

LAND USE CATEGORIES

A first step in the process for developing land use options was developing land use categories. The land use categories that were established are consistent with the current land use direction identified for the Port Lands in the Central Waterfront Secondary Plan. The three broad land use categories created include Live-Work Communities, Creative Industry District and Port/Employment District.

LIVE-WORK COMMUNITIES

The term “live-work” in this land use category was used more broadly than in its traditional sense whereby a resident utilizes their dwelling unit for work purposes. A key objective of the CWSP is to provide a balance of places for people to both live and work to contribute to “morning and evening vitality” in new waterfront communities.



As such, the Live-Work Communities land use category was identified as having a range of opportunities for both living and working.

This would include “live-work” in its traditional sense, vertical integration of new residential development with

office or other compatible employment uses, or separate residential buildings and non-residential buildings within walking distance in a particular district. In all instances, retail and other active uses would be located at the base of buildings on main streets and key frontages, and complete communities would be developed to ensure that all other day-to-day needs, like schools, childcare facilities and community centres, are provided for.

The new Live-Work Communities were identified as being inclusive, providing a range of housing types, including affordable housing. Neighbourhood parks and open spaces would also be required. The provision of these would be determined at the precinct planning stage.

CREATIVE INDUSTRY DISTRICT

The Creative Industry District land use category drew on the “convergence district” concept from the CWSP, capitalizing on the existing Pinewood Toronto Studios as an anchor for the district. The land use category would allow for additional film studio expansion, as well as other film-related and creative industries, such as post-production facilities, design studios, digital media production, architecture and advertising firms, workshops, artist studios and music production, providing a cluster of complementary services to screen-based industries. The land use category also provides for the establishment of knowledge-based industries and other office uses within the new district.



Similar to the Live-Work Communities, retail and other active uses would be located on main streets and key frontages to provide both amenity for the employees and to animate these edges. However, residential uses would not be permitted. The film-related and other synergistic office uses would provide a transition between the existing studios and other industrial uses subject to further analysis and testing.

PORT / EMPLOYMENT DISTRICT

The Port Lands is the city’s only working port and as such, the Port / Employment District land use category provided for the continuation of this function. Moreover,



the *Regeneration Areas* designation and policy direction in the CWSP contemplates industrial and port uses continuing in the Port Lands. The analysis completed also identified and recognized certain existing city-serving uses that would remain in the long-term. Other related and supportive industries, such as warehousing and ship building and repair, would be permitted, along with other industrial and employment activities.

Another objective of this land use category was to “green” port activities. The majority of sites accommodating active port uses consist of open storage. Emissions from these sites are a potential nuisance for new residential communities and potentially create an environmental impact. Moreover, the open storage of cargo is land consumptive. Greening of port activities with more efficient use of land, enhanced site layout and reduced outdoor storage could mitigate impacts. Other greening activities could include providing onshore, renewable energy power sources for ships mooring in the Ship Channel and upgraded cargo handling equipment.

LAND USE OPTIONS

Utilizing the land use categories identified above, the project team developed four land use options for discussion and consultative purposes. The land use options consisted of different distributions of the land use categories above, as well as the identification of parks and open space opportunities. Inputs into the development of the land use options included:

- Policy direction in the Central Waterfront Secondary Plan, and in particular policy direction that speaks to providing new communities alongside a working port, building on the film and media industries and establishing new knowledge-based and green industries;
- The materials generated during the first phase of the Port Lands Acceleration Initiative and the Cushman and Wakefield report which tested the financial viability of development scenarios developed through that process;
- The background research conducted in the first phase of this study and the opportunities and challenges identified; and
- Discussions with and development ambitions of landowners and users.

