be necessary.

Land Sales

Updating the Land Sales Revenues Forecast

The October, 2016 staff report provided the results of an initial forecast of land sales revenue that was prepared for Waterfront Toronto by Cushman & Wakefield.

With the completion of the TSMP, and the more comprehensive definition of the broader infrastructure requirements, this report recommends that a detailed Business and Implementation Plan be prepared by Waterfront Toronto, in consultation with City staff. The Plan will include an updated financial model for Port Lands with anticipated expenditure and land revenue cash flows.

Application of Land Sales Revenues and Pledging of City Lands

At its November, 2016 meeting Council directed that:

The Deputy City Manager and Chief Financial Officer report to Executive Committee on the merits of directing the proceeds arising from the sale of City owned land in the Port Lands to be first applied to offset flood protection costs and then towards other necessary infrastructure improvements, and directing that any pledge of City owned land be contingent on further matching funds from the Provincial and Federal governments.

As discussed above, the City can only begin to realize the forecast revenues from the sale of City-owned lands once firm commitments have been made to construct all of the infrastructure necessary to support development in each development area. Therefore, this report recommends against earmarking the future land sales revenues to the flood protection costs in advance of committing the necessary funding for the balance of the required infrastructure works.

Staff are also of the view that there is no merit in directing that any pledge of City-owned land be contingent on further matching funds from the Provincial and Federal governments. The starting point for negotiations with the Provincial and Federal governments has, for a number of years, been a one-third share of capital costs. Further, much of the City-owned land will be developed, with the city benefitting through either land sales or long term leases, and with revenues to be allocated as per the Business and Implementation Plan that will be considered by Council. Finally, land used for flood protection will be largely finished as publicly accessible parkland and natural area (approximately 30 hectares or 75 acres excluding waterways), and will have significant amenity value for local and city-wide users of the waterfront parks system.

Water Rate Funding

The Business and Implementation plan will also examine the potential for providing water rate funding for the required water and sewer infrastructure, which accounts for

approximately \$2016 440 million of the total 2018-2042 expenditures for Other Major Infrastructure.

Landowner Contributions

The cost estimates shown above for local services represent the total local servicing costs for all City-owned lands. Private landowners will bear these costs for their own properties.

Contributions will also be sought from local landowners to offset the cost of some of the required major infrastructure. In particular, Section 37 is proposed to be utilized to secure fair and equitable contributions towards community infrastructure, as well as contributions towards the design and construction of major parks not funded by DCs. Section 42 of the *Planning Act* would also be utilized to secure funding and/or the dedication of additional land to support the establishment of new parks for the new communities proposed.

Business and Implementation Plan

This report recommends that staff develop and report back with a Business and Implementation Plan. The standard terms of reference for a Waterfront Business and Implementation Plan are defined in the 2006 East Bayfront Port Lands Memorandum of Understanding. The East Bayfront Business Plan completed by Waterfront Toronto in 2006 followed those terms and included a specific employment strategy. An early version of the Port Lands Business Plan was developed in conjunction with the Phase 2 Port Lands Acceleration staff report in 2012.

Waterfront Toronto will coordinate the process for the completion of the Business and Implementation Plan, in consultation with the Deputy City Manager for Cluster B and the Deputy City Manager & Chief Financial Officer, and with input from City Planning, Corporate Finance, Financial Planning, Real Estate Services and other relevant City Divisions and Agencies. It will consider the broader overall direction and phasing of the Port Lands, provide a comprehensive financial forecast and detailed project implementation phasing and timing, and build on the work completed to date in the Planning Framework, the TSMP and flood protection Due Diligence. Staff will regularly report to Council on the progress being made on the Business and Implementation Plan. Upon completion of the proposed Business and Implementation Plan, the Deputy City Manager Cluster B and the Deputy City Manager & Chief Financial Officer will prepare a final staff report with recommendations.

Avoiding Potential Cost Impacts Arising from Developments that Occur in Advance of Infrastructure Buildout

It is a fundamental policy of the draft Port Lands Official Plan Modification that the impacts on existing taxpayers of the cost of new development within the Port Lands area will be minimized. Development for certain uses will only be permitted once sufficient funding is in place for the infrastructure that is required to support development. 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.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan was adopted by City Council on April 16, 2003 as an amendment to the former City of Toronto Official Plan. It is subject to various appeals and is only in force in portions of the Central Waterfront area. It is not currently in force and effect in the Port Lands.

<http://www.toronto.ca/legdocs/2003/agendas/council/cc030414/plt5rpt/cl001.pdf>

Port Lands

At its meeting on July 6-8, 2010, City Council adopted the report of May 31, 2010 from the Deputy City Manager Cluster B, entitled "Lower Don Lands Project". This report sought City Council support for a number of studies and plans completed by Waterfront Toronto and the TRCA for the lands south of the rail corridor, east of Small Street, West of the Don Roadway and north of the Ship Channel referred to as the "Lower Don Lands". Key recommendations adopted by City Council included:

- Support for the preferred alternative of the Don Mouth Naturalization and Port Lands Flood Protection (DMNP) Environmental Assessment and its submission to the Minister of the Environment for approval;
- Endorsement of the Lower Don Lands (LDL) Framework Plan (May 2010) to guide the revitalization of the LDL and Keating Channel Precinct Plan (May 2010) as it relates to lands west of and including Cherry Street;
- Endorsement and authorization for Waterfront Toronto to put the LDL Class EA Infrastructure Master Plan (May 2010) in the public record in accordance with the requirements of the Municipal Class Environment Assessment; and
- Authorization for Waterfront Toronto to put the Keating Channel Precinct Class EA Environmental Study Report (May 2010), as it relates to lands west of and including Cherry Street, in the public record in accordance with the requirements of the Municipal Class Environmental Assessment while addressing the need for the lowering of Cherry Street North of the CN rail underpass.

It should be noted that City Council deferred approval of the Keating Channel Precinct Plan and Keating Channel Class EA Environmental Study Report as they related to lands east of Cherry Street until the Gardiner/Lake Shore Boulevard Reconfiguration EA was further advanced. This environmental assessment is now nearing completion.

<http://www.toronto.ca/legdocs/mmis/2010/ex/reports/2010-06-14-ex45-cr.htm#EX45.15>

On August 25, 2010 City Council adopted Official Plan Amendment 388 to amend the former City of Toronto Official Plan and Central Waterfront Secondary Plan for the LDL and adopted an amendment to By-law 438-86 for the Keating Channel Precinct West. Official Plan Amendment 388 was an amendment to the appealed Central Waterfront Secondary Plan to implement the LDL Framework Plan and outcomes of the DMNP and LDL EAs. Additionally, the OPA amended the former City of Toronto Official Plan, removing a portion of the existing Special Policy Area in the Lower Don Lands and replacing it with a Two Zone Concept. OPA 388 was subsequently appealed to the Ontario Municipal Board and is not in force. The draft Port Lands Official Modification will recommend repealing OPA 388. A comprehensive approach to resolving the Special Policy Area is now anticipated, pending the tri-government funding for the implementation of the Port Lands Flood Protection project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.TE36.19>

At its meeting of September 21 and 22, 2011, City Council endorsed the protocol for the revitalization of the Port Lands. This protocol initiated the Port Lands Acceleration Initiative (PLAI) by the City of Toronto, Waterfront Toronto and TRCA which included a review of the 2010 studies and EAs endorsed by City Council related to the LDL.

<http://www.toronto.ca/legdocs/mmis/2011/cc/bgrd/backgroundfile-41080.pdf>

At its meeting of October 2, 3 and 4, 2012 City Council adopted the report of August 24, 2012 from the Deputy City Manager Cluster B, entitled "Port Lands Acceleration Initiative – Final Report". City Council endorsed the Summary of Findings of the PLAI process and adopted recommendations and directions to amend the Don Mouth and Lower Don Lands environmental assessments, based on a revised flood protection scheme. The Council action directed staff to amend and finalize the DMNP and LDL EAs and initiate the Port Lands Planning Framework and precinct planning for Villiers Island. It also authorized the utilization of development charges for infrastructure.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EX22.1>

At its meeting of May 7, 2013 City Council adopted the report of April 9, 2013 from the Deputy City Manager Cluster B, entitled "Port Lands Acceleration Initiative – Update". City Council adopted recommendations that revised the precinct boundaries for Cousins Quay (now referred to as Villiers Island) and Film Studio District, ensured coordination of the Port Lands Planning Framework with the South of Eastern Strategic Direction through the initiation of the TSMP and approved a review of TPLC agreements, policies and practices in the Film Studio District.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX31.8>

At its meeting on July 8, 2014, City Council adopted the report of June 5, 2014 from the Deputy City Manager, Cluster B, entitled "Port Lands Acceleration Initiative Phase 2 – Progress Report". City Council adopted the Port Lands Planning Framework: Land Use Direction to be used as the basis for completing the Port Lands Planning Framework, Port Lands and South of Eastern Transportation and Servicing Class EA Master Plan, Villiers Island Precinct Plan, and directed staff to conduct further consultations with film and TV studio operators about future needs and trends for additional studio space.

Staff were also directed to review relocation options for the 400 Commissioners Street Waste Transfer Station during the Solid Waste Long Term Management Strategy, and explore the feasibility of the Richard L. Hearn Generating Station as a sport, culture or mixed-use community hub. Additionally, Council directed staff to report on:

- The projected parkland requirements for the estimated Port Lands population;
- The replacement of the full acreage lost from the Ashbridges Bay Sewage Treatment Plant Master Plan to the Toronto Transit Commission Leslie Barns;
- Expanding on the green space on either side of Leslie Street;
- The alignment of Unwin Avenue;
- The elements needed to establish a robust biodiversity framework for the Port Lands;
- A timetable for the completion of the Don Greenway south of the Ship Channel; and
- Guidelines for net zero energy import and zero waste export.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.11#>

The Economic Development Committee, at its September 19, 2016 meeting, referred for the Chief Planner and Executive Director, City Planning's and General Manager, Economic Development and Culture's consideration:

- Re-visit the preferred land use map for the Port Lands to ensure that it includes sufficient land parcel capacity (a minimum of ten (10) acres per parcel) and technology infrastructure, to enable the building and maintenance of Toronto's film, television, and interactive industry;
- To not restrict or limit the potential for film industry growth or film studio construction within the Port Lands in any future rezonings; and
- Include planning and development of broadband infrastructure in future environmental assessments undertaken in the Port Lands.

<http://www.toronto.ca/legdocs/mmis/2016/ed/bgrd/backgroundfile-95776.pdf>
<http://www.toronto.ca/legdocs/mmis/2016/ed/bgrd/backgroundfile-95781.pdf>

Unilever Precinct

In February 2016, Planning and Growth Management Committee considered a preliminary report on First Gulf Don Valley Limited's submitted Official Plan Amendment for their proposed "East Harbour" development in the Unilever Precinct. Staff were directed to prepare a community consultation work plan in consultation with the Ward Councillor and integrate economic development considerations, as well as to report back to the Planning and Growth Management Committee on the process that the City will undertake to lead comprehensive planning for the Precinct, in collaboration with the applicant, landowners and stakeholders.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG10.7>

City Council, at its meeting on March 28, 2017, adopted the recommendations of a report regarding an update on the Unilever Precinct Planning Study process and preliminary information on the applications by First Gulf for Zoning By-law amendments

and Plan of Subdivision for the properties they own within the Precinct (21 Don Valley Parkway and 30 Booth Avenue). The recommendations included undertaking the Eastern and Broadview Flood Protection Municipal Class Environmental Assessment in partnership with the TRCA and Waterfront Toronto. The Director, Real Estate Services, was directed to report to the Government Management Committee, by the end of the fourth quarter of 2017, on active investigations to consolidate municipal yard functions, including those currently provided out of the Booth Yard at 433 and 447 Eastern Avenue and 50 Booth Avenue. Additionally, decision advice from the Planning and Growth Management Committee was provided related to consultation activities.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG18.6>

Port Lands Flood Protection Project

At its meeting on July 7, 2015 City Council adopted the report of June 22, 2015 from the Deputy City Manager Cluster B, "Waterfront Strategic Review" with recommendations to support, in principle, the undertaking of a second phase of waterfront revitalization supported by tri government funding and governance. Flood protection was identified as a priority capital project and the Mayor was asked to contact his provincial and federal counterparts to initiate a "Call to Action" negotiation process regarding funding for flood protection and other Waterfront 2.0 projects.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.EX7.6>

At its meeting of November 8-9, 2016 City Council adopted the report of October 21, 2016 from the Deputy City Manager, Cluster B and Deputy City Manager & Chief Financial Officer entitled 'Port Lands Flood Protection – Due Diligence Review and Next Steps'. City Council adopted recommendations that:

- Requested that the Government of Canada and Province of Ontario provide funding commitments for the Port Lands Flood Protection project;
- Requested reporting on details related to the tri-government funding of Port Lands Flood Protection, including conditions and obligations of any federal/provincial contribution agreements;
- Approved the Cherry Street Lake Filling Project (then referred to as the Essroc Quay Lake Filling and Naturalization Project);
- Requested the identification of funding sources for the City's one-third share of the balance of the Port Lands Flood Protection project, through the 2017 - 2026 capital budgeting and planning process;
- Requested staff report on the merits of directing the proceeds arising from the sale of City owned land in the Port Lands to offset flood protection costs and then towards other necessary infrastructure improvements, and directing that any pledge of City owned land be contingent on further matching funds from the Provincial and Federal governments;
- Directed the inclusion of Port Lands Flood Protection project components in the planned update to the City Development Charges By-Law; and,
- Requested the development and submission of the Zoning By-law Amendment(s) that would permit the Cherry Street Lake Filling Project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX18.3>

City Council, on March 9, 2017, adopted an amendment to the former City of Toronto Zoning By-law to enable the Cherry Street Lake Filling Project. The amendment provided interim zoning for the water lots adjacent to Essroc Quay to allow the lake filling activities to occur in accordance with Official Plan policy.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE22.7>

COMMENTS

This report is organized as follows:

1. *Background Information* provides additional background information related to the Port Lands and South of Eastern areas, an overview of the current studies underway and their status, as well as outlines current Official Plan policies and status and public engagement activities undertaken;
2. *Port Lands Planning Framework Findings* outlines the key findings of the Port Lands Planning Framework (the Framework) process;
3. *Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP)* summarizes the TSMP process, problems and opportunities, alternatives explored, the recommended preferred solutions and other related associated with the TSMP;
4. *Draft Port Lands Official Plan Modification* for the Port Lands introduces the modification and provides key highlights; and
5. *Next Steps* presents the next steps for finalizing the Port Lands initiatives, as well as the approach for determining and advancing additional follow-on work.

1. Background Information

Port Lands

The Port Lands is a 325 hectare (800 acres) area (excluding natural areas south of Unwin Avenue) created through lake-filling activities in the late 19th and early 20th century to support Toronto's industrial growth. It is a large, underutilized resource; however, it is not a blank slate. In 2016, there were 5,500 people working in the Port Lands. The Port Lands is home to many existing commercial, port, industrial and film/creative industries.

Many of the industrial and commercial uses that exist today in the Port Lands provide important support services that maintain and build our city, as well as serve our film and media industries which are important economic sectors that provide great jobs for Toronto residents. It is Toronto's only working port and is reliant on the Ship Channel and Turning Basin. There is a convergence of hydro electric transmission infrastructure

in the Port Lands, dating back to when the Hearn Generating Station was first constructed in the Port Lands in the 1950s. The Port Lands Energy Centre, a 550-megawatt natural gas electrical generating station, is located immediately east of the Hearn.

The Port Lands also has numerous heritage and natural heritage resources. Many of the heritage buildings and structures are not currently being used to their full potential. The lands are contaminated due to the original fill material and legacy of former industrial uses. There is also obsolete, substandard or no infrastructure in areas to support redevelopment without significant investment.

The largest landowner in the Port Lands is the City of Toronto, largely through the Toronto Port Lands Company. Some of the City owned lands in Polson Quay, the Film Studio District, Warehouse District and East Port area are subject to long-term leases. The remaining municipally owned lands are either on short-term leases or are vacant lands. The second largest land owners are the Province of Ontario (29.3 ha) and the Federal Government (25.5 ha). There are also a number of privately owned parcels (21.8 ha total) scattered throughout. Waterfront Toronto owns two parcels (1.3 ha) in Villiers Island. The major waterways that bisect the Port Lands – the Ship Channel and Turning Basin – are 40 hectares (100 acres) in area.

Figure 1: Port Lands Ownership



South of Eastern Area

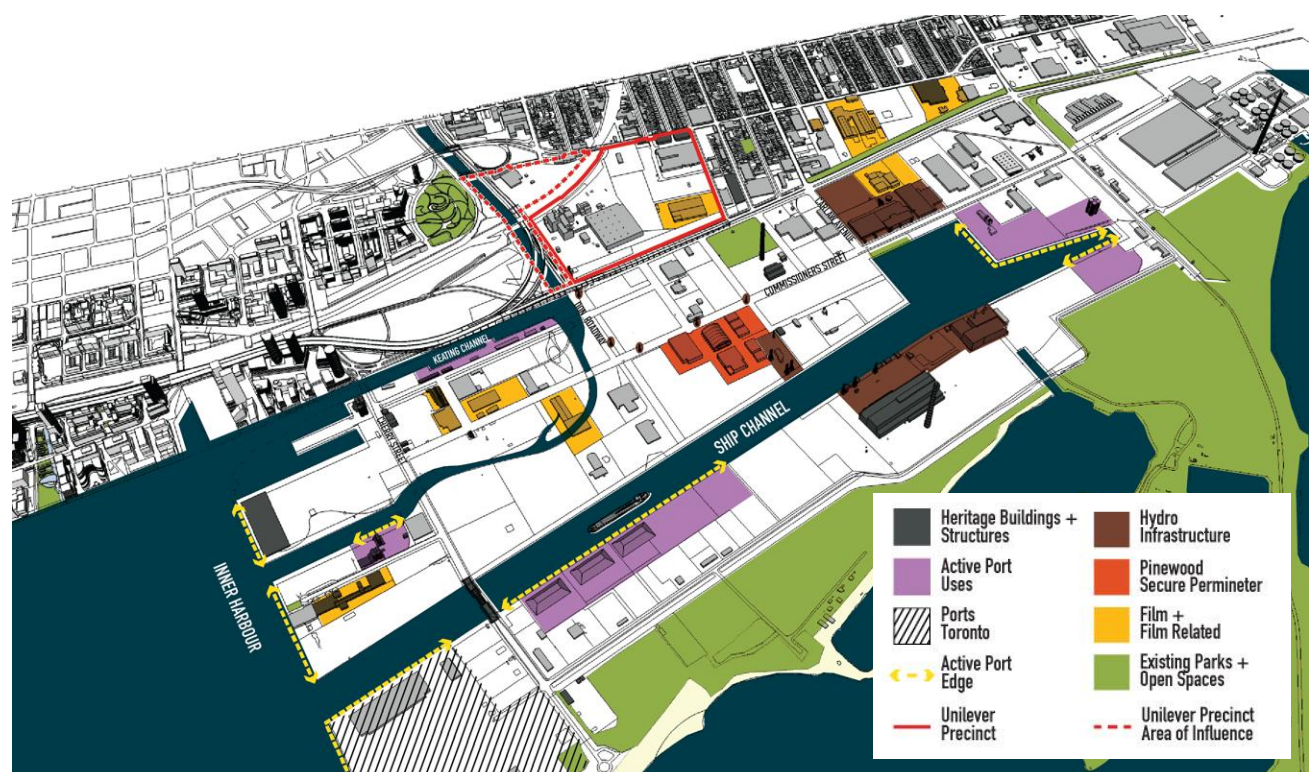
The South of Eastern area is a 135 hectare (335 acre) employment area located south of Eastern Avenue between the Don River in the west and Coxwell Avenue in the east.

The area is characterized by industrial and commercial uses, including film and television production studios, the City's Booth Yard, Toronto Fire Academy – EMS Training Centre, an Enbridge Facility, a Canada Post distribution centre and a number of large retail grocery chains. Between Booth Avenue and Carlaw Avenue is a low-rise neighbourhood. A Metrolinx rail corridor travels through the northwest corner of the area where the new East Harbour SmartTrack station is proposed.

Located within the South of Eastern area is the Unilever Precinct. The Precinct is bounded by the Don River in the west, Lake Shore Boulevard East in the south, Booth Avenue in the east and Eastern Avenue and the Metrolinx rail embankment in the north. It is located at the western end of the South of Eastern employment area, and is approximately 25 hectares (60 acres) in size. A major office/employment destination is contemplated for the lands. The City is undertaking a precinct planning exercise for the lands, coordinated with the review of First Gulf's applications.

First Gulf submitted an initial but not yet complete Official Plan Amendment application in October 2015 which advanced conceptually a proposal for a substantial new office employment node encompassing the entirety of the Unilever Precinct, with approximately 1 million square metres of office and similar employment uses and 200,000 square metres of retail and supportive uses, with a new network of streets and blocks, integrally linked to the proposed new SmartTrack station, and supported by a network of public and privately-owned open spaces. The Official Plan Amendment application was completed by a submission made on December 22, 2016. At the same time, applications to amend the Zoning By-law and for Subdivision Approval were submitted for the lands within First Gulf's ownership – 21 Don Valley Parkway and 30 Booth Avenue – in the Precinct.

Figure 2: Existing Conditions



PLAI Phase 2 – Current Studies and Status

Port Lands Planning Framework

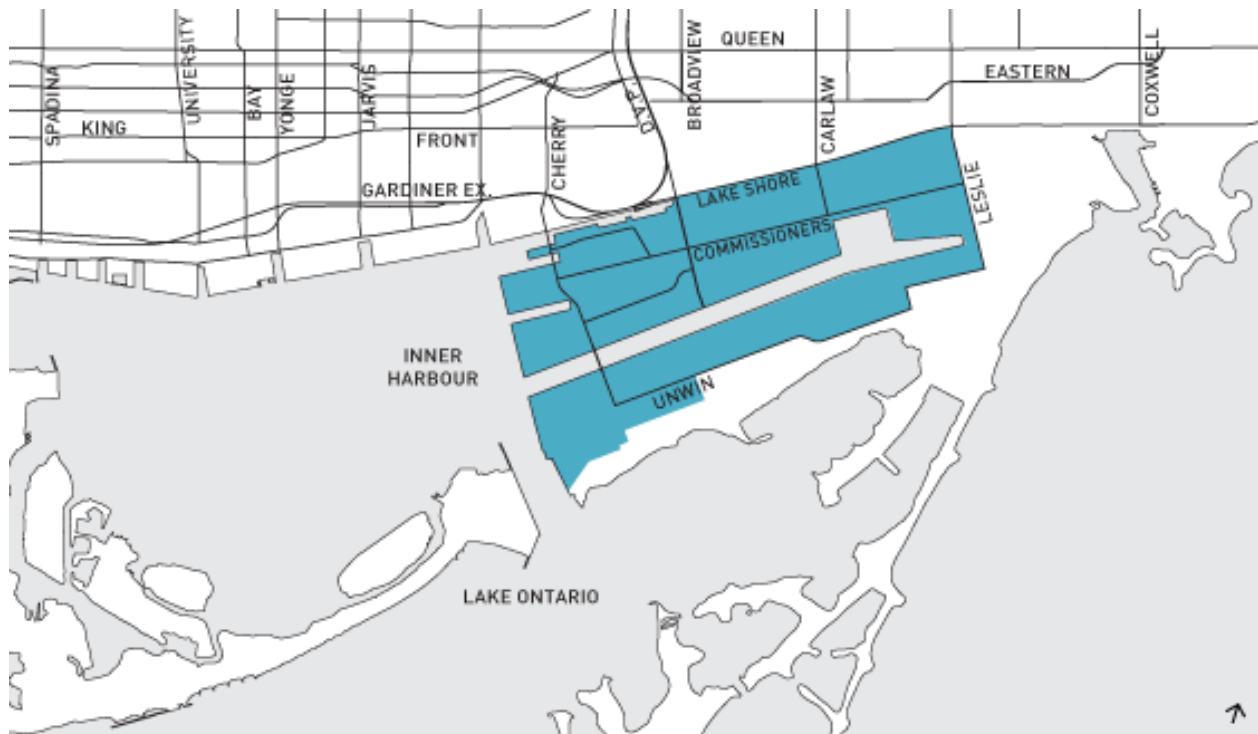


Figure 3: Port Lands Planning Framework Study Area

The Port Lands Planning Framework (the Framework) is a joint collaboration between the City Planning Division and Waterfront Toronto. The Framework is a high-level, long-term plan that will provide the basis and rationale for modifications to the Central Waterfront Secondary Plan as it relates to the Port Lands. It will be a blueprint that will establish a refined and refreshed vision for the Port Lands, guiding the transformation of the Port Lands over the coming decades. Elements of the Framework include:

- Establishing more detailed land use direction to provide clarity and certainty as development proceeds;
- Establishing and protecting for a range of parks and open spaces, including "locking in" the outcomes of the amended, finalized and approved DMNP EA;
- Providing direction for the appropriate conservation of heritage resources, and interpretation and commemoration of First Nations history in the area;
- Identifying the community services and facilities and minimum housing requirements needed to support new inclusive and complete communities;
- Identifying the transportation network (streets, transit and pedestrian/cycling facilities) needed to connect the Port Lands with the broader city and support development as established through the concurrent TSMP;
- Identifying the character of specific areas and providing more detailed urban design and built form direction;
- Providing direction for arts and culture;

- Establishing benchmarks and policy directions to achieve a net zero energy district, as well as other directions related to innovation and sustainability;
- Ensuring that the Port Lands' landscapes and habitats can continue to support a rich diversity of life as the area urbanizes; and
- Providing implementation and phasing direction, including the identification of early activation project ideas.

Port Lands and South of Eastern Transportation and Servicing Master Plan



Figure 4: Port Lands and South of Eastern Transportation and Servicing Master Plan Study Area

To support regeneration and renewal in the Port Lands and continued employment growth in the South of Eastern area, the City has undertaken a Transportation and Servicing Master Plan (TMP) Environmental Assessment (EA) for streets, transit and municipal servicing.

The Study Area (Figure 4) for the TSMP is approximately 350 hectares in size. In the Port Lands, the Study Area includes the lands north of the Ship Channel and east of the Don Roadway to Leslie Street, and all lands south of the Ship Channel north of and including Unwin Avenue. The Study Area also includes the South of Eastern area which is bounded by the Don River to the west, Eastern Avenue to the north, Coxwell Avenue to the east and Lake Shore Boulevard East to the south

Villiers Island Precinct Plan



Figure 5: Villiers Island Precinct Plan Boundary

City Council requested staff and Waterfront Toronto to initiate precinct planning for Cousins Quay through the adoption of the September 2012 PLAI report. The project team revised the name of the precinct area to Villiers Island to reflect an emerging theme of the precinct. The Precinct Plan will establish design and development objectives, local street patterns, block structure, linkages between local parks and open spaces and more detailed built form controls and guidelines. Relevant aspects of the precinct planning exercise have been integrated into the development of the Framework and draft Port Lands Official Plan modification. Waterfront Toronto is leading the precinct planning exercise and has retained Urban Strategies Inc. to assist with the development of the Precinct Plan.

Initially, the precinct area was bounded by the Keating Channel to the north, the Inner Harbour to the west, Cherry Street to the east and the new river valley to the south. The precinct area was expanded in 2013 to Munitions Street in the east to include the 309 Cherry Street property. The precinct area was subsequently expanded to include all lands north of the future naturalized river mouth in order to comprehensively plan and create a unified vision for these lands. The final precinct area is 33 hectares (82 acres). The Precinct Plan is being developed in stages. The first stage included background review and analysis. The second stage included an opportunities and constraints analysis which led to the development of guiding principles. The third stage involved the development of different concepts/options for the precinct and establishing built form direction. The Precinct Plan is currently in the final stage, nearing completion. A final report on the Precinct Plan is anticipated in October 2017.

The vision for the precinct is for a new, sustainable mixed-use community surrounded by four unique waterside edges. The Island will be developed with a range of uses in a dominant mid-rise built form. A limited number of tall buildings, generally within the low- to mid-twenty stories, are proposed in strategic locations. Additionally, low-rise buildings are proposed adjacent to the Keating Channel and along the east side of the current Cherry Street alignment where there are a number of heritage resources.



Figure 6: Villiers Island Precinct Plan

Key features of the plan include:

- Promontory park as a major new signature, city-wide destination park;
- An institutional or cultural catalytic use in Promontory Park, which could either be housed in a new building, adaptively reused Marine Terminal 35 building or a combination. A second catalytic use is proposed as part of Silo Square which would also include the adaptive reuse of historic concrete silos;
- Other parks and open space areas, including a local park adjacent to the future Don Greenway;
- A water's edge promenade along Keating Channel;
- Appropriate conservation of the Island's many heritage resources;
- Major streets (Cherry Street and Commissioners Street) as identified in the Lower Don Lands Class EA; and
- A network of local public streets, including a central east-west street that will be designed as a special shared street that emphasizes pedestrians and cyclists.

Film Studio District and Polson Quay Precinct Plan



Figure 7: Polson Quay and Film Studio District Precinct Plan Boundaries

City Council also requested staff and Waterfront Toronto to initiate precinct planning for the Film Studio District and Polson Quay through the adoption of the September 2012 PLAI report.

The Film Studio District is a 57 hectare (140 acre) area bounded by the Don Roadway in the west, Carlaw Avenue in the east, Lake Shore Boulevard to the north and the Ship Channel to the south. The area has a mix of private and public ownership, with long-term leases and options to lease. Home to Pinewood Toronto Studios, the district has a number of vacant parcels waiting to undergo redevelopment. The Commissioners Transfer Station is centrally located within the district to the south of McCleary Park. The City has been undertaking a study exploring the relocation of a number of yards in the area to sites south of the Ship Channel. Council also directed staff in 2014 to explore the relocation of the Transfer Station.

Polson Quay is a 13 hectare (33 acre) area bounded by the Inner Harbour to the west, Cherry Street to the east, Polson Slip to the north and the Ship Channel to the south. The area has both public and private ownership. The majority of publicly owned lands are subject to long-term leases. Lafarge Canada Inc. owns and operates a cement terminal adjacent to the Polson Slip, where they transport cement powder by vessel and store the powder in historic concrete silos.

The precinct planning exercises for these areas were put on hold pending the completion of the Framework. Staff will advise on the optimal approach for completing

these precinct planning exercises in the final report on the Port Lands planning initiatives.

Official Plan

Toronto Official Plan

The City's Official Plan is a long-term vision for how the city should grow. The Plan is not in force and effect in the Central Waterfront area. However, the Plan provides important insight into long-term, broader city building objectives.

The City's Official Plan recognizes the Central Waterfront, which includes the Port Lands, as a unique opportunity for employment and residential growth. New business ventures and neighbourhoods in the Central Waterfront are seen as an extension to Toronto's downtown area, strengthening and contributing to the vitality of our economy and urban lifestyle appeal. Land use designations for the Port Lands are generally consistent with the Central Waterfront Secondary Plan (CWSP) as adopted by Council in 2003. The South of Eastern area is designated *Core and General Employment Areas*.

The City began an Official Plan review in 2011, including a Municipal Comprehensive Review (MCR) of the city's *Employment Areas*. The Official Plan review process is being undertaken in stages. The following amendments to the Official Plan are applicable to the consideration of the Framework and TSMP:

- Official Plan Amendment 199, adopted by City Council in 2013, introduced new heritage policies. The policies strengthen the City's heritage policies and implement the Provincial Policy framework, as well as protect important views throughout Toronto. The new heritage policies were brought into force in May, 2015 after an OMB mediated settlement. There are a number of heritage resources in the Port Lands.
- Official Plan Amendment 231, adopted by Council in December 2013, reflect the outcome of the MCR. On July 9, 2014 the Ministry of Municipal Affairs (MMA) approved, with some modifications, the majority of OPA 231. However, it has been appealed by a number of parties to the Ontario Municipal Board (OMB) and is not yet in full effect. Further, MMA withheld its approval for any site specific policies and employment land conversion designation changes applying to lands located within the flood plain of the Lower Don Special Policy Area (SPA) which applies to the South of Eastern employment area;
- Official Plan Amendment 274, adopted by City Council in 2014, revised the Plan's transportation policies, dealing primarily with pedestrian and cycling policies, goods movement and the promotion of 'complete' streets. The policies are in effect with the exception of the complete streets policy which remains under appeal; and
- Official Plan Amendment 262, adopted by City Council in 2016, revised the Official Plan with respect to climate change and energy, natural environment, green infrastructure and designated new Environmentally Significant Areas (ESAs). There are a number of ESAs identified within the vicinity of the Port Lands, south of Unwin Avenue.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council in 2003 as an amendment to the former City of Toronto Official Plan to state key public priorities and opportunities for Toronto's waterfront. The CWSP is in effect for some areas of the Central Waterfront, but is not currently in force for the Port Lands due to appeals to the Ontario Municipal Board. As previously noted, the Port Lands Planning Framework was undertaken, in part, to resolve outstanding appeals and bring the CWSP in force for the Port Lands.

The CWSP is based on four core principles and provides policy directions in support of these principles:

- Removing Barriers and Making Connections;
- Building a Network of Spectacular Waterfront Parks and Public Spaces;
- Promoting a Clean and Green Environment; and
- Creating Dynamic and Diverse New Communities.

The CWSP calls for the transformation of the Port Lands into a number of new urban districts amid the "hustle and bustle" of a working port. The Port Lands are largely designated *Regeneration Areas* in the CWSP. The Ports Toronto site at the Inner Harbour is designated *Existing Use Areas*. Portions of the Port Lands are also designated *Parks and Open Space Areas*. The *Regeneration Areas* designation allows for a wide variety of land uses, including residential, industrial, offices, retail, community services and parks.

Further, some additional land use direction is provided specific for the Port Lands whereby a wide range of different activities and uses are envisioned such as:

- Establishing new mixed-use residential communities;
- Creating a "convergence district" or "Centre for Creativity and Innovation" consisting of entertainment industries (music, film and television production) alongside communications, software development, biotechnology and publishing sectors in a live-work environment;
- Providing a rich tapestry of recreational, cultural and tourist amenities and recognition of the significance of the Hearn Generating Station; and
- Maintaining the important role the Port Lands play in the city's economy as a location for downtown-serving and marine-related industries.

Additional key policy directions for the Port Lands include:

- The identification of a number of Big Moves applicable to the Port Lands, including the creation of the Don Greenway Natural Heritage Corridor, the Ship Channel as a unique amenity, a major new open space, referred to in 2003 as Commissioners Park, and renaturalizing the mouth of the Don River. The latter two Big Moves were combined through the Lower Don Land design competition and DMNP EA to create the new urban estuary now advancing to detailed design.
- The Port Lands will generally be developed at a medium-scale with some lower elements and higher buildings in appropriate locations. Lower buildings are to be

located along the water's edge, with retail and community activities concentrated at accessible locations to form a focus for the area;

- Large-scale, stand alone retail stores and/or “power centres” are not part of the land use vision in the Central Waterfront. New retail development is only to be considered if it aligns with the principles and policies of the Secondary Plan;
- Existing business operations are identified as being able to continue to operate in the Port Lands until redevelopment proceeds. It identifies that performance standards may be required to ensure compatibility between the newly redeveloped areas and existing operations.

The CWSP was to be largely implemented through precinct plans. These are intended to provide for comprehensive and orderly development. Approval of new zoning for *Regeneration Areas* lands generally is only to take place through a precinct planning exercise and once a context has been established to evaluate specific applications.

Additionally, the CWSP recognizes the need to address soil contamination and flood protect portions of the Central Waterfront area. A Development Permit System or the use of holding provisions were identified to address these, and other matters, prior to permitting development.

The CWSP also recognizes the need for major infrastructure investment. Benefitting land owners are required to pay a fair and equitable share of the costs of new infrastructure, including community infrastructure. These contributions could be secured through the use of a number of tools, including the use of Section 37 of the *Planning Act*. Appendix 1 of the CWSP, while not policy, outlined anticipated community infrastructure and parks needs across the Central Waterfront and based on population and employment estimates generated at the time of adoption of the Plan.

Despite the fact that the CWSP is not currently in-force, an amendment to the CWSP was advanced in 2010 for the Lower Don Lands, referred to as OPA 388. This Official Plan Amendment reflected the outcomes of the 2010 Lower Don Lands Framework Plan, Keating Channel Precinct Plan, Lower Don Lands Class EA and DMNP EA. It amended the Commissioners Park concept, land use designations and Parks and Open Space Areas Plan to reflect the urban estuary and updated a number of the Big Moves identified in the Plan. The Roads, Transit, and Pedestrian, Cycling and Water Routes Plans, and other associated policies were also updated to reflect the transportation network established through the Lower Don Lands Class EA. Following Council's adoption, the amendment was likewise appealed.

Former City of Toronto Official Plan

Until the CWSP is brought into full force and effect through the resolution of Ontario Municipal Board appeals to the Plan, the former City of Toronto Official Plan is the in force Official Plan for the Port Lands. A number of industrial area designations apply. The majority of the Port Lands are designated *General industrial Areas*. Polson Quay is designated *General Use Areas*. Lands adjacent to the north side of the Ship Channel are designated *Heavy industrial Areas*. South of the Ship Channel, the Hearn and lands to its east are designated *Restricted Industrial Areas*. Further, the Port Lands is located within the Port Industrial District on Map 9 of the former City of Toronto Official Plan.

Lands north of the Ship Channel, including the South of Eastern area, are subject to flood risk. Portions of the Port Lands north of the Ship Channel generally east of Cherry Street and the South of Eastern area is located within the Lower Don Lands Special Policy Area (SPA), as shown on Map 3 of the former City of Toronto Official Plan. The balance of lands subject to flood risk in the Port Lands outside of the SPA boundary are within a One Zone Concept. The SPA policies in the former City of Toronto Official Plan specifies that intensification on lands within a Special Policy Area (SPA) may require a flood remedial works plan. The provincially approved Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (DMNP EA) provides the basis for flood remedial works that upon completion will have the effect of removing close to 290 hectares of land from the flood plan.

OPA 388 also amended the former City of Toronto Official Plan's Special Policy Area boundary and introduced a Two Zone Concept in portions of the Lower Don Lands to manage flood plain matters. It identified a "flood fringe" area where development would only be permitted subject to completion of necessary flood protection works. More detailed holding provisions related to flood protection were also introduced, including recognition of the potential for phased implementation of the flood protection infrastructure. As noted above, the draft Port Lands Official Modification will recommend repealing OPA 388.

Former Metropolitan Toronto Official Plan

As the guiding document for the former City of Toronto Official Plan, the former Metropolitan Toronto Official Plan also remains in force in the Port Lands until resolution of the CWSP's appeals. The Plan locates the Port Lands within the Metropolitan Industrial/Employment Area. The Plan provides policy direction for attaining an urban structure that fosters liveability, focuses programs on sustainable community development, enhances the planning process and promotes effective collaboration.

Public Engagement Activities

A robust and extensive consultation process was undertaken as part of the Framework and TSMP process. LURA Consulting was retained to assist the City and Waterfront Toronto to undertake the consultation program. It was designed to exceed the City's standard practices and the regulatory requirements of the Class EA process, as well as promote broad participation of stakeholders and members of the public. Additionally, City and Waterfront Toronto also completed additional consultation and outreach throughout the process.

Summaries of each major consultation meeting, including meetings with the Port Lands Stakeholder Advisory Committee (SAC) and Land Owner and User Advisory Committee (LUAC) were posted online at www.portlandsconsultation.ca following each event. An overall summary of the major consultation events undertaken up to and including the November 2015 consultation on emerging directions was also prepared. The overall summary report will be available at www.portlandsconsultation.ca.

Public engagement activities included:

- Six Port Lands Stakeholder Advisory Committee (SAC) meetings;

- Five Land Owner and User Advisory Committee (LUAC) meetings;
- Individual meetings at key stages with a wide variety of stakeholders and agencies, including individual land owners and users such as Ports Toronto, Hydro One, Ontario Power Generation, Toronto Port Lands Company, Pinewood Toronto Studios, Port Lands Energy Centre, and other private land owners;
- Industry specific meetings, with key industries anticipated to remain in the Port Lands and with the Toronto Industry Network;
- Engaging the film sector, including one-on-one interviews with film studio owners and operators, consulting with location managers, production managers and producers, presenting to representatives from Film Ontario, presenting to the City of Toronto's Film Board (Film Board) on two occasions and presenting to the Film Board's Infrastructure Working Group;
- Establishing a Biodiversity Working Group comprised of community and industry stakeholders, nature enthusiasts and experts;
- Outreach to Aboriginal and First Nations. The project team met with the Mississaugas of Scugog Island and New Credit First Nations at various points in the process, providing an overview of the work and listening to feedback;
- Holding a two day Port Lands Vision Workshop, referred to as the Port Lands Charratte, with representatives from the Port Lands SAC and LUAC;
- A number of broad community consultation meetings at key stages of the project, including an all day open house and two evening workshops to present and receive feedback on the emerging direction for the Framework;
- Specific consultation with the Stakeholder Advisory Committee, relevant land owners and users and broader community consultation meetings for the Villiers Island Precinct Plan;
- Presenting the emerging and final directions to Waterfront Toronto's Design Review Panel and to a panel of experts to illicit feedback on the overall vision and other key elements; and
- A project specific website - www.portlandsconsultation.ca - to post information related to the planning and to obtain feedback from the public using online feedback forms.

2. Port Lands Planning Framework Findings

This section provides an overview of the Framework study process, as well key findings related to the vision, land use, parks and open spaces, cultural heritage, complete and inclusive communities, built form, net zero energy and zero waste, and early activation. Transportation and servicing findings are detailed in Section 3. The balance of directions for the Port Lands are addressed in Section 4. Plans are included in Attachments 2 and 3 which illustrate key directions.

