

Authority: Local Planning Appeal Tribunal Order issued
September 26, 2019 in Tribunal File PL170408

CITY OF TORONTO
BY-LAW 673-2020(LPAT)

To adopt Amendment 401 to the Official Plan for the former City of Toronto respecting the lands known municipally in the year 2018 as 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street.

Whereas authority is given to the Local Planning Appeal Tribunal under the Planning Act, R.S.O. 1990, c. P.13, as amended, upon hearing the appeal to the owners of the land, to pass this By-law;

Pursuant to the Local Planning Appeal Tribunal Order issued on September 26, 2019 in Tribunal File PL170408, the Official Plan of the City of Toronto, as amended, is further amended as follows:

The Local Planning Appeal Tribunal enacts as follows:

- 1.** The attached Amendment 401 to the former City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Local Planning Appeal Tribunal Order issued September 26, 2019 in Tribunal File PL170408.

**AMENDMENT 401 TO THE FORMER CITY OF TORONTO OFFICIAL PLAN
RESPECTING 55-95 LAKE SHORE BOULEVARD EAST, 15 FREELAND STREET
AND 2 AND 15 COOPER STREET**

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

1. Amend Part II of the Official Plan for the former City of Toronto, Section 19.51, the Central Waterfront Secondary Plan (Official Plan Amendment 257), with respect to the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, as follows:
 - a. Replace Paragraph P51 with the following:

"The *Redpath Sugar* facility is an important feature of the Toronto Waterfront that should be maintained. It is a symbol of the Waterfront's industrial heritage and an important employment generator relying on lake access and the dockwall for its operations. This Plan recognizes that the *Redpath Sugar* facility refines a significant amount of raw sugar for Canadian distribution and encourages its retention. Future developments should ensure that there are no undue negative impacts on *Redpath Sugar*'s activities.

As a result of consultations with *Redpath Sugar* and the *Ministry of the Environment, Conservation and Parks* concerning land-use compatibility issues between *Redpath Sugar* and future land uses in the vicinity of the plant, the following additional policies will apply to: (i) the lands south of Queens Quay East in East Bayfront (West); (ii) the lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); (iii) the lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East, (iv) the lands north of Queens Quay East known municipally in the year 2016 as 1-7 Yonge Street, and (v) the lands north of Queens Quay East known municipally in the year 2018 as 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, notwithstanding any conflicts with other policies of this Plan.

When considering development approval applications and public realm initiatives, regard shall be had to all applicable provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, dust, odour, and air quality so as to achieve the goals of:

- i. preventing undue adverse impacts from the proposed land use on *Redpath Sugar* lands designated as an Existing Use Area; and
- ii. preventing undue adverse effects on the new land use from *Redpath Sugar* lands designated as an Existing Use Area.

Sensitive land uses may be prohibited in the implementing zoning, limited and/or protected, through phasing, massing and siting, buffering and design mitigation measures in proximity to *Redpath Sugar* to ensure compatibility. In addition, noise and air emissions reports shall be required in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained between *Redpath Sugar* and the proposed development and may include measures aimed at minimizing impacts.

Council acknowledges the important role of the *Ministry of the Environment, Conservation and Parks* in reviewing and providing comments and recommendations on such reports. The City shall consult with both the *Ministry of the Environment, Conservation and Parks* and *Redpath Sugar* during the development approval process and during the design process for public spaces in the vicinity of the *Redpath Sugar* property to ensure compatibility."

b. Introduce Policy 2.6.4:

"2.6.4 _ Holding Provisions Related to 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street.

Holding (H) provisions will be used for the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street identified on Map K11, with the exception of the lands identified as Phase 1. In addition to the matters specified in Section 2.6, the Holding (H) provisions for the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be used to ensure that before development proceeds, among other matters:

- i. the location, design, provision and securing on existing and planned on-site transportation networks to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;
- ii. a financial contribution to the planned off-site transportation networks to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;
- iii. the sufficiency of municipal infrastructure, including sewer, water, stormwater, serving the development site;
- iv. the submission, and securing of, acceptable streetscape plans for all streets surrounding the development site;
- v. confirmation of the implementation mechanisms by which the central park will be secured and conveyance, or satisfactory securing of the conveyance of the required section 42 of the Planning Act parkland dedication;

- vi. the submission to and preparation to the satisfaction of, the City of noise, odour, and air quality studies ensuring compatibility with *Redpath Sugar's* industrial operations and activities, including mitigation/attenuation measures, so as to achieve the goals of:
 - a. preventing undue adverse impacts from the proposed land use/development on *Redpath Sugar* lands designated as an *Existing Use Area*; and
 - b. preventing undue adverse effects on the proposed land use/development from the *Redpath Sugar* lands designated as an *Existing Use Area*;
- vii. the provision, timing and appropriateness of *affordable rental housing*;
- viii. the registration of a plan of subdivision and implementing agreements, as required, at the owner's expense and including provision for required conveyances and securities;
- ix. submission of a Master Functional Servicing Plan for the Lower Yonge Precinct satisfactory to the Executive Director, Engineering and Construction Services, including securing implementation of such plan;
- x. consent to the designation of the existing LCBO office building and the existing LCBO warehouse building under the Part IV, Section 29 of the Ontario Heritage Act;
- xi. provision of a Conservation Plan, prepared by a qualified heritage consultant substantially in accordance with the approved Heritage Impact Assessment prepared by GBCA Architects dated May 5, 2016, as amended on December 20, 2016 on file with the Senior Manager, Heritage Preservation Services and in keeping with the Standards and Guidelines for the Conservation of Historic Places in Canada, to the satisfaction of the Senior Manager, Heritage Preservation Services;
- xii. obtaining approval for alterations to the heritage properties under Section 34 of the Ontario Heritage Act;
- xiii. entering into and registering on the properties one or more Heritage Easement Agreements with the City for all of the conserved heritage properties to the satisfaction of the City Solicitor, the Chief Planner and Executive Director, City Planning Division and the Senior Manager, Heritage Preservation Services, including securing all matters set forth in the City Council approved Section 34 conditions of approval; and
- xiv. the securing of the implementation of the matters listed above through the execution and registration on title of an agreement or agreements pursuant to Section 37 and Sections 51 and/or 53 of the Planning Act, as

appropriate, and pursuant to Section 114 of the City of Toronto Act, 2006, as appropriate, including any necessary financial securities."

- c. Amend SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS by adding the following ROWs:

Roadway	From	To	ROW	Streetcar in own ROW
Freeland St	Lake Shore Blvd E	Queens Quay E	20m	No
Harbour St	Yonge St	Freeland St	27m	No
Cooper St	Lake Shore Blvd E	Queens Quay E	21m	No
New St	Lake Shore Blvd E	Queens Quay E	19m	No

* Subject to confirmation and/or change through the Lower Yonge Precinct Municipal Class Environmental Assessment.

- i. Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN, to introduce Harbour Street, from Freeland Street to New Street, as shown on the attached Map K3; and
- ii. Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN, to change the designations for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, as shown on the attached Map K8.

P56 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP**1. General**

- 1.1 This Site and Area Specific Policy (SASP) applies to the lands shown on Map K1, herein referred to 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street. 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street forms part of the Lower Yonge Precinct, also shown on Map K1. The Council-adopted Lower Yonge Precinct Plan, dated April 2016, as amended or revised from time to time, will provide direction relating to the vision and principles, public realm, development, community services and facilities, sustainability, innovation and economy, public art, and phasing and implementation to achieve the goals and objectives of the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP. The Lower Yonge Street Precinct Plan will be used as a tool to ensure all development is consistent with, and conforms to, the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP.
- 1.2 In the case of a conflict between the City of Toronto Official Plan, the former City of Toronto Official Plan, the Central Waterfront Secondary Plan and the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP, the policies within the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP shall prevail.

2. Vision

55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street forms an integral part of a vibrant, mixed-use, complete community within the Lower Yonge Precinct that derives its character from its waterfront context and the large central park at its heart. A home and workplace for people of all incomes, as well as a destination to visit, 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be part of a green, sustainable neighbourhood with streets and sidewalks that are inviting to both pedestrians and cyclists. The area will be characterized by mid-rise base buildings framing the public realm at a human scale, and broadly spaced towers ensuring sunlight, good wind conditions and ample views of the sky are realized from all streets and the park.

3. Objectives

The 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP has the following objectives:

- 3.1 Create a unique place of beauty and exemplary design that expands the existing and planned Central Waterfront public realm network and strengthens the relationship between 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, the rest of Lower Yonge Precinct, Lake Ontario and surrounding neighbourhoods.

- 3.2 Establish a fine-grained network of public streets and pedestrian connections that improve connectivity both within and surrounding the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street site.
- 3.3 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will provide a large, central park that provides outdoor recreational opportunities for residents, employees and visitors with support and contributions by adjacent land owners and the City.
- 3.4 Promote opportunities for active transportation and recreation.
- 3.5 Establish a complete, mixed-use community that is active both day and night, with an appropriate land use mix that includes affordable housing opportunities, employment uses, community services and facilities, and open space.
- 3.6 Provide a built form and massing in good proportion that includes consistent, prominent base buildings punctuated by broadly spaced towers that provide adequate sky view from the public realm, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.
- 3.7 Ensure land uses and built form are compatible with and do not negatively impact surrounding land uses and neighbourhoods.
- 3.8 Contribute to a new Lower Yonge Precinct community that is a model for sustainability across Toronto, Ontario and Canada with a focus on energy, efficiency, resiliency and green infrastructure.

4. Public Realm

4.1 Streets and Block Network

- 4.1.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will contribute to creating a fine-grained, walkable public street network within the Lower Yonge Precinct, generally in accordance with Map K2 (Streets and Blocks Plan) that will improve pedestrian permeability and site access and contribute to good light conditions in the public realm and within adjacent development. All alignments and right-of-way widths are subject to change based on the recommendations of the Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) process.