OPPORTUNITIES AND CHALLENGES

The *Port Lands Profile* document developed in the first stage of the study identified a number of key opportunities and challenges that were also considered in the development of the land use options:

- The sheer size of the Port Lands was identified as both an opportunity and a challenge. Developing the lands with a mix of uses and new, complete residential communities is an unparalleled opportunity from a city building perspective, providing new housing, employment choices and open space/recreation opportunities for people in close proximity to the city’s downtown area;
- Many existing uses/operations in the Port Lands, such as the concrete facilities in the East Port and the transfer station at 400 Commissioners Street, would not be compatible with the introduction of more sensitive land uses. However, these existing uses and operations provide important services to the broader city and region. Likewise, bulk storage of road salts south of the Ship Channel is an underutilization of land. Nonetheless, the road salts are necessary to maintain the city’s streets, and park paths and trails in the winter. Strategies to address these uses over the long-term are required;
- The Port Lands is bounded to the south by parks and natural areas that provide recreational opportunities for people across the city and region and provides natural habitat for wildlife and fauna. Providing additional open or green space connections through the remaining lands to the west and south of the Lower Don Lands would be beneficial and desired, while also balanced with other objectives for the Port Lands; and
- Integrating the existing port functions of the Port Lands within a revitalization framework requires careful consideration. Ships docking in the port would add interest to the area, however, they also occupy space identified for important public realm objectives like water’s edge promenades. Rationalizing the shipping activities was identified as an opportunity, while also exploring compatibility to optimize the port’s industrial and revitalized city environment relationship.

DISCUSSIONS WITH LANDOWNERS AND USERS

A series of meetings were arranged with landowners and users in the Port Lands to both inform the Port Lands Planning Framework and Film Studio District Precinct Plan, and to gain a better understanding of the landowners' ambitions for their respective properties. Meetings were held with:

- **Lafarge Canada** in the summer of 2013 following the public meeting held for the DMNP EA and the Lower Don Lands Class EA. At this meeting, LaFarge indicated they were going to remain active, but also indicated a desire to maintain the *Regeneration Areas* designation on its site. This was reiterated at a followup meeting held in spring 2014. Lafarge also indicated concerns about future land uses in the vicinity of its property;
- **Toronto Waterfront Studio Development Incorporated (TWSDI)** in November 2013 and followup discussions: TWSDI currently holds an option to lease land around the existing Pinewood Toronto Studios. The need for additional studio development was identified as limited with additional studio development provided within the initial complex lands. It was noted that the direction that the screen industry was headed was oriented towards smaller studio needs with more of a focus on post-production facilities. Mixed-use residential development was highlighted as an important component and fundamental to leverage further film sector development in the area. Finally, the concept of "shooting streets" was identified. The "shooting streets" concept would replicate streetscapes found in cities like Boston, New York and Chicago. The streets would be used for film shoots, with the people living and working in the adjacent development;
- **Rose Corporation** in November 2013: Rose Corporation currently holds options to lease lands east of Bouchette Street and north of Commissioners Street. The development concept put forward included office, residential, retail and hotel;
- The owners of the **Cascades** site at 475 Commissioners Street and 75 Basin Street in November 2013: A mixed-use residential development concept was presented to the project team for this site;
- The owners and representatives of the **Chai Poultry** site at 115 Saulter Street South in December 2013:

No specific development concept had been advanced for the site. However, the desire for a mixed-use residential regime was identified as desirable;

- The owner of the **Mayfair Tennis Club** in December 2013: The Mayfair Tennis Club is a family business that has been located in the Port Lands since 1987. They are supportive of a mixed-use land use regime. The owner indicated that the underlying soil conditions are problematic which could be addressed through a comprehensive redevelopment of the site that integrates their facility within a new, mixed-use development; and
- **Windsor Salt** in December 2013: The project team met with representatives of Windsor Salt on site: Concerns were expressed with proposals showing an extension of the Don Roadway across the Ship Channel and with the Greenway south of the Ship Channel. The operations on the site were explained to the project team as well as the desire for additional land to meet existing demand. Windsor Salt has a contract with numerous organizations, including the City of Toronto. Road salts are brought in by ship and stockpiled during the shipping season which runs from late March to late December. The project team noted that relocation or reconfiguration of operations was a potential requirement given the long-standing objectives for creating the Greenway and providing additional connections across the Ship Channel.