Study Process

The development of the Framework has occurred over five stages and was integrated with the TSMP which is discussed in more detail Section 3 of this report. The study was officially launched in late 2013. The first stage included the completion of the Port Lands Profile and the identification of Objectives to inform the development of the Framework and related studies. An Introductory Community Meeting was held in November 2013.

The Port Lands Profile document is available at the following link:
<http://www.portlandsconsultation.ca/sites/all/themes/portlands/files/Port%20Profile%20nov12.pdf>.

The second stage involved developing and consulting on land use, transportation and municipal servicing options, and completing the Port Lands Planning Framework: Land Use Direction Report, which was adopted by City Council in June 2014 to be used as the basis for continued planning in the Port Lands. The land use vision established was developed through extensive consultation with the public and stakeholders to provide greater clarity and certainty about activities and uses in the Port Lands, as well as direction to eliminate or minimize potential conflicts between different land uses. Additionally, market advice, both from the initial PLAI as well as advice provided by Hemson Consulting, was utilized to inform the land use vision. The Land Use Direction Report acknowledged that some additional analysis was required to finalize the Direction, such as undertaking a more detailed noise and air quality study.

The 2014 Land Use Direction, is available at the following link:
http://portlandsconsultation.ca/sites/all/themes/portlands/files/PLPFLand%20UseDirection_Jun5_sm.pdf.

The third stage involved holding a vision workshop. The Port Lands Design Charrette took place on July 23-24, 2014. Hosted by the City of Toronto City Planning Division, with Waterfront Toronto and the TRCA, this two-day participatory, urban design driven workshop focused on defining a cohesive vision and priorities for the Port Lands. Approximately 60 overarching ideas were generated at the Charrette informed the development of the overall vision and urban structure for the Port Lands focused around the Ship Channel and lands south of the Ship Channel.

The Port Lands Charrette Summary report is available at the following link:
<http://portlandsconsultation.ca/sites/all/themes/portlands/files/Port%20Lands%20Charrette%20REPORT.pdf>.

The fourth stage involved establishing comprehensive emerging directions for all elements for the Framework. City and Waterfront Toronto staff consulted with stakeholders throughout this stage, including extensive consultation with Toronto's film sector. The Shaping the Future consultation in November 2015 presented the emerging directions. An all-day open house was held with a series of information stations. In total, 34 presentations were delivered throughout the day. Presentations were recorded and posted on line. Two evening workshops were held the following week to illicit feedback on the Port Lands planning initiatives.

The consultation summary report can be found at the following link:
<http://portlandsconsultation.ca/sites/all/themes/portlands/files/PLPF-Nov.pdf>.

The final, and current, stage of the process involved incorporating feedback from the consultation and refining directions. City and Waterfront Toronto staff continued to meet with key stakeholders throughout 2016. Additionally, City and Waterfront Toronto staff engaged an Expert Review Panel and presented to the Waterfront Toronto Design Review Panel (DRP) on two occasions as part of finalizing the directions for Framework.

The Expert Review Panel consisted of Ken Greenburg, Michael Van Valkenburg and Larry Beasley, whom are internationally respected urban visionaries. The Panel reinforced and commended staff on many aspects of the work and provided valuable feedback on areas that required further exploration, clarification and refinement.

The DRP, likewise, supported the directions identified as part of the Framework when initially presented in January 2016. The DRP suggested some refinements, including addressing retail considerations, ensuring good east-west connectivity and differentiating the Port Lands from the rest of the city. The final directions were presented to the DRP in March 2017 for information. Overall, the final directions were well received by the DRP.

Background Analysis and Aligned Initiatives

In addition to the public engagement process, a considerable amount of background analysis was undertaken with the support and involvement of a number of City Division and Agencies, as well as other service providers. A summary of the analysis completed is included in Attachment 4.

The development of the Framework has been closely aligned with both city-wide initiatives as well as other local area studies. Aligned city-wide initiatives included, among others, Growing Up, Getting to Zero Emission Buildings and the 10-year Capital Cycling Plan. Aligned local area studies include the Gardiner East EA, other area transportation and servicing studies and projects, the Port Lands Flood Protection project and the South of Eastern Strategic Direction/Unilever Precinct planning.

Vision

The Framework envisions transforming the Port Lands into a thriving and diverse extension of the urban metropolis, but unlike any other area in Toronto. It will be a city within a city with a full, balanced mix of uses that maintains and embraces Toronto's only working port and the heritage of the Port Lands as a place of employment. The vision for the Port Lands encapsulates the many perspectives voiced over the course of the process of what the Port Lands ought to be, recognizing that a balance must be struck. It also harnesses the potential of the Port Lands for the enjoyment and benefit of all Torontonians.

Unlike other master planning exercises in a green or brownfield context, where a singular, comprehensive renewal scheme and vision is advanced, the Port Lands scale and unique attributes offers different opportunities for transformation and the creation of a radically different environment. Portions of the Port Lands will be comprehensively renewed. Some areas will evolve slowly and organically, even experimentally, over generations. Other areas celebrate active industry while strategically opening up opportunities for public access. Taken as a whole, the different approaches will create a renewed vibrancy and diversity for the area, breathing new life into the Port Lands' varied landscapes.

A key challenge in developing the vision for the Port Lands was how to reflect the breadth of possibility, ideas generated and many perspectives. To address this, the vision developed for the Port Lands is layered. It includes:

- An overarching vision statement, presented below, to guide the transformation of the Port Lands over the next 50 years;
- The identification of six essential elements positioned as high-level grounding principles that highlight and elevate core elements foundational to the vision and that will define the character of the Port Lands;
- Seven transformational moves that represent tangible projects to unlock the Port Lands potential. Collectively, the transformational moves address the entire Port Lands geography. The transformation moves are summarized below. Importantly, there will be a gradual reveal and realization of the transformational moves over the life of the Framework; and
- Twelve objectives to define what is to be achieved and measure success.

Vision Statement

The overarching vision for the Port Lands, developed and refined over the course of the Framework process, is:

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character 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 river valley and wild natural areas, spectacular waterfront parks and open spaces, and rich cultural heritage.

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.

Seven Transformational Moves

The transformation of the Port Lands will be amplified through its existing qualities and the continued recognition of well-established transformational projects, but also through the introduction of a series of new transformational moves:

- *The River and Greenway:* The viability of the Port Lands regeneration depends on extensive flood protection measures, including the creation of a new, naturalized river mouth. The river and greenway will restore what was once lost to create a city-wide destination, wildlife habitat and natural setting for regeneration;
- *Six Signature Streets:* Six signature north-south streets will not only provide for enhanced mobility and connectivity in and through the area, but also fundamentally provide a sense of place to allow public life to unfold;
- *Harbour/Wild Stitch:* The Port Lands extend for three kilometres from the Inner Harbour to the wild, natural areas at the base of Leslie Street. Four east-west linear

systems showcasing the unique qualities of the Port Lands will be created and embraced to unite the Inner Harbour with the Port Lands' wild, natural areas;

- *Blue-Green Park Network*: A new dialogue about open space and an expanded public realm will be created to support year-round activation and a remarkable public realm. Not just green, but a system of blue and green open spaces. The waterways – integral to the very fabric of the Port Lands – will provide new open space experiences for Torontonians;
- *Seven Destinations*: Seven new destinations will contribute to the creation of an armature of civic destinations for future Port Lands' residents and workers, but also for all Torontonians. These destinations will provide a wide range of cultural infrastructure, attractions, events and activities;
- *Unique and Memorable Districts*: A series of unique and memorable districts will be created in the Port Lands with exciting contrasts and a carefully managed interface. Each district will have their own character and function to both differentiate the districts in the Port Lands, but also from the broader city; and
- *Resilient Urban Structure*: A resilient urban structure will be set in place that will create a high quality physical environment with a coherent spatial structure that will enable the establishment of a fine-grained local street and block pattern in time and capable of supporting a wide variety of uses well into the future.

Land Use

The final recommended Land Use Direction represents an ambitious land use vision for the Port Lands. It balances current and future interests, while maximizing the potential of the Port Lands. The final Direction builds on the 2014 Council adopted Land Use Direction, with refinements made in key areas. The refinements concentrated on four key activities:

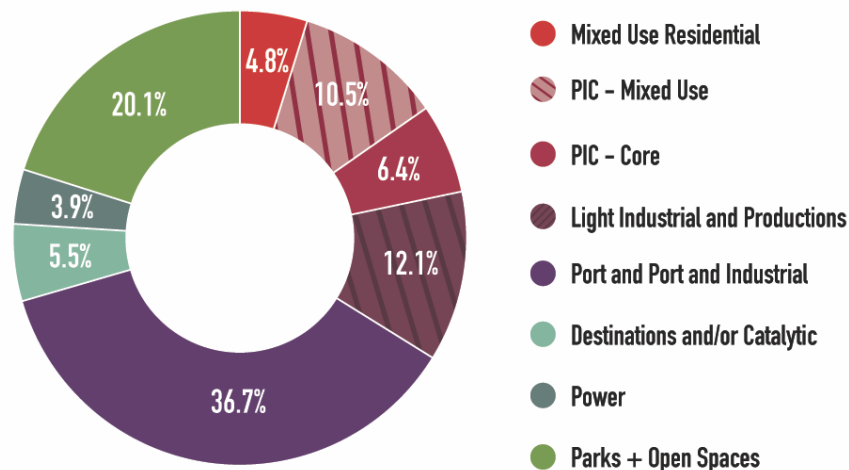
- Ensuring a critical mass to ensure complete, mixed-use communities;
- Consulting the film sector to enable a film-friendly future;
- Ensuring land use compatibility such that port and industry thrives; and
- Achieving city building objectives to grow and sustain Toronto's economy.

The Land Use Direction will provide greater clarity and certainty about activities and uses in the Port Lands, as well as direction to eliminate or mitigate potential conflicts. Over time, the Port Lands will have a full spectrum of uses that will be carefully choreographed to support broader city building objectives, minimize negative impact and contribute to the rejuvenation of the area. The diversity of land uses proposed across the Port Lands geography is central to achieving the vision. Key aspects of the Land Use Direction include:

- The identification of discrete land use areas, defined by major streets, parks and open spaces and/or features, that provides sufficient land supply to accommodate the intended land uses, aspirations for the different districts and sufficient critical mass;
- The continued recognition of the importance of the city-serving and port uses in the Port Lands that are integral to building and maintaining the broader city, as well as recognition of the Port Lands as an important location for film, television and other media productions;

- More detailed definition of land use expectations within the different districts, within seven main land use categories – Mixed-Use Residential; Productions, Interactive and Creative (PIC) which is further categorized into PIC Mixed-Use and PIC Core areas; Light Industrial and Productions; Port; Industrial; and Destination and/or Catalytic. The breakdown of the land area associated with the different categories is provided in Figure 8. The descriptions of the different land use categories are included in Attachment 5.
- Consideration of adjacencies and opportunities for creating synergies with emerging communities and office destinations, as well as existing employment areas to the north and east;
- The incorporation of findings from a detailed noise and air quality feasibility study undertaken, and setting in place a structure for land use distribution largely predicated on buffering more sensitive land uses from heavy port and industrial uses; and
- Orderly development, achieving a mix of uses Port Lands wide and maintaining a land base to accommodate the uses of current value, but also those uses and activities that may emerge in the future that are impossible to predict. There is a finite supply of land in the Port Lands. Ample land supply was allocated for mixed-use residential purposes sufficient for the foreseeable future and that exceed market outlooks.

Figure 8: Port Lands Land Use Breakdown



Yards Consolidation

In 2014, City staff were directed to review relocation options for the 400 Commissioners Street Waste Transfer Station (WTS) as part of Solid Waste Management's Long Term Waste Management Strategy (LTWMS). The LTWMS anticipates that waste generation will continue to increase in the downtown core as a result of continued development and intensification. As such, there will be an ongoing need for waste transfer capabilities within the Port Lands. On July 12, 2016, City Council adopted the recommended relocation of the WTS and indicated the service needed to be maintained in the vicinity of the Port Lands. However, to date, no alternative site has been identified.

Real Estate Services, City Planning and Solid Waste Management Services are exploring relocation opportunities within, and adjacent to, the Port Lands that could

accommodate an urban WTS design. This includes potentially maintaining the WTS function in its current location while still achieving the proposed expansion and reconfiguration of McCleary Park, the conservation of the original Commissioners Incinerator building and the introduction of sensitive uses in McCleary District. Truck traffic would also be a key consideration. Staff will also consider approaches or precedents in other jurisdictions, potential impacts to operations, and operational efficiencies. However, a site south of the Ship Channel in areas identified for Port and Industrial uses would be more suited to this type of land use.

Real Estate Services staff are currently exploring relocation of additional yards located within the South of Eastern area and the Port Lands to lands south of the Ship Channel on Unwin Street. Relocation of the yards will assist in broader city-building initiatives, including the Unilever Precinct and Leslie Green Portal discussed below. This is a pilot project that reflects a corporate direction to consolidate yards into multi-divisional integrated facilities City wide. It is intended to achieve cost savings through more efficient use of lands by divisions, while allowing existing older yards to be freed up for other uses and/or sale. Relocating yards south of the Ship Channel will require upgrading existing infrastructure. In addition, some South of Eastern area sites remain to be explored as potentially suitable candidates.

An update will be provided in the Port Lands Planning Framework staff report to Planning and Growth Management Committee in October 2017 on these two initiatives. Real Estate Services will report with more comprehensive information on its yard consolidation work later in 2017.

Hearn Generating Station

The Hearn Generating Station is envisaged to be adaptively re-used and become one of the seven new destinations created in the Port Lands. Its transformative potential is massive given the sheer scale and volume of the building, capable of housing two Tate Modern museums. The site is identified as a Destination and/or Catalytic area in the recommended Land Use Direction. A full range of Destination and/or Catalytic uses are envisioned, including sports and recreation facilities.

Final Population and Employment Estimates

Based on the final Land Use direction, the estimated residential population for Villiers Island and McCleary District is between 16,500 to 21,000 people in approximately 9,500 residential units. Should residential uses be permitted in Polson Quay and South River, an additional 8,000 to 10,000 people could be expected to live in the Port Lands in the longer-term. Additionally, it is anticipated that between 25,000 to 30,000 jobs could be created in the Port Lands. The anticipated employment would represent a wide range of different types of jobs, from new, modest office developments and film/creative jobs to continued industrial and port-related jobs.

Future Zoning By-law Amendments

In response to the motion referred to the Chief Planner and Executive Director, City Planning by the Economic Development Committee at its September 19, 2016 meeting related to not restricting or limiting the potential for film industry growth or film studio construction within the Port Lands in any future rezonings, it is anticipated that future rezonings would align with the recommended Land Use Direction. For instance, the

naturalized river valley would be rezoned to a natural open space zone and the majority of Villiers Island would eventually be rezoned to a mixed-use residential zone.

The districts where PIC and the Light Industrial and Productions land uses are proposed in the recommended Land Use Direction represents approximately 29 per cent of the Port Lands land area. Currently, the zoning for some of these areas does not permit land uses related to film, television and media productions. Future rezonings would enable, and encourage, this type of development in the respective districts.

Parks and Open Space Plan

Of the 285 hectares of land that comprise the Port Lands, excluding the various waterways, approximately 60 hectares (148 acres) of parks and open spaces will be maintained and created in the Port Lands north of Unwin Avenue. The parks and open spaces will be of all shapes and sizes providing yet another layer of diversity for the Port Lands' experience. The system of parks and open spaces proposed will support the anticipated population in the Port Lands and other visitors. It consists of:

- Large multi-functional, signature parks and open spaces that will serve as city-wide destination parks. Notable among these is the naturalization of river valley and Promontory Park; the Don Greenway north and south of the Ship Channel, an expanded and reconfigured McCleary Park subject to the relocation of the Commissioners WTS, the Leslie Green Portal in the east end of the Port Lands and a generous apron of open space around the Hearn Generating Station. In total, 48 hectares of land will be designated as major parks and open space and natural areas;
- A series of publicly accessible water's edge promenades which are discussed in more detail below;
- Local parks, shown conceptually, and distributed across the different districts with play spaces, activities and amenities specific for residents and workers; and
- Linear open spaces that either expand on the parks and open system or create enhanced linkages between the system of parks and open spaces.

The parks and open space system also capitalizes on the various waterways in the Port Lands, to the extent possible, creating the blue and green system of parks and open spaces. Through discussions with Ports Toronto, there is some opportunity to introduce floating elements adjacent to the north side of the Ship Channel, and potentially within the Turning Basin. Further exploration of this will be required with Ports Toronto following completion of the Framework. Privately-owned, publicly accessible open spaces (POPs) would also be secured as part of development to supplement the system of parks and open spaces.

Water's Edge Promenades

Along the north edge of the Ship Channel, continuous water's edge promenades are proposed from the Inner Harbour to Don Greenway, and from the Don Roadway to the Turning Basin, totaling 1,900 metres of publicly accessible promenade. Additionally, a water's edge promenade will be provided adjacent to the Keating Channel.

Public access south of the Ship Channel will be greatly improved, while enabling the continued use of the dockwall for port purposes. Lands earmarked for continued port purposes require large tracts of land and water side access that is secure and restricted to the public. However, a series of parks and open spaces are proposed, at regular intervals that will enable lands south of Ship Channel to remain a working port, but also safely opening up resources and assets for public enjoyment. Should a non-port use be proposed adjacent to the dockwall, a publicly-accessible water's edge promenade would be secured consistent with City and provincial policies that direct that shorelines should be publicly accessible.

Leslie Green Portal

At its July 2014 meeting, City Council directed staff to report on further expanding green space on either side of Leslie Street. The 2014 Council adopted Land Use Direction had identified additional open space adjacent to Leslie Street. This open space continues to be identified and has been further expanded on the west side of Leslie Street. The Leslie Green Portal is proposed as a significant green spine on both sides of Leslie Street and naturalized gateway to Tommy Thompson Park. South of Commissioners Street, the Leslie Green Portal, coupled with an improved design for Leslie Street, will be approximately 140 metres wide, comparable in width to the Don Greenway. Existing truck and rail access into the Port Lands will be maintained.

Leslie Barns Replacement Park

At the July 2014 Council meeting, City staff were also directed to report on the replacement of the full acreage lost from the Landscape Site Design Project (LDSP) completed as part of the Ashbridges Bay Treatment Plant (ABTP) EA, to the Toronto Transit Commission Leslie Barns. The purpose of the LSDP was to improve the ABTP sites visual and aesthetic qualities while respecting the significant function of the ABTP and to provide new and exciting public space on the city's waterfront. The Leslie Barns now occupies an 8.5 hectare (21 acres) of this previously identified open space. In total, approximately 11.5 hectares (28.5 acres) of new major, public parkland not previously contemplated is identified in the parks and open space plan.

Cultural Heritage

The Port Lands boasts an impressive collection of early and mid-20th century industrial buildings, structures and landscapes spanning three different waves of development - early 20th century port development, 1950s power and civic developments, and St. Lawrence Seaway port expansion in the late 50s and early 60s. The Port Lands will be a special urban environment where heritage resources are given new life as a key component of the contemporary city envisioned.

The entire Port Lands geography is a cultural heritage landscape, given the significance of its creation in the early 20th Century by the Toronto Harbour Commissioners and its role in Toronto's working waterfront over the last century. Additionally, it has many prominent historic landmarks that can be seen from multiple vantage points in the city, most notably along the central waterfront and from existing streets north of the Port Lands. These landmarks include, among others, the concrete silos, and the Hearn's 213-metre-high and Commissioner Incinerator's 137-metre-high chimneystacks. The city's last remaining marine terminal buildings are also located in the Port Lands. Many

of the Port Lands' heritage resources were previously listed on the City's Heritage Registrar or designated under the *Ontario Heritage Act*.

There are also a number of potential archaeological resources identified and mapped through previous study. Since the area includes remnants of landforms around the former Ashbridges Bay Marsh, it is possible that deeply buried remains or artifacts left by one of more First Nations groups are present and dating from before European settlement.

The geological, pre-contact and industrial heritage provides a narrative of the area's history and legacy with placemaking power. The Framework seeks to not only appropriately conserve and showcase heritage resources, but to integrate them as actively programmed landmarks that enhance the overall character of the area. Any additions proposed to heritage buildings will be required to respect and reinforce the scale of the resources. Planned development has been conceived to showcase the resources. Further study will be needed for some of the resources to identify the values and attributes of the resources to ensure these are appropriately conserved. This includes Marine Terminal 35 which is located in the footprint of the future Promontory Park.

First Nations people consulted during the process suggested many ideas and interpretive opportunities to ensure the history and activities of First Nations groups are considered in the planning for the area. These will be detailed in the final Framework and will be key considerations as more detailed planning and design occurs. First Nations and Aboriginal peoples will also continue to be consulted with.

Complete and Inclusive Communities

While portions of the Port Lands will continue to function as a vital employment area with various business activities that will provide thousands of jobs for Torontonians, other areas will transition and transform into new mixed-use communities. One of the six essential elements identified as part of the Port Lands vision is ensuring the proposed neighbourhoods are exemplars of urban living. This will involve ensuring that there will be a wide choice of high quality residential options and living environments for people, as well as the necessary community infrastructure to support complete communities and provide the necessary socio-economic supports for area workers.

A significant amount of new housing affordable to low, moderate and middle income families and individuals in close proximity to Toronto's downtown is anticipated. The provision of this affordable housing can support closing the city-wide housing gap, while also providing housing affordable to future area employees to foster live-work proximities. Villiers Island and the McCleary District were strategically identified as the primary new mixed-use communities in recognition of the potential for a major new office destination in the Unilever Precinct. Between 1,500 to 1,900 affordable rental housing units are estimated at a minimum in the near- to medium-terms, including affordable housing requirements secured on privately owned lands. There would be the potential for additional affordable rental housing units if Polson Quay and South River transition in time to a mixed-use community. On municipally-owned lands, additional effort will be advanced to ensure a broad range of housing is provided, including

housing for the creative sector. Further, there will be a wide range of unit sizes, with mandates established for the provision of larger units, to accommodate a variety of household types.

From a community infrastructure perspective, the Port Lands has a dual role to play. Both locally-oriented and city-wide community infrastructure will be accommodated. A broad range of locally-oriented, growth-related community infrastructure will be needed in each new neighbourhood to support complete communities. Priorities and the optimal size of the facilities have been established in collaboration with service providers. Generally, each new community will include a community recreation facility, a public elementary school, childcare facilities and community agency space. A larger, district servicing community hub and incubator for film and creative uses is proposed in the centrally-located Commissioner's Incinerator building subject to relocating the waste transfer function. A new fire station, integrated in the base of a mixed-use building, and an EMS facility are also identified which will also service other areas of the city.

Due to its significance as part of Toronto's waterfront, the Port Lands is, and will continue to be a city-wide resource and asset for all Torontonians. Its proximity to the downtown makes the Port Lands accessible for visitors from across the city. Further, the size of the Port Lands, availability of land, and mix of uses creates the opportunity to build new cultural spaces and recreational facilities which will draw visitors across the city and regionally to the area. This includes the continued identification of the development of a sports complex. Location options for this type of facility have been identified and are shown on the Community Infrastructure Plan in Attachment 3.

Built Form

The approach to built form in the Port Lands recognizes the diversity of land uses proposed and the numerous and varied character defining elements. Built form and associated landscapes across the Port Lands will respond to the diversity of land uses proposed, but always with consideration for the resultant impact on the public realm and the identity of the Port Lands. In this way, the Port Lands will preserve the best of its current attributes, and remain forever distinct from the rest of the City while its districts develop their own vibrant characters. In anticipation of built form variation based on underlying land-use, enhanced design guidance across three distinct zones is provided. In all instances, the guidance will ensure that built form is well proportioned, durable and visually interesting, promoting activity in the street, where appropriate, and preserving access to sunlight.

The Urban Core zone, consisting of Villiers Island and McCleary District, and potentially Polson/Quay and South River, will have the greatest intensity and mix of uses in a dense, compact form. The dominant building typology in these areas will consist of well-proportioned mid-rise buildings six to ten storeys in height. Tall buildings, where permitted, will be located in strategic locations to punctuate the skyline. Built form in the Urban Core zone will relate and respond to sensitive interface areas, including the naturalized river valley, historic fabric, various waterways and other parks and open spaces.

The Urban Fringe zone, consisting of Media City, the Turning Basin District and the Warehouse District, will have a clear reciprocal relationship to the surrounding city and support the evolutionary potential of these areas. While these areas will not be as intensively developed as the Urban Core zone, a compact urban form with multi-storeyed buildings is envisioned. A minimum height of three storeys with active uses at grade on key frontages is identified, similar to Pinewood Toronto's head office building which is a four-storey office building that also provides three production studio spaces. Buildings will also be designed to be flexible and adaptable to enable conversion to a wide range of future uses, and capable of attracting creative talent to the Port Lands. In addition, buildings are proposed to have robust, lasting materiality, windows and high-quality architectural treatments.

The Outer Edge zone, comprises the East Port area and lands south of the Ship Channel, excluding the Hearn. The proposed land uses in these areas necessitates larger buildings and structures, and in some instances accommodating outdoor storage. The area is also surrounded by natural areas, beaches, wildlife and waterways. Site and building design in these areas are envisioned to respond to the ecological areas with generous, beautiful, native and sustainable plantings. A wide, naturalized landscaped setback is proposed adjacent to Unwin Avenue, for example, which will also complement the recent naturalization efforts advanced at the Port Lands Energy Centre site and contribute to biodiversity objectives. Open storage can continue to be accommodated, but for environmental reasons will be encouraged to be enclosed where possible. Additionally, attractive screening, similar to what was secured as part of the relocation of Essroc to the East port area, will also be secured where possible.

Net Zero Energy and Zero Waste Export

The Port Lands is envisioned to be a sustainable and resilient new Toronto city district that will support the City's goal of reducing greenhouse gas (GHG) emissions by 80% by 2050. The Port Lands will be poised to showcase the latest innovations, and utilize progressive approaches to preserve and enhance natural ecosystems, conserve resources, minimize environmental impacts, reduce waste, build wisely, and both respond to and mitigate a changing climate. The benchmarks and strategies being advanced in the Framework exceed the City's and Waterfront Toronto's current mandated practices, and align with the emerging city-wide framework for getting to zero emission buildings. They are based on emerging best practices, and proven technologies and approaches for advancing a progressive sustainability agenda tailored to a Port Lands context.

The Port Lands are being positioned to become a net zero energy district. A net zero energy district is a place where no more energy is consumed than is supplied by non-fossil fuel sources to approach zero emissions. Buildings with low energy needs that achieve aggressive, low energy intensities are critical to transforming the Port Lands into a net zero energy district. A passive design approach is proposed to ensure low energy buildings from the start. Designing passively is gaining momentum as the optimal way to create buildings with low energy demand while maintaining high levels of personal comfort.

Other measures are also required at the building, block and district scale to achieve the net zero energy objective. Even with passive design, buildings will continue to require energy. Some renewable energy, such as photovoltaics, can be integrated in building design. However, one or more community-based energy systems, such as low carbon district energy and/or a combined heat and power facility, will be needed. A feasibility study with the City's Environment and Energy Division and Waterfront Toronto will be undertaken following adoption of the Framework to determine the most effective community-based energy system(s) for the Port Lands.

Zero waste places an emphasis on preventing waste (e.g. reducing packaging), rather than simply managing it. It also involves a paradigm shift in how waste is viewed, where emphasis is placed on recovering valuable resources from waste, rather than just disposing of it. The City's Long-Term Waste Management Strategy established an aspirational goal of achieving zero waste. Waste management within the new communities and employment clusters in the Port Lands will be in accordance with the City's Waste Strategy policies and programs, which provides a framework for waste reduction, reuse, recycling, recovery and residual disposal (the 5Rs) for the City, and identifies cost-effective, socially acceptable and environmentally sustainable policies and programs for managing waste over the long term.

Early Activation

In recognition that the Port lands transformation is a multi-decade-long proposition beginning with the renaturalization of the mouth of the Don River, additional early activation projects were explored. There are exciting possibilities for establishing an evolving culture and landscapes that capitalize on the Port Lands unique attributes, while at the same time contributing to 'kickstarting' the transformation.

The early activation projects identified consist of a series of pioneering sites, uses and landscapes where new, creative programming or activity will draw people to Port Lands in the near-term. The intent was to identify potential projects that could be implemented relatively easily while fostering new partnerships and a public consciousness of the importance of many of the current uses in the Port Lands. If successful, the early activation projects could become urban 'hot spots' that can help shape and solidify the character and identity of the Port Lands. Further exploration of the early activation projects is needed and will occur following the completion of the Framework, including consultation with a wide range of partners and existing operators. Through this further exploration, additional early activation project ideas may emerge.

Don Greenway South & Leslie Green Portal

Two of the early projects include delivering the Don Greenway South and all, or a portion, of the Leslie Green Portal in initial phases of development. The precise timing and delivery remains to be determined. A request for funding through the 2018 Capital Budget process will be advanced for the preparation of initial design concepts, environmental investigations and the preparation of a risk assessment plan. This work will be led by the Waterfront Secretariat and involve Parks, Forestry and Recreation, Waterfront Toronto and the Toronto Port Lands Company in project design and delivery, as well as consultation with existing operators. It is projected that construction of both projects will take place between 2019 and 2025, contingent on funding.

3. Port Lands and South of Eastern Transportation and Servicing Master Plan

The TSMP was undertaken as a coordinated infrastructure planning project that meets the requirements of both the *Municipal Class Environmental Assessment, 2000* (amended 2007, 2011, 2015) (Class EA) process and the *Planning Act*, R.S.O. 1990 (Planning Act). A comprehensive and coordinated Master Plan process conducted under the Class EA process enables consideration of a group of related projects, such as the provision of municipal servicing within a street network, in consideration of future growth and a wide range of factors. Master Plans are subject to approval by a municipality and do not require approval under the *EA Act*.

The TSMP was carried out in accordance with the Phase 1 and Phase 2 requirements of the Class EA process. Phase 1 of the Class EA process includes confirming the need for the undertaking through the identification of problems and/or opportunities. Followed by the development and evaluation of alternative solutions for addressing the problems and/or opportunities and the identification of a preferred solution with a mandatory public consultation component in Phase 2. Phases 3 and 4 of the Class EA process is required to be completed for identified Schedule C projects in a Master Plan. Phase 3 consists of identifying and evaluating alternative design concepts for the preferred Alternative Solution. Phase 4 involves preparing an Environmental Study Report and a second mandatory public consultation.

Notice of Commencement for the TSMP was issued in November 2013. A public meeting was held on November 13, 2013 which introduced the TSMP, as well as presented the initial identification of problems and opportunities. Initial alternatives and evaluation criteria for streets, transit and municipal servicing infrastructure was presented at a series of public meetings through February and March 2014. Additional consultation occurred in the summer of 2014 with a specific meeting focused on the South of Eastern area and with the Port Lands Charrette.

The project team incorporated feedback received, including introducing new alternative solutions, and completed the evaluation of alternative solutions with recommended alternative solutions presented to public for feedback in November 2015. Following the November 2015 consultation, the project team incorporated feedback and continued discussions with key stakeholders to finalize the recommended preferred solutions and networks presented in this report. Staff recently presented the final recommended preferred solutions at the Unilever open house held on May 16, 2017.

Problems and Opportunities

The problems and opportunities identified for the TSMP were based on the need to transform a largely industrial area into a series of vibrant, new transit-supportive mixed-use communities and employment districts offering places for people to live, work and play that are better connected with the rest of the city while maintaining continued goods movement and port operations. Originally designed to accommodate industrial and commercial activity along the City's waterfront, the existing street and municipal servicing networks in the study area is heavily oriented to vehicles and provides

insufficient and/or non-existent servicing infrastructure to support growth. Transit service to and within the area is limited to bus service within portions of the study area.

Opportunities identified included:

- Introduce and extend higher-order surface transit routes;
- Improve existing streets and establish new streets;
- Provide complete streets;
- Capitalize on the Ship Channel and Turning Basin for water based transportation opportunities;
- Manage transportation impacts of growth of established, stable residential neighbourhoods;
- Provide innovative, state-of-the-art stormwater facilities; and
- Provide the needed capacity for other municipal servicing.

Alternatives Solutions Considered

A total of thirty-three transportation alternative solutions in six sub-areas, seven water and wastewater alternative solutions and nine stormwater alternative solutions were developed and evaluated for solving the problems and opportunities identified above. The provision of streetcar service within dedicated rights-of-way would coincide with the preferred street network, and was integrated with key transportation alternatives.

Transportation Alternatives

In recognition of the size and complex nature of the TSMP Study Area, the Study Area was further subdivided into six sub areas for the purposes of developing transportation alternatives. Each sub area has a unique environment, where needs vary due to land use, existing uses and buildings to remain, physical constraints and natural and social environments. Initial transportation analysis was also completed to inform alternative development based on the needed vehicular capacity using population and employment estimates generated at the time.

A long-list of alternatives were generated and screened. The long list of alternatives included initial alternatives presented at the February and March 2014 consultations and new alternatives introduced as a result of analysis and feedback received. Additionally, complete street principles and conceptual cross-sections were developed for the different alternatives to aid in the evaluation of alternatives. The conceptual cross-sections ensure that sufficient right-of-way is provided to enable great, functional streets. They also assisted in establishing the future character of the streets. The conceptual cross-sections, and the associated right-of-way widths were included in public consultation materials. Consideration to goods movement was also included in their development utilizing the City's lane width guidelines.

The cross-sections were conceived to ensure sufficient space is allocated in all streets to support multi-modal movement and other public objectives. Importantly, the use and development of the conceptual cross-sections ensures flexibility is provided for in Phase 3 of the Class EA process where alternative designs for the streets are explored in more detail. The final short-listed alternatives for each sub area are shown and described in Attachment 6.

Sub Area 1 – Broadview Extension

The Broadview extension, into and through the Port Lands, is a critical, but challenging, capacity and higher-order surface transit connection. Six alternative alignments for the Broadview extension were short-listed and evaluated. Two of the alternatives include an additional north-south connection developed as an extension of the existing Bouchette Street in the Port Lands. Lands to the north of the rail embankment remain in the flood plain post construction of the new mouth of the Don. Achieving the extension and crossing the rail embankment requires that flood risk be addressed.

Sub Area 2 – North-South Connections East of Carlaw Avenue

Seven short-listed alternatives were developed and evaluated for this sub area, including a Do Nothing alternative. Feedback from the public meeting held specifically to address transportation matters with the South of Eastern area was addressed in the final alternatives. The alternatives focused on providing a new multi-modal mid-block connection between Carlaw Avenue and Leslie Street to support new and existing employment uses and provide additional needed north-south capacity between Eastern Avenue and Commissioners Street. There are residential neighbourhoods north of Eastern Avenue and an important aspect of the evaluation of these alternatives was the ability to mitigate traffic infiltration.

Sub Area 3 – Ship Channel Connections

The alternatives explored in Sub Area 3 focused on providing additional capacity/connections across the Ship Channel. Four short-listed alternatives were developed and evaluated. Alternatives that introduced new bridges would protect for future streetcar in a dedicated right-of-way. It is essential to maintain the Ship Channel for vessel navigation by ensuring a sufficient navigational span, and for new bridges to lift to allow vessel passage. In addition, optimal spacing of approximately 450m between bridges is necessary to enable safe passage. Consideration was also given to the bridge approaches to support a continuous water's edge promenade as well as to identify other possible infrastructure constraints such as the Basin Street Extension.

Sub Area 4 – South of Eastern East-West Connections

Short-listed alternatives explored in Sub Area 4 addressed both Eastern Avenue and the provision of a new east-west mid-block connection through the Unilever Precinct. Eastern Avenue is an existing urban street with an inconsistent treatment from Broadview Avenue to Woodfield Road. The street has narrow sidewalks, and on-street cycling facilities between Logan and Leslie. The street has residential neighbourhoods to the north and in some areas to the south, as well as a well-established employment area. In many locations, existing buildings, including heritage buildings, are located in close proximity to the property boundary. Two alternatives explored focused on providing a consistent multi-modal street for the length of Eastern from Broadview to Woodfield. A Do Nothing alternative was also evaluated.

A new east-west mid-block connection through the Unilever Precinct and a Do Nothing alternative was also developed and evaluated. A flood protection landform or valley wall feature is required to the east of the Don Roadway as part of the DMNP EA. Any new mid-block connector will need to cross this feature while maintaining flood control integrity. Functional spacing to Lake Shore Boulevard and configuration of existing ramps to/from the DVP are also complex.

Sub Area 5 – East-West Connections Between Lake Shore and the Ship Channel

Commissioners Street is currently two vehicular lanes in each direction, with discontinuous sidewalks and no cycling facilities. Basin Street and Villiers Street are discontinuous local east-west streets in the area. Additional capacity and connectivity is required as well as accommodating a streetcar in a dedicated right-of-way to support regeneration and renewal. The short-listed alternatives explored urbanizing Commissioners Street, as well as maintaining Commissioners Street as a four lane street with transit and improved pedestrian and cycling facilities. The alternatives also included pairing the Commissioners Street alternatives with a new east-west connection north of Commissioners Street, as well as with different alternatives for a Basin Street connection between the Don Roadway and Turning Basin.

Sub Area 6 – Unwin Avenue

Unwin Avenue is currently under-serviced with several tight curves and no active transportation amenities. The street provides access to a potential destination at the Hearn as well as the active industries that flank the Ship Channel. The street is constrained by a single lane bailey bridge near the Port Lands Energy Centre (PEC) across the circulating channel. There are also significant natural heritage features and parks along much of the south side of the street. There are opportunities for increasing the natural area south of Unwin Avenue, creating a net environmental gain through a renewed alignment as well as to support multi-modal uses. Truck and rail use is also important on Unwin Avenue and needs to be accommodated. Three alternatives were developed and evaluated.

Woodfield/Knox

In response to feedback received during the public consultations, alternatives connecting Woodfield Road or Knox Avenue to Lake Shore Avenue were explored. Transportation modelling was utilized to determine the potential benefit of connecting one of the streets to Lake Shore Boulevard. Overall improvements to the network were demonstrated, including a reduction of traffic on Eastern Avenue. Both alternatives would include improvements along the length of the street segment to Eastern Avenue to create a complete street. These two streets currently terminate approximately 75 metres north of Lake Shore Boulevard.

Water Alternatives

There is an existing network of watermain in the TSMP Study Area that range in size from 150 to 300 mm in diameter. Water is supplied from the City's water supply network (Pressure Zone 1). The water system provides the necessary flows at adequate pressures to the majority of the Study Area; however, there are some areas closer to the lake where water pressures are higher. In some streets, fire flows are lower due to smaller diameter piping or lack of looping in the system. There are also ongoing maintenance issues due to a lack of redundancy in the network.

Three alternatives were developed and evaluated:

- Alternative 1: Reduce Water Usage by Users and Keep Existing Network which serves as a baseline condition and modification of the typical EA Do Nothing approach;

- Alternative 2: Reduce Water Usage by Users and Enlarge/Extend Network which includes upsizing components of the existing network to meet future demand and the provision of new watermains aligned with the preferred street network; and
- Alternative 3: Install Separate Pipe System for non-Potable Uses, which considers offsetting the size of new watermains within the preferred street network with a secondary non-potable water supply system for uses such as toilet flushing, building air conditioning needs irrigation and fire flow supply.

Wastewater Alternatives

The wastewater system in the TSMP Study Area is a separated system of pipes for sanitary and stormwater flows. The sanitary sewers range in diameter from 200mm to 675 mm and connect by gravity to the large diameter Low Level Interceptor for treatment at the Ashbridges Bay Treatment Plant located directly adjacent to the Study Area. Generally, the existing sanitary servicing is insufficient and does not support redevelopment efforts.

Alternatives were developed that provide safe and reliable wastewater collection that maximize the use of existing infrastructure where feasible and utilize a gravity-fed system that connects to the Carlaw Interconnecting Sewer to the Mid-Toronto Interceptor. The final alternatives recognized the ongoing update to the Waterfront Sanitary Servicing Master Plan, as well as incorporated feedback from the public consultations. The final alternative solutions consisted of:

- Alternative 1: Do Nothing and Reduce Wastewater Flows which has been assessed as a modified baseline condition;
- Alternative 2: Reduce Wastewater Flows and Enlarge/Extend Collection which involves introducing new sewers where needed with appropriate diameters; and
- Alternative 3: Reduce Wastewater Flows, Enlarge/Extend Collection and provide Decentralized Treatment for flows south of the Ship Channel which builds on Alternative 2 and was introduced to address feedback received during consultations. The alternative would introduce a small treatment system to treat wastewater flows south of the Ship Channel.

An additional alternative, which was screened out, would have introduced a new pumping station in the east end of the Port Lands and would have directed wastewater directly to the Ashbridges Bay Treatment Plant. The amount of flows generated from the TSMP study area did not warrant the cost and maintenance implications of the new pumping station.

Stormwater Alternatives

Existing stormwater issues in the TSMP Study Area include ageing or limited stormwater infrastructure north of the Ship Channel, non-existent stormwater infrastructure south of the Ship Channel resulting in ponding/localized flooding and a lack of water quality treatment resulting in untreated or contaminated runoff discharging directly into Lake Ontario. As such, stormwater alternatives were developed to address both water quantity and quality.

Water Quantity

Three alternatives were developed and evaluated to address minor system stormwater flows. Major system flows, in all instances, are being addressed through overland grading utilizing the future street network. New development in the area will continue to be required to meet the City's Wet Weather Flow Management Guidelines (WWFMG), with an enhanced requirement to retain 10mm runoff on redevelopment sites where possible. The City's current practice is to retain 5 mm on site. The City's Toronto Green Standard Tier II identifies 10mm retention as an enhanced practice. The three alternatives include:

- Alternative 1: Do Nothing as a baseline condition;
- Alternative 2: Conventional Stormwater Management which utilizes a network of sewers to convey minor system flows; and
- Alternative 3: "Water as a Resource" which utilizes a system of integrated green infrastructure within the street network to convey flows. Given the soil contamination in the area, a hybrid system consisting of bio-swales/open channels with perforated pipes and storm sewers is required. A pilot area and wide, landscaped open channel on Commissioners Street between the Don Roadway and Turning Basin is proposed. No storm sewers or perforated pipes are proposed in this area. The open channel has been sized to convey all minor system flows. Additionally, other opportunities for passive conveyance and treatment on a pilot basis are considered.

Water Quality

The removal of 80 per cent total suspended solids (TSS) is required to manage stormwater quality. The removal of TSS will be attained through a treatment train approach, which includes stormwater management controls at the source, along the conveyance system, and at the end of pipe prior to discharge to receiving water. Additional TSS removal needs to occur through stormwater disinfection. The typical treatment method is UV treatment where UV light is directed into water to eliminate waterborne bacteria. This requires the turbidity of water to be low enough to allow light to penetrate the water, such as through the use of Oil Grit Separators and a Ballasted Flocculation Facility (BFF).

Given the proximity of the TSMP Study Area to the Ashbridges Bay Treatment Plant, opportunities exist to utilize proposed facilities identified in the Don River and Central Waterfront Project to manage water quality in portions of the TSMP Study Area should funding be advanced to implement the wet weather flow infrastructure associated with the Project. Other alternatives developed rely on new facilities in the Port Lands. A number of alternatives were developed to determine the most suitable location for stormwater quality treatment facilities (SWQTF) and disinfection:

- Option 2A – South of the Ship Channel – All 1-year flows to a SWQTF at the Don Greenway;
- Option 2B – South of the Ship Channel – All 1-year flows to the Lower Don Lands BFF;
- Option 2C – South of Ship Channel – All 1-year flows to the Satellite Treatment Facility proposed at the ABTP;
- Option 2D – South of the Ship Channel – All 1-year flows split between the Satellite Treatment Facility proposed at the ABTP and a new SWQTF at the Don Greenway;

- Option 2E – North of Ship Channel – All 1-year flows to the Satellite Treatment Facility proposed at the ABTP; and
- Option 2F – North of the Ship Channel – 1- year flows from the Unilever Precinct, Film Studio District and East Port area to a SWQTF at the Turning Basin and flows from the balance of the South of Eastern area to the Satellite Treatment Facility proposed at the ABTP.

Evaluation of Alternative Solutions

A series of objectives were developed early in the process to guide the planning process and generate the various alternatives. These objectives were also used as the basis for evaluating the alternative solutions. The objectives include:

- Creating an interesting and dynamic urban mix;
- Connecting the Port Lands to the city;
- Leveraging assets;
- Developing a high quality public realm;
- Contributing to the sustainable future of the city; and,
- Providing flexibility and certainty in implementation.

Based on these objectives, a total of 28 evaluation criteria and 53 qualitative and quantitative measures were developed and used for the evaluation, as applicable. The evaluation criteria and measures addressed typical municipal Class EA requirements, including land use planning objectives, natural environment, social environment, cultural environment, First Nations/Aboriginal peoples, the economic environment and impacts to property. The evaluation criteria and measures also reflected review and input from the public and stakeholders.

The alternatives were evaluated against the criteria using the measures to determine their advantages and disadvantages, and to identify the preferred solutions and overall recommended Master Plan.

Recommended Preferred Solutions

Through the evaluation of the alternative solutions, preferred solutions were identified and are recommended for endorsement by City Council. The preferred solutions best meet the TSMP's objectives and will provide infrastructure needs to support future growth and redevelopment in the Study Area over the next 30 to 50 years. The preferred solutions balance the needs of the various uses that would be served by the infrastructure network, while taking into account urban design, active transportation and the TSMP Study Area's cultural heritage and natural heritage resources.

Summaries of the evaluation of alternatives are included in Attachment 7. The preferred networks are included in Attachment 2. Relevant City Divisions and Agencies were consulted with as part of the development and finalization of the recommended preferred solutions, including the Toronto Transit Commission, Transportation Services, Toronto Water, Engineering and Construction Services, Parks, Forestry and Recreation and Economic Development and Culture.

Preferred Street and Transit Network

The preferred street network supports the provision of necessary transit service, completes and expands the cycling network, provides a high-quality pedestrian environment, assists in achieving a fine-grained block pattern over-time, supports innovative stormwater solutions, provides access to key destinations, conserves the majority of heritage resources in their current locations and avoids sensitive environmental features.

The preferred street network will support the wide range of uses contemplated in the Study Area, balances competing interests and effectively addresses the multitude of constraints. It maintains large tracts of land needed to support port uses south of the Ship Channel, while improving access. Larger sites are also able to accommodate a wide range of Productions, Interactive and Creative uses associated with growing the film sector. In the absence of land assembly, block testing demonstrated that a wide range of buildings and studio spaces can be accommodated. Land assembly would continue to be needed to accommodate any new, large (10-12 acre) production studio complexes. The street network does not preclude this. Further, there is the opportunity to consider creative solutions for any new production studios within a more urban context. The preferred solutions within the sub areas that comprise the major street network are described below.

Alternative 1-B.2 Realigned Saulter (Under) and New North-South Street which consists of an extension of Broadview Avenue using a diagonal alignment through the Unilever Precinct and McCleary District, proposed with one-lane in each direction and streetcar in dedicated right-of-way, wide pedestrian clearways and ability to accommodate raised, separated cycle tracks and mid-block on-street parking. The alternative also includes the introduction of a new north-south connection north of Lake Shore Boulevard East as a two-way, complete street design, shown aligned with a conceptually re-configured Bouchette Street in the Port Lands.

The preferred Broadview extension alignment creates a new city spine that is functional, thematic and symbolic in nature, centrally located in the Unilever Precinct and Port Lands. The alignment improves the visibility, access and prominence of unique human-made features per the City's Official Plan. Optimal intersection spacing is provided on Lake Shore Boulevard to the Don Roadway and the alternative serves the greatest number of projected future residents and jobs. The two streets combined provide the necessary north-south capacity and connectivity. The skewed approaches at Lakeshore and Commissioners (70 degrees intersection) are workable and meet the Transportation Association of Canada's minimum requirements. The Broadview extension contributes to the need to relocate hydro infrastructure. The main disadvantage of the preferred alignment of the Broadview extension relate to property impacts. However, other alternatives likewise had significant property impacts. Additional considerations for the extension are discussed in more detail below.

Alternative 2-B Caroline which creates a new north-south street from Eastern Avenue to Commissioners Street, aligned with the existing one-way southbound Caroline Avenue. The new street would be a two-way, complete street design conceived as a film-friendly street. The alignment enables the street to terminate at the Turning Basin, while providing robust blocks to accommodate a variety of light industrial and production

uses. The alternative provides optimal spacing between Carlaw Avenue and Leslie Street, better connecting the Port Lands to the rest of the city. It has the least impact on private property and development that is anticipated to remain in the area. Appropriate mitigation will be needed to manage any potential traffic infiltration to the north of Eastern Avenue.

Alternative 3-C Broadview which consists of a new two-way crossing of the Ship Channel at the Broadview Avenue extension, mid-point in the Port Lands. Streetcar in dedicated right-of-way would be protected for in recognition of the significant investment that a new bridge crossing represents. This would also enable a streetcar extension south of the Ship Channel in the future. For instance, the streetcar could be extended should the Hearn be repurposed for a major destination. The preferred alignment would provide access and frontage for the Hearn, including the opportunity to create a suitably-scaled forecourt to the building which could be used for public gatherings. Additionally, it provides large, contiguous tracts of land for continued port and industrial purposes south of the Ship Channel. It also minimizes impacts to port operations along the southern dockwall. The bridge has been assumed to be a new lift bridge based on discussion with Ports Toronto to enable continued vessel navigation in the Ship Channel. The TTC has indicated that extending streetcar service across a lift bridge is possible. Phase 3 of the Class EA process will explore alternative designs for the new bridge structure, which could include exploring other types of moveable bridges.

Alternative 4-A.3 Urbanize Eastern which provides a consistent complete street design with one-lane in each direction from Broadview Avenue to Woodfield Road. It establishes a greatly enhanced and consistent cycling and pedestrian environment, with the potential for further expansion of the public realm for wider sidewalks and tree plantings as properties redevelop. A 23 metre right-of-way would be identified in Official Plan policy which would be secured through Site Plan Control as sites redevelop.

Alternative 4-B.2 New East-West Connection in the Unilever Precinct provides needed capacity and access for the Precinct and also provides relief to Lake Shore Boulevard. The final alignment associated with the mid-block connector and its design will be confirmed in Phase 3 of the Municipal Class EA process, and will need to be coordinated with detailed design of the DMNP EA, the Gardiner East EA and continued review of First Gulf's applications.

Alternative 5-D – Multiple Connections which address needed capacity, connectivity and redundancy in the network while minimizing the number of vehicular lanes within the individual street segments. The multiple connections include:

- Urbanize Commissioners Street with one lane in each direction and streetcar in dedicated right-of-way. The right-of-way integrates the preferred stormwater solution, consisting of the wide, landscaped open channel, and provides space for a multi-use trail and wide pedestrian clearways with space to grow great trees. The location of the dedicated transit within the street will be determined at Phase 3 of the Class EA process, and in consideration of a wide range of factors;
- Realigned and Extended Basin Street between the Don Roadway to Carlaw Avenue, south of Pinewood Toronto Studios current secure perimeter, conceived as a film-friendly street and located to enable developable blocks suitably sized to

accommodate a range of different land uses and to accommodate area regrading; and

- New East-West Street North of Commissioners Street, as a continuous street between the Don Roadway and Carlaw Avenue. The street would bisect the proposed expanded McCleary Park. It has been located to preserve a large contiguous park space to accommodate active recreation, which also enables alignment with the proposed Centre Street in Villiers Island to create long views and robust blocks to support a wide range of development. Further exploration of this street through the expanded McCleary Park is needed during precinct planning and Phase 3 of the Environmental Assessment process. The street will regardless need to be designed integral to the park.

Alternative 6-C – Realign and Urbanize Unwin Avenue which provides two vehicular lanes, a multi-use trail, sidewalks and tree planting and the potential for some on-street parking. Existing rail access is maintained. The realignment improves operation of the street through removal of the existing ninety degree jogs, and would also achieve a net environmental gain. Conceptual alignments were also developed to ensure viable solutions. The final alignment in the vicinity of the PEC would be established during Phase 3 of the Class EA process, which would assess alternative designs in more detail, including completing a life-cycle costing analysis, for reconfiguring existing gas and hydro infrastructure, adding fill in the circulating channel or constructing a new bridge across the circulating channel.

Woodfield Road is also preferred over Knox Avenue as an additional north-south connection east of Leslie Street. The existing right-of-way width is greater than Knox Avenue. Further, it is location further to the east of Leslie Street, enabling better operations on Lake Shore Boulevard. The connection also aligns with the 10 year cycling plan.

Broadview Extension

The Broadview extension is one of the more challenging streets in the network given multiple constraints in and through the TSMP Study Area. It requires a grade-separation structure at the Metrolinx rail embankment, mitigation of flood risk or advancing a flood protection solution north of the rail embankment, crossing the Keating rail yard, maintaining functionality of Lake Shore Boulevard and Pinewood Toronto Studios and the introduction of a new movable bridge across the Ship Channel. Critical aspects of the extension were confirmed and consist of:

- Creating a continuous connection across the Ship Channel;
- Preserving the ability to achieve a second connection across the Ship Channel;
- Creating porosity across Lake Shore Boulevard east while maintaining necessary functionality;
- Connecting to the Unilever Precinct and other destinations;
- Ensuring continued viability of Pinewood Toronto Studios;
- Ensuring developable blocks; and
- Creating a place by taking advantage of views, destinations etc.

Additionally, and in recognition that the lands north of the Metrolinx rail embankment will remain in the flood plain following implementation of the DMNP EA, a solution that

mitigates flood risk has been advanced with the TRCA as part of the TSMP. This solution consists of a comprehensive grading strategy for the Unilever Precinct which incorporates a third valley wall feature at the Broadview extension south of the rail embankment. The TRCA has confirmed that the flood mitigation solution is viable and would not increase flood risk south of the embankment. Discussions with the Ministry of the Environment and Climate Change confirmed the solution could be incorporated in the TSMP, with a minor amendment to the DMNP EA following completion of the TSMP.

First Gulf expressed significant concerns with the flood mitigation solution advanced as part of the TSMP EA. The concerns relate to the negative impact of the proposed flood mitigation solution on a large portion of their lands, and the resulting restrictive zoning that would need to be advanced for the mitigation solution, as well as restricting proximity and the ability of achieving direct connections of new development to higher order transit stations. They expressed their strong preference for flood protecting the lands north of the rail embankment which requires a separate EA process to be advanced. A flood protection solution north of the rail embankment also supports the introduction of a Relief Line subway station at Broadview and Eastern Avenues, as well as would improve the development potential of numerous landowners. This EA has since been approved to be undertaken and will get underway shortly. A flood protection solution north of the rail embankment is not expected to materially impact the preferred alignment of the Broadview extension.

Following the November 2015 public consultation, a significant amount of additional due diligence work was also advanced for the extension, including further consultation and discussions with key stakeholders. The preferred alignment was adjusted to:

- Provide for an optimal configuration through the Unilever Precinct in consultation with First Gulf. First Gulf has since adopted the alignment as part of its applications;
- Provide larger development sites at 300 Commissioners Street. At the time, it had been indicated that an additional 8.5 metres on the east side of the extension would be sufficient to accommodate the proposed self-storage warehouse. This was accommodated; and
- Minimize the amount of land required from Pinewood Toronto Studios while ensuring continued operations of Studios 10, 11 and 12, and in particular, accommodating truck manoeuvres in and out of the stages. Pinewood Toronto Studios has indicated that additional contiguous lands will be needed to offset the impacts with the 7.5 metre widening of the existing Bouchette Street south of Commissioners Street to accommodate the extension. Any land compensation will be determined in Phases 3 and 4 of the Class EA process. However, it should be noted that Pinewood Toronto Studios continues to request mixed-use residential permissions within its option lands and has not considered updating its master plan for its site to reflect the recommended Land Use Direction or preferred street network. Further, Pinewood's master plan has no statutory standing and has not received any *Planning Act* approvals.

Additional Network Improvements

Carlaw Avenue north of Lake Shore Boulevard is a compact, 18.3 metre right-of-way accommodating existing development, stable residential and industrial uses. Within the Port Lands, Carlaw Avenue is a 30.5 metre right-of-way that terminates at

Commissioners Street. The preferred street network proposes reconfiguration of the existing right-of-way north of Lake Shore Boulevard which would enable additional pedestrian and cyclist amenity while maintaining vehicular capacity, residential, and industrial access and on-street parking. The reconfiguration would enable an accessible pedestrian clearway and a raised, separated cycle track that would connect to cycling facilities on Eastern Avenue and Commissioners Street. In the Port Lands, the wide right-of-way width enables introducing a linear promenade from Lake Shore Boulevard, southward with an extension of the street to the Basin Street extension along the Turning Basin.

Leslie Street north of Commissioners Street was recently reconfigured to accommodate streetcar tracks to the Leslie Barns. South of Commissioners Street, Leslie Street is a 26 metre right-of-way which provides two, wide vehicular lanes. The right-of-way is proposed to be reconfigured to better balance the street. Two vehicular lanes continue to be proposed that are of sufficient width to accommodate continued truck traffic. On-street parking interspersed with a naturalized bio-swale, enhanced pedestrian and cycling amenity and space to grow great trees are proposed. This reconfiguration would complement the proposed Leslie Green Portal open space on either side of Leslie Street.

Testing the Preferred Transportation Network

Following the identification of the preferred transportation network, the network was tested using screenline analysis and micro simulation transportation modelling. The preferred network was comparatively assessed against a future baseline conditions model that consisted of a modified CWSP street and transit network. The analysis included:

- Utilizing a bottom-up approach for establishing mode splits and standard approaches for trip generation. A worst case scenario of 62 per cent transit, 10 per cent active transportation and the balance of trips by vehicle was tested;
- Establishing a set of performance standards to evaluate modelled networks against;
- Establishing an approach for capturing and reflecting existing and potential future goods movement during the AM and PM peak periods;
- Completion of both strategic and operational assessments of the networks;
- Optimization of the preferred network; and
- Completion of a number of sensitivity tests to test possible outcomes, such as conditions with the preferred Gardiner solution, the introduction of higher-order transit, traffic infiltration north of Eastern and operational impacts to the network during lift bridge operation.

The analysis completed demonstrated that the preferred transportation network is capable of providing enhanced connectivity and mobility in and through the area, and was superior to the future baseline condition model. It should be noted that only a portion of the employment contemplated in the Unilever Precinct was tested as part of the TSMP. Roughly 25,000 employees was tested, rather than the 50,000 employees suggested in First Gulf's applications. Given the need for higher-order transit to accommodate this level of employment and the uncertain nature of the parallel studies assessing higher order transit at the time, employment estimates generated from the

South of Eastern Strategic Direction study were utilized as a basis for the TSMP analysis.

Further testing and analysis will be needed at Phase 3 of the EA process and through First Gulf's application for the street network within the Unilever Precinct and now that Council has rendered a decision on SmartTrack and the Relief Line. This additional testing and analysis will include assessment of alternative designs for the Broadview extension right-of-way as well as other streets within the Precinct, which could include assessing First Gulf's proposed right-of-way widths and configuration as alternative designs.

The preferred transit network has been incorporated into the Waterfront Transit Reset. Staff will report further on the Waterfront Transit Reset in the fall of 2017.

Municipal Servicing Preferred Solutions

The preferred municipal servicing solutions consist of:

- Water Alternative 2: Reduce Wastewater Flows and Enlarge/Extend Collection;
- Waste Water Alternative 2: Reduce Wastewater Flows and Enlarge/Extend Collection;
- Stormwater Alternative 3: Water as a Resource; and
- Stormwater Disinfection alternatives:
 - Option 2A – South of the Ship Channel – All 1-year flows to a SWQTF at the Don Greenway; and
 - Option 2F – North of the Ship Channel – 1- year flows from the Unilever Precinct, Film Studio District and East Port area to a SWQTF at the Turning Basin and flows from the balance of the South of Eastern area to the Satellite Treatment Facility proposed at the ABTP.

Water and Wastewater

The preferred water solution is to reduce water usage and create a network of looped watermain generally aligned with the preferred street and transit networks. Some upgrades to existing infrastructure in the South of Eastern area have also been identified to improve fire flows.

The preferred wastewater solution includes reducing wastewater flows through a number of conservation measures, disconnection of the Port Lands from the Low Level Interceptor, new and upsized sewers to service growth and to realign the sewer network to new streets. Where possible, smaller diameter pipes and branches of existing network are reused where feasible.

Stormwater Management: Water as a Resource

The Water as a Resource preferred stormwater solution will enable water to be showcased, and provide a meaningful framework for the design of the public realm. Designing with water as a resource embeds the movement and treatment of stormwater into the everyday experience of streets and open spaces. Stormwater will be day-lighted and partially treated through open, planted channels, swales, wetlands and tree plantings that are integrated into the public realm. Proper drainage will ensure no potential public health issues. Natural processes are used to the extent possible in the

preferred solution. Evapotranspiration, harvesting, and bio-retention will be employed to contribute to the removal of nutrients, pathogens and other pollutants from runoff. The open channels and swales are anticipated to reduce the volume and intensity of stormwater flows that are discharge to the Ship Channel, Turning Basin and Lake.

The green infrastructure features within the different streets in the Port Lands will become components of the City infrastructure after they are constructed. The application of green infrastructure on a large scale, while innovative, is new to the City. There are currently no established practices in place to maintain these features. Key issues that will need to be addressed in later stages include, but are not limited to:

- How daily and general maintenance will be performed including garbage removal, overgrowth or horticultural maintenance and, if necessary, sediment removal, and culvert maintenance at driveway crossings;
- How City operations (truck and/or equipment) will occur within the different ROWs; and
- Who will be responsible for channel diversion and restoration plans if there is a need for future construction in these areas.

It is expected that other green infrastructure measures will be integrated into building and site design, including green roofs and landscaping at a lot level. Additionally, the creation of the new parks that would integrated naturalized open spaces will also contribute to green infrastructure in the area.

Stormwater Disinfection

New SWQTFs at the Turning Basin and within the Don Greenway south of the Ship Channel have been identified as the preferred solutions for stormwater disinfection. For lands north of the Ship Channel, an alternative to a new SWQTF would be directing flows to infrastructure proposed as part of the Don River and Central Waterfront project pending timing, funding and implementation of this infrastructure. Should the new SWQTF advance, its footprint and impacts to the planned open space at the Turning Basin will need to be minimized.

Hydro Infrastructure

There is a complicated web of underground, overhead and-at grade hydro infrastructure in the Port Lands and to the north. There are overhead transmission lines running along the east side of the Don Roadway and down the centre of Commissioners Street. Underground high-voltage cables are located under Lake Shore Boulevard, Villiers Street west of the Don Roadway, and under Bouchette Street. These transmission lines and cables lead to the Basin Transmission Station located adjacent to the Ship Channel, centrally located in the Film Studio District adjacent to the future water's edge promenade. They then cross the Ship Channel overhead and connect into the recently reconfigured Hearn Switching Station and new transmission station adjacent to the Port Lands Energy Centre.

North of the Port Lands, the transmission lines and underground circuits connect to the Don Fleet Junction near Corktown Common. Overhead transmission lines cut diagonally across the Don River. Underground cables head north and then across the

Don River in a utility bridge structure to the Don Fleet Junction. There is also underground high-voltage cables south of Ship Channel and under Leslie Street.

All of this infrastructure combined works to distribute power across the city, but also to power the Port Lands itself. Reconfiguration and relocation of some of this existing infrastructure is required to accommodate the flood protection measures, but also to achieve other city-building objectives.

Hydro One, on behalf of the City and Waterfront Toronto, undertook a feasibility study to explore different options and scenarios for reconfiguring and relocating infrastructure. The study was undertaken in two parts:

- The first part dealt with the modifications to hydro infrastructure associated with flood protection measures only; and
- The second part of the study explored other broader city-building moves, including widening and reconstructing the Don Roadway, introducing dedicated streetcar service on Commissioners Street and accommodating the preferred street network identified through the TSMP, including the Broadview Extension and re-aligned Basin Street.

Initially, options were explored for the overhead transmission wires, including relocating the towers elsewhere in the Port Lands while maintaining connections into the existing transmission and switching stations. These were deemed not realistic or practical. While transit would have been able to be accommodated on Commissioners Street, some of the options would have required additional land and/or had significant impacts to various water's edge conditions. The only feasible option was determined to be undergrounding the transmission wires. This could occur within the future rights-of-way of Commissioners Street and Don Roadway, or a combination of different streets to provide additional redundancy in the system. Undergrounding the transmission wires could have additional benefit by mitigating power disruption during severe weather such as an ice storm.

The study also explored the feasibility of relocating the Basin Transmission Station to accommodate the Broadview Extension and the re-aligned Basin Street. Currently, this station is owned by Hydro One, but also includes Toronto Hydro infrastructure. With the Hearn decommissioned, the station is awkwardly located in the middle of the Film Studio District and was not designed to fit into an urban context. The existing site is approximately 11,000 square metres, but is generally underutilized. In downtown Toronto, there are similar stations with smaller footprints, and that are either located in structures or are attractively screened.

The study concluded that the station could be relocated to a 2,250 square metre site and away from the water's edge. In the process of relocating the station, all existing overhead infrastructure to the north, including the transmission wires that cross the Don River north of Lake Shore Boulevard, would be redirected underground to the new station and Don Fleet Junction. Existing below grade circuits would also be redirected to the new station, providing additional opportunities to optimally configure and align the infrastructure with the future street network. Additionally, the hydro infrastructure would also cross the Ship Channel to the Hearn Switching Station under the Channel. This

could have the additional benefit of significantly improving the water's edge condition in the vicinity of the Hearn.

Additional detailed study and continued coordination will be needed with Hydro One as the street network, flood protection works and servicing infrastructure advances to more detailed design. Cost sharing opportunities with Hydro One and Toronto Hydro also need to be explored.

Phasing Considerations

The required infrastructure identified in the TSMP, as well as the Lower Don Lands Class EA, supports the long-term development aspirations in the Port Lands and South of Eastern area. A phased implementation of the infrastructure will occur. An initial phasing plan has been developed which identifies the infrastructure needed to support redevelopment in the near, medium- and longer-terms. Key enabling infrastructure has also been identified. The Business and Implementation Plan discussed in the Financial Impact section of this report will advance a more detailed phasing plan that includes the TSMP infrastructure.

The focus of construction activities in the near-term will be advancing the naturalization of the mouth of the Don River, removing the reconfiguring the Gardiner Expressway, and providing the necessary infrastructure to support initial phases of development in the Unilever Precinct, Villiers Island and portions of the Film Studio District. New and upgraded infrastructure south of the Ship Channel will be needed to support any consolidation of yards in this area, as well as any continued employment growth. Upgrading servicing in this area will be required to be closely coordinated with the near-term infrastructure upgrades.

Following the construction of the river and reconfiguration and reconstruction of the Gardiner Expressway, additional infrastructure is anticipated to be delivered. Among others, this will include reconstructing Commissioner's Street, upgrading municipal servicing within the street and addressing above grade hydro infrastructure. Upgrades to servicing within Carlaw Avenue will also be required at the same time. Reconfiguration of this street to a complete street would occur in tandem with the servicing upgrades. The balance of infrastructure is anticipated in the longer-term, or as redevelopment proceeds.

Master Plan Conclusion

Pending Council endorsement of the recommended preferred solutions, the TSMP document will be finalized, a Notice of Study Completion will be issued and the Master Plan filed in the public record in accordance with the Municipal Class EA process. Schedule A and B projects, which are pre-approved, will be identified. Phases 3 and 4 of the Class EA process will be required to be completed for Schedule C projects.

The remaining phases of the Municipal Class EA process are recommended to be undertaken for two priority Schedule C projects. These include:

- The Broadview Extension, from Queen Street East to Unwin Avenue, as well as other associated municipal streets in the Unilever precinct, to enable the planning and redevelopment of the Unilever Precinct; and
- Commissioners Street, from Don Roadway to Leslie Street, to ensure coordination with detailed design work for Commissioners Street west of the Don Roadway.

Planning and Development of Broadband Infrastructure

The TSMP, to date, has explored the necessary municipal infrastructure to support regeneration and renewal. In addition to accommodating this serving and undergrounding hydro transmission wires, there are also a number of existing utilities and other remnant pipes below grade, both active and abandoned. Phases 3 and 4 of the Class EA process for Schedule C projects will address the design the streets and servicing in more detail. This would provide the opportunity to introduce the provision of broadband infrastructure, as well as thermal networks, and will be a consideration in laying out the required below grade servicing and utility infrastructure.

4. Draft Port Lands Official Plan Modification

The draft Port Lands Official Plan modification (Attachment 1) establishes a comprehensive set of policy of directions to guide future development and redevelopment in the Port Lands that addresses both today's issues and tomorrow's challenges. The modification:

- Repeals the previous amendment advanced for the Lower Don Lands in 2010, referred to as OPA 388, in recognition of the considerable changes associated with the final river configuration as approved in the DMNP EA and 2014 Lower Don Lands Class EA;
- Updates and streamlines policy directions related to the Port Lands in the CWSP based on the outcomes and findings of the Framework and previous undertakings. Generally, policy directions specific to the Port Lands are consolidated in a Port Lands Area Specific Policy;
- Amends Maps A through E of the CWSP to:
 - Incorporate the major streets identified in the Lower Don Lands Class EA and the preferred solutions from the TSMP in Map A;
 - Incorporate the final transit networks associated with the EAs and more detailed transit studies undertaken in the area in Map B;
 - Update the major parks and open spaces on Map C;
 - Update the pedestrian, cycling and water routes shown on Map D; and
 - Minor adjustments to the land use designations on Map E to reflect the major parks and open spaces, including the final river configuration as approved in the DMNP EA, and approach to water's edge promenades;
- Amends Schedule A (Proposed Rights-of-Way for Major Roads) to reflect Lower Don Lands Class EA outcomes and the TSMP streets and ROW widths; and
- Introduces a Port Lands Area Specific Policy as a new Schedule to the CSWP which provides more detailed policy directions specific to the Port Lands that builds on the policy direction within the overarching framework established by the CWSP.

Stakeholder Comments on the Draft Official Plan Modification

A draft of the Port Lands Official Plan modification was released for comment to the Port Lands Stakeholder Advisory Committee and Land Owner and Advisory Committee on March 29, 2017 for review and comment. It was also posted on the www.portlandsconsultation.ca website.

Comments were received from the West Don Lands Committee, Gooderham and Worts Neighbourhood Association, Corktown Residents and Business Association, the Toronto Island Community Association, Castlepoint Numa - 309 Cherry, Castlepoint Numa – TWSDI, Lafarge, Toronto Port Lands Company, Ports Toronto, Windsor Salt, and CRH Canada Group (Dufferin Concrete and Ready Mix on Ports Toronto lands). Ontario Power Generation indicated they had significant concerns; however, at the time of writing this report they had not articulated their specific concerns to staff.

Many supportive comments on the modification were received, as well as support for specific policies. Comments, as appropriate, were incorporated into the draft Official Plan modification presented in this report. In summary, the feedback related to the Official Plan modification included:

- Additional consideration be provided for mixed-use residential permissions, particularly in the Film Studio District;
- Concerns suggesting the existing industrial uses would be required to “wind down”;
- Suggestions to improve the biodiversity policies, and inclusion of additional policies to further reinforce this objective, including in other areas of the Area Specific Policy;
- Concerns with the proposed rights-of-way widths of some streets;
- Protection for additional pedestrian bridges across the Keating Channel;
- Concerns with the retention of Marine Terminal 35, as well as adaptive reuse suggestions;
- Concerns with the approach to conserving the scale and character of other heritage resources in key areas;
- First Nations acknowledgement by naming and interpreting Promontory Park as Wonscotonach Park;
- Suggestions to improve or further clarify the 12 Objectives;
- The need for additional emphasis on water-based transportation and allow for a public marina;
- Suggestions to revise the land use designations for specific existing operations and to retain the underlying land use designations in the former City of Toronto Official Plan;
- Suggestions to further strengthen the land use compatibility provisions and ensure sensitive uses would not be permitted in Zoning By-laws unless uses are compatible with the Cement Terminal located on Polson Quay;
- Provision of additional clarity on the possibility for interim uses given the potential long time horizons for redevelopment in some areas;
- Acknowledgement of the importance of rail access to a working port;
- Clarification of the Existing Use designation for the Ports Toronto site and additional suggestions to modify wording of specific policies;
- Clarification on the views map;

- Concerns from one land owner on the level of specificity included in the policy directions for Villiers Island related to the conservation of heritage resources, housing and built form; and
- Concerns related to the Section 37 policy requirements.

Highlights of the Draft Official Plan Modification

This section presents the major directions proposed in the draft Port Lands Official Plan modification. The specific directions are detailed in the draft modification provided in Attachment 1. The section also specifies how previous comments received from the SAC and LUAC were addressed, where appropriate.

Vision

The Port Lands vision statement, seven transformational moves and 12 objectives discussed above have been incorporated as specific policies. The vision statement was revised to better recognize the active industry and actively seed growth in key economic sectors. The six essential elements are integrated in policies throughout the modification. The vision statement is included in Paragraph D22 of the main CWSP. The Seven Transformation Moves are included as “Big Moves” in the Area Specific Policy consistent with terminology in the CWSP. Minor revisions were made to reflect feedback and comments, particularly as it related to recreational potential within the Ship Channel and Turning Basin. The 12 Objectives have likewise been incorporated in the Area Specific Policy. Revisions to the 12 objectives were made to reflect a number of the comments received and to clarify intent.

Land Use

The Port Lands will continue to be largely designated as a *Regeneration Area* while continuing to recognize its role as an important area for key employment clusters in close proximity to Toronto’s downtown and goods movement corridors. The more detailed Land Use Direction has been incorporated into the draft modification through policies in the Port Lands Area Specific Policy, building on the underlying intent of the permitted uses within the CWSP’s *Regeneration Areas* designation. This includes identifying permitted land uses within the different districts; recognition of the importance of the port, industrial and film/creative uses; definition of desirable uses, permissible uses and uses open for consideration; land use compatibility direction; requirements for a minimum amount of desirable non-residential uses in key districts in order to receive residential permissions; and policies that address retail and animation.

Given the extensive and detailed analysis completed on land use for the Port Lands, the recommended direction strikes a balance between the creation of new mixed-use residential areas, ensuring sufficient lands to grow Toronto’s economy and key economic sectors and protecting and accommodating port and industry. The area is large enough for this balanced approach, and the policy directions also recognize that development should occur in an orderly and phased manner. It is acknowledged that portions of the Port Lands will continue to evolve over time. The underlying urban structure established for the area enables this future evolutionary potential. Further, a mix of uses is generally proposed in each of the districts. There are no single-use districts identified. The districts identified for PIC Core and Light Industrial and

Productions include land use permissions for commercial, cultural uses and other services conducive to attracting creative talent.

The modification recognizes the existing uses and enables these uses to continue their operations and generally does not obligate or encourage any uses to “wind down”. However, there may be instances where some uses will need to be relocated to accommodate construction of the river valley or to support other proposed parks and open spaces. The policies specify the desired and permissible uses that would apply to any redevelopment. Additional clarity has also been included for the Ports Toronto site at 8 Unwin Avenue, but maintains this site as an *Existing Use Area*, as originally contemplated in the CWSP.

Parks and Open Spaces

The parks and open space policies reflect the Parks and Open Space Plan developed for the Port Lands, and overall strategy to ensure sufficient parkland to support the anticipated population. The policies highlight key considerations for each of the major parks and open spaces identified. They also provide direction for the water’s edge promenades, specifying two types of promenades and minimum dimensions. The future water’s edge promenades identified enable continued port and industrial uses. A promenade in these locations would only be secured where a non-port use is proposed. Policy direction is also provided for the provision of local parks to support future neighbourhoods. A minimum park size is identified which is sufficient to accommodate a range of local park programming. Additional local parkland may be needed depending on precinct planning and final densities.

Parkland dedication under the *Planning Act* will be utilized to secure land and contribute to funding local parks. Given the significant municipal land holdings in the Port Lands, additional policies are included to clarify how parkland dedication will be applied. The majority of the major parks and open spaces and water’s edge promenades identified in the Park and Open Space Plan are located on publicly owned land. These parks and open spaces will serve both future residents and employees in the Port Lands, but will also be city-wide destination parks.

As such, the major parks and open spaces and water’s edge promenades, in addition to the current practice of netting out public streets, will be excluded for the purposes of calculating parkland dedication. Additionally, on municipally-owned land, 20 per cent land dedication will be required for residential uses irrespective of the size of a parcel. Cash-in-lieu will not be accepted. This will ensure suitably sized local parks to support future residents. On privately-owned land, parkland dedication will be based on provisions within the in-force Official Plan. Cash-in-lieu may be accepted, but would only be applied towards the acquisition, design and construction of parks within the Port Lands.

Cultural Heritage

The Area Specific Policy includes policy direction for cultural heritage resources. A number of policies have been introduced that are consistent with the recent amendment to the City’s Official Plan (OPA 199), but that also reflect the particular context of the Port Lands. The Port Lands’ various heritage resources are identified on Maps 3D and 3E of the Area Specific Policy and include the identification of designated and listed

heritage buildings and structures, cultural heritage landscapes and potential heritage resources that were identified through a Cultural Heritage Resource Assessment undertaken for the TSMP.

Heritage Evaluation Reports, which involve evaluating a particular property to establish the significance of a property and its values and attributes in accordance with relevant legislation and City policies and practices, are identified as required to be undertaken for properties not currently listed or designated prior to development and/or alteration. The determination of the values and attributes for the Marine Terminal 35, which is located adjacent to Inner Harbour on Cousins Quay, is also needed prior to detail design of Promontory Park to inform an appropriate conservation and mitigation strategy. Consistent with current City practices, Heritage Impact Assessments would be required prior to any alteration to heritage resources or potential resources, as well as for development adjacent to a heritage resource.

Consistent with the approach in the City's Official Plan, important views have been identified to prominent and/or heritage buildings and structures. Additionally, skyline views from the public promenade along the Central Waterfront between the foot of Yonge Street and Sherbourne Common have also been identified. The cultural heritage policies, coupled with the built form policies, recognize the importance of heritage landmarks, buildings and structures as redevelopment will occur in promoting an understanding of the historic contribution of the Port Lands to Toronto's working waterfront. They are to be reinforced and showcased, and development is to ensure their continued prominence as a new skyline emerges in the Port Lands. The draft modification provides descriptions of the views and where they are to be taken from in response to comments received.

The Area Specific Policy also includes policy direction to address archaeological resources, including recognition of the 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS). It also addresses situations where First Nations/Aboriginal archaeological sites are encountered. The ACMS identifies that archaeological monitoring is required during construction for some areas with potential archaeological features. Commemoration and interpretation is also required for all potential resources, including the recognition of the traditional use of the lands by First Nations.

Community Infrastructure

The Area Specific Policy directs that new community infrastructure be delivered in a timely manner to service future growth. It includes principles to guide the delivery of community infrastructure and also specifies the key priorities identified through the Port Lands Planning Framework. Minimum sizes for the different types of community infrastructure is included to ensure optimally sized facilities for service providers. The precise location of each facility will be determined through continued detailed planning, and will be refined, as necessary, during precinct planning or through any city-wide review that may be undertaken in the future.

Housing

Housing in the Port Lands will provide for a diversity of choices in terms of type, affordability, and tenure to support the vision for complete, inclusive communities where

different types of households and people of all ages and abilities can enjoy a good quality of life. Four important aspects are addressed in the Area Specific Policy:

- Ensuring a diversity of unit sizes to support a range of different household types and sizes. Minimum requirements for larger units (two and three bedroom) are included. Additionally, minimum unit sizes for the larger units emerging through the City's Growing Up study are identified;
- Providing a balance of different types of housing and tenures;
- Providing minimum requirements for the provision of affordable rental housing that meets the needs of a wide range of incomes and needs. Policies address the publicly- and privately-owned lands in the Port Lands; and
- Fostering a high-quality living environment for all people. Policies require the provision of indoor and outdoor amenity space, adequate living space, storage spaces and access to natural light and windows.

The initial approach to affordable housing in the Central Waterfront was to develop more detailed affordable housing strategies as part of precinct planning, and then to implement affordable housing provisions in zoning by-laws for each precinct. This approach was used for publicly-owned lands in the West Don Lands and for all the lands in East Bayfront and Keating Channel. Subsequently, the approach has evolved within the Central Waterfront to ensure that key directions from precinct planning processes are integrated into the Official Plan, with a more appropriate level of detail on affordable housing policies. This provides more transparency and clarity for individual sites, as well as options for private land owners to satisfy the minimum affordable rental housing requirements.

Transportation

The transportation policies included in the Area Specific Policy, in addition to the major streets and transit shown on Maps A and B of the CWSP and right-of-way widths identified in Schedule A, incorporate key aspects resulting from both the Lower Don Lands Class EA and the TSMP and address all modes.

Commissioners Street, the Broadview Extension, the Don Roadway and Cherry Street are identified as having wider rights-of-way. This is in part due to the provision of dedicated streetcar service, but the streets have also been conceived to provide an exceptional public realm with wide pedestrian clearways; linear open spaces in some instances; space for bioswales, open channels and to grow great trees; as well as multi-use pathways or raised, separate cycle tracks. For instance, Commissioners Streets' proposed open channel identified through the TSMP will also serve as a major, landscaped public realm feature that showcases water as a resource and provides a linear, recreational open space. Space dedicated to vehicular/truck traffic in each of the streets is minimized.

The Area Specific Policy includes the complete streets principles specific to the Port Lands developed through the TSMP. The policies also provide direction for the provision of local public streets. In the Mixed-Use Residential and PIC Mixed Use Districts, the long-term objective is to achieve a fine-grained network of local public streets and/or shared public streets. Careful placement of buildings in the PIC Mixed-Use areas is required to enable this objective. In other areas, local public streets will be

secured as appropriate. These would service and provide access for development. Key considerations for determining the locations and alignment of local streets are also identified.

The Area Specific Policy also includes policies to enable advancing dedicated truck routes in consultation with industrial operators. Suggestions to include wording related to “the most direct and reliable routes” has not been incorporated. Discussions have been ongoing with industry on the provision of dedicated routes through the TSMP and development of the Framework. Any dedicated truck routes advanced will need further assessment prior to establishing that any route would be the most direct. Previous feedback received from industry was that time is a critical consideration. Any routes needed to be reliable, but could potential result in longer travel distances. Redundancy would be a key consideration as well.

Built Form

The built form policies included in the Area Specific Policy address the varied land uses proposed, as well as the character defining features prevalent throughout the Port Lands. The policies utilize key themes – identify, legibility, diversity, adaptability, activity and skyline topography - to guide development. Protection of the renaturalized river valley is elevated in the policy directions, given the significant public investment and the ecological function of the future natural areas.

The Central Waterfront Secondary Plan (CWSP) currently provides high-level built form direction not only for the Central Waterfront, but also for the Port Lands specifically. The CWSP identifies that the Port Lands will generally be developed with “medium-scale buildings with some lower elements and higher buildings in appropriate locations”. It provides little guidance with respect to appropriate locations for tall buildings, desirable heights of tall buildings or guidance with respect to their design. Further, little direction is provided for the scale and heights of built form associated with other land uses.

In recognition of built form analysis undertaken across the Port Lands and for the Villiers Island Precinct Plan, the policies reinforce CWSP policy direction relating to a dominant mid-rise character for areas where residential uses may be developed. More detailed direction is provided to direct where tall buildings are appropriate in Villiers Island and the McCleary District, as well as directions to shape tall buildings to ensure a positive civic contribution, a stellar, sunny public realm and to support sustainability objectives. The policies also establish minimum building heights and maximum mid-rise heights that is context specific to the Port Lands. Additionally, design guidance for buildings is provided to both ensure architectural excellence, and to enable the longevity of buildings and adaptive reuse.

More detailed policy directions are also included which reflect the precinct planning that has taken to place to date for Villiers Island, as well as more detailed analysis undertaken for the McCleary District as part of the development of the Framework. The optimal approach for completing the precinct plan for the McCleary District and balance of the Film Studio District will be addressed in the final report.

Arts and Culture

A thriving arts and culture scene contributes to the uniqueness of a city, attracting talent and jobs. Toronto is recognized world-wide for our cultural venues, festivals and attractions, and our arts and music scenes. As the Port Lands transformation unfolds over the coming decades, arts and culture will continue to have an important role to play. Policies are included in the Port Lands Area Specific Policy to encourage public art on private sites and to inform public art in the balance of the Port Lands. In addition, policies have been included to encourage and facilitate:

- The development of a range of tourist attractors, high profile events, street festivals, permanent destinations, venues for performing arts, and cultural attractions and centres capable of drawing visitors both in large and small numbers;
- New cultural facilities in the Port Lands that both complement the desired mix of uses and activate areas;
- Affordable rental housing that caters specifically to artists or other creative sector employees/entrepreneurs to attract creative practitioners to live in the new communities; and
- Arts and cultural companies to locate in the area.

Innovation and Sustainability

Revitalizing the Port Lands as a net zero energy district will contribute to achieving the City's ambitious GHG reduction target. Buildings with low energy needs are critical to transforming the Port Lands into a net zero energy district. The Area Specific Policy emphasize the need for passive building design to achieve net zero energy. Policy directions are included resulting from emerging city-wide review of the Toronto Green Standard, the Port Lands wide Energy Plan, the sustainability audit for Villiers Island and global best practices. The requirements included in the Area Specific Policy exceed current practices and embed specific strategies in recognition of the opportunity presented in the Port Lands with its large tracts of vacant land, location adjacent to the waterfront and significance of the transformation.

Additionally, policies are included to support low-carbon thermal networks or electrical microgrid and broadband infrastructure, both in building and infrastructure design; provide for sustainability features in street design; and encourage renewable energy sources should any new power generation facilities be developed in the Port Lands.

Biodiversity

Policy direction has been developed with the feedback and input of the Biodiversity Working Group and included in the Area Specific Policy in a number of policy directions throughout the Policy. Additionally, the Area Specific Policy includes a specific section related to biodiversity which highlights additional requirements to ensure a biodiverse Port Lands. Naturalization Plans will be required during precinct planning or at the development review stage that demonstrate how the policy directions are being achieved. A number of the suggestions received have also been incorporated into the Area Specific Policy.

Implementation

Section 15 of the Port Lands Area Specific Policy provides policy direction related to implementation. The policy builds upon existing CWSP requirements by identifying

additional studies required in relation to any area-wide rezoning and/or Plans of Subdivision for Villiers Island and for other areas that will undergo precinct planning. A precinct-wide traffic study that includes assessment of truck traffic and potential impact to any proposed neighbourhoods is one such requirement that has been included in response to public comment, and would be informed by any truck management strategy that is advanced Port Lands wide.

Some areas of the Port Lands are not anticipated to require precinct planning. For example, areas reserved for employment uses in the long term and that do not require a rezoning will not trigger precinct planning. Nonetheless, consideration of contextual issues is required with any redevelopment. Where a Precinct Plan is not required, proponents will need to submit a Context Plan as well as additional studies and materials. A Context Plan would include an area larger than the immediate development site to illustrate the relationship of the development to surrounding features. The Section also specifies complete application requirements.

Other key aspects of implementation policies relate to an additional pre-requisite to consider permissions for residential uses and/or other sensitive uses. Such uses will not be considered unless a firm funding commitment is secured for flood protection measures and the associated enabling infrastructure; a Development Charges By-law has been adopted that includes the necessary infrastructure; and a City-initiated Business and Implementation Plan is in place.

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. The policies will ensure that financing is in place for the infrastructure necessary to support development. The proposed policies identify the tools that will be utilized, including:

- The submission of a fiscal impact analysis where a major development is considered to have impacts on the cost of the provision of infrastructure. Council may require a proposal to be modified to mitigate or eliminate the impacts; or approval could be deferred if the required capital investment is not included in the Development Charges Study.
- Fair and equitable contributions towards necessary community infrastructure for any residential proposals, after development charge contributions are determined. These will be secured through Section 37 of the Planning Act. Section 37 will also be utilized to secure the affordable rental housing requirements, contributions towards the design and construction of major public parkland, and permanent public art installations and/or contributions; and
- The use of holding symbols with respect to matters that include, among others, the completion of required flood protection infrastructure; the provision of adequate infrastructure; and entering into any agreements to secure necessary infrastructure such as front-ending or landowner agreements. Importantly, the principle of development will need to be established before any consideration to the use of holding provisions. For instance, the specific source mitigation measures to allow for any residential development in Villiers Island and the McCleary District, and how the source mitigation will be implemented, will need to be established prior to approving a Zoning By-law Amendment and utilizing holding provisions.

Provincial Policies and Plans

Provincial Policy Statement

Issued under the authority of Section 3 of the *Planning Act*, Provincial Policy Statements (PPS) provide policy direction on matters of provincial interest related to land use planning and development.

The Province issued a new PPS in 2014. Decisions are now required to be consistent with the PPS 2014 for all decisions of planning matters made on or after April 30, 2014. However, it is important to note that the PPS 1997 was the applicable PPS when the Central Waterfront Secondary Plan was adopted by City Council in 2003 and deemed to be commenced. Decisions on planning matters commenced prior to November 30, 2004 were required to have regard to the PPS 1997.

While the Framework and modification to the CWSP are technically not required to be consistent with the PPS 2014, the Framework and modification are consistent with, and in many instances exceed, the minimum standards set out in the PPS 2014. Among others, this includes:

- Land use patterns that are based on densities and a mix of land uses which efficiently use land and resources; are appropriate for and efficiently use infrastructure and public service facilities; minimize negative impacts to air quality and climate change, and promote energy efficiency; support active transportation and transit; and facilitate the movement of goods.
- The identification of areas within the Port Lands suitable for a range of uses and intensification;
- Ensuring that proposed sensitive land uses are planned for to ensure land use compatibility and long-term viability of marine facilities, such as the active port uses in the Port Lands;
- An appropriate mix and range of employment uses and suitable sites for such uses to meet long-term needs and in recognition of the Port Lands proximity to major goods movement facilities and corridors;
- The accommodation of an appropriate range and mix of housing types and densities, including minimum requirements for affordable housing;
- The provision of a full range and equitable distribution of publicly-accessible built and natural settings for recreation, while also providing public access to shorelines where possible;
- The inclusion of green infrastructure within all major streets proposed as part of the TSMP;
- The protection of natural features and areas;
- The conservation of cultural heritage resources as character-defining elements and consideration of Aboriginal communities; and
- Restricting intensification that would require amendments to the Zoning By-law until such a time as the flood protection requirements associated with the DMNP EA are implemented to ensure appropriate levels of public health and safety.

As a courtesy, a draft of the Port Lands Official Plan modification has been provided to the Province for their information. Policy 3.1.4 of the PPS 2014 which sets out that the

Ministers of Municipal Affairs and Housing and Natural Resources and Forestry must approve any change or modification to official plan policies or land use designations applying to Special Policy Area lands prior to the approval authority rendering a decision on the change or modification. The PPS 1997 does not require provincial approval of modifications to official plan policies where a Special Policy Area applies.

Growth Plan

On June 16, 2006, the Government of Ontario released the Growth Plan for the Greater Golden Horseshoe. The Growth Plan for the Greater Golden Horseshoe provides a framework for implementing the provincial government's vision for building stronger, prosperous communities by better managing growth within the Greater Golden Horseshoe.

The Growth Plan guides decisions on a wide range of issues including transportation, infrastructure, urban form, housing, natural heritage and resource protection. Land use planning decisions are required to conform to the Growth Plan. It also clarifies and strengthens the application of the Provincial Policy Statement. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe for matters commenced after June 16, 2006. Official Plans and amendments to them that were commenced prior to this date but that were appealed and continue to be before the OMB are required to conform with the Plan in matters relating to settlement area boundary adjustments or the introduction new settlement area boundaries.

While the Growth Plan does not apply to the resolution of appeals on the CWSP for the Port Lands, the Growth Plan represents current provincial planning policy and the draft Official Plan modification conforms to the Growth Plan. This includes, among others:

- The provision of a diverse and compatible mix of land uses, including residential and employment uses;
- Ensuring a sufficient allocation of lands in the Port Lands for residential uses to meet the City's population and employment forecasts. The City is on track to meeting its forecasts. Additional residential permissions are not required;
- Recognition that the Port Lands is identified as a Major Port on Schedule 2;
- Appropriately planning for land uses adjacent to, or in the vicinity of, transportation facilities such as rail yards and dockyards that are compatible with, and supportive of, the primary goods movement function of these facilities;
- The reduction of automobile dependency through the development of mixed-use, transit supportive, pedestrian friendly urban environments and providing multi-modal, integrated transportation systems;
- The provision of convenient access to intra- and inter-city transit;
- Intensifying existing urban areas to accommodate growth, particularly around major transit station areas;
- Identifying and protecting transportation corridors;
- The provision of a range and mix of housing, including affordable housing, and the provision of a range of high quality public open spaces;
- The provision of an appropriate range of community infrastructure to meet future needs and to foster complete communities;

- Identifying natural heritage features that complement, link, and enhance the city's natural systems;
- Including strategies and policies which support the conservation of energy and water, protect air quality and reduce emissions; and
- Conserving cultural heritage and archaeological resources as intensification occurs.

5. Next Steps

Following City Council endorsement in principle of the draft Port Lands Official Plan modification, City and Waterfront Toronto staff will finalize the Port Lands Planning Framework document and Villiers Island Precinct Plan. A final report is anticipated to be brought forward to the Planning and Growth Management Committee's October 12, 2017 meeting with the final recommended Port Lands Official Plan modification. An Official Plan Amendment to the City's Official Plan will also be presented to implement the TSMP in the South of Eastern area for a public meeting under the *Planning Act*.

As part of the final report, City and Waterfront Toronto staff will also prepare a work plan that will detail the additional follow-on work that will be advanced following completion of the Planning Framework, including anticipated timelines and staff and capital resources needed to complete the work.

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SIGNATURE

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ATTACHMENTS

- Attachment 1: Draft Port Lands Official Plan Modification
- Attachment 2: Preferred Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) Solutions
- Attachment 3: Port Lands Planning Framework Plans
- Attachment 4: Port Lands Planning Framework Summary of Analysis
- Attachment 5: Descriptions of Land Use Categories
- Attachment 6: TSMP Transportation Alternatives
- Attachment 7: TSMP Alternative Evaluation Summaries

ATTACHMENT 1: DRAFT PORT LANDS OFFICIAL PLAN MODIFICATION

Authority: Planning and Growth Management Committee Council Item ~ as adopted by City of Toronto Council on ~, 2017

Enacted by Council: ~, 2017

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2017

To modify the Former City of Toronto Official Plan respecting the Port Lands, known municipally in the year 2017 as XXX.

WHEREAS authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Modification to the former City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.

The Council of the City of Toronto HEREBY REPEALS as follows:

2. Official Plan Amendment No. 388 to the former City of Toronto Official Plan is hereby repealed pursuant to the Planning Act, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2017.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

MODIFICATION NO. __ TO THE FORMER CITY OF TORONTO OFFICIAL PLAN
RESPECTING THE PORT LANDS, KNOWN MUNICIPALLY IN THE YEAR 2017 AS XXX

The former City of Toronto Official Plan is modified as follows:

1) Modify the Central Waterfront Secondary Plan (Official Plan Amendment 257) as follows:

- a) Delete Paragraphs B11, B13, B18, and C21 and renumber the subsequent Paragraphs accordingly.
- b) Modify Policy P9 as follows:

Streets that extend to the water's edge will create opportunities to see the lake from the city and the city from the lake. The design of buildings and public and private spaces that frame these streets will be of high architectural quality and take advantage of these views. New streets will be laid out to reinforce visual connections between the city and the water.

- c) Modify Policy P12 as follows:

Parks and plazas strategically located along the water's edge will become centres of public activity – in effect, windows on the lake. The termination of each of the north-south streets within East Bayfront, or on the Quays, adjacent to the early 20th Century dockwall, will be celebrated by the creation of a series of unique public places (Inner Harbour Special Places) to reflect their history and the character of the surrounding community. They will provide a focal point for their neighbourhood.

- d) Replace Paragraph D22_OPENING UP THE PORT LANDS TO URBAN DEVELOPMENT with the following:

D22_TRANSFORMING THE PORT LANDS

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character 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 river valley and wild natural areas, spectacular waterfront parks and open spaces, and rich cultural heritage.

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.

- e) Modify Paragraph D23 as follows:

With the construction of the flood protection berm and the naturalization of the mouth of the Don River, the West Don Lands will be redeveloped into diverse mixed-use communities. These communities will capitalize on their strategic downtown location and their historic roots as part of the original town of York, as well as the Don River's new environmental health.

- f) Replace Policy P42 with the following:

P42_PORT LANDS AREA SPECIFIC POLICY

Development in the Port Lands will be in accordance with the vision established in Big Move D22 and the Port Lands Area Specific Policy attached as Schedule C.

- g) Modify Policy 7.1 as follows:

The Central Waterfront Secondary Plan consists of the Core Principles, Big Moves and Policies, Maps A to E and Schedules A to C.

- h) Modify Policy 7.5 as follows:

The transportation alignments, Parks and Open Space Areas and Regeneration Areas shown in this Plan are intended to provide a basic framework for the Central Waterfront. Minor adjustments and additions to any of these elements may be made without amendment, including the final configuration of the future naturalized mouth of the Don River to be established through detailed design and the Queens Quay East alignment at its current intersection with Cherry Street and Lake Shore Boulevard East.

- i) Modify SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS as follows:

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Basin St (new)	Cherry St	Don Roadway (new)	23 m	No
Basin St (Realigned)	Don Roadway	Carlaw Av	20m	No
Broadview Av (new)	Eastern Av	Commissioners St	35 m	Yes
Broadview Av (widening and new)	Commissioners St	Ship Channel	35m	Protected
Broadview Av	Ship Channel	Unwin	35m	Protected
Carlaw Av (new)	Basin St.	Commissioners St	30.5 m	No

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Cherry St	CN Railway	Ship Channel	38 m	Yes
Cherry St	Ship Channel	Unwin Av	30.5 m	No
Commissioners St	Cherry St	Don Roadway	38 m	Yes
Commissioners St	Don Roadway	Leslie St	42 m ⁽³⁾	Yes
Caroline (new)	Eastern Av	Commissioners St	23 m	No
Don Roadway	Lake Shore Blvd E	Commissioners St	40 m	Protected
Don Roadway (new)	Commissioners St	Ship Channel	40 m	Protected
Don Roadway (new)	Ship Channel	Unwin Av	35m	Protected
East-West north of Commissioners St (new)	Don Roadway	Carlaw Av	23m	No
Leslie St	Unwin Av.	Commissioners St	26 m	No
Unwin Av	Cherry St	Leslie St	22 m	No

(3) Includes a wide, landscaped stormwater management and linear open space feature

j) Introduce a new Schedule as follows:

Schedule C

Port Lands Area Specific Policy

1. General

This Port Lands Area Specific Policy applies to the lands shown on Map 3A, herein referred to as the Port Lands. The Port Lands Area Specific Policy will be read in conjunction with the Port Lands Planning Framework, dated XXX, 2017 to provide context and to assist in clarifying intent and purpose.

2. Vision

In addition to Big Move D22_Transforming the Port Lands, the vision for the Port Lands includes:

2.1 Seven Big Moves that will unlock the Port Lands potential:

2.1.1 The River and Don Greenway:

- a) The mouth of the Don River will be renaturalized and rerouted through the Lower Don Lands, south of the Keating Channel. It will restore and improve the ecological function of the river; provide flood protection, a variety of active and passive recreational uses, and wildlife and aquatic habitat; enable appropriate sediment management; and complement the broader city's ravine system. It will provide a comprehensive system of open spaces, with municipal parkland located above top of bank, and will be integrated with adjacent development areas, the Inner Harbour and Don Greenway.
- b) A new green, Natural Heritage corridor will be created adjacent to the Don Roadway from Lake Shore Boulevard south to Unwin Avenue, referred to as the Don Greenway. The Don Greenway will function as an important natural area and open space connection, linking the Don River to the future Lake Ontario

Park, Tommy Thompson Park and Lake Ontario, as well as provide flood protection north of the Ship Channel.

2.1.2 Six signature north-south streets will connect the Port Lands to the city. Each street will have a distinctive character and function within the overall street network:

- a) Cherry Street will be a gateway street into the Port Lands and to the recreational area and beach south of the Ship Channel. North of the Ship Channel, Cherry Street will be a key transit spine into the Port Lands and will provide a comfortable pedestrian environment and continuous multi-use pathway. South of the Ship Channel, the street will be activated and complemented by the proposed Maritime Hub. The design of the street in this area should reinforce the character of the historic sand bar and integrate innovative stormwater management practices. It will also complete the multi-use pathway and include enhanced streetscaping;
- b) The Don Roadway will be extended to the Ship Channel and provide a continuous linear park along the western edge of the street overlooking the naturalized mouth of the Don River and Don Greenway. A portion of the linear park may be utilized for future dedicated, transit expansion if required. An extension of the street across the Ship Channel will be protected for;
- c) The extension of Broadview Avenue will be a centrally-located civic spine into and through the Port Lands that extends across the Ship Channel, linking destinations along its way. It will include dedicated transit to Commissioners Street, with dedicated transit protected for south to the Hearn. The street will be aligned on axis with the Hearn chimney stack, framing this iconic piece of Toronto history;
- d) Carlaw Avenue will extend southward to the Basin Street extension as a promenade street that capitalizes on its adjacency to the Turning Basin;
- e) The Caroline Extension will terminate at the Turning Basin. The street will be designed to perform diverse functions as a primarily employment street, while also minimizing potential impacts to existing stable residential areas to the north. The design of the street will incorporate wide pedestrian clearways, raised, separated cycle tracks, on-street parking that could accommodate production crews, street trees and urban bioswales; and
- f) Leslie Street will be a green portal to Tommy Thompson Park with expanded green space on either side of the street. The wild, natural qualities of the Leslie Spit and Tommy Thompson Park will extend up through the street and adjacent green spaces. South of Commissioners Street, the street will be configured to enable an expanded public realm.

2.1.3 Four east-west connections will unite the Inner Harbour to the natural areas in the eastern end of the Port Lands:

- a) An urbanized Lake Shore Boulevard with a wide, landscaped multi-use pathway east of the Don River and the Keating Channel Promenade west of the Don River will unite Toronto east and west of the Don River. Additional north-south permeability and connectivity will be created across Lake Shore Boulevard;
- b) Commissioners Street will connect key public spaces and provide address to the naturalized mouth of the Don River. The street will be redesigned and widened into a complete, tree-lined street that integrates transit in a dedicated right-of way, a wide, open landscaped stormwater channel east of the Don Roadway,

enhanced pedestrian and cycling amenity and appropriate conservation of cultural heritage landscapes;

- c) The Ship Channel is a unique waterfront amenity and transportation spine. It is a powerful focal point around which new communities and areas of employment will be built. The needs of existing port uses requiring dockwall space will be balanced with the opportunity to capitalize on the Channel as a public, recreational amenity. Continuous water's edge promenades, a high-quality built form interface, attention to ground-floor uses to animate and activate the Channel and, where possible, flexible, floating elements adjacent to its northern dockwall will be introduced, coupled with opening up strategic areas adjacent to its southern dockwall for public enjoyment; and
- d) Unwin Avenue is, and will continue to be, the seam between industry and natural areas to the south. The street's existing 'wild' quality will be enhanced with new pedestrian, cycling and stormwater infrastructure that hugs the treed edge and integrates existing rail lines, while accommodating continued truck traffic. The street will be realigned in the vicinity of the Hearn and Port Lands Energy Centre to provide improved access, better engage with the Hearn and create a net environmental gain through the expansion of existing natural areas. The final alignment in this area will be determined through the completion of Phases 3 and 4 of the Municipal Class Environmental Assessment process.

2.1.4 A blue-green park network will be established that creates new and varied public spaces and capitalizes on the numerous adjacent water bodies and features to support year-round activation and a remarkable public realm. The blue-green park network will consist of:

- a) Large areas of multi-functional, public parkland (located above top-of-bank) and other open spaces as identified on Map C. These major parks and open spaces will be city-wide destination parks that will fulfill a variety of functions;
- b) A series of continuous, publicly-accessible water's edge promenades that capitalize on the historic channels, the Turning Basin and Inner Harbour;
- c) Natural areas which integrate sensitively designed passive recreation opportunities to ensure the integrity of natural functions and habitat;
- d) Water recreation features, such as boat launches and public spaces on floating and/or moveable barges, that capitalize on the various waterways, while also ensuring the safety of recreational users and enabling continued port functions;
- e) Local public parks in *Mixed-Use Residential* and *Productions, Interactive and Creative Mixed Use* districts. Local parks will also be pursued for non-residential districts to supplement and complement major parks and open spaces and provide amenity for area workers.
- f) Linear open spaces that expand on the major and local public parkland and/or create green linkages between parks and open spaces; and
- g) Publicly accessible, privately owned open spaces within developments to supplement and further contribute to the Port Lands public realm.

2.1.5 The Port Lands will offer a number of destinations (Inner Harbour Special Places). These destinations will provide a wide range of cultural infrastructure, attractions, events and activities, both permanent and experimental. These destinations will take advantage of and harness surrounding open spaces and heritage buildings and

structures to create unique draws that will attract tourism and enable local enjoyment. These destinations are identified on Map E.

- 2.1.6 A series of unique and memorable districts will be created in the Port Lands with exciting contrasts and a carefully managed interface. The active port will be maintained, and new, diverse communities and employment clusters created. Each district will take its cue from the Port Lands' exceptional qualities, and be conceived to have its own distinct character with land use, built form, and street and block fabric as key organizing and differentiating elements.
- 2.1.7 An urban structure, consisting of the major public streets, and the varied urban, open and natural spaces, will be set in place that will create a high quality physical environment with a coherent spatial structure. The urban structure will support the series of unique and memorable districts and enable 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.

3. Objectives

The following objectives will guide public works and development in the Port Lands:

- 3.1. Ensure land use across the Port Lands and associated development is diverse with beautifully designed buildings, and, where appropriate, capable of adaptive reuse;
- 3.2. 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;
- 3.3. Optimize maritime industries and support the working port while managing the neighbourhood interface;
- 3.4. 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;
- 3.5. Celebrate and conserve the unique history of the Port Lands to create new experiences and bolster character both within and from afar;
- 3.6. 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;
- 3.7. Create inclusive, social places with a range of housing choice, rich amenity and activity for healthy, prosperous and resilient lifestyles for all Torontonians;
- 3.8. Embrace the wild, natural areas and provide access for wildlife to enable abundant biodiversity;
- 3.9. Ensure the transformation is globally significant and showcases approaches embodying the cultural and technological shifts necessary for climate change resiliency and mitigation;
- 3.10. Ensure orderly development in lock-step with infrastructure improvements;
- 3.11. Create destinations for Torontonians, building on legacies and implement early activation projects to kick-start the transformation and enhance public access; and
- 3.12. Strategically consolidate and relocate some existing uses to create opportunity and improve public access while also wisely managing land to support future evolutionary potential.

4. Land Use

4.1 The Port Lands are an important location for *Productions, Interactive and Creative (PIC)* uses, with a focus on screen based industries, as well as an important location for *Port and Industrial* uses that assist in growing and maintaining the broader city. These uses will be protected from displacement, where possible. Strategies for relocation elsewhere in the Port Lands will be developed where existing *PIC, Port and Industrial* uses are required to be relocated to accommodate major public works and the Parks and Open Space system.

4.2 Land use permissions and direction within the different districts in the Port Lands (as identified on Map 3B – Port Lands Districts) will be in accordance with the following:

4.2.1 Villiers Island

- a) *Mixed-use Residential* land uses are permitted in Villiers Island.
- b) A *Destination and/or Catalytic* use will be encouraged and permitted in Promontory Park, and as part of the adaptive reuse of the historic silos.
- c) Source mitigation at the Cement Terminal on Polson Quay and appropriate receptor mitigation will be required prior to rezoning lands for sensitive uses in Villiers Island. Appropriate source and receptor mitigation will be determined through the submission of detailed noise and/or air quality assessment(s). Any on-site source mitigation proposed at the Cement Terminal on Polson Quay will require the agreement of the operator of the Cement Terminal.
- d) A mix of residential and non-residential uses will be required in Villiers Island. A minimum of 15 per cent of the Island's total gross floor area will consist of non-residential uses excluding retail and service uses. In addition, a minimum of five per cent of the Island's total gross floor area will consist of retail and service uses or other non-residential uses. Combined, the minimum non-residential requirements will result in at least 20 per cent of the Island's gross floor area. The precise location of the required non-residential uses will be determined when zoning is advanced for the Island and/or for individual sites.

4.2.2 Polson Quay and South River Districts

- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on priority retail frontages are permitted in the Polson Quay and South River districts. Prerequisites for the future consideration of any residential or new sensitive use permissions are addressed in policy 4.2.2 c).
- b) The Cement Terminal on Polson Quay is an important operation for the broader city. The Terminal provides cement powder delivered by vessel for distribution throughout the city and region, reducing truck traffic on the city's and region's streets and contributing to building and maintaining the city. It is a symbol of the Waterfront's industrial heritage and an important economic activity relying on lake access and the dockwall for its operations. Expansion of the operation is permitted in accordance with the *Planning Act* and subject to appropriate technical studies and meeting regulatory requirements. In the event that the Cement Terminal operation relocates elsewhere, new *Port and Industrial* uses on the site will not be permitted.
- c) Residential and other sensitive uses will only be permitted subject to completing comprehensive and detailed noise, air quality, vibration and traffic assessment(s)

at the precinct planning stage and provided it can be demonstrated to the satisfaction of the City that:

- i. there will be no undue negative impacts on the Cement Terminal located in Polson Quay or other existing port and industrial operations within the vicinity of the districts and;
- ii. a high-quality living environment can be attained.

Source and receptor mitigation will be required at a minimum. Site specific rezoning applications for residential and new sensitive uses will not be entertained until precinct planning demonstrates to the City's satisfaction the suitability of the districts for such uses.

- d) Appropriate source mitigation will be determined through the detailed noise and air quality, vibration and traffic assessments at precinct planning and in agreement with the operator of the Cement Terminal on Polson Quay and other existing industrial operators and port users south of the Ship Channel.
- e) Should residential uses be permitted, a minimum amount of *PIC Core* land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of *PIC Core* land uses excluding retail and service uses. In addition, a minimum of five per cent of the districts' total gross floor areas will consist of retail and service uses or other *PIC Core* land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the districts.
- f) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.

4.2.3 McCleary District

- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on priority retail frontages are permitted in the McCleary District.
- b) Residential and other sensitive uses may only be permitted in the McCleary District subject to the relocation of the Commissioners Waste Transfer Station, or its reconfiguration into an urban format while appropriately conserving the heritage resource in a park setting and provided it can be demonstrated to the City's satisfaction that a high-quality of life in the McCleary District would be attained and impacts mitigated at the source. Additionally, appropriate mitigation of impulse noise sources associated with the Cement Terminal on Polson Quay may be required for residential or other sensitive land uses adjacent to the Don Roadway and for buildings that exceed a height of 25 metres in the district.
- c) A minimum amount of *PIC Core* land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of *PIC Core* land uses excluding retail and service uses. In addition, a minimum of five per cent of the district's total gross floor area will consist of retail and service uses or other *PIC Core* land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the district.

- d) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.
- e) In order to buffer the film studios to the south, *PIC Core* land uses will be provided directly adjacent to Commissioner's Street. Residential uses will not be permitted.

4.2.4 Media City and the Turning Basin Districts

- a) The focus in these districts will be on growing Toronto's screen-based industries, interactive and digital media, and arts, design and other creative enterprises. *PIC Core* land uses are permitted in the Media City and Turning Basin districts. Residential uses are not permitted.
- b) Active and animated ground floor uses will be required along the Don Roadway and water's edge promenade. Commissioners Street is a priority retail frontage. Retail at grade or other active uses along the Broadview Extension and Carlaw Avenue are required as properties redevelop.

4.2.5 Warehouse District

- a) The Warehouse District will transition to an area with *Light Industrial and Productions* uses as properties redevelop to complement the South of Eastern *Employment Area* to the north. New medium- and heavy-intensity industrial uses will not be permitted. Production studios, workshops, arts and design related uses, and green and knowledge-based industry uses are desirable uses and will be encouraged in this area.
- b) Retail and service uses, in accordance with other policies in this Area Specific Policy, will be permitted on Leslie Street north of Commissioners Street, and fronting Commissioners Street.
- c) Existing large scale, stand-alone retail stores and "power centres" legally established through a Zoning By-law Amendment prior to the enactment of this Area Specific Policy are recognized. Redevelopment of any sites with existing large-scale retail use permissions will be in accordance with the policies of this Area Specific Policy.

4.2.6 East Port, South Port East and South Port Districts

- a) *Port* uses are permitted in the East Port, South Port East and South Port Districts.
- b) *Industrial* uses may be permitted adjacent to the Ship Channel's dockwall in the East Port and South Port Districts provided that it is demonstrated to City Council's satisfaction that lands are not required for port functions over the long-term and that proposed uses would not impact the quality of life of residents in proposed neighbourhoods.
- c) *Industrial* uses are permitted on lands that are not located directly adjacent to the Ship Channel's dockwall and in the South Port East District.

4.2.7 The Hearn Generating Station

- a) *Destination and Catalytic* uses will be permitted as part of the adaptive-reuse of the historic Hearn Generating Station. A full range of *Destination and*

Catalytic uses will be provided. Sports and recreation facilities are also permitted.

- b) Retail and service uses up to a maximum floor area of 20 per cent of the total floor area are only permitted as an ancillary use and subject to the provision of destination and/or catalytic uses. Large-format retail stores (exceeding 3,500m² in gross floor area) are not permitted.

4.2.8 Maritime Hub

- a) Active uses and amenities, such as retail stores, service uses, restaurants, outdoor patios, cafés, at grade will be permitted to create a gateway to Cherry Beach and provide amenity for the public, area businesses and employees.
- b) Other supportive, ancillary uses to the *Port and Industrial* uses in the South Port area are also permitted in multi-storeyed buildings with active uses at grade.

4.2.9 The Ports Toronto Marine Terminals district is identified as *Existing Use Areas*. Existing permissions in the Zoning By-law will continue to govern these lands in accordance with Section 5 of the Central Waterfront Secondary Plan. Should additional or new uses be requested requiring municipal infrastructure and/or services, comprehensive planning will need to be undertaken to justify the proposed uses and a net gain to the Parks and Open Space system provided. Should any non-*Port and Industrial* uses be proposed, it will need to be demonstrated that the lands are not required for *Port and Industrial* uses over the long-term.

4.2.10 Interim uses may be considered on lands designated as *Parks and Open Space Areas* within the boundary of this Area Specific Policy where the timing and funding of a future public park has not been determined, and provided that the interim use consists of a temporary structure; a special short term installation and/or event; or would temporarily support nearby uses.

4.3 The land uses for the districts identified in the policies 4.2.1 to 4.2.8 have the following meanings:

4.3.1 Districts identified for *Mixed-Use Residential* land uses will include a broad range of uses in a compact urban form, including, but not limited to office, retail, service, residential, artist and performing arts studio, cultural, local parks and open spaces and institutional uses.

4.3.2 Districts identified for *Productions, Interactive and Creative (PIC)* land uses will support the growth of key economic sectors and maintain Toronto as a place for creativity and innovation. Desirable and permitted uses consist of production studios, carpenter's shops, workshops, artist and performing arts studios, galleries, museums and office uses associated with productions or creative sectors. Other permissible uses include light manufacturing, offices, warehouses (excluding self-storage warehousing), printing and binding, retail and service (excluding drive-through facilities), financial, community infrastructure, laboratory, computer-related and educational uses. Some entertainment uses may be permitted.

- a) Areas identified for *PIC Mixed-Use* land uses permit the full range of desirable and permissible *PIC* uses in a compact urban form and multi-storied buildings. Residential uses are permitted subject to achieving a minimum amount of floor area for *PIC* uses as identified in policies 4.2.2 e) and 4.2.3 c).

- b) Areas identified for *PIC Core* land uses are reserved for *PIC* uses. Residential uses are not permitted. *PIC Core* areas can accommodate larger floor plates and more intense *PIC* activities.
- 4.3.3 *Light Industrial and Productions* land uses permit *PIC Core* uses and the full range of land uses within light industrial areas, excluding uses that are vehicle-oriented such as vehicle dealerships, service shops and drive-through establishments. Ancillary uses to *Light Industrial and Productions* uses are also permitted.
- 4.3.4 *Port* land uses are maritime uses that require dockwall access, and include, but are not limited to, marine terminals, silos and container terminals for the loading/unloading and storage, bulk or otherwise, of cargo by vessel, ferry or marine passenger terminals, and ship building and repair. Ancillary uses to *Port* uses are also permitted.
- 4.3.5 *Industrial* land uses include a range of medium-intensity industrial land uses and some heavy-intensity industrial land uses:
 - a) Desired and permitted medium-intensity industrial uses include warehouses, public works yards or relocated municipal waste transfer stations, cogeneration or renewable energy and light and medium-intensity manufacturing uses.
 - b) Permitted heavy-intensity industrial uses include asphalt plants, cement plants, or concrete batching plants;
 - c) Ancillary uses to *Port and Industrial* uses are permitted.
- 4.3.6 *Destination and/or Catalytic* land uses are uses that are intended to entertain, educate or elevate culture. Desired and permitted uses include galleries, museums, artist and performing arts studios, entertainment places of assembly and education uses. Residential uses are not permitted. Nightclubs and casinos are not *Destination and/or Catalytic* uses.
- 4.4 *PIC Core, Light Industrial and Productions, Port, and Port and Industrial* districts are areas for clusters of business and economic uses and are essential cornerstones for a diverse and thriving civic economy required for the foreseeable future. Conversion of these districts or individual sites to non-employment uses will only be considered through a municipally-initiated comprehensive review of this Area Specific Policy and the preparation of a precinct plan. Temporary, major international events may be permitted subject to City Council's direction and appropriate accommodation of existing operations.
- 4.5 Managing Land Use Compatibility
 - 4.5.1 Land-use compatibility issues between existing port and industrial uses and sensitive land uses have been identified. Unless otherwise noted in this Area Specific Policy, receptor mitigation is insufficient to appropriately mitigate noise and air quality impacts. Prior to permitting sensitive land uses, a package of measures, including but not limited to separation distances, buffer uses, source mitigation and receptor mitigation, will be required. Where sensitive land uses are permitted by this Area Specific Policy and a development approval application submitted for sensitive land uses, the proponent of the sensitive land use is responsible for ensuring compatibility and for implementing any required mitigation measures.
 - 4.5.2 Sensitive land uses, for the purpose of this Area Specific Policy, are uses where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) generated by a port or industrial operation, and includes

residential uses (e.g. apartment buildings, hotels and nursing homes) and any associated amenity or outdoor living areas; and community infrastructure.

- 4.5.3 Where residential and sensitive uses are permitted by this Area Specific Policy, detailed noise and air quality reports will be required, and vibration and illumination reports may be required, in support of development approval requests for residential or sensitive uses. Such environmental reports are to specify how compatibility will be achieved and maintained between existing port and industrial operators and the proposed development while also ensuring high quality living and working environments, including detailed provision of measures to mitigate impacts. The City will undertake to have the environmental reports peer reviewed at the cost of the applicant.
 - 4.5.4 Sensitive land uses in proximity to existing industrial and port operations may be prohibited in implementing zoning by-laws, or limited by imposing restrictions to heights, massing and/or siting of development; requiring buffering of sensitive land uses with non-sensitive uses; or through the use of other source/receptor mitigation measures as appropriate to ensure compatibility.
 - 4.5.5 The City will consult, as necessary, with the Toronto Port Authority, and existing port and industrial operators during the development approval process for any new sensitive uses to ensure compatibility between development proposals and industrial operations.
 - 4.5.6 Where sensitive land uses are permitted, suitable warning clauses will be included in purchase and sale agreements advising residential purchasers of:
 - a) the proximity of film and television production studios, where sound levels associated with gunfire, explosions and/or other noisy activities occurring within studio compounds may at times be audible within the development;
 - b) the proximity of the Billy Bishop Airport and potential impacts; and
 - c) the proximity of continued port and industrial uses, with associated heavy truck traffic.
 - 4.5.7 All new and/or relocated *Port and Industrial* uses will be required to submit a detailed noise and air quality reports, or other environmental reports as appropriate, at the development review stage and implement source mitigation measures to reduce/minimize impacts on future mixed-use areas.
- 4.6 Retail and Animation
- 4.6.1 At-grade street-related retail and service uses in new buildings will be required in the Priority Retail Frontage areas shown on Map 3C.
 - 4.6.2 At-grade street-related retail and services uses will be protected for and encouraged on Secondary Retail Frontage areas and water's edge animation areas shown on Map 3C by requiring minimum five (5) metre at grade floor to ceiling heights for new buildings.
 - 4.6.3 To encourage the establishment of grocery stores in each of the new communities, as well as promote a healthy retail mix in a compact urban form across the Port Lands, a retail store use will be limited to 3,500m² of gross floor area.
 - 4.6.4 Large-format retail (stand-alone, in mixed-use buildings or in a power centre format and exceeding 3,500 m² of gross floor area) is not permitted.

5. Parks and Open Spaces

- 5.1 The parks and open system for the Port Lands will beautify the Port Lands landscape, provide new recreational facilities, and contribute to enhancing the environment and natural heritage in the Port Lands.
- 5.2 The major public parkland and other open spaces identified for the Port Lands consists of:
 - 5.2.1 River and Promontory Parks which will be key signature public parks. They will include a wide variety of park programming and amenities, including paths, planted woodlands, water's edge promenades, upland prospects, playgrounds, as well as active recreation such as multi-purpose courts and fields.
 - 5.2.2 Silo Square and the Keating Channel promenade as an integrated, central major park for Villiers Island and the Keating Channel Precinct to the north. Silo Square will consist of an urban square that will feature the adaptive reuse of the existing historic silos and a potential *Destination and/or Catalytic* use or a low-carbon energy generation facility sensitively designed to conserve the silo's industrial legacy. The Keating Channel promenade, which will extend from New Cherry to the river in the east, will be a generous and varied civic promenade adjacent to the Channel lined with waterside cafes, restaurants and small retail stores.
 - 5.2.3 McCleary Park will be expanded and reconfigured subject to the relocation of the existing waste transfer station. Any reconfiguration of the existing park will be determined through Phase 3 and 4 of Class EA process for the Broadview extension, and will ensure no net loss of park space and achieve a net overall increase in park size. McCleary park will continue to be utilized for active recreational uses and be designed to facilitate regulation-sized sports fields.
 - 5.2.4 An apron of generous open space will be provided adjacent to the west and south facades of the Hearn Generating Station building and any associated adaptive reuse of this building. The open space will provide, but not be limited to:
 - a) Public event gathering space;
 - b) Space for naturalized plantings, particularly adjacent to Unwin Avenue
 - c) Other features such as passive green lawns and/or seating areas.
 - 5.2.5 The Turning Basin Square will provide space for gatherings, special events and a passive green space. Any stormwater management facilities (e.g. pumping stations or treatment facilities) to be located within the Turning Basin Square will be designed to have a minimal footprint and ensure high-quality finishes and landscaping are incorporated to enhance the beauty and utility of the space. Any new or reconfigured, below-grade infrastructure will enable landscaping and tree planting within the park; and
 - 5.2.6 The Leslie Green Portal will be a wide, green spine on the east and west sides of Leslie Street and will act as a major pedestrian and cycling gateway to Tommy Thompson Park with different conditions:
 - a) Between Commissioners Street and the Leslie Slip Outlook, the width of park on either side of Leslie Street will be a minimum of 50 metres wide;
 - b) Between the Leslie Slip Outlook and Unwin Avenue, the width of the park on the west side of Leslie Street will be a minimum of 50 metres. The width of the existing park on the east side of Leslie Street will be maintained at least at its current width; and

- c) Permitted uses will include agricultural uses subject to meeting environmental and regulatory requirements, park and recreational uses, and cogeneration energy uses associated with the Ashbridges Bay Treatment Plant and provided the use is not within a wholly enclosed building and the design complements the Portal. Rail access into the Port Lands will be maintained and integrated with the park design. A small retail store and/or restaurant use may be considered on the west side of Leslie Street subject to demonstrating that the use will complement the overall park design.
- 5.2.7 The Leslie Lookout west will provide a naturalized plaza and lookout down the Ship Channel at the terminus of the Leslie Street Slip; and
- 5.2.8 The Cherry Lookout which will be a public park space on either side of Cherry Street on the south side of the Ship Channel will have a minimum depth of 30 metres and be designed to accommodate public uses.
- 5.3 Public Promenades identified on Map C will be destination open spaces for active, year-round use. The Public Promenades will have varied conditions, and in particular for the continuous Public Promenade along the Ship Channel:
 - 5.3.1 Promenades that will act as broad terraces for a range of activities such as, but not limited to, outdoor dining, strolling, festivals and special events. The promenades will be no less than 18 metres wide with landscaping, seating and multi-use pathways. Additional depth may be required and would be determined during precinct planning; and
 - 5.3.2 Promenades that will integrate with streets in the overall design and be lined with buildings with active uses at grade. The combined promenade and public street width will be no less than 28 metres and depending on the role and function of the public street. Open space amenities adjacent to the dockwall within these promenades will be no less than 15 metres wide on Carlaw Avenue and 12 metres wide for promenades with local or shared streets.
- 5.4 Future Water's Edge Promenades are lands adjacent to waterways that will continue to have *Port* uses for the foreseeable future. These areas will be protected for water's edge promenades. New buildings or structures will generally not be permitted within 18 metres of the dockwall. In the event that a non-*Port* use is proposed adjacent to the dockwall, a water's edge promenade in accordance with Policy 5.3 will be secured.
- 5.5 Within *Mixed-Use Residential* and *PIC Mixed Use* districts, local public parkland will be:
 - 5.5.1 Configured to accommodate a range of locally-oriented active and passive recreation;
 - 5.5.2 The precise size and configuration of the local parkland within each district will be determined during precinct planning, but will be no less than 7,500 m² in area and configured to enable a range of local parkland opportunities such as playgrounds, passive lawns, seating areas, mid-sized multi-use play fields and local active amenity;
 - 5.5.3 Located so as to provide a central neighbourhood feature or located to enable an expansion of open space adjacent to the naturalized river or Inner Harbour; and
 - 5.5.4 Designed and programmed for neighbourhood use and to enable community gatherings and socializing.
- 5.6 Local parkland and publicly-accessible, privately-owned open spaces will also be pursued in the *PIC Core* and *Light Industrial and Productions* districts to provide amenity for area workers.
- 5.7 The design of parks and open spaces will:

- 5.7.1 Take advantage, incorporate and appropriately conserve any cultural heritage resources and their associated values and attributes to the satisfaction of the City;
- 5.7.2 Incorporate areas for native, naturalized tree and understorey plantings to support the biodiversity objectives of this Area Specific Policy, and particularly within major parks and open spaces;
- 5.7.3 Include other amenities and features to support high-quality living and working environments; and
- 5.7.4 Consider adjacencies in the design of the parks and open spaces. In particular, parks and open spaces adjacent or within close to proximity to Environmental Significant Areas or Natural Heritage features will be sensitively designed to minimize any impacts to wildlife or habitat.
- 5.8 Development will be set back by a minimum of 10 metres from the stable top of bank of the naturalized mouth of the Don River and Don Greenway north of the Ship Channel.
- 5.9 In addition to the lakefilling considerations identified in Policy 28 of the Central Waterfront Secondary Plan, lakefilling is permitted in the area shown on Map C in recognition of the new high-quality aquatic and natural habitat and open spaces that will be created associated with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment.
- 5.10 On land that is municipally owned, including land owned by Waterfront Toronto, as of the date of adoption of this Area Specific Policy:
 - 5.10.1 Parkland dedication for residential uses will be provided by way of the dedication of land, determined and dedicated on a district wide basis. Cash-in-lieu will not be accepted. Lands dedicated for parkland will be utilized to support the establishment of local parks in each district; and
 - 5.10.2 Irrespective of the size of a net development site, the parkland provision rate for residential development and the residential portion of mixed use development will not be less than 20 per cent of the area of the development site. The dedication of land may occur off-site within the district which the development site is located and as determined through precinct planning to create functional and suitably-sized local public parks.
 - 5.10.3 Major parks and open spaces and water's edge promenades, as shown on Map C, will:
 - a) Be excluded from net development sites for the purposes of calculating parkland dedication rates; and
 - b) Not be counted towards satisfying the parkland dedication provision in Policy 5.9.2.
- 5.11 On privately-owned land as of the date of adoption of this Area Specific Policy:
 - 5.11.1 Parkland dedication will be in accordance with provisions set out in the respective in-force Official Plan; and
 - 5.11.2 Cash-in-lieu may be accepted at the sole discretion of the City and will only be applied towards the acquisition, design and construction of parks within the Port Lands.

6. Cultural Heritage

- 6.1 Heritage resources will be appropriately conserved as vital to the cultural heritage landscape of the Port Lands, Toronto waterfront and symbols of the waterfront's industrial heritage:
 - 6.1.1 Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council;
 - 6.1.2 Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City; and
 - 6.1.3 When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the *Ontario Heritage Act*. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible.
- 6.2 Buildings, structures and/or landscapes with cultural heritage value or interest are identified on Map 3D and 3E and will be appropriately conserved and celebrated as important features of the Port Lands. This will include, but not be limited to:
 - 6.2.1 Evaluating the cultural heritage values, attributes and character of a site, resource or landscape not currently listed on the City's Heritage Register or designated under the *Ontario Heritage Act* in accordance with relevant legislation and City policies and practices to establish the values and attributes of the resources and, if appropriate, conserving the site and/or resource;
 - 6.2.2 Ensuring transitions of new development adjacent to or in proximity to a resource through setbacks of buildings to heritage resources, generous stepbacks of tall building elements where tall buildings are permitted, and stepping down and tapering the heights of new buildings in order to protect and mitigate negative impacts to heritage properties and/or corridors and to reinforce and distinguish the historic character, setting and scale of the resources;
 - 6.2.3 Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register and/or identified on Map 3D, conserving whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged;
 - 6.2.4 Reinforcing views and viewsheds of heritage resources and their attributes, that includes, among others, the silos and chimney stacks as prominent landmarks and termini of long views, through the thoughtful placement, orientation and control of buildings and building heights.
 - 6.2.5 Completing view studies during precinct planning and the development application review process to demonstrate how the proposed siting and scale of proposed buildings:
 - a) Maintain views to important heritage resources;
 - b) Enable heritage resources to be prominent elements within the overall skyline of the Port Lands as viewed from the promenade of the Central Waterfront between Yonge Street and Sherbourne Common; and
 - c) Ensure the existing scale, character and attributes of the heritage resources and landmarks are not negatively impacted by development within the view corridors.

- 6.2.6 Giving silos, chimney stacks and other heritage resources address or frontage on/in major public open spaces and streets; and
- 6.2.7 Ensuring that the character of the Cherry Street Cultural Corridor and the Keating Channel Public Promenade in Villiers Island is respected and complemented by maintaining the low-rise character in any proposed development on the east side of existing Cherry Street and lining the Keating Channel Public Promenade.
- 6.3 Heritage Evaluation Reports to the City's satisfaction will be prepared prior to redevelopment or alteration of places and/or landscapes of cultural heritage value identified on Map 3D and 3E not currently listed on the City's Heritage Registrar or designated under the *Ontario Heritage Act*. The boundaries of the cultural heritage landscapes on Map 3D are general and solely based on the street network and/or existing property limits. They are not to be interpreted as the boundaries associated with the values and attributes of the landscapes; and
- 6.4 Prior to detailed design of the River and Promontory Park for the Marine Terminal 35 site, an assessment of the heritage values and attributes of the site consistent with provincial regulations and City practices will be undertaken by the City, or to the City's satisfaction, to inform an appropriate conservation and mitigation strategy.
- 6.5 Heritage Impact Assessments will be required prior to alteration of heritage buildings, structures and/or landscapes identified on Map 3D and 3E. The Heritage Impact Assessment will evaluate the impact of a proposed alteration (e.g. grade change, addition, alteration, displacement or relocation) to a property on the Heritage Register, potential cultural heritage resource and/or development adjacent to properties on the Registrar or potential cultural heritage resource, to the satisfaction of the City.
- 6.6 Heritage buildings and/or structures should be conserved in their original location, including minimization of any grade changes needed to flood protect lands. A heritage building and/or structure may be relocated, where technically possible, to accommodate a major public work project, such as the naturalization of the mouth of the Don River or widening major public streets to accommodate transit in dedicated rights-of-way, subject to a completed Environmental Assessment process and securing appropriate conditions in a Heritage Easement Agreement prior to relocation.
- 6.7 The 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS) will serve as the basis for future planning decisions with respect to the archaeological assessment process, including:
 - 6.7.1 Documentation during construction monitoring for identified Grade 2 resources in the ACMS; and
 - 6.7.2 Interpretation and commemoration of all archaeological resources identified, and in consultation with any First Nations/Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that First Nations/Aboriginal communities have with the waterfront and the Port Lands.
- 6.8 In the event that First Nations/Aboriginal archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters and significance are determined.

7. Community Infrastructure

- 7.1 New community infrastructure will be developed in the Port Lands in a timely and coordinated manner to achieve the amount and range of community infrastructure necessary to serve future growth and support some city-wide needs. Community infrastructure refers to

- public spaces and buildings that accommodate a range of services and facilities, such as educational, indoor recreational, cultural and health-related services, to support people in meeting their social needs and enhance their well-being and quality of life.
- 7.2 The following principles will guide the provision of community infrastructure in the Port Lands:
- 7.2.1 Recognizing that community infrastructure in the Port Lands needs to meet both local and some city-wide needs. It can also serve as emergency reception centres during emergencies;
 - 7.2.2 Conveniently locating locally-oriented community infrastructure to promote walkability and create hubs of activity;
 - 7.2.3 Geographically distributing community infrastructure across new communities, but also locating some suitable community infrastructure in identified areas of employment to promote animation and activity;
 - 7.2.4 Providing locally-oriented community infrastructure to coincide with new development and ensuring the infrastructure is designed to be multi-functional;
 - 7.2.5 Siting community infrastructure to front on public streets and ensuring good visibility and access;
 - 7.2.6 Locating and designing community infrastructure to ensure compatibility with future neighbourhoods. Community infrastructure with a more regional draw and substantial vehicular parking requirements should be located in non-residential areas;
 - 7.2.7 Ensuring that community infrastructure will have a compact urban form, be integrated in mixed-use buildings and/or utilize innovative delivery models;
 - 7.2.8 Ensuring community infrastructure will have the highest quality of design and/or leverage unique resources to contribute to placemaking in the Port Lands; and
 - 7.2.9 Recognizing the high-costs required to redevelop the Port Lands and consideration of future operational costs of service providers by ensuring efficient and cost-effective delivery of community infrastructure.
- 7.3 Innovative approaches for providing the required community infrastructure will be explored, including shared use of schools, vertical integration of community infrastructure in mixed-use buildings, and/or the co-location of multiple services and facilities to create a community hub.
- 7.4 Schools situated adjacent to public parks will provide their own outdoor play space. The play space will not be counted towards satisfying parkland dedication requirements. Some access for school use to adjacent parks may be accommodated.
- 7.5 The community infrastructure priorities and approximate facility size, based on population and employment estimates, for the Port Lands are as follows:
- 7.5.1 Villiers Island:
 - a) One (1) small 3,250 m² Community Recreation Centre containing an indoor pool and multi-purpose space;
 - b) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
 - c) One 1,850 m² centre for human services space; and
 - d) One (1) public (TDSB) elementary school.

- 7.5.2 McCleary District:
- a) One (1) large 4,650m² Community Recreation Centre with multipurpose space and a double gymnasium that will both serve the McCleary District, entire Port Lands area, but also potentially the broader city;
 - b) One (1) 1,850 m² centre for human services space;
 - c) One (1) public (TDSB) elementary school; and
 - d) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
- 7.5.3 Emergency Services:
- a) One (1) Fire Station integrated into a mixed-use development in either Villiers Island or the McCleary District; and
 - b) One (1) Emergency Medical Services building, with an urban character and entrance fronting onto a public street, in the Warehouse District or East Port area.
- 7.5.4 Other city-wide community infrastructure priorities for the Port Lands include:
- a) Cultural facilities in Villiers Island, and as part of the adaptive re-use of the Hearn and Commissioners Waste Transfer building; and
 - b) A twin-pad arena and/or sports complex in a compact, urban form consisting of a multi-storeyed building and limited surface parking at grade located either in the Warehouse District, the Hearn or south of Unwin Avenue to the west of the Cherry Beach Sports Fields.
- 7.5.5 Other facilities that will be encouraged as either transitional or permanent community infrastructure include:
- a) A discovery centre to showcase and educate residents, employees and visitors on the naturalized river valley and other natural features in the Port Lands;
 - b) A destination or cultural facility as part of the Polson Point and Turning Basin Plazas identified as Inner Harbour Special Places on Map E;
 - c) Institutional and post-secondary uses; and
 - d) Public boat clubs and launches.
- 7.6 Should residential uses be permitted in the Polson Quay and South River Districts, a full range of community infrastructure will be required. Priorities and the approximate size of facilities are:
- a) One (1) public (TDSB) elementary school;
 - b) One (1) public (TCDSB) elementary school;
 - c) One (1) 1,850 m² centre for human services space;
 - d) One (1) 1,595 m² public library with multi-purpose space; and
 - e) Two (2) licensed non-profit child care facilities (one in Polson Quay and one in South River) with a minimum of 62 spaces each.
- 7.7 The specific type of community infrastructure may be refined and/or revised at precinct planning or through a city-wide review of recreational facilities without the need to amend this Area Specific Policy and at the sole discretion of the City. Refinements to the community infrastructure priorities during precinct planning will include consideration of the following:

- a) the actual land uses and densities proposed, or that has been developed, in each district;
- b) the identification of any changes in need and demand; and
- c) consultation with service providers and the public.

8. Housing

- 8.1 New mixed-use communities in the Port Lands will be complete, inclusive communities that accommodate a range of housing opportunities in terms of type, size, tenure and affordability.
- 8.2 Housing will be provided that accommodates larger households, families, seniors, students, and people with low and moderate incomes and other special needs.
- 8.3 Residential developments will provide:
 - 8.3.1 10% of the total residential units as three-bedrooms or larger with a minimum unit size of 100 square metres. The residential units should include bedrooms on an exterior wall with glazing in each bedroom to provide access to natural light; and,
 - 8.3.2 25% of the total residential units built as two-bedroom units or larger, with a minimum unit size of 87 square metres, inclusive of the 10% requirement for three-bedroom or larger units in policy 8.3.1.
- 8.4 The delivery of affordable rental housing will be guided by:
 - 8.4.1 Delivering affordable rental housing units at the pace of and proportional to market development;
 - 8.4.2 Securing affordable units as a durable community benefit, with a primacy placed on securing permanent affordable rental housing;
 - 8.4.3 Utilizing a combination of different delivery options to achieve a mix of units and housing tenures and to provide flexibility; and
 - 8.4.4 Providing clear and transparent criteria for affordable rental housing requirements and the use of different delivery methods.
- 8.5 Residential development on private and public lands will provide the equivalent of 20 per cent of the total residential gross floor area as *affordable rental housing*, inclusive of land and the cost of delivering the housing, in accordance with the policies in this Area Specific Policy.
- 8.6 Additional public effort will be made to ensure that the *affordable rental housing* in the Port Lands will also include supportive and special needs housing, and rent geared to income housing to accommodate households of lower incomes. Additional public effort will also be made to provide other housing models, such as mid-range purpose-built rental housing, over and above the minimum *affordable rental housing* requirements established in this Area Specific Policy,
- 8.7 On land that is publicly owned, as of the date of adoption of this Area Specific Policy, and in *Mixed Use Residential and PIC Mixed-Use* areas where residential uses are permitted, land, to the City's satisfaction, sufficient to accommodate 20 per cent of the residential gross floor areas will be set aside for *affordable rental housing*. Land can consist of a site identified specifically for an affordable housing project, or a strata arrangement in a mixed-use development. Funding to construct the *affordable rental housing* on said land will be proactively pursued to ensure that affordable rental housing is developed concurrently with market development.

- 8.8 On land that is privately owned, as of the date of adoption of this Area Specific Policy, and in *Mixed Use Residential* and *PIC Mixed-Use* areas where residential uses are permitted, *affordable rental housing* will be provided in the form of one of the following methods or a combination thereof:
- 8.8.1 residential rental units:
 - a) provided and owned by a private owner with affordable rents secured for a specified term, and/or
 - b) provided to the City; and/or
 - 8.8.2 land dedicated to the City for development of *affordable rental housing*; and/or
 - 8.8.3 cash-in-lieu of *affordable rental housing* units, to be allocated to the development of *affordable rental housing* in the Port Lands.
- 8.9 Priority will be given to affordable rental housing delivered as units or land, or a combination of both. Acceptance of *affordable rental housing* provided as units in accordance with policies 8.8.1 b) and 8.8.2 or through cash-in-lieu will be at the City's sole discretion. Cash-in-lieu of *affordable rental housing* is not intended to be a significant delivery option and will comprise no more than the 10 per cent of the total *affordable rental housing* requirement.
- 8.10 The requirements for *affordable rental housing* on privately owned land will be implemented in accordance with the following:
- 8.10.1 residential rental units:
 - a) provided and owned by the private market at limited term of affordability and at a rate of 10 per cent of the total residential gross floor area; or
 - b) constructed and conveyed to the City for permanent affordability by the owner at a rate of 5 per cent of the total residential gross floor area.
 - 8.10.2 land dedicated to the City at a rate sufficient to provide not less than 20 per cent of the total residential gross floor area as *affordable rental housing*.
 - 8.10.3 cash-in-lieu of *affordable rental housing* gross floor area based on the value of any such units that the owner would otherwise be required to provide, calculated in the amount of all public contributions that would be required for the City to provide such rental housing at affordable rents;
- A combination of the above may be considered to satisfy the overall *affordable rental housing* requirement in which case the overall percentage would be pro-rated depending on the proposed combination of delivery options.
- 8.11 The required amount of *affordable rental housing* in policy 8.10 represents minimum requirements when being provided by private land owners at their own cost. The amount of these requirements, or the length of the affordability, and/or rental tenure periods for such units, may be increased if any public incentives or funding are provided for affordable rental housing by any level of government, or if any other legislative requirements for affordable housing apply.
- 8.12 Land dedicated to the City for *affordable rental housing* will be delivered, ready and available for development, including provisions for any needed soil remediation, at no cost to the City.
- 8.13 The affordable housing requirements in policies 8.7 and 8.10 will be:

- 8.13.1 calculated as a percentage of total permitted residential gross floor area; and
- 8.13.2 secured in zoning by-laws including through the use of Section 37 provisions, holding provisions or a development permit system, and one or more legal agreements, which may include an overall agreement as well as site-specific agreements with additional and more detailed implementation provisions.
- 8.14 Where affordable rental housing is to be owned and operated by a private landowner, the City may require provisions to ensure that such housing is promoted and able to be accessed by tenants on waiting lists for affordable housing or otherwise referred by the City, and may also require that a portion of the units be reserved to receive rent subsidies for further rent reductions, if such funding is offered by the City.
- 8.15 The City will work with private landowners to identify and secure appropriate locations for *affordable rental housing* delivered as units or as land.
- 8.16 The City will explore opportunities with the private landowners for the provision of *affordable ownership housing*.
- 8.17 A Housing Issues Report, as well as plans and drawings for affordable rental housing proposed to be delivered as units or land, will be required for a complete development application, as well as for the lifting of any holding provisions. The report will provide information on the affordable housing and other housing policy matters in the context of the residential developments on the lands.
- 8.18 High-quality living environments will be created to support physical and mental health and active living that include:
 - 8.18.1 Indoor and outdoor amenity spaces suitable for a range of unit types, including amenity for families;
 - 8.18.2 Living space adequate in size and appropriate in layout to facilitate contemporary living for all and for a range of different households;
 - 8.18.3 Storage spaces both within units and common areas that are convenient, secure and fully accessible;
 - 8.18.4 Access to natural light and windows, and preferably operable windows where this can be accommodated, particularly for living rooms and bedrooms.

9. Transportation

- 9.1 The following complete street principles will inform the design of streets in the Port Lands, recognizing that different streets will have different purposes, constraints and character. The overall objective is to create a well-functioning street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities:
 - 9.1.1 Transit will be prioritized, where appropriate, with an emphasis on dedicated transit right-of-ways on key major streets as shown on Map B;
 - 9.1.2 Lane widths will be minimized in consideration of the role and function of an individual street to assist in making streets safer and more pedestrian friendly;
 - 9.1.3 Raised, physically separated cycle tracks and multi-use pathways will be prioritized on key major streets identified on Map D to create a well-connected, robust and safe cycling network. Raised, separated cycle tracks will be encouraged on all other major streets;

- 9.1.4 Wide sidewalks with unobstructed, accessible pedestrian clearways will be provided to encourage walking and contribute to the overall public realm vibrancy of the Port Lands;
- 9.1.5 Goods movement will be accommodated to ensure the continued economic vitality of industry. Critical goods movement corridors will be identified and designed with suitable conditions for truck access balanced with other complete street objectives;
- 9.1.6 Stormwater and green infrastructure will be integrated in street design to improve air quality, provide habitat corridors and add visual interest;
- 9.1.7 Permeable surfaces for roadways and sidewalks will be encouraged and pursued, where possible, to reduce flooding, preserve capacity in storm drains and sewers and add visual interest;
- 9.1.8 Street trees and understorey plantings will be provided on all streets with adequate room to grow and suitable soil conditions/techniques;
- 9.1.9 Pedestrian and cycling amenities will be provided on all streets, including, but not limited to, bike parking infrastructure, street furniture, pedestrian scaled lighting, weather protection, waste management infrastructure and public art;
- 9.1.10 Place-making features, such as, but not limited to, public art, cultural heritage landscapes and sustainability features, will be incorporated in street design to contribute to the character of the area.
- 9.2 New and/or improved segments of the public street network as identified on Map A will be provided to support development and maintain the functional integrity of the transportation system.
- 9.3 The section of street that extends through the extended McCleary Park will be further reviewed during precinct planning and/or during Phases 3 and 4 of the Municipal Class EA process. The design of the street will be integrated into the overall design of the park and prioritize pedestrians.
- 9.4 A potential future extension of the Don Roadway across the Ship Channel to Unwin Avenue will be protected for. Buildings and/or permanent structures will not be permitted to be located where the public street would be located.
- 9.5 A fine grain of local public streets will be required in *Mixed-use Residential* areas to provide address, access and amenity for development. In *PIC Mixed-Use* areas, development will be located and sited to enable the long-term objective of achieving a fine-grained network of local public streets. In other districts, a network of local public streets will be secured as appropriate, and in consideration of land use.
- 9.6 The location, alignment and design of local public streets within a particular district will be determined at the precinct planning stage or during development review where precinct planning does not apply. Considerations for the location and alignment of local public streets will include:
 - 9.6.1 alignment with streets in other districts to enhance visual connections and facilitate future physical connections between districts;
 - 9.6.2 reinforce visual connections between the city and the water, and to provide visual connections of important natural or human-made features; and
 - 9.6.3 avoid block lengths greater than 150m. Where a block exceeds a length of 150 metres, development will be sited and configured to enable permeability and porosity through the block.

- 9.7 Shared local streets are specially designed streets where pedestrians, cyclists and motorists share the street, will be provided in key locations and identified during precinct planning.
- 9.8 Laneways will be provided as appropriate for loading and servicing access for buildings, and to serve as secondary pedestrian and cycling routes. Locations for laneways will be determined during precinct planning or during development review. They will be well lit and will be designed to accommodate both vehicles and pedestrians/cyclists.
- 9.9 The use of permeable materials and the design of shared streets and laneways will ensure a balance between the objective of providing high-quality, pedestrian-friendly streets and operational and maintenance considerations.
- 9.10 Streets will be public streets, and owned and maintained by the City. Land conveyed to the City for public streets will be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements.
- 9.11 Transit
- 9.11.1 Cherry Street (New), Commissioners Street and Broadview Avenue will have dedicated public transit right-of-ways.
- 9.11.2 The precise location of a dedicated transit right-of-way within the streets will be determined through the completion of the Environmental Assessment process and identification of a preferred design.
- 9.11.3 The expansion of bus service within portions of the Port Lands will be encouraged to provide enhanced transit access for employment uses, future destinations and recreational amenity.
- 9.11.4 Transit hubs will be provided in key locations where transit routes converge. These hubs will have a pedestrian friendly design and will be integrated with streetscaping and/or plaza design.
- 9.12 Pedestrians and Cyclists
- 9.12.1 A well-connected network of on- and off-street cycling routes will be provided for in accordance with Map D. The location and design of these routes and facilities may be further refined at the precinct planning stage without amendment to this Area Specific Policy.
- 9.12.2 Publicly accessible mid-block connections will supplement the network of streets in the Port Lands. Mid-block connections will:
- a) be positioned to form a comprehensive network of linkages with the system of streets;
 - b) complete pedestrian and cycling linkages;
 - c) be conceived as part of an overall parks and open space system;
 - d) be wide enough to accommodate the installation of street furniture, lighting and identity features that reinforce the character of the particular district; and
 - e) have activated building frontages along the edges for informal surveillance.
- 9.12.3 Additional pedestrian and cycling bridges across the Don Greenway and the Keating Channel will be protected for as shown on Map D with further assessment to be undertaken to ensure no impacts to flood conveyance or high-quality wetlands.

9.13 Goods Movement

- 9.13.1 The Port Lands will continue to be a location for *Port and Industrial* uses. Accommodating goods movement in and through the area is required, while ensuring that potential conflicts associated with the mix of *Port and Industrial* uses and new mixed-use communities are minimized. Dedicated truck routes that enable convenient and reliable routes for the movement of goods in and through the area will be determined as part of a Port Lands wide Truck Management Strategy in consultation with the Toronto Port Authority, industrial operators and port users.
- 9.13.2 In *PIC, Light Industrial and Productions, Port and Port and Industrial* areas, the design of streets will serve the needs and access requirements and the staging of trucks while maintaining a safe pedestrian environment and minimizing rights-of-way widths.

9.14 Parking and loading

- 9.14.1 Parking policies and standards developed at precinct planning, through a comprehensive zoning review, or during development review where appropriate, will improve the quality of districts, and strive to reduce congestion and private vehicle trips by encouraging travel by non-auto modes.
- 9.14.2 Maximum parking standards are to be developed and introduced for all uses permitted in the Port Lands. Minimum parking standards, if provided, will support achievement of shifts to transit and active transportation as primary means of moving in and through the area.
- 9.14.3 Parking arrangements will be encouraged and pursued in all developments that make efficient use of space, particularly where cars will not be used on a daily basis.
- 9.14.4 On-street parking will be managed to:
- a) more efficiently use street parking space and increase turnover and parking availability supporting access to parks and open spaces;
 - b) provide an adequate amount of short-term, on-street curbside freight loading spaces; and
 - c) accommodate goods movement, where appropriate, and the staging of production vehicles, particularly in *PIC* and *Light Industrial and Productions* districts; and
 - d) ensure that the movement of trucks can be made safely and efficiently at, or near, intersections or when maneuvering in, or out, of driveways from adjacent land uses.
- 9.14.5 Opportunities to provide shared transportation options, such as car-pooling and car-sharing, will be encouraged.
- 9.14.6 At grade parking lots will generally be prohibited. Parking, to the extent possible, will be accommodated in below-grade parking structures, parking structures internalized within a development or shared multi-storey parking structures. Where consideration is given to at grade parking, the parking area will:
- a) not be located between a building and major public street;
 - b) be designed as an extension of the public realm; and
 - c) incorporate sustainable design features.

- 9.14.7 Structured parking will efficiently use space, have a high-quality design, be faced with active uses at grade, and be designed to enable adaptive re-use.
- 9.14.8 Parking, servicing and loading facilities will be located to:
- a) minimize their visual and functional impact on street edges, on surrounding properties, open spaces and pedestrian routes;
 - b) located in the interior of development blocks and accessed from laneways or local public streets. Generally, access will not be taken from major public streets identified on Map A. Where this is not possible, accesses to sites will be consolidated to minimize interruptions to the public realm.

10. Built Form

- 10.1 Development in the Port Lands will contribute to the identity of the Port Lands by:
- a) Responding to surrounding context and character defining features, including but not limited to, heritage resources, the river, waterways and the large tracts of renaturalizing wilderness;
 - b) Framing the naturalized mouth of the Don River adjacent to Commissioners Street and the Basin Street extension with a built form condition that reinforces a coherently-scaled mid-rise character; and
 - c) Providing a naturalized, landscaped setback adjacent to Unwin Avenue of not less than nine (9) metres in the South Port East, Hearn and South Port districts.
- 10.2 A legible environment will be created that will enable ease of movement and orientation by:
- a) Ensuring the heights and placement of buildings will preserve or create views to specific focal points and heritage resources, as identified on Map 3F and described in Appendix 1 to this Area Specific Policy. The heights and placement of buildings will accentuate respective views and, where applicable, reinforce the scale of heritage resources. Accentuating views is not to be interpreted to mean tall buildings are permitted outside of tall building zones or allow for heights regimes greater than those identified in this Area Specific Policy;
 - b) Organizing and siting all development to permit the extension of the public street network, and in particular to break-up large sites and increase permeability in and through the area; and
 - c) Providing on-site landscaping that complements the built form, and to contribute to an overall consistent character of any particular district and assist in achieving the biodiversity objectives of this Area Specific Policy.
- 10.3 Development will contribute to creating diverse places in the Port Lands, but also achieve variation and visual interest at the block scale.
- 10.3.1 A variety of approaches will be utilized for new buildings to achieve visual interest, including, but not limited to:
- a) Utilizing vertical and horizontal articulation for building mass to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity;
 - b) Providing shifts in the heights of buildings up to any height limits established in other policies of the Area Specific Policy; and.

- c) Providing a varied façade rhythm, building materials and/or colours, among others, to support architectural variety and achieve visual interest.
- 10.3.2 The provision of attractive, enclosed storage structures or screening for the bulk storage of salt, aggregate or other materials in *Port* and *Port and Industrial* districts will be utilized, where technically possible, to provide visual interest, with the added benefit of reducing environmental impacts.
- 10.4 Buildings, irrespective of use, needs to leave a legacy and be capable of adaptive reuse. This will be achieved by:
 - a) Requiring buildings to be a minimum of three-storeys adjacent to major public streets, with the exception of:
 - i. Sites adjacent to Cherry Street south of the Ship Channel as part of the Maritime Hub where alternative building/structures will be encouraged to contribute to the character of the Hub; and
 - ii. Sites adjacent to the east side of Cherry Street (Old) in Villiers Island where building heights may be one- or two-storeys to complement the scale of heritage resources;
 - b) Designing buildings with high quality architectural finishes and landscaping;
 - c) Using robust and durable materiality for buildings that enables longevity of the buildings, to withstand deterioration and contribute to the sustainability of buildings. Salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production, will also be encouraged. Development proposals, through the submission of a Sustainability Strategy, will be required to demonstrate how the building materiality supports longevity and sustainability objectives; and
 - d) Providing an urban street-edge relationship for buildings in the McCleary, Media City and Turning Basin Districts and for buildings in the Warehouse District with buildings built to the lot line adjacent to public streets.
- 10.5 Activity at grade will be provided to enliven areas, and provide day-to-night vibrancy and eyes on the street. This is will be achieved by:
 - a) Animating the public realm with retail and other active uses at grade with narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes that complement the character of the building and to create visual unity of the streetscape;
 - b) Making the ground-level facades of new buildings as transparent as possible to allow for a two-way visual exchange. Façades should be 70% transparent to permit a clear view inward from the street; and
 - c) Providing a minimum ground floor height of 5 metres from floor to ceiling on Priority Retail Frontages as shown on Map 3C, and protecting for at-grade street-related retail and services uses on Secondary Retail Frontages and Water's Edge Animation areas shown on Map 3C. To protect for retail in these areas:
 - i. Floor to ceiling heights will be a minimum of 5 metres in height; and
 - ii. Ground floors will be designed to enable conversion to narrow frontage retail and be provided with a suitable depth to accommodate retail and service uses.
- 10.6 Development will positively contribute to the creation of a distinct and dynamic skyline topography for the Port Lands for the views identified on Map 3F. This will be achieved by sculpting built form to:

- a) Reinforce and showcase the Port Lands existing skyline to ensure the continued prominence of the collage of heritage buildings and structures within the Port Lands as viewed from prominent locations along the central waterfront and to promote an understanding of the historic contribution of the Port Lands to Toronto's working waterfront as new uses and contemporary buildings are introduced;
 - b) Contribute to the objective of diversity and the creation of unique and memorable places by applying different approaches to tall buildings, where these are permitted, in the different districts, including, but not limited to, distinct height regimes for each particular district; and
 - c) Include a variety of building types within the districts that are full of contrasts – high and low, dense and open – that both differentiate the Port Lands from the rest of the city and the different districts from each other that will also in part be informed by the land use mix permitted in the Port Lands and diverse street and block patterns.
- 10.7 New buildings will not detract from or dominate the Port Lands existing skyline. Heights and placement of buildings will be carefully controlled and reviewed through the submission of view studies required in Policy 6.2.5 and review by a Design Review Panel.
- 10.8 Tall buildings are buildings that exceed the mid-rise heights identified in this Area Specific Policy. Where tall buildings are permitted:
- 10.8.1 Residential tall building floorplates will not exceed 750 m², except where new building typologies are advanced as part of precinct planning, or a precinct wide review of building typologies, to achieve sustainability objectives and/or differentiate built form both within the different districts in the Port Lands and from the rest of the city. Where new typologies are advanced they will:
 - a) ensure the high standards for sunlight on the public realm will be achieved;
 - b) result in commensurate reductions in the height of the respective tall buildings based on comparing the floor area of a typical, 750 m² tall building floorplate with the floor area of the new tall building typology, and proportionately reducing the heights of new tall building typologies based on the total gross floor area achievable with a typical 750 m² tall building floorplate; and
 - c) demonstrate that the impacts of a larger floorplate, such as reduction of sunlight, increase in shadow, transition, skyview and wind, can be sufficiently mitigated.
 - 10.8.2 Their design, in terms of form and profile, will make a positive contribution to the Port Lands skyline topography.
 - 10.8.3 They will be oriented to minimize shadow impacts on the public realm.
 - 10.8.4 In order to achieve excellent sky view, light penetration and a predominant mid-rise character, a minimum separation distance of 40 metres between tall buildings is required. Additional separation distance will be encouraged to maximize skyview.
 - 10.8.5 A minimum separation distance of 40 metres is required between tall buildings and the predominant face of heritage buildings/structures.
 - 10.8.6 The tall building will be stepped back from the base building frontage by a minimum of:
 - a) 10 metres adjacent to Villers Street in Villiers Island;
 - b) 6 metres adjacent to Cherry Street (Old) and Centre Street in Villiers Island; and

- c) at least 3 metres on all other public streets, or as determined through precinct planning to limit shadowing on key parks and open spaces and to minimize the perception of tall buildings at grade from the public realm.

All potentially enclosable or roofed space, such as balconies, must be clear of the setback requirements.

10.8.7 Tall buildings will be located, oriented and massed to:

- a) Maximize sunlight access on streets, and parks and open spaces;
- b) Not shadow the Don Greenway and naturalized river valley below top of bank during the spring and fall equinoxes between 10:18 am and 4:18pm; and
- c) Mitigate pedestrian wind impacts to enable comfortable climatic conditions in all seasons. Adjustments to building design may relate to the form, additional setbacks or stepbacks and/or cut outs of building mass to mitigate impacts. Protective screens and other incidental add-ons or landscaping within public spaces may be utilized, but should not be relied upon as the preferred wind mitigation resulting from buildings.

10.9 Villiers Island

10.9.1 The overall character of Villiers Island will be mid-rise in nature, punctuated by a limited number of tall buildings in strategic locations.

10.9.2 Buildings adjacent to the Keating Channel and on the east side of Cherry Street (Old) will be low-rise and complement the scale of heritage resources, and will not exceed a height of three storeys (approximately 11 metres). A five-storey (approximately 17 metres) building may be permitted on the west side of New Cherry adjacent to the Keating Channel provided the building does not significantly obscure the historic silos. Buildings will be sited and articulated to reinforce and showcase the heritage resources of these areas.

10.9.3 Mid-rise buildings and base buildings of tall buildings will ensure an appropriate human-scale and will be designed to enable high standards of sunlight on public streets, solar gain and daylighting within the interior of blocks. They will have a height no greater than:

- a) Ten storeys (approximately 32 metres) for mid-rise buildings and eight storeys with a tall building on the south side of Villiers Street;
- b) Eight storeys (approximately 26 metres) on Cherry Street, Munitions Street and Centre Street; and
- c) Seven storeys (approximately 23 metres) on Commissioners Street.

10.9.4 To achieve additional variation in built form, mid-rise building heights should be six storeys (approximately 18 metres) for portions of buildings flanking north-south local streets. Mid-rise building flanking north-south local streets will not exceed a height greater than a 1:1 ratio of building face to building face.

10.9.5 Tapering of buildings heights and/or stepbacks will be utilized to:

- a) Ensure high standards of sunlight on public streets;
- b) Enable sunlight penetration to interior outdoor amenity spaces and south facades of buildings within a development block in support of liveability and sustainability objectives; and
- c) Contribute to a human-scaled street wall condition (generally 5 to 6 storeys).

10.9.6 Tall buildings will only be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north. Additional considerations for locating tall buildings within this zone include:

- a) Marking the New Cherry Street and Munitions Street gateways;
- b) Staggering tall buildings within the tall building zone to reduce the negative impacts of closely spaced tall buildings, the perception of tall buildings at grade and to prevent the appearance of a wall of towers;
- c) Marking Promontory Park and Villiers Park at either end of the Island;
- d) Mitigating pedestrian wind impacts;
- e) Providing a sensitive transition to heritage buildings;
- f) Ensuring high standards of sunlight on east-west streets, the Keating Channel promenade, Promontory Park, Villiers Park and the river/Don Greenway;
- g) Situating the tall buildings to maximize separation distance to the Cement Terminal on Polson Quay;
- h) Situating the highest permitted tall buildings in areas closest to transit stops within the tall building zone; and
- i) Leveraging passive solar gain.

10.9.7 A variety of tall building heights will be provided to punctuate the skyline within the low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) to mid-twenties (24 to 26 storeys or approximately 74 metres to 80 metres), or as determined to limit shadow impacts on parks and open spaces in accordance with the policies of this Area Specific Policy.

10.9.8 Notwithstanding the policy above, one tall building may be permitted in the high twenties (up to 29 storeys or approximately 89 metres) at New Cherry Street and Villiers Street without amendment to this Area Specific Policy to contribute to overall built form variability of the Island and provided the building has exceptional architectural features to positively reinforce the building identity within the overall Port Lands skyline.

10.10 McCleary District

10.10.1 The overall character of the McCleary District will be a lively, dense, mixed-use area with an overall mid-rise character that contributes to broader economic objectives for the Port Lands and complements the employment destination north of Lake Shore Boulevard.

10.10.2 Development in the District will be organized around a centrally-located local park.

10.10.3 Tall buildings are permitted within the development blocks adjacent to the Don Roadway and Lake Shore Boulevard.

10.10.4 A height peak that is not to exceed 39 storeys (approximately 119 metres) is permitted at the Don Roadway and Lake Shore Boulevard East and subject to appropriate source and receptor mitigation of industrial operations. South and east of the height peak, the heights of tall buildings will terrace down in height to Commissioners Street and Bouchette Street respectively.

10.10.5 Mid-rise buildings and the base of tall buildings will have a height no greater than, unless otherwise determined through a Council endorsed precinct planning exercise:

- a) Ten storeys (approximately 30 metres) immediately adjacent to the Lake Shore Boulevard and the Don Roadway;
- b) Eight storeys (approximately 24 to 26 metres) immediately adjacent to Commissioners Street, the Broadview Extension and on the north side of Villiers Street; and
- c) Six storeys (approximately 18 to 20 metres) on all remaining streets.

10.10.6 The siting of tall buildings adjacent to the new east-west street north of Commissioners will ensure long-views to the Commissioners Stack from Centre Street in Villiers Island and skyview around the stack.

10.11 Polson Quay and South River

10.11.1 Building type and form will be differentiated between Polson Quay and South River to assist in achieving diversity and variety.

10.11.2 Buildings will be massed and sited so as not to obstruct views to the Hearn chimney stack or silos, as well as to maintain a high degree of visibility surrounding the Hearn chimney stack as viewed from the public promenade at the foot of Yonge and eastward to Sherbourne Common.

10.11.3 Should residential uses be permitted, additional considerations for the placement, height and location of mid-rise and tall buildings at precinct planning will include:

- a) Maintaining the visual prominence and dominance of heritage landmarks, and in particular, the Hearn's chimney stack, by ensuring heights complement and do not excessively exceed the perceived height of the stack as viewed from the public promenade at the foot of Yonge Street;
- b) Creating distinct identities that differentiate the two districts both from themselves and other districts within the Port Lands; and
- c) Assessing noise and air quality impacts and, where required, limiting building heights accordingly.

11. Arts and Culture

11.1 Development on land that is privately owned, as of the date of adoption of this Area Specific policy, will be encouraged to participate in the City's Percent for Public Art Program. Additionally, public art contributions will be encouraged to be pooled toward a larger coordinated public program within publicly owned parks and spaces and streets given the significant public investment associated with these areas.

11.2 Permanent public art installations and/or contributions will be secured for all development on land that is municipally owned as of the date of adoption of this Area Specific Policy, and for major public works projects in accordance with the City of Toronto's Percent for Public Art Program.

11.3 Public art is to be located on sites visible from public streets, intersections, public plazas, parks or other publically accessible civic spaces.

11.4 Public art installations should be diverse, including installations that reflect the history of the Port Lands and First Nation's history and culture. Artists will also be encouraged to use sustainable materials and/or practices.

11.5 Public Art Strategies developed during precinct planning will:

- a) Define a public art vision for the district;

- b) Outline goals, principles and themes for public art for the district;
 - c) Identify locations for permanent public art installations within the district; and
 - d) Identify potential alternative funding sources and/or partnerships for any non-permanent art installations that are proposed.
- 11.6 Public Art Plans, in accordance with the City's Percent for Public Art Guidelines, will be required for:
- a) district-wide coordinated public art programs. A District Public Art Plan will be developed when development will occur and prior to the issuance of the first building permit within the district; and
 - b) permanent public art installations on privately owned sites secured through the development review process. The Public Art Plan will be developed at the time of Site Plan Control or prior to the issuance of above-grade building permits.
- 11.7 The City will encourage and facilitate:
- a) The development of a range of tourist attractors, high profile events, street festivals, permanent destinations, venues for performing arts, and cultural attractions and centres capable of drawing visitors both in large and small numbers;
 - b) New cultural facilities in the Port Lands that both complement the desired mix of uses and activate areas;
 - c) *Affordable rental housing* that caters specifically to artists or other creative sector employees/entrepreneurs to attract creative practitioners to live in the new communities; and
 - d) Arts and cultural companies to locate in the area.

12. Innovation and Sustainability

- 12.1 The objective for the Port Lands is for the area to be a net zero energy district. A net zero energy district is a district where no more energy is consumed than is supplied by non-fossil fuel sources. All development and public works will support this objective through the application of passive and low-impact site, building and street design.
- 12.2 All development on privately-owned land will be passively designed and meet the minimum requirements in the applicable Toronto Green Standards. Development on publicly-owned land, as of the date of the adoption of this Area Specific Policy, will be passively designed and be required to exceed the Toronto Green Standards highest performance measures Tier 2 performance measures and include new and emerging approaches for advancing a progressive sustainability agenda and showcasing innovation.
- 12.3 Passive design approaches and low-impact site design employed in a development will include:
- 12.3.1 Providing an efficient building shape, location and orientation to both reduce incidences of heat loss and energy demand, while continuing to ensure excellent sunlight conditions in the public realm in accordance with this Area Specific Policy;
 - 12.3.2 Incorporating shading strategies or devices applied to south and west facades to reduce the solar heat gain in the summer and reduce cooling loads;
 - 12.3.3 Minimizing the ratio of windows on a façade. Windows should not exceed 50% of a façade and a minimum sill height should be provided unless otherwise demonstrated through achieving passive design;

- 12.3.4 Utilizing advanced windows, such as triple glazed windows, to minimize heat loss;
- 12.3.5 Minimize incidences of thermal-bridging that create pathways for heat to move from the inside of a building to the outside. Approaches could include continuous insulation, thermally-broken balconies and careful window detailing; and
- 12.3.6 Retaining stormwater on site through naturalized, low impact approaches both at grade and on rooftops and to the extent possible in an urbanized context.
- 12.4 Passive design approaches and other measures that will be encouraged in development on privately-owned land, or required should legislation enable such elements, include:
 - 12.4.1 Providing high levels of insulation and thermal mass performance to minimize heat loss through the selection and use of appropriate building materials;
 - 12.4.2 Enabling natural ventilation (such as operable windows) where possible and in consideration of any receptor mitigation required to ensure compatibility with industrial operations;
 - 12.4.3 Providing dedicated car share parking spaces, autonomous vehicles and electric vehicle (EV) infrastructure;
 - 12.4.4 Providing on-site renewable energy, such as solar photovoltaics (PV) and other low-carbon on-site energy generation and back-up power, while ensuring residential amenity and greening potential; and
 - 12.4.5 Ensuring a high level of airtightness to minimize heat loss from air infiltration.
- 12.5 Infrastructure and energy production facilities needed to support the introduction of a low-carbon thermal network or electrical microgrid and intelligent city infrastructure will be protected for and/or incorporated in the design parks and open spaces, streets, fixed bridges and/or municipal servicing during precinct planning, Phase 3 of the Municipal Class Environmental process for streets and municipal servicing and/or at detailed design, and should be incorporated and/or protected for in the design of buildings.
- 12.6 The following will be incorporated into the design of streets where technically feasible:
 - 12.6.1 locations for bike parking, and in particular, at transit stops and major destinations;
 - 12.6.2 the provision of dedicated, on-street electric vehicle parking and charging stations; and
 - 12.6.3 the provision of dedicated, on-street car-share parking locations.
- 12.7 Any new power plants developed in the Port Lands to either replace existing facilities or to provide additional power will be encouraged to utilize renewable energy sources and to support achieving the long-term net zero energy district objective and will be required to go through the site plan approval process.

13. Biodiversity

- 13.1 The following will be required for all development and/or public works, as applicable, to ensure a biodiverse Port Lands:
 - 13.1.1 protecting, restoring and enhancing natural heritage features and Environmentally Significant Areas;
 - 13.1.2 creating new, connected natural areas and greenways and net environmental gains associated with Environmentally Significant Areas;

- 13.1.3 integrating large areas of naturalized plantings and/or habitat as a component of the design for larger parks and open spaces;
- 13.1.4 supporting wildlife movement through the Port Lands by creating habitat linkages, built landscapes and by retaining decommissioned rail corridors into the Port Lands as landscape features;
- 13.1.5 providing habitat at the site level, including retention or replacement of existing natural cover, enhanced landscaped setbacks, naturalized planting, hedgerows, and/or integrated stormwater management;
- 13.1.6 ensuring buildings contribute to biodiversity through measures such as, but not limited to, biodiverse green roofs designed to meet the City's Guidelines for Biodiverse Green Roofs, green walls and enhanced bird collision deterrence measures;
- 13.1.7 Providing dedicated spaces within new communities for dog off-leash areas that are physically separated from natural areas; and
- 13.1.8 Exterior site lighting, street lighting or lighting for any recreational uses within or adjacent to natural areas that is fully cut-off and designed to minimize excess light, skyglow, glare and light spillage.
- 13.2 At precinct planning or prior to rezoning land in a precinct, or at Site Plan Control where a rezoning is not required, a Naturalization Plan will be prepared.
- 13.3 Infrastructure and capital projects, such as new streets, street reconstruction, bikeways, and multi-use pathways, will have consideration for habitat and wildlife corridors, and will include, but not be limited to eco-passages, wildlife crossings and naturalized landscaping including understorey plantings and enhancements to the tree canopy. Interpretative signage will also be incorporated.

14. Municipal Servicing, Utilities and Green Infrastructure

- 14.1 The provision of municipal servicing, utilities and green infrastructure will be coordinated with the design of streets and open spaces, and ensure the integrity of flood protection features is maintained.
- 14.2 The future design of municipal servicing systems will need to ensure space for the provision of utilities, protecting for thermal networks and/or microgrids, smart-city networks and undergrounding of hydro transmission wires located along the Don Roadway, Commissioners Street and Bouchette Street.
- 14.3 A potential site in the Turning Basin District for the relocated Basin Transmissions Station has been identified, located midpoint between the Broadview Extension and Carlaw on the north side of the realigned Basin Street extension. The site will be protected for. Temporary uses may be permitted.
- 14.4 Development, new utilities or new hydro electric infrastructure will not impede achievement of any planned infrastructure corridors or preferred street and transit alignments determined through the *Environmental Assessment Act* process and identified on Maps A or B.
- 14.5 Development will be required to:
 - 14.5.1 Contribute to the sustainable design of streets;
 - 14.5.2 Provide and pay for local municipal servicing, utilities and green infrastructure to service proposed redevelopments; and

- 14.5.3 Provide proper fit-outs, including necessary above and below-grade infrastructure informed by the City's Thermal Network-ready Design Guideline, to ensure connection to future low-carbon thermal energy network, such as deep lake water cooling, geo-exchange systems, sewer heat recovery and/or combined heat/power plants.
- 14.6 Development will be encouraged to:
 - 14.6.1 Install dual plumbing systems that allow use of harvested rainwater and gray water for landscape irrigation, toilet flushing and other uses, as permitted from a public health perspective and Building Codes, to reduce the use of potable water;
 - 14.6.2 Utilize native and low water-use vegetation that does not require permanent irrigation systems to reduce the requirement for irrigation; and
 - 14.6.3 Utilize harvested rainwater for landscape irrigation, as permitted from a public health perspective and Building Codes, rather than a potable water source. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse, which could include, but are not limited to green roofs and equipment to harvest, filter and/or store rainfall.
- 14.7 Where possible and in consideration of existing soil conditions, developments will use permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater.

15. Implementation

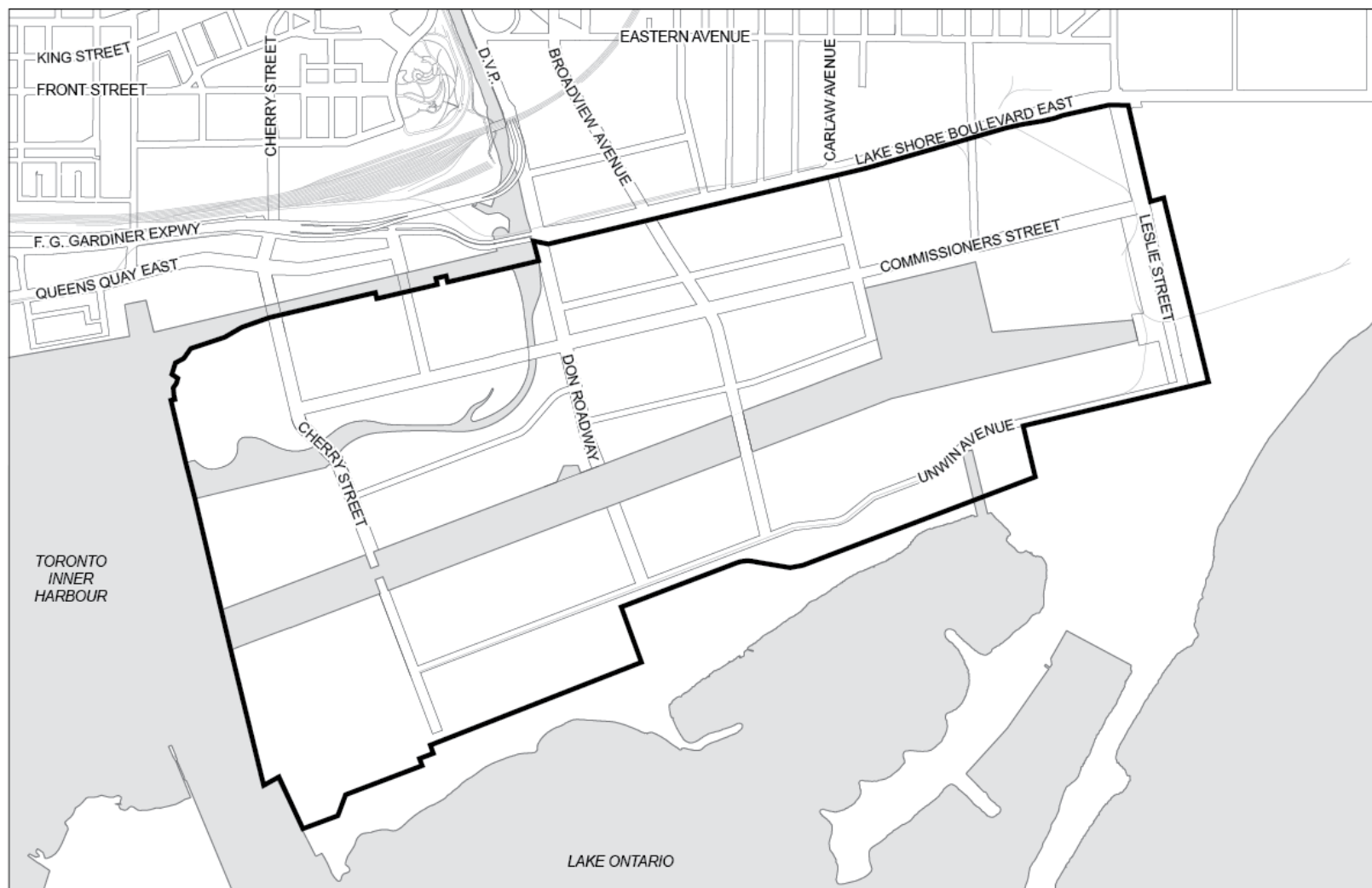
- 15.1 This Area Specific Policy should be read as a whole with the Central Waterfront Secondary Plan to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making in the Port Lands.
- 15.2 In the case of a conflict between this Area Specific Policy and the policies in the Central Waterfront Secondary Plan or former City of Toronto Official Plan, the policies in this Area Specific Policy will prevail.
- 15.3 Precinct Implementation Strategies (or commonly referred to as Precinct Plans) will be developed for *Mixed-Use Residential* and *PIC Mixed-use* districts prior to, or concurrent with, applications to rezone lands.
- 15.4 The Port Lands represents a unique revitalization opportunity for the city. As the area transforms, new solutions to pressing challenges facing cities may emerge. The City may initiate an amendment(s) to this Area Specific Policy to address these and where the solution(s) would provide positive contributions in meeting the vision and long-term objectives for the Port Lands as set out in this Area Specific Policy.
- 15.5 In addition to the requirements set out in Policy 2.2 of the Central Waterfront Secondary Plan, the following will be addressed in Precinct Implementation Strategies (or Precinct Plans), or concurrent with area wide rezonings and/or site specific rezonings for the Villiers Island Precinct:
 - 15.5.1 Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
 - 15.5.2 Heritage Evaluation Reports for potential cultural heritage resources identified on Map 3D and 3E;
 - 15.5.3 View studies in accordance with Policy 6.2.5 of this Area Specific Policy; and

- 15.5.4 Naturalization Plans in accordance with the requirements identified in the Port Lands Planning Framework.
- 15.6 Development for *PIC* uses that do not require a rezoning, *Light Industrial and Productions* uses, *Port* uses and *Industrial* uses may proceed without the need for a Precinct Implementation Strategy (or Precinct Plan). The submission of a Context Plan will be required as part of a Complete Application and prior to permitting development. Context Plans will:
- 15.6.1 Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
 - 15.6.2 Identify the location of public streets and pedestrian and cycling connections that link to the broader networks and support the objectives of this Area Specific Policy;
 - 15.6.3 Include supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
 - a) Heritage Evaluation Reports and/or Heritage Impact Assessments where development is on or adjacent to a heritage resource or potential heritage resource;
 - b) View studies in accordance with Policy 6.2.5 of this Area Specific Policy;
 - c) Naturalization Plans in accordance with the requirements identified in the Port Lands Planning Framework;
 - d) On-site mitigation plans for new production studios uses, and *Port* and *Industrial* uses detailing, through accepted practices, the potential impacts and identification of measures proposed to manage the interface between future residential neighbourhoods; and
 - e) Infrastructure strategies where a development will proceed in advance of implementation of TSMP infrastructure. The strategies will identify how a development will be serviced, maintained and operated, and that the ultimate servicing as identified in the Port Lands and South of Eastern Transportation and Servicing Master Plan, as may be amended, will not be precluded from being achieved.
- 15.7 All development applications will submit relevant drawings, plans and supporting studies and materials to support the policies and objectives of this Area Specific Policy. Relevant supporting studies and materials may include, but are not limited to:
- a) A Planning rationale;
 - b) Sun/shadow and pedestrian-level wind studies;
 - c) Building mass model and view studies;
 - d) Heritage impact assessments;
 - e) Green Development Standards Checklist and any other reporting required to meet the requirements of the Toronto Green Standard;
 - f) Energy strategies;
 - g) Sustainability strategies, prepared by qualified individuals and to supplement reporting requirements associated with the Toronto Green Standard and energy strategy, that describe and demonstrate how the proposed development meets the sustainability policies of this Area Specific Policy;

- h) Contaminated site assessments;
 - i) Arborist tree preservation reports;
 - j) Geotechnical studies;
 - k) Housing issues reports for residential developments;
 - l) Natural heritage impact studies for development proposals adjacent to lands identified as Natural Heritage;
 - m) Fiscal impact analysis and/or phasing plans where a major development is considered to have impacts on the cost of the provision of infrastructure. The fiscal impact analysis will be reviewed by Corporate Finance and/or peer reviewed at the expense of the applicant;
 - n) Arborist tree preservation reports;
 - o) Servicing and stormwater management reports;
 - p) Detailed noise and air quality studies, and/or other environmental studies as appropriate;
 - q) Transportation impact studies and/or traffic operations assessments;
 - r) Parking and loading studies; and
 - s) Any other information or material that may be needed to review the application and depending on the nature or context of the proposed development.
- 15.8 Plans of subdivision or rezoning applications for residential and/or new sensitive uses will not be considered until:
- a) A firm funding commitment has been secured for the necessary flood protection measures and associated enabling infrastructure;
 - b) A Development Charges By-law has been adopted that includes the necessary infrastructure to support the proposed uses; and
 - c) A City-initiated Business and Implementation Plan has been developed and adopted by City Council that outlines the funding mechanisms and timing for the provision of necessary infrastructure to support the proposed uses.
- 15.9 Section 37 of the *Planning Act* will be required for any area-wide or site-specific rezonings for residential uses, and used to secure (but not limited to):
- 15.9.1 Equitable monetary contributions towards, or the construction and outfitting of, the community infrastructure priorities identified in Policy 5.5 and as may be refined through the precinct planning process. Contributions towards community infrastructure will be determined on a precinct basis and by:
- a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after development charge contributions are determined; and
 - b) proportionately distributing the total value of the monetary contribution on a per square metre of residential gross floor area; and
- 15.9.2 The implementation of the Affordable Housing policies of this Area Specific Policy;
- 15.9.3 Contributions towards the design and construction of major public parkland;
- 15.9.4 Permanent public art installations and/or contributions; and
- 15.9.5 Other matters as a legal convenience.
- 15.10 Where a land owner elects to construct and outfit a community infrastructure priority that benefits the entire district within which the facility is located, or front-ends growth-related

infrastructure, fair and equitable cost-sharing arrangements will be secured in a landowner agreement and/or front-ending agreement with the City.

- 15.11 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Area Specific Policy are satisfied. In addition to the matters listed in Policy 2.6 of the Central Waterfront Secondary Plan, conditions to be met prior to the removal of the holding provision may include:
- a) The remedial flood protection works necessary to flood protect a site and/or area as approved in the approved Don Mouth Naturalization and Port Lands Flood Protection EA are complete and in effect, to the satisfaction of the Toronto and Region Conservation Authority;
 - b) The provision of adequate street, transit and municipal servicing infrastructure, and that parking supply is commensurate with development;
 - c) The specific source and/or receptor mitigation/attenuation measures required to enable sensitive land uses as determined in noise and air quality studies, or other environmental studies, accepted by the City during the development approval process, including provisions related to how the mitigation/attenuation measures will be implemented;
 - d) Measures to satisfy the biodiversity objectives of this Area Specific Policy, and to protect a natural heritage area or environmentally sensitive natural features;
 - e) Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
 - f) The provision, timing and appropriateness of *affordable rental housing*;
 - g) The provision of, confirmation of, and/or contributions towards, the necessary parks and open spaces and community infrastructure; and/or
 - h) Entering into any agreements under the *Planning Act*, or to secure equitable sharing of associated costs for any of the required matters, or to front-end any required infrastructure.



Official Plan Modification # XXX

Port Lands Area Specific Policy

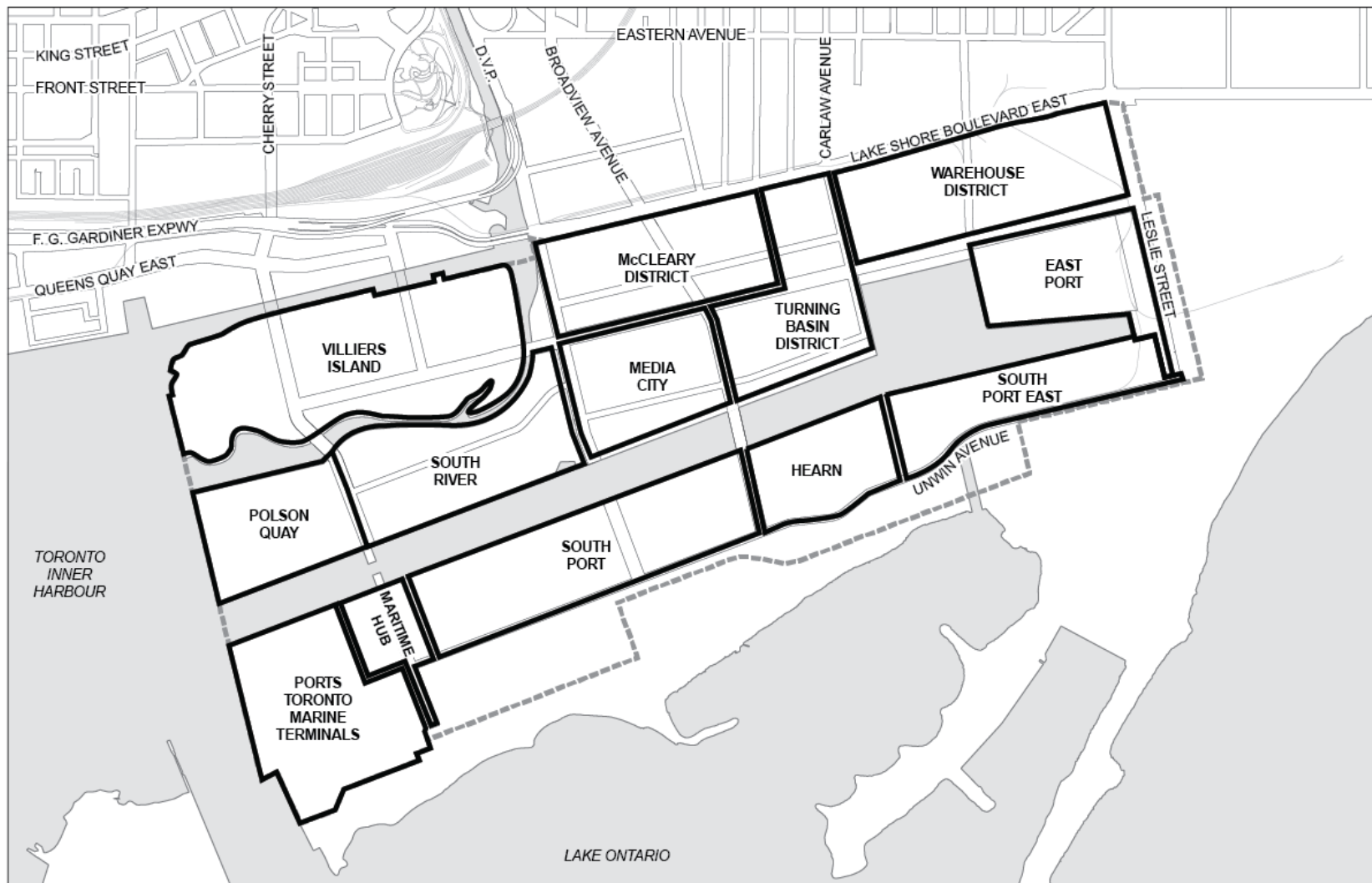
Port Lands Map 3A - Port Lands Area

File # 12_XXXXXX STE 30 XX

— Port Lands Area Specific Policy Boundary



Note to Scale
03/29/17



Official Plan Modification # XXX

Port Lands Area Specific Policy

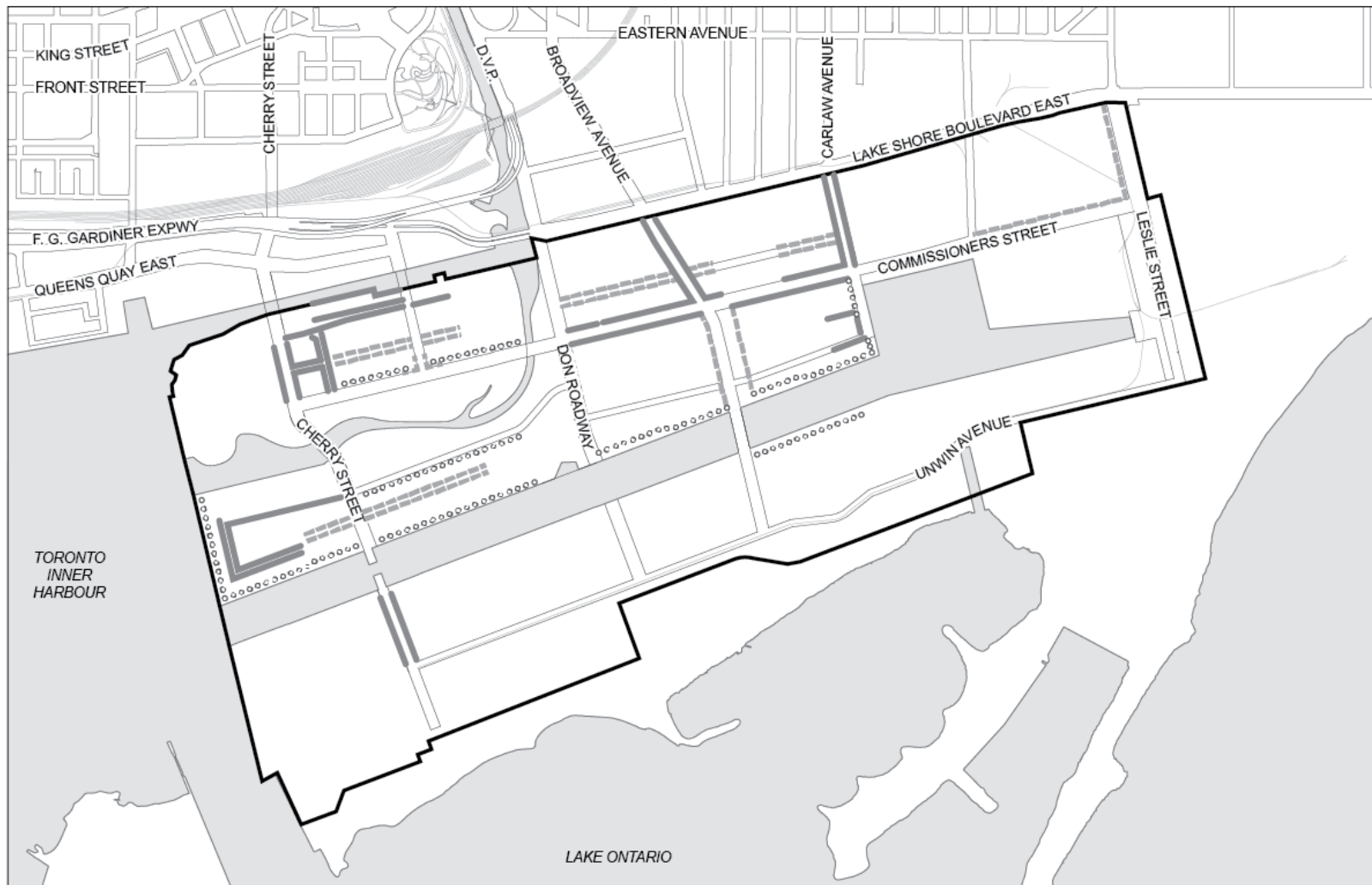
Port Lands Map 3B - Port Lands Districts

File # 12_XXXXXX STE 30 XX

----- Port Lands Area Specific Policy Boundary

— Districts

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Note to Scale
03/29/17



Official Plan Modification # XXX

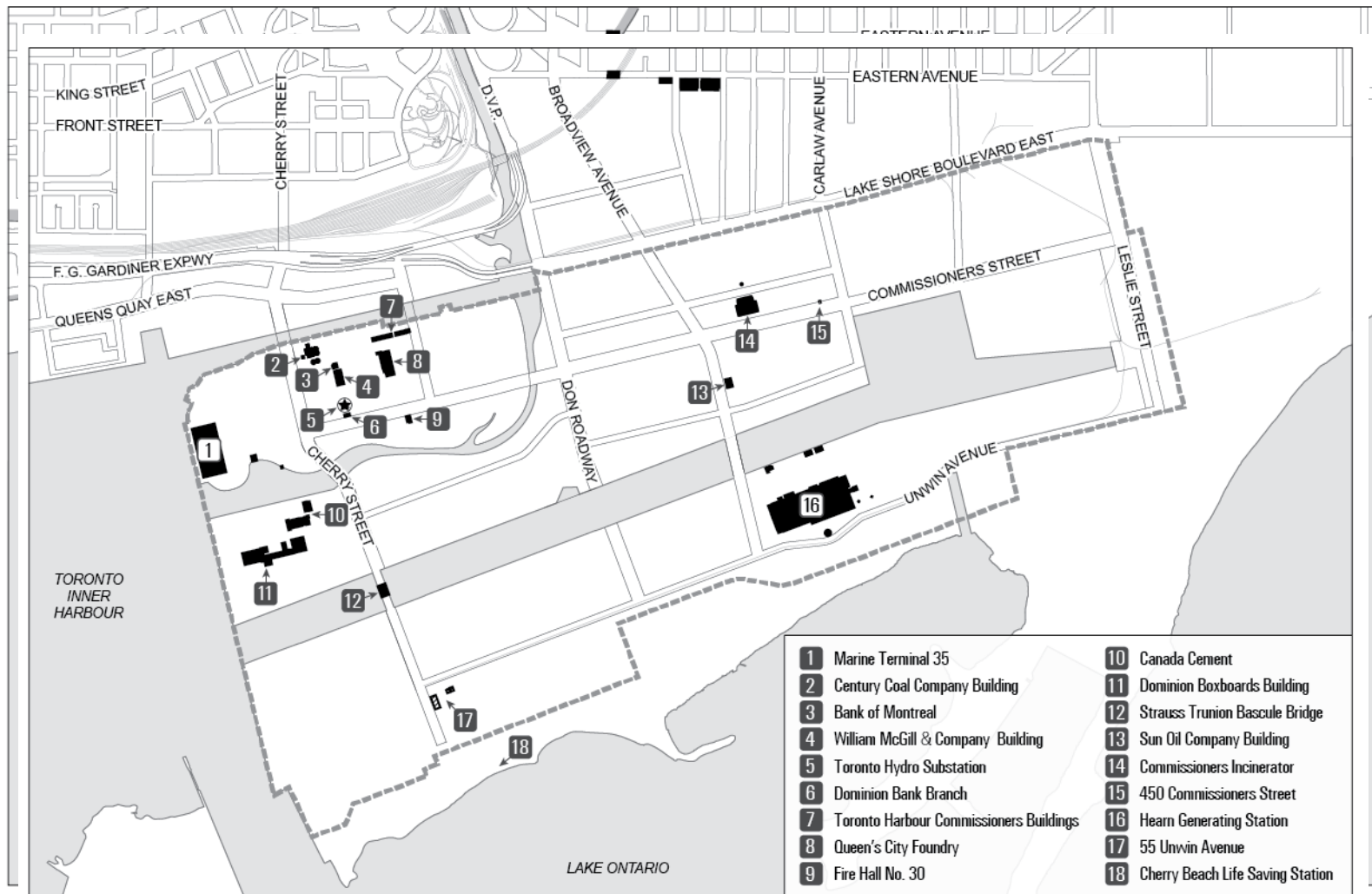
Port Lands Area Specific Policy

Port Lands Map 3C - Priority Retail Frontages

File # 12_XXXXXX STE 30 XX

- Port Lands Area Specific Policy Boundary
- Priority Retail Frontage
- Secondary Retail Frontage
- Water's Edge Animation





Toronto City Planning

Official Plan Modification # XXX

Port Lands Area Specific Policy

Port Lands Map 3E - Heritage Buildings/Structures

File # 12_XXXXXX STE 30 XX

- Port Lands Area Specific Policy Boundary
- Listed Heritage Structures/Buildings
- Designated Heritage Structures/Buildings
- Potential Heritage Structures/Buildings
- Protect view corridor through any redevelopment

↑
Not to Scale
03/29/17

Appendix 1 – Views

Skyline Views

1. *Port Lands Skyline*

Views to the Port Land's skyline along the Central Waterfront promenade from the foot of Yonge Street to Sherbourne Common will create a symbolic connection between the city and the next area of waterfront revitalization. The City's image will be enriched by the expansion of its skyline in a way that varies dramatically from that of the Downtown Toronto.

The Port Land's skyline will be curated and sculpted to convey the identity of the evolving city district by preserving views to and showcasing the collection of prominent heritage structures and landmarks. These consist of the Commissioners chimneystack, the Hearn and its chimneystack, the silos, the Dominion Boxboards building, and any conserved attributes of Marine Terminal 35 as determined through a more detailed assessment. New development will be carefully sited and building heights controlled to ensure the landmarks remain dominant within the evolving skyline, with generous skyview surrounding the Hearn's chimneystack.

2. *Downtown/Financial District Skyline*

The dramatic view to the city's internationally recognized Downtown and Financial District skyline from the Islands and existing Jennifer Kateryna Koval'skyj Park are expanded on to capture the reflect the public realm adjacent to the Inner Harbour envisioned by this Framework.

From:

- The water's edge associated with Promontory Park fronting the Inner Harbour; and
- Polson Quay water's edge promenade adjacent to the river and Inner Harbour.

3. *North West from Tommy Thompson Park*

This picturesque, unobstructed view of the Hearn amid a naturalized landscape will be framed on either side by the new urban districts in the Port Lands and Unilever precinct, with the Downtown and Financial District skyline and silhouette of the CN Tower in the background.

From:

- The access road to the Outer Harbour Marina.

4. *Leslie Slip Outlook*

The open space at the terminus of the Ship Channel will provide an outlook and long view down the Ship Channel, an integral part of the original 1912 plan for the Port Lands, and the Port Lands evolving skyline. The view captures the full breadth of uses and activities envisioned in the Port Lands and activation of the Ship Channel. Development lining the Ship Channel will frame the water's edge promenade and be articulated to create interest.

Additionally, landmark heritage features, including the chimneystacks of the Hearn and the Transfer Station and their axial relationship, are juxtaposed against the contemporary city district emerging around these, including the new lift bridge at the Broadview extension. This rich collage of uses and history will act as a backdrop to the ongoing industrial maritime activity occurring within the Ship Channel.

From:

- The Parks and Open Space area at the terminus of the Leslie Slip.

Prominent and/or Heritage Buildings, Structures and Landscapes

A. *Villiers Street and Essroc Silos*

Views from the east and west along Villiers Street will be dominated by the dramatic scale and prominent location of the Essroc Silos at existing Cherry Street, and lined to the north by the historic Toronto Harbour Commissioners buildings. The Silos will be a distinctive centre piece for the street as it evolves into a pedestrian priority retail / recreation destination. Development will frame the view, ensuring that buildings are sited and oriented to maintain the prominence of the silos through setbacks and/or generous stepbacks.

From:

- West - Promontory Park and Villiers Street eastward; and
- East – Villiers Park and Villiers Street westward.

B. *Commissioners Stack*

An intimate, oblique view of the historic Commissioner's Incinerator chimneystack, a totem of the Port Lands, will be achieved by generally aligning new east-west streets in Villiers Island and the McCleary District to capture a long view of the chimneystack from the west, while preserving the historic Foundry building in its original location. Skyview will be provided around the chimneystack by stepping back development above a mid-rise height.

The new east-west streets will also visually connect Villiers Island, the McCleary District and the Turning Basin District. The three districts become linked to each other through their common experience of the view to the chimneystack. Protecting for an easterly extension of the east-west street through the Warehouse District through any redevelopment will enable this view to be extended to Leslie Street and span the entire Port Lands geography.

From:

- West - Promontory Park and the new central east-west street in Villiers Island (south side of the street); and
- East – New east-west street with the view protected for in any redevelopment in the Warehouse District.

C. *Canada Cement Company Silos*

Built in the 1920s, the Canada Cement Company's silos still in active use today creates a powerful focal point at the juncture of Polson Street and a new north-south local street or mid-block pedestrian connection to the Ship Channel, flanked by the historic Dominion Box Boards building.

From:

- A new local street or mid-block connection at the eastern edge of the Dominion Boxboard's building.

D. *Strauss Trunion Bascule Bridge*

The Strauss Trunion Bascule bridge terminates views on Cherry Street north and south of the Ship Channel. Development north of the Ship Channel will accentuate the view terminus to the bridge. South of the Ship Channel, the Cherry Street is reimaged as a gateway to Cherry Beach and forms part of the Maritime Hub.

From:

- The southern edge of the new river crossing along Cherry Street; and
- Unwin Avenue along both the east and west sides of Cherry Street.

E. Keating Channel, Essroc Silos and Toronto Harbour Commissioners buildings

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

From:

- The east edge of the Keating Channel at the Don Roadway.

F. The Hearn from Broadview

The Hearn and its 213 metre high chimneystack, with its immense scale and high degree of visibility within the existing landscape, are an inalienable part of the Port Lands' identity. As the Port Lands transforms, new opportunities are needed to preserve and maintain the Hearn's visibility. The Broadview extension's alignment into the Port Lands creates a view to this impressive and landmark industrial complex.

Development adjacent to the extension will emphasize the continuity of the new urban fabric and elegantly frame the chimneystack. A new, linear open space contemplated south of Commissioners Street that integrates the historic Sun Oil building will enable the view to dramatically open up. Any new development contemplated on the east side of the extension in this area will be of a low-rise nature to preserve the long-view.

G. The Hearn from Carlaw Avenue

This view is currently identified in the listing of the Hearn on the City's Heritage Registrar. The preservation of the existing view of the Hearn's chimneystack when looking south on Carlaw Avenue will likewise reinforce the Hearn's identity as a powerful symbol of the Port Lands. Development south of Lake Shore Boulevard will be organized and massed to preserve views of the chimneystack north of Lake Shore Boulevard.

From:

- Carlaw Avenue (west sidewalk and travel portion of the right-of-way) from Queen Street to Lake Shore Boulevard.

H. The Commissioners Incinerator and the Hearn

At the intersections of Lake Shore Boulevard at both Logan Avenue and the existing or relocated Bouchette Street and across the expanded McCleary Park, both the Commissioners Incinerator building and the Hearn, and their respective chimneystacks, can be viewed in one compelling instant. With both complexes constructed in the same era and representing major civic projects of the time, these views are powerful gestures to this bygone era. With these two complexes reimagined as a community focal point and major destination, the view symbolizes the Port Lands' past and re-emergence through the prominence of heritage resources.

From:

- Lake Shore Boulevard and Bouchette; and
- Lake Shore Boulevard and Logan.

I. The Hearn Chimneystack on Unwin Avenue

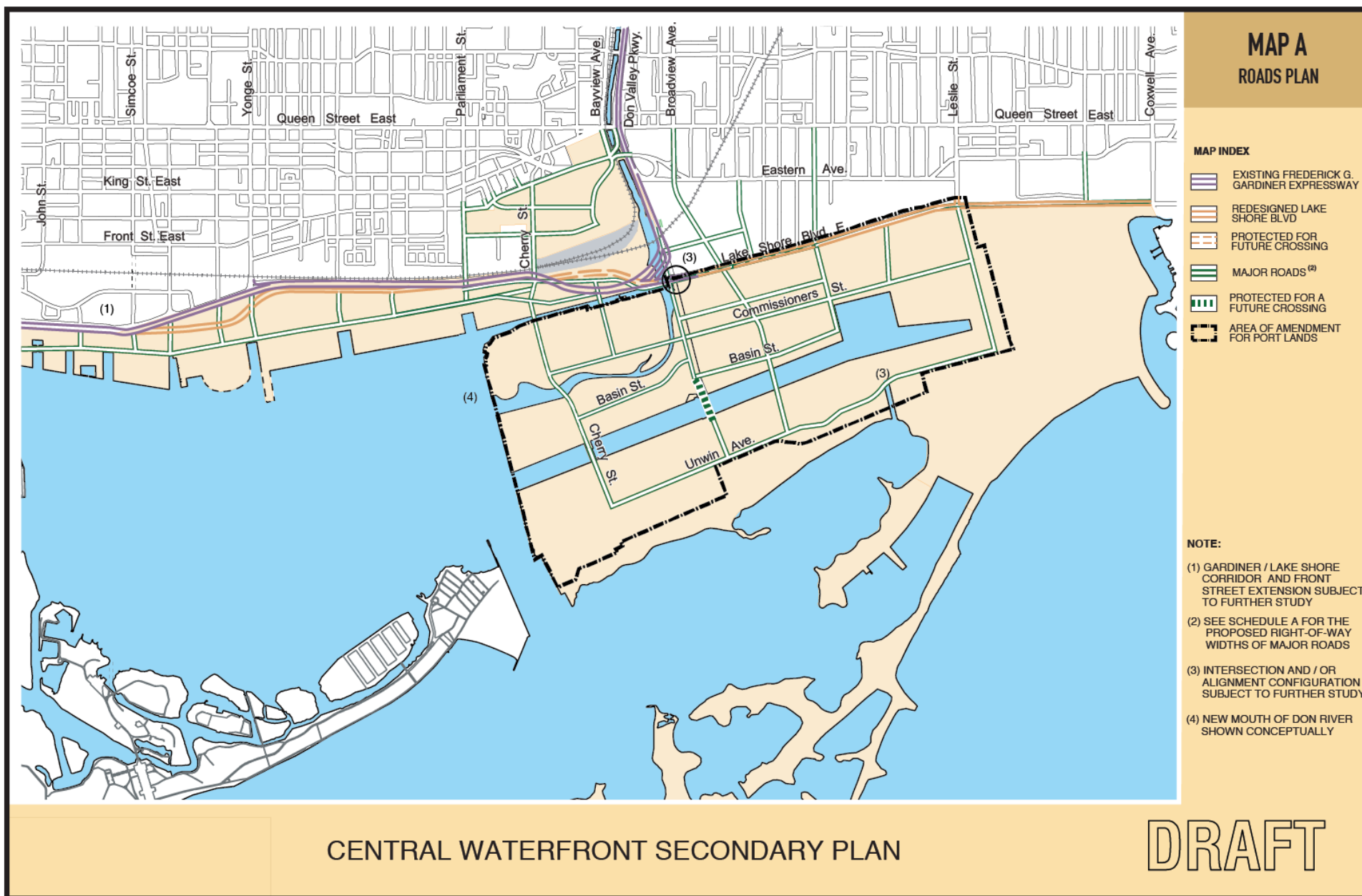
The view looking east on Unwin from Cherry is dominated by the Hearn's chimneystack and surrounding naturalized wilds and parkland. The prominence of the Hearn's chimneystack, isolated within this green frame, reinforces its identity as a symbol of the Port Lands and reinforces the natural character of the

lands south of Ship Channel. In combination with requirements for naturalized landscaped setbacks adjacent to Unwin Avenue, development will be sited and designed to maintain this view and reinforce the green frame.

From:

- Unwin Avenue and Cherry Street east to the Hearn

- k) Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN as shown on the attached Schedule 1.
- l) Amend MAP B CENTRAL WATERFRONT SECONDARY PLAN TRANSIT PLAN as shown on the attached Schedule 2.
- m) Amend MAP C CENTRAL WATERFRONT SECONDARY PLAN PARKS AND OPEN SPACE AREAS PLAN as shown on the attached Schedule 3.
- n) Amend MAP D CENTRAL WATERFRONT SECONDARY PLAN PEDESTRIAN, CYCLING AND WATER ROUTES PLAN as shown on the attached Schedule 4.
- o) Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN as shown on the attached Schedule 5.

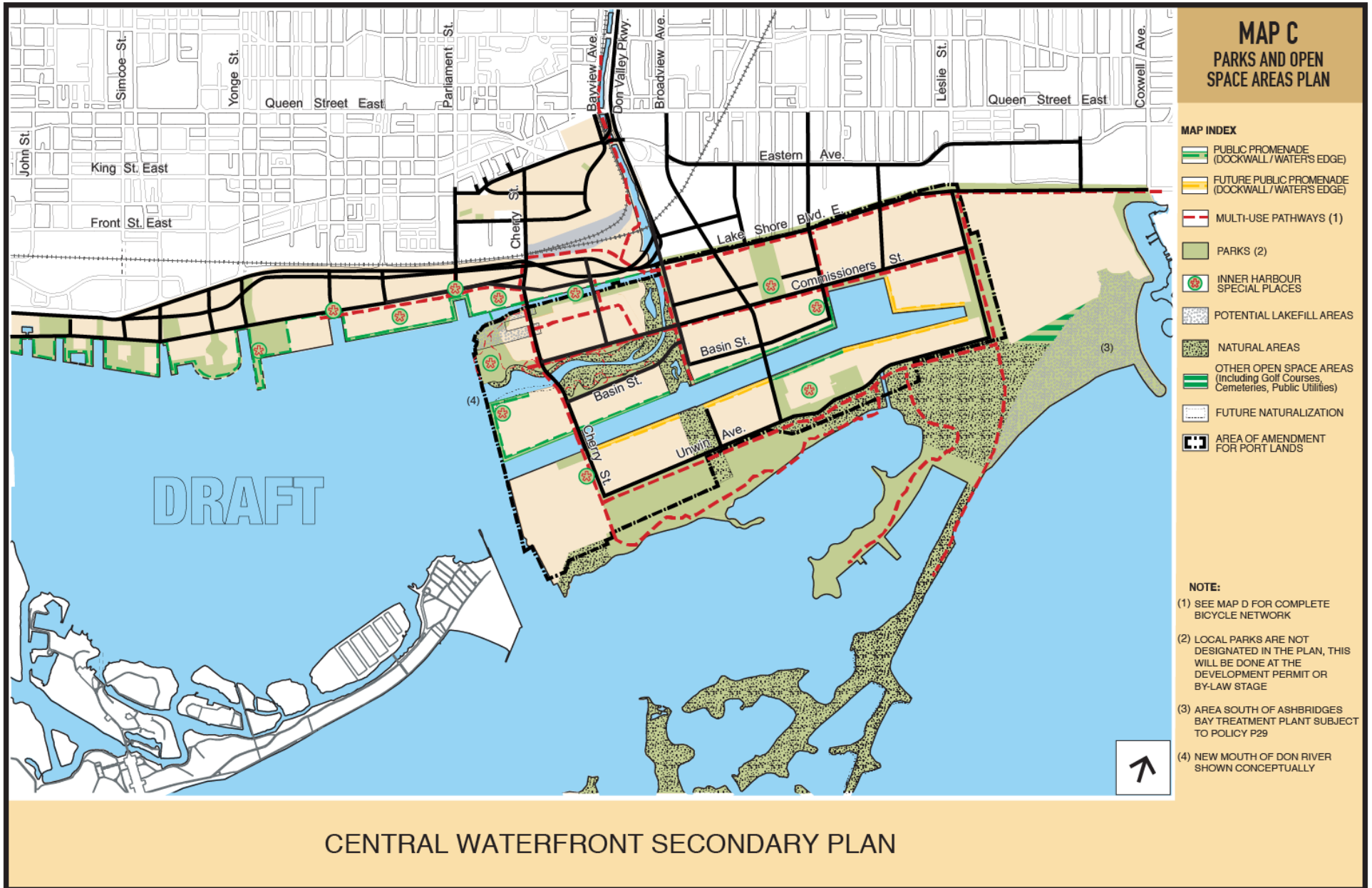


Schedule 1

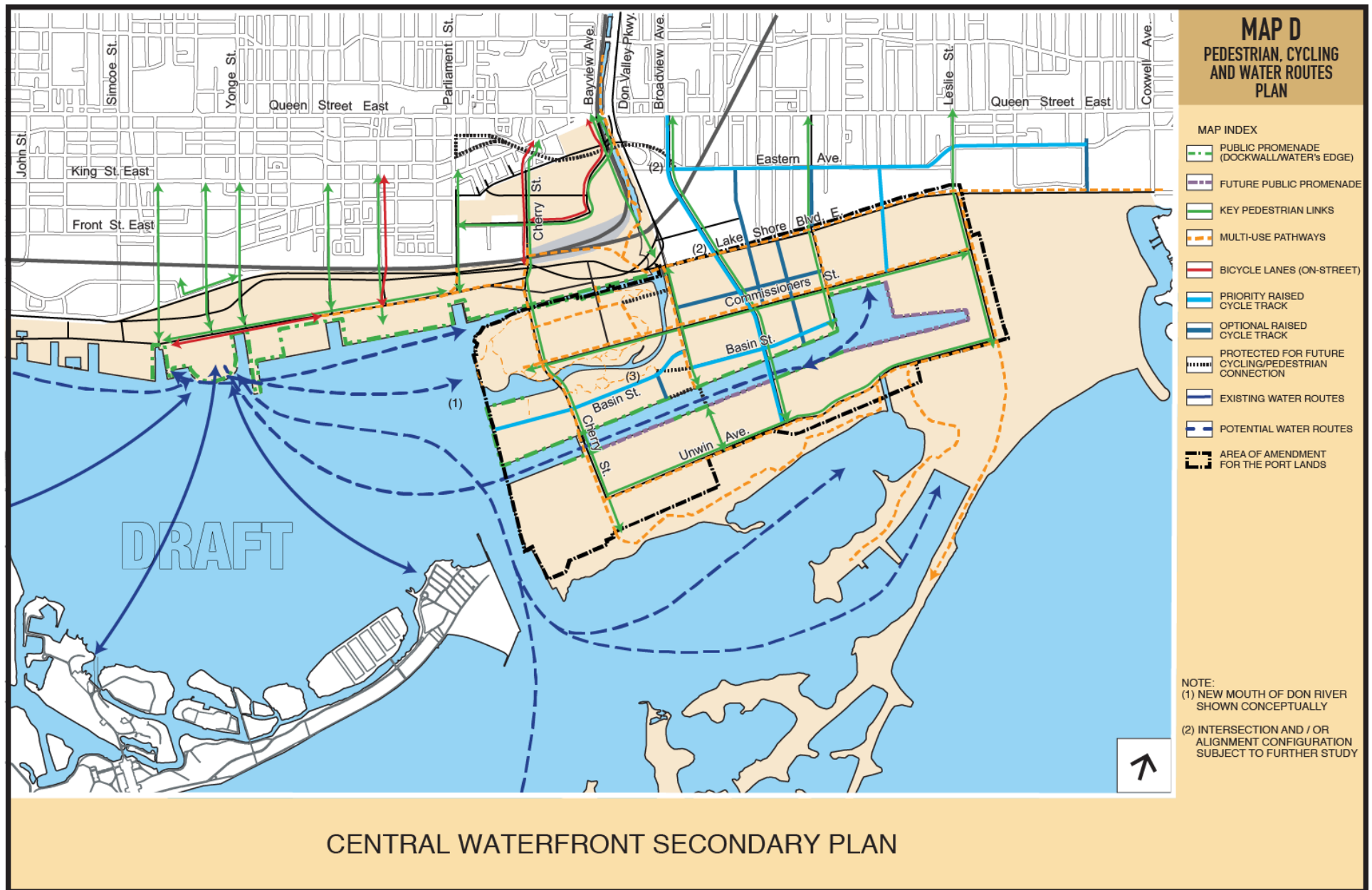
Schedule 2



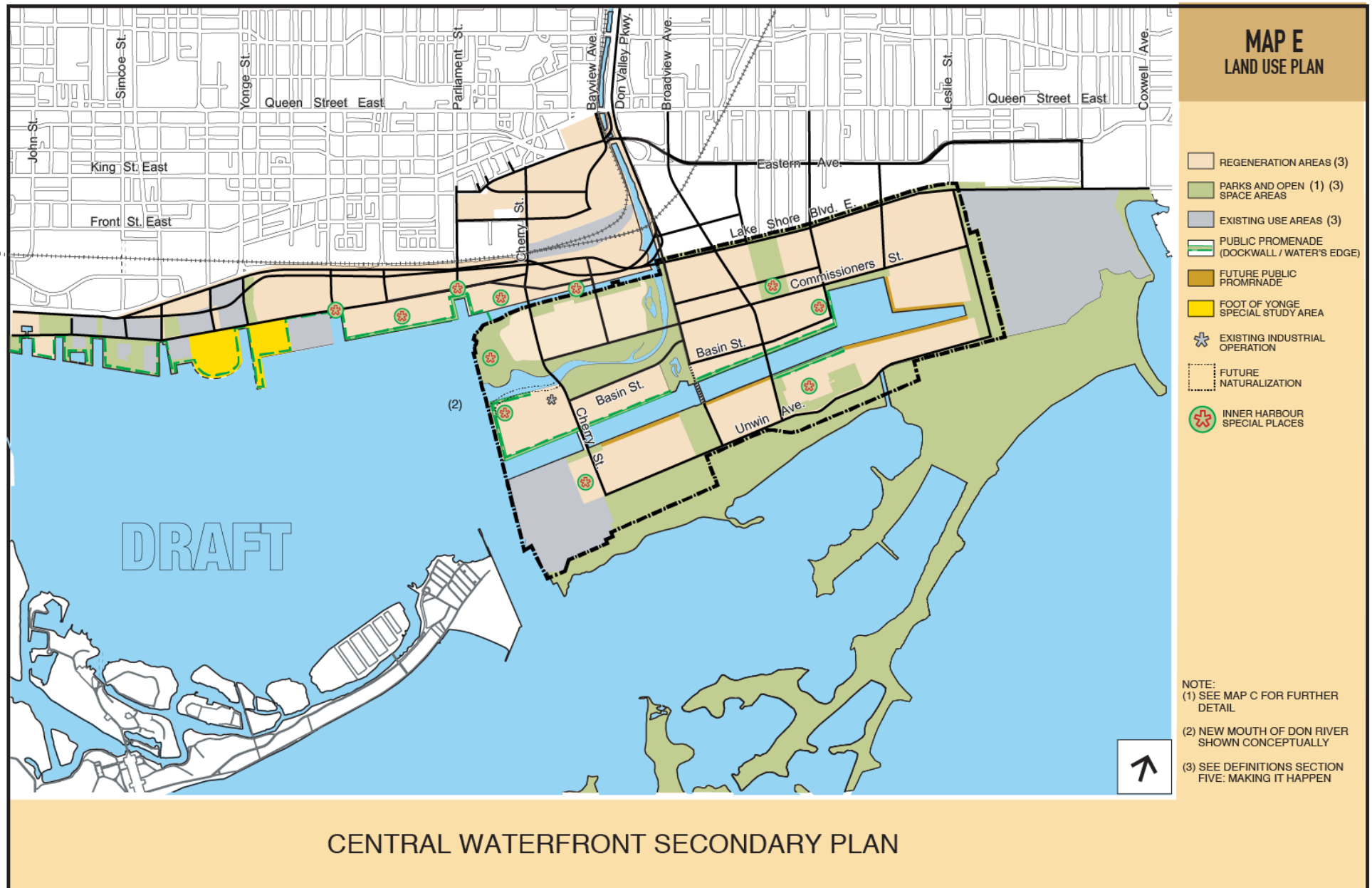
Schedule 3



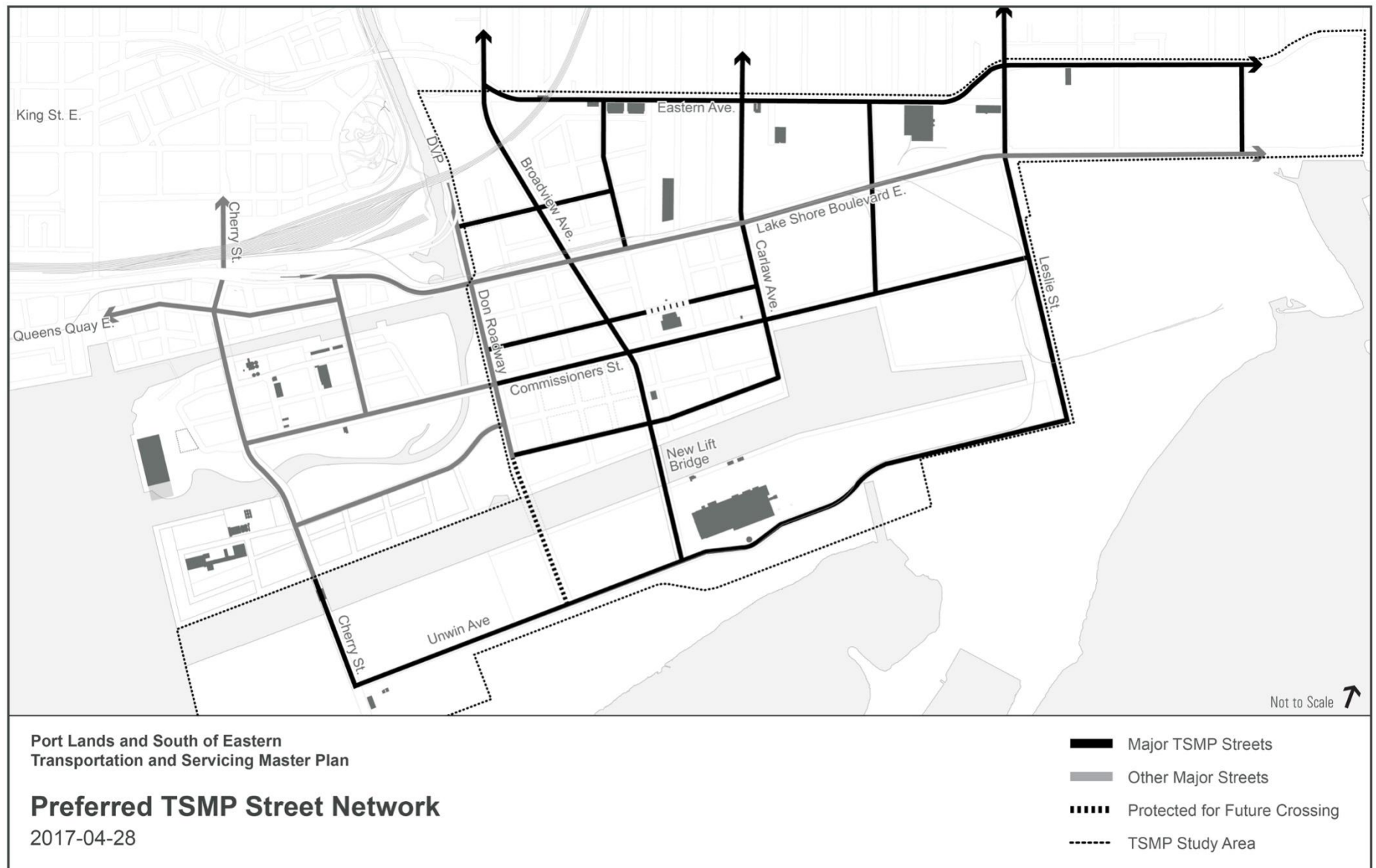
Schedule 4



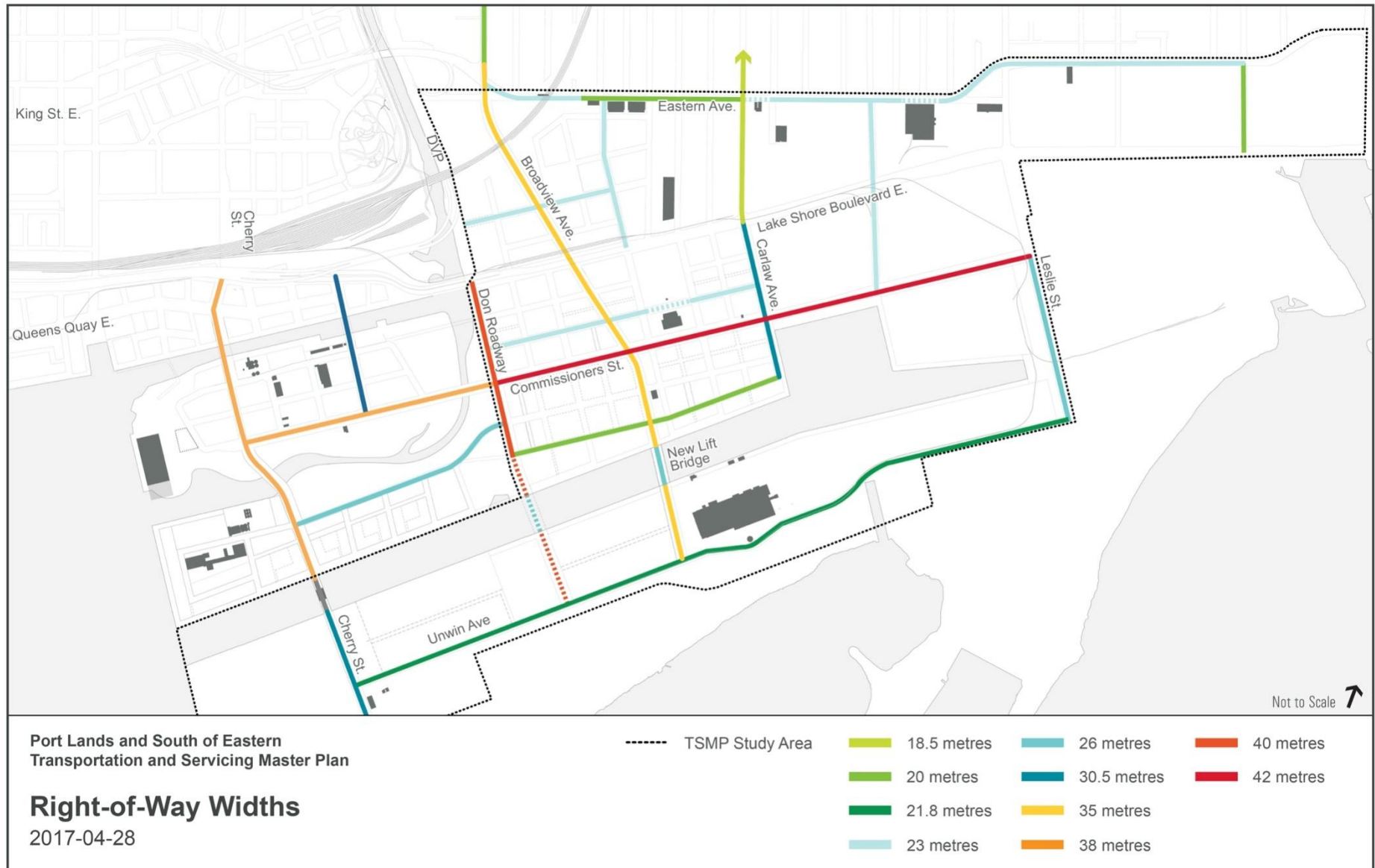
Schedule 5

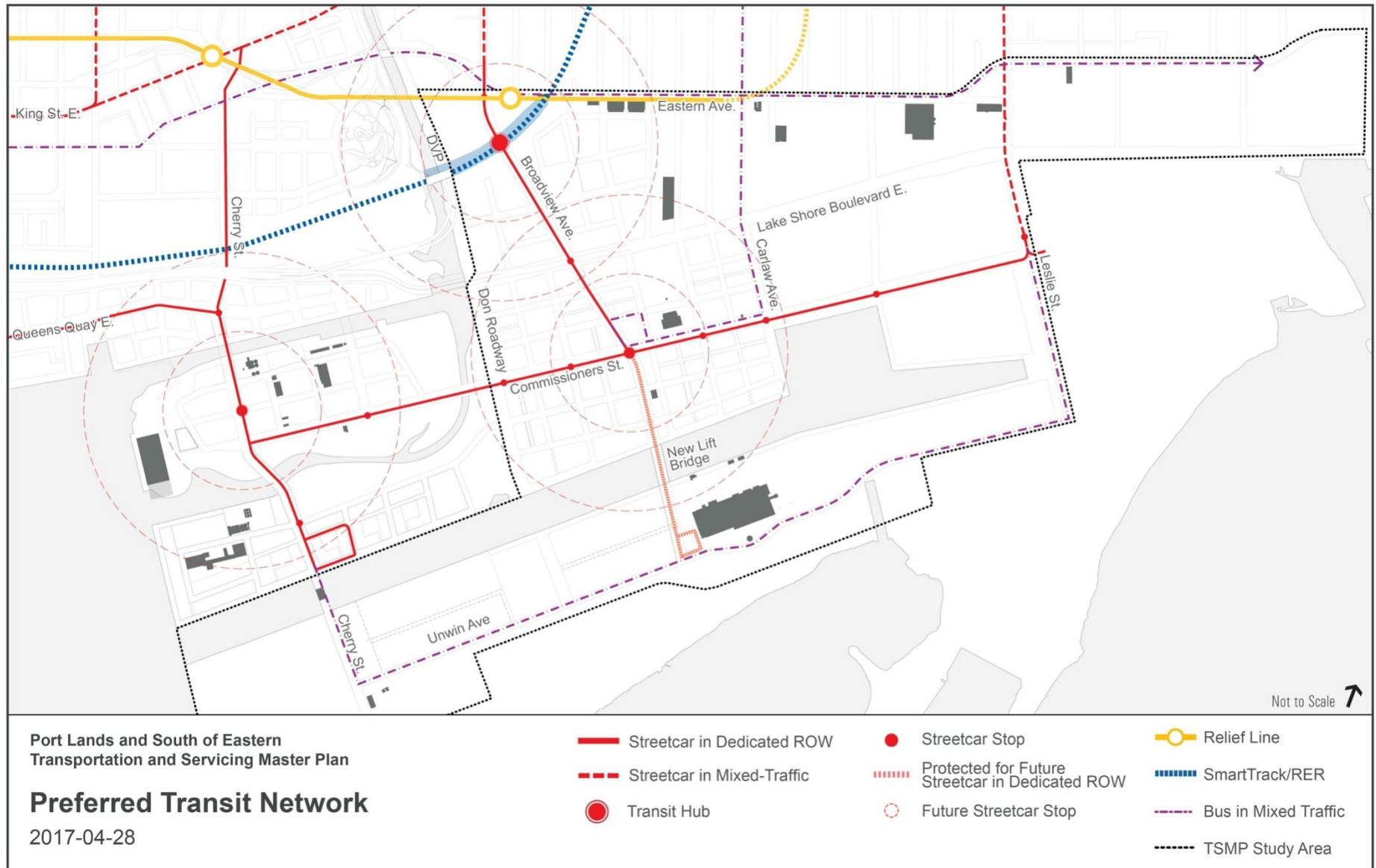


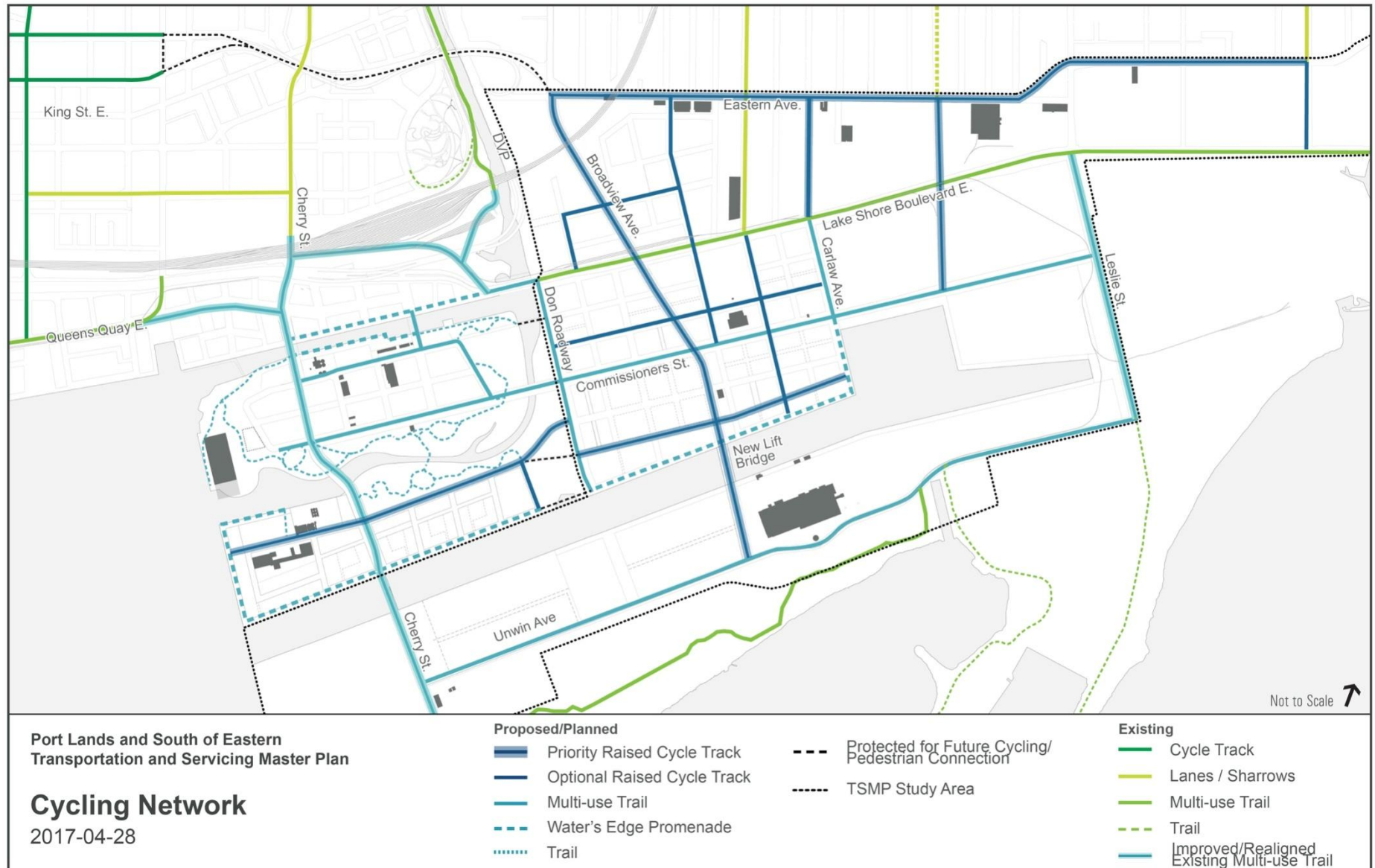
April 27, 2017

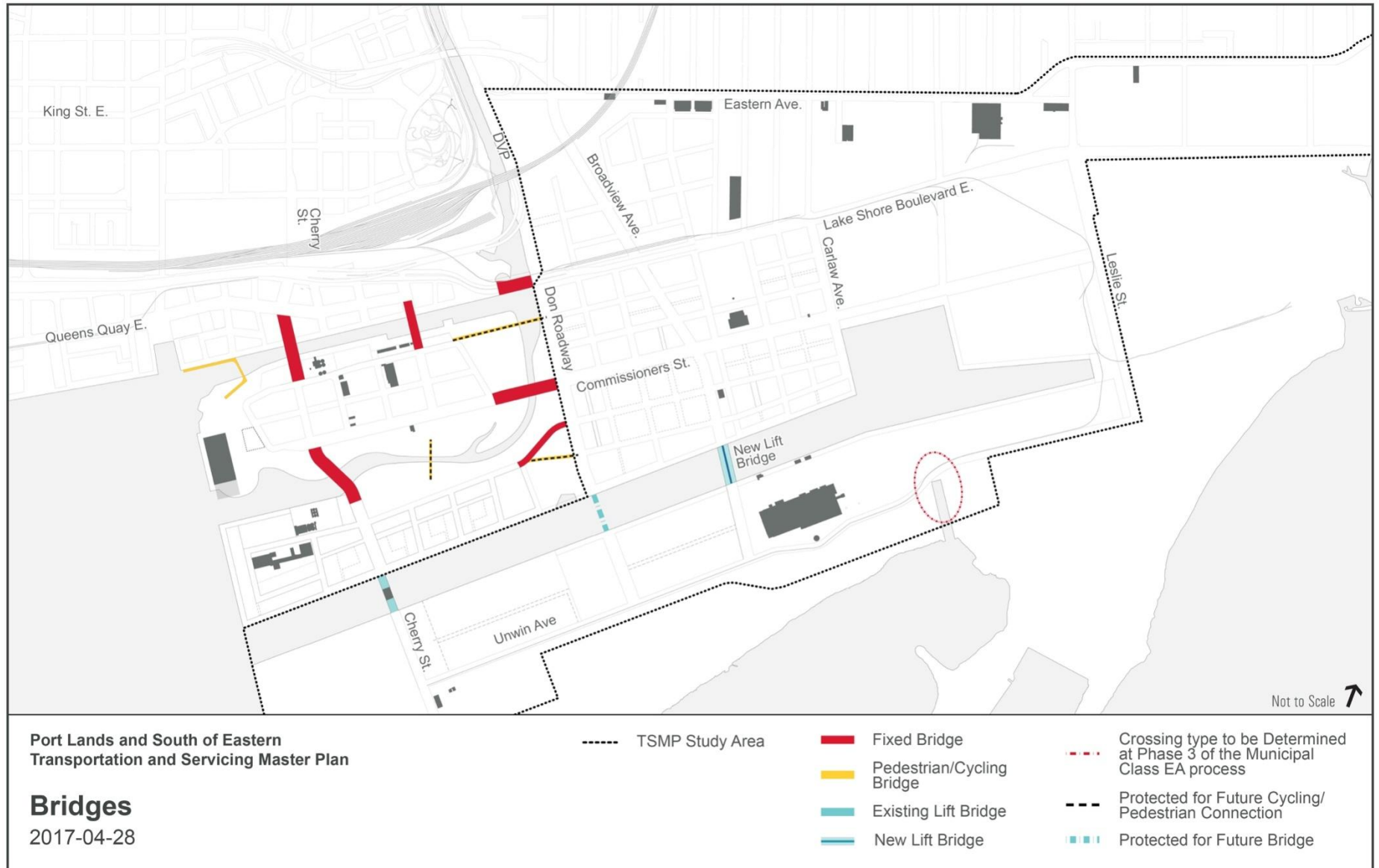


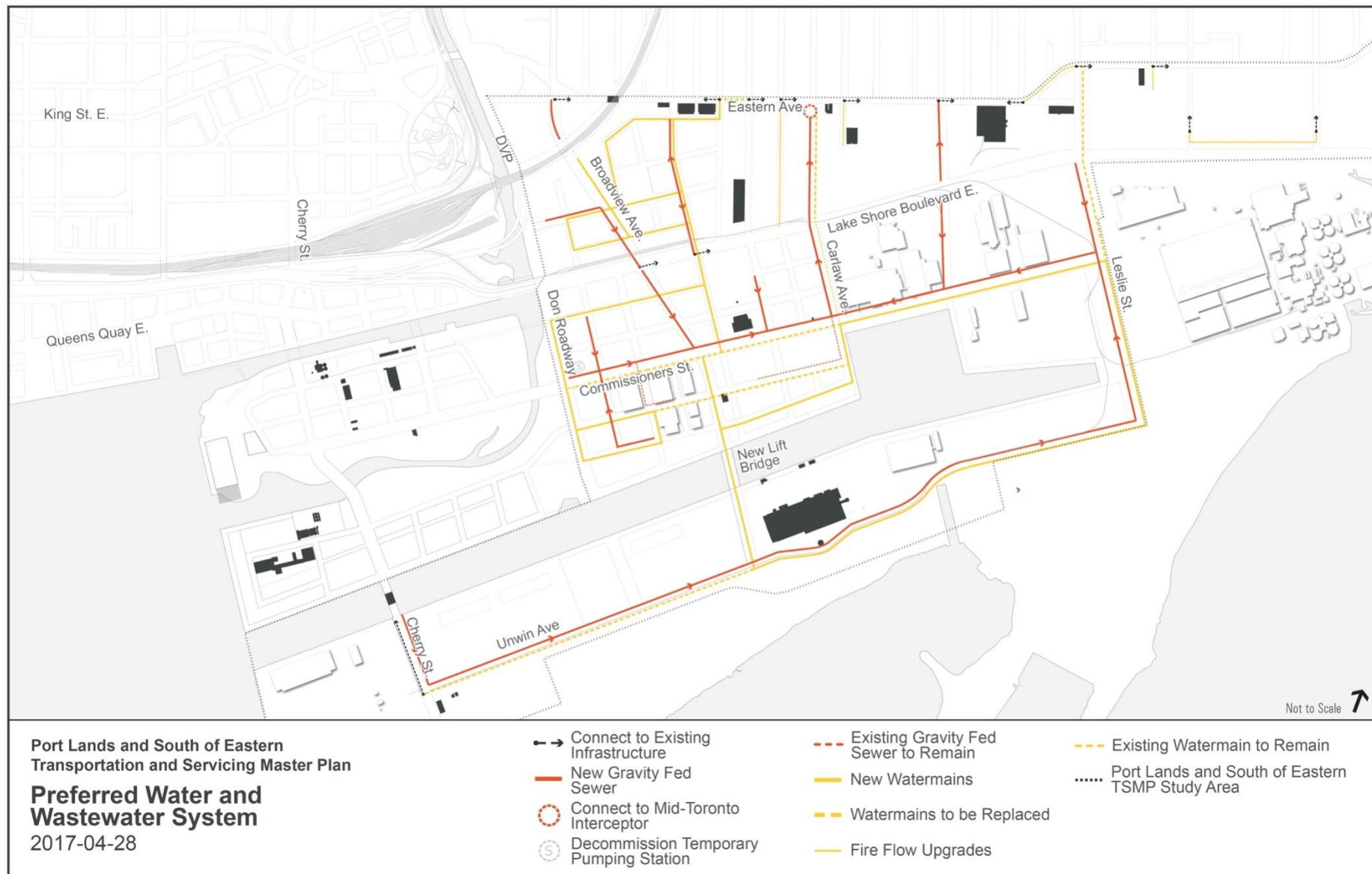
ATTACHMENT 2: PREFERRED PORT LANDS AND SOUTH OF EASTERN TSMP SOLUTIONS

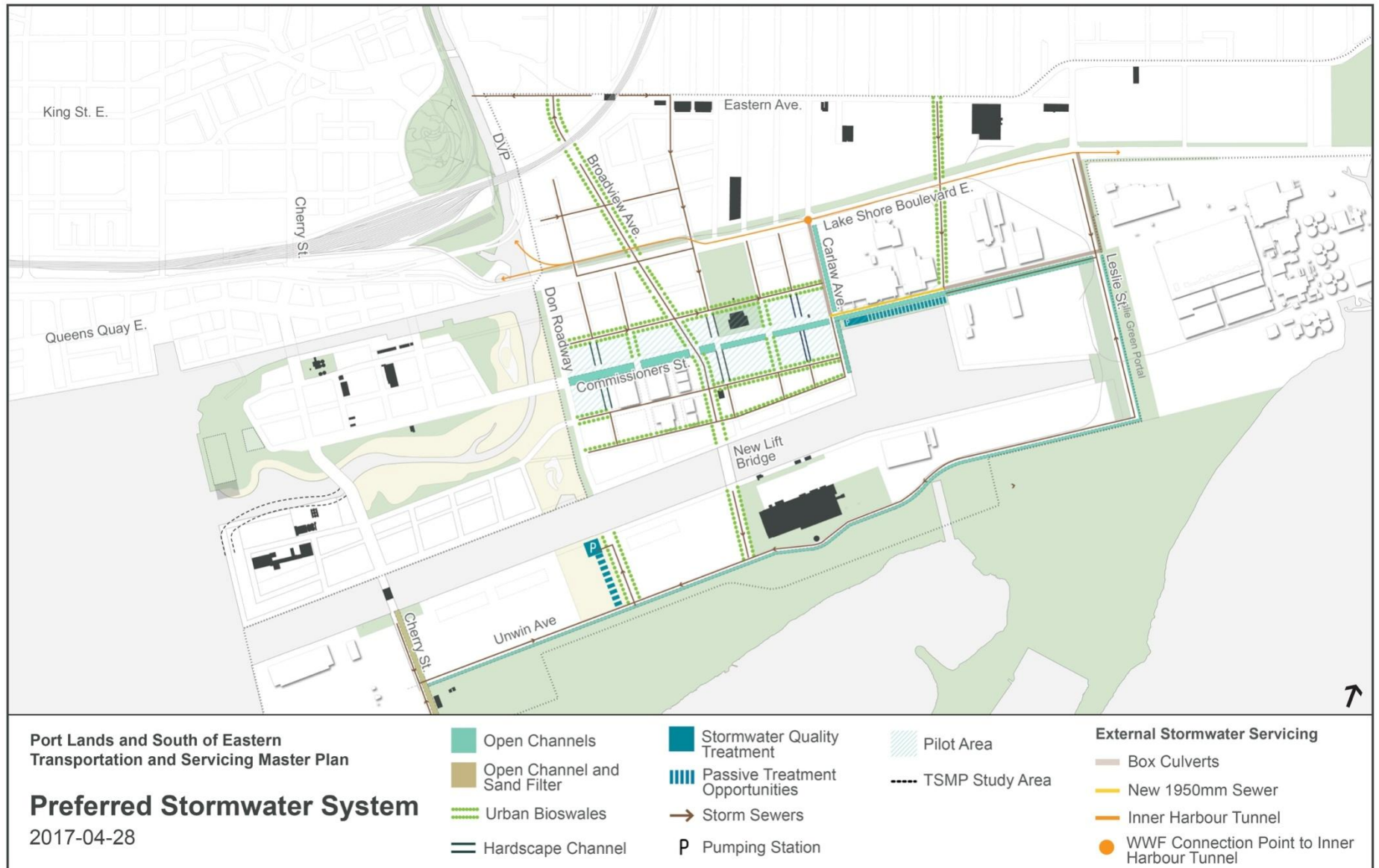


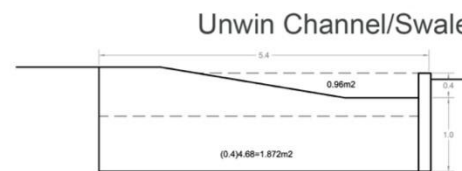
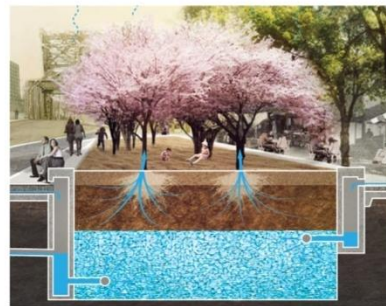
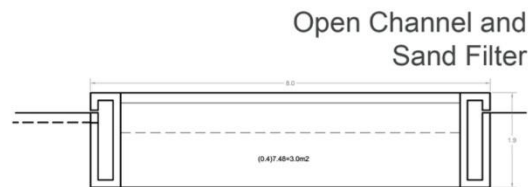
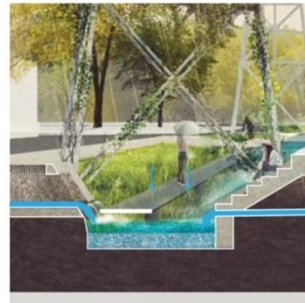
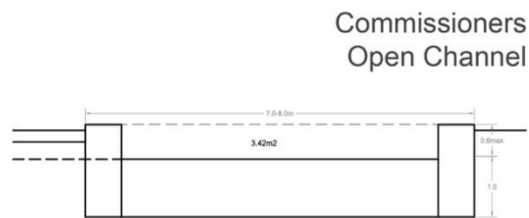
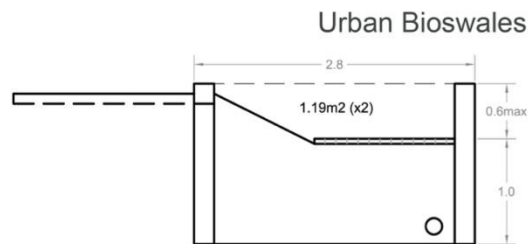










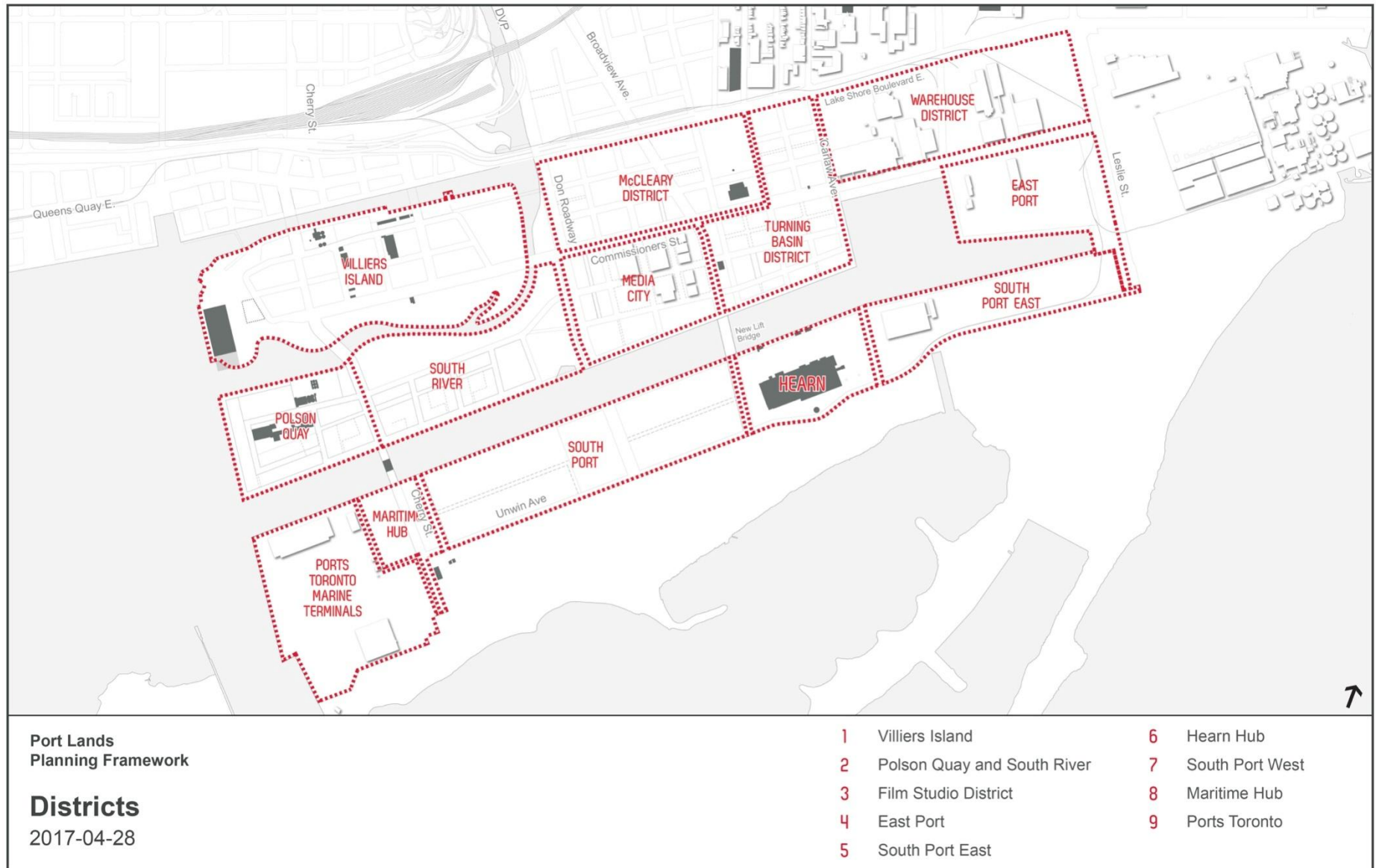


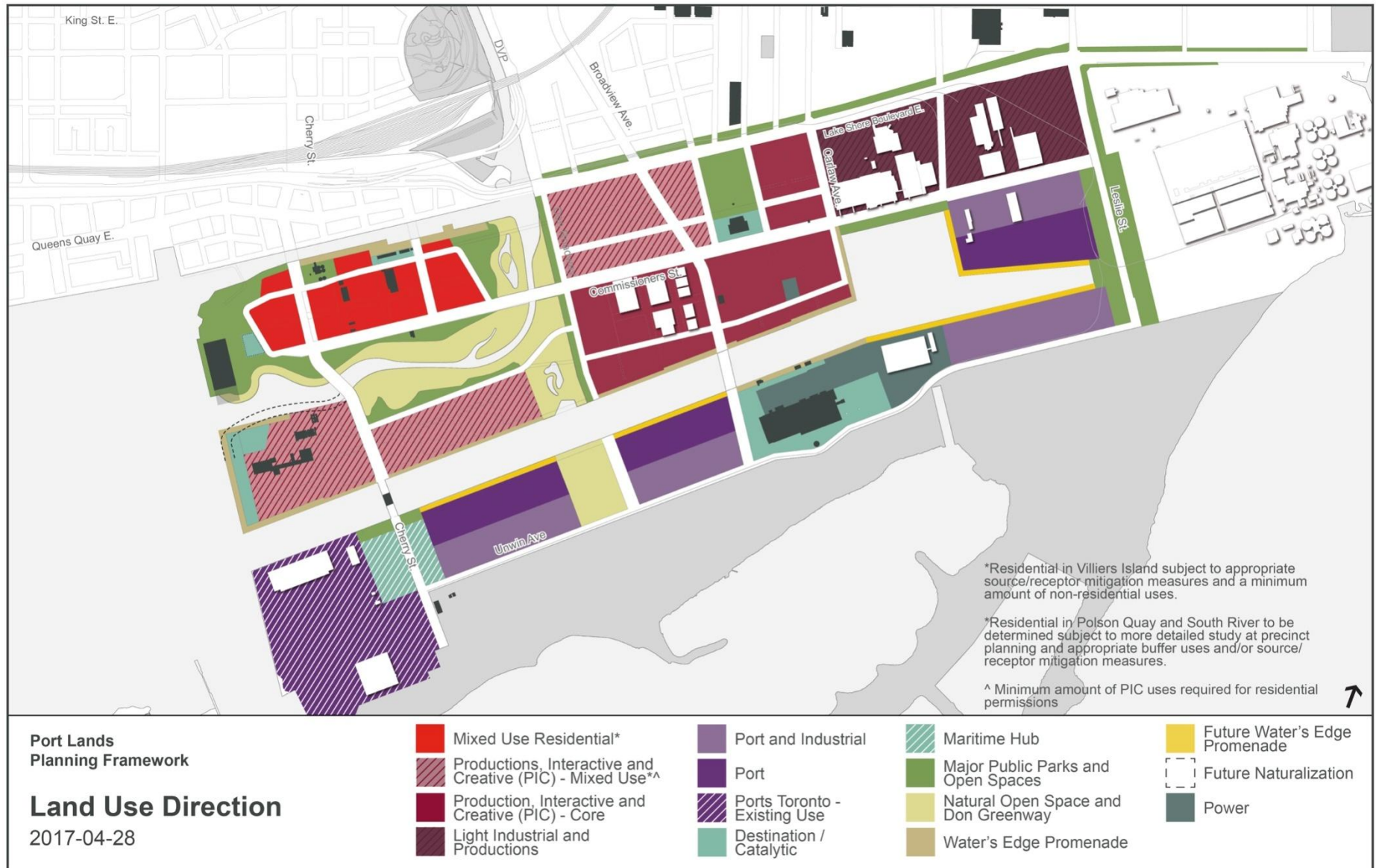
Water as a Resource

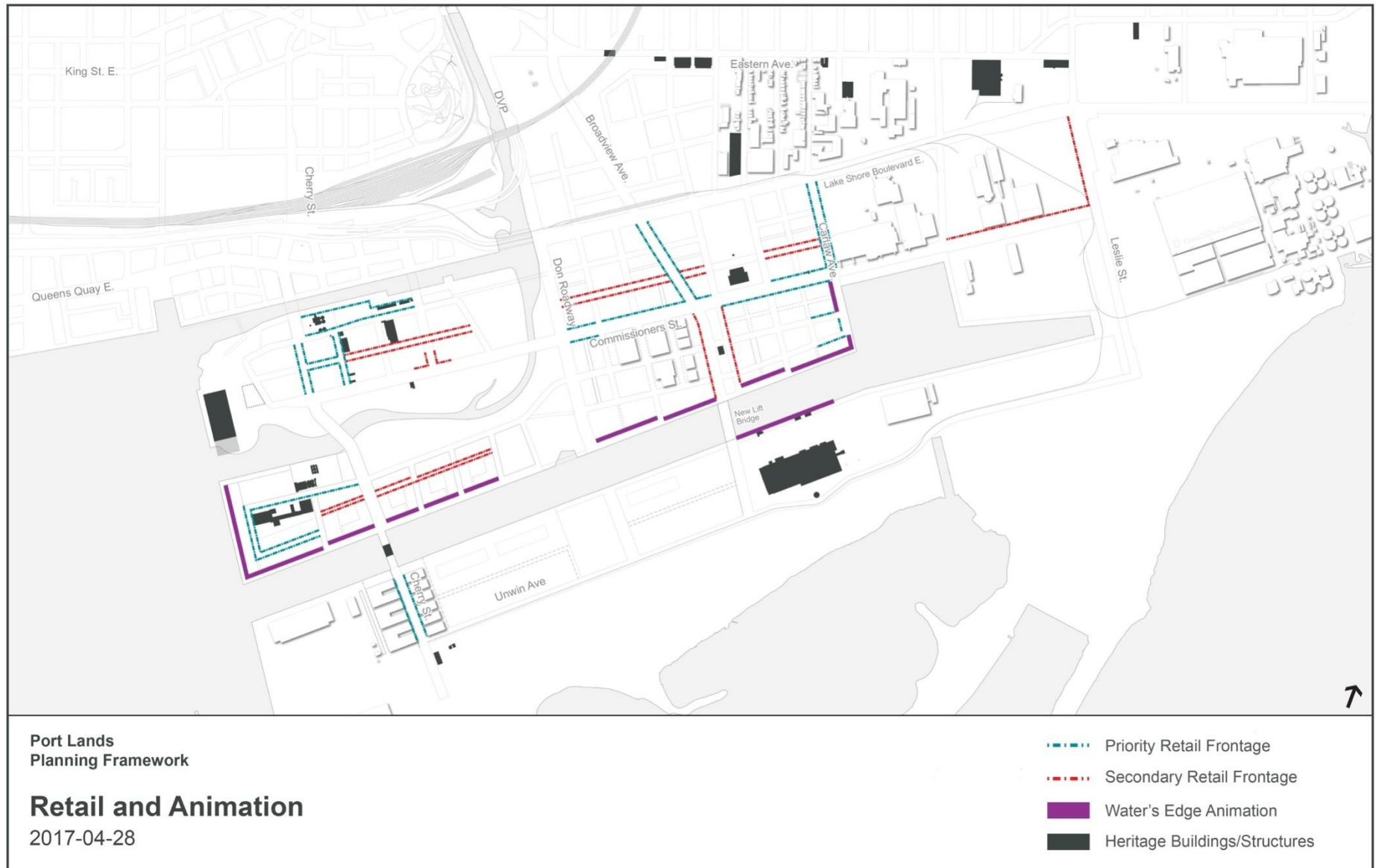
2017-04-28 - Precedents and Examples

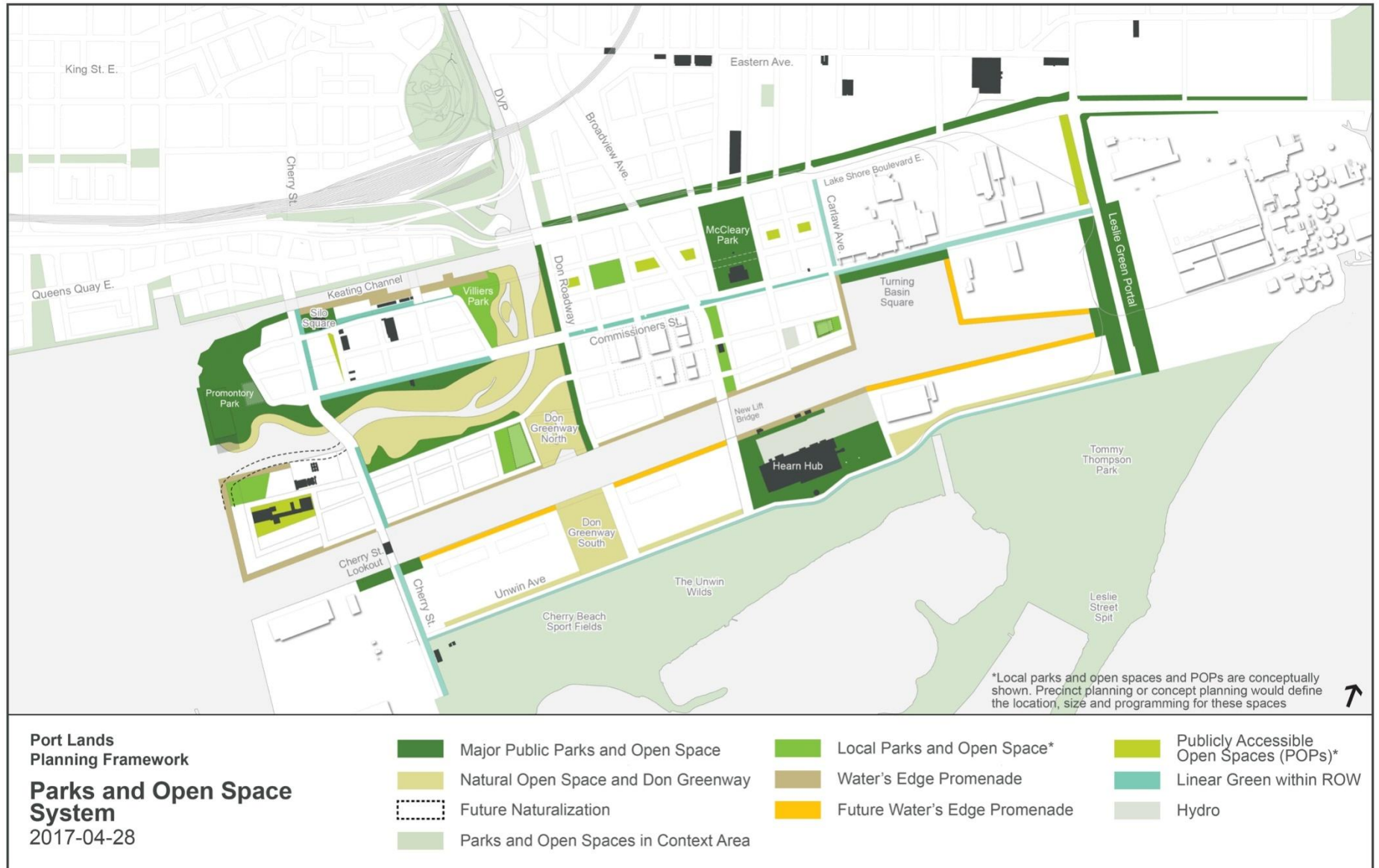
ATTACHMENT 3: PORT LANDS PLANNING FRAMEWORK PLANS

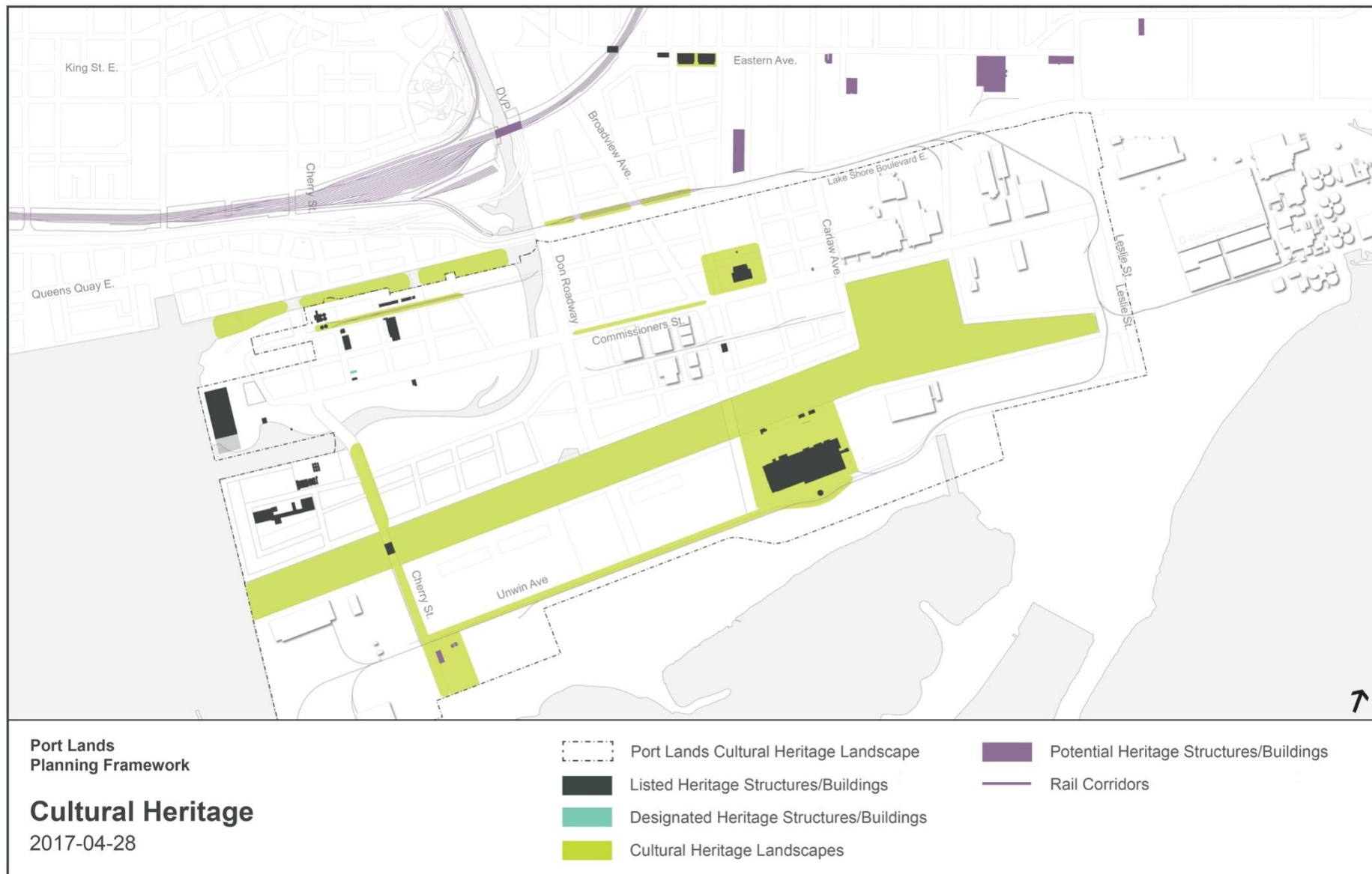


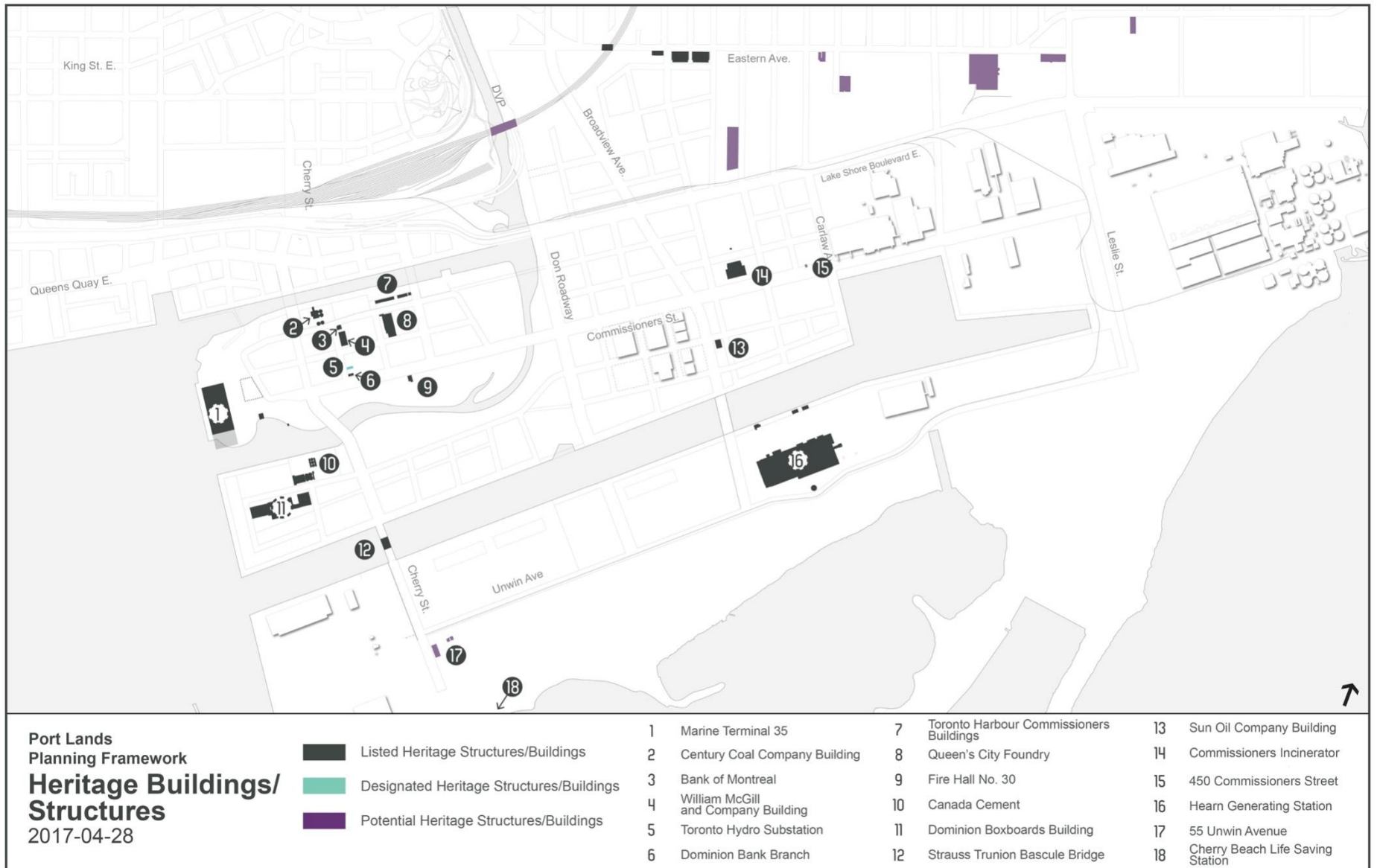


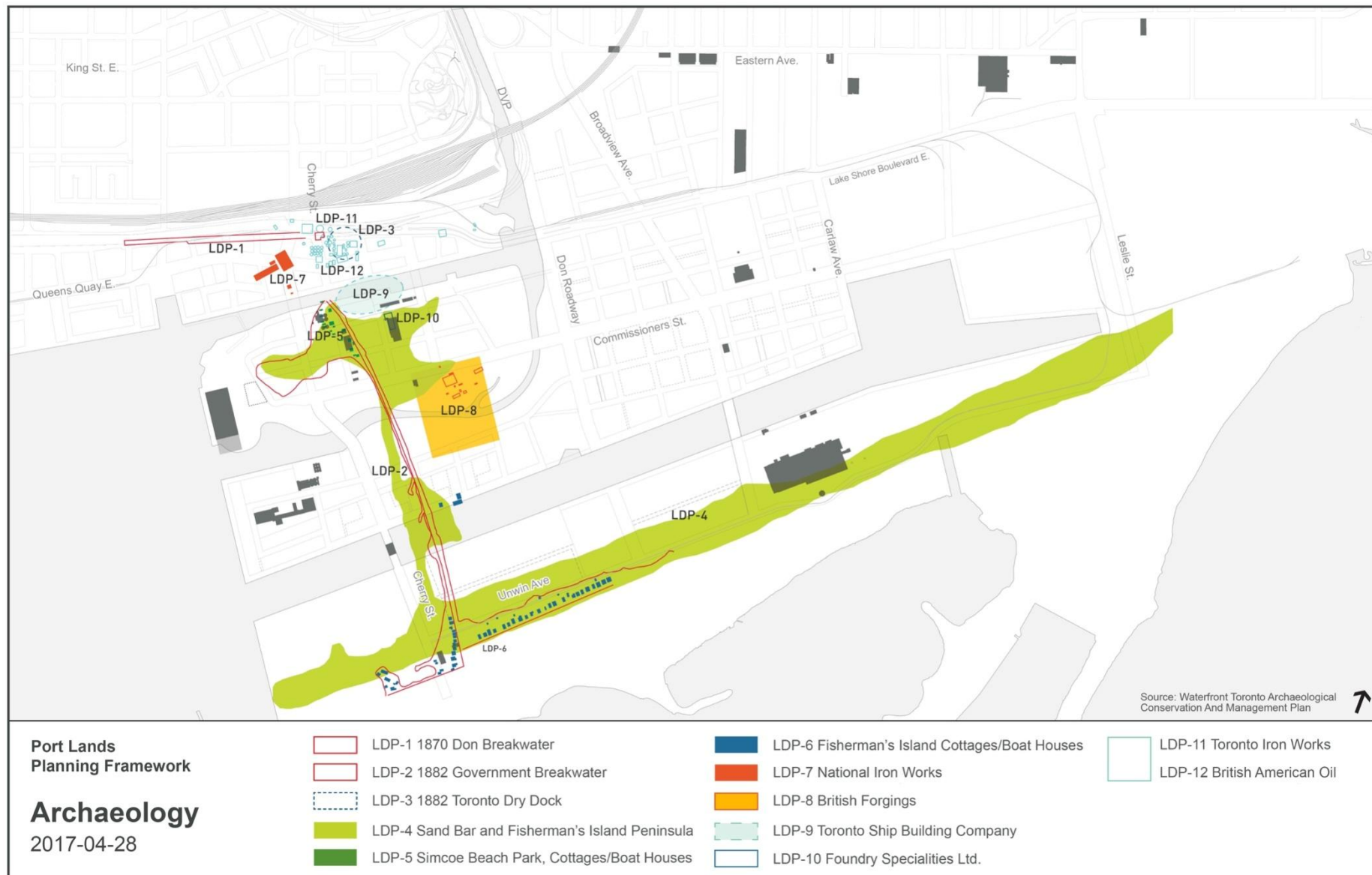


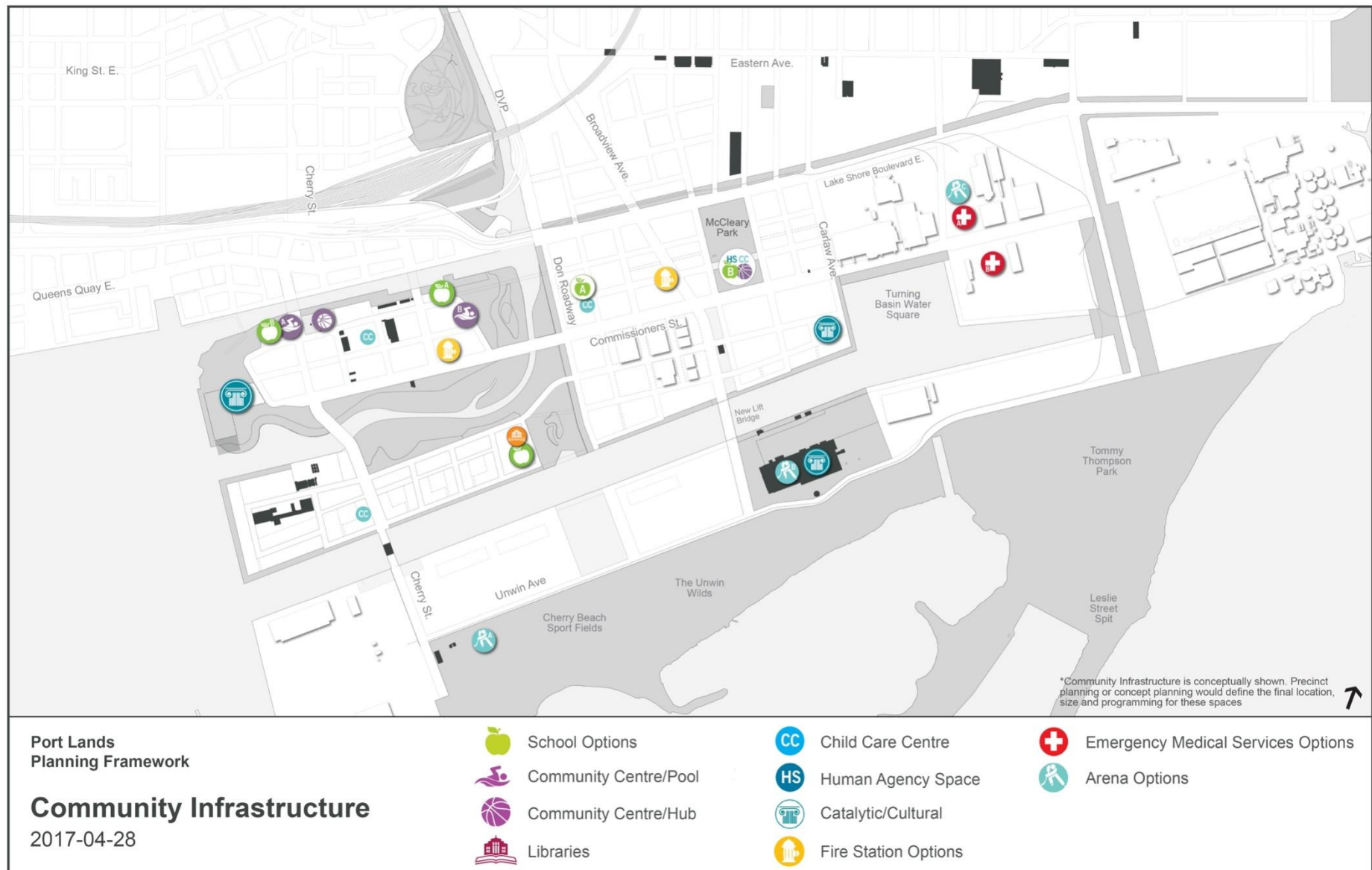












ATTACHMENT 4: SUMMARY OF ANALYSIS COMPLETED FOR THE PORT LANDS PLANNING FRAMEWORK

Best Practices and Precedent Research

Emerging best practices and precedent research was undertaken in a number of key areas to inform directions, including global best practice regeneration models, film studio precedents, neighborhood critical mass precedents, land use compatibility approaches, built form typologies and sustainability.

Land Use

Analysis was undertaken to determine the value of key industries to the city's economy and workforce and role of the Port Lands, as well as the land supply needed to support the desired land use mix, including ensuring a sufficient critical mass for new neighbourhoods.

As part of the PLAI, Cushman and Wakefield was retained to provide a retail and market forecast and to develop a pro-forma for the Port Lands. Cushman and Wakefield's report was peer reviewed by NLBC, as well as Urban Metric. The report was utilized to inform the initial development of land use options in the Port Lands.

The report can be found at the following link:

<http://www.portlandsconsultation.ca/sites/all/themes/portlands/files/APPENDIX%20%20Port%20Lands%20Development%20Demand%20and%20Revenue%20Projections%20C&W%20FINAL.pdf>

The City retained Hemson Consulting as part of the consulting team for the South of Eastern Strategic Direction. In 2014, City staff subsequently requested Hemson complete an examination of the development prospects for the Film Studio District given the need for coordinated planning between the South of Eastern area and the Port Lands, as well as the emerging prospect of a major office destination within the Unilever Precinct that had not previously been contemplated during the PLAI. Hemson Consulting was also requested to provide guidance on how much demand could be anticipated for additional film studio uses in both the Port Lands and South of Eastern areas.

The report can be found at the following link:

http://portlandsconsultation.ca/sites/all/themes/portlands/files/Hemson%20Port%20Lands%20Studio%20District%20Report%2029Sep14_1.pdf

Research on key industries and consultation with land owners, users and operators to understand the fundamental operational needs of the industries. A number of site tours were organized. These included the Commissioners Transfer Station, Pinewood Toronto Studios, the Port Lands Energy Centre, Windsor Salt and Lafarge's Cement Terminal on Polson Quay.

Detailed technical analysis was undertaken to understand impacts of key industries to not only inform where certain land uses should be located, but also other potential development controls that may be needed. The City retained Golder Associates to undertake a Noise and Air Quality Feasibility Study. Noise impacts were assessed in accordance the Ministry of Environment and Climate Change's (MOECC) NPC 300 Guidelines. Existing stationary, impulse and transportation noise sources were measured and quantified using MOECC accepted modeling software. Detailed noise measurements were also undertaken at Lafarge Canada's Polson Street operation.

From an air quality perspective, the study utilized annual emission inventory data, monitoring data, publicly available assessments, and the City's ChemTRAC data to assess potential air quality related impacts of industrial operations in the Port Lands. Particulate matter and other contaminants/emissions, such as nitrogen oxides and dioxides, were evaluated. A Port Lands air quality dispersion model was developed to inform the assessment, which also takes into account meteorological data.

The study report can be found at the following link:

http://portlandsconsultation.ca/sites/all/themes/portlands/files/1417178%20Rpt%20City%20of%20Toronto%20Noise%20and%20Air%20Feasib%20Study%20August2016_TG_KSA_Dd.pdf

Parks and Open Space Strategy and Plan

An overall parks and open space strategy and plan with Parks, Forestry and Recreation staff was developed, building on the Community Infrastructure Strategy, and in consideration of direction from Council related to identifying the amount of parkland needed to support the anticipated population. Updated preliminary parkland dedication calculations utilizing the city-wide alternative rate were generated for the preferred Land Use Direction to understand the amount of parkland that would result to assess whether the amount of land generated would be sufficient to accommodate suitably-sized and configured neighbourhood-oriented parks capable of accommodating a range of programming.

Cultural Heritage

As part of the TSMP, a Cultural Heritage Resource Assessment was undertaken. This Resource Assessment consisted of background historic research, a review of secondary source material and field review. 25 cultural heritage resources were identified within the TSMP study, 10 of which were located within the Port Lands. The resources included current listed buildings, additional potential resources not previously identified and a number of cultural heritage landscapes.

Previous cultural heritage resource assessments undertaken in the Port Lands as part of other EAs were also utilized, as well as the 2008 Waterfront Toronto Archaeological Conservation and Management Strategy and Stage 1 Archaeological Assessment undertaken for the TSMP. A number of previous staff reports were also reviewed which listed a number of buildings and structures in the Port Lands. The Province of Ontario also assessed the Hearn Generating Station to determine its significance.

Community Infrastructure

The completion of a comprehensive Community Infrastructure Strategy for the Port Lands developed to inform the provision of community infrastructure within the Port Lands. The Strategy was developed with the assistance and input from City Divisions and service providers, including Parks, Forestry and Recreation, Children's Services, Emergency Services (Fire, EMS and Police), the school boards and the Toronto Public Library. A survey was also distributed to agencies that provide a wide variety of support service. An inventory of existing facilities within a broader context area bounded by Yonge Street, Woodbine Avenue, Danforth Avenue and Lake Ontario was completed. Analysis of city-wide and context area provision rates was also completed. The Strategy identified the community infrastructure priorities to ensure complete communities, as well as the optimal size for the infrastructure.

The Strategy can be found at the following link:

http://portlandsconsultation.ca/sites/all/themes/portlands/files/2015-11-01%20Final%20Port%20Lands%20Community%20Infrastructure%20Strategy%20Report_web.pdf

Movement and Access

The Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) undertaken with the assistance of Dillon Consulting, Public Work, ASI and CH2M Hill as an integrated planning process with the development of this Framework. Goods movement was a key consideration in developing the network through the TSMP in recognition that portions of the Port Lands will continue to be utilized for port and industrial purposes. The Lower Don Lands Infrastructure Master Plan, completed in 2014, established the street and transit network for the Lower Don Lands.

In addition to the two infrastructure EAs, more detailed development of an overall urban structure for the Port Lands was also undertaken with Public Work, including the conceptualization of a long-term fine-grained street and block pattern. Block testing was undertaken to ensure that a wide-range of uses and buildings could be accommodated within the urban structure for the area. Conceptual cross-sections were developed for a local public streets and shared public streets.

Built Form

In developing the overall built form approach and recommendations, view corridor analysis and testing was completed. This also informed the development of the street network for the area. High-level built form testing was also completed for areas not currently undergoing precinct planning. In particular, more detailed analysis was advanced for the Film Studio District in recognition that the Precinct Plan was put on hold.

The more detailed built form modelling and testing for Villiers Island and sun/shadow analysis through its precinct planning process, as well as incorporation of key findings emerging from the precinct planning exercise has also been incorporated.

Innovation and Sustainability

A Port Lands Wide Energy Plan was developed with the Environment and Energy Office, which involved completing an energy profile of the recommended Land Use Direction, and enabled the identification of key issues and opportunities needed to achieve sustainable energy practices.

A sustainability audit was also undertaken for Villiers Island which explored strategies for the Island to achieve an outcome that reduces carbon output to below zero, also referred to as climate positive. The audit's findings were informative in finalizing directions related to innovation and sustainability. Findings from other city-wide aligned initiatives were also utilized.

Biodiversity and Natural Heritage

A deeper exploration of biodiversity and the aspects required to support a rich diversity of life was undertaken with the assistance of a working group comprised of biologists, academics, nature enthusiasts and representatives from the Port Lands Stakeholder Advisory Committee and Land Owner and User Advisory Committee. The working group the Working Group assisted in:

- developing a strategic approach to enhancing the natural environment and biodiversity in the Port Lands balanced with other objectives identified for the area; and
- identifying opportunities that precinct plans and individual development proposals should include/ provide to enhance biodiversity and contribute to wildlife and habitat connectivity, as well as other considerations key to biodiversity.

From a natural heritage perspective, previous, detailed studies related to natural heritage in the Port Lands were utilized, including the DMNP EA and North-Shore Environmental's 2012 Environmentally Significant Areas (ESAs) in the City of Toronto report.

Early Activation

The Port Lands Charrette, led by Public Work, included an exploration of ideas to activate the Port Lands early in the regeneration and renewal process. Subsequent to the Charrette, Public Work with City and Waterfront Toronto, prepared an initial framework to activated the Port Lands, which consists of early activation project ideas that will require further exploration and partnerships in the next stages of planning for the Port Lands.

ATTACHMENT 5: DESCRIPTIONS OF LAND USE CATEGORIES

Six land use categories were developed as part of the development of the Land Use Direction to clarify intentions. These categories encapsulate the spectrum of uses envisaged within the Regeneration Areas designation, but also the desired land uses and employment clusters for the Port Lands. Additionally, the Land Use Direction clarifies the intentions for permitted uses within Parks and Open Space Areas and Existing Use Areas, and identifies sites related to power distribution.

Mixed-Use Residential

Mixed-use Residential 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. Villiers Island is identified as a Mixed-Use Residential area.

There will be a day-to night vibrancy by ensuring ample non-residential development and new spectacular waterfront parks, open space and amenity to attract people and enliven the area. Pedestrian-oriented, community commercial uses, such as banks, cafes, pharmacies and grocery stores, will be provided in the heart of the community and at transit stops to provide five-minute living. Destination restaurants and cafes, shops and boutiques, galleries and public event spaces along the Keating Channel and in Promontory Park will provide urban and year-round activity. A minimum of non-residential floor area will be required to ensure a full range of uses and jobs to achieve live-work proximities.

Productions, Interactive and Creative (PIC)

PIC areas 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 compact urban form mixed with active ground floor uses on key frontages will be pursued. The focus in these areas will be on growing Toronto's screen-based industries, interactive and digital media, and arts and design activities.

The land uses in the PIC areas fall in the middle of the spectrum of land use activities in the Port Lands, with many desired and permissible uses compatible adjacent to or within mixed-use residential environments. There are two types of PIC areas proposed - Core and Mixed Use.

Core areas are reserved for desired production, interactive and creative uses and other permissible uses. These areas would accommodate larger floor plates and more intense production activities. PIC Mixed Use areas will require a minimum amount of PIC uses, but in a form that is, or has the potential to be, integrated with residential uses. In Polson Quay and South River, residential uses may be permitted subject to more detailed assessment and appropriate buffers/mitigation from adjacent and nearby industrial and port uses.

Light Industrial and Productions

The Light Industrial and Productions areas would permit a wide range of lighter industrial and production related uses like warehousing, small-scale manufacturing, furniture manufacturing, printing, publishing and digital media firms, film and television 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 with lighter industrial and production related uses.

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.

Port and 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.

Destination and/or Catalytic

Destination and Catalytic areas provide people drawing uses, whether on a civic or community scale. The range of permitted uses could include event space, 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.

Parks and Open Space Areas

Consistent with the CWSP, Parks and Open Space Areas are areas for use as parks, open spaces, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant and some entertainment facilities. The major parks and open spaces are reflected. Additional local public parks and privately-owned, publicly accessible open spaces would be identified during precinct planning or during development review.

Existing Use Areas

The CWSP includes an Existing Use Areas designation. In the Port Lands, Ports Toronto's site south of the Ship Channel was, and continues to be, identified as an Existing Use Area. Existing permissions in the Zoning By-law will continue to govern

these lands. Should additional or new uses be requested requiring municipal services, comprehensive planning will need to be undertaken.

Power

Some lands have been identified for hydro-electric uses. A site in the Turning Basin District has been identified to protect for the relocation of the Basin Transmission Station. Additionally, existing lands used for transmission and/or electricity generation are recognized.