4.2 Off-site Transportation Improvements

- 4.2.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will contribute to improving local and regional vehicular, pedestrian and cyclist circulation in the vicinity of the Lower Yonge Precinct through implementation of all recommendations identified in the Lower Yonge Precinct Transportation Master Plan (TMP) and the Lower Yonge Precinct MCEA, where appropriate.

Map K3 highlights some of the key recommendations from the Lower Yonge Precinct TMP.

4.3 Complete Streets

- 4.3.1 Streets in the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street blocks will:
- a. be designed to be multi-modal, including spaces for pedestrians, cyclists (as shown on Map K5), public transit vehicles (where required) and motorists;
 - b. facilitate active transportation;
 - c. be designed and built to address the needs of pedestrians of all ages and abilities;
 - d. include the minimum soil volume for each planted tree, as defined in Tier 1 of the Toronto Green Standard (or its equivalent);
 - e. include energy efficient shielded light fixtures; and
 - f. accommodate green infrastructure, as identified in Section 5.2 (sustainability and Resilience).
- 4.3.2 Harbour Street will have a consistent public realm character between Lower Simcoe Street and Lower Jarvis Street. This character will be defined by a consistent right-of-way width and alignment, two-way vehicular traffic (between York and Lower Jarvis Streets only), street trees on both sides, animated building frontages, and enhanced pedestrian and cycling facilities.
- 4.3.3 Redevelopment with frontage on Queens Quay East will reinforce Queen Quay East as a central spine through the waterfront and complement the character and quality of the adjacent public realm by providing a fine grain and high-quality mix of ground-floor uses, with doors and windows at grade level, all of which promote pedestrian activity and facilitate a highly accessible public realm.

4.4 Active Transportation Measures for Pedestrians and Cyclists

- 4.4.1 Streetscape plans will include buffers between sidewalks and vehicular travel lanes on streets where feasible. High-visibility, safe pedestrian crossings will be a priority and will take place at intersections.
- 4.4.2 Streets will generally have a minimum sidewalk (i.e. curb to building face) width of at least 6 metres, inclusive of street trees. This area should be free and clear of above-grade encumbrances, unless otherwise approved by the City. The minimum sidewalk width in areas with existing heritage elements can be less than 6 metres.

- 4.4.3 Pedestrian promenade zones and mid-block connections will be provided generally in accordance with those areas identified on Maps K4 and K7.
- 4.4.4 Redevelopment proposals will introduce new mid-block pedestrian connections on the blocks west of Cooper Street, generally in accordance with Map K4.
- 4.4.5 Opportunities to extend the PATH network will be pursued. PATH connections will be encouraged to be at or below grade. PATH connections will be generally in accordance with those shown on Map K9.
- 4.4.6 Streets will be designed with cycling infrastructure that connects to the City's larger cycling network, in accordance with Map K5.
- 4.4.7 Streets will be designed to minimize the width of vehicular travel lanes to provide more space and safer conditions for pedestrians and cyclists.

4.5 Ground Floor Animation

- 4.5.1 Zoning and site plan control will be used to ensure that frontages and façade design, including existing heritage elements, facilitate active frontages in the Ground Floor Animation Zone, with a high degree of window transparency, a consistent rhythm of entrances, and universal accessibility. In addition, ground floor uses will enhance the safety, amenity and animation of adjacent streets and open spaces.
- 4.5.2 Active uses will be located along the ground floor of street frontages identified within the Ground Floor Animation Zone in accordance with Map K6. Provided that the following active uses are permitted, they may include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers; recreational and arts facilities; existing heritage elements; institutional uses; and non-residential and residential building lobbies.
- 4.5.3 Retail uses will be concentrated along Queens Quay East and Harbour Street.

4.6 Parks and Open Space

- 4.6.1 Public space in 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be provided in accordance with Map K4.
- 4.6.2 The priority for new parkland is the establishment of a large central park as shown schematically on Map K4. Parkland dedication will be satisfied through land conveyance and secured through a combination of any or all of the following:
 - a. on-site parkland dedication;
 - b. above base parkland dedication; and/or
 - c. City contribution.

- 4.6.3 The central park will be designed to:
- a. complement and expand upon the system of waterfront parks;
 - b. be programmed as a neighbourhood park that accommodates future local needs for active recreation;
 - c. provide unrestricted access for the general public; and
 - d. be a high quality, sustainable and attractive space that provides park users with a range of amenities and experiences.
- 4.6.4 The City shall consult with both the *Ministry of the Environment, Conservation and Parks* and *Redpath Sugar* during the design process for the central park to ensure compatibility with *Redpath Sugar*.
- 4.6.5 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will provide a public park on Block 4 with contributions from other Landowners in the Lower Yonge Precinct, to be secured through landowner agreements or appropriate Section 42 contributions.

4.7 Privately-owned, Publicly Accessible Spaces (POPS)

- 4.7.1 Block 3 in the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street development as identified on Map K2 will include a POPS, which will be located between the pre-existing buildings on the site in the form of a mid-block pedestrian connections, as shown on Map K4.
- 4.7.2 POPS will be designed generally in accordance with the City's Design Guidelines for Privately-Owned, Publicly-Accessible Spaces (POPS).

4.8 Public Art

- 4.8.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will participate in the City of Toronto's Percent for Public Art Program.
- 4.8.2 Public art may be provided separately by each individual land owner or jointly through co-ordination between contributing landowners and/or the City of Toronto and/or Waterfront Toronto.
- 4.8.3 Public art will generally implement the recommendations of the Lower Yonge Precinct Public Art Plan, as included within the Lower Yonge Precinct Plan.

4.9 Transit

- 4.9.1 Roads and infrastructure will be designed to accommodate the approved East Bayfront Light Rail Transit (LRT) from Union Station to Queens Quay East and West, including proposed portals and approved streetscape plans.

5. Public Realm

5.1 Community Services and Facilities

5.1.1 New child care centre will be developed 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, on Block 3, as shown on Map K2.

5.1.2 The child care centre will:

- a. accommodate 62 children, including infants, toddlers and preschoolers;
- b. comprise of approximately 930 square metres (10,000 square feet); and
- c. include both interior and outdoor spaces, outdoor storage and the provision of parking related to child care pick-up and drop-off.

5.1.3 The Toronto District School Board will be provided the option to purchase or lease sufficient space for an elementary school within Block 3, as shown on Map K2.

5.2 Sustainability and Resilience

5.2.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be strongly encouraged to achieve Tier 2 of the Toronto Green Standard, or the latest version thereof.

5.2.2 At the Site Plan Control stage, development applications will:

- a. include an Energy Strategy to identify opportunities for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience to power disruptions; which will:
 - i. Consider passive solar heat gain and heat loss in the assessment of building orientation, fenestration patterns and building materials;
 - ii. Consider renewable energy sources, district energy, combined heat and power or energy storage; and
 - iii. Provide proper fit-outs, including necessary above and below-grade infrastructure, to ensure connection to future district energy, such as deep lake water cooling and/or geo-thermal heating; and
- b. conform to the Toronto Green Standard Tier 2, or the latest version thereof, performance measures with respect to Bird Collision Deterrence and Light Pollution, on Blocks 3 and 5 as shown on Map K2, in consideration of 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street's proximity to the waterfront.

- 5.2.3 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street is encouraged to provide:
- a. roof-top, terrace, and/or ground-level food gardens;
 - b. living/green walls;
 - c. design of the green roof to address the Biodiversity Guidelines for Green Roofs;
 - d. green stormwater infrastructure (i.e. rain gardens, infiltration galleries, permeable surfaces, innovative irrigation etc.);
 - e. grey water recycling, where permitted under the Ontario Building Code;
 - f. on-site renewable energy production;
 - g. co-generation or waste-energy re-use;
 - h. separate, bike-only entrances, elevators and ramps;
 - i. bike share facilities;
 - j. electric vehicle charging stations;
 - k. hazardous waste collection facilities in each development; and
 - l. kitchen suites with 3-bin separation.

5.3 Parking and Loading

- 5.3.1 The following are encouraged to reduce parking demand:
- a. car-share facilities; and
 - b. shared parking among uses that have different peaking characteristics.
- 5.3.2 All parking facilities will be provided below-grade or, at-grade only if enclosed by active uses, such as retail space, POPS and other active uses.
- 5.3.3 The use of below-grade loading facilities for developments is encouraged. Loading areas located at-grade should be wrapped with active uses along any portion identified as a Ground Floor Animation Zone on Map K6.
- 5.3.4 Buildings on all development blocks are encouraged to share a consolidated access points from the public street for parking and loading. Access points for all redevelopment are encouraged to be located on Freeland and New Streets.

Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

5.4. Servicing

- 5.4.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be required to provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and water connections) required to service proposed redevelopments.
- 5.4.2 Requirements for new or improved infrastructure may be identified within the expanded study area depicted in dashed lines on Map K1.
- 5.4.3 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will secure, provide new infrastructure or improvements and pay proportionate costs in accordance with the final recommendations of the Lower Yonge Precinct Master Functional Servicing Plan, once the plan has been completed to the satisfaction of the General Manager, Engineering and Construction Services.

5.5 Travel Demand Management

- 5.5.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking and cycling.

6. Development Plan

6.1 Land Use

- 6.1.1 Land uses for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will conform to the uses permitted by the designations shown on Map K8.
- 6.1.2 Development in Phase 2 as shown on Map K10, as permitted by this SASP, will only be permitted when appropriate infrastructure and mitigation is provided and/or secured through appropriate agreements. Appropriate infrastructure and mitigation includes, but is not limited to: roads, servicing (including water, sewer and stormwater infrastructure), public realm space and design, cycling infrastructure, parkland and open space, affordable rental housing, community services and facilities, sustainability measures, and mitigation/arrangements with industrial operations and port activities to ensure land use compatibility.
- 6.1.3 The land use, built form and density controls within this SASP not only address changes in use and building massing, but also transportation considerations, community services and facilities and servicing infrastructure.

- 6.1.4 Subject to section 6.1.2, a maximum of 80 percent of the gross floor area on 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street may be allocated to residential uses, with such uses only being permitted on Blocks 3 and 5 as shown on Map K2, in accordance with Section 6.1.1.
- 6.1.5 New development is encouraged to include tourism, cultural, institutional and/or civic uses within the development of each property, as part of the overall use mix.

6.2 Redpath Sugar

- 6.2.1 Redevelopment at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will ensure land use compatibility with *Redpath Sugar* through the preparation and submission of the reports/studies identified in Section 7.1.1.c) (the "Compatibility Studies") and through the securing and implementation of any mitigation measures.
- 6.2.2 The Compatibility Studies may consider, among other things, land use separation, building massing and siting, phasing, buffering, design mitigation, or equivalent measures to address noise, odour, air quality and nuisance impacts, and the means to secure the implementation and maintenance of all recommended mitigation, including through zoning by-law amendments and appropriate agreements registered on title.
- 6.2.3 The development proponent at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be required to provide *Redpath Sugar* with copies of all Compatibility Studies, including revisions and addenda thereto, simultaneously with the filing of such reports/studies with the City (through any development application submitted through the Planning Act) or where such reports/studies become public information.
- 6.2.4 In addition to the City's classification of 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street as a Class 4 area under *MECP* Publication *NPC-300* development approvals for sensitive land uses as defined in *MECP NPC-300* (or other appropriate provincial guideline) will require the following:
- a. at-receptor noise mitigation measures, where required to ensure compliance with the Class 4 area sound level limits of *NPC-300*, to be secured in an *agreement for noise mitigation* that is registered on title prior to the enactment of the implementing zoning by-law for the proposed sensitive uses; and
 - b. Registration on title of an appropriate warning clause to notify purchasers that there are applicable Class 4 area sound level limits.
- 6.2.5 The City shall provide final copies of any *agreement for noise mitigation*, if applicable, to *Redpath Sugar*.

6.3 Housing

- 6.3.1 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will contribute to the Lower Yonge Precinct's development into an inclusive and complete neighbourhood where residents can enjoy housing built to be appropriate to their means and needs throughout their lifetimes. Housing policies will encourage a diverse neighbourhood with a range of housing opportunities in terms of tenure, size and affordability, such as housing for larger households, seniors, students, lower-income, and other special needs households, to provide for a complete housing spectrum.
- 6.3.2 Residential developments will provide a residential unit mix of:
- a. 10 percent three-bedrooms or larger, with generally 5 percent or more to have all bedrooms on an exterior wall with glazing in each bedroom; and
 - b. 25 percent two-bedroom units or larger (inclusive of the 10 percent above).
- 6.3.3 For the purposes of this SASP residential development at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street in the Lower Yonge Precinct will contribute to the overall objective that a minimum of 20 percent of all housing units be *affordable rental housing*. This requirement is to be measured as a percentage of residential gross floor area. Implementation of the *affordable rental housing* requirements will be secured as a contribution through zoning by-laws and Section 37 agreements registered on title.
- 6.3.4 *Affordable rental housing* will be provided at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street in the form of:
- a. residential rental units:
 - i. Provided and owned by the private market; and/or
 - ii. Provided to the City by the owner; and/or
 - b. land dedicated to the City for *affordable rental housing*; and/or
 - c. cash-in-lieu of *affordable rental housing* units, to be allocated to the development of *affordable rental housing* in the Central Waterfront Secondary Plan area.

Priority will be given to *affordable rental housing* delivered as units or land, alone or in combination. Acceptance of units in accordance with (a)(ii) land, or cash in-lieu offered from the Owner will be at the City's discretion.

- 6.3.5 The requirements of 6.3.3 and 6.3.4 will be implemented in accordance with the following:

- a. residential rental units:
 - i. Provided and owned by the private market at a minimum rate of 10 percent of the total residential gross floor area; and/or
 - ii. Provided to the City by the owner at a minimum rate of 5 percent of total residential gross floor area;
 - b. land dedicated to the City at a rate sufficient to provide not less than 20 percent of total residential gross floor area as *affordable rental housing*;
 - c. cash-in-lieu of *affordable rental housing* units otherwise delivered in accordance with a)(i) shall be calculated on the total value of public contributions required to provide rental housing at affordable rents. Cash-in lieu contributions will comprise not more than the 10 percent of the total affordable rental housing requirement; and
 - d. the amount of the requirements in (a) and (b) represent minimum requirements when being provided at their own cost by private land owners. The amount of these requirements and/or, in the case of delivery as units, the length of the affordability and rental tenure periods for such units, may be secured for longer periods when any public incentives or funding for affordable rental are provided from any level of government.
- 6.3.6 Land dedicated to the City will be ready and available for development including any needed remediation obligations.
- 6.3.7 The timing of delivery of any of the *affordable rental housing* will be commensurate with the rate of residential market development, and will be secured in site-specific zoning by-law amendments and Section 37 agreements.
- 6.3.8 Additional implementation provisions and requirements for each of the above delivery methods will be addressed through site-specific zoning by-law amendment applications for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street.
- 6.3.9 The City will work with 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street to identify and secure appropriate locations for the development of affordable rental housing.
- 6.3.10 The City will explore opportunities with the landowners for affordable ownership housing in addition to the affordable rental housing.

6.4 Heritage, Conservation and Archeology

- 6.4.1 The LCBO office and warehouse buildings at 55 Lake Shore Boulevard East are part of an historic complex, and are currently listed on the City's Heritage

Register. Any proposed development or alterations to the property will ensure that the integrity of its cultural heritage value and attributes, as determined through the evaluation and designation of the property under Part IV of the Ontario Heritage Act, will be retained. Any alterations to the complex at 55 Lake Shore Boulevard East, as part of a development application, will conserve and/or interpret the building complex in a meaningful way. Notwithstanding the above, the proposed extension of Harbour Street from Yonge Street to Lower Jarvis Street, as well as the proposed central park, will have an impact on the south end of the warehouse building.

- 6.4.2 New buildings and public realm initiatives at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be required to demonstrate and achieve an appropriate relationship with the listed heritage buildings at 55 Lake Shore Boulevard East and *Redpath Sugar* at 95 Queens Quay East through consideration of matters including, but not limited to, building massing, setbacks, step-backs, materials and architectural character.
- 6.4.3 Where there is a conflict between policies 6.4.1 and 6.4.2 of this SASP and other built form policies of this SASP, policies 6.4.1 and 6.4.2 shall prevail.
- 6.4.4 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be encouraged to consider collaboration with any Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that Aboriginal communities have with the waterfront and the site.
- 6.4.5 Development and site alterations will not be permitted on lands containing archeological resources or areas of archaeological potential unless significant archaeological resources have been conserved or documented as appropriate.

6.5 Built Form

The following matters will be required in, and secured through, the implementing zoning by-law(s) and all other development applications submitted through the Planning Act:

Base Buildings – Setbacks and Height

- 6.5.1 Base buildings will be sited to generally accommodate pedestrian promenades in accordance with Map K7. Promenades are extensions of the public realm and will be designed as seamless continuations of the public sidewalk with consistent materials, grades and design elements.
- 6.5.2 The maximum height of base buildings will be generally in accordance with Map K7. The minimum base building height is on Block 6, as shown on Map K2, may be 14 metres.

Articulation

- 6.5.3 Towers and base buildings will be massed and articulated to mitigate wind impacts on public rights-of-way and public and publicly-accessible open spaces. Wind conditions at grade will be suitable for sitting and standing, with higher standards applying within parks and other publicly accessible open spaces where people are expected to linger.

Tall Buildings

- 6.5.4 The number of towers on any block will not exceed the numbers shown on Map K8, subject to the alignment of Harbour Street, determined through the Lower Yonge Municipal Class Environmental Assessment.
- 6.5.5 New development will create appropriate transitions in scale to neighbouring existing and/or planned buildings. Tower heights will generally step down from north to south and from west to east within the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street development.
- 6.5.6 Maximum heights for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street are established in Section 6.5.12. The determination of building heights will be informed by studies on sun/shadows, pedestrian-level wind and views and skyline views, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this SASP.
- 6.5.7 Tall buildings locations will ensure adequate sunlight penetration and sky view between them, particularly when viewed from the north and south.
- 6.5.8 Tall buildings will be located and massed to ensure an adequate amount of direct sunlight on, and limit shadow impacts onto, those park and open space areas identified on Map K4 throughout the year, especially between September 21st and March 21st.
- 6.5.9 The separation distance between towers north of Harbour Street, measured immediately above base buildings, will be between 25 metres and 30 metres.

Density and Height

- 6.5.10 The maximum net density (after road and required park conveyances) for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street is as referenced on Map K2, is 14.5 times the net property area.
- 6.5.11 The existing LCBO office building and warehouse building will be preserved to the extent possible and incorporated into the development.
- 6.5.12 Maximum building heights are as follows:
- a. Block 6 – 118.5 metres including mechanical penthouse;

- b. Block 5, North Tower – 231.0 metres including mechanical penthouse;
- c. Block 5, South Tower – 219.0 metres including mechanical penthouse;
- d. Block 3, North West Tower – 299.0 metres including mechanical penthouse;
- e. Block 3, North East Tower – 290.0 metres including the mechanical penthouse; and
- f. Block 3, South Tower – 260.0 metres including the mechanical penthouse.

7. Implementation

7.1 Municipal Approvals

Complete Application Requirements

7.1.1 In addition to the plans/drawings and studies/reports that are generally required to assess large-scale redevelopment applications, as identified in Policy 5.5.2 and Schedule 3 of the City of Toronto Official Plan, the following studies and reports will be required for the submission of a complete development approval application for the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street, or any portion thereof:

- a. a Transportation Impact Study, which will identify the demands and impacts of new development and include a Travel Demand Management Strategy and/or other mitigating measures to accommodate travel generated by the development;
- b. a report, from a consultant with expertise in sustainability, that will outline how a particular application addresses sustainability matters identified in Section 5.2;
- c. detailed noise, air quality, and odour Compatibility Studies, prepared by accredited consultants in such fields, prepared as required by *MECP* guidance documents, that assess, among other things:
 - i. Compatibility in accordance with the goals and requirements of policies 6.2.1., 6.2.2, and 6.2.3:
 - A. prevent undue adverse impacts from the proposed land use/development on *Redpath Sugar*; and
 - B. prevent adverse effects on the new land use/development from *Redpath Sugar*;

- ii. The impact of the environment on the development, the impact of the development on the environment, and the impact of the development on itself;
 - iii. The land uses that will be accommodated in the development and the precise location of such land uses (defining the points of reception);
 - iv. At-source and at-receptor mitigation and measures to ensure the continued and future compliance of all industrial and port-related operations and facilities that may have an impact on or will be impacted by the proposed development with all applicable provincial or municipal environmental legislation, policies, regulations, guidelines, and approvals/permits/regulations to prevent adverse effects and to minimize the potential for complaint at the proponents expense; and
 - v. processes and means to implement and maintain recommended at-source and at-receptor mitigation; with all Compatibility Studies subject to third party peer review, coordinated by City of Toronto City Planning staff, at the proponent's expense; and
- d. a Housing Issues Report, outlining the proposed delivery method of affordable rental housing.

Holding (H) Provisions

- 7.1.2 When enacting by-laws to permit redevelopment in accordance with the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street SASP and the Central Waterfront Secondary Plan, an "H" symbol may be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law will specify the uses and buildings permitted while the Holding (H) Symbol is applied and will specify the use to which lands, buildings or structures may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.
- 7.1.3 Holding (H) provisions will be used for the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street identified as Phase 2 on Map K10. In addition to the matters specified in Section 2.6 of the Central Waterfront Secondary Plan, the Holding (H) provisions for the lands at 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be used to ensure that before development proceeds, among other matters:
- a. the location, design, provision and securing on existing and planned on-site transportation networks to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;

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- b. a financial contribution to the planned off-site transportation networks to support re-development, in accordance with the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct Municipal Class Environmental Assessment;
 - c. the sufficiency of municipal infrastructure, including sewer, water, stormwater;
 - d. the submission, and securing of, acceptable streetscape plans for all streets surrounding the development site;
 - e. the confirmation of the implementation mechanisms by which the adjacent central park will be secured and conveyance, or satisfactory securing of the conveyance of the required section 42 of the Planning Act parkland dedication;
 - f. the submission to, and acceptance by, the City of noise, odour, and air quality studies ensuring compatibility with Redpath Sugar's industrial operations and activities, including mitigation/attenuation measures, so as to achieve the goals of:
 - i. Preventing undue adverse impacts from the proposed land use/development on *Redpath Sugar*; and
 - ii. Preventing adverse effects on the new land use/development from *Redpath Sugar*;
 - g. the provision, timing and appropriateness of affordable rental housing;
 - h. the registration of a plan of subdivision and implementing agreements, as required, at the owner's expense and including provision for required conveyances and securities;
 - i. submission of a Master Functional Servicing Plan for the Lower Yonge Precinct including securing implementation of such plan; and
 - j. the securing of the implementation of the matters listed above through the execution and registration on title of an agreement or agreements pursuant to Section 37 and Sections 51 and/or 53 of the Planning Act, as appropriate, and pursuant to Section 114 of the City of Toronto Act, 2006, as appropriate, including any necessary financial securities.
- 7.1.4 The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol.
- 7.1.5 The City will remove the Holding (H) symbol from all or some of the lands, only as the associated conditions in section 7.1.3 have been satisfied, and if necessary matters have been appropriately secured through an agreement or agreements entered into pursuant to:

- a. the Planning Act, including Sections 37 (Community Benefits), 41 (Site Plan), 45 (Minor Variance), 51 (Subdivision) and 53 (Consent);
- b. the *Land Titles Act*, including Section 118 (land registration); and
- c. the City of Toronto Act.

Section 37 Agreements

7.1.6. Zoning by-law agreements enacted to implement this SASP will require and secure the provision by the owner of 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street of public benefits and contributions, at its expense, including but are not limited to the following facilities and matters pursuant to Section 37 of the Planning Act, including the registration of one or more agreements with the City:

- a. secured as public contributions/benefits:
 - i. The construction, finishing, furnishing and quipping of a non-profit licensed child care facility to accommodate at least 62 children in the second phase of the development;
 - ii. An option for a public school in the second phase of development, to be negotiated with the Toronto District School Board;
 - iii. Affordable rental housing;
 - iv. On-site parkland dedication and conveyance of the all of Block 4, as shown on Map K2 for parkland, in accordance with the Landowner Agreement reference in section 7.4.1;
 - v. Conveyance of the remainder of Block 4, as shown on Map K2, not included as part of the Landowner Agreement referenced in section 7.4.1 for parkland;
 - vi. Parkland remediation within the Lower Yonge Precinct;
 - vii. Open space/public realm improvements in the vicinity of the Lower Yonge Precinct;
 - viii. Public art;
 - ix. Art on construction hoarding, in accordance with the City's START (Street Art Toronto) program;
 - x. A cash contribution to the City prior to the issuance of the above-grade building permit for the second phase of development towards the following capital improvements:

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- A. a cash payment of \$1,000,000 towards the Jack Layton Ferry Terminal redevelopment;
 - B. a cash contribution of \$5,200,000 towards certain off-site transportation infrastructure improvements; and
 - C. the required cash contributions are to be indexed upwardly in accordance with the Statistics Canada Non-Residential building Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the day the payment is made;
- b. secured as a matter of legal convenience:
- xi. Public realm enhancements on all existing and new streets surrounding the development blocks;
 - xii. Design and construction of the extension of Harbour Street through the development site, including the proposed bi-directional cycling facility along the south side of Harbour Street;
 - xiii. Design and construction of ½ of 'New Street' along the eastern boundary of the development;
 - xiv. Design, construction, provision and maintenance of above and below-grade PATH connections through the development site;
 - xv. New or improved underground servicing infrastructure;
 - xvi. Car-share facilities;
 - xvii. Sustainability measures;
 - xviii. Unit mix and the provision of family-size units;
 - xix. Sustainability measures; and
 - xx. Source-based and where appropriate receptor-based mitigation for noise, odour and/or air quality to ensure compliance, reduce negative impacts and minimize complaints associated with industrial and port-related activities in proximity.

Draft Plan of Subdivision

7.1.7 Registration of a plan of subdivision, including implementing agreements, is required prior to the commencement of Phase 2 of the 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street development.

7.1.8 Division of land will be in conformity with this SASP.

- 7.1.9 Registration of a Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of this SASP and the site specific zoning by-law for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street.

7.2 Municipal Class Environmental Assessment for Transportation and Public Realm Elements

- 7.2.1 Redevelopment proposals will comply with recommendations contained within the Lower Yonge Transportation Master Plan and subsequent Lower Yonge Precinct Municipal Class environmental Assessment (MCEA) including, but not limited to:
- a. confirmation of road alignments and right-of-way requirements;
 - b. coordination and consistency with the proposed Public Realm Concept Plan that will identify streetscape designs for streets within the study area, including identification of pedestrian clearways, street tree details, cycling facilities, street lighting, street furniture, patio areas, cross-walks, curb cuts, pavers, cross-sections and utility co-ordination; and
 - c. conformity with the implementation/phasing plan for the improvements identified in the EA, including the transportation infrastructure that is both internal and external to the development blocks that is required to support their build-out, including but not limited to, Eastbound Gardiner Expressway Bay Street on-ramp removal, Lower Jarvis off-ramp shortening, conversion of Harbour Street to two-way operations, Lake Shore Boulevard widening, and the Church-Cooper tunnel.
- 7.2.2 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will pay for the roads and servicing infrastructure abutting and traversing the development site at the time of redevelopment.
- 7.2.3 A contribution for regional transportation infrastructure identified in the Lower Yonge Precinct Transportation Master Plan and Lower Yonge Precinct MCEA is also required as per 7.1.6 (b) (xi).
- 7.2.4 Improvements identified and required through the MCEA will be secured through appropriate agreements.

7.3 Design Review Panel

- 7.3.1 Redevelopment applications for 55-95 Lake Shore Boulevard East, 15 Freeland Street and 2 and 15 Cooper Street will be brought to the Waterfront Toronto Design Review Panel (and/or the equivalent City Panel).

7.4 Landowner Agreements

- 7.4.1 The owners 55-95 Lake Shore Boulevard East, 43 Freeland Street and 2 Cooper Street are required to enter into a three party agreement with the City, and the landowner of 1 to 7 Yonge Street, to secure the conveyance of parkland to the City pursuant to Section 42 of the Planning Act which will form part of the large central (Lower Yonge) park and any other parkland obligations.
- 7.4.2 The owners of 55-95 Lake Shore Boulevard East, 43 Freeland Street and 2 Cooper Street are required to enter into a three party agreement and/or *agreement for noise mitigation* with the City and *Redpath Sugar*, securing mitigation measures addressing compatibility with *Redpath Sugar*'s industrial operations and activities.
- 7.4.3 Additional landowner agreements may be entered into with other landowners in the Lower Yonge Precinct, and the City, where appropriate, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing and phasing of infrastructure, community facilities, housing, parkland, public art or any other public amenities required to support development of the 55-95 Lake Shore Boulevard East, 43 Freeland Street and 2 Cooper Street, and the Lower Yonge Precinct.

7.5 Monitoring

- 7.5.1 Redevelopment of 55-95 Lake Shore Boulevard East, 43 Freeland Street and 2 Cooper Street is expected to occur incrementally over many years, and the timing and phasing of necessary municipal infrastructure improvements will depend on a number of factors, including the nature and rate of development, demographic shifts, changes in travel behavior and future transit implementation. The impact of development on all municipal infrastructure, including roads, sanitary sewers, water supply, storm sewers, transit, community facilities and parks/open space will be monitored to ensure the capacity of these facilities keeps pace with development and to ensure that levels of service in adjacent areas are not reduced.

List of Maps

- Map K1 – Study Areas
- Map K2 – Streets and Blocks Plan Map
- Map K3 – Transportation Master Plan – Key Recommendations Map
- Map K4 – Public Realm -Parks, Open Space, POPS and Promenades Map
- Map K5 – Cycling Connections Plan Map
- Map K6 – Ground Floor Animation Plan Map
- Map K7 – Base Buildings – Setbacks, Promenades and Heights Map
- Map K8 – Land Use and Number of Towers Map
- Map K9 – PATH Plan
- Map K10 – Phase Plan

Definitions:

Adjacent: means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the Heritage Register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

Agreement for noise mitigation: means legally binding agreement(s) involving parties such as the City, the proponent of the development and *Redpath Sugar* that: i) ensures that the current and future operations at *Redpath Sugar* are able to comply with the applicable sound level limits at the new sensitive land use; ii) provides assurance that receptor-based noise control measures are implemented and maintained; iii) addresses the long-term responsibilities of all of the parties to the agreement; and iv) describes the noise control measures including how these measures will result in compliance with applicable sound level limits and will reduce the likelihood of complaints related to noise emissions from *Redpath Sugar*.

Alteration: is any change to a property on the Heritage Register in any manner including its restoration, renovation, repair or disturbance, or a change, demolition or removal of an adjacent property that may result in any change to a property on the Heritage Register.

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or Heritage Impact Assessment. Mitigation measures and/or alternative development approaches can be included in these plans and assessments. Conservation and conserve have corresponding meanings.

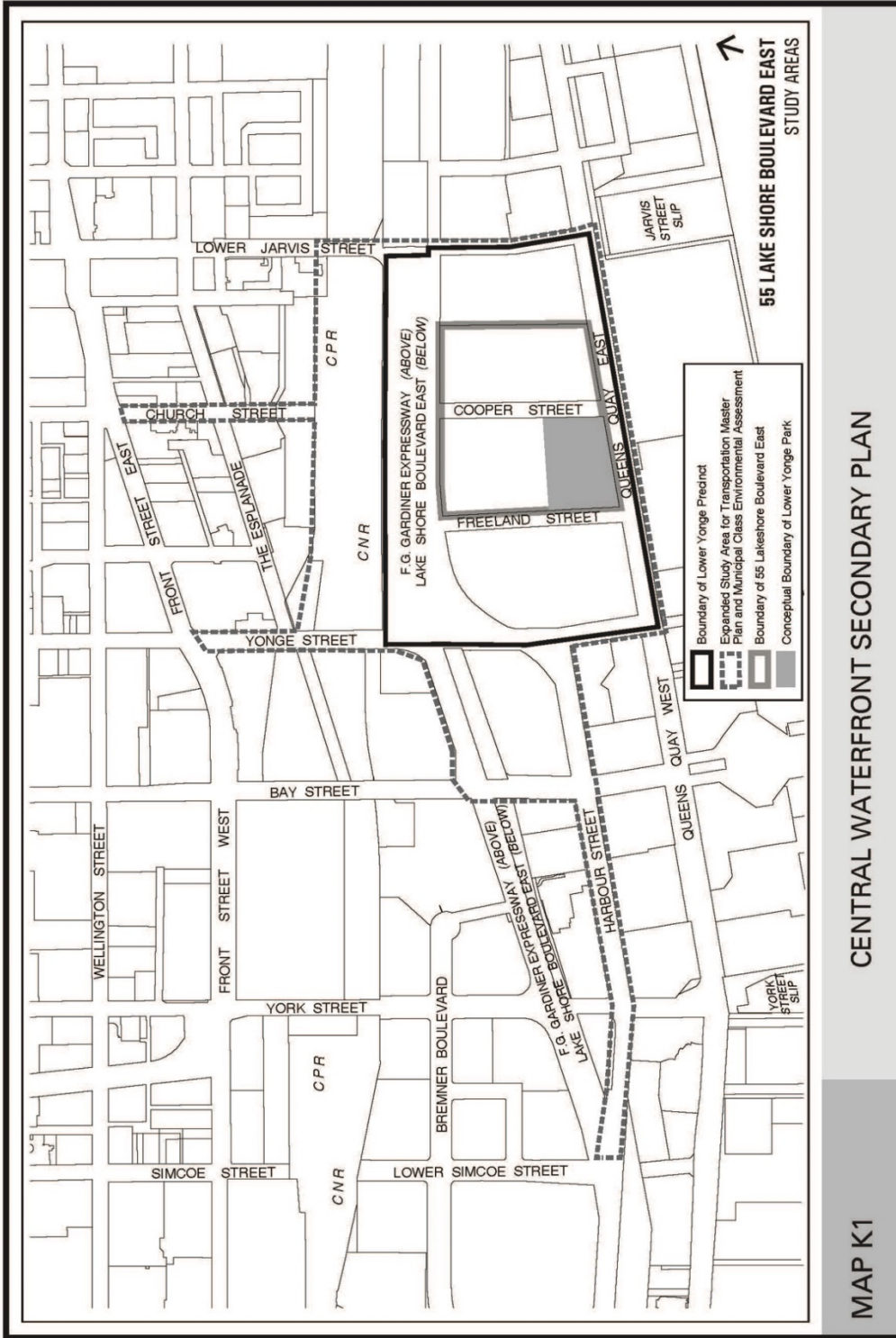
Integrity: as it relates to a heritage property or an archaeological site/resource, is a measure of its wholeness and intactness of the cultural heritage values and attributes. Examining the conditions of integrity requires assessing the extent to which the property includes all elements necessary to express its cultural heritage value; is of adequate size to ensure the complete representation of the features and processes that convey the property's significance; and the extent to which it suffers from adverse effects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.

MECP: means the Ministry of the Environment, Conservation and Parks, or any successor Ministry.

Ministry of the Environment, Conservation and Parks: includes any successor Ministry.

NPC-300: means the "Environmental Noise Guideline, Stationary and Transportation Sources, Approval and Planning, Publication NPC-300" prepared by the *MECP*, dated August 2013, as may be amended or replaced from time to time; and

Redpath Sugar: may mean either the owner and operator, the industrial facility located at 95 Queens Quay East, and/or the current and future industrial operations and activities on the property located at 95 Queens Quay East and from operations and activities on lands in proximity that support the industrial facility, depending on the context.



CENTRAL WATERFRONT SECONDARY PLAN

MAP K1

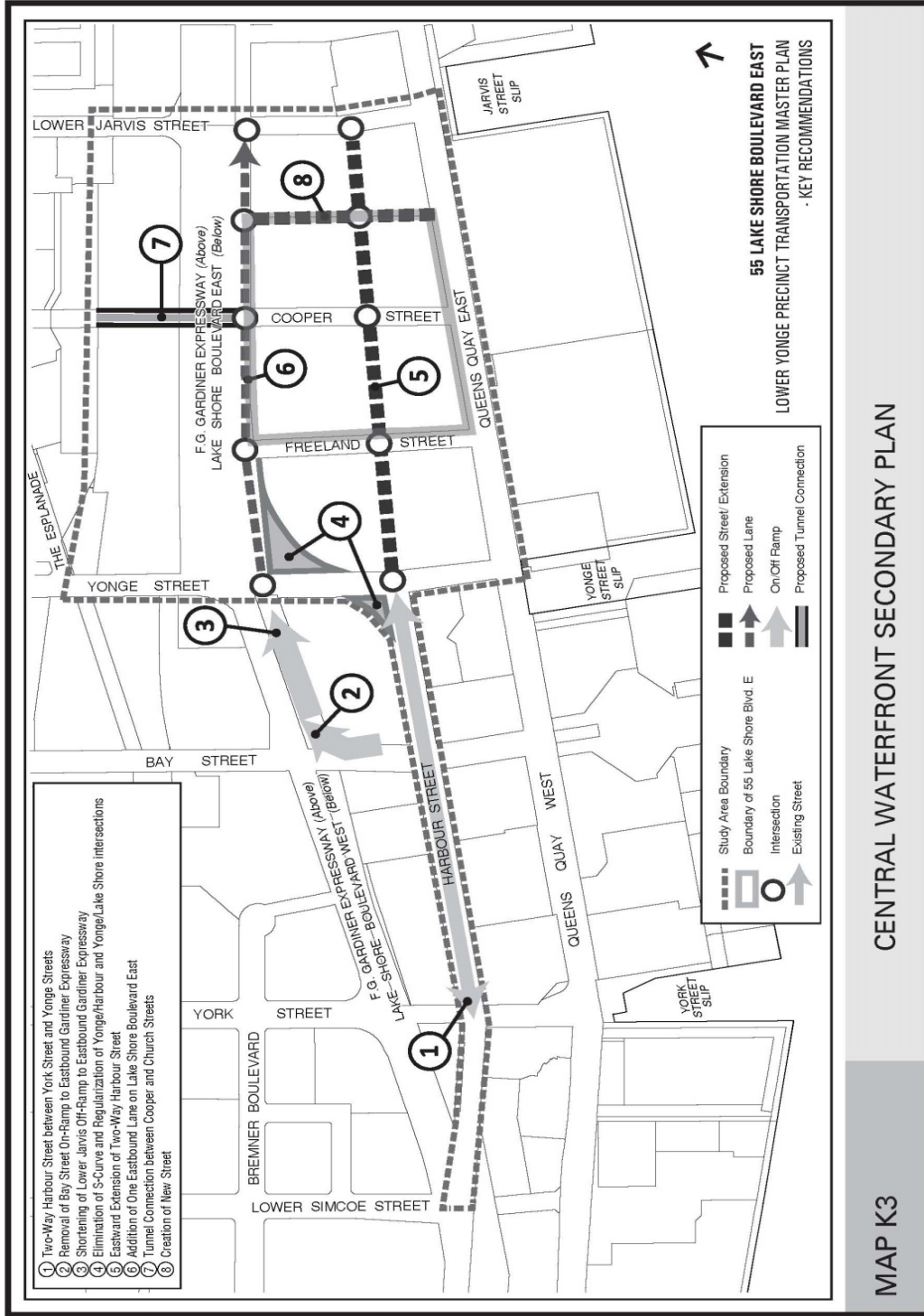
Toronto 55 Lake Shore Boulevard East Central Waterfront Secondary Plan - MAP K2



CENTRAL WATERFRONT SECONDARY PLAN

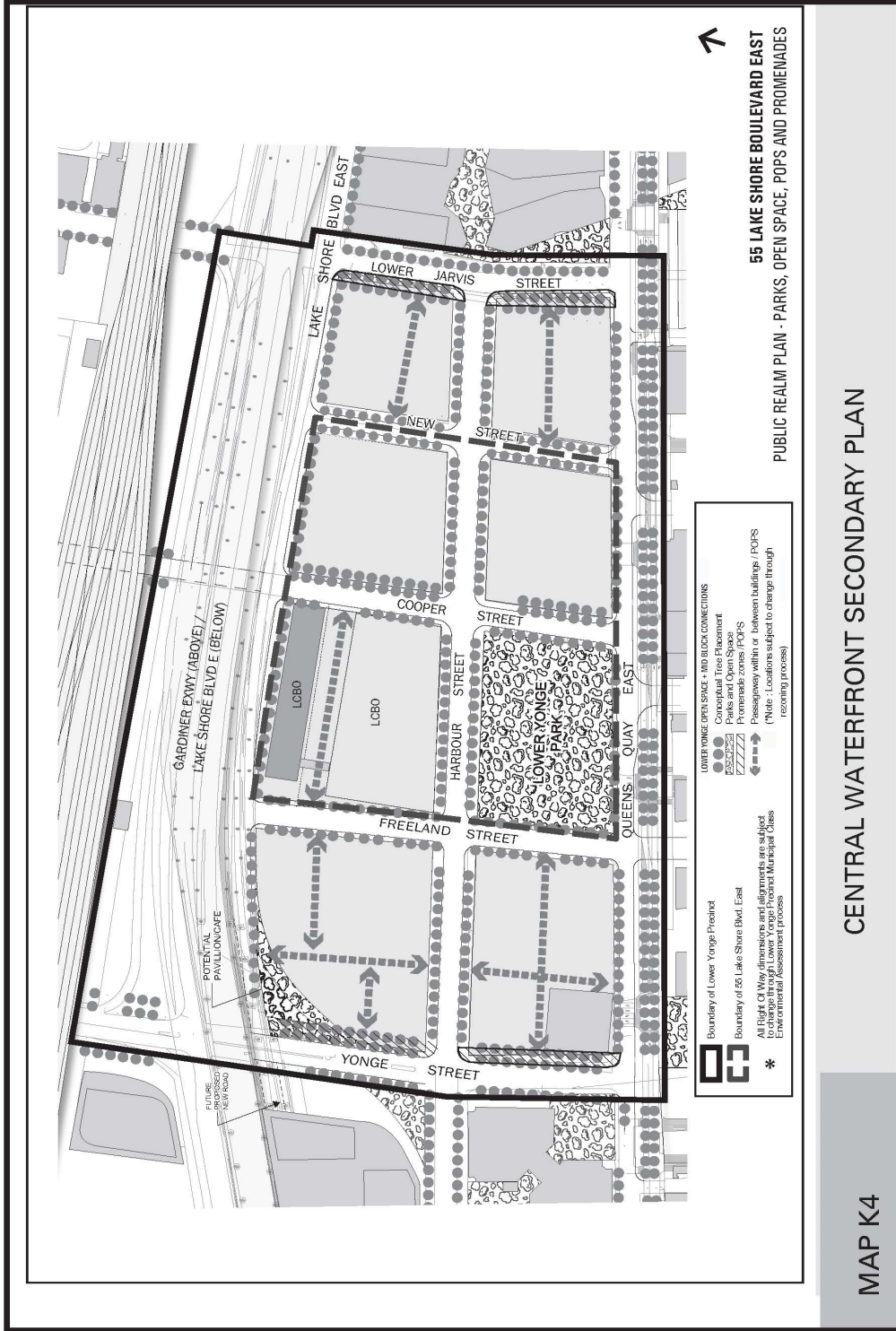
MAP K2

LPAT No. PL170408 LPAT Exhibit: AUGUST 2019



CENTRAL WATERFRONT SECONDARY PLAN

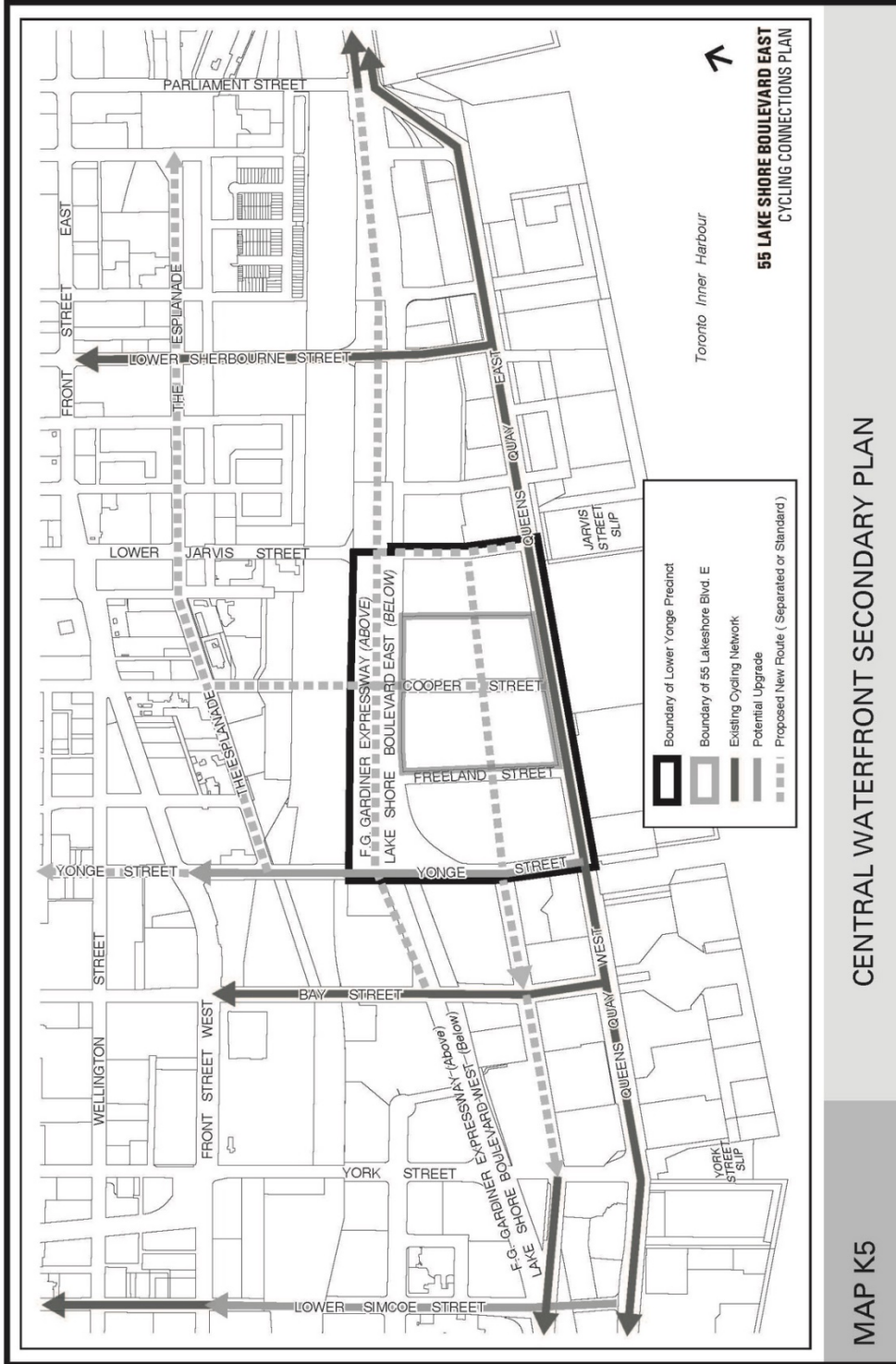
MAP K3



CENTRAL WATERFRONT SECONDARY PLAN