Meetings were also held with private landowners in the Villiers Island (Cousins Quay) precinct area, including the owners of the 309 Cherry Street site and the Foundry Studios Complex at 33 Villiers Street.

DEVELOPMENT OF LAND USE OPTIONS

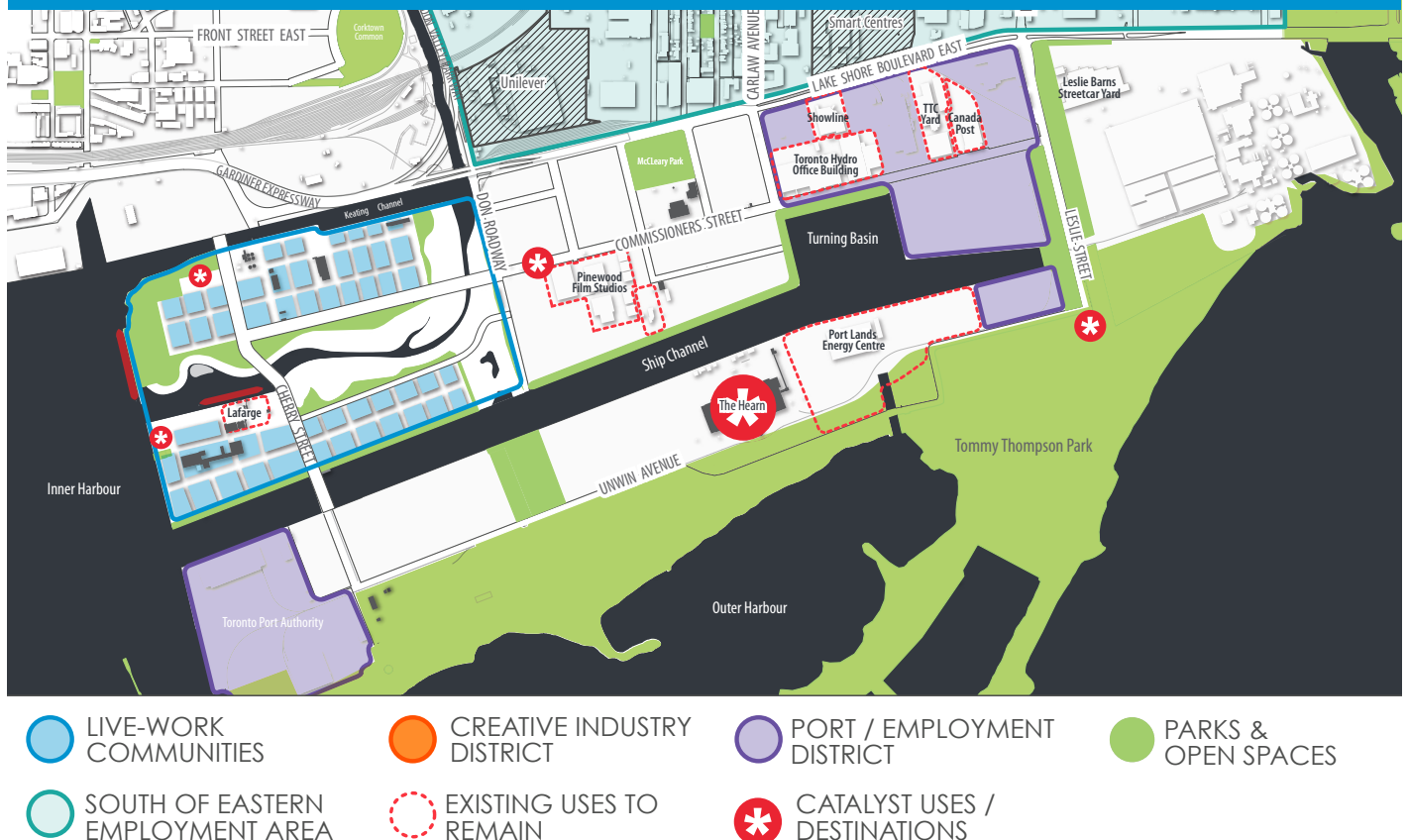
Early in the development of the options, it became evident that there were constants across all of the options. These constants were, in part, a recognition of previous planning efforts undertaken such as the extensive planning for the Lower Don Lands. Further, there was also a recognition that certain land uses were likely to remain in the long-term on account of long-term leases or due to the nature of the use itself. These constants consisted of:

- Establishing new Live-Work Communities in the Lower Don Lands framed and intersected by the naturalized Don Mouth and Don Greenway consistent with previous planning efforts and Council direction on the first phase of the Port Lands Acceleration Initiative;

- Maintaining the East Port as an area for port and employment uses given the existing city-services and port uses that are anticipated to remain in the long-term, both within the area and in its immediate vicinity such as:
 - the Toronto Hydro complex at Commissioners Street and Carlaw Avenue;
 - the Canada Post distribution facility at 600 Commissioners Street;
 - Essroc’s new silos currently under construction to facilitate its relocation from the Lower Don Lands;
 - the Ashbridges Bay Treatment Plant; and
 - the TTC’s Lakeshore yard and new Leslie Barns streetcar yard which is under construction at Leslie Street and Lake Shore Boulevard;
- Recognizing the Portlands Energy Centre as a city-serving use anticipated to remain in the long-term;
- Recognizing the Toronto Port Authority site south of the Ship Channel for continued port activity consistent with its land use designation in the Central Waterfront Secondary Plan as an *Existing Use Area*;
- Identifying sites on the Quays, the Pinewood Toronto Studios, the Hearn and the entrance to Tommy Thompson Park for catalyst uses or key destinations in the Port Lands consistent with the first phase of the Port Lands Acceleration Initiative;
- Recognizing the future Lake Ontario Park boundary from the Lake Ontario Park Master Plan;
- Continuing to identify the Don Greenway south of the Ship Channel as is currently provided for in the Central Waterfront Secondary Plan; and
- Greening on the west side of Leslie Street south of Commissioners Street to Tommy Thompson Park, and the east side of Leslie Street from Lake Shore Boulevard East to Tommy Thompson Park consistent with the Central Waterfront Secondary Plan. This has been partially implemented with the greening north of Commissioners Street to Lake Shore Boulevard.

Once these commonalities are taken together, two areas emerged where different land use futures were possible. These areas included the Film Studio District and south of the Ship Channel between the Toronto Port Authority site and the Hearn. Combined these areas represent 79 hectares of the total 350 hectare area.

FIGURE 7: CONSTANTS IN ALL THE LAND USE OPTIONS



LAND USE OPTION 1

In this option, mixed-use residential development would be permitted along the frontage of the Don Greenway as an extension to the Live-Work Communities in the Lower Don Lands with the remainder of the lands developed as a large Creative Industry District. South of the Ship Channel, the lands would be developed as a new Live-Work Community.

LAND USE OPTION 2

This option provided for some expansion of the Pinewood Toronto Studios while also allowing for other creative industries clustered in the vicinity of the studios and providing transition to the new Live-Work Community. The remainder of the lands were identified for a new Live-Work Community pending the relocation of the Commissioners Transfer Station and transformation of the existing site and heritage structure into an expanded McCleary Park and community hub. south of the Ship Channel, the lands would be retained for port and employment purposes.

LAND USE OPTIONS 3 AND 4

These options were essentially hybrids of the first two land use options. Both options identified a larger, dedicated Creative Industry district south of Commissioners Street in the Film Studio District allowing for expansion of the existing Pinewood Toronto Studios, as well as the introduction of other related employment uses.

A Live-Work Community was identified along the Don Greenway and north of Commissioners Street. Similar to option 2, the introduction of the Live-Work Communities was predicated on relocating the Commissioners Transfer Station and transforming the site and existing building into an expanded McCleary Park and community hub.

FIGURE 8: OPTION 1

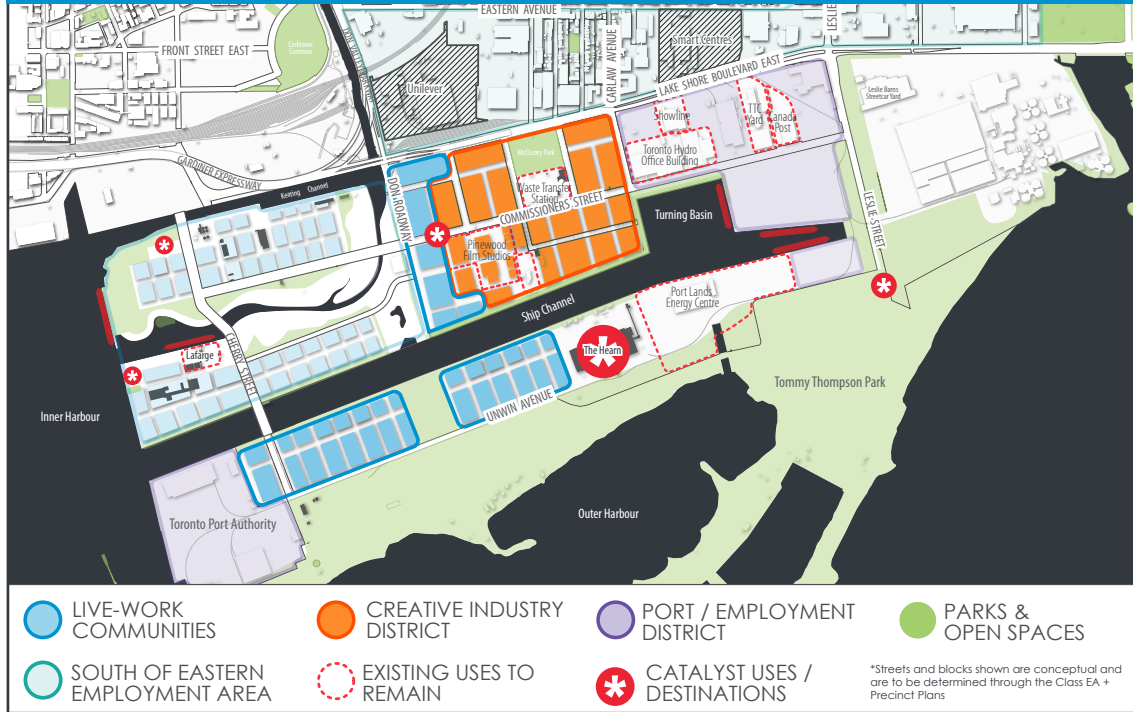
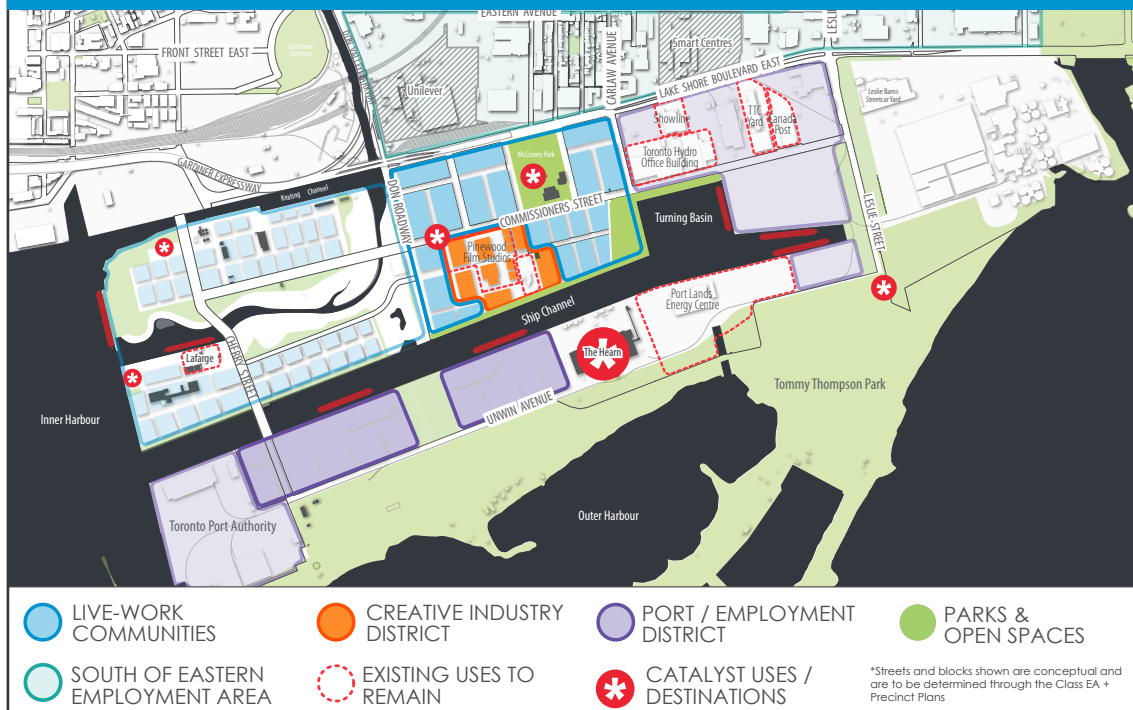


FIGURE 9: OPTION 2



The key differences between options 3 and 4 was south of the Ship Channel. In land use option 3, a new Live-Work Community was identified to the west of the Hearn building and east of the future Don Greenway. A repurposed Hearn destination development would be a focal point for the new community, much like is found surrounding the Tate Modern in London, England. A

Port/Employment District was identified for the lands west of the future Don Greenway, contiguous with the Toronto Port Authority site.

In option 4, the Live-Work Community and Port/Employment District south of the Ship Channel were flipped with the new community located between Cherry

FIGURE 10: OPTION 3

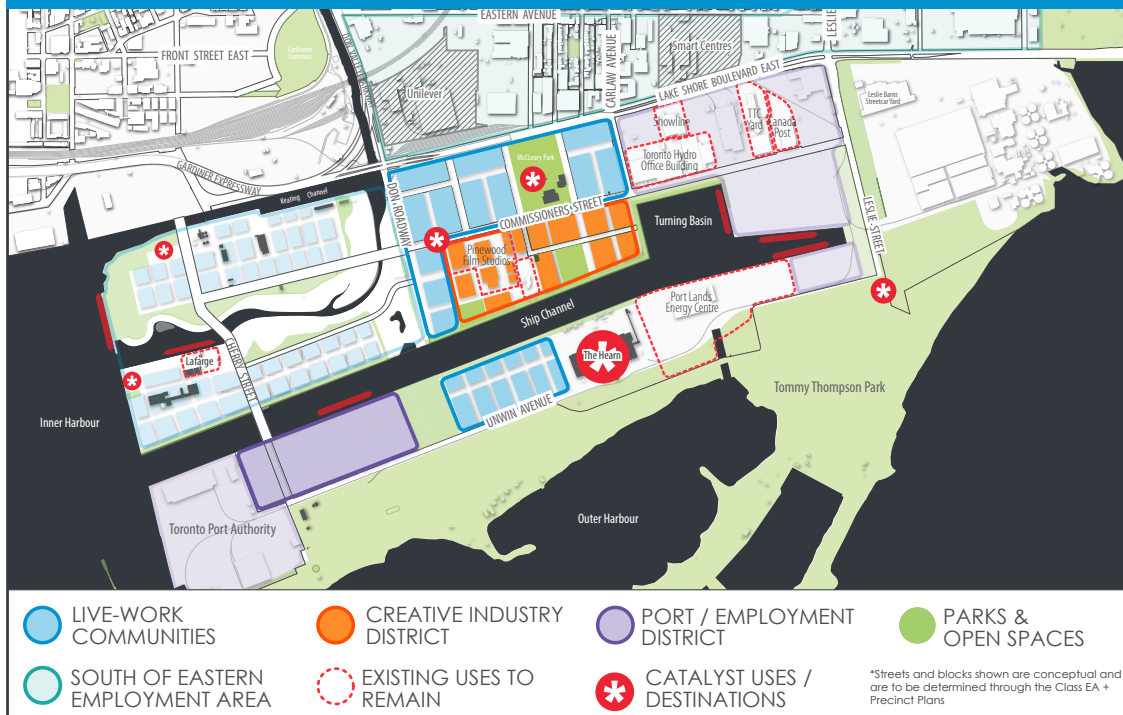
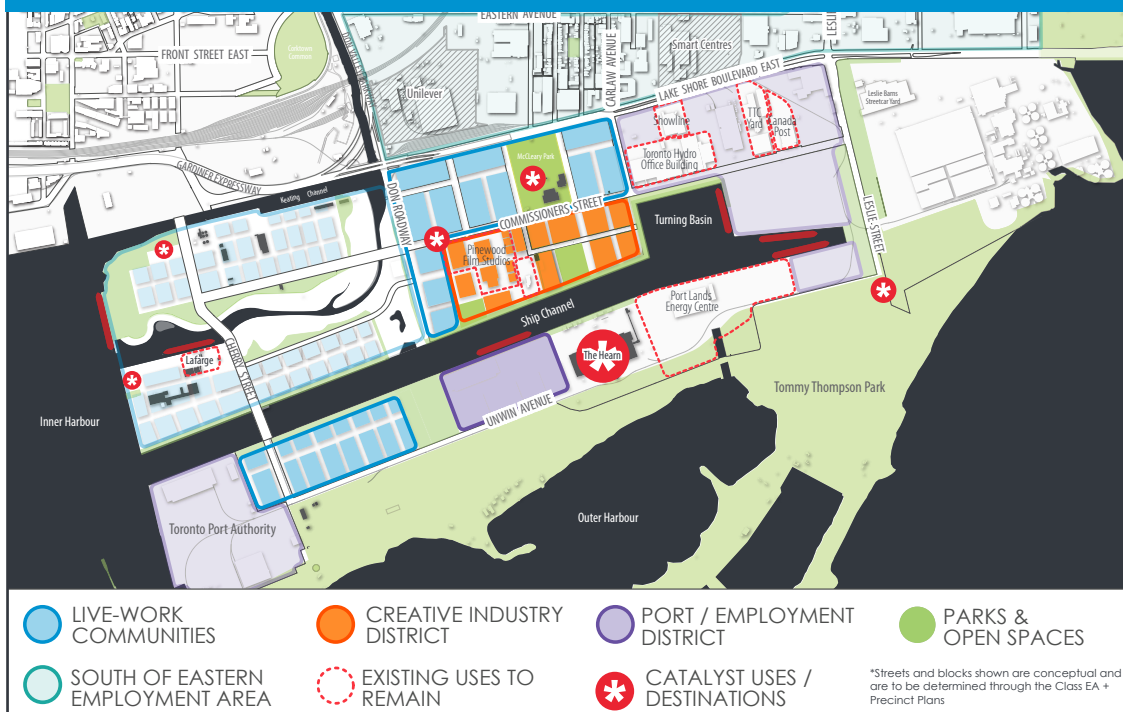


FIGURE 11: OPTION 4



Street and the future Don Greenway and the Port/Employment District to the east of the future Don Greenway across from the Film Studio District. A water's edge promenade framed by new mixed-use development along the Ship Channