

Port Lands Zoning Review Study – Final Report

Date: August 19, 2019

To: Toronto and East York Community Council

From: Lynda Macdonald, Director, Community Planning, Toronto and East York District

Wards: Ward 14 - Toronto -Danforth

Planning Application Number: 14 266183 STE 30 OZ

SUMMARY

The purpose of the Port Lands Zoning Review Study is to align Zoning By-law 569-13 with the Port Lands Planning Framework (PLPF) and implementing Official Plan Modification (OPM) to facilitate appropriate development that is consistent with the Council-adopted vision for the Port Lands and modernizing zoning regulation for the employment-focused districts in the Port Lands - specifically East Port, Warehouse District and South Port. The Study has reviewed zoning regulations for Maritime Hub, a destination/catalytic district that is the gateway to Cherry Beach.

Adopted by City Council on December 8, 2017, the PLPF is a strategic planning study that provides specific guidance to how Regeneration Areas in the Port Lands will develop over the next 50 years, with land use typologies that create a unique mix of employment-focused districts and mixed use precincts. The PLPF addresses land use, transportation, infrastructure, community facilities, parks, biodiversity, built form and sustainability. The PLPF envisions the employment-focused districts will support modern employment, industrial, port and City-servicing uses that provide diverse opportunities for the intensification of employment uses to accommodate approximately 30,000 employees.

The PLPF and OPM anticipate that East Port, South Port and Warehouse District will continue to serve Toronto's port and industrial needs.

The Zoning Review Study has been completed with the objective of modernizing zoning in the Port Lands. The current Zoning By-law 438-86 regulations do not permit many desirable land uses, whereas many unwanted land uses are currently permitted. These outdated regulations have resulted in legally non-conforming uses south of the Ship Channel and rezoning or minor variance applications for land uses in the employment-focused districts.

The Zoning Review Study has been completed with the objective of modernizing zoning in the Port Lands through amendments to Zoning Bylaw 569-13. Zoning By-law 569-13 was adopted by City Council on May 9, 2013 to replace the 42 pre-amalgamation

zoning by-laws, and is currently not in force for the Port Lands. This report recommends four (4) zoning by-law amendments to Zoning By-law 569-13:

- Warehouse District Zoning Bylaw Amendment
- East Port and South Port Zoning By-law Amendment
- Maritime Hub Zoning By-law Amendment
- Open Space Zoning By-law Amendment

The Zoning Review Study recommends new performance standards, such as built form, setbacks from a lot line, landscaping, and building height that were informed by the PLPF recommendations and the Port Lands OPM policy framework. The proposed Zoning By-law Amendments were developed with consideration of comments from community consultations, including stakeholders, and land-owners and users, and the public, as well as input from other agencies and divisions.

A policy-oriented industrial parking rates analysis was undertaken as part of the Study, including a review of existing zoning requirements, parking demand surveys, a first principles analysis, and a policy review, resulting in recommended minimum and maximum parking standards for industrial land-uses permitted in the Port Lands to support the shift towards active and sustainable transportation as the primary means of travel in the Port Lands.

This report also recommends that Port and Industrial Urban Design Guidelines be developed to support the outcomes of the Zoning Review Study. Specifically, these Port and Industrial Urban Design Guidelines will provide further direction on public realm and street frontage interfaces; landscaping; site organization; screening of open storage; and interfaces between proposed parks and industrial/port uses.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-13, as amended, for the lands identified in the Port Lands Planning Framework as Warehouse District substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 7 to the report, dated August 19, 2019, from the Director, Community Planning, Toronto and East York District.
2. City Council amend Zoning By-law 569-13, as amended, for the lands identified in the Port Lands Planning Framework as East Port and South Port, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 8 to the report, dated August 19, 2019, from the Director, Community Planning, Toronto and East York District.
3. City Council amend Zoning By-law 569-13, as amended, for the lands identified in the Port Lands Planning Framework as Maritime Hub, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 9 to the report, dated

August 19, 2019, from the Director, Community Planning, Toronto and East York District.

4. City Council amend Zoning By-law 569-13, as amended, for the lands identified in the Port Lands Planning Framework as Leslie Green Portal and Turning Basin Park, and 55, 79 and 115 Unwin Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 10 to the report, dated August 19, 2019, from the Director, Community Planning, Toronto and East York District.
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
6. City Council direct the Chief Planner and Executive Director, City Planning Division to undertake Port + Industrial Urban Design Guidelines for East Port, South Port and Warehouse District to accompany amendments to Zoning for these employment-focused districts.
7. City Council directs Chief Planner and Executive Director, City Planning Division to explore operational and security requirements of port users adjacent to the Don Greenway South to identify potential performance standards during the development of Port + Industrial Urban Design Guidelines.
8. City Council direct the Chief Planner and Executive Director, City Planning Division, to take any other actions necessary to implement the directions outlined in this report.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

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 (PLPF) and the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP). Council endorsed in principle the draft Port Lands Official Plan Modification (OPM) and endorsed the TSMP. Council required that a completed PLPF and final Port Lands OPM be submitted to the Planning and Growth Management Committee on October 12, 2017. Consideration of this item was deferred until November 15, 2017.

The City Council decision and staff report are available here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.4>

At its meeting on October 3, 2017, City Council adopted the staff report from the Deputy City Manager, Cluster B, entitled "Port Lands – Interim Control By-law – Final Report". In anticipation of the forthcoming final PLPF and OPM, Council provided direction to enact an Interim Control By-law for selected areas in the Port Lands for a period of one year with the possibility of extension. This by-law was enacted to enable staff to conduct a zoning review to implement the directions of the PLPF and OPM and to prohibit uses incompatible with the planning vision for the Port Lands.

This report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2017/mm/bgrd/backgroundfile-107601.pdf>

At its meeting on December 8, 2017, City Council adopted the staff report from the Deputy City Manager, Cluster B, entitled "Port Lands Planning Initiatives – Final Report". This comprehensive effort is the result of analysis and consultation beginning in 2013 and culminating in PLPF and OPM. The report recommended a work program to implement Council direction that included a Zoning Review for Port and Industrial Districts, a Precinct Plan for McCleary District, and Urban Design Guidelines for the Production, Interactive and Creative (PIC) Core District.

This report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-107844.pdf>

At its meeting on June 26, 2019, City Council adopted the staff report from the Acting Director, Community Planning, Toronto and East York District, entitled "Port Lands Interim Control By-law Extension - Final Report", which recommended a one year extension to the Port Lands Interim Control By-law to allow for the completion of the Port Lands Zoning Review Study.

The report can be found at this link:

<https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-115474.pdf>

Port Zands Zoning Review Study

The PLPF and OPM anticipate that East Port, South Port and Warehouse District will continue to serve Toronto's port and industrial needs. The purpose of the Port Lands Zoning Review Study is to align Zoning By-law 569-13 regulations with the PLPF and OPM to facilitate appropriate development that is consistent with the Council-adopted vision for the Port Lands. The Study focuses specifically on new land use policy directions established through the PLPF and implementing OPM that applies to East Port, Warehouse District, South Port and Maritime Hub.

The Zoning Review has been completed with the objective of modernizing zoning in the Port Lands. The current Zoning By-law 438-86 regulations do not permit many desirable land uses, whereas many no longer desirable land uses are currently permitted. These outdated regulations have resulted in legally non-conforming uses south of the Ship Channel and rezoning or minor variance applications for land uses the City is encouraging in the employment-focused districts. The Zoning Review Study resulted in four proposed updated and modernized zoning by-law amendments that are generally

consistent with City policies and plans and make it easier for the public to understand the City's requirements and intent of these districts.

The Zoning By-law Review Study is based upon analysis of the PLPF land use direction for employment focused districts. Performance standards, such as built form, setbacks from a lot line, landscaping, building height and parking rates were informed by the PLPF recommendations and the Port Lands OPM policy framework. Extensive community consultation was undertaken throughout the Zoning Review process, with landowner, user, stakeholder and community input considered during the development and refinement of the zoning by-law amendments.

The outcome of the Zoning Review Study recommends four zoning by-law amendments to Zoning By-law 569-13 generally reflecting the list of uses permitted in the PLPF:

- Warehouse District Zoning Bylaw Amendment
- East Port and South Port Zoning By-law Amendment
- Maritime Hub Zoning By-law Amendment
- Open Space Zoning By-law Amendment

A policy-oriented industrial parking rates analysis was undertaken as part of the Zoning Review Study including a review of existing zoning requirements, parking demand surveys, a first principles analysis, and a policy review, resulting in recommended minimum and maximum parking standards for industrial land-uses permitted in the Port Lands to support the shift towards active and sustainable transportation as the primary means of travel in the Port Lands.

The Port Lands Zoning Review Study identified a number of issues that were unable to be resolved through zoning, but can be further explored through urban design guidelines. This report recommends that urban design guidelines be developed to support the proposed zoning regulations by providing guidelines on public realm and street frontage interfaces; landscaping; site organization; screening of open storage; and interfaces between proposed parks and industrial and port uses.

Community Consultation

City Planning engaged with the public, landowners, industries, community stakeholders and the public on multiple occasions over the last six months to present progress on the Zoning Review Study and provide opportunities for input. City Planning has undertaken two Stakeholder Advisory Committee meetings, three Landowner and User Advisory Committee meetings, and two Community Consultation Meetings which resulted in a number of comments that have been considered in the development and refinement of the zoning by-law amendments. In addition, City Planning has met with landowners, Port Lands industries, and stakeholders to discuss issue-specific comments and potential solutions.

The comments raised by the public, landowners and users, and stakeholders with respect to the Port Lands Zoning Review were generally related to the following matters:

General

- All developments in the Port Lands should be tied to the Toronto Green Standard Tier 2 minimum requirements.
- Residential permissions should be explored for the industrial areas including hotel, to ensure that streets are vibrant and active.
- Consider including pocket parks within industrial districts as amenities for employees.
- Landscape requirements and zoning standards should be included, providing guidance on designing site for environmental performance and PLPF biodiversity recommendations.
- Recognize existing uses in the Zoning Review to reduce legal non-conforming situations.

Warehouse District

- A diverse mix of uses in Warehouse District is needed to provide the flexibility for industry to respond to market opportunities.
- Potentially sensitive uses, such as educational institutions, should only be permitted if there is sufficient distance from existing industrial operations to avoid land use conflict;
- "Postal sorting station" should be permitted as-of-right for 600 and 675 Commissioners Street to acknowledge the existing Canada Post operations;
- "Postal sorting station" should be permitted as of right for the Port Lands employment-focused districts to permit Canada Post to provide opportunities for additional facilities to service Downtown, East Harbour, the Port Lands, and the Central Waterfront.
- Self-storage facilities support film and television studios, and creative and small-scale industries. Self-storage uses can be integrated with other uses to ensure that this use can fit into an urban context.
- The right mix of uses is needed to create an active modern urban employment district which includes amenities and services for employees and visitors.
- Blank walls on street frontages do not create an attractive and active public realm.
- The main entrance to a building should be from the street.
- The density (2.0 times lot coverage) and maximum building heights (18.5 metres) are too low in the Warehouse District, and will not achieve the built form, land use and activation objectives of the PLPF.

East Port and South Port

- Zoning of Don Greenway South as Parks and Open Space will reduce the ability for existing bulk salt operations to continue operating and maintain environmental compliance.
- The Don Greenway South needs to accommodate existing and future industrial and port uses until developed as a park, otherwise this land will be no longer available for industrial uses, including long-standing port-oriented uses.
- The Don Greenway South should be zoned Gr (or the equivalent Open Space zone) to permit the development of a naturalized biodiverse corridor for wildlife, envisioned in the PLPF.
- Lands south of Unwin Avenue should be zoned Employment to permit new industrial operations prior to the lands being used as a park.
- Enclosure of bulk salt, aggregate and other materials within a building is not feasible and is cost-prohibitive based upon the scale of these uses, operations of these industries, and loading/off-loading requirements of marine delivery vessels.
- Due to the unique building requirements of bulk storage operations and concrete batching facilities (i.e. silos), building height maximums should not be introduced for East Port and South Port.
- Waste Transfer Stations and Soil Management Facilities should be permitted in South Port and East Port to acknowledge existing operations and their City-serving nature in supporting municipal and provincial initiatives.
- Adequate setbacks are necessary between planned parks and other uses to provide a buffer to secure perimeters required by industrial port uses.

Maritime Hub

- Maritime Hub should have marine recreation and docks for water taxis to provide water-based access to destinations south of the Ship Channel.
- Adequate setbacks are necessary to provide a buffer between Maritime Hub uses and Ports Toronto secure perimeter at 8 Unwin Avenue.

Parks and Open Spaces

- Parks that were identified in the PLPF should be zoned Open Space to ensure that these areas are reserved exclusively for parks and open space uses.
- The design of Don Greenway South should address wildlife access across the Ship Channel and into the Don River valley.
- The Open Space- Natural Zone use permissions (569-13) should be aligned the existing Gr Zone (438-86) for the Leslie Green Portal. This Portal is an important wildlife corridor and as a transition zone for those visitors travelling to the Leslie

Street Spit. The park and open space uses should be very limited for Leslie Green Portal.

Parking Standards

- Parking maximums are a positive step in reducing dependency on private automobile and not overbuilding off-street parking.
- Visitor parking is needed in the Port Lands, especially for visitors and recreationalists accessing Tommy Thompson Park.
- Concern that new parking rate maximums will reduce lawfully existing parking on site if there is a site plan application or request for a building permit.
- Concern that the new "one access" provision will result in conformance issues with the two access arrangement of the site, which is essential for the functioning of industrial sites.
- A maximum parking requirement is unnecessary and does not reflect the unique and widely varying needs of industry.
- Parking in the front yard should be permitted on a lot, allowing shipping and loading operations to take place in the side and rear yards.
- Shared parking that is accessible to the public should be explored to provide parking options for visitors to the Port Lands, where there are few options.

Many additional comments were received during community consultation that are outside of the scope of the Zoning Review, focusing on PLPF policies or matters that can be further explored through urban design guidelines.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards.

Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform to Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform to Provincial Plans.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character; and
- Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform to the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform to the Growth Plan.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or

before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Former Metropolitan Toronto Official Plan

As the guiding document for the former City of Toronto Official Plan, the former Metropolitan Toronto Official Plan remains in force in the Port Lands. The Plan locates the Port Lands within the Metropolitan Industrial/Employment Area. Metropolitan Industrial/Employment Area policies recognize that the industrial sector changes over time and encourages the adoption of policies that allow for a broader range of industrial uses that do not generate an unreasonable increase in infrastructure and transportation demand. The policies respecting Port Area activities within the Metropolitan Industrial/Employment Area include:

- *Strengthening the economic vitality of the Port Area by encouraging industries that benefit from location on the water's edge; and*
- Protecting port-related functions and lake-dependant industrial and transportation uses requiring dockwall access.

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 to ensure a balanced use of waterfront lands supporting residential, employment and recreational activities.

Former City of Toronto Official Plan

The former City of Toronto Official Plan remains in force in the Port Lands and designates the majority of the Port Lands as General Industrial Areas, which permit a wide range of industrial uses except those which may have a detrimental environmental effect on other industrial uses. Lands adjacent to the north dockwall of the Ship Channel and to the southeast of the Port Lands are designated Heavy Industrial Areas, which permit a range of industrial uses including primary and other industries involved in the processing, recycling or storage of raw materials and other goods. South of the Ship Channel, the Richard L. Hearn Generating Station and lands to its east are designated Restricted Industrial Areas, which permit a limited range of industrial uses which are environmentally compatible with adjacent open spaces, parks or recreational uses and residential or commercial areas.

The former City of Toronto Official Plan also identifies the Port Lands as the Port Industrial District, which is described as one of the City's major industrial areas and has been used primarily for heavy industry, shipping and port-related purposes.

Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council in 2003 and is currently under appeal for the Port Lands. The CWSP designates the majority of the Port Lands as Regeneration Areas or Parks and Open Space. Regeneration Areas,

as defined in the CWSP, are intended to provide for a broad mix of commercial, residential, industrial, parks and open space, and institutional uses in an urban form. Regeneration Areas that will include residential use permissions require the completion of a Precinct Implementation Strategy.

The CWSP calls for the transformation of the Port Lands into a number of new urban districts amid the activities of a working port. It identifies a number of uses desirable in the Port Lands, such as new mixed-use residential development, knowledge-based industries, film and new media activities, "green" industries, recreational, cultural and tourist amenities, city-serving uses and marine-related industries. The CWSP, however, does not identify where these uses should be located, nor does it resolve how these broad land use permissions will co-exist.

Further, some additional land use direction is provided specific to the Port Lands 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 naturalizing the mouth of the Don River.
- 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 to be a model of leading-edge environmental technologies. Alternative sources of generating electricity are to be pursued.

Port Lands Planning Framework

The PLPF, adopted by City Council on December 8, 2017, provides detailed land use directions for the Regeneration Areas in the CWSP. The PLPF is the planning study and rationale for the policies included in the Port Lands OPM, which is a modification of the CWSP.

The PLPF envisions that the Port Lands will become an extension of the Downtown, with a full, balanced mix of uses. There will be new complete mixed-use communities, districts that support the growth of the City’s production, interactive and creative sectors, and areas for continued port and industrial uses.

The Port Lands’ districts are planned to evolve over time, with residents and employees able to enjoy nature and recreation, the vibrancy of the public realm, diverse employment and housing opportunities, and the industrial activity of the Port, all within a 5 to 10 minute walk.

Several land use typologies are identified in the PLPF to clearly articulate the intentions and expectations for land uses within the Regeneration Areas designation of the Port Lands. These land use typologies include:

- Mixed-use residential – permits a broad range of uses such as residential, offices, retail and services, institutional and recreational and cultural activities;
- Productions, Interactive and Creative (PIC) – permits a wide range of uses that support key economic sectors, provide good jobs for residents, strengthen and diversify the local economy, and maintain Toronto as a place for creativity and innovation;
- Light Industrial and Productions – permits a wide range of light industrial and production-related uses like warehousing, small-scale manufacturing, green industries, furniture manufacturing, printing, publishing and digital media firms, film and television studios and ancillary uses, artist studios, workshops, service commercial, and offices in single and/or multiple use buildings;

- Port – permits a full range of port and maritime uses;
- Industrial – permits a range of medium-intensity industrial land uses and some heavy-intensity industrial land uses;
- Destination and/or Catalytic – permits uses that draw people, whether on a civic or community scale; and
- Parks and Open Space Areas – permits parks, open spaces, natural areas and plazas and can include compatible community, recreation, cultural, restaurant, and some entertainment facilities.

Within the different land use typologies, the PLPF identifies uses that are desirable, permissible and open for consideration, and further clarifies intentions with respect to permitted land uses defined in the City's Zoning By-law. Precinct planning and other planning studies to review the current zoning standards, will further refine the different land uses for each district, and ensure that the intent of the underlying land use direction is maintained and achieved.

Port Lands Official Plan Modification

The Port Lands OPM is the statutory policy document and modification of the CWSP that implement the direction and recommendations of the PLPF. Planning applications and zoning by-law amendments within the Port Lands will be required to conform to the Port Lands OPM. The OPM includes necessary changes to the in-force former City of Toronto Official Plan and the CWSP. Policies specific to the Port Lands are included in the OPM as a Site and Area-Specific Policy amendment to the CWSP.

The Port Lands OPM has been appealed to the LPAT and the City is working with the various appellants to resolve various issues. The next LPAT Pre-hearing Conference is December 10, 2019. The Phase 1 LPAT Hearing, which will be addressing land use and street network issues, is scheduled to begin on September 1, 2020.

City of Toronto Official Plan

The City of Toronto Official Plan is not in effect in the Port Lands. 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.

The City of Toronto Official Plan 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 Official Plan Regeneration Areas designation is consistent with the CWSP, which permits a similar broad range of industrial, institutional, employment, commercial, office, residential and park uses, the exception that the Official Plan only permits light industrial

uses in Regeneration Areas. The Official Plan requires a planning framework for Regeneration Areas to be set out in a Secondary Plan prior to approving development.

Zoning

The former City of Toronto Zoning By-law 438-86 is the in-force By-law for the Port Lands, as represented in Attachment 3. The majority of the lands in the Port Lands are zoned Industrial. Lands south of the Ship Channel are zoned I2. The I2 category permits light industrial uses, some commercial uses as well as production and manufacturing. Lands north of Ship Channel are primarily zoned I3. The I3 category permits a range of light and medium industrial uses and some commercial uses. Lands adjacent to the northern dockwall of the Ship Channel are generally zoned I4. The I4 category permits the heaviest industrial uses, including noxious uses. There are a number of areas in the Port Lands that are zoned IC, which allows light industrial and commercial uses.

City of Toronto Zoning By-law No. 569-2013 does not apply to the Port Lands. Planning staff propose to bring the Warehouse District, South Port, East Port, Maritime Hub and various park lands into By-law No. 569-2013 by way of zoning by-law amendments as set out in Attachments 7, 8, 9 and 10.

Interim Control By-law

The current zoning permissions in the Port Lands are outdated and is not reflective of the vision of the waterfront encapsulated in the CWSP, and more specifically in the PLPF.

Interim Control By-law No. 979-2017 reflects the outcomes of the Port Lands Planning Framework. It prohibits uses in the various industrial zones that are considered to be incompatible with the land use direction for the Port Lands. Heavy and obnoxious industrial uses, auto-oriented uses, and uses that contribute little to overall employment objectives are prohibited in the McCleary District, Media City, Turning Basin District and Warehouse District. Light industrial uses, such as food and beverage, wood and plastic manufacturing uses, and commercial uses are generally prohibited in the East Port, South Port and South Port East Districts.

The Interim Control By-law does not include the Lower Don Lands area (Villiers Island, Polson Quay and South River districts). The Interim Control By-law also does not extend to lands owned by Ports Toronto south of the Ship Channel, nor to lands owned by Ontario Power Generation.

The defined land uses listed in the Interim Control By-law are prohibited for a period of two years within the study are; the ICBL will expire on October 2, 2019.

COMMENTS

Purpose of the Zoning Bylaw Amendments

The City has completed a Zoning Review for the employment-focused districts in the Port Lands, with the objectives of modernizing Port Lands zoning by ensuring consistency with the City's plans and policies for the Port Lands, aligning zoning regulations with the PLPF policy direction, and making it easier for landowners and the public to understand the City's requirements and intent for these areas.

The Zoning Review is not intended to displace existing land uses and industrial operators. Many existing uses in the Port Lands employment-focused lands are currently not permitted by Zoning By-law 438-86. Community Planning has consulted with landowners and users to minimize negative impacts to existing business, where possible, through the Zoning Review Study. New zoning regulations for Warehouse, East Port and South Port better align with the PLPF direction, and are more reflective of the uses that the City is encouraging.

Provincial Policy Statement (2014)

The Zoning Review Study outcomes conform and do not conflict with the Provincial Policy Statement (2014).

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. More specifically, the proposed Warehouse District, East Port and South Port, Maritime Hub, and Parks and Open Space Zoning By-law Amendments are consistent with the policies of the PPS by planning for land uses in the vicinity of rail facilities and marine facilities so their long-term operation and economic roles are protected and sensitive land uses are appropriately designed, buffered and/or separated from each other.

Policy 1.1.2 of the PPS requires municipalities to ensure sufficient land will be available to accommodate a range and mix of land uses for the next 25 years. Through Policy 1.3.1, the PPS also requires that planning authorities promote economic development and competitiveness through maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The recommended zoning by-law amendments provides a mix of land uses, including both employment and commercial and is consistent with the PPS. The potential for employment growth and land use certainty provided by the proposed amendments will ensure a wide range of employment uses within the industrial and port districts of the Port Lands, including introducing retail, restaurants, entertainment, service commercial and other ancillary uses to support existing and future businesses within employment-focused district.

Policy 1.6.7.4 of the PPS (2014) promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposed zoning by-law amendments are

consistent with the PPS in this regard. The proposed land use mix, built form, and density in the Warehouse District supports an efficient use of land and supports future investments in transit infrastructure.

Policy 1.7.1.d of the PPS (2014) states that "long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness, providing opportunities for sustainable tourism development and encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes." The proposed zoning by-law amendments support the economic function of the area due to the districts' proximity to the marine dockwall, rail access and the Gardiner Expressway and Don Valley Parkway, and other employment uses. The compact urban employment districts, with multi-storey building frontages and active uses, provide a pedestrian-oriented active public realm that provides amenities for employees and visitors.

Changes in zoning from industrial zoning to parks and open space zoning for lands south of Unwin Avenue, within the Leslie Green Portal and Turning Basin Park are consistent with the PPS (2014) by promoting development and land use patterns that conserve biodiversity and consider the impacts of climate change such as the need for flood protection and biodiversity conservation (Policy 1.1.1h).

Greater Golden Horseshoe Growth Plan (2019)

The Zoning Review Study outcomes conform to the Growth Plan for the Greater Golden Horseshoe (2019).

The Growth Plan contains policies related to economic development and competitiveness in the Greater Golden Horseshoe by promoting more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities, ensuring the availability of sufficient land, in appropriate locations, for a variety of employment uses to accommodate forecasted employment growth and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment (Section 2.2.5.1).

The proposed zoning by-law amendments conform to the policies of the Growth Plan by making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities (Policy 2.2.5.1a), and ensuring the availability of sufficient land for a variety of employment to accommodate forecasted employment growth (Policy 2.2.5.1b); and promoting economic development and competitiveness through an appropriate mix of employment uses including industrial long-term needs, providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities, and ensuring the necessary infrastructure is provided to support current and forecasted employment needs (Policy 2.2.6.2);

The proposed zoning by-law amendments provide for additional uses and promote the continued viability of the employment-focused districts in the Port Lands. As provided

for by Policy 2.2.5.13 of the Growth Plan, the proposed Zoning By-laws encourages economic competitiveness by introducing the amenities that are currently lacking within the Port Lands employment-focused districts but are critical to supporting existing landowners and users and attracting new investment. The updated zoning will make the Port Lands a more attractive place to work and visit, while support investment in the modernization and intensification of the employment-focused districts.

Former City of Toronto Official Plan

The former City of Toronto Official Plan is in force for the Port Lands. Although the Official Plan may not reflect the vision of the PLPF, there are a number of policies and designations that support the PLPF directions and have guided the Zoning Review for the port and industrial districts.

The Official Plan recognizes the importance of cultivating a strong economic base and maximizing the number of good quality and stable employment opportunities in the City, with a focus of reinforcing existing sectors of the economy, attracting appropriate new economic activities and establishing and maintaining an environment conducive to future economic growth and prosperity (Policy 9.1). Policy 9.3 supports economic diversity to facilitate a balanced and resilient economy and provide a range of job opportunities, which include manufacturing, media and communications, retail and service, cultural and entertainment, institutional and post-secondary education, environmental industries and port-related activities.

The Zoning Review Study outcomes support these policies by permitting a diversity of employment uses in each of the districts, promoting good quality employment opportunities for a broad range of education, skills and experience.

The Industrial policies recognize the importance of industrial base, as well as the continual shift in the size and type of industrial operations that will locate in a mature or emerging urban context. In order to retain and enhance employment opportunities within the City, Policy 9.16 specifies that it is the policy of Council to:

- Encourage the retention and renewal of industry in the City's industrial areas;
- Enact by-laws that reserve appropriate areas for primarily industrial uses;
- Ensure that land is available to accommodate existing and new industrial uses;
- Review the Zoning By-law's industrial uses in recognition of the evolving nature of industry and industrial activity; and
- Make industrial space available for emerging and new industrial sectors.

The Zoning Review Study was based upon the PLPF land use direction that reviewed appropriate land use typologies and industrial land uses for the Port Lands employment-focused districts, with an emphasis on the retention of industrial areas, with appropriate an appropriate industrial uses. The Zoning Bylaw Review updated and modernized the

zoning for these industrial areas, reflecting the emerging urban context, existing industries and new and emerging industries, which is consistent with the Official Plan.

Warehouse District, East Port and South Port are designated General Industrial Areas, with the exception of the area adjacent to the dock wall in East Port, which is designated Heavy Industrial Areas. East South Port is designated Restricted Industrial Areas.

The Official Plan includes additional policy direction for the Port Lands, identified as the Port Industrial District, in Section 14, which specifies that is the policy of Council that this District be maintained and improved for industrial and port uses, and that new high employment industries be encouraged to locate in this area. Policy 14.35 provides further direction, requiring that the District contain major port and dockwall sites; lands suitable for expansion of City industries; open storage in defined areas; variety of local and regional retail uses along designated streets; and parks and natural areas, as well as public access to the water's edge.

The Port Lands Zoning Review recommendations are generally consistent with the former City of Toronto Official Plan.

City of Toronto Official Plan

The City of Toronto Official Plan is not in effect in the Port Lands. Nonetheless, it continues to provide important guidance into long-term, broader city building objectives for the Port Lands. The Official Plan is built upon a number of principles that will create a City of diversity and opportunity, including:

- A variety of jobs available to people with a range of education and abilities that creates and sustains well-paid , stable, safe and fulfilling employment opportunities;
- People have access to a range of leisure and recreational opportunities;
- Public transit is accessible and buses and streetcars are an attractive choice of travel;
- Diverse employment areas can adapt to changing economic trends and are poised to capture new business opportunities;
- The City's waterfront is a vital, healthy and beautiful asset;
- Sidewalks are animated and attractive people places;
- A connected green system links our parks and open spaces; and
- Innovation implementation solutions are embraced.

Section 3.5.1 provides policy direction on creating a strong and diverse economy in the City. Policy 3.5.1.1 specifies that the City's economy will be nurtured and expanded by:

- Maintaining a strong and diverse economic base;
- Contributing to a broad range of stable full-time employment opportunities;
- Attracting new and expanding employment clusters that are important to Toronto's competitive advantage;
- Offering globally competitive locations for national and international business and offering a wide choice of sites for new business; and
- Providing incubation space for new start-up firms to establish themselves and grow.

The Zoning Review Study recommendations support these policies by providing regulations that reserve the Port Lands major active port facilities for port-oriented uses, ensure that heavier City-serving uses are within in appropriate locations, permitting new mixed-use communities to develop within the Port Lands. Warehouse District is to be a vibrant and active modern urban employment district, with a broad mix of employment, institutional, retail, commercial and entertainment uses that will permit the emergence of new innovative industries.

Warehouse District Zoning By-law Amendment

Within the PLPF and OPM, the Warehouse District is envisioned to be a modern urban employment district, with a mix of uses that supports and responds to an evolving modern economy with employment spaces that are diverse, flexible and active. Amenities, retail and services at street-level will ensure active streetscapes to provide employees and visitors with an urban employment district experience.

The urban form for the Warehouse District will support walking and cycling, and sustain a diverse, active and safe public realm, particularly on Leslie Street, the Caroline Extension, Carlaw Avenue and Commissioners Street. The architectural character will consist of modern, compact, street-related, multi-storey buildings that will have the ability for adaptive reuse over time.

Permitted Uses

Warehouse District is designated General Industrial Areas in the former City of Toronto Official Plan, which permits a wide range of industrial uses except those that may have a detrimental environmental effect on other industrial uses, and commercial and institutional use incidental to industrial uses and areas. The Warehouse District proposed permitted uses are generally consist with this Industrial Area.

The Zoning Review Study recommendations are generally consist with the City of Toronto Official Plan's Regeneration Uses designation, where the Warehouse District has a diverse mix of employment, institutional, commercial and entertainment uses that

support existing industries and create opportunities for creative and emerging industries.

The Warehouse District proposed use permissions include a wide range of modern flexible employment, light industrial, and production-related uses like warehousing, small-scale manufacturing, emerging industries, printing, publishing and digital media firms, film and television studios and ancillary uses, artist studios, workshops, service commercial, and office. The Warehouse Zoning By-law is generally consistent with PLPF Appendix 2: Desirable Uses, Permissible Uses and Uses Open for Consideration.

Density and Height

The PLPF and OPM do not provide direction regarding maximum densities in the Warehouse District, with Zoning By-law No. 438-86 establishing a maximum density of 2.0 times lot coverage with no height restrictions. The Indicative Building Height Map, which is Figure 64 in the PLPF, shows a building height range of one to three storeys.

The Zoning By-law Amendment proposes an increase in density from the existing 2.0 times lot coverage to 2.5 times lot coverage, reflecting the intensification anticipated in a modern urban employment district that encourages a mix of uses in buildings. The Zoning Review Study recommended a maximum building height of 30 metres, which is equivalent to a 7-8 storey office building. This height will accommodate a wide range of modern urban employment building typologies, manufacturing, production and media uses, and emerging industries.

Performance Standards & Built Form

The PLPF provides built form direction for any building fronting onto a major street, and the OPM included requirements for a zero metre setback and minimum building heights of 3 storeys, with the first storey minimum floor to ceiling height of 5 metres.

Through the Zoning Review Study process, these built form requirements were incorporated into an urban industrial building typology analysis, with the objective of creating an active and vibrant public realm and adaptive reuse of these buildings over time.

The Zoning Review Study recommends requirements for building street frontages, including a minimum building height of 12 metres, a three storey minimum, a minimum floor to ceiling height of 5 metres for the first storey, and a minimum 30 metre building depth, to create the optimal conditions to allow buildings to be easily adapted to a range of uses over time. These Warehouse District built form performance standards can accommodate the diverse range of permitted uses and contribute to the urbanization of the Port Lands, while supporting the evolutionary potential of this district. A building that begins its life as a manufacturing use or warehouse may later transition into a flexible office or studio and finally as a productions, interactive or creative use.

The Warehouse District will become an activated employment focused area that creates a unique active pedestrian experience. Consistent streetwalls along major streets contribute to an urban street edge comfortable for pedestrians. The Zoning By-law

Amendment requires a 60% build-to line in order to create this condition while providing for flexibility for patios, plantings, bicycle parking, and vehicle access requirements.

Activation

A vital aspect for a modern urban employment district is ensuring lively, active streetscapes that provide services and amenities for employees, visitors and residents who live close by.

The PLPF identifies Carlaw Street as a Priority Retail Street and Frontage, that requires retail, commercial and service uses be provided on the first story frontage. The PLPF also identifies Leslie Street, from Lake Shore Boulevard East to Commissioners Street, and Commissioners Street, west of the future Caroline Extension, as Secondary Retail Streets that have permissions for retail, commercial and service uses on the first storey.

A broad suite of uses that engage with the street will create an interesting pedestrian experience while providing the amenities required to attract workers and visitors that value a sense of place and local character.

Activation uses that have been included in the Warehouse Zoning By-law Amendment are diverse, providing greater opportunities to activate the street. The activation uses include:

- Street-related retail stores and service uses
- Art Gallery
- Artist Studio
- Financial Institution
- Eating Establishment
- Take-Out Eating Establishment
- Amusement Arcade
- Custom Workshop
- Library
- Museum
- Performing Arts Studio
- Recreational Use
- Place of Assembly
- Entertainment Place of Assembly
- Cabaret
- Nightclub

Port-secondary educational uses are permitted on the frontage of Carlaw Street, to a depth of 30 metres, but are prohibited on other Warehouse District street frontages due to potential land use compatibility conflicts. Educational facilities are identified as a "noise sensitive land use" in the Ontario Environmental Noise Guideline: Stationary and Transportation Sources - Approval and Planning (NPC-300).

While activation uses provide an inviting public-facing element, the Zoning By-law provides minimal direction for the interior elements of sites in the district. This provides landowners and users with the flexibility required to design buildings that suit their operational requirements.

The Zoning Review Study recommends that activation uses are required for 60% of the ground floor along Carlaw Street. This street was identified as a Primary Retail Street in the Official Plan Modification and is seen as a priority area to encourage a lively and active streetscape.

Activation uses are permitted, but not required, on first storey frontages on Commissioners Street, Leslie Street, Lake Shore Boulevard East and the Caroline Extension frontages, as these streets are expected to become more active over time.

The City of Toronto Official Plan recognizes that the pattern of retail activity in Toronto is evolving and includes a full spectrum of retail experiences, from traditional main street retail to power centres and destination retail districts. High quality public realm with improved public amenities have been acknowledged as essential for active and vibrant retail experiences, regardless of the retail context. Policy 3.5.3.1 promotes a strong and diverse retail sector by permitting a broad range of shopping opportunities for residents and employees in a variety of settings and encourages retail opportunities that promote pedestrian and transit use.

The recommendations of the Zoning Review Study support the Official Plan retail policies, PLPF and OPM by including retail use permissions on major streets in a modern urban employment district. These streets will be designed to be active and pedestrian-focused.

Landscaping and Screening

The PLPF direction envisions that site and building design in the Port Lands will contribute to biodiversity, public realm and stormwater objectives with generous, beautiful, native and sustainable plantings on a lot, which may be accommodated on the front, side, or rear yards.

The zoning by-law amendments cannot provide direction regarding the landscape approach since each proposal would need to consider operational requirements, with a need to provide flexibility to accommodate plantings based upon site context, building typology, built form, site organization and Toronto Green Standard requirements. Design guidelines can provide further direction to assist applicants with landscape design that has multiple objectives, including public realm, stormwater management and biodiversity objectives.

East Port and South Port Zoning By-law Amendment

The PLPF land use direction identified that East Port will continue to serve Toronto's industrial and port needs, with many existing heavy port and industrial uses remaining. Adjacent to the dockwall, land uses will generally be restricted to and optimized for those uses that require access to the dockwall for shipping. New heavy industrial uses

will be required to provide attractive screening or enclosure of storage and contribute to environmental sustainability.

The PLPF envisioned that South Port will be a vibrant, active working waterfront with compatible industrial uses for the foreseeable future. Existing port activity along the dockwall will be reconfigured in the future to accommodate the Don Greenway South. New attractive marine terminals for storage, inventive and playful screening, and maritime infrastructure improvements will be encouraged as the port-oriented uses modernize over time. Other employment, industrial and City-servicing uses will be permitted adjacent to Unwin Avenue.

East Port and South Port are home to port-oriented and industrial uses that support Toronto's growth and provide key materials that are integral to the operational needs of the City. To ensure a positive relationship between industry and the public realm, creative means to both buffer, and enable people to safely engage with, industry have been considered during the Zoning Review Study.

Permitted Uses

The PLPF developed Industrial, Port Industrial and Port land use typologies that reflect the uses that contribute to active and successful industrial port districts. These land use typologies identify uses within East Port and South Port that reflect the City-servicing and Port-priority function of these lands. The East Port and South Port Zoning By-law Amendment will permit a wide range of port-priority uses and include additional permissions for heavier industrial uses like public works yards, warehousing, medium-intensity manufacturing, concrete-batching, waste transfer stations and recovery facilities.

Current zoning (I2) south of the Ship Channel does not permit waste transfer stations, recovery facilities, concrete batching, or open storage of bulk materials. The proposed modernized zoning would permit these uses as-of-right, recognizing the existing uses that the City is encouraging.

The former City of Toronto Official Plan General Industrial Areas designation applies to East Port and South Port, permitting a wide range of industrial uses and commercial and institutional use incidental to industrial uses and areas. The proposed zoning for East Port and South Port are generally consist with this Industrial Area. The Heavy Industrial Areas designation, which applies to a portion of East Port, permits a range of industrial uses, including primary and other industries involved in the processing, recycling or storage of raw and other materials. It is the objective of Council to ensure that sufficient lands are available in Heavy Industrial Areas to accommodate primary and other industries. Policy 14.37 provides direction that Council may pass by-laws in the General Industrial Area to permit Heavy Industrial Area uses which existed in the General Industrial Area prior to July 20, 1993. Based upon orthographic photographs from 1992, South Port was home to Waste Transfer Stations along Unwin Avenue, which are not permitted in the Employment (E) Zone of Zoning By-law No. 569-13. The proposed East Port and South Port Zoning By-law Amendment has included Waste Transfer Stations as a permitted use, which is consistent with Policy 14.37.

A key component of the Zoning Review is to recognize that marine dockwall access is essential to a working port and is reserved for industries that require marine shipping to operate. The Zoning By-law Amendment protects this unique and limited resource by permitting port-priority uses only within 130 metres of the dockwall. The Amendment specifies that port-priority uses include uses such as docks, piers, wharves, ferry terminals, dry-docks, ship repair and marine shipping terminals, as well as manufacturing uses that are dependent upon marine shipping.

The East Port and South Port Zoning By-law is generally consistent with PLPF Appendix 2: Desirable Uses, Permissible Uses and Uses Open for Consideration.

Height and Density

The PLPF and OPM do not provide direction regarding maximum densities in East Port and South Port, with Zoning By-law No. 438-86 establish a maximum density of 2.0 times lot coverage with no height restrictions. The Indicative Building Height Map, which is Figure 64 in the PLPF, shows a building height range of one to three storeys.

The Zoning Review Study recommends retaining the current density of 2.0 times lot coverage, which reflect the large floor plate and clear span heights of many port and-oriented and heavier industrial uses that are encouraged in these districts. The Zoning Review Study recommends that maximum heights not be defined, except for office uses, due to the unique building typologies of these port industrial operations, including silos, marine terminals, and large clear span bulk storage facilities.

The Zoning Review Study recommends a maximum building height of 30 metres for office uses, which is equivalent to a 7-8 storey office building. This height will accommodate a wide range of modern urban employment building typologies that have an office component, such as, manufacturing, shipping terminal, warehousing, City works yards, and recovery facilities as East Port and South Port intensify over time.

Performance Standards & Built Form

The PLPF does not provide much direction on performance standards and built form guidance for East Port, with the exception of generous, native and sustainable plantings and screening of bulk storage. General built form direction include creating a human-scaled street wall and sunny, cohesive public realm; exploring alternative approaches to achieve a high quality built form and attractive urban edges; and designing buildings to be adaptable over time, with minimum building heights fronting major streets and an urban street-edge relationship that provides opportunities for activation.

The Zoning Review Study recommends two options for buildings fronting the south side of Commissioners Street to permit increased flexibility of site design based upon operational needs of industry. The first option is to provide a 9-metre setback from Commissioners Street, with a 3-metre landscaped buffer. This option allows industries to set their building back and screen their operations using a combination of landscaping and other measures, such as retaining walls, fencing and landscaped berms.

For industries that propose buildings that would be close to the street, creating an urban street-edge relationship and contributing to the activation of Commissioners Street, the second option allows for a 3-metre landscaped setback to the building face. The building must be a minimum of 12 metres tall, with a three storey minimum, to allow for adaptive reuse over time.

The only performance standard for any developments that are fronting on Unwin Avenue is that all buildings must be setback 9 metres from the street and include a 3-metre wide landscaped buffer.

East Port and South Port will continue to have a port and industrial character. These districts are in close proximity to natural areas, open space, parks, beaches, wildlife habitat and waterways. The PLPF envisions that site and building design in these areas will contribute to public realm, biodiversity and stormwater objectives with generous, beautiful, native and sustainable plantings.

The Zoning Review Study recommends that urban design guidelines provide further direction to assist applicants with landscaping design that has multiple objectives, including public realm, stormwater management and biodiversity objectives.

Screening and Enclosure

The PLPF recommends, and the OPM requires, that bulk storage of salt, aggregate or other materials be enclosed in attractive storage structures where technically possible, or attractively screened or otherwise obscured through other design features. Both approaches to bulk storage should enhance the public realm, add visual interest, and act as the canvas for cultural activation projects.

The Zoning Review Study explored regulations that would implement the PLPF direction of modernizing bulk storage within the Port Lands while creating attractive edges to the public realm.

Current Zoning By-law 438-86 zoning does not permit the open storage of raw materials yard south of the Ship Channel, which is zoned light industrial (I2). The Zoning Review Study recommend that Open Storage be permitted within both East Port and South Port as-of-right, recognizing existing operations and encouraging new City-servicing or port-priority uses that require bulk storage.

After consultation with port, concrete and aggregate landowners and users, it was concluded that the enclosure of bulk materials within a building may not be feasible based upon the scale of operations, and marine and truck loading/off-loading requirements. Requiring bulk storage to be enclosed within a building may impede the current operation of salt, aggregate, concrete and port facilities, although there may be opportunities for enclosed storage as industries modernize their operations and new port-priority industries are introduced.

The Zoning Bylaw Review recommend that bulk storage must be enclosed within a building or, if openly stored on a lot, must be enclosed with an opaque visual barrier. Although not defined, an opaque visual barrier may include a vegetated buffer, retaining

wall, berm, wall or fence. The proposed zoning by-law provision for storage provides flexibility in achieving PLPF objectives of enhancing the public realm and providing an interface between industrial operations and the public realm.

Industrial design guidelines would be the most appropriate mechanism to provide further direction on the design of an opaque visual barrier, based upon the context of the industrial operation and the location of open storage.

Don Greenway South

The Don Greenway South, located between Unwin Avenue and the Ship Channel, is envisioned to be a naturalized and biodiverse landscape that extends the Unwin Wilds to the Ship Channel, enabling the creation of a continuous riverfront and lakefront park system that connects the Upper Don Watershed with the Inner and Outer Harbours of Lake Ontario. The Don Greenway South has been identified as a naturalized area for over 30 years and is designated Open Space in the Former City of Toronto Official Plan (1993), Natural Areas in the City of Toronto Official Plan (2006), and Parks and Open Space in the CWSP. The PLPF has refined the boundaries of the Don Greenway South but retained the Parks and Open Space designation.

The zoning of Don Greenway South as Open Space would reduce the ability for bulk salt operations to continue operating and maintain environmental compliance in the near term. The Don Greenway South is a long-term (10+ years) parks project that is currently not included within the Parks, Forestry and Recreation Capital Budget. After discussions with port and industrial users that currently occupy the future Greenway, many stakeholders, CreateTO and Parks, Forestry and Recreation, Planning staff recommend that Don Greenway South be zoned Employment (E 2.0). This zone permits both employment uses and park uses to ensure that the existing industrial and City-servicing uses can be maintained at this location until the area is required for the creation of a park.

Industrial and port-priority uses will be permitted in the interim and managed through CreateTO lease agreements that include appropriate clauses to permit park construction once Parks, Forestry and Recreation is ready to proceed with detailed design and construction.

During public and stakeholder consultation, many port users identified that the Don Greenway South may introduce compatibility, operational, safety and secure perimeter issues for port operations. In anticipation of the introduction of parks and open space in close proximity to an active industrial port, it is recommended that further exploration of potential performance standards for park uses be undertaken during the development of Industrial Urban Design Guidelines. Exploration of these performance standards will require a greater understanding of the operational and security requirement of port users adjacent to the Don Greenway South, as well as other compatibility concerns.

Maritime Hub Zoning By-law Amendment

The PLPF envisions the Maritime Hub as a Destination/Catalytic Area with a series of small shops, cafes and restaurants, as well as cultural and event spaces, that co-mingle with the many working harbour industries. The Maritime Hub is the gateway to Cherry Beach and will provide amenities, services and attractions to area workers, visitors and recreationalists.

Maritime Hub is currently zoned I2 (Light Industrial) within Zoning By-law 438-86, which does not permit retail, commercial, recreational and many port and industry supportive uses that are recommended by the PLPF. Retail and commercial uses are restricted to certain locations along Leslie Street and Cherry Street within former City of Toronto Official Plan policy 14.38. The Study recommends retail and commercial use permissions along Cherry Street, which is consistent with Policy 14.38.

As an outcome of the Zoning Review, staff recommend that land use permissions be aligned with the PLPF land uses to encourage quick starts. Although City servicing is limited south of the Ship Channel, these use permissions provide the opportunity for creative and innovative solutions to provide services and amenities to employees working south of the Ship Channel, visitors to Cherry Beach, and the many recreationalists that enjoy the Martin Goodman Trail.

It is anticipated that future planning studies for Maritime Hub will be undertaken to provide further direction once Unwin Avenue has been reconstructed and appropriate City services are available to support intensification.

Parks and Open Space Zoning By-law Amendment

Within the Zoning Review Study Area, there are a number of public parks and natural open spaces that have been identified in the PLPF, including the Leslie Green Portal, Turning Basin Park, Don Greenway South and 55, 79 and 115 Unwin Avenue. These future parks are currently zoned Industrial within Zoning By-law 438-86.

The Don Greenway South and lands south of Unwin Avenue within the study area are designated Open Spaces in the former City of Toronto Official Plan. As specified in Policy 4.6, Council will discourage the sale or lease of publically-owned lands designated Open Space, and where used for other uses other than park purposes, Council will encourage their use for parks and open space purposes. This approach is consistent with the Planning Review approach, which has proposed zoning for parks and open space identified in the PLPF and designated in the in-force Official Plan that will prioritize the delivery of City parks as funding becomes available.

The City of Toronto Official Plan includes a number of policies in Section 4.3: Parks and Open Space that are applicable to the results of the Zoning Review Study. The Zoning Review Study area includes areas on both sides of Leslie Street, south of Unwin Avenue and within South Port which are included within the City's Green Space System and designated Natural Areas. Development is generally prohibited parks and open spaces, including Natural Areas, and Natural Areas are to be primarily maintained in their natural state, while allowing for recreational, cultural and educational uses,

conservation projects, public transit, public works and utilities that minimize adverse effects on natural features and functions, and that restore or enhance natural heritage features. The Parks and Open Space Zoning By-law Amendment is generally consistent with the Official Plan by zoning the Natural Areas along Leslie Street and south of Unwin as Open Space - Natural.

The Parks and Open Space Zoning By-law Amendment, attached as Attachment 10, proposes that the Leslie Green Portal, Turning Basin Park and 5, 79 and 115 Unwin Avenue be zoned Open Space - Natural (ON), which is consistent with the PLPF direction and OPM policy.

Parking Standards

Off-street parking within the Port Lands is specified through the former City of Toronto Zoning By-law 438-86. These parking standards reflect the more auto-oriented nature of the 1980s and the former City of Toronto Official Plan's heavy industrial vision of the Port Lands. As a result, there are relatively high minimum parking requirements and generally no maximum parking requirements for most uses in the Port Lands, resulting in an oversupply of surface parking. The industrial parking requirements outlined in City of Toronto Zoning By-law 569-2013 were not updated as part of the most recent Zoning By-law review exercise.

The PLPF recommends the creation of a comprehensive and sustainable transportation network, with seamless access for all modes of travel, including active transportation, transit, and goods movement. In the long-term, the PLPF's overall transportation objective is to plan for 85% of all trips to be made by active and sustainable travel modes, and only 15% of all trips to be made by the private automobile. These modal splits would vary across the large geography of the Port Lands based upon transit access.

The PLPF policies support these future travel mode targets through policies that require the establishment of maximum parking standards for all uses in the Port Lands.

A policy-oriented industrial parking rates analysis was undertaken, including a review of existing zoning requirements, parking demand surveys, a first principles analysis based upon PLPF recommendations and OPM requirements, and a policy review. Former City of Toronto Official Plan policies 9.24 and 9.25 promote the effective and efficient use of land used for industrial uses, providing an appropriate amount of visitor parking and parking for employees, with consideration of proximity to public transit. The first principles approach for the review of industrial off-street parking rates is consistent with these policies. The outcomes from the A policy-oriented industrial parking rates analysis recommended that minimum parking standards be provided and lowered, where appropriate, and that maximum parking standards be introduced for industrial land-uses permitted in the Port Land to support the shift towards active and sustainable transportation as the primary means of travel.

The Study recommends off-street parking standards for industrial uses in Warehouse District, East Port and South Port as follows:

- A minimum rate of 0.15 spaces per 100 square metres of GFA,
- A maximum rate of 0.75 spaces per 100 square metres of GFA, and
- For all other uses, off-street parking requirements outlined in Zoning By-law 569-2013 for Policy Area 1 are proposed to apply.

Although the new off-street parking rates would apply to new development applications, An exemption for existing uses was included to acknowledge the current visitor and employee parking supply for existing uses, so that a reduction in existing parking supply on a site would not be required if a building expansion or extension were proposed.

Bicycle Parking Rates

There are currently no industrial bicycle parking requirements outlined in both Zoning By-law 438-86 and Zoning by-law 569-2013. Zoning By-law 569-2013 includes bicycle parking rates for many uses, including office, retail store, educational, and eating establishments. Based on the policy-oriented industrial parking rates analysis, a new industrial use bicycle parking requirement has been recommended for the Port Lands using a variety of planning tools including a review of existing zoning requirements, a first principles analysis, and a policy review. Industrial bike parking is proposed at a rate of 0.25 bicycle parking spaces per 100 square metres of GFA, consisting of 10% short-term bicycle parking spaces and 90% long-term parking spaces for the Port Lands. For all other uses, bicycle parking requirements outlined in Zoning By-law 569-2013 are proposed to apply.

Port + Industrial Urban Design Guidelines

The Port Lands Zoning Review Study has identified a number of issues which cannot be resolved through zoning, but which can be further explored through urban design guidelines. Based upon the outcomes of the Study and input received from stakeholders, landowners and users, and City and Waterfront Toronto staff, urban design guidelines would support the recommended zoning regulations by providing policy-level guidance on:

- public realm and street frontage interfaces;
- landscaping, biodiversity and environmental performance;
- site organization;
- built form;
- screening of open storage; and
- interfaces between proposed parks and industrial + port uses.

It is recommended that Planning staff undertake Port and Industrial Urban Design Guidelines to address the issues identified through the Zoning Review Study.

CONCLUSION

The Port Lands Zoning Review, with the objectives of modernizing zoning for the Port Lands employment-focused districts and aligning zoning with the Council-adopted PLPF

and OPM, has resulted in four proposed Zoning By-law Amendments to Zoning By-law 569-13.

The proposed Zoning By-law Amendments establish development densities, building heights, performance standards, built form and parking regulations that support the uses that are encouraged in the Warehouse District, East Port, South Port and Maritime Hub. The proposed modernized zoning approach for the Port Lands employment-focused districts will support the creation of new streets, parks, development blocks, port-oriented uses and amenities throughout the area to create an attractive environment that will encourage the intensification of employment uses.

The Zoning Review Study was undertaken with extensive consultation with stakeholders, landowners and users and the community, and a thorough analysis of existing conditions and future development potential. The recommended Zoning By-law Amendments will set the stage for continued investment, intensification and employment growth. The adoption of the proposed Zoning By-law Amendments will be key first steps in the evolution of the area into a modern, urban, animated and attractive series of employment-focused districts that will accommodate existing industries and new businesses, as well as amenities and services for employees and visitors.

The Port Lands Zoning Review Study identified a number of issues that were unable to be resolved through zoning, although these issues can be further explored through urban design guidelines. The Review recommends that urban design guidelines be developed to support the proposed zoning regulations by providing policy-level guidance to applicants on public realm and street frontage interfaces; landscaping; site organization; screening of open storage; and interfaces between proposed parks and industrial and port uses.

CONTACT

Anthony Kittel, Project Manager, Community Planning, Toronto and East York District, 416-392-0758, Anthony.Kittel@toronto.ca

Colin Wolfe, Planner, Community Planning, Toronto and East York District, 416-398-1857, Colin.Wolfe@toronto.ca

SIGNATURE

Lynda H Macdonald, MCIP, RPP, OALA, FCCLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: Port Lands Districts

Attachment 3: Former City of Toronto Official Plan Land Use Map

Attachment 4: Port Lands Official Plan Modification - CWSP Lands Use Map

Attachment 5: Existing Zoning By-law Map

Attachment 6: Port Lands Zoning Review Study - Proposed Zoning

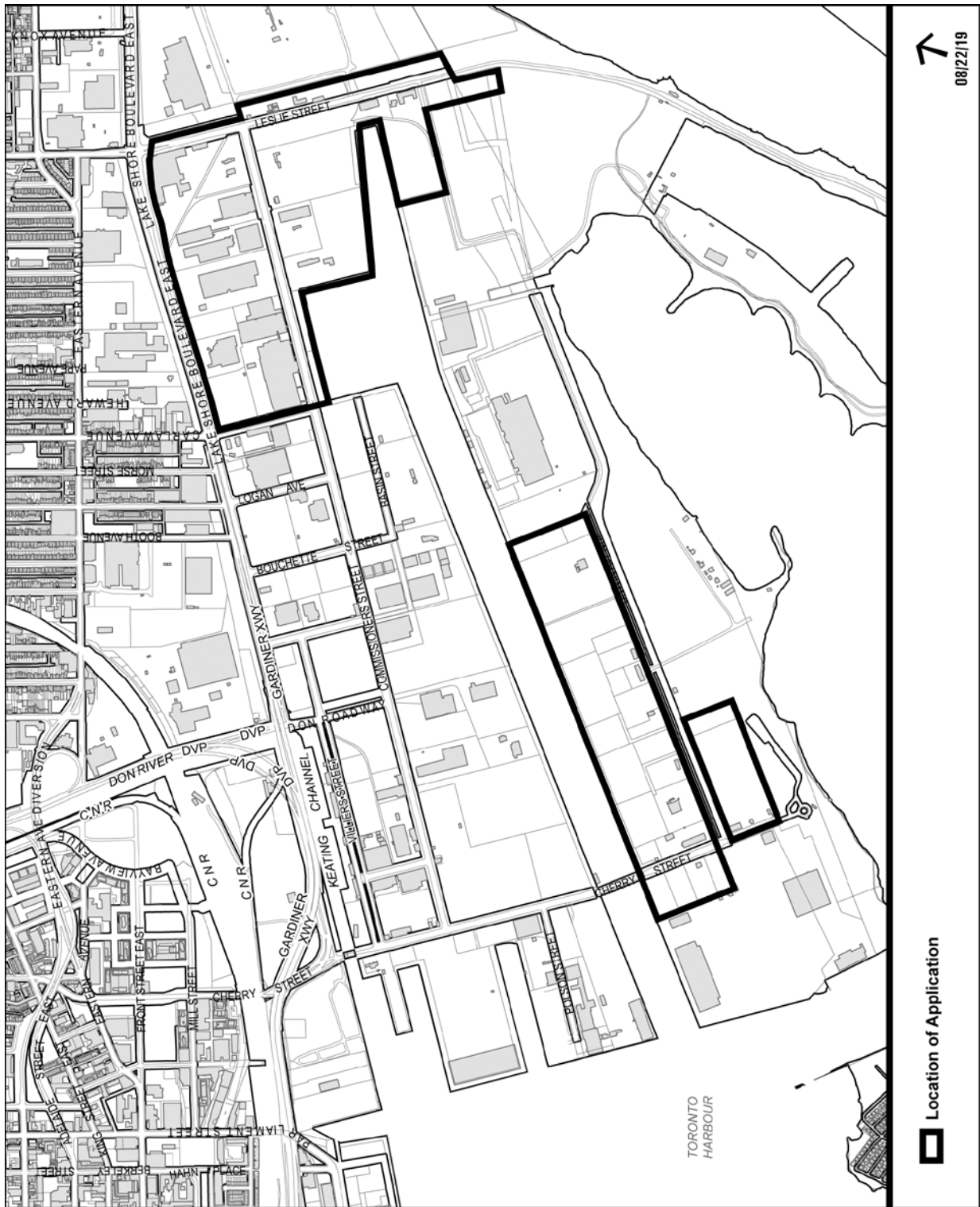
Attachment 7: Draft Warehouse District Zoning By-law Amendment

Attachment 8: Draft East Port and South Port Zoning By-law Amendment

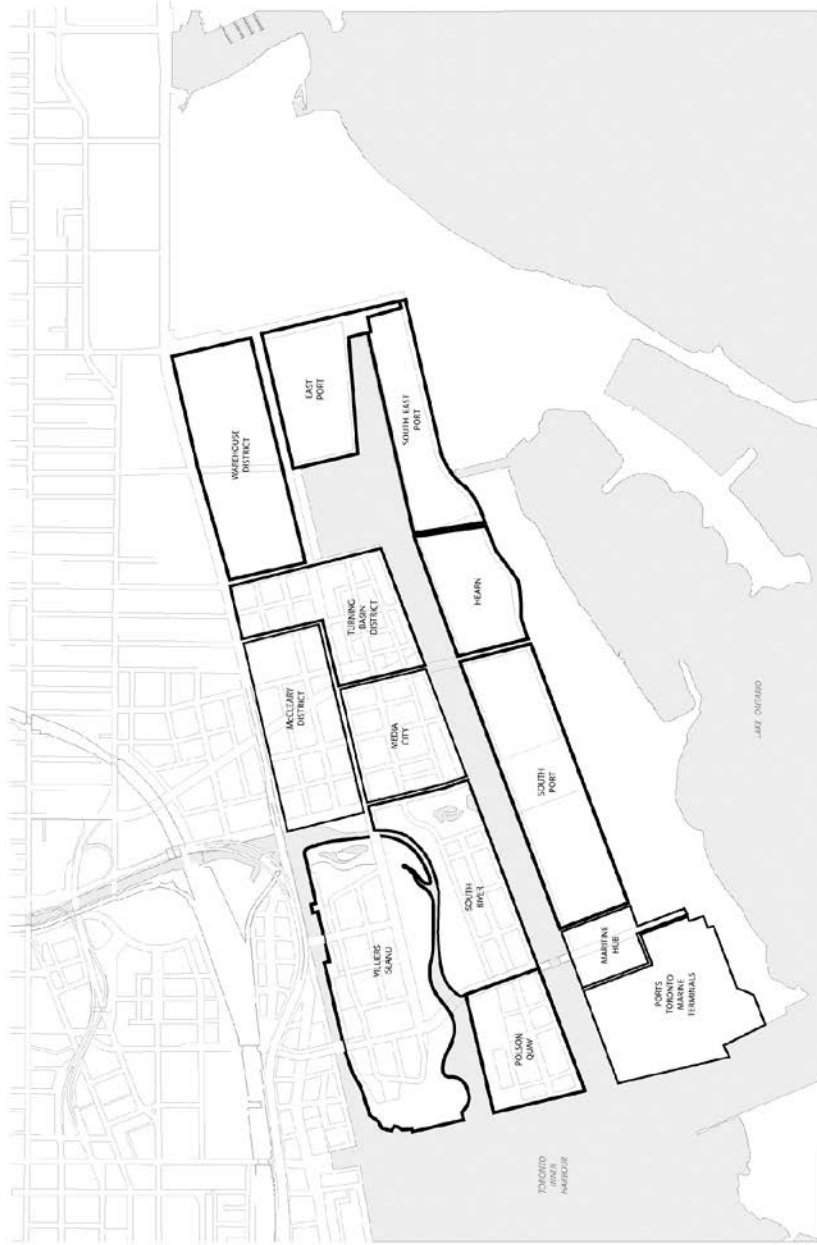
Attachment 9: Draft Maritime Hub Zoning By-law Amendment

Attachment 10: Draft Parks and Open Space Zoning By-law Amendment

Attachment 1: Location Map



Attachment 2: Port Lands Districts

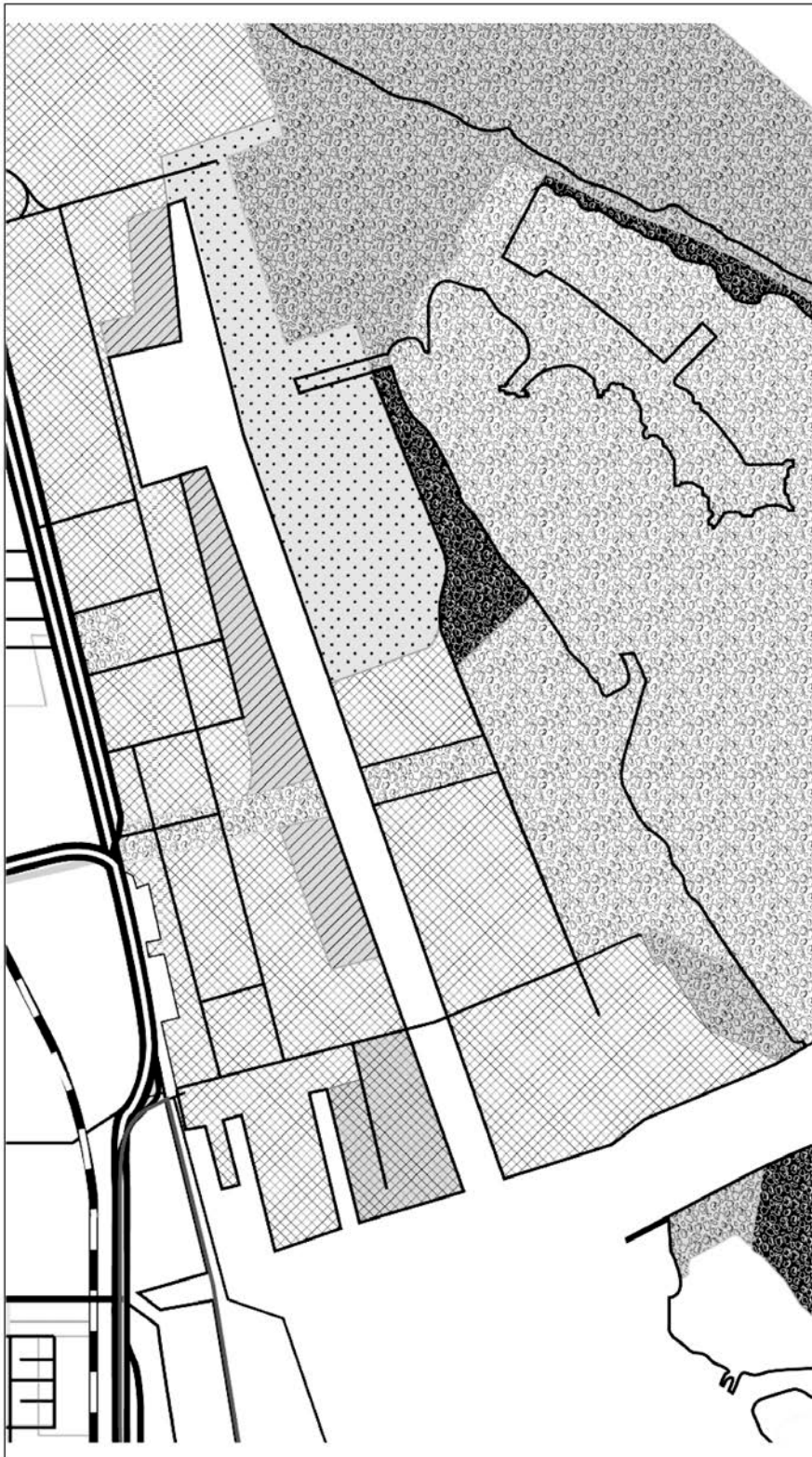


Port Lands
File # 14 266183 STE 30 0Z

Toronto
Port land Districts

↑
Not to Scale
Enacted: 08/22/19

Attachment 3: Former City of Toronto Official Plan Land Use Map



Port Lands

Former City of Toronto Official Plan - Land Use Designations

File # 14 266183 SPS 0Z

- | | | | |
|---|-----------------------------|---|-----------------------------------|
|  | Heavy Industrial Areas |  | Parks & Open Space Areas |
|  | General Industrial Areas |  | Open Space |
|  | General Use Areas |  | Natural Areas |
|  | Restricted Industrial Areas |  | Environmentally Significant Areas |

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Not to Scale
8/23/2019

Attachment 4: Port Lands Official Plan Modification - CWSP Lands Use Map



Toronto
Official Plan Land

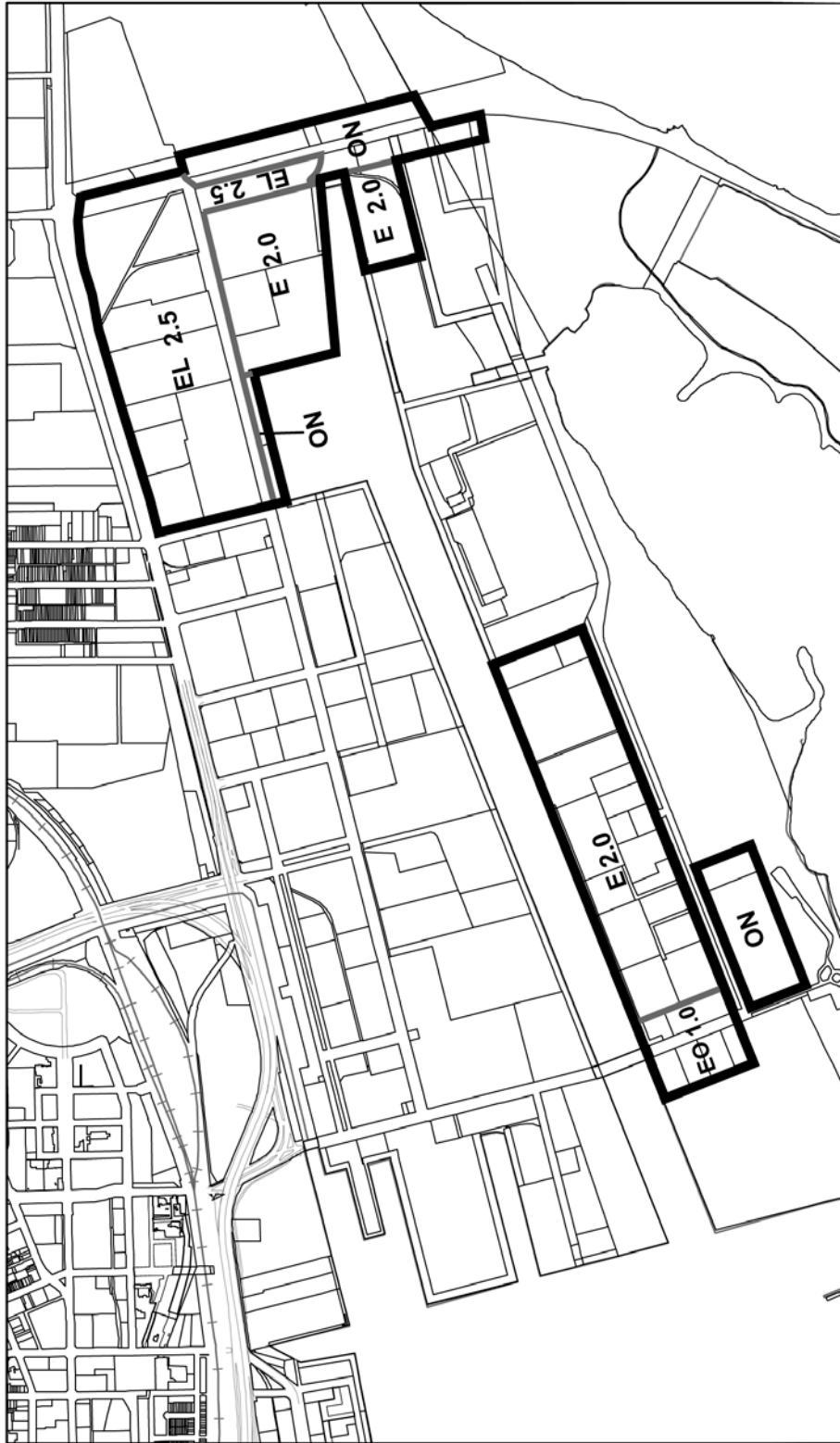
Toronto
Official Plan Land

Central Waterfront Secondary Plan - Land Use
(Port Lands Only)

File # 14 266183 STE 0Z

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08/22/2019

Attachment 6: Port Lands Zoning Review Study - Proposed Zoning



Proposed Zoning



Location of Application

Port Lands

File # 14 266183 STE 30 OZ



Not to Scale
Extracted: 08/22/19

Attachment 7: Draft Warehouse District Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO WAREHOUSE DISTRICT

Bill No. ~

BY-LAW No. [XXXX- 2019]

To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 500 – 650 Commissioners Street (north side); 675 Commissioners Street; 885 – 1015 Lake Shore Boulevard Street (south side), as shown on Diagram 1 to this By-law being a portion of the Port Lands located in the City of Toronto.

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning if in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: EL 2.5 (x9) as shown on Diagram 2 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA 1 , as shown on Diagram 3 attached to this By-law; and
5. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height and storey label to these lands: HT 30.0 as shown on Diagram 4 attached to this By-law; and
6. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, as shown on Diagram 5 attached to this By-law; and
7. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1, as shown on Diagram 6 attached to this By-law; and

8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.21.10 Exception Number 9 so that it reads:

(9) Exception EL 9

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) In addition to uses permitted in Clause 60.10.20.10, the following additional uses are permitted:
 - (i) **District Heating and Cooling Plant;**
 - (ii) **Public Works Yard**
- (B) Despite the uses listed in Clause 60.10.20.10 and 60.10.20.20, the following uses are not permitted:
 - (i) Dry Cleaning or Laundry Plant
 - (ii) **Self-storage Warehouse**
 - (iii) **Crematorium**
 - (iv) Plastic Product **Manufacturing Use**
- (C) Despite Regulation 60.12.20.100 (19), a **Transportation Use** is only permitted if it is operated by the Toronto Transit Commission;
- (D) In addition to Regulation 60.10.20.100 (7), a **Contractor's Establishment** may not **store** loose materials such as sand, gravel or concrete on the **lot** unless enclosed in a **building**;
- (E) On 650 Commissioners Street, despite Regulation 60.10.20.100(12), **Open Storage**;
- (F)
 - (i) may be associated with a permitted use;
 - (ii) may be greater than 10% of the **lot area**;
 - (iii) may not be in the **front yard**; and,
 - (iv) must have a minimum setback of 3.0 metres from any **lot line**;

- (G) In addition to Clause 60.10.20.100, the following conditions apply to **Open Storage**:
- (i) On a **lot** with **Open Storage**, an opaque visual barrier, such as a fence, must be provided:
- (a) along all **lot lines** that abut a **street**, except for the portions used for **vehicle** and pedestrian access; or
- (b) along the entire perimeter of the portion of the lot that is used for **Open Storage**; and,
- (c) along all **lot lines** that abut a **lot** in the Open Space Zone Category;
- (H) Despite Clause 60.10.20.10, a **Warehouse** use is permitted if the use does not exceed the lesser of:
- (i) 50 percent of the **interior floor area** of the **building**; or
- (ii) 2,000 square meters of **interior floor area** of the **building**;
- (I) Despite Clause 60.10.20.10, a **Warehouse** use may not be used for the purposes of, or in association with, a postal or courier service;
- (J) Despite (G) above, on 600 Commissioners Street, a **Warehouse** may be used for the purposes of, or in association with a postal or courier service;
- (K) Despite Clause 60.10.20.10, a **Wholesaling Use** is permitted if the use does not exceed the lesser of:
- (i) 50 % of the **interior floor area** of the **building**; or
- (ii) 2,000 square meters of **interior floor area** of the **building**;
- (L) Despite (F) and (I) above, the cumulative **interior floor area** of all portions of a **building** used for **Wholesaling Use** and **Warehouse** use within a building may not exceed 50 percent of the **interior floor area** of the **building**;
- (M) Despite Clause 60.10.20.10, an **Office** use is permitted if the use does not exceed 75% of the **interior floor area** of a **building**;
- (N) Despite Regulation 60.10.20.20.(1), a **Marihuana Production Facility** is a permitted use if it complies with the specific use regulations in Section

150.60;

- (O) Despite Regulation 60.10.20.20(1), all **Manufacturing Uses** are permitted, except:
- (i) Abattoir, Slaughterhouse or Rendering of Animals Factory; Ammunition, Asphalt Plant; Cement Plant; Concrete Batching Plant; Firearms or Fireworks Factory; Crude Petroleum Oil or Coal Refinery; Explosives Factory; **Industrial Gas Manufacturing**; Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; **Pesticide or Fertilizer Manufacturing**; **Petrochemical Manufacturing**; Plastic Product **manufacturing use**, Primary Processing of Gypsum; Primary Processing of Limestone; Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; Pulp Mill, using pulpwood or other vegetable fibres; **Resin, Natural or Synthetic Rubber Manufacturing**; and Tannery; and
 - (ii) A **Manufacturing Use** may not exceed 5,000 square metres of **interior floor area** of the **building**;
- (P) Despite Regulation 60.10.20.100 (5) and (6), a **Retail Store, Eating Establishment** and **Take-out Eating Establishment** are permitted, if they do not exceed 3,500 square metres of **interior floor area** of a **building**, comply with (U) and (V) below, and any **eating establishment** must comply with the specific use regulations in 150.100;
- (Q) Despite Clause 60.10.20.10, a **Financial Institution** is not permitted within 20 metres of a an intersection of **streets** and must comply with (U) and (V) below;
- (R) Despite Regulation 60.10.20.20(1), the following additional uses are permitted if they comply with the conditions set out (U) and (V) below:
- (i) **Art Gallery**;
 - (ii) **Personal Service Shop**;
 - (iii) **Pet Services**;
 - (iv) **Amusement Arcade**;
 - (v) **Library**;
 - (vi) **Museum**;
 - (vii) **Performing Arts Studio**;

- (viii) **Recreation Use;**
- (S) Despite Clause 60.10.20.10, a **Post Secondary School** is permitted, if:
- (i) it does not exceed the lesser of:
 - (a) 50% of the **interior floor area** of the **building**; or
 - (b) 1,500 square metres of **interior floor area** of the **building**.
 - (ii) it is located on a **lot** with a **lot line** abutting Carlaw Avenue, and
 - (iii) it complies with the conditions set out in (U) and (V) below;
- (T) Despite Regulation 60.10.20.100(11), an **outdoor patio** must:
- (i) be combined with the following uses:
 - (a) **Cabaret**
 - (b) **Place of Assembly**
 - (c) **Entertainment Place of Assembly**
 - (d) **Nightclub**
 - (e) **Recreation Use**
 - (f) **Take-out Eating Establishment**
 - (ii) not be used to provide entertainment such as performances, music and dancing;
 - (iii) be located entirely within 5 metres of a **lot line** abutting Leslie Street, Commissioners Street or Carlaw Avenue; and
 - (iv) comply with the conditions set out in (U) and (V) below;
- (U) Despite Clause 60.10.20.20, **Place of Assembly, Entertainment Place of Assembly, Cabaret** and **Nightclub** are permitted uses, if the cumulative area these uses does not exceed 600 square metres of **interior floor area** of a **building** and that they comply with the conditions set out in (S) and (U) below;
- (V) No **building** or **structure** with a **lot line** abutting Carlaw Avenue may be

erected or used on a **lot** unless the following conditions are satisfied:

(i) Despite Clauses 60.10.20.10 and 60.10.20.20, a minimum of 60 percent of the cumulative length of the exterior **main walls** of the **building** or **structure** at the first **storey** above ground must be used for the purpose of one or more of the following:

- (a) **Art Gallery;**
- (b) **Artist Studio;**
- (c) **Financial Institution;**
- (d) **Personal Service Shop;**
- (e) **Pet Services;**
- (d) **Retail Store;**
- (e) **Eating Establishment;**
- (f) **Take-out Eating Establishment.**
- (g) **Amusement Arcade**
- (h) **Custom Workshop;**
- (i) **Library;**
- (j) **Museum;**
- (k) **Performing Arts Studios;**
- (l) **Recreation Use;**
- (m) **Post Secondary School;**
- (n) **Place of Assembly;**
- (o) **Entertainment Place of Assembly;**
- (p) **Cabaret; and**
- (q) **Nightclub;**

(ii) Of the uses set out in (V)(i), a lobby of a **building** may be used for up

to 20 percent of the required 60 percent of the cumulative length of the exterior **main walls** of the **building** or **structure** at the first **storey** above ground;

(iii) The permitted maximum unit widths for uses on the first **storey** above ground is:

(a) 7.0 metres for uses listed in (V)(i) above; and

(b) A total of one unit may be 14.0 metres for the uses listed in (V) above, provided this unit is able to be demised into two 7.0 metre wide units at a future date; and

(iv) The uses in (V)(i) above are permitted on any **storey** of a **building**, if the use is located entirely within 30.0 metres of a **lot line** abutting Carlaw Avenue, except that this location restriction does not apply to any **artist studio**, **custom workshop** or **performing arts studio** use;

(v) The floor level of the first **storey** of a **building** must be within 0.2 metres of the ground measured at the **lot line** abutting the **street** directly opposite each pedestrian entrance; and

(vi) Any use located in the first **storey** must have a principal entrance accessed from Carlaw Avenue which, if not level with the public sidewalk closest to the entrance, is accessed by a ramp which rises no more than 0.04 metres vertically for every 1.0 metre horizontally;

(W) Despite Clauses 60.10.20.10 and 60.10.20.20, the following additional uses are permitted on any **storey** of a **building**, if the use is located entirely within 30.0 metres of a **lot line** abutting Lake Shore Boulevard East, Leslie Street, Commissioners Street, or the future Caroline Extension

(i) **Art Gallery;**

(ii) **Artist Studio;**

(iii) **Financial Institution;**

(iv) **Personal Service Shop;**

(v) **Pet Services;**

(vi) **Retail Store;**

(vii) **Eating Establishment;**

- (viii) **Take-out Eating Establishment;**
 - (ix) **Amusement Arcade;**
 - (x) **Custom Workshop;**
 - (xii) **Library;**
 - (xiii) **Museum;**
 - (xiv) **Performing Arts Studios;**
 - (xv) **Recreation Use;**
 - (xvi) **Post Secondary School;**
 - (xvii) **Place of Assembly;**
 - (xviii) **Entertainment Place of Assembly;**
 - (xix) **Cabaret;** and
 - (xx) **Nightclub;**
- (X) Despite (W) above, and Clauses 60.10.20.10 and 60.10.20.20, no **building** or **structure** with a **lot line** abutting Lake Shore Boulevard East, Leslie Street, Commissioners Street or a future extension of Caroline Avenue may be erected or used on a **lot** unless the following conditions are satisfied:
- (i) The 30.0 metre location restriction for uses described in (W) above does not apply to **Artist Studio, Custom Workshop or Performing Arts Studio** uses;
 - (ii) The permitted maximum unit widths for uses described in (W) above on the first **storey** above ground must be:
 - (a) 7.0 metres for uses listed in (W) above; and
 - (b) A total of one unit may be 14.0 metres for the uses listed in (W) above, provided this unit is able to be demised into two 7.0 metre wide units at a future date; and
 - (c) Unit width restrictions in (a) and (b) in do not apply to **Artist Studio, Custom Workshop or Performing Arts Studio** uses; and.

- (iii) The floor level of the first storey must be within 0.2 metres of the ground measured at the **lot line** abutting the **street** directly opposite each pedestrian entrance; and
- (iv) Any use located in the first **storey** must have principal entrances accessed from Lake Shore Boulevard East, Leslie Street, Commissioners Street, or a future extension of Caroline Avenue which, if not level with the public sidewalk closest to the entrance, is accessed by a ramp which rises no more than 0.04 metres vertically for every 1.0 metre horizontally;
- (Y) Any portion of a **building** or **structure** located within 30.0 metres of a **lot line** abutting Leslie Street, Commissioners Street, Carlaw Avenue and a future extension of Caroline Avenue must:
- (i) have a required minimum height of 12.0 metres and have at least 3 **storeys**;
- (ii) have a required minimum first **storey** height of 5.0 metres, measured between the top of the floor of the first **storey** and the underside of the **ceiling** of the first **storey**;
- (Z) Despite Regulation 60.10.40.70 (1) for a **building** located on a **lot** with a **front lot line** abutting Carlaw Avenue, Leslie Street, Commissioners Street and a future extension of Caroline Avenue, a minimum of 60 percent of the total width of the **front walls** meeting the height requirements in (W)(i) above must be located within 0 metre of the **front lot line**;
- (AA) Despite Regulation 60.10.40.70 (1), above, any **main wall** of a **building** not exceeding 12.0 metres in height and facing a **lot line** abutting one of the **streets** below must be located within 0 metre of the portion of a **lot line** located less than 30.0 metres from the intersections of the following **streets**:
- (i) Lake Shore Boulevard East and Carlaw Avenue; and
- (ii) Lake Shore Boulevard East and Leslie Street; and
- (iii) Lake Shore Boulevard East and a future extension of Caroline Avenue; and
- (iv) Commissioners Street and Carlaw Avenue; and
- (v) Commissioners Street and a future extension of Caroline Avenue; and

- (vi) Commissioners Street and Leslie Street;
- (BB) Despite Regulation 60.10.40.70 (2), the required minimum **building setback** from a **side lot line** excludes any part of the **building** or **structure** that is less than 30.0 metres from a **lot line** abutting a **street**, in which case no **side yard setback** is required. Regulation 60.10.40.70(2) continues to apply to any part of a **building** or **structure** that is further than 30 metres from a **lot line** abutting a **street**;
- (CC) Despite Clause 60.10.40.70, on any **lot** abutting Carlaw Avenue or Caroline Avenue, the required minimum **building setback** from a **lot line** that abuts that **street** is 5.0 metres for any portion of the **building** or **structure** which exceeds a height of 18.0 metres
- (DD) Despite Regulation 60.10.50.10(1), a **lot** abutting Carlaw Avenue, Leslie Street, Commissioners Street or a future extension of Caroline Avenue are not subject to minimum **front yard landscaping** requirements;
- (EE) Despite Clause 60.5.80.10, a **parking space** may not be in:
- (i) A **front yard**; or
 - (ii) A **side yard** abutting a **street**; or
 - (iii) be located in a **side yard** not abutting a **street**, if the **parking space** is set back a minimum of 5.0 metres from a **front lot line**;
- (FF) Despite Regulation 60.10.94.40(1):
- (i) where a **lot** abuts a **lane**, **vehicle** access to a **loading space** or **parking space** must be from the **lane**; and
 - (ii) if the **corner lot** does not abut a **lane** and has at least one **lot line** abutting a **street** which is not a **major street** on the Policy Overlay Map, **vehicle** access to a **loading space** or a **parking space** must be from the **street** which is not a **major street**; and,
 - (iii) Only one vehicle access is permitted;
- (GG) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, for a **Bindery, Building Supply Yard, Carpenter's Shop, Cold Storage, Custom Workshop, Laboratory, Manufacturing Use, Marijuana Production Facility, Metal Factory, Printing Establishment, Cold Storage, Production Studio, Public Works Yard, Warehouse and Wholesaling Use, parking spaces** must be provided at a minimum rate of 0.15 for each 100 square metres of **gross floor area** and a maximum rate of 0.75 for

each 100 square metres of **gross floor area**;

- (HH) In addition to Regulation 200.5.10.11(2), the **lawfully existing** number of **parking spaces** may not be reduced for any addition or extension of a **lawfully existing building**;
- (II) Despite Regulation 230.5.10.1(1) and Table 230.5.10.1(1), a **Bindery, Building Supply Yard, Carpenter's Shop, Cold Storage, Custom Workshop, Laboratory, Manufacturing Use, Marijuana Production Facility, Metal Factory, Printing Establishment, Cold Storage, Production Studio, Public Works Yard, Warehouse and Wholesaling Use** must provide 0.25 **bicycle parking spaces** per 100 square metres of **interior floor area**, with the following allocated as follows:
 - i. 10 percent short-term **bicycle parking spaces**; and
 - ii. 90 percent long-term **bicycle parking spaces**.

Prevailing By-laws and Prevailing Sections:

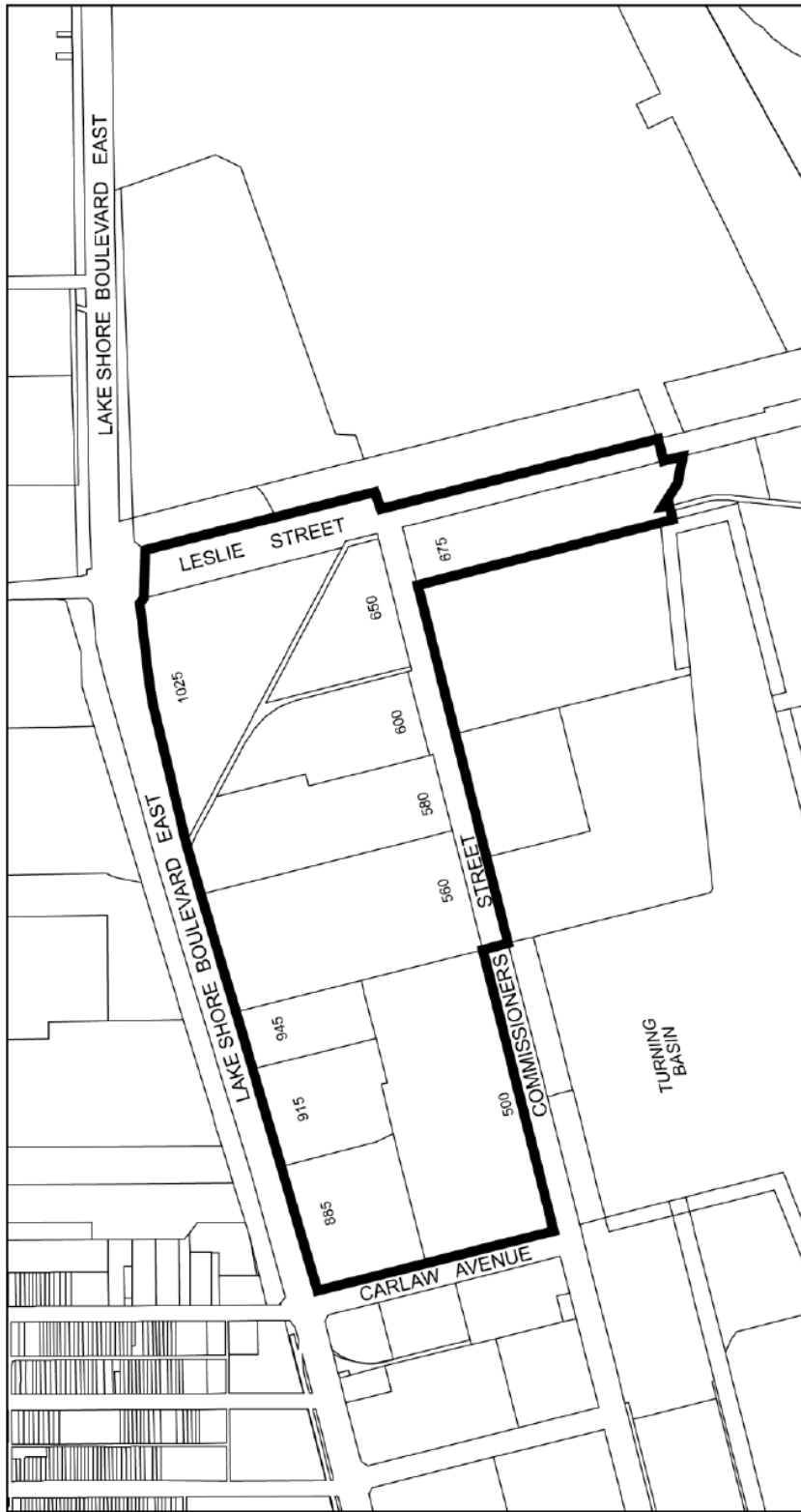
- (A) Section 12(1) 221 of the former City of Toronto By-law No. 438-86;
- (B) On 1025 Lake Shore Blvd E, former City of Toronto by-law 198-2005; and
- (C) On 675 Commissioners St, former City of Toronto by-law 522-2018.

Enacted and passed on **month ##, 20##.**

Name,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

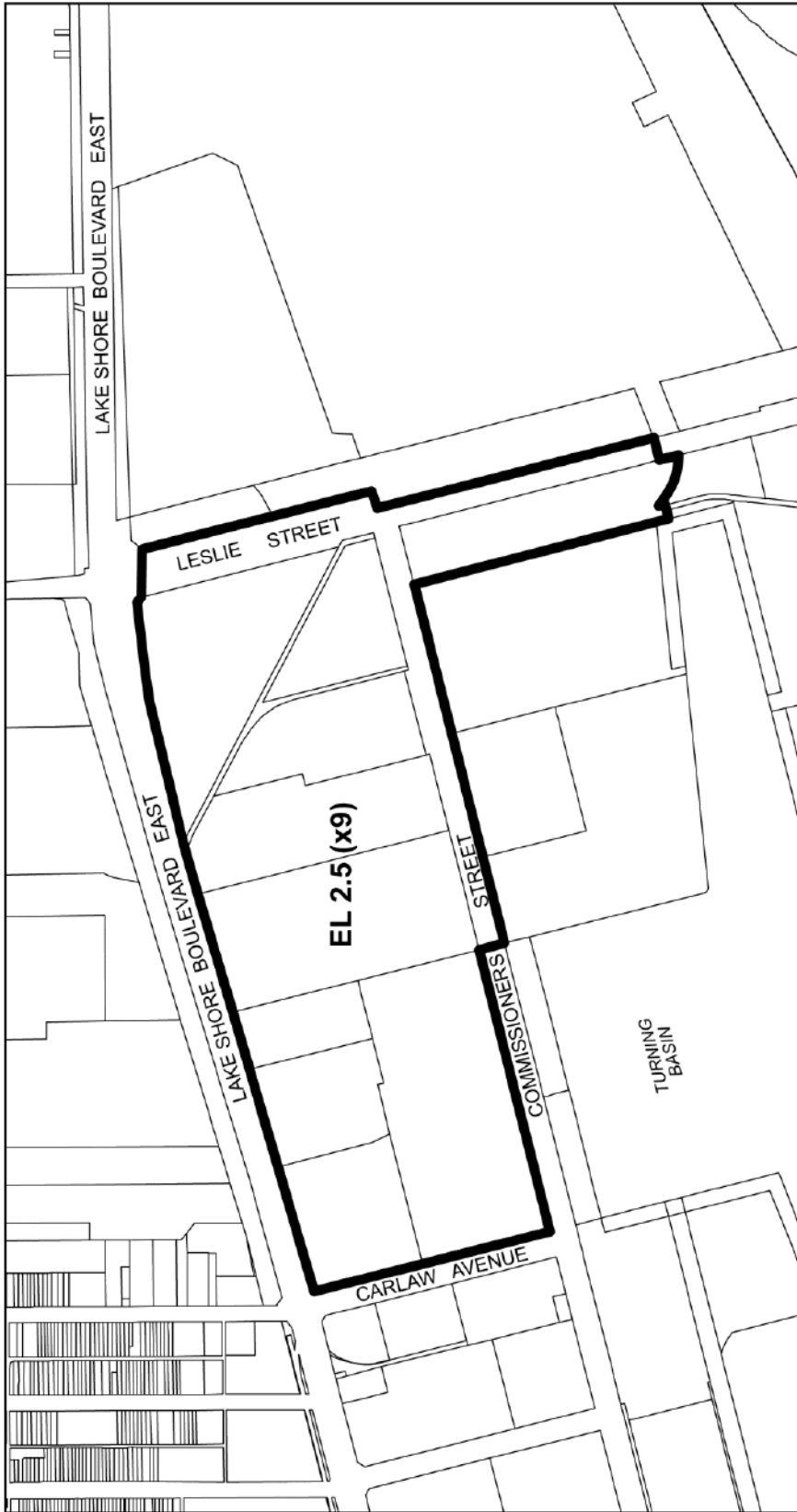


Toronto
Diagram 1

Warehouse District

File # 14 266183 STE 30 OZ

City of Toronto By-law 569-2013
Not to Scale
8/22/19

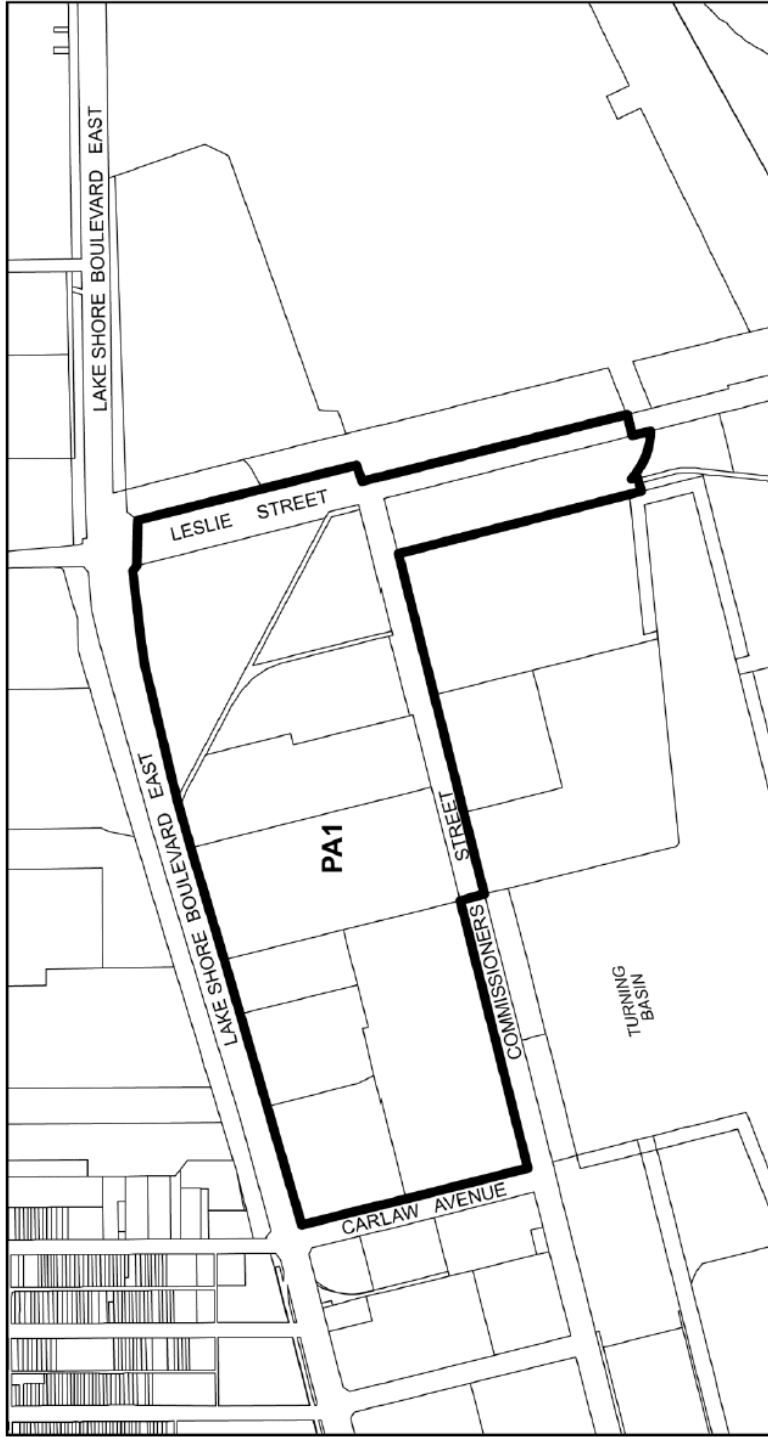


Toronto
Diagram 2

Warehouse District

File # 14 266183 STE 30 OZ

City of Toronto By-law 569-2013
 Not to Scale
 8/22/19

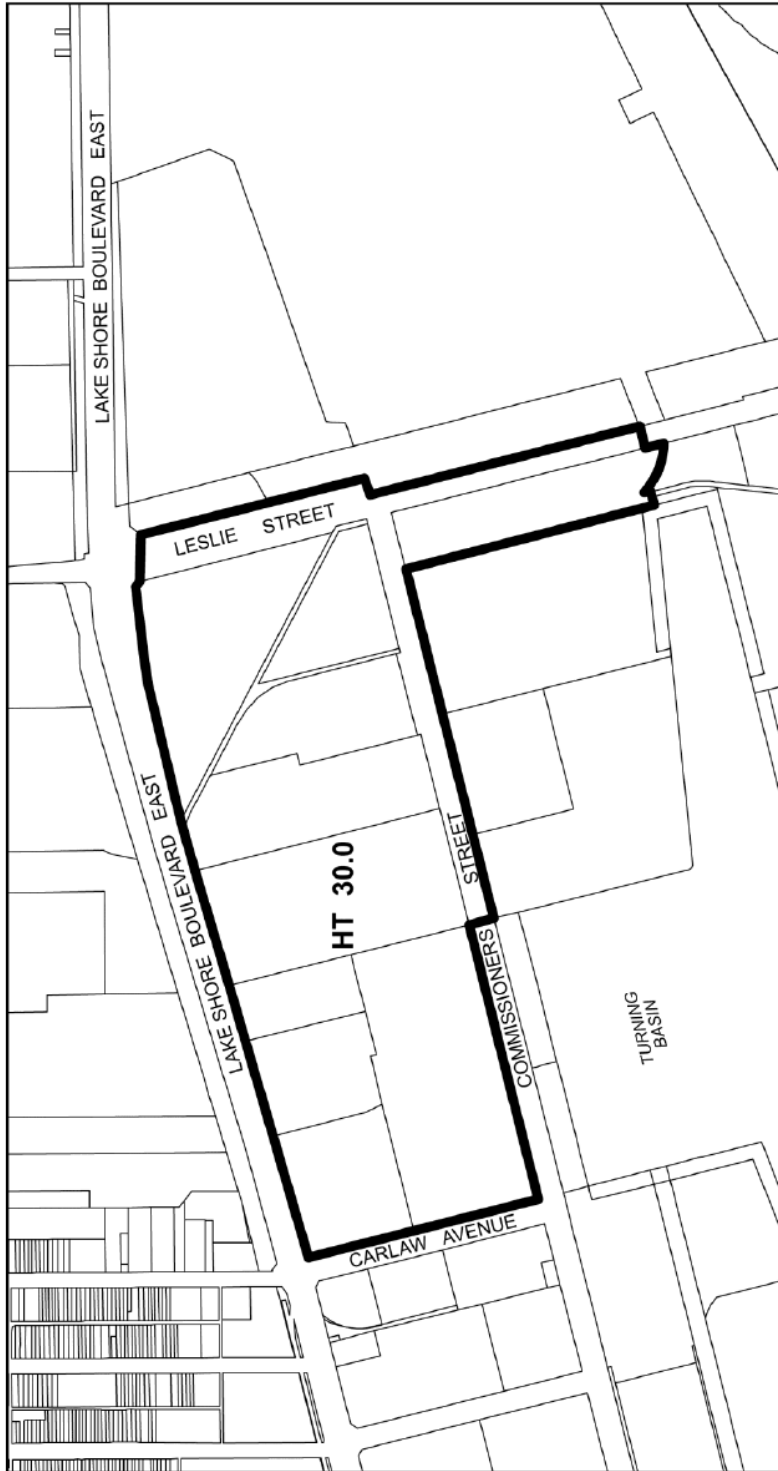


Toronto
Diagram 3

Warehouse District

File # 14 266183 STE 30 0Z
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City of Toronto By-law 569-2013
Not to Scale
8/22/19



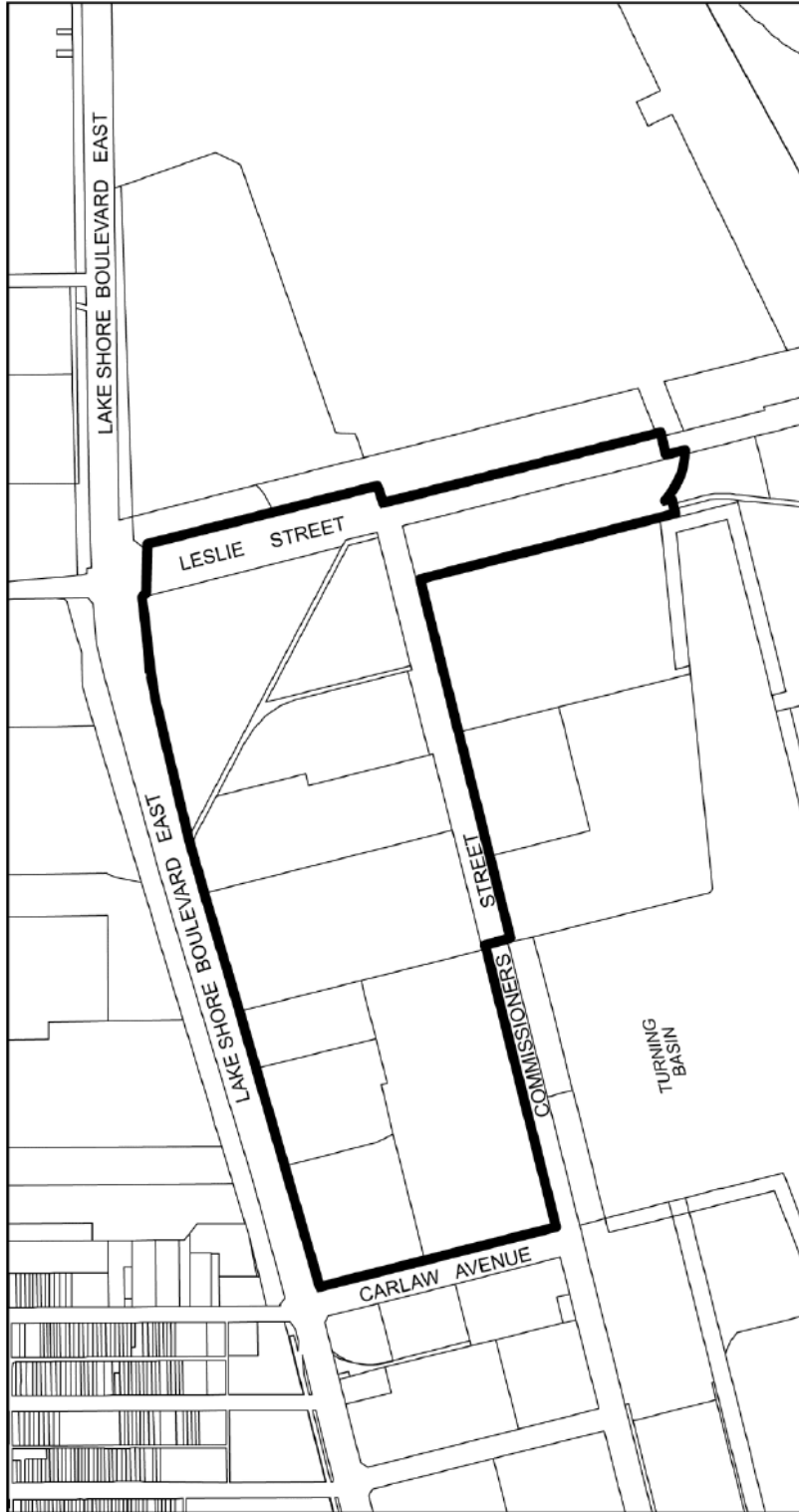
Toronto
Diagram 4

Warehouse District

File # 14 266183 STE 30 OZ



City of Toronto By-law 569-2013
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 22/08/19



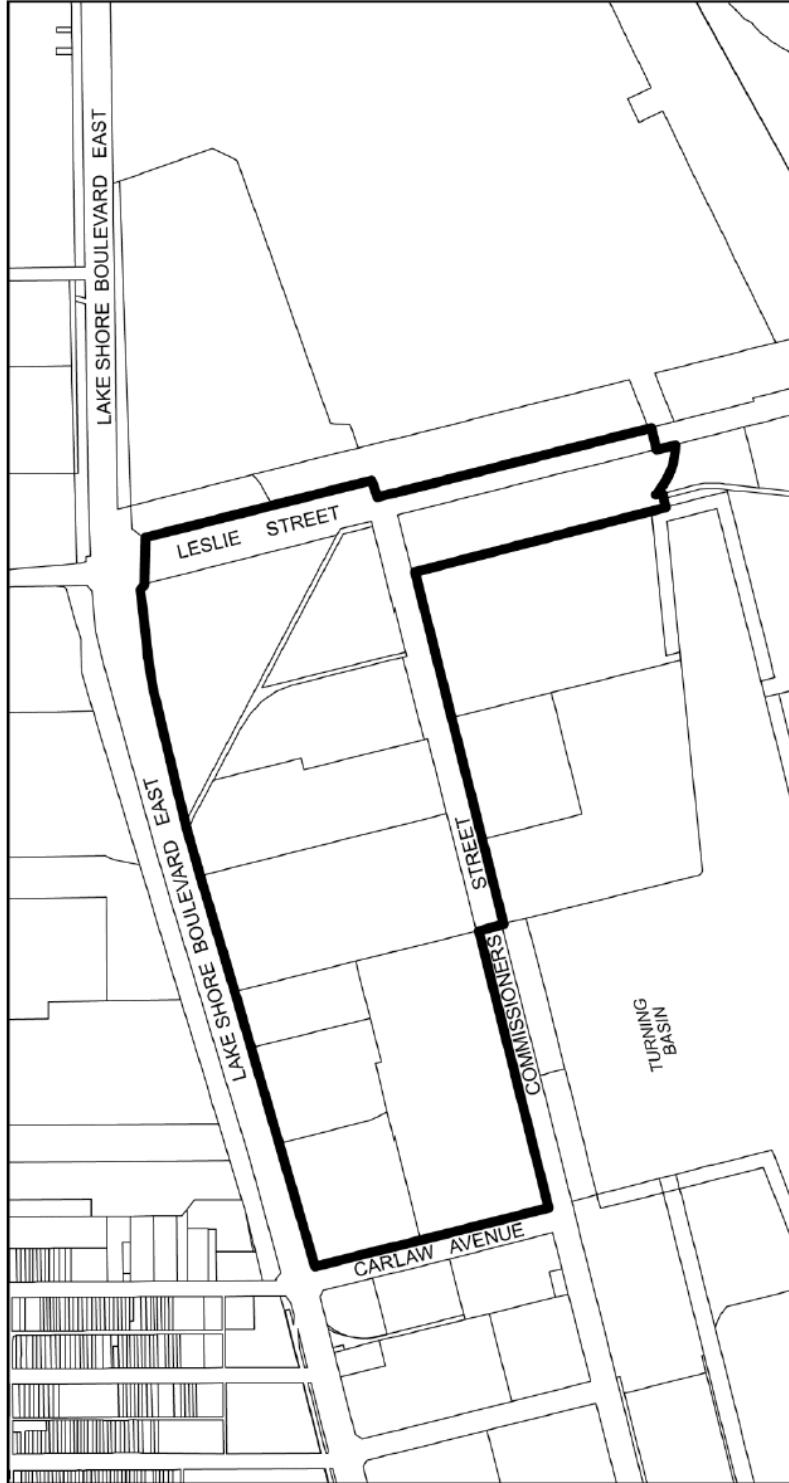
Toronto
Diagram 5

Warehouse District

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19



Toronto
Diagram 6

Warehouse District

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
Not to Scale
08/22/19

Attachment 8: Draft East Port and South Port Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO EAST PORT and SOUTH PORT

Bill No. ~

BY-LAW No. [XXXX- 2019]

To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 100 – 400 Unwin Avenue (north side) 600 Unwin Avenue; 515 – 675 Commissioners Street (south side); as shown on Diagram 1 to this By-law being a portion of the Port Lands located in the City of Toronto.

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law; and
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions; and
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: E 2.0 (x39) as shown on Diagram 2 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA 1 , as shown on Diagram 3 attached to this Bylaw; and
5. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, as shown on Diagram 4 attached to this By-law, and
6. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, as shown on Diagram 5 attached to this By-law; and
7. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1, as shown on Diagram 6 attached to this By-law; and

8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.20.10 Exception Number 39 so that it reads:

(39) Exception E 39

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) For the purposes of this site-specific exception, Port-oriented Use means:
- i. docks, piers, wharves, passenger ship and ferry terminals, dry-docks, boat and ship building yards and marine service stations; and,
 - ii. **Marine Shipping Terminal, Warehouse, Wholesaling Use and Open Storage** that includes bulk and/or warehouse storage and loading facilities where cargo is received and/or departs by commercial marine shipping activities; and,
 - iii. **Manufacturing Uses** that are directly dependent upon marine shipping for the transportation of raw materials or finished products;
- (B) In addition to uses permitted in Clause 60.10.20.10, the following uses are permitted:
- (i) **District Heating and Cooling Plant**
 - (ii) Port-oriented Use
 - (iii) **Waste Transfer Station** that only receives recyclable materials and has a front lot line that abuts Unwin Avenue
- (C) Despite Regulation 60.20.20.10(1), an Asphalt Plant, Cement Plant and Concrete Batching Plant are permitted uses ;
- (D) Despite the uses listed in Clause 60.20.20.10 and 60.20.20.20, the following uses are not permitted:
- (i) **Animal Shelter**
 - (ii) **Artist Studio**
 - (iii) **Dry Cleaning or Laundry Plant**
 - (iv) **Financial Institution**

- (v) **Kennel**
 - (vi) **Office**
 - (vii) **Performing Arts Studio**
 - (viii) **Pet Services**
 - (ix) **Printing Establishment**
 - (x) **Production Studio**
 - (xi) **Software Development and Processing**
 - (xii) **Body Rub Service**
 - (xiii) **Crematorium**
 - (xiv) **Drive Through Facility**
 - (xv) **Recreation Use**
 - (xvi) **Transportation Use**
 - (xvii) **Vehicle Depot**
 - (xviii) **Vehicle Fuel Station**
 - (xix) **Vehicle Repair Shop**
 - (xx) **Vehicle Service Shop**
 - (xxi) **Vehicle Washing Establishment**
- (E) **Despite Regulation 60.20.20.100(10), Open Storage:**
- (i) **may be associated with a Recovery Facility;**
 - (ii) **may be greater than 30% of the lot area;**
 - (iii) **may not be in the front yard; and,**
 - (iv) **must have a minimum setback of 3 metres from any lot line;**

- (F) In addition to the conditions in Regulation 60.20.20.100(10), storage must be:
- (i) Enclosed within a **building**; or,
 - (ii) On a lot with **Open Storage**, an opaque visual barrier such as a fence, berm, retaining wall, or landscaped buffer must be provided:
 - (a) between a **lot line** that abuts a **street** and the area used for **open storage**, located a maximum of 9.0 metres from the **lot line** that abut a **street**, except that such barrier is not required in areas used for **vehicle** and pedestrian access; or
 - (b) along the entire perimeter of the portion of the **lot** that is used for **Open Storage**; or
 - (c) along all **lot lines** that abut a **lot** in the Open Space category;
- (G) Despite Clause 60.20.20.10, storage associated with a **Public Works Yard** must be within a wholly enclosed **building**.
- (H) Despite Clause 60.20.20.10, a **Wholesaling Use** must not exceed 50 percent of the **interior floor area** of a **building**;
- (I) Despite the uses permitted by Clause 60.20.20.10 and Clause 60.20.20.20, **Port-oriented Uses** and **Park** uses are the only uses permitted in the areas shown in heavy black lines on the **Port-oriented Use Overlay Map**, as shown on **Diagram 7** attached to By-law **[Clerks to insert]**;
- (J) In addition to the conditions in Regulation 60.20.20.20(11), a **Shipping Terminal** is permitted only if cargo is received and/or departs by commercial marine shipping activities;
- (K) Despite Regulation 60.20.40.70(1) and Clause 60.20.40.10, **buildings** or **structures** located 3.0 metres or less from a **lot line** abutting **Commissioners Street** must:
- (i) Have a required minimum height of 12.0 metres and at least 3 **storeys**; and
 - (ii) Have a required minimum first storey height of 5.0 metres, measured between the top of the floor of the first storey and the underside of the ceiling of the first storey; and
 - (iii) Have a permitted maximum **building setback** of 3.0 metres from a **lot line** abutting **Commissioners Street**; and

- (iv) Have a minimum depth of 30 metres from the **building setback** from a **lot line** abutting Commissioners Street;
- (L) Despite Regulation 60.20.40.10 (1)(B)(i), the permitted maximum height of an **ancillary office building** or portion of a **building** used as an office is 30.0 metres.
- (M) Where (K) above is not satisfied, **buildings** or **structures** with a **front lot line** on Commissioners Street must:
 - (i) Have a required minimum **building setback** of 9.0 metres from a **front lot line** abutting Commissioners Street, despite 60.20.40.70(1); and
 - (ii) Have a minimum 3.0 metres wide strip of **soft landscaping** along the entire length of the **lot line**, excluding land used for **driveways** and **walkways**;
- (N) Despite Clause 60.20.40.70, **buildings** or **structures** with a **front lot line** on Unwin Avenue must:
 - (i) Have a required minimum **building setback** of 9.0 metres from a **front lot line** abutting Unwin Avenue; and
 - (ii) Have a minimum 3.0 metres wide strip of **soft landscaping** along the entire length of the **lot line**, excluding land used for **driveways** and **walkways**;
- (O) In addition to Clause 60.20.40.70, the required minimum **building setbacks** from a **lot line** abutting the Shipping Channel is 18 metres, as shown on Diagram 8 attached to By-law **[Clerks to insert]**;
- (P) Despite Clause 60.5.80.10, a required **parking space** may not be in:
 - (i) A **front yard**; or
 - (ii) A **side yard** abutting a **street**; or
 - (iii) If in a **side yard**, not within 9 metres of a **front lot line**.
- (Q) Despite Regulation 60.10.94.40(1),
 - (i) where a **lot** abuts a **lane**, **vehicle** access to a **loading space** or **parking space** must be from the **lane**; and

(ii) if the corner lot does not abut a lane and has at least one lot line abutting a street which is not a major street on the Policy Overlay Map, vehicle access to a loading space or a parking space must be from the street which is not a major street.

- (R) Despite Clause 200.5.10.1, parking spaces must be provided for a Port-oriented Use, Bindery, Building Supply Yard, Carpenter's Shop, Custom Workshop, Laboratory, Manufacturing Use, Marijuana Production Facility, Metal Factory, Printing Establishment, Cold Storage, Public Works Yard, Warehouse and Wholesaling Use, at a minimum rate of 0.15 for each 100 square metres of gross floor area and a maximum rate of 0.75 for each 100 square metres of gross floor area.
- (S) In addition to Regulation 200.5.10.11(2), the lawfully existing number of parking spaces may not be reduced for any addition or extension of a lawfully existing building referred to Regulation 200.8010.11(1);
- (T) Despite Regulation 230.5.10.1(1) a, Port-oriented Use, Bindery, Building Supply Yard, Carpenter's Shop, Contractor's Establishment, Custom Workshop, Laboratory, Manufacturing Use, Marijuana Production Facility, Metal Factory, Printing Establishment, Cold Storage, Public Works Yard, Warehouse and Wholesaling Use will provide 0.25 bicycle parking spaces per 100 square metres, with following allocated as follows:
- i. 10 percent short-term bicycle parking spaces; and
 - ii. 90 percent long-term bicycle parking spaces.

Prevailing By-laws and Prevailing Sections: (None Apply)

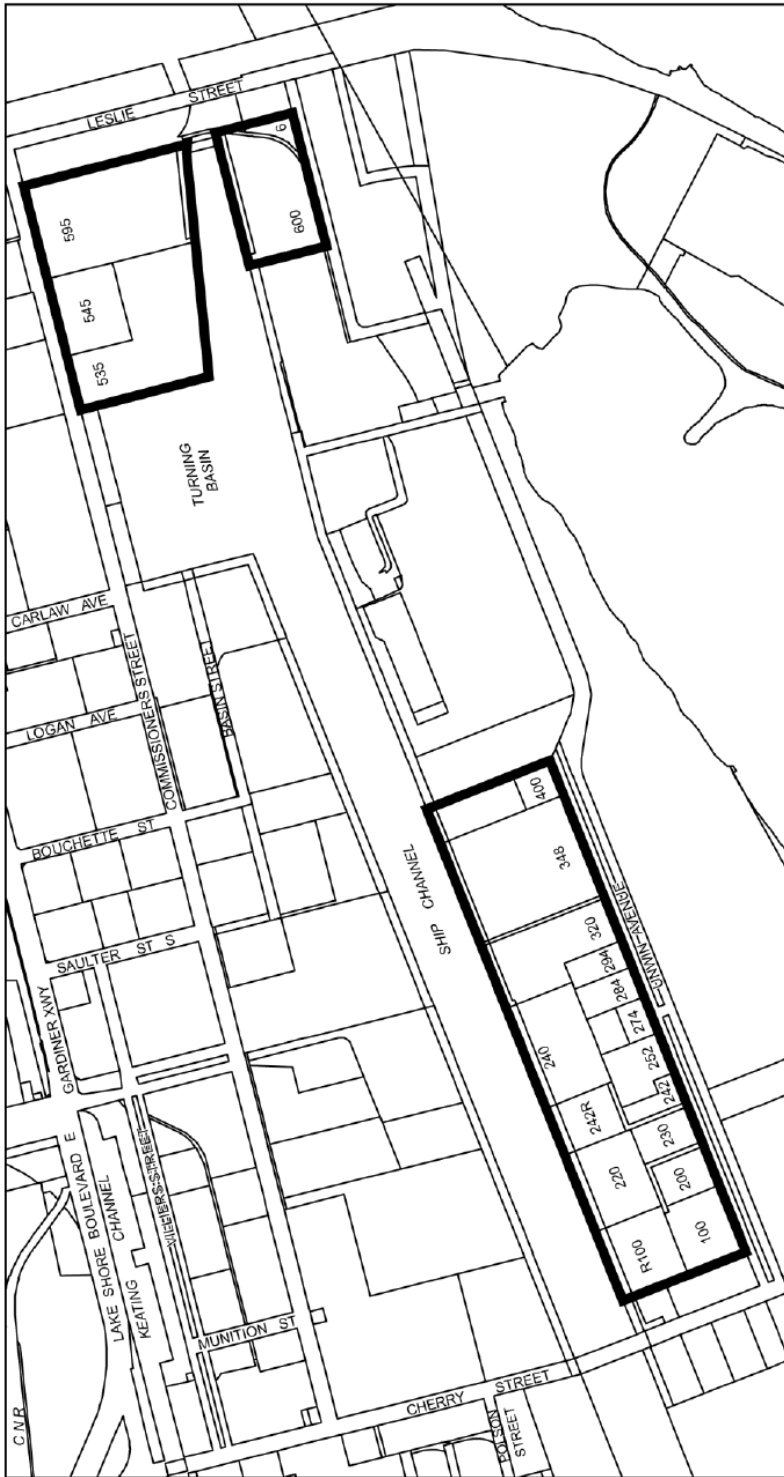
Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

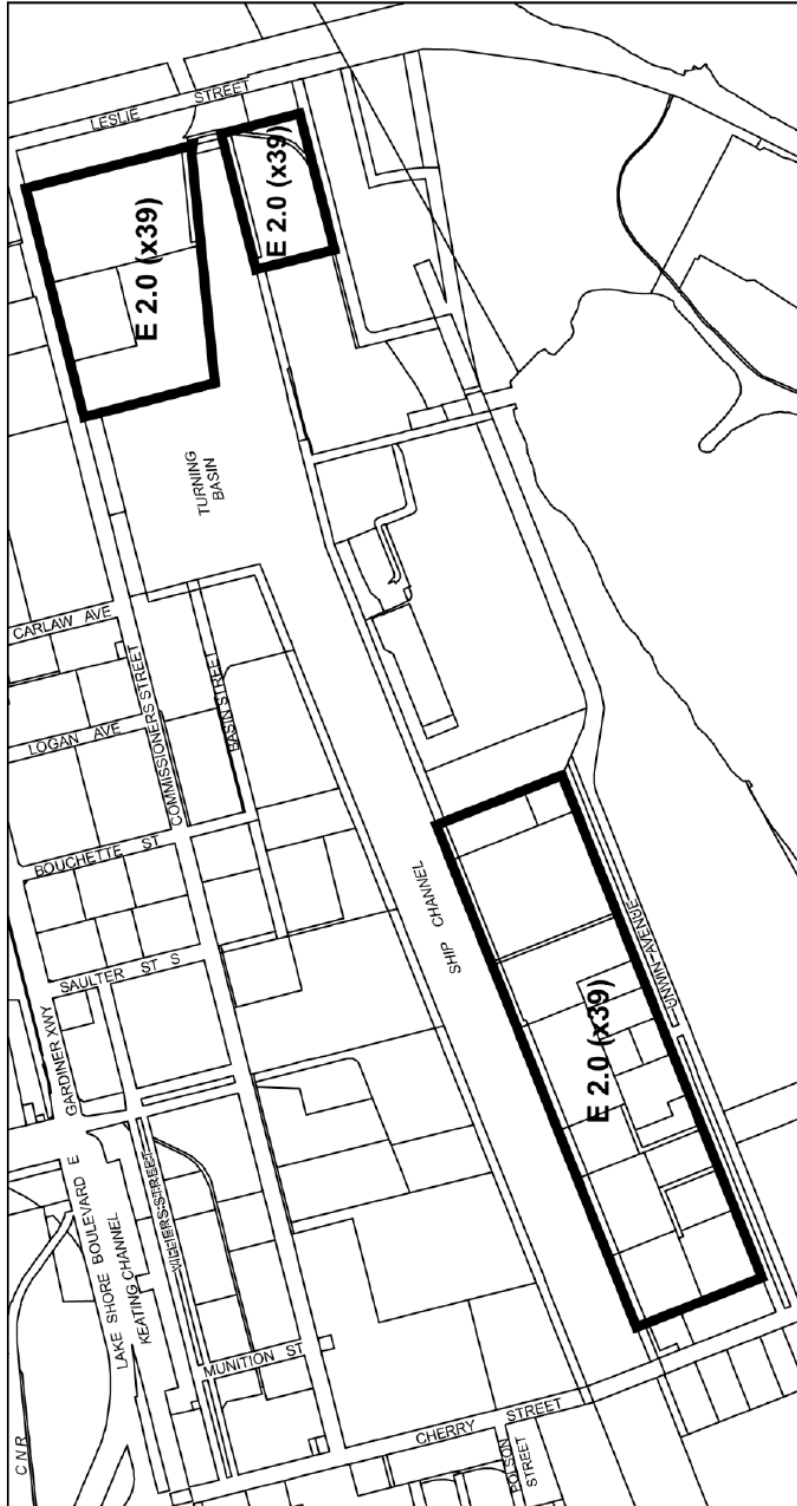


East Port / South Port



File # 14 266183 STE 30 OZ


City of Toronto By-law 568-2013
Not to Scale
8/22/2019



Toronto
Diagram 2

East Port / South Port

File # 14 266183 STE 30 0Z



 City of Toronto By-law 568-2013
 Not to Scale
 8/22/2019



TORONTO
Diagram 3

East Port / South Port

File # 14 266183 STE 30 0Z

City of Toronto By-law 569-2013
Not to Scale
8/22/2019



East Port / South Port

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
Not to Scale
8/22/2019

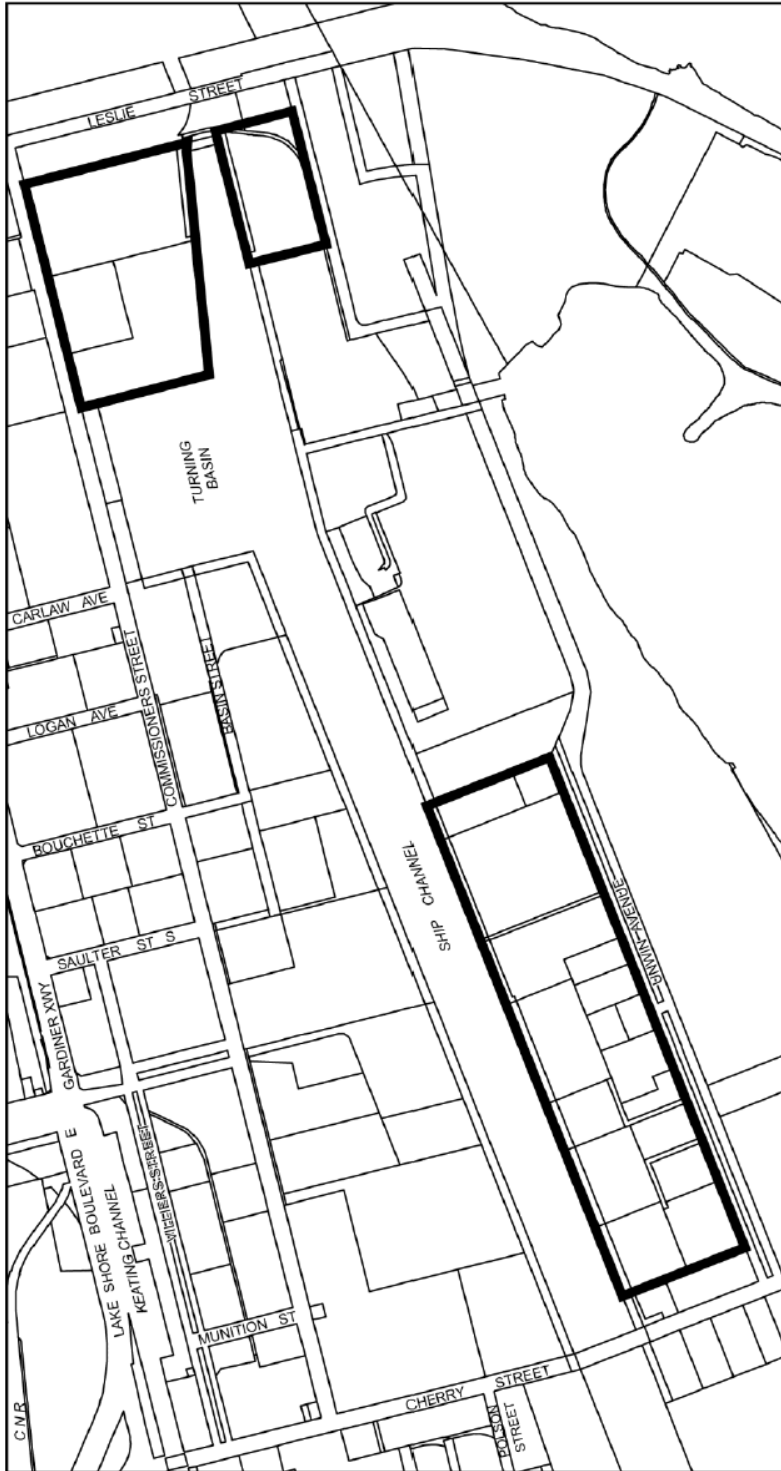


Toronto
Diagram 5

East Port / South Port

File # 14 266183 STE 30 0Z

City of Toronto By-law 569-2013
Not to Scale
8/22/2019

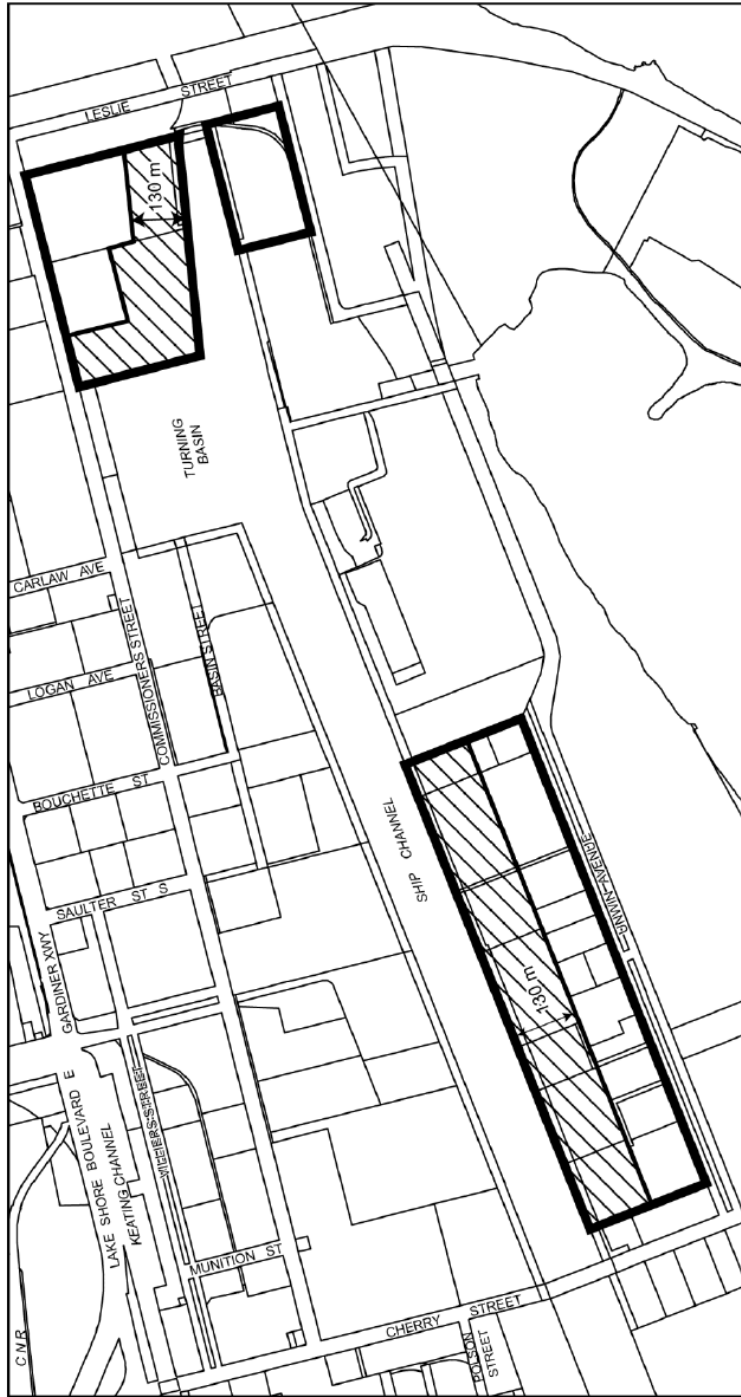


East Port / South Port



File # 14 266183 STE 30 OZ

City of Toronto By-law 568-2013
Not to Scale
8/22/2019



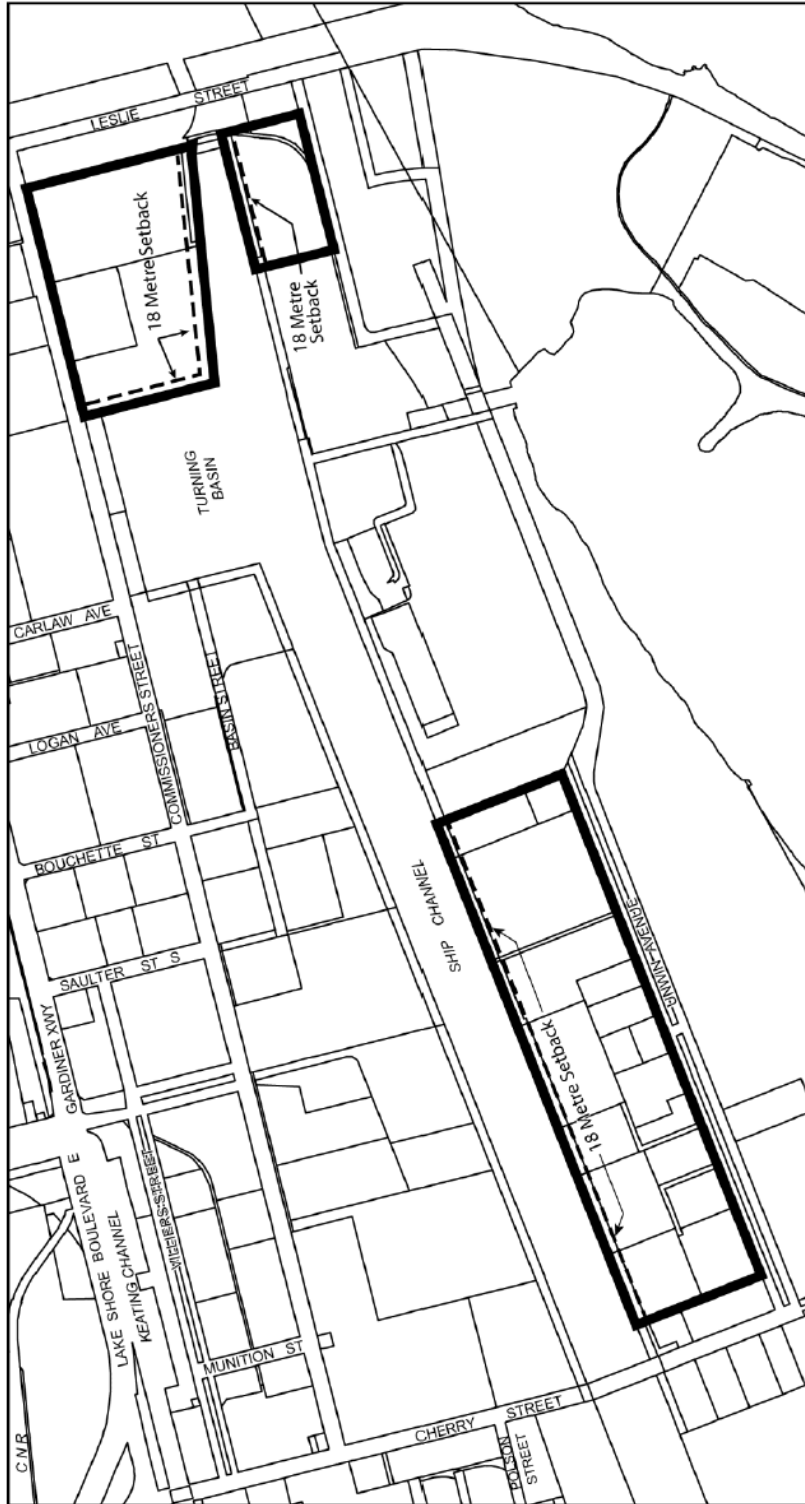
East Port / South Port

Port Oriented Use



File # 14 266183 STE 30 0Z

City of Toronto By-law 569-2013
Not to Scale
8/22/19



East Port / South Port

 **Diagram 8**

File # 14 266183 STE 30 0Z

↑
City of Toronto By-law 569-2013
Not to Scale
8/22/2019

Attachment 9: Draft Maritime Hub Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO MARITIME HUB

Bill No. ~

BY-LAW No. [XXXX- 2019]

To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 100, 120, 130, 150, 151 and 171 Cherry Street, as shown on Diagram 1 to this By-law being a portion of the Port Lands located in the City of Toronto.

Whereas authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto enacts as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: EO 1.0 (e1.0; o1.0) (x12) as shown on Diagram 2 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA 1 , as shown on Diagram 3 attached to this By-law; and
5. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height and storey label to these lands: HT 30.0 metres as shown on Diagram 4 attached to this By-law;
6. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, as shown on Diagram 5 attached to this By-law;
7. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1, as shown on Diagram 6 attached to this By-law; and

8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.24.10 Exception Number 12 so that it reads:

(12) Exception EO 12

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) In addition to uses permitted in Clause 60.40.20.10, the following additional uses are permitted, subject to compliance with (C) below, as applicable:
 - (i) Day Nursery;
 - (ii) Outdoor Sales or Display;
 - (iii) Sports Place of Assembly;
 - (iv) Amusement Arcade;
 - (v) Cabaret;
 - (vi) Entertainment Place of Assembly;
 - (vii) Nightclub;

- (B) Despite the uses listed in Clause 60.40.20.10 and 60.40.20.20, the following uses are not permitted:
 - (i) Animal Shelter;
 - (ii) Apparel and Textile Manufacturing Use;
 - (iii) Beverage Manufacturing Use;
 - (iv) Clay Product Manufacturing Use;
 - (v) Computer, Communications, Electronics or Optical Media Manufacturing Use;
 - (vi) Contractor's Establishment;
 - (vii) Drive-through Facility;

- (viii) **Food Manufacturing Use;**
 - (ix) **Financial Institution;**
 - (x) **Hotel;**
 - (xi) **Laboratory;**
 - (xii) **Medical Office;**
 - (xiii) **Medical Products Manufacturing Use;**
 - (xiv) **Municipal Shelter;**
 - (xv) **Open Storage;**
 - (xvi) **Pharmaceutical and Medicine Manufacturing Use;**
 - (xvii) **Plastic Products Manufacturing Use;**
 - (xviii) **Place of Worship;**
 - (xix) **Public Parking;**
 - (xx) **Self-storage Warehouse;**
 - (xxi) **Service Shop;**
 - (xxii) **Software Development and Processing;**
 - (xxiii) **Transportation Product and Vehicle Manufacturing Use;**
 - (xxiv) **Transportation Use;**
 - (xxv) **Vehicle Fuel Station;**
 - (xxvi) **Veterinary Hospital;**
 - (xxvii) **Warehouse;**
 - (xxviii) **Wholesaling Use;**
- (C) **Despite Clause 60.40.20.20 a Cabaret, Club, Eating Establishment, Entertainment Place of Assembly, Nightclub, Recreation Use and Take-out Eating Establishment are permitted if they do not exceed 400**

square metres of **interior floor area** of a **building**;

- (D) Despite Regulation 60.40.20.100 (3), a **Manufacturing Use** is permitted if it does not exceed 1,500 square metres of **interior floor area** of a **buildings**;
- (E) Despite Regulations 60.40.20.100 (11) and 60.40.20.100 (19), a **Place of Assembly** is permitted if it does not exceed 400 square metres of **interior floor area** of a **building**;
- (F) Despite Clause 60.40.40.70, the required minimum **building setback** from a **lot line** that abuts 8 Unwin Avenue is 7.5 metres;
- (G) In addition to Table 230.5.10.1(1), a **Manufacturing Use, Artist Studio, Bindery, Carpenter's Shop, Custom Workshop, Printing Establishment, Production Studio, Service Shop, Place of Assembly, Sporting Place of Assembly, Entertainment Place of Assembly, Club, Performing Arts Studio, Amusement Arcade, Nightclub, Cabaret, and Recreation Use** must provide 0.25 **bicycle parking spaces** per 100 square metres of **interior floor area**, allocated as follows:
 - (i) 10 percent short-term **bicycle parking spaces**; and
 - (ii) 90 percent long-term **bicycle parking spaces**;
- (H) A **surface parking space** may:
 - (i) not be located in a **front yard**;
 - (ii) not be located in a **side yard** abutting a **street**;
 - (iii) be located in a **side yard** not abutting a **street**, if the **parking space** is set back a minimum of 5.0 metres from a **front lot line**; and
 - (iv) be located in a **rear yard**;

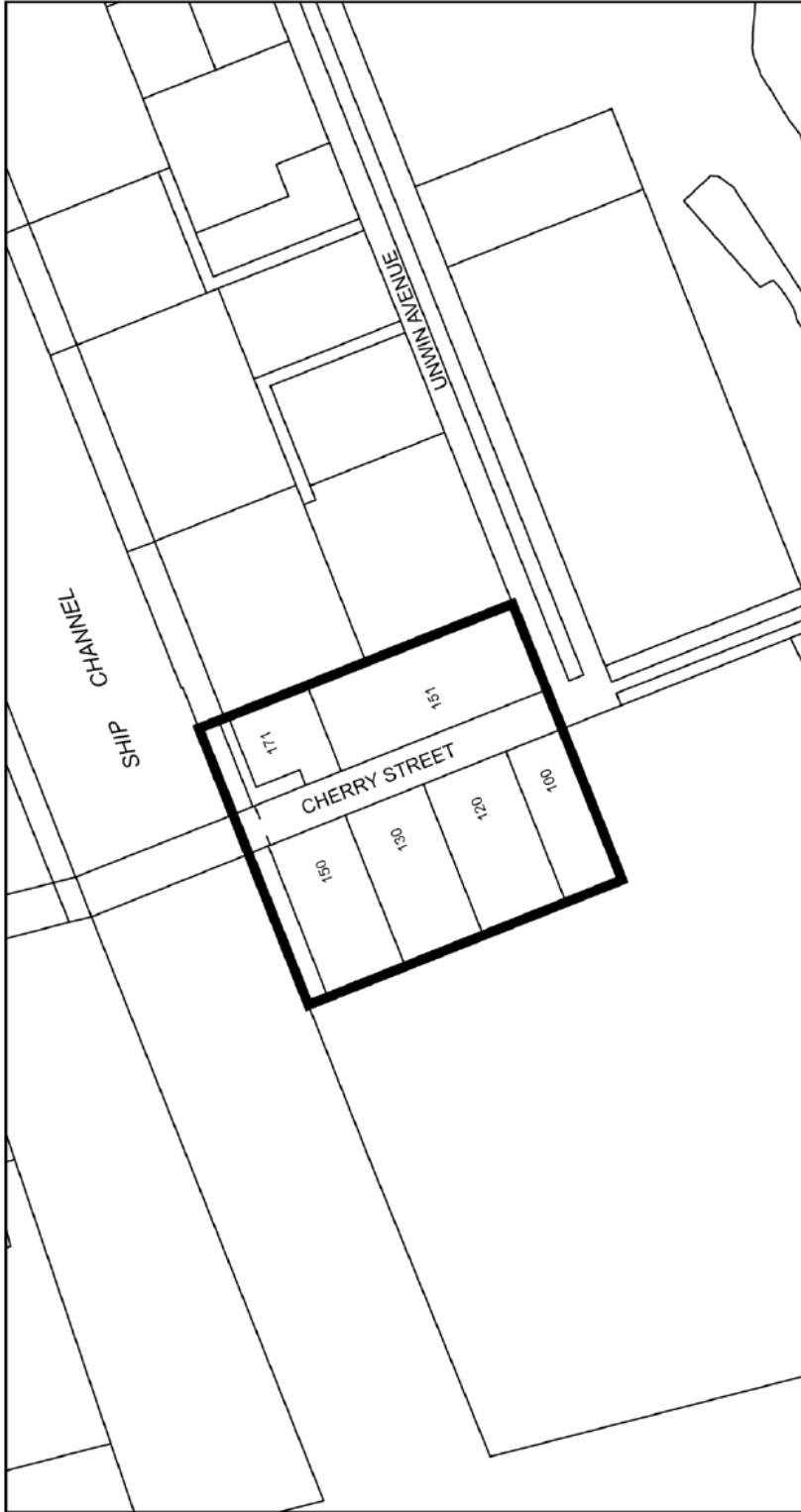
Prevailing By-laws and Prevailing Sections: (None Apply)

Enacted and passed on month ##, 20##.

Name,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



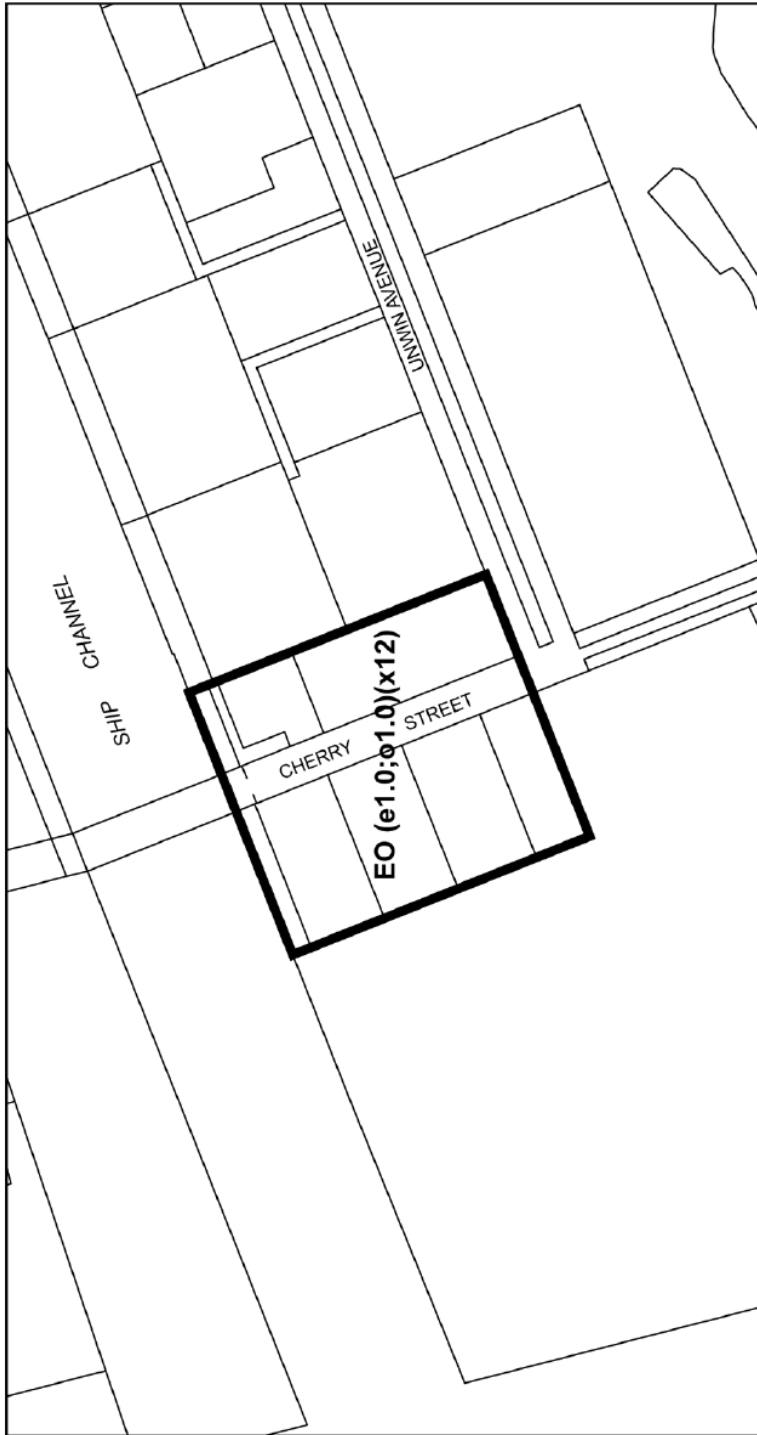
Toronto
Diagram 1

Maritime Hub

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19



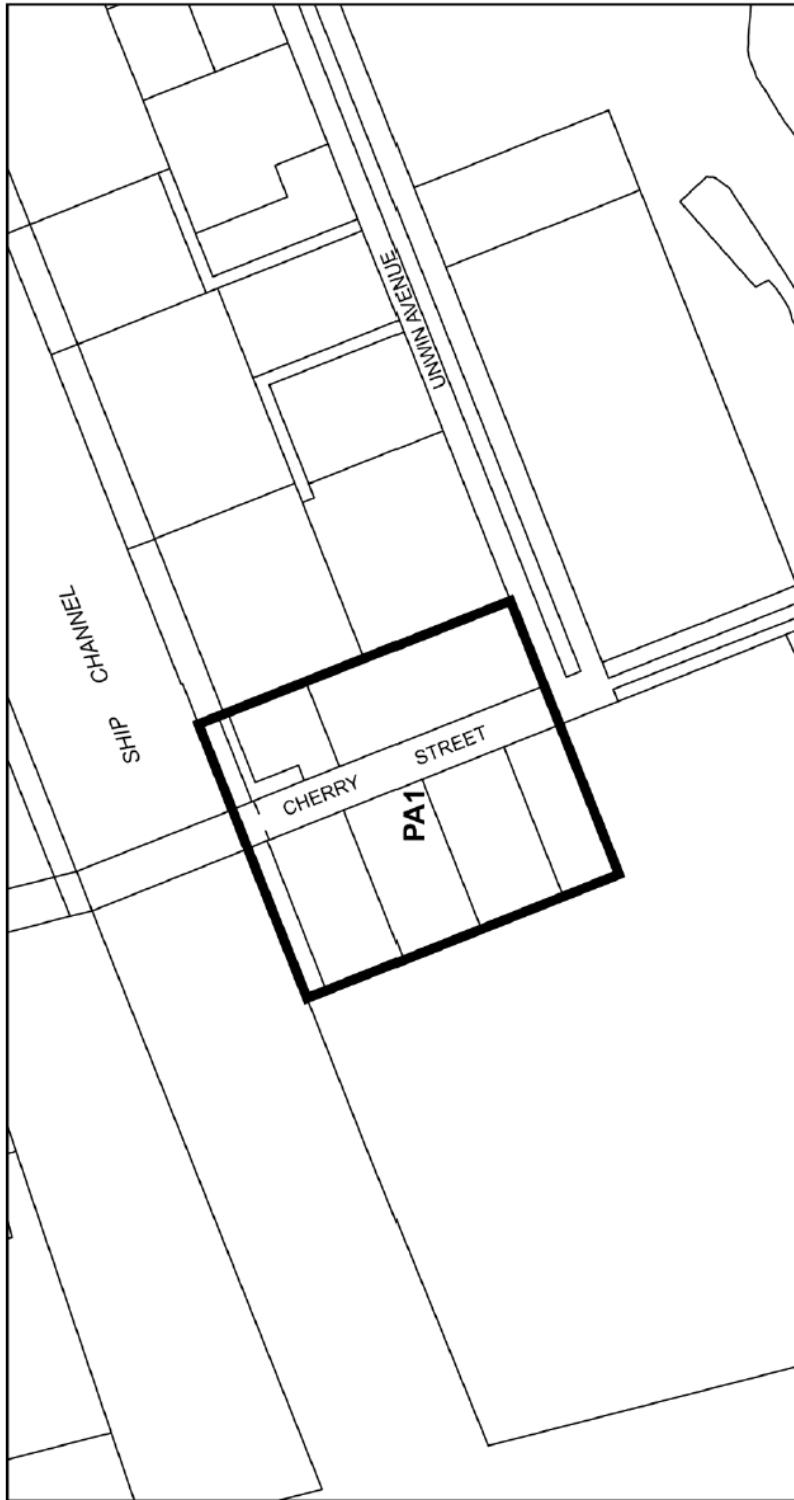
Toronto
 Diagram 2

Maritime Hub

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19



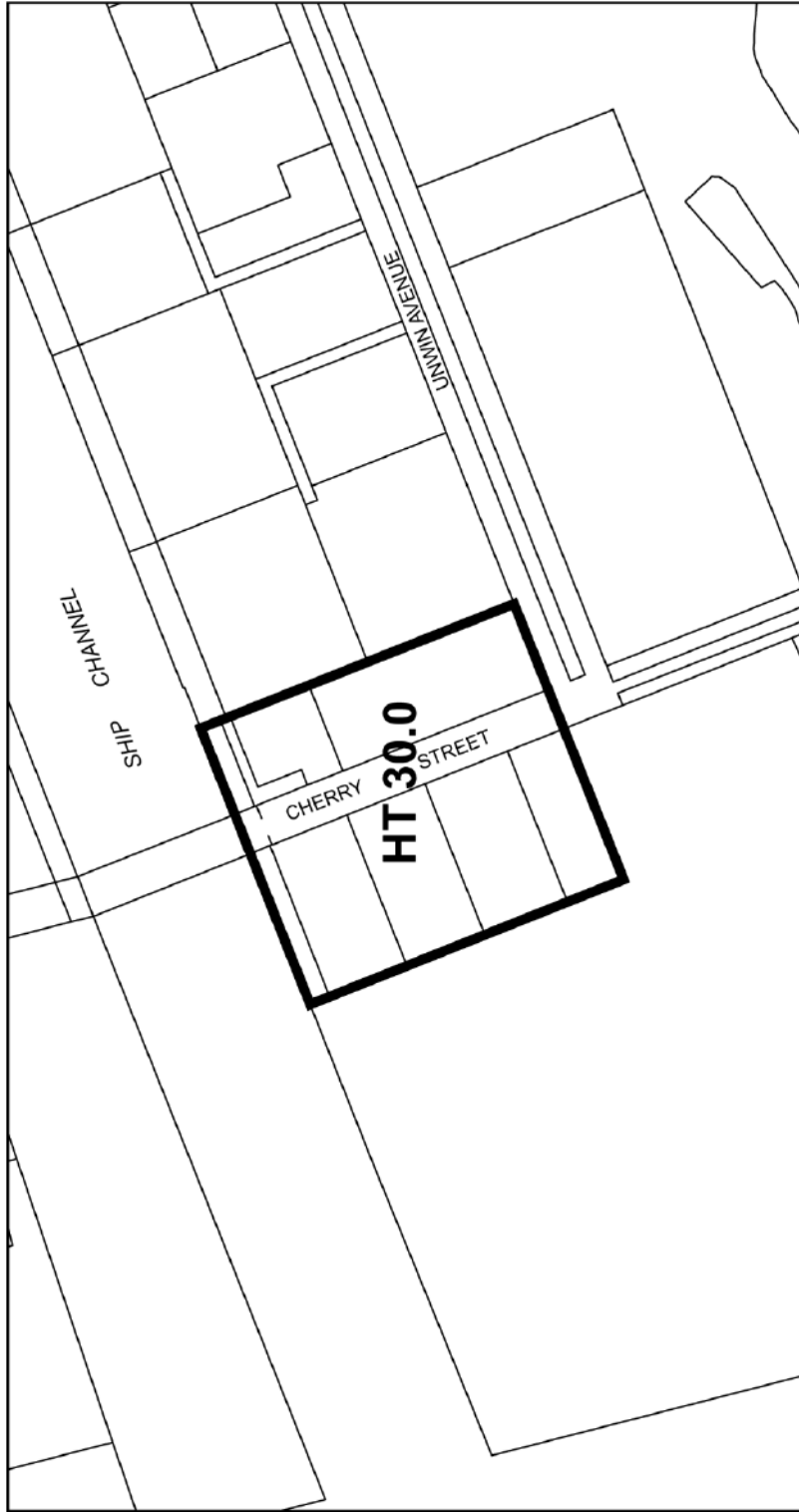
Toronto
Diagram 3

Maritime Hub

File # 14 266183 STE 30 OZ



City of Toronto By-law 569-2013
Not to Scale
08/22/19



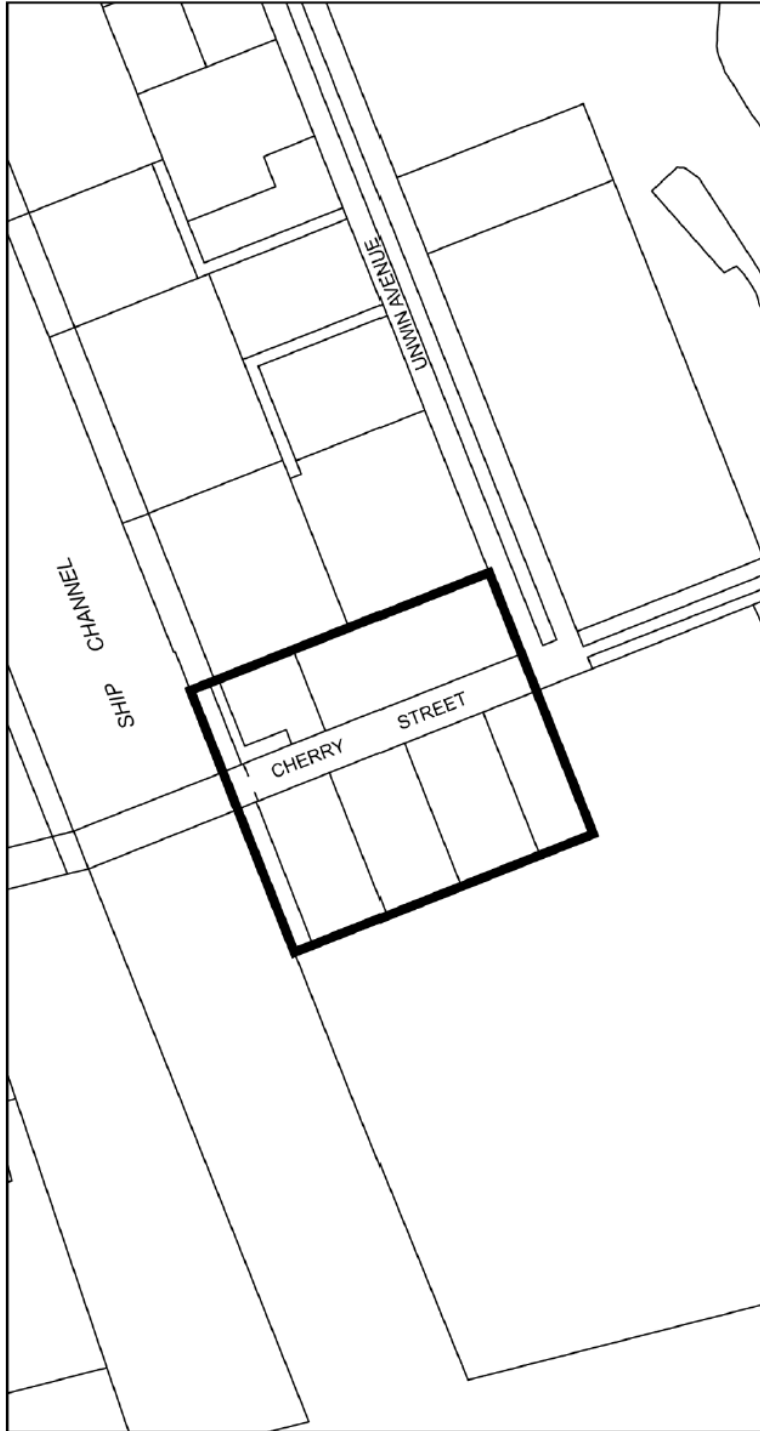
Toronto
Diagram 4

Maritime Hub

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
Not to Scale
08/22/19

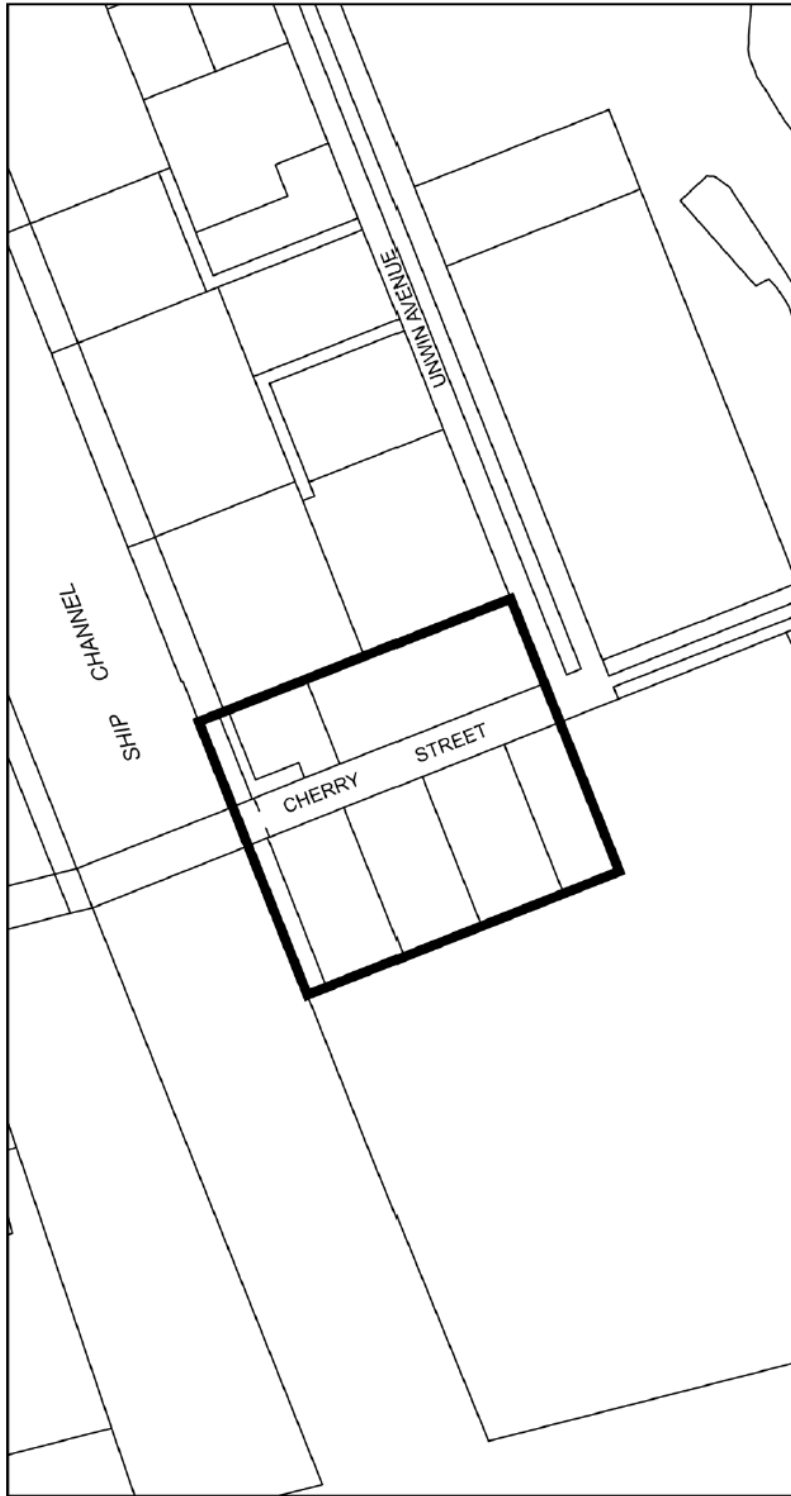


Toronto
Diagram 5

Maritime Hub

File # 14 266183 STE 30 OZ

City of Toronto By-law 569-2013
Not to Scale
08/22/19



Toronto
Diagram 6

Maritime Hub

File # 14 266183 STE 30 OZ



City of Toronto By-law 569-2013
Not to Scale
08/22/19

Attachment 10: Draft Parks and Open Space Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

PARKS AND OPEN SPACE

Bill No. ~

BY-LAW No. [XXXX- 2019]

To amend the Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 3, 5, 6, 7 and 12 Leslie Street and 55, 79 and 115 Unwin Avenue, as shown on Diagram 1 to this By-law being a portion of the Port Lands located in the City of Toronto.

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law; and
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions; and
3. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: ON 1.0 (x17) as shown on Diagram 2 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA 1 , as shown on Diagram 3 attached to this By-law; and
5. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height and storey label to these lands: HT 15.0 metres as shown on Diagram 4 attached to this By-law; and
6. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, as shown on Diagram 5 attached to this By-law; and

7. Zoning By-law No. 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1, as shown on Diagram 6 attached to this By-law; and
8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.41.10 Exception Number ON 17 so that it reads:

(17) Exception ON 17

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) In addition to the uses listed in Clause 90.20.20.20, the following additional uses are permitted if they comply with the associated condition(s):
 - i. **Take-out eating Establishment** if the gross floor area does not exceed 500 square metres; and
 - ii. **Eating Establishment** if the gross floor area does not exceed 500 square metres and subject to the specific use regulations in Section 150.100; and
 - iii. **Outdoor Patio** if it is combined with an **Eating Establishment or Take-out Eating Establishment** use and is not used to provide entertainment such as performances, music and dancing;
- (B) Despite regulation 90.20.20.100(3) a **retail store** is not required to be associated with an **agricultural use** on the same lot.

Prevailing By-laws and Prevailing Sections: (No Apply)

Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



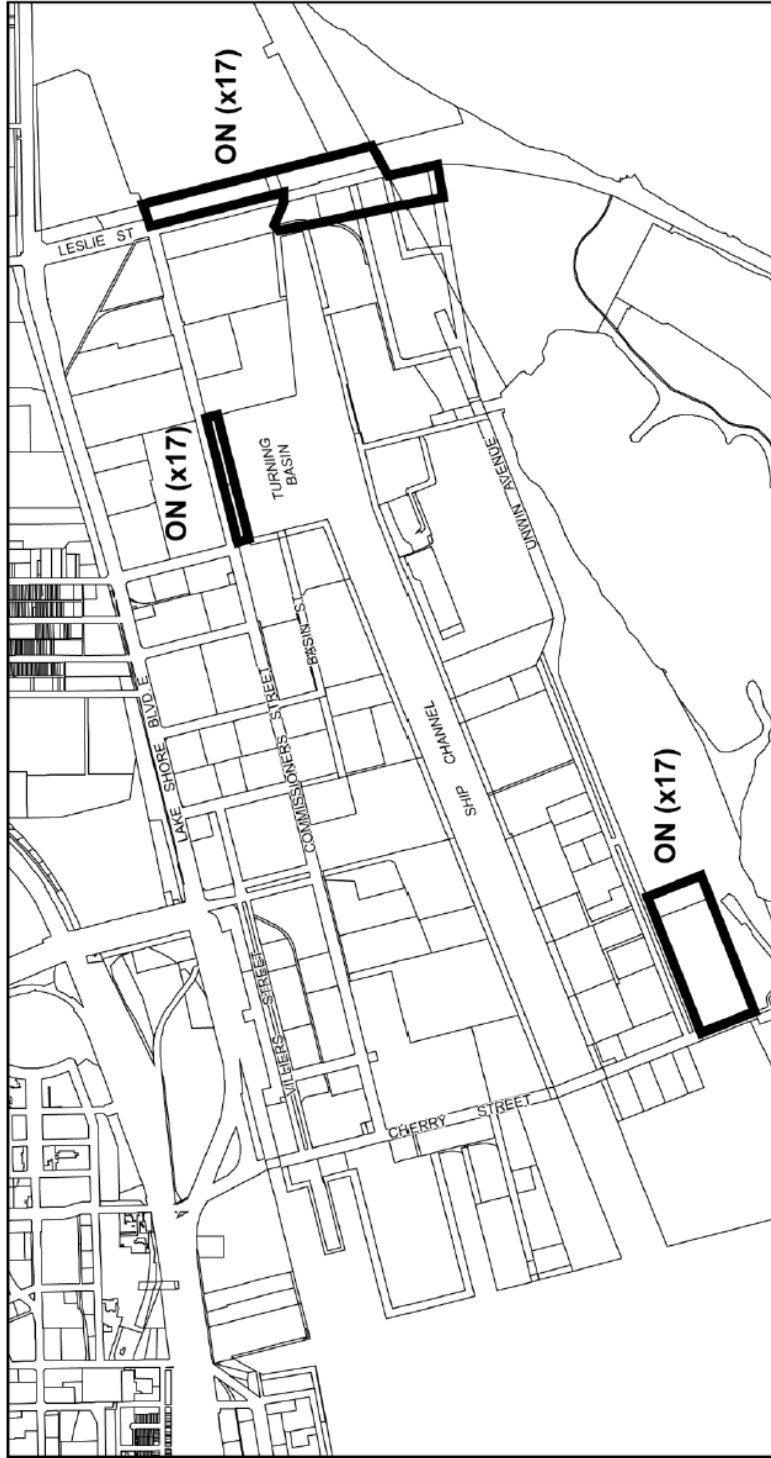
Toronto
Diagram 1

Parks and Open Space

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
Not to Scale
08/22/19



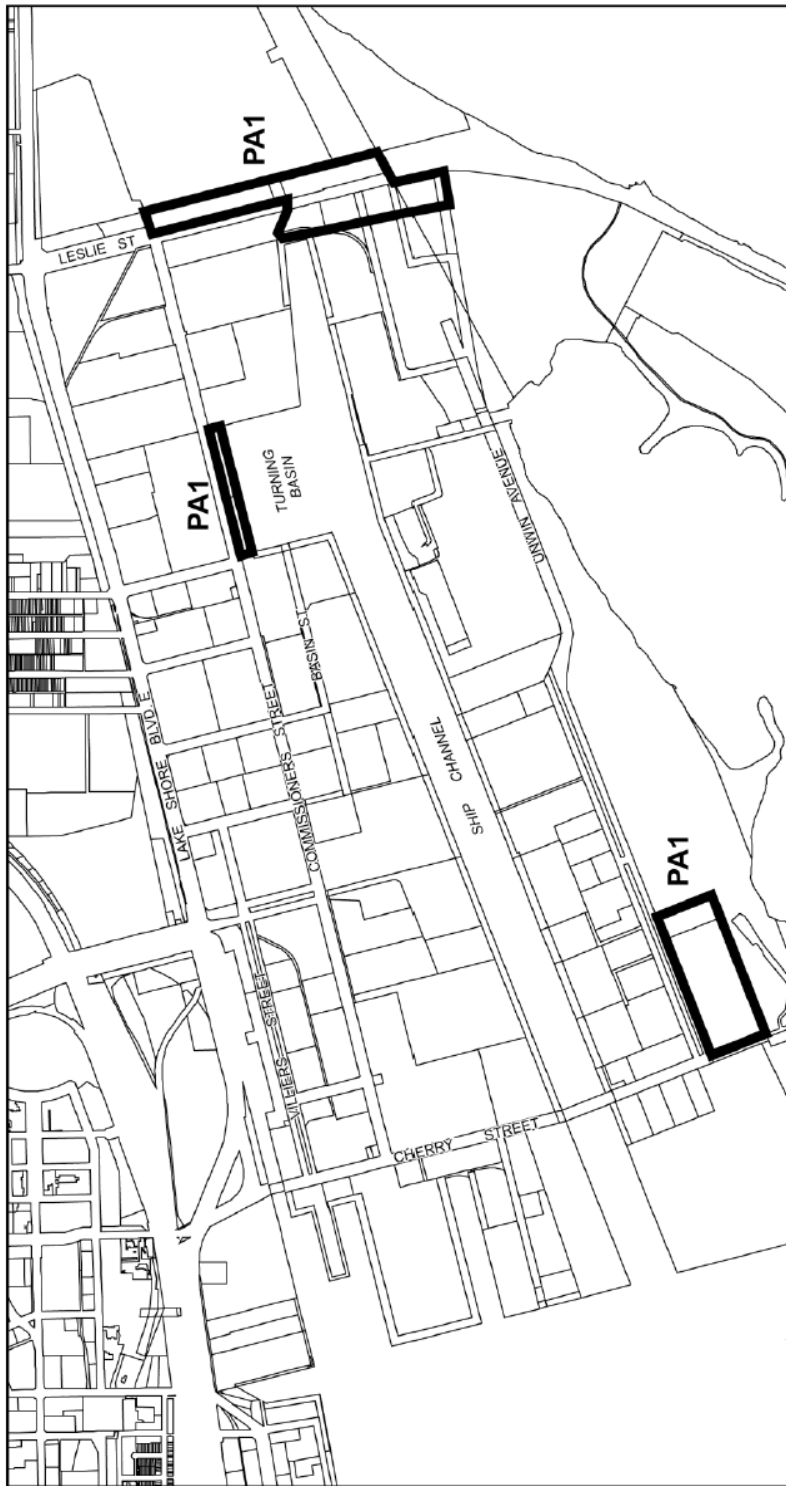
Toronto
 Diagram 2

Parks and Open Space

File # 14 266183 STE 30 OZ



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19

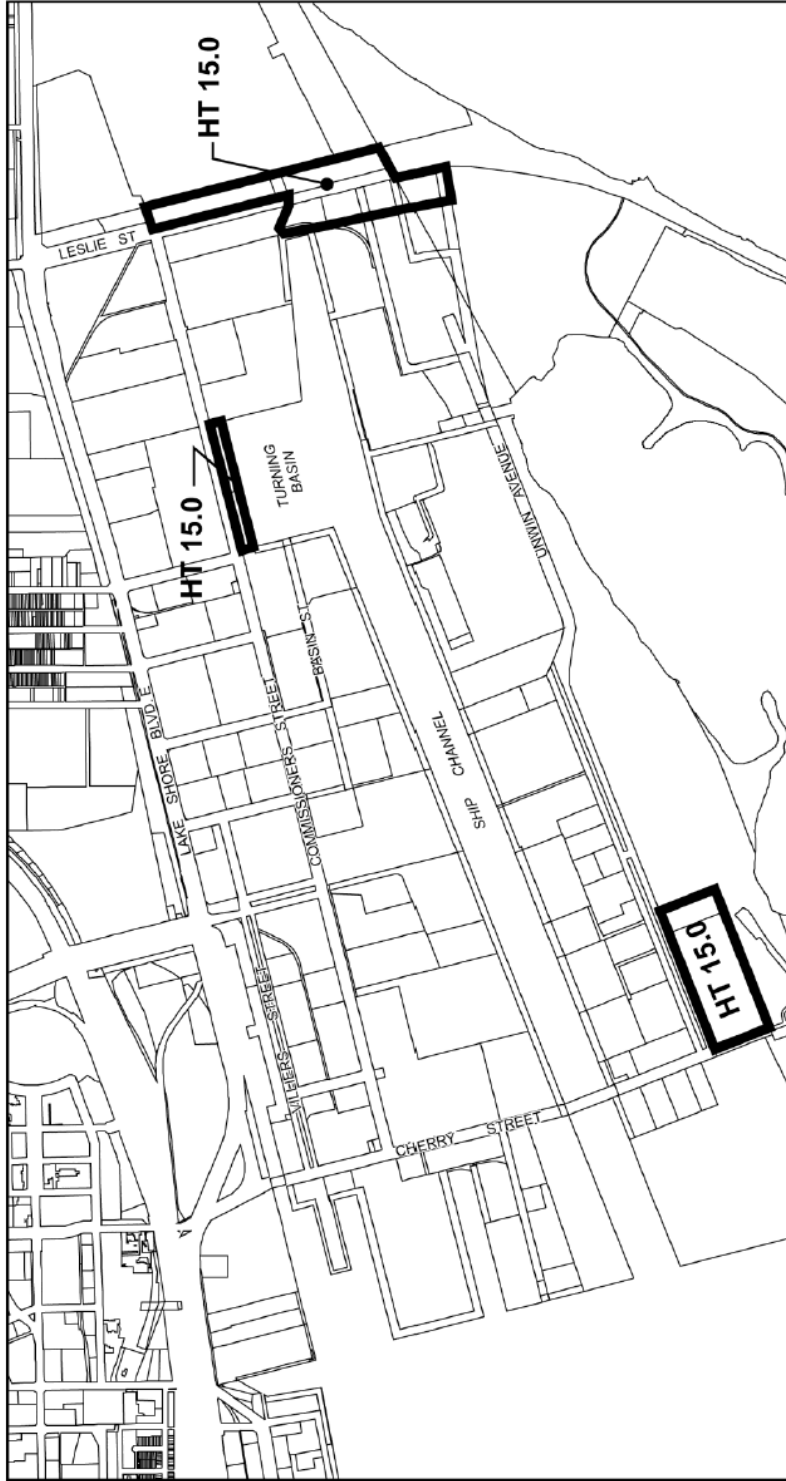


Toronto
Diagram 3

Parks and Open Space

File # 14 266183 STE 30 0Z

↑
City of Toronto By-law 569-2013
Not to Scale
07/24/19



Toronto
Diagram 4

Parks and Open Space

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
Not to Scale
08/22/19



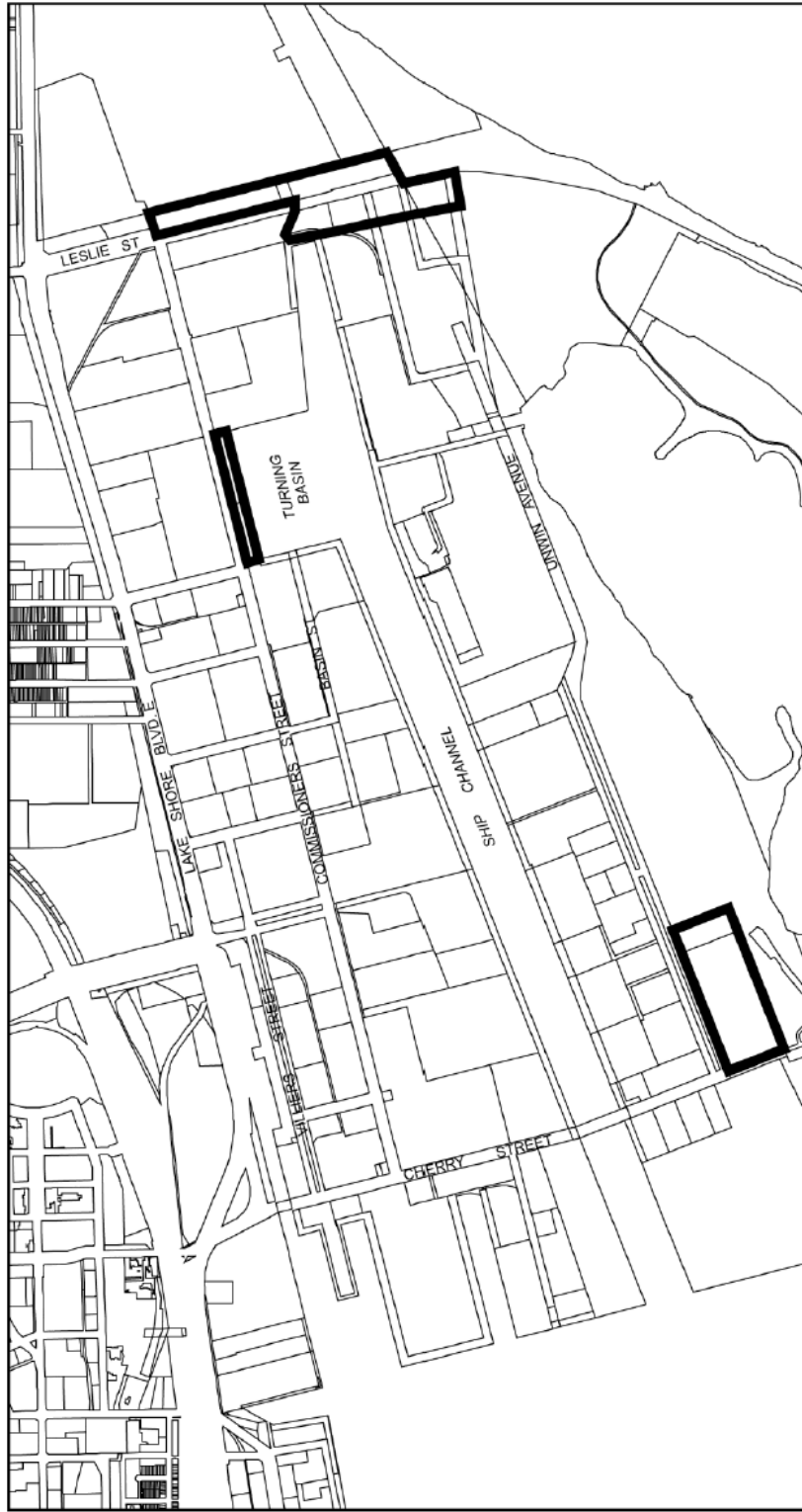
Toronto
Diagram 5

Parks and Open Space

File # 14 266183 STE 30 0Z



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19



Toronto
Diagram 6

Parks and Open Space

File # 14 266183 STE 30 OZ



City of Toronto By-law 569-2013
 Not to Scale
 08/22/19