



REPORT FOR ACTION

Port Lands Planning Initiatives – Final Report

Date: September 27, 2017

To: Planning and Growth Management Committee

From: Deputy City Manager, Cluster B

Wards: Ward 30

File Number: 13 258652 STE 30 OZ

SUMMARY

The Port Lands is one of the most significant urban renewal opportunities in Toronto, but also a remarkable place today. Its concentration of heritage resources, natural areas, active port and industrial uses assist in building and maintaining the broader city. It also has numerous film studios and related uses that support Toronto's film sector. An updated framework to guide and shape urban renewal is vital to ensuring all development advanced in the near, medium and longer-terms will have lasting value and support long-term city building objectives. The completion of the Port Lands Planning Framework and Villiers Island Precinct Plan represents the culmination of over four years of collaborative work by the City and Waterfront Toronto, with support from the Toronto and Region Conservation Authority and numerous City divisions and agencies, all shaped by a robust consultation program.

The May 16, 2017 Port Lands Planning Initiatives – Interim Report summarized the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP). This report builds on the May 2017 report and addresses the direction provided by City Council. This report seeks Council's:

- Adoption of the Port Lands Planning Framework (Attachment 1) to guide the revitalization of the Port Lands over the coming decades;
- Endorsement of the Villiers Island Precinct Plan (Attachment 2) to provide additional guidance for Zoning By-law amendments and Plans of Subdivision;
- Instruction for the City Solicitor to request the Ontario Municipal Board to modify the Central Waterfront Secondary Plan (CWSP) for the Port Lands at the on-going hearing in accordance with the recommended Official Plan modification (Attachment 3);
- Classification of Villiers Island, the McCleary District, Polson Quay and South River districts as Class 4 areas under the Ministry of Environment and Climate Change's Environmental Noise Guideline;
- Adoption of the South of Eastern Transportation Official Plan Amendment (Attachment 4) for public streets, transit priority and right-of-way widenings in the South of Eastern area to reflect the outcomes of the Council-endorsed preferred

solutions from the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP); and

- Endorsement of a work program to initiate more detailed planning in key areas.

Finally, this report addresses Marine Terminal 35 given the recent fire at the site.

Port Lands Planning Framework

The Port Lands Planning Framework (the Framework) is a comprehensive, 50-plus year vision for the area. It provides a context for positive change and establishes new and enhanced policy direction for the area. The enhanced policy direction forms the basis for the recommended Official Plan modifications to the Central Waterfront Secondary Plan for the Port Lands. The May 16, 2017 report summarized the key findings of the Framework. The Framework is now complete and appended as Attachment 1.

Villiers Island Precinct Plan

Villiers Island will be the first mixed-use community to be developed in the Port Lands. The Precinct Plan (Attachment 2) expands on the policy directions established in the Planning Framework and further defines the vision for the Island. The vision for the Island is to create a new, sustainable mixed-use community that is primed to achieve a climate positive outcome and is surrounded by four unique waterside edges. The Precinct Plan provides supplementary direction to inform future Zoning By-law amendments and Plans of Subdivision.

Port Lands Official Plan Modification

A draft of the Official Plan modification to the CWSP for the Port Lands was endorsed in principle by Council at its July 2017 meeting. This draft modification incorporated feedback from the public and stakeholders. Since Council's endorsement, staff generally made minor revisions to policies in the modification, to clarify its intent and purpose. The most notable revisions relate to parkland dedication and Section 37 policies, clarifying permissions for power generation uses, as well as to policies related to the timing of development based on feedback from the Province and the need for flood protection prior to permitting new and/or intensified uses. The final recommended Official Plan modification is included in Attachment 3.

Marine Terminal 35

Marine Terminal 35 was Listed on the City's Heritage Register in 2004. The building recently caught fire and only a portion of it remains. The Toronto Port Lands Company is in the process of satisfying an order to remedy and unsafe building, issued by the Toronto Building Division, which includes a requirement to address the buildings heritage components and attributes to the satisfaction of Heritage Preservation Services. Pending the response to the order, a commemoration strategy may be required to determine how surviving elements considered to be significant within the remaining building will be incorporated within the future Promontory Park. Discussions are also ongoing related to existing leases and operations that will be impacted by the Port Lands Flood Protection project. A construction plan will be developed and reviewed

by staff of the City, TPLC and Waterfront Toronto, including a thorough analysis of existing land leases impacted by the project. The precise timing for construction in the area of Marine Terminal 35 should be known by the end of 2017.

South of Eastern Transportation Official Plan Amendment

The City of Toronto Official Plan, as amended, is in force for the South of Eastern area. An amendment of the Official Plan is required to reflect the transportation network recommendations of the TSMP. The Official Plan Amendment is included in Attachment 4.

Work Program and Future Reporting

Revitalizing the Port Lands is one of the largest and most complex city-building projects in the City. While the completion of the Port Lands Planning Framework and Villiers Island Precinct Plan is a major accomplishment for advancing more detailed planning in the area, additional studies and work continues to be required in key areas. The Port Lands Planning Initiatives – Interim Report initiated two key priority projects – a Business and Implementation Plan (BIP) for the Port Lands and Phases 3 and 4 Class EAs for the Broadview Extension and for Commissioners Street east of the Don Roadway. The City, with Waterfront Toronto, Divisions and other agencies, have now also identified additional priorities for more detailed study.

Staff are targeting the November 29, 2017 Executive Committee meeting for a comprehensive report on the implementation of Port Lands Flood Protection and the subsequent build out of the Port Lands. The report will provide detailed information on the Port Lands Flood Protection project, including proposed tri-government funding and cash flow requirements, as well as contribution agreement terms. In addition, the report will provide a status update on the development of the BIP for the build out of the Port Lands. This plan will address anticipated costs, revenues and phasing, as well as implementation roles and responsibilities. Finally, the report will comment on the broader "Waterfront 2.0" context, including the potential for funding for additional waterfront revitalization projects.

RECOMMENDATIONS

The Deputy City Manager, Cluster B recommends that:

1. City Council adopt the Port Lands Planning Framework (September 2017), prepared by the City Planning Division with Waterfront Toronto, attached as Attachment 1 to this report, to guide the revitalization of the Port Lands;
2. City Council endorse the Villiers Island Precinct Plan (September 2017), prepared by Urban Strategies Inc. on behalf of Waterfront Toronto, attached as Attachment 2 to the report, to guide rezonings within the Precinct;
3. City Council instruct the City Solicitor to request the Ontario Municipal Board:

- a. Repeal Official Plan Amendment 388 enacted by City Council on August 27, 2010 as an amendment to the former City of Toronto Official Plan and Central Waterfront Secondary Plan for the Lower Don Lands;
 - b. Modify the former City of Toronto Official Plan and Central Waterfront Secondary Plan, substantially in accordance with the draft Official Plan modification attached as Attachment 3; and
 - c. Take the necessary actions to implement the draft Official Plan modification at the on-going Ontario Municipal Board hearing on the Central Waterfront Secondary Plan as appropriate;
4. City Council amend the City's Official Plan in accordance with the draft Official Plan Amendment in Attachment 4 for major public streets, transit priority segments and right-of-way widenings in the South of Eastern Area;
5. City council authorize the City Solicitor to make such stylistic and technical changes to the draft Port Lands Official Plan modification and South of Eastern Transportation Official Plan Amendment as may be required;
6. City Council classify the Villiers Island, Polson Quay, South River and McCleary Districts as Class 4 areas under the Ministry of Environment (now Ministry of Environment and Climate Change) Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300, August 2013;
7. City Council request that the Deputy City Manager for Cluster B with Waterfront Toronto and relevant Divisions, Agencies and Corporations to:
- a. Initiate a zoning review for the Port and Industrial Districts;
 - b. Prepare a Precinct Plan for the McCleary District and develop urban design guidelines for Productions, Interactive and Creative districts;
 - c. Develop a Port Lands-wide truck management strategy;
 - d. Undertake a feasibility study to determine the optimal approach for low-carbon energy solutions in the Port Lands; and
 - e. Prepare a Class B cost estimate (± 20 per cent) for relocating and undergrounding hydro infrastructure in the Port Lands.

FINANCIAL IMPACT

The May 2017 Port Lands Planning Initiatives – Interim Report provided a comprehensive summary of the financial implications related to implementation of the Framework, including funding needed for flood protection, all hard and soft infrastructure, and to ensure the timely delivery of affordable housing requirements. A Business and Implementation Plan (BIP) for the Port Lands is now under development. This Plan will provide a comprehensive financial forecast and detailed project implementation phasing and timing, building on the work completed to date. Staff will regularly report to Council on the progress being made on the BIP.

A fundamental objective of the recommended Port Lands Official Plan modification continues to be to minimize the impacts on existing taxpayers of the cost of new development within the Port Lands. 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.

At its July 2017 meeting, City Council directed staff to include the applicable infrastructure projects required to meet the needs of the redevelopment of the Port Lands in the list of works considered for incorporation within the planned update to the City Development Charges By-Law. Sections 37 and 42 of the *Planning Act* also continue to be identified as mechanisms to secure a portion of the affordable rental housing, community infrastructure and parkland to support complete communities in the Port Lands.

Dedicated staff resources and funding are required to advance the additional priorities for more detailed study identified in this report. These resources will be identified and prioritized in the 2018 budget submission, taking into account City Planning's 2018-19 Study Work Program, and any direction received from the Planning and Growth Management Committee, Budget Committee and Council. Other participating Divisions will also review their current staff and capital resources and reflect any required support in their upcoming 2018 budget submissions.

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

DECISION HISTORY

At its meeting on July 4, 2017, City Council adopted the May 16, 2017 staff report from the Deputy City Manager, Cluster B, entitled "Port Lands Planning Initiatives – Interim Report". This report summarized the findings of the Port Lands Planning Framework and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP), and included a draft Port Lands Official Plan modification. City Council:

- Endorsed in principle the Port Lands Official Plan modification of the CWSP;
- Requested staff complete and submit the Planning Framework and Port Lands Official Plan modification to a Public Meeting of the Planning and Growth Management Committee on October 12, 2017;
- Endorsed the recommended preferred street, transit and municipal servicing solutions for the TSMP;
- Authorized staff to complete the TSMP, based upon recommended preferred solutions, issue a Notice of Completion and put the TSMP in the Public Record in accordance with Municipal Class Environmental Assessment (MCEA) requirements;
- Requested staff to prepare an Official Plan Amendment (OPA) for the street and transit infrastructure in the Unilever Precinct and South of Eastern area, and present the OPA at a Statutory Public Meeting of PGMC on October 12, 2017;
- Requested staff to initiate Phase 3 and 4 of the MCEA process for the preferred Broadview extension alignment, inclusive of other associated infrastructure

- projects, and Commissioners Street in coordination with Waterfront Transit Reset and authorized the financial resources to complete these priority projects;
- Requested staff to include the list of applicable infrastructure projects required for Port Lands redevelopment and the Unilever Precinct in the list of works to be considered in the next Development By-law Charge update;
 - Requested staff to prepare a work plan for the next phases of planning in the Port Lands;
 - Requested staff to report back on a Business and Implementation Plan for the Port Lands, to be developed by Waterfront Toronto, working with City Divisions;
 - Request staff to consider a temporary north-south relief route between Carlaw Avenue and the Don River (between Eastern Avenue and Lake Shore Boulevard East) in the development of any construction management plan(s) associated with the implementation of the Gardiner East and Lake Shore Boulevard East Environmental Assessment and/or Port Lands Flood Protection;
 - Requested staff to develop implementation work plans for the Turning Basin Park, the Leslie Green Portal and the Don Greenway south of the Ship Channel;
 - Requested staff to investigate opportunities to achieve additional affordable housing in Villiers Island, over and above the minimum requirements in consultation with the Chair of the Affordable Housing Committee and the local Councillor as part of the Business and Implementation Plan; and
 - Requested staff to consider the potential demolition of the fire damaged Marine Terminal Building at 242 Cherry Street, including a formal way to mark the heritage nature of these buildings on the site of the new Promontory Park, and on the cessation of waste transfer uses on this site.

The Port Lands Planning Initiatives – Interim Report included a comprehensive summary of all previous decision history for the Port Lands dating to Council’s adoption of the Central Waterfront Secondary Plan in 2003. This report also addressed previous Council directions related to the development of the Planning Framework. The Business and Implementation Plan, the exploration of additional affordable housing in Villiers Island and implementation work plans for the Turning Basin Park, Leslie Green Portal and Don Greenway south of the Ship Channel will be addressed in future reports.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.4>

At its September 20, 2017 meeting, the Economic Development Committee referred the *Study of Film and Screen Industry Studios in the Port Lands and South of Eastern Employment District* to the Chief Planner and Executive Director, City Planning, for consideration as part of the final report on the Port Lands Planning Initiatives. The Study can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2017/ed/bgrd/backgroundfile-106644.pdf>.

COMMENTS

The Comments section of this report is organized as follows:

1. Background Information and Overview
2. Port Lands Planning Framework
3. Villiers Island Precinct Plan
4. Recommended Port Lands Official Plan Modification
5. Marine Terminal 35
6. South of Eastern Transportation Official Plan Amendment
7. Work Program

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.

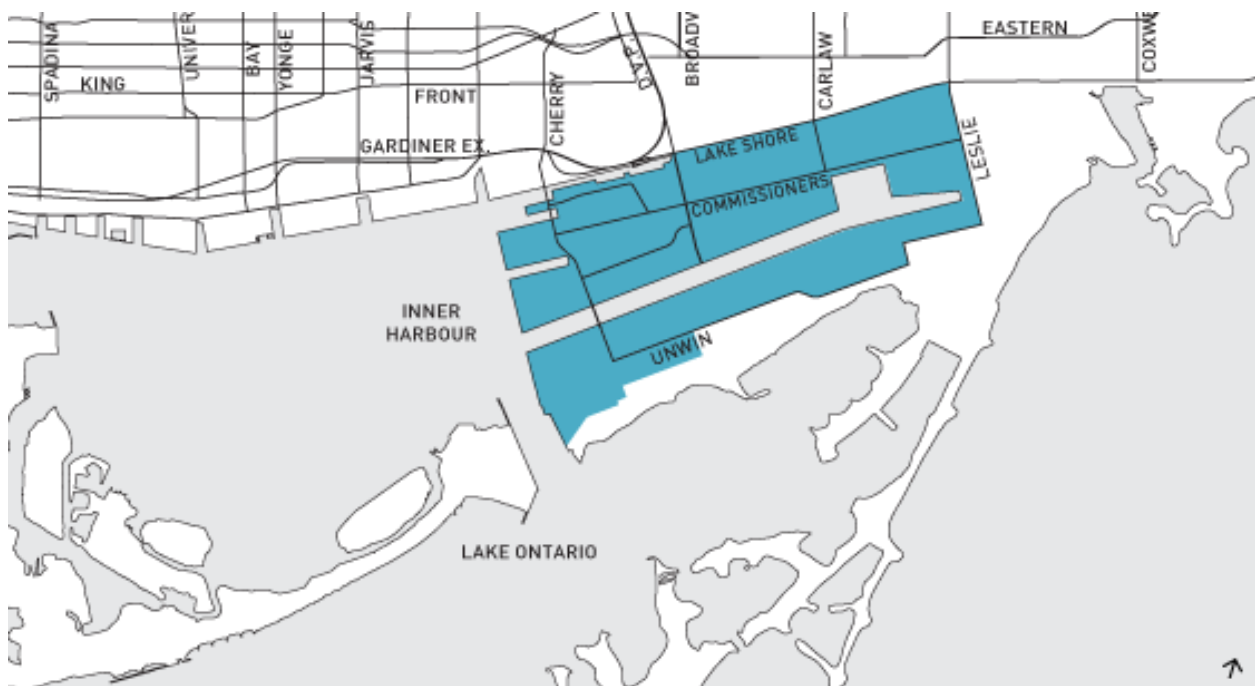


Figure 1: Port Lands Area

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 employment 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. There is approximately 200 hectares (500 acres) of gross developable municipally-owned land, excluding parks and open spaces. 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.

Port Lands Planning Framework

The Port Lands Planning Framework (the Framework) is a joint collaboration between the City Planning Division and Waterfront Toronto. It is a high-level, long-term plan that will provide the basis and rationale for comprehensive modifications to the Central Waterfront Secondary Plan as it relates to the Port Lands. It is 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. The Framework applies to the 325 ha area identified in Figure 1.

Villiers Island Precinct Plan

City Council requested staff and Waterfront Toronto to initiate precinct planning for Cousins Quay through the adoption of the September 2012 Port Lands Acceleration Initiative report. The precinct area was expanded and revised to Villiers Island to reflect an emerging theme of the precinct. Villiers Island is a 33 hectare area that will be created once the new mouth of the Don River is constructed. The boundaries of the precinct area are identified on Figure 2. As the first area likely to be comprehensively redeveloped, the Plan readies the area for zoning and development over the next five to seven years.

The Precinct Plan establishes 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 led the precinct planning exercise with Urban Strategies Inc., who was retained to assist with the development of the Precinct Plan.



Figure 2: Villiers Island Area

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 (see Figure 3). 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 stores. 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.



Figure 3: South of Eastern Area

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.

Official Plan

Toronto Official Plan

The City's Official Plan is the long-term vision for how the City should grow. The Plan is in effect for the South of Eastern area, but is not in force and effect in the Central Waterfront area.

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 the South of Eastern area:

- Official Plan Amendment 199, adopted by City Council in 2013, introduced new heritage policies;
- Official Plan Amendment 231, adopted by Council in December 2013, reflect the outcomes of the MCR. OPA 231 amended the land use designations for the South of Eastern area from *Employment Areas* to *Core* and *General Employment Areas* and introduced a number of Site and Area-specific Policies (SASPs) for specific sites. The Ministry of Municipal Affairs also withheld its approval for any SASPs in the South of Eastern area due to the Lower Don Special Policy Area that applies;
- 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; 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. The policies are in effect.

Port Lands

As noted above, the City's Official Plan is not in effect in the Central Waterfront area. Nonetheless, it continues to provide important guidance into long-term, broader city building objectives for the Port Lands. It 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 Official Plan

largely designates the Port Lands *Regeneration Areas*. The City's Official Plan permits a similar broad range of uses within the *Regeneration Areas* designation to the CWSP, with the exception that it only permits light industrial uses. The Official Plan also requires a framework for new development in *Regeneration Areas* to be set out in a Secondary Plan prior to approving development.

South of Eastern Area

The South of Eastern area continues to be largely designated *Employment Areas*, with some lands designated *Parks and Open Spaces Areas* along the western, southern and eastern edges of the area. The rail corridor is designated as *Utility Corridor*. The policies of OPA 231 continue to designate this area for employment uses.

Policy 2.2.3 a) of the Official Plan requires protecting, developing and acquiring the right-of-way widths for existing major streets shown on Map 3 and new street segments identified in Schedule 2. Map 3 of the Official Plan identifies the right-of-way widths associated with existing major streets. Within the South of Eastern area, Eastern Avenue, Leslie Street and Coxwell Avenue are identified. Eastern Avenue is identified as having a 36 metre right-of-way from Broadview Avenue to Lewis Street, and then a 20 metre right-of-way from Lewis Street to Coxwell Avenue. Identification of right-of-way widths on Map 3 enables the City to secure right-of-way widenings as part of Site Plan approval process under Section 114 of the *City of Toronto Act*.

Policy 2.2.3 l) of the Official Plan states that transit priority will be increased throughout the city by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, such as the provision of dedicated lanes for streetcars. Map 5 – Surface Transit Priority identifies the key Transit Priority Segments. Broadview Avenue from O'Connor Drive to Queen Street is identified as a Transit Priority Segment.

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 Framework was undertaken, in part, to resolve outstanding appeals and bring the CWSP in force for the Port Lands. The appeals relate to a wide of range of issues with a number of appellants. Issues include, among others, land use compatibility with the introduction of sensitive uses and the proposed street network and the introduction of some specific streets. The process to develop the Framework, and its comprehensive directions, addresses the issues in the appeals.

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 to 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 and identifies that performance standards may be required to ensure compatibility between the newly redeveloped areas and existing operations;
- Waterfront streets are to be remade as “places” with distinct identities. They are to act as lively urban connections as well as traffic arteries, with the needs of motorists balanced with efficient transit service and high-quality amenities for pedestrians and cyclists. The rights-of-way widths associated with major streets and streets that are to include exclusive transit rights-of-way on existing and proposed streets are identified on Schedule A; and
- The Port Lands and Central Waterfront as a whole is intended be a model of leading-edge environmental technologies. Alternative sources of generating electricity are to be pursued.

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 planning tools, including the use of Section 37. Appendix 1 of the CWSP, while not policy, outlined anticipated community infrastructure and parks needs across the Central Waterfront based on population and employment estimates generated at the time of adoption of the Secondary Plan.

Despite the fact that the CWSP is not currently in force, an amendment to the CWSP (OPA 388) was advanced in 2010 for the Lower Don Lands. 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, OPA 388 was appealed.

Former City of Toronto Official Plan

Because the CWSP was an amendment to the former City of Toronto Official 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 are located within the Lower Don Lands Special Policy Area (SPA), as shown on Map 3 of the former City of Toronto Official Plan. The purpose of a Special Policy Area is to recognize areas that historically developed in a flood plain, enabling development and the continued viability of existing uses subject to the implementation of appropriate flood proofing. The Lower Don SPA addresses two separate aspects. It recognizes that:

- The City, with the TRCA, may advance a flood remedial works plan, such as the provincially approved Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment (DMNP EA). Upon implementation of the flood remedial works plan, comprehensive renewal within flood protected areas may occur; and
- Some development in the absence of a flood protection solution may proceed subject to flood proofing the site for a one in 350-year storm.

The balance of lands subject to flood risk in the Port Lands outside of the SPA boundary are within a one zone concept. A one zone concept consists of flood plain lands where development is prohibited.

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. The two zone concept includes a "flood fringe" area where development would only be permitted subject to completion of necessary flood protection works. The naturalized Don River and Greenway north of the Ship Channel was identified as the floodway, where development would continue to be restricted. More detailed holding provisions related to flood protection were also introduced, including recognition of the potential for phased implementation of the flood protection infrastructure.

In consideration of the recent funding announcement for the Port Lands Flood Protection project, City staff are working the Ministries of Municipal Affairs and Natural Resources and Forestry to prepare a Memorandum of Understanding for how to address Official Plan amendments for lands within the Lower Don Special Policy Area that would require provincial approval, with the ultimate objective of comprehensively removing the Special Policy Area designation upon completion of the Port Lands Flood Protection project.

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, Villiers Island Precinct Plan and TSMP process. The consultation program was designed to exceed the City's standard practices and the regulatory requirements of the *Planning Act* and Class EA process, as well as promote broad participation of stakeholders and members of the public. City and Waterfront Toronto also met extensively with individual stakeholders in the area throughout the process to address key aspects of the plans.

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 is 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 Charrette, 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 SAC, 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.

In addition to the above, the City and Waterfront presented the findings of the Framework and Villiers Island Precinct to the SAC and LUAC on March 29, 2017 and provided a draft of the Port Lands Official Plan modification for comment and feedback. The draft modification was also posted on the project-specific website. Comments that were received were summarized in the Port Lands Planning Initiatives – Interim Report, and incorporated as appropriate in the revised draft Port Lands Official Plan modification appended to the report.

May 31, 2017 Planning and Growth Management Committee

At the May 31, 2017 Planning and Growth Management Committee meeting, four deputants spoke to the Port Lands Planning Initiatives – Interim Report. One deputant supported the directions presented for the Port Lands and in particular how the Framework accommodated growth for the film sector. One deputant spoke to the need for additional residential permissions and a range of other concerns. Another deputant felt the land use direction and policies were too prescriptive towards mixed-use development particularly in the McCleary District, Polson Quay, South River, Media City and the Turning Basin Districts, but was supportive of many aspects of the Framework and Official Plan modification. The final deputant spoke to concerns associated with introducing sensitive uses given existing port and industrial operations in the area. Written submissions were also made, including by two of the deputants.

September 12, 2017 Consultation with South of Eastern Landowners

On September 12, 2017, City staff presented a draft of the South of Eastern Transportation Official Plan Amendment to major landowners in the South of Eastern area for review and feedback. Matters raised at the meeting and in follow-up written submissions included:

- Whether the three metre widening on the south of side of Eastern Avenue would impact heritage buildings or other buildings to remain. Staff indicated that the widening, either in whole or part, would not be taken where a heritage building or existing building would be retained;
- Whether a three metre widening could be included on the north side of Eastern Avenue in key areas where it would not be possible to achieve the widening on the south side due to heritage buildings. Staff indicated this would be further reviewed, and subsequent review revealed few opportunities of any substantial length to take a widening on the north side due to the low likelihood of comprehensive development;
- How the City intended to secure the lands associated with the widening on Eastern Avenue. Staff noted that the proposed widening is about achieving a long-term goal. As sites redevelop, the widening would be secured in accordance with the *City of Toronto Act* through planning applications and other means of acquisition. The street could also be reconstructed in segments as lands are secured. The City has also been actively securing the 3 metre widening in previous applications;
- Whether the Harbour Lead Line (the rail line that provides access into the Port Lands) should also be indicated on Map 5 of the Official Plan. Staff clarified that Map 5 just identifies the transit priority routes and as such the Harbour Lead Line is not identified;
- Confirmation that a further amendment would not be required if the final ROW for the Broadview extension were to exceed the minimum 35 metre right-of-way width identified in Schedule 2. Staff confirmed that a further amendment would not be required;
- Concerns from one land owner (Canada Post) about the extension of Woodfield Road to Lake Shore Boulevard. Following the meeting with the landowners, Staff met with Canada Post to discuss the extension;
- Whether additional streets could be considered. Staff noted that the streets identified in the OPA represented the major streets in the area. The introduction of additional local streets would be determined on a site by site basis;

- Suggestions to revise the description in Schedule 2 for the extension of Bouchette Street. Staff agreed with the need to provide more flexibility in the event that the existing northern terminus of Bouchette Street is realigned;
- Whether the conceptual cross-sections for the streets would be documented. Staff noted that the final TSMP document would include all cross-sections developed for the project;
- Clarification about the 35 metre right-of-way width for the Broadview extension. Staff noted this is the minimum that is required to support pedestrian, cyclists, transit in dedicated ROW, street trees and vehicles. Additional width may be required depending on the outcomes of Phases 3 and 4 of the Municipal Class EA process and/or the need for wider sidewalks depending on the intensity of development and to accommodate pedestrian flows from higher order transit stations;
- Requests for the Official Plan Amendment to include policies to maintain modern and reliable rail access to the Port. Staff noted that these are addressed by other agreements, and that all stakeholders will be involved in any discussions about plans to modify rail access or facilities;
- Requests for the Official Plan Amendment to include the planned East Harbour SmartTrack station on Map 4 of the Official Plan. Staff noted that a comprehensive citywide update to reflect the new higher-order transit lines and stations on Map 4 will be forthcoming.

2. Port Lands Planning Framework

The Port Lands Planning Framework (the Framework), contained in Attachment 1, is:

- A comprehensive vision and policy framework that will be used to guide the Port Lands transformation over the coming decades;
- An outline of the key city-building directions required to unlock and realize the Port Lands interim and full potential; and
- A rationale to support modifications to the Central Waterfront Secondary Plan and resolve appeals of the Central Waterfront Secondary Plan that reflect the results of extensive planning, technical studies, landowner and stakeholder consultation, and intent and purpose.

The Framework outlines the vision for the Port Lands in more detail. The vision for the Port Lands is for the area to 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 are envisioned to have an eclectic mix of uses, offering diverse opportunities for Torontonians to live, work and play. A resilient urban structure will be established, connecting the Port Lands to the city and providing a robust legacy of fine-grained streets and blocks to allow the Port Lands to continue to evolve and transform over time. The vision for the Port Lands also includes:

- Six essential elements to define the character of the Port Lands;

- Seven transformational moves to unlock the potential of the Port Lands; and
- 12 objectives to define what is to be achieved and measure success.

The Framework also includes directions and recommendations related to land use, parks and open spaces, cultural heritage, community infrastructure, inclusive communities, movement and access, built form, arts and culture, innovation and sustainability, biodiversity, municipal servicing/hydro infrastructure and implementation. The directions and recommendations form the blue print for achieving the vision and provide the basis for the Port Land Official Plan modification. Each section of the Framework provides a narrative of the analysis undertaken and findings, and outlines the resultant directions. Recommendations in each of the areas are included at the end of each section of the Framework. The recommendations include Official Plan policy directions, the identification of future follow-on work and the need for additional, targeted consultation as more detailed study advances.

From a land use perspective, the Port Lands will be a city within a city with a full, balanced mix of uses. There will be new complete and inclusive mixed-use communities, employment clusters that will support the growth of the City's film and television and creative sectors and areas for continued port and industrial uses. The Framework defines a series of land use typologies (Mixed-use Residential, Productions, Interactive and Creative (PIC) Core and Mixed-use, Light Industrial and Productions, Port and Industrial) to clarify the land use permissions in the different districts and associated with the *Regeneration Areas* land use designation. The Port Lands is planned to accommodate a total residential population of between 16,500 to 21,000 residents in Villiers Island and the McCleary District, with the potential for an additional 8,000 to 10,000 people in Polson Quay and South River in the longer-term, and 25,000 to 30,000 jobs of all types.

Careful consideration has been provided to the introduction of sensitive uses in the area in recognition that portions of the Port Lands will continue to have port and industrial uses. The Framework identifies and recommends a series of measures to ensure land use compatibility between the different uses. City staff are recommending classifying the Villiers Island, the McCleary District, Polson Quay and South River as Class 4 areas under MoECC Environmental Noise Guidelines, NPC-300, August 2013. This classification provides for higher noise permissions and also protects existing port and industrial uses.

The Framework establishes an interconnected network of parks and open spaces. This network of parks and open spaces will enhance the landscape and local environment and support passive and active recreation. Excluding publicly-accessible privately-owned open spaces, it is anticipated that approximately 65 hectares (160 acres) of parks and open spaces will be maintained and created in the Port Lands through the land the City is allocating towards parks and open spaces, the identification of other key open spaces and also Port Lands specific direction for parkland dedication.

A key objective of the Framework is to create inclusive, compete communities with a range of housing and employment choice, supported by community amenities. The Framework identifies community infrastructure priorities for the new mixed-use communities, as well as a broader city-serving facilities. The Framework identifies the

need for a healthy unit mix and high-quality living environments. It mandates the provision of two- and three-bedroom units that meet a minimum unit size consistent with the City's Growing Up: Planning for Children in Vertical Communities draft guidelines. A significant portion of new housing will also be created that is affordable to a range of incomes. The Framework mandates a minimum of 20 per cent affordable rental requirement on public-owned land. Additional public effort is also required to provide a range of affordable rental housing and other affordable housing models over and above the minimum requirements. On privately-owned land, affordable rental housing will also be secured.

The expanded street network identified in both the Lower Don Lands EA and the TSMP will connect the Port Lands to the city. The Framework places an emphasis on cycling, walking and transit as the primary means for moving people. Existing and future industrial, port and production studio uses and the need to accommodate goods movement is recognized. This will be supported through the potential identification of dedicated truck routes to provide reliable and redundant goods movement corridors that would limit the potential for conflicts with the mixed-use communities. The waterways will continue to be used for commercial shipping, with the potential for recreational and ferry/water taxi routes to further expand transportation options as the Port Lands develops.

One of the fundamental objectives of the Framework is to create a series of unique and memorable districts. This will in part be achieved through the celebration and conservation of cultural heritage resources and with the built form in each district. Consistent with the CWSP, the new mixed-use communities envisioned in the Framework will have a dominant mid-rise character. However, each community will have its' own distinct built form to enable the creation of unique and memorable districts and contribute to the City's skyline. The Framework also provides design guidance for the balance of uses in the Port Lands, and specific guidance for the location of tall buildings and their design. Overall, the design guidance will ensure that built form is well proportioned, visually interesting, promotes activity on the street and preserves access to sunlight.

Arts and culture are also important elements addressed in the Framework. Permanent public art will be secured as part of the public works and redevelopment on publicly-owned land. High-level themes for public art and opportunities site are identified. Privately-owned sites will also be encouraged to participate in the City's Percent for Public Art Program. Temporary public art will also be encouraged to contribute to a pop-culture in the Port Lands. Alternative funding sources and partnerships for temporary public art require further exploration. Temporary public art is not eligible to be funded through Section 37 of the *Planning Act*. New cultural facilities in the Port Lands will also be encouraged and pursued that both complement the desired mix of uses and activate areas.

All development in the Port Lands, irrespective of use, will exemplify design excellence, including best practice in environmental design. The Port Lands is envisioned to be a globally-significant and resilient Toronto city district planned to achieve a net zero energy future. The approach implements progressive solutions from the start, while ensuring flexibility to take advantage of continual advancements made in technology.

The ultimate goal being to minimize the Port Lands' ecological footprint. The approach aligns with the City's Zero Emission Building Framework, and advances requirements for passively-designed sites and buildings. Biodiversity is also an important theme embedded throughout the Framework. Fundamental to supporting and enhancing biodiversity in the Port Lands is the creation of a diverse range of connected, ecologically important patches and corridors of all shapes and sizes, including within development sites.

The Port Lands transformation requires investment in new and reconfigured municipal servicing and utility infrastructure that will support development within the area and serve the broader city servicing. The Framework summarizes the required servicing from the multiple Environmental Assessments undertaken in the Port Lands. It also addresses the need to reconfigure hydro infrastructure in the area that will both enable a resilient future, allow for the introduction of streetcar in dedication right-of-way and improve the public realm.

In recognition that the full realization of the Port Lands' transformation is long-term prospect, the Framework also provides guidance on potential initiatives that will bring more people into the Port Lands during the early stages of the transformation. It identifies five potential cultural activation sites and five landscapes. The implementation of these activation sites and landscapes will continue to be further explored and advanced following the adoption of the Framework. In accordance with Council direction on the Port Lands Planning Initiatives – Interim Report, the City will be advancing implementation work plans for three of the five landscapes.

The Framework also lays the foundations for implementing the vision for the Port Lands. It identifies phasing considerations for the required infrastructure and the tools that will be used to ensure orderly development. Precinct planning, building on the Framework's direction and recommendations, will continue to be the primary implementation tool for areas anticipated to comprehensively redevelop with residential uses. Precinct planning for Villiers Island advanced concurrently with the Framework and key directions from the outcomes of the Precinct Plan have been integrated in the Framework. Context Area Plans will be required in all other areas of the Port Lands.

Study of Film and Screen Industry Studios in the Port Lands and South of Eastern Employment District

The Study of Film and Screen Industry Studios in the Port Lands and South of Eastern Employment District examined and evaluated the impact of development on the film and screen industry studios in the Port Lands and the South of Eastern *Employment Area*. The Study was undertaken by Hemson Consulting Inc. and presented and discussed informally by the Toronto Film, Television and Digital Media Board at the August 25, 2017 meeting.

The Study concludes that there is a clear need for additional and diverse studio production space if Toronto's on-screen industry is to take advantage of both domestic and international demand. The Port Lands and South of Eastern area remains a key location for Toronto's on-screen industry and notes key constraints in the area, which among others includes fractured ownership. The Study provides a number of

recommendations to support further growth in this important economic sector. It also acknowledges that the Land Use Direction developed as part of the Framework provides opportunities for new studio uses, both in the interim and longer-term. The Study also notes that the major street network is capable of accommodating new studio uses. Key recommendations relevant to the Framework are:

- *Seek to maintain existing studio uses and related-uses as a condition of development where possible* – The development of the Framework had particular regard to the existing studios in the Port Lands that would be displaced by the construction of the River. These could be accommodated in the PIC Core areas, and in a compact urban form in the PIC Mixed-use areas;
- *Close existing local streets in key areas* – It is a long-term objective to achieve a fine-grained public street network in the Mixed-use and PIC Core areas. However, protection and appropriate building placement are key policy objectives in the Framework that would enable new studio uses, while ensuring the long-term objective of achieving a fine-grained street network; and
- *Encourage and incent flexibility and innovation in site design* – The Framework strongly supports innovative designs for all development. The opportunity in the Port Lands is to create modern facilities that integrate well with the urban fabric.

3. Villiers Island Precinct Plan

The Villiers Island Precinct Plan, included as Attachment 2, provides detailed planning direction to guide the revitalization of the Island into a new sustainable, walkable and connected mixed-use residential community with great parks and open spaces along the four distinct water's edges. Villiers Island will become a significant new regional destination and is primed to be the first climate positive community in the city. The Precinct Plan builds on the directions and recommendations in the Framework and will be used to inform future Zoning By-law amendments and Plan of Subdivision processes.

Villiers Island is planned to accommodate between 8,250 and 10,700 residents and up to 2,900 jobs. The Precinct Plan supports the development of a complete community with approximately 4,800 residential units, including a range of tenure types and unit sizes to support a mix of incomes and people living in the neighbourhood. Affordable housing units will be distributed throughout the Island and integrated into market housing developments.

The Island will have a fine-grain pattern of streets and blocks, made up of 10 development blocks, three east-west streets and six north-south streets. There will also be three kilometers of waterfront access and 11.2 hectares of parks and open spaces, approximately a third of the Island's land mass.

Villiers Island is envisioned as a sustainable, urban island community in the midst of the big city, surrounded by water on all sides. Overall, the Island will have a human-scaled, mid-rise character with some tall buildings of moderate height strategically located and scaled. Low-rise buildings will only be permitted along Keating Channel and the east side of Old Cherry Street. One five-storey building may be developed on the west of

Cherry Street adjacent to the Channel provided it will not obscure the historic Port Lands Lake Ontario Cement Company's silos. Tall buildings will only be permitted in strategic locations on development blocks north of Centre Street. They will have modest heights in the teens and low- to mid-twenties. One tall building in the high twenties may be permitted at the realigned Cherry Street and Villiers Street intersection.

The height, massing and location of buildings have been carefully considered and studied, including ensuring excellent sunlight and wind conditions to support year-round activity in the Island's streets and open spaces. A sustainability audit was also undertaken by Waterfront Toronto to ensure the buildings were sited and massed to enable solar gain within the interior building spaces. The Island has been primed to achieve a climate positive outcome, which means carbon emissions could be reduced to below zero with the Island's carbon sinks (e.g. parks and open spaces) and the potential to export low-carbon energy that could be generated in the Port Lands.

To ensure a day-to-night vibrancy in the Island, the Plan includes office and other non-residential uses throughout the Island, with a concentration of mid-rise office buildings along the realigned Cherry Street. A minimum of the Island's total gross floor area will consist of 20 per cent non-residential uses. As development unfolds, the location of the office uses may require reconsideration depending on the timing of streetcar service into the Port Lands which is being addressed through Waterfront Transit Reset. Flexibility has been incorporated into the Port Lands Official Plan modification in recognition of this.

There are five character areas planned for Villiers Island, each with a distinct but interconnected place-making vision that capitalizes on the Island's varied urban, industrial heritage and natural landscapes. The character areas are:

- Keating Channel Promenade and Old Cherry Street – this area will function as the central living room of the precinct and the Keating Channel precinct to the north. There will be a low-scale mix of community uses, a cohesive heritage cluster and a generous and varied public realm along Keating Channel;
- Harbourside and New Cherry Street functioning as the main gateway to the Island, it will be framed by mixed use development with commercial frontages flanking a wide boulevard. Promontory Park, a destination and/or catalytic use and industrial heritage will combine to create a regional destination along the western edge of the Island;
- Centre Street will act as the central spine of the Island, connecting the other four character areas with a pedestrian-oriented main street;
- Commissioners Street and River Park – the southern edge of the Island will be defined by transit, recreation and nature framing the new Mouth of the Don River; and
- Villiers Park will be a local community hub featuring a school and community-oriented park, surrounded by water views on three edges.

The Precinct Plan also includes strategies and guidelines related to achieving a climate positive outcome; mobility, transportation and access; open space and the public realm; cultural heritage; and activities and land uses. A number of areas will continue to be explored as more detailed planning advances for the Island:

- The Business and Implementation Plan for the Port Lands will explore the potential for including additional affordable housing in the Island in consultation with the local Councillor and the Chair of the Affordable Housing Committee;
- Waterfront Toronto prepared a public art strategy to inform the Precinct Plan. The City will continue to work with Waterfront Toronto to finalize this public art strategy in accordance with City practices and policies, and in particular identifying alternative funding sources for a new temporary public art concept included in the strategy;
- The specific source and receptor mitigation measures required to introduce sensitive uses in the Island requires more detailed study and discussions with the operator of the cement terminal located on Polson Quay prior to rezoning all or portions of the Island;
- A naturalization plan will also be required to address specific measures that will be incorporated in the Island's streets and open spaces (excluding the River) and within development blocks in support of the biodiversity objectives of the Framework; and
- Heritage Impact Assessments, prepared to the satisfaction of the City, for any alterations proposed to existing cultural heritage resources, and for any development adjacent to cultural heritage resources.

4. Port Lands Official Plan Modification

The proposed Port Lands Official Plan modification, included as Attachment 3, establishes a comprehensive set of policy of directions to guide future development and redevelopment in the Port Lands. The modification:

- 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
 - Implement 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 to recognize portions of the dockwall continue to be required for port purposes;
 - 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 build on the policy direction within the overarching framework established by the CWSP. The Area Specific Policy mirrors the directions and recommendations established in the Framework.

Additionally, direction from Council for the City Solicitor to request the Ontario Municipal Board to repeal the previous amendment advanced for the Lower Don Lands in 2010, referred to as OPA 388, is required. This OPA introduced policy direction to reflect the original 2010 urban estuary concept and associated infrastructure. It also introduced a two zone concept to manage flood risk in the area. The OPA should be repealed 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, the comprehensive policy directions established in the Port Lands Official Plan modification, and the comprehensive approach now proposed for addressing the removal of the Lower Don Special Policy Area once the Port Lands Flood Protection project is implemented.

Changes to the Modification

The policy directions in the recommended Port Lands Official Plan modification are generally consistent with the draft modification endorsed in principle by City Council with the adoption of the recommendations in the May 16, 2017 Port Lands Planning Initiatives – Interim Report. For the most part, revisions to the policy directions refine, clarify or streamline the policy directions. The most significant changes to the modification are in response to:

- Discussions with Province related to ensuring sufficient development controls until such a time as the required flood protections measures are in place;
- Clarification of the power generation and transmissions uses in the Port Lands to address Ontario Power Generation’s written submission to PGMC; and
- Feedback received related to the Section 37 policies and examination of the alternative rate parkland dedication policies.

Holding Provisions

A draft of the Port Lands Official Plan modification was provided to the Province for their information and review. The Province provided written comments to City staff on September 1, 2017 which outlined the Province’s general support for the City and Waterfront Toronto’s vision for the Port Lands. They requested changes to policies primarily dealing with holding provisions and specific to the implementation of the required flood protection measures that are needed to unlock the full potential of the Port Lands. Staff reviewed and discussed the comments with provincial staff.

A new policy was introduced to clarify that new and/or intensified uses in the Mixed-Use Residential and PIC Mixed-Use districts require the implementation of a portion or all required flood remedial works. It also clarifies that the balance of uses contemplated in the PIC Core, Light Industrial and Productions, Port and Industrial districts may continue to redevelop subject to appropriate flood-proofing measures and provided the development would not preclude achievement of a remedial flood protection component in the Port Lands Flood Protection project.

The holding provision policy related to the flood remedial protection works has also been clarified in recognition of the complexity of the required flood protection works in the Port Lands, compared to previous areas such as the West Don Lands. The policy continues to require the implementation of a holding provision where zoning is

advanced for new and/or intensified uses in advance of the completion of the required flood protection works. The revised policy now also provides the ability for development to proceed concurrently with the completion of flood works where the City can legally control occupancy. Other requirements of the Building Code to enable construction in a flood prone area would continue to need to be addressed to the satisfaction of the Chief Building Official prior to the issuance of a building permit. Life safety risks (e.g. temporary off-site impacts and ensuring safe ingress and egress while construction is underway) will also need to be addressed to the satisfaction of the applicable regulatory bodies.

City staff, with the support of the TRCA and Waterfront Toronto, is working with provincial staff on developing a protocol to address the ultimate removal of the Lower Don Special Policy Area upon completion of the Port Lands Flood Protection Project. The protocol is also anticipated to address monitoring of the implementation of the various flood protection works associated with the project to enable new and/or intensified uses to proceed as portions of the area are flood protected.

Power Generation and Transmission Uses

Ontario Power Generation provided written comments to staff and submitted their comments to PGMC at its May 2017 meeting on the Port Lands Planning Initiatives - Interim Report. Staff subsequently responded to Ontario Power Generation's representatives. One key issue identified in their comments related to the recognition of the existing power infrastructure in the Port Lands from a land use perspective.

The Land Use Direction presented in the Port Lands Planning Initiatives – Interim Report acknowledged the existing power generation and transmission uses. A new policy in the Official Plan modification has been introduced to ensure clarity with respect to the power production and distribution uses in the Port Lands. The new policy also addresses new power generation, transmission and storage facilities that may be advanced in the future. It requires new facilities to be enclosed by walls or attractive screening consistent with the City's Zoning By-law. Non-renewable energy sources for any new power production facilities to support the Port Lands as a net-zero energy district continues to be identified and will be encouraged.

Section 37 and Parkland Dedication

A key objective associated with advancing comprehensive policy directions for the Port Lands is to ensure consistency and transparency in the use of Section 37 for securing community benefits associated with the new residential permissions. The May 16, 2017 draft Official Plan modification listed the following community benefits that would be secured for residential uses by way of Section 37:

- Affordable rental housing requirements;
- Equitable monetary contributions towards the required community infrastructure, excluding schools and hospitals, to ensure complete communities and the timely delivery of the infrastructure. Contributions would be determined based on the capital cost of the required facilities after any Development Charge contributions and then equitably distributing the balance of costs across all residential gross floor area within a particular community;

- Contributions towards the design and construction of major public parkland in the Port Lands; and
- Permanent public art installations and/or contributions associated with the City's Percent for Public Art program.

Parkland dedication under the *Planning Act* was also proposed to be utilized to secure land and contribute to funding local parks in the Port Lands. The *Planning Act* enables a City to establish an alternative parkland dedication rate for specific areas provided policies are included in the Official Plan dealing with the provision of lands for park or other public recreational purposes and the use of the alternative requirement.

Given the significant municipal land holdings in the Port Lands and lands the City is setting aside for major public parkland, additional policies were included in the May 2017 draft Official Plan modification to clarify how parkland dedication would be applied as the area redevelops. A new alternative rate was introduced for residential development on City-owned land. This rate will enable the provision of additional lands for locally-oriented parkland identified to support the new communities. These lands for local parks would be secured with the use of Plan of Subdivision/Consent processes or Purchase and Sale agreements associated with the sale of City-owned land.

On privately-owned land, the policies stipulated the alternative rate would be per any in-force Official Plan in recognition of the ongoing City-wide Parkland Strategy and Section 42 review. Any cash-in-lieu was to be directed specifically to park development in the Port Lands in recognition of the significant additional investment required to deliver the parks in the Port Lands and the city-wide significance of the major parkland contemplated in the Parks and Open Spaces Plan of the Framework.

The final recommended Official Plan modification revises the Section 37 and parkland dedication policies. The revisions clarify the application of Section 37 and the benefits to be secured. Section 37 will continue to be utilized to secure contributions from all residential development, irrespective of land ownership, for the affordable rental housing requirements and community infrastructure. Public Art would also be secured in Section 37 agreements.

Further consideration was given to using Section 42 of the *Planning Act* as the primary means for securing and delivering parkland in the Port Lands. Section 42 of the *Planning Act* was determined to be the most appropriate mechanism for securing land and/or contributions towards parkland in the Port Lands, rather than a combination of parkland dedication and Section 37 as was previously proposed. The delivery of locally-oriented parkland in each community is the first priority. A key objective is also to secure additional lands that are contiguous with the local parks established through precinct planning to provide enhanced local park programming. As such, a new alternative parkland dedication rate is now proposed on privately-owned land that has been tailored to address the Port Lands unique conditions and needs.

The new alternative rate for privately-owned land is predicated on a net residential density measure, rather than site size. It establishes three tiers of dedication:

- 15 per cent of the site area for proposals with a residential component that is less than a net residential Floor Space Index (FSI) of 4.0;
- 30 per cent of the site area for proposals with a residential component that is equal to or exceeds a net residential FSI of 4.0; and
- 50 per cent of the site area for proposals with a residential component that is equal to or exceeds a net residential FSI of 8.0.

The rates above consider key objectives associated with realizing the vision for the Port Lands such as the requirements for affordable rental housing and contributions towards community infrastructure, the minimum non-residential requirements and the mid-rise character established for each new community. The rates have been tailored specifically for the vertical communities proposed in the Port Lands in a fair and equitable manner that addresses the additional resources needed to deliver the local parkland in each community as a priority. The resultant dedications associated with the new alternative rates would not exceed the *Planning Act's* rate of one hectare for each 300 dwelling units for land, or its newly introduced rate of one hectare for 500 dwelling units for cash-in-lieu. Any cash-in-lieu provided continues to be earmarked towards delivering parks in the Port Lands in recognition of the considerable amount of city-wide parkland that will be created that will benefit the entire City and need to fund the delivery of local parks in each community as a priority.

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 final recommended Port Lands Official Plan modification continues to be consistent with, and in many instances exceed, the minimum standards set out in the PPS 2014.

Growth Plan

On June 16, 2006, the Government of Ontario released the first Growth Plan for the Greater Golden Horseshoe (GGH). In May 2017, the Province issued a new Growth Plan for the GGH that took effect on July 1, 2017. The Growth Plan 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. The CWSP was commenced in 2003. 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. There are no settlement area's proposed or adjustments to 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 recommended Port Lands Official Plan modification conforms to the Growth Plan 2017. The Official Plan modification, among others:

- Supports the achievement of complete communities by ensuring a diverse mix of land uses, including residential and employment uses and convenient access to local stores, services and community infrastructure. Villiers Island is anticipated to accommodate between 340-415 people and jobs per hectare. The McCleary District is anticipated to accommodate between 685-825 people and jobs per hectare;
- Advances an age- and family-friendly policy framework, active living and good quality conditions for living and working;
- Provides for a diverse range and mix of housing options and establishes minimum requirements for affordable housing and requires a mix of unit sizes in multi-unit residential developments and mandates minimum unit sizes for a portion of the units to accommodate a range of household sizes;
- Expands access to a range of transportation options with an emphasis on and prioritization of transit and active transportation;
- Identifies the required community infrastructure to support complete communities and encourages co-location of community infrastructure and the creation of community hubs;
- Enables urban agriculture subject to addressing soil contamination;
- Places an emphasis on creating a high-quality public realm and compact built form;
- Advances progressive requirements to mitigate and adapt to climate change impacts to the extent permitted under current legislation;
- Advances an extensive network of green infrastructure in streets and parks and open spaces and requires enhanced measures for naturalized approaches for managing stormwater on development sites;
- Promotes economic development and competitiveness through the identification of employment areas and key economic sectors to be targeted in the Port Lands through the land use typologies;
- Makes efficient use of land in the employment areas through the optimization and rationalization of the employment uses in the Port Lands and through the introduction of design guidance for the full range of land uses contemplated,

resulting in the overall employment densities to be increased. Minimum targets for employment uses have also been included in the mixed-use communities;

- Specifies that at-grade parking will generally be prohibited and provides criteria in the circumstances where at grade parking may be permitted, resulting in the minimization of surface parking;
- Prohibits residential uses, other sensitive land uses and major retail uses in the employment areas identified;
- Integrates the employment areas with adjacent mixed-use communities and creates synergies (eg. PIC Mixed Use and PIC Core districts).
- Implements a complete streets approach that considers the needs of all road users, including continued goods movement; and
- Protects natural heritage features and conserves cultural heritage resources. The Port Lands many cultural heritage resources are a foundational aspect that will be used to foster a sense of place,

5. Marine Terminal 35

Completed in 1962 on Cousins Quay, Marine Terminal 35 is a surviving example of purpose built accommodation that handled the container cargo brought by ocean-going vessels following the opening of the St. Lawrence Seaway. The Terminal represented a new type of marine terminal emerging at the time, one that utilized fork lifts for the unloading and transferring of cargo from a transit shed to truck/rail. The Atlas Crane is also located on Cousins Quay at Polson Slip. Marine Terminal 35 and the Atlas Crane were Listed on the City's Heritage Register in 2004.

The location, scale, continuous roof canopy and material prominence of the administrative portion of the transit shed were key features of the building. Within the transit shed building itself, the structural system of steel columns and plate girders has a distinctive and unique pattern, and reinforces the modern expression of the building. The small fork lift building located on the site is also an important aspect of the original functionality planned for the site and terminal.

The building caught fire in May of 2017 and only a portion of it remains. The site is owned and managed by the Toronto Port Lands Company (TPLC). On May 30, 2017, the Toronto Building Division issued an order to remedy an unsafe building to TPLC. TPLC is addressing the requirements outlined in the order and have retained the required engineering and heritage consultants.

At its July 2017 meeting, City Council requested staff to consider the potential demolition of the fire damaged Marine Terminal Building, including a formal way to mark the heritage nature of the buildings and structures on the site of the future Promontory Park. City Council also requested that staff report on the cessation of waste transfer uses on the site. Staff from the City, Waterfront Toronto and Toronto Port Lands Company, accompanied by the consultants advancing the detailed design of Promontory Park as part of Port Lands Flood Protection, completed a site inspection of the site on September 7, 2017 to investigate the potential for a formal way to mark the heritage nature of the fire damaged building in the design of the future Promontory Park.

Should the heritage analysis that is it being undertaken to satisfy the City's unsafe order conclude that the remaining portion of the building lacks sufficient heritage integrity to require the building's conservation, a strategy that identifies how surviving elements considered to be significant within the remaining building may be required to the satisfaction of the Senior Manager, Heritage Preservation Services. This strategy could also identify an approach for dismantling and storing surviving elements for future reuse.

A commemoration strategy should also be developed as part of the detailed design of Promontory Park, in consultation with a heritage professional, that describes how the cultural heritage value of any surviving elements could be adequately commemorated within the park. It should be noted that a commemoration strategy is not a conservation strategy; it provides latitude through a series of innovative measures to honour and pay tribute to the past through interpretative infrastructure, which would include partial retention of surviving heritage elements.

Salvaged elements could include the structural system of steel columns and plate girders, salvaged red brick from the remaining façades and distinctive MT 35 signage. In addition, the scale of the building could be recognized by retaining some or all of the existing foundations that remain on the site. Furthermore, the small fork-lift building could be repurposed to support parks related programming.

Green for Life (GFL) was the primary tenant of the Marine Terminal 35 building and site. GFL utilized the building for waste transfer and recycling functions, and administrative offices. The waste transfer and recycling functions are now occurring at a number of GFL's other facilities throughout the Greater Toronto Area. At present, GFL continues to use the site as a marshalling yard for vehicle and equipment storage and for fleet maintenance. GFL's lease extends to the end of 2020. There is a twelve month termination clause in the lease. TPLC and GFL are investigating options to continue GFL's operations from this site, as well as options to relocate. The balance of the building was occupied by the City's Solid Waste Management Division, however, this occupancy has now ceased.

Construction is anticipated to begin on the Port Lands Flood Protection project later this year, starting with the Cherry Street Storm Water and Lake Filling Project. The Due Diligence report for Port Lands Flood Protection identified that earthworks to create the new mouth of the Don River would begin on Cousin's Quay where Marine Terminal 35 is located in the initial years of the project. Waterfront Toronto, with the TRCA, recently retained a Construction Manager who will develop a more detailed construction plan for the flood protection project. This construction plan will be reviewed by staff of the City, TPLC and Waterfront Toronto, who are undertaking a thorough analysis of the existing City/TPLC land leases that will be impacted by the flood protection project. The precise timing for construction in the area of Marine Terminal 35 should be known by the end of 2017.

6. South of Eastern Transportation Official Plan Amendment

The draft Official Plan Amendment in Attachment 4 reflects the Council-endorsed preferred solutions from the Port Lands and South of Eastern Transportation and

Servicing Master Plan (TSMP) in the South of Eastern area, where the Toronto Official Plan is in force and effect. It addresses the major streets, transit priority segments and right-of-way (ROW) widths for this area. The Official Plan Amendment has incorporated feedback from the September 12, 2017 landowner meeting where appropriate.

Eastern Avenue

Map 3 of the Official Plan – Right-of-Way Widths Associated with Existing Major Streets – identifies Eastern Avenue as a 20-metre ROW from Lewis Street to Woodfield Road. The preferred solution for Eastern Avenue in the TSMP is to urbanize the street with a consistent, complete street design requiring a 23-metre ROW width to accommodate cycling infrastructure and improved sidewalks. The draft Amendment reflects this 3-metre widening. A Site and Area Specific Policy will specify that the widening would occur entirely on the south side of Eastern Avenue. The majority of lands on the north side of Eastern Avenue consist of lands designated Neighbourhoods. The widening would be secured through planning approval processes as properties redevelop. No right-of-way widening is required west of Lewis Street as the existing and planned ROW width is 36 metres.

Streetcar in Dedicated ROW associated with the Broadview Extension

The TSMP established the need for streetcar service in a dedicated ROW in the Broadview Avenue extension from Eastern Avenue to Commissioners Street, and in the longer-term across the Ship Channel to the Hearn. The draft Amendment reflects this and proposes to amend Map 5 of the Official Plan – Surface Transit Priority Network – by extending the Broadview Avenue transit priority segment southward to Lake Shore Boulevard East in accordance with the preferred alignment established in the TSMP. The balance of the Broadview Avenue extension is addressed in the Port Lands Official Plan modification. The preferred design for the Broadview Avenue extension and location of the dedicated streetcar service within the ROW will be determined in Phases 3 and 4 of the Class EA process.

Major Streets

The draft Amendment identifies the new major streets identified in the TSMP by amending Schedule 2 of the Official Plan – the Designation of Planned but Unbuilt Roads. It adds five new road links to the Schedule within the South of Eastern area as follows:

- Broadview Avenue from Eastern Avenue/Sunlight Park Road to Lake Shore Boulevard East, with a minimum 35-metre ROW;
- The northern extension of Bouchette Street to Eastern Avenue;
- A new east-west link within the Unilever Precinct from the Don Roadway to Booth Avenue;
- A new north-south link from the intersection of Caroline and Eastern Avenues to Lake Shore Boulevard East, conceived as a film-friendly street; and
- The Woodfield Road extension to Lake Shore Boulevard East.

Discussions are ongoing with First Gulf related to the width and design of streets in the Unilever Precinct. The minimum ROW width for the Broadview Avenue extension identified above reflects the conceptual cross-section established as part of the TSMP to inform amendments to Official Plan policy. The final design of the streets and alignments for the Bouchette Street extension and the new east-west link will be determined through a combination of Phases 3 and 4 of the Class EA process and the continued review of First Gulf's development applications.

7. Work Program and Future Reporting

The Port Lands Planning Framework identifies recommended follow-on work that will facilitate the transformation of the Port Lands. City Council directed staff on July 4, 2017 to initiate two key priority projects recommended in the Port Lands Planning Initiatives – Interim Report: 1) a Business and Implementation Plan for the Port Lands, to be prepared by Waterfront Toronto working with numerous City Divisions, and 2) Phases 3 and 4 Class EAs for the Broadview Extension and for Commissioners Street east of the Don Roadway. City Council also directed staff to report on a work program for follow-up Port Lands planning studies.

Staff are targeting the November 29, 2017 Executive Committee meeting for a comprehensive report on the implementation of Port Lands Flood Protection and subsequent build out of the Port Lands. The report will include a status update on the development of a Business and Implementation Plan for the build out of the Port Lands, including anticipated costs, revenues and phasing, as well as implementation roles and responsibilities. The implementation work plans for the Turning Basin Park, Leslie Green Portal and Don Greenway south of the Ship Channel will be initiated in 2018.

The City, with Waterfront Toronto, Divisions and other applicable agencies, have now also identified additional priorities for further study that will advance the implementation of waterfront revitalization in the Port Lands. These additional studies are summarized below. Dedicated staff resources and funding is required to advance these additional priorities. These resources will be identified and prioritized in the 2018 budget submission, taking into account City Planning's 2018-19 Study Work Program, and any direction received from the Planning and Growth Management Committee, Budget Committee and Council. Other participating Divisions will also review their current staff and capital resources and reflect any required support in their upcoming 2018 budget submissions.

Zoning Review for Port and Industrial Districts

The Port Lands Planning Framework provides direction with respect to commercial, industrial and park land uses that will be encouraged within the Port Lands. Zoning Bylaw 438-86 currently does not permit many of these uses, including the proposed park and open space network, and needs to be aligned with the Framework and Official Plan modification through a zoning review. The review will focus on the Port and Industrial districts and the parks and open system to align with the Framework's Land Use Direction.

McCleary District Precinct Plan & Development of Production, Interactive and Creative (PIC) Core District Urban Design Guidelines

The City Planning Division was leading precinct planning for the Film Studio District – a large 57 hectare area in the Port Lands bounded by the Don Roadway to the west, Carlaw Avenue to the east, Lake Shore Boulevard to the north and the Ship Channel to the south. This precinct planning exercise was put on hold in 2014 pending the completion of the Framework. Additional detailed direction for this area advanced as part of the Framework, establishing the preferred land use direction, major streets and parks and open spaces, high-level built form direction, necessary community infrastructure, and minimum requirements for the provision of affordable housing. As such, a typical precinct planning exercise for the 57-hectare area is no longer required. Additionally, the Framework subdivides the Film Studio District into three separate Districts and defines their anticipated character. The three districts are:

- The McCleary District located north of Commissioners Street between the Don Roadway and McCleary Park;
- Media City which comprises lands currently on long-term lease to Pinewood Studios south of Commissioners, between Don Roadway and the Broadview extension; and
- The Turning Basin District located east of McCleary Park and the Broadview Extension.

A streamlined precinct planning exercise will be completed for the McCleary District that will solidify the local street and block pattern, the location and size of the District's local park and the development of detailed urban design guidelines suited to the desired land use mix. Additionally, urban design guidelines will be developed for the PIC Core (Media City and the Turning Basin District) districts to provide guidance on performance standards for new developments and to inform amendments to the Zoning By-law.

Port Lands-Wide Truck Management Strategy

The Port Lands and South of Eastern TSMP recommends that further work be undertaken, in consultation with Port Lands' port and industrial operations, to explore the potential for dedicated truck routes and to develop an overall goods movement strategy that would allow for the operation and potential intensification of industries and port uses as residential uses are introduced in the Port Lands. This project will be coordinated with the Broadview and Commissioners EAs.

Low Carbon Energy Feasibility Study

A low-carbon energy feasibility study will be undertaken by the Environment and Energy Division with Waterfront Toronto. The study will explore the optimal approach for providing low-carbon energy to support the net-zero objective for the Port Lands and climate positive objective for Villiers Island. It will include exploring opportunities for capturing energy from municipal servicing and other infrastructure, as well as reserve space within the future streets to enable low-carbon energy systems. As such, this study will be coordinated with the Broadview and Commissioners EAs.

Port Lands Hydro Infrastructure Class B Cost Estimate (± 20 per cent) Study

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 as part of the development of the Port Lands Planning Framework and to inform the Port Lands and South of Eastern Transportation and Servicing Master Plan. Hydro infrastructure in the Port lands is required to be relocated and/or undergrounded to facilitate the flood protection project, and street and transit network. The outcomes of the study demonstrated the feasibility of relocating and/or undergrounding hydro infrastructure. The study also provided an order of magnitude cost ± 50 per cent.

The next stage will be to establish a Class B Cost Estimate which will be ± 20 per cent of the cost to reconfigure and underground hydro infrastructure. Similar to the initial hydro feasibility study, Hydro One will undertake the Class B Cost Estimate, with the City reimbursing Hydro One. The Class B Cost Estimate is also anticipated to detail the physical requirements to accommodate the undergrounding of hydro infrastructure which will inform Phases 3 and 4 of the Class EA process for Commissioners Street and the Broadview extension.

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SIGNATURE

John W. Livey, F.C.I.P.
Deputy City Manager, Cluster B

ATTACHMENTS

- Attachment 1: Port Lands Planning Framework
- Attachment 2: Villiers Island Precinct Plan
- Attachment 3: Port Lands Official Plan Modification
- Attachment 4: South of Eastern Official Plan Amendment

ATTACHMENT 1: PORT LANDS PLANNING FRAMEWORK

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's October 12, 2017 meeting.

ATTACHMENT 2: VILLIERS ISLAND PRECINCT PLAN

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's October 12, 2017 meeting.

ATTACHMENT 3: PORT LANDS OFFICIAL PLAN MODIFICATION

Provided separately as a PDF and posted under the Agenda Item for Planning and Growth Management Committee's October 12, 2017 meeting.

ATTACHMENT 4: SOUTH OF EASTERN OFFICIAL PLAN AMENDMENT

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

Enacted by Council: ~, 2017

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2017

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands municipally known in the year 2017 as those generally bounded by Don Roadway, Don Valley Parkway, Sunlight Park Road, Eastern Avenue, Coxwell Avenue, and Lake Shore Boulevard East; and Broadview Avenue from Queen Street East to Sunlight Park Road/Eastern Avenue.

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

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 Amendment No. 387 to the Official Plan is hereby adopted 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)

AMENDMENT NO. 387 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2017 AS
THOSE GENERALLY BOUNDED BY DON ROADWAY, DON VALLEY PARKWAY,
SUNLIGHT PARK ROAD, EASTERN AVENUE, COXWELL AVENUE, AND LAKE
SHORE BOULEVARD EAST; AND BROADVIEW AVENUE FROM QUEEN STREET
EAST TO SUNLIGHT PARK ROAD/EASTERN AVENUE.**

The Official Plan of the City of Toronto is amended as follows:

1. Map 3, Right-of-Way Widths Associated with Existing Major Streets, is amended by changing the right-of-way width for Eastern Avenue between Lewis Street and Woodfield Road from 20 metres to 23 metres, and by adding a note referring to the Site and Area Specific Policy No. 542, as shown on the attached Schedule 'A'.
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 542 for the segment of Eastern Avenue from Lewis Street to Woodfield Road as follows:

542. Eastern Avenue between Lewis Street and Woodfield Road



The planned right-of-way width for Eastern Avenue is 23.0 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the south side of Eastern Avenue.

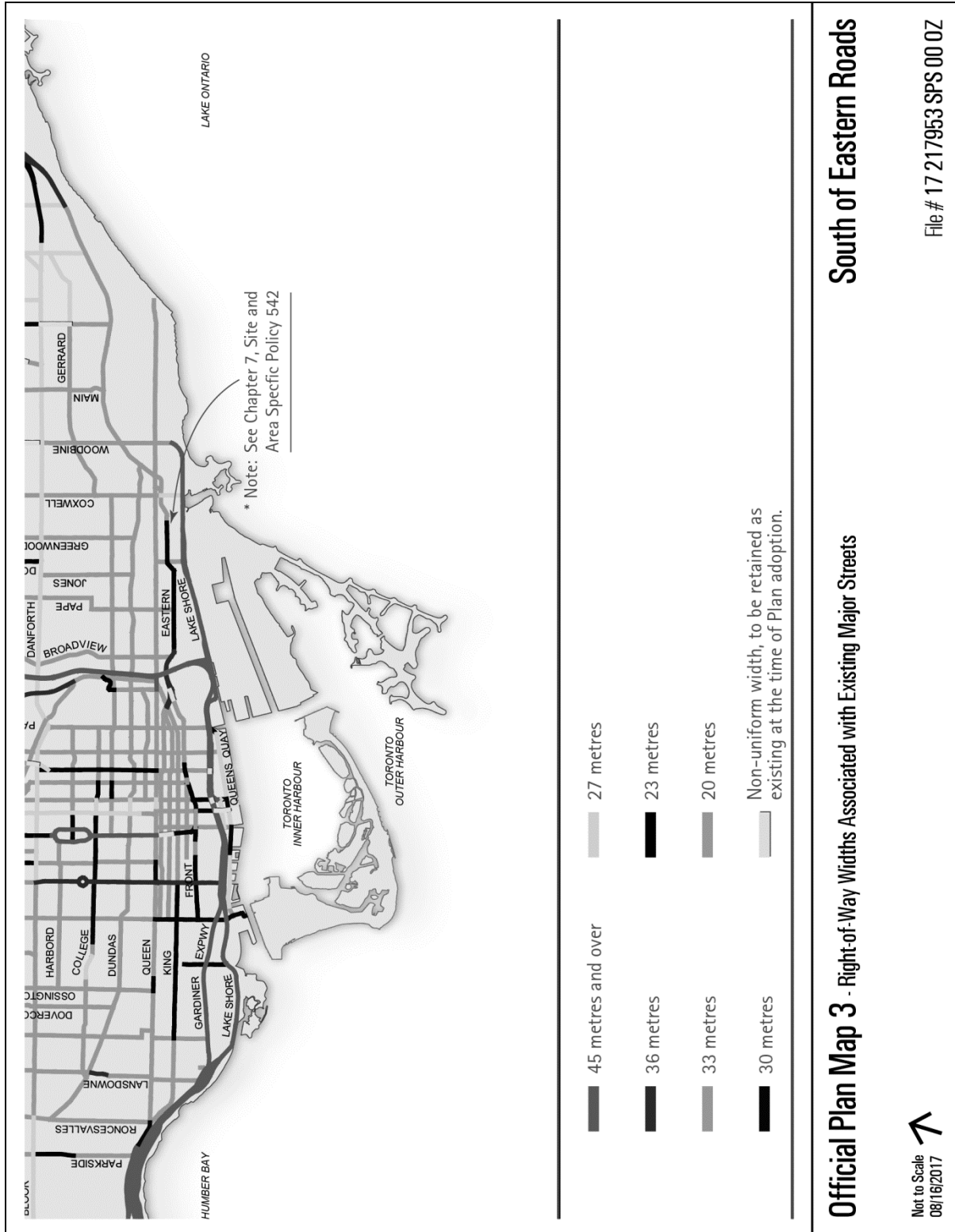
3. Maps 29 and 32, Site and Area Specific Policies, are amended by adding Site and Area Specific Policy No. 542 to the lands, shown above as Site and Area Specific Policy No. 542, as shown on the attached Schedule 'B'.
4. Map 5, Surface Transit Priority Network, is amended by extending the Broadview Avenue Transit Priority Segment to Lake Shore Boulevard East, as shown on the attached Schedule 'C'.

5. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
Broadview Ave ¹	Sunlight Park Rd/ Eastern Ave	Lake Shore Blvd E
Bouchette St	Existing or realigned northern terminus of Bouchette St at Lake Shore Blvd E	Eastern Ave
New Link	Don Roadway north of Lake Shore Blvd E	Booth Ave north of Lake Shore Blvd E
New Link	Existing southern terminus of Caroline Ave at Eastern Ave	Lake Shore Blvd E
Woodfield Rd	Existing southern terminus, south of Eastern Ave	Lake Shore Blvd E

¹ The extension of Broadview Avenue from Sunlight Park Road/Eastern Avenue to Lake Shore Boulevard East, in accordance with the preferred alignment determined in the Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment, requires a minimum right-of-way width of 35 metres. Phases 3 and 4 of the Environmental Assessment process will consider various design alternatives for the extension of Broadview Avenue, and determine whether a right-of-way width exceeding 35 metres is required. The Environmental Assessment will be conducted in consultation with all interested parties.

SCHEDULE 'A' TO OFFICIAL PLAN AMENDMENT NO. 387



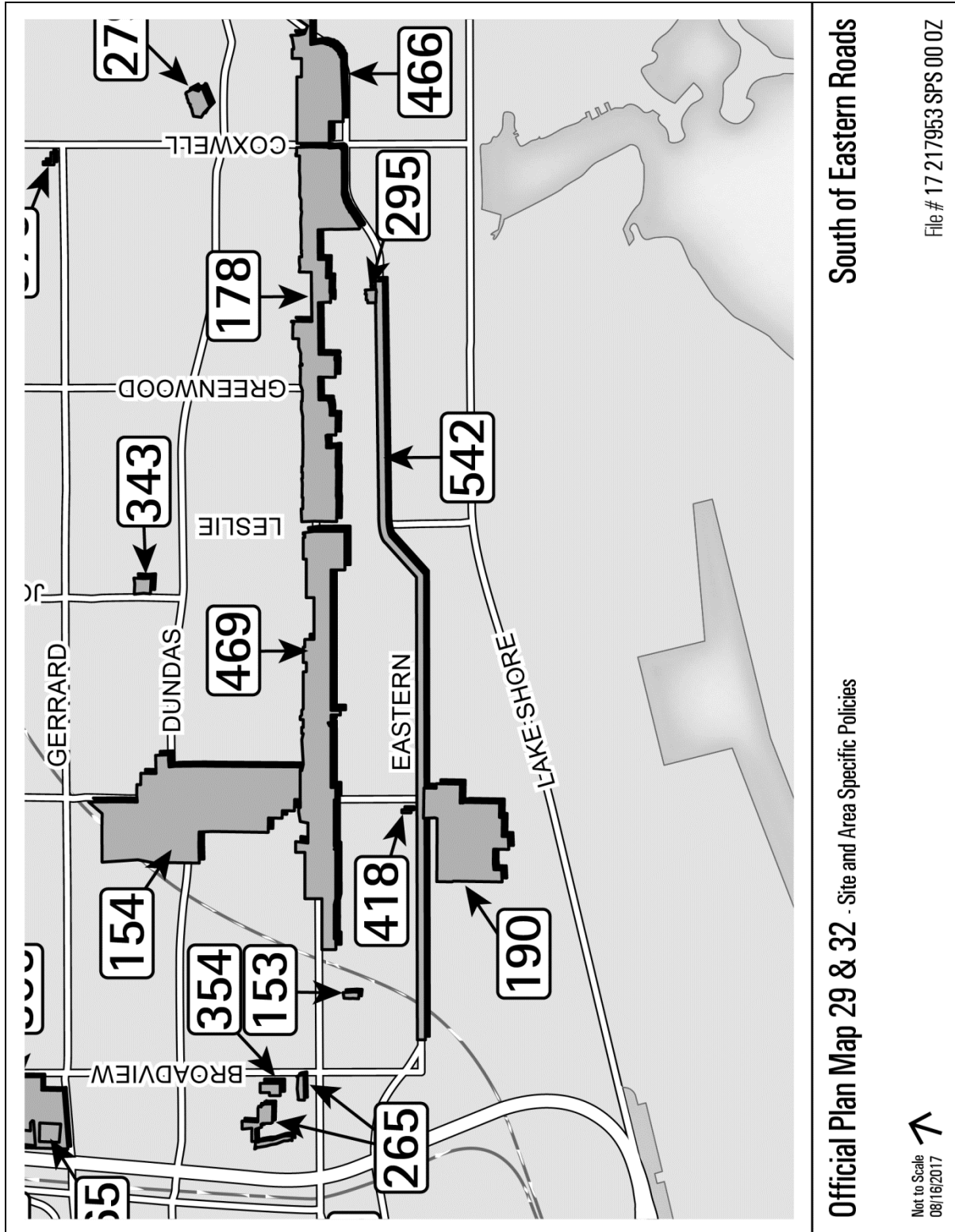
South of Eastern Roads

Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets

Not to Scale
08/16/2017

File # 17 217953 SPS 00 0Z

SCHEDULE 'B' TO OFFICIAL PLAN AMENDMENT NO. 387



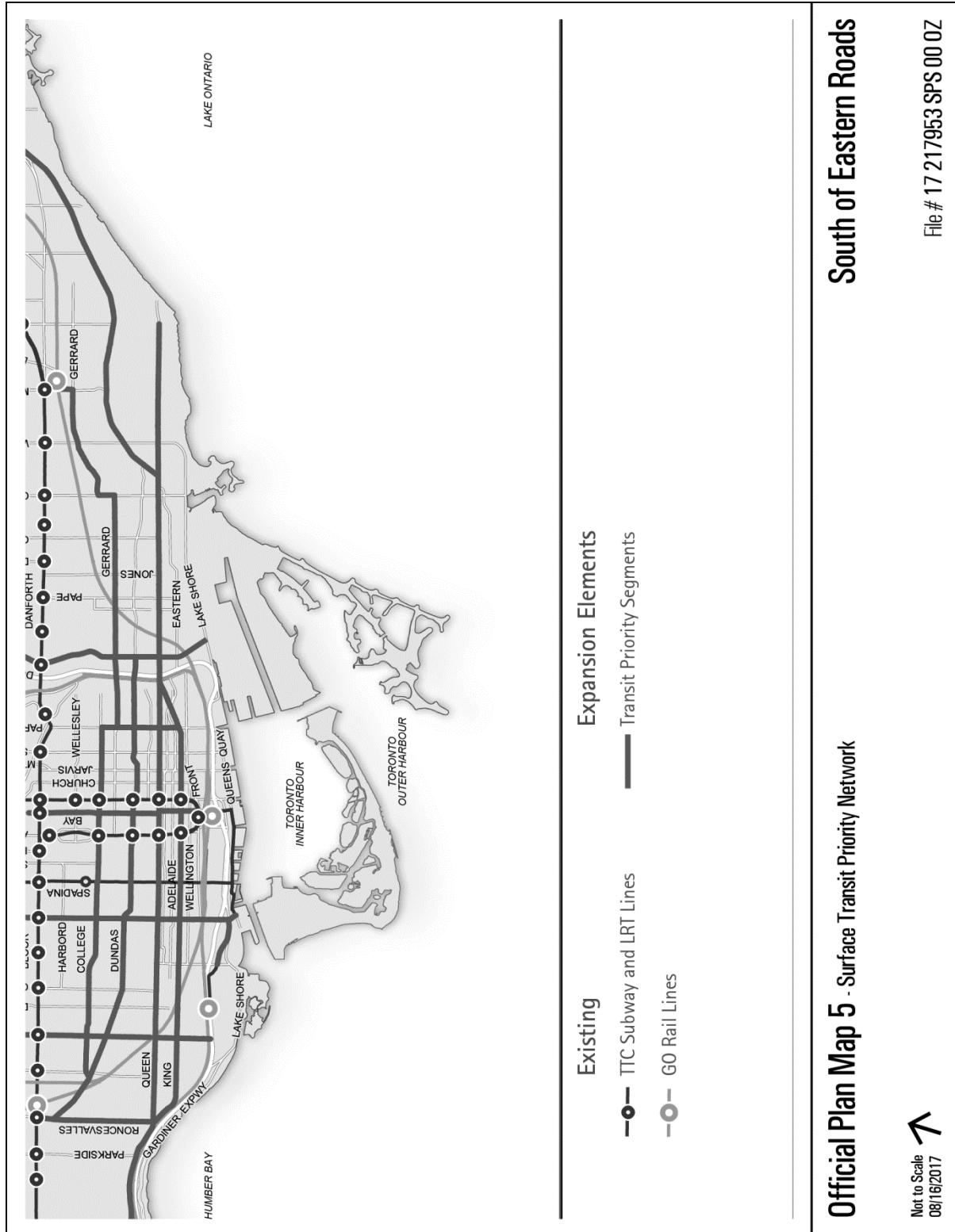
South of Eastern Roads

Official Plan Map 29 & 32 - Site and Area Specific Policies

Not to Scale
08/16/2017

File # 17 217953 SPS 00 0Z

SCHEDULE 'C' TO OFFICIAL PLAN AMENDMENT NO. 387



South of Eastern Roads

Official Plan Map 5 - Surface Transit Priority Network

Not to Scale
08/16/2017

File # 17 217953 SPS 00 0Z