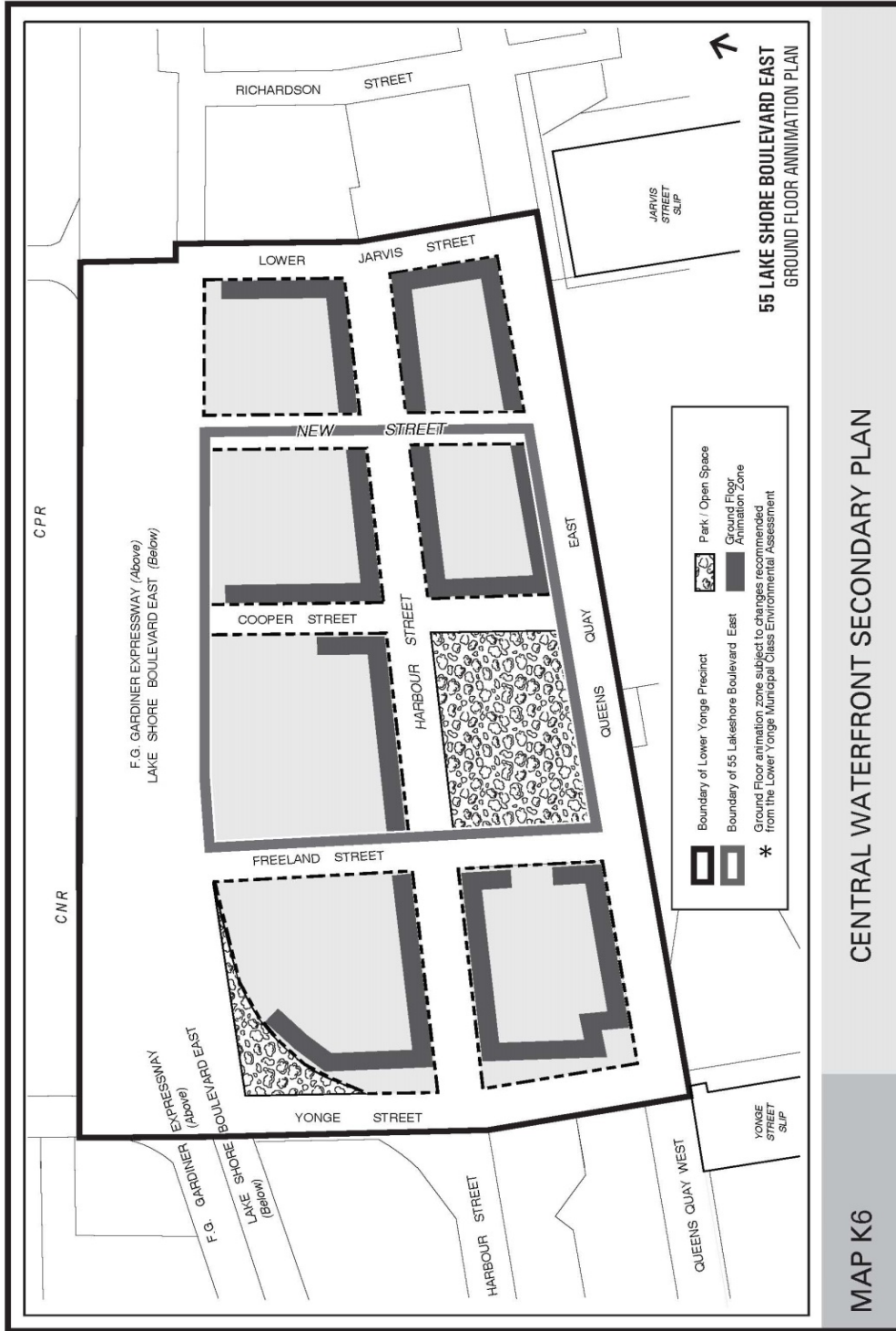
MAP K4

Toronto 55 Lake Shore Boulevard East
Central Waterfront Secondary Plan - MAP K5



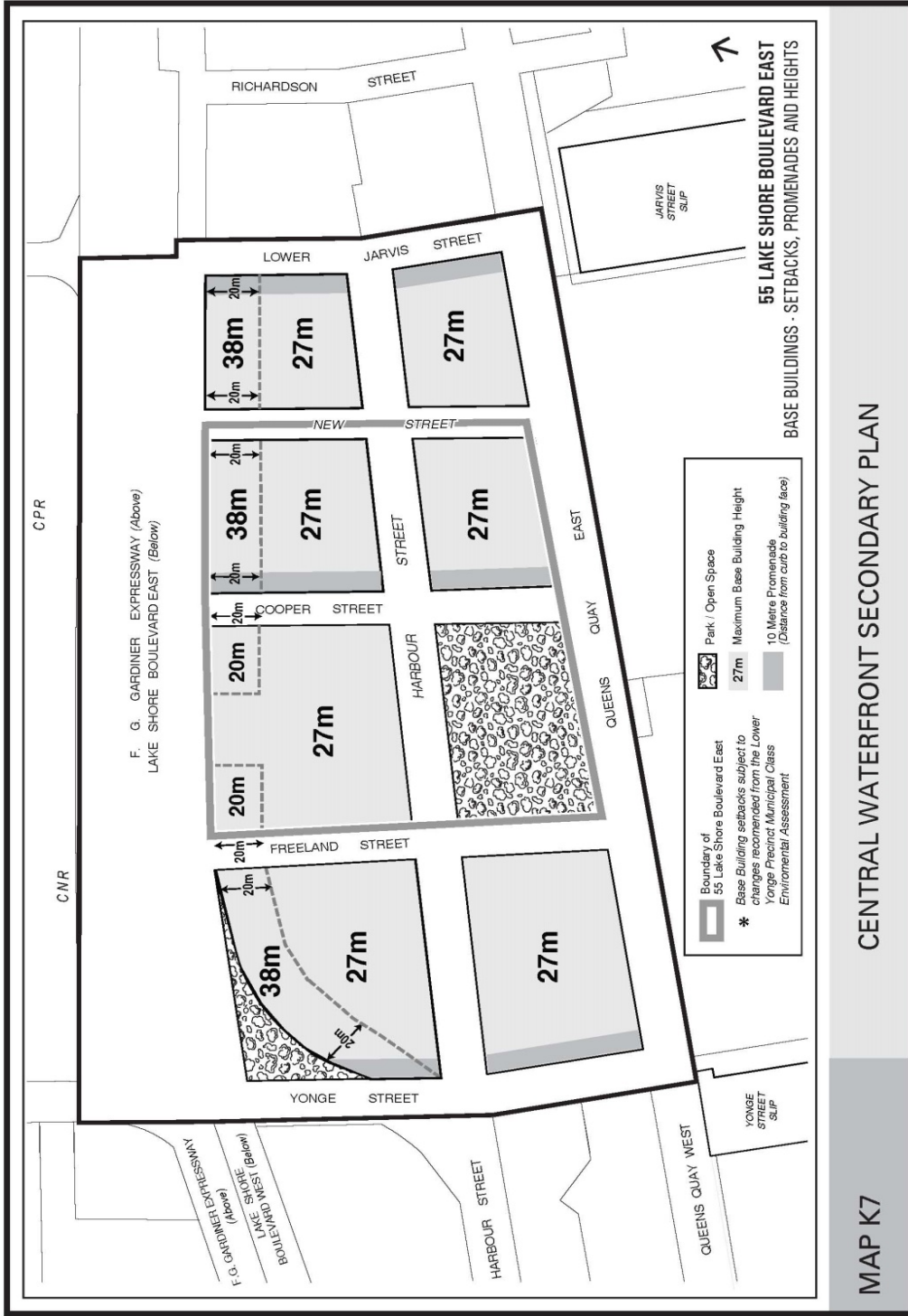
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AUGUST 2019

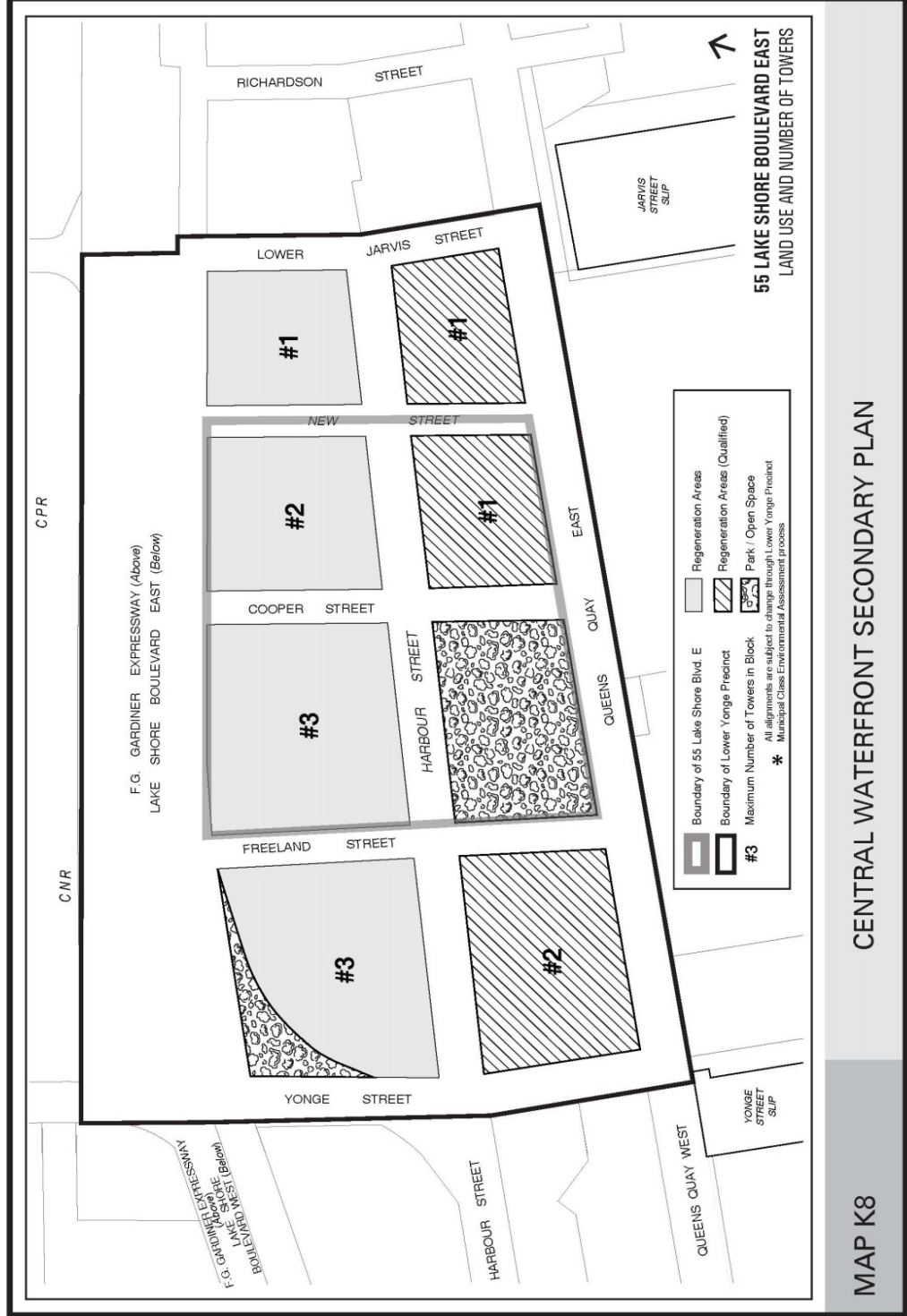
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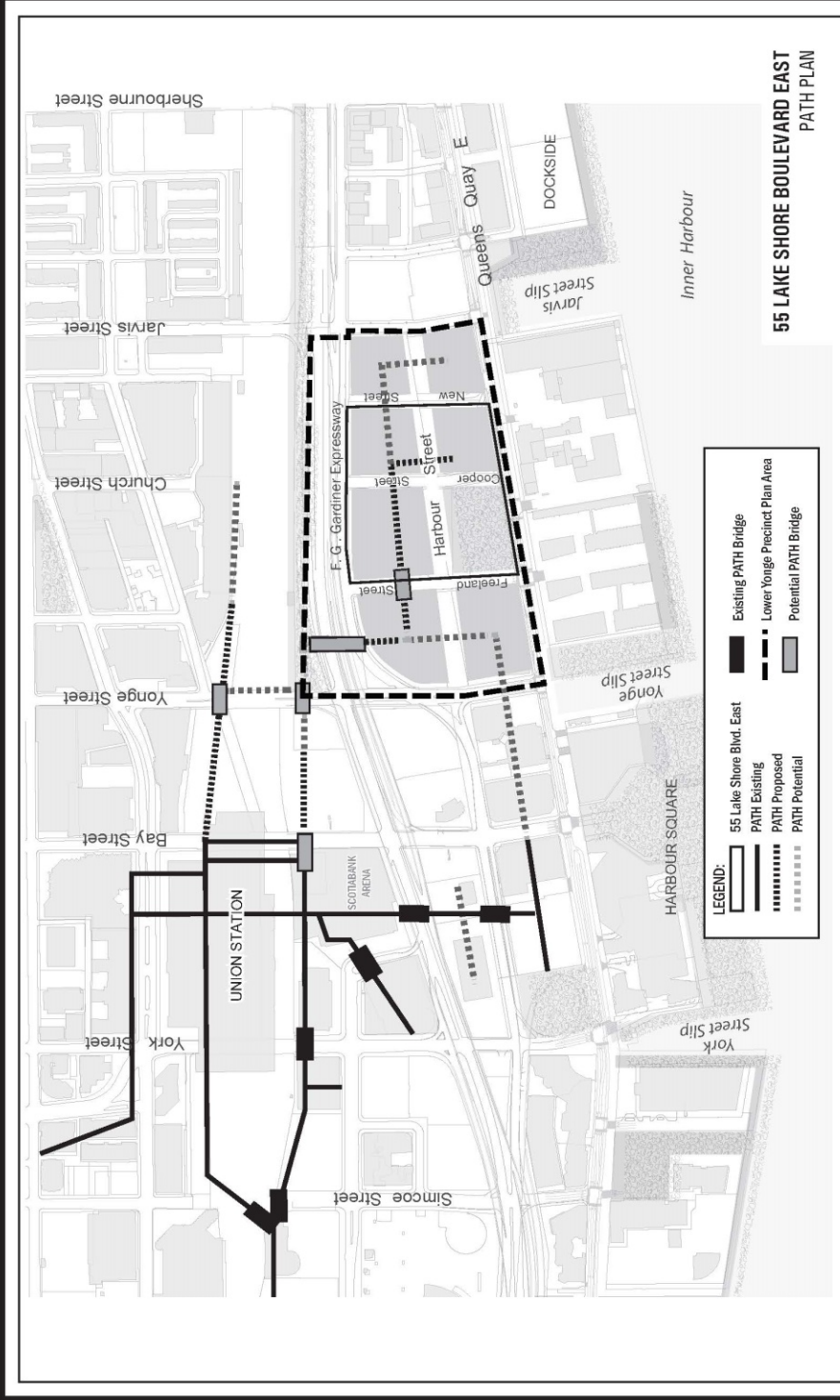
CENTRAL WATERFRONT SECONDARY PLAN

MAP K6





CENTRAL WATERFRONT SECONDARY PLAN



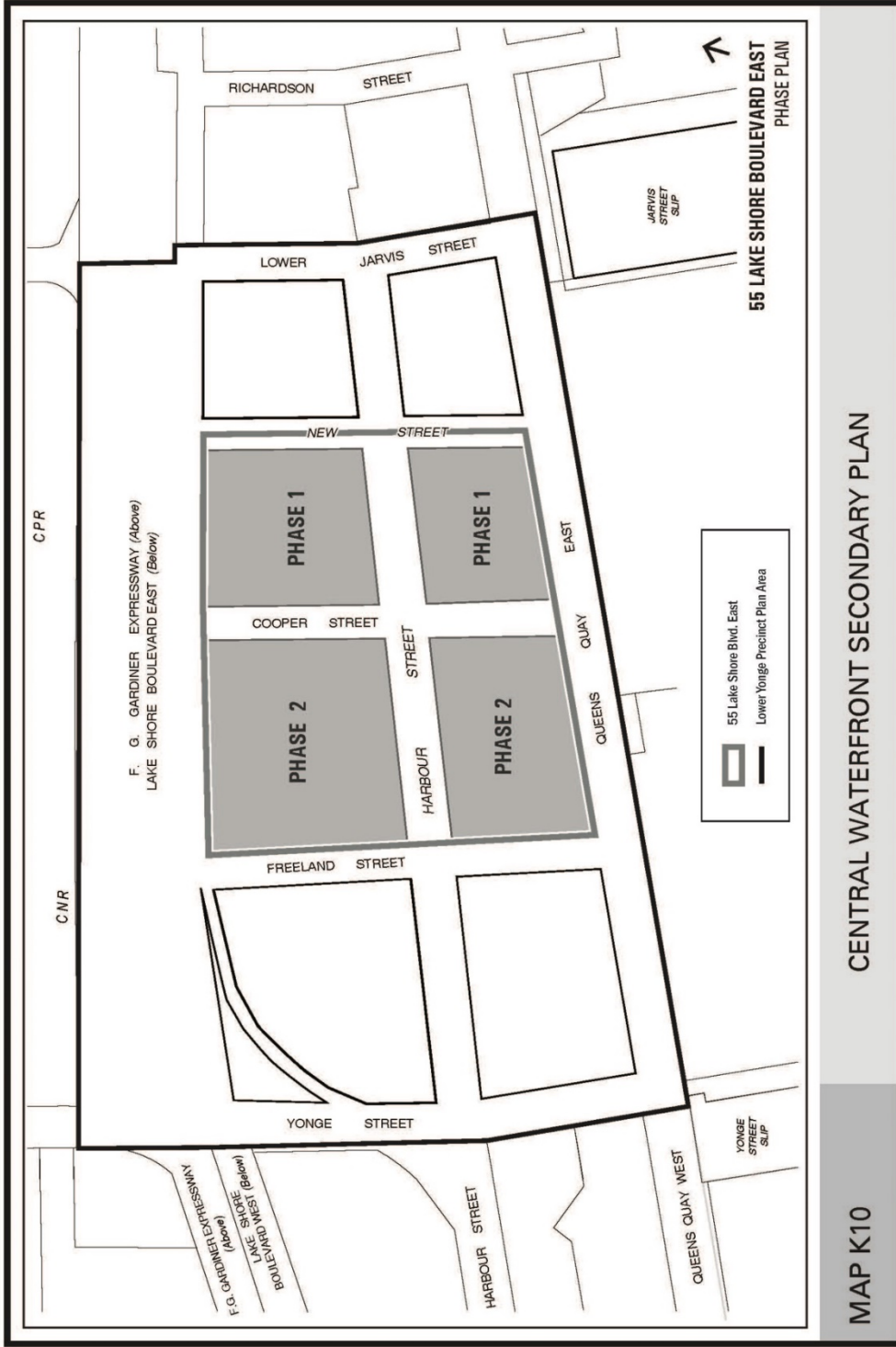
CENTRAL WATERFRONT SECONDARY PLAN

MAP K9

55 LAKE SHORE BOULEVARD EAST
PATH PLAN

LEGEND:

- 55 Lake Shore Blvd. East
- PATH Existing
- PATH Proposed
- PATH Potential
- Existing PATH Bridge
- Lower Yonge Precinct Plan Area
- Potential PATH Bridge



CENTRAL WATERFRONT SECONDARY PLAN

MAP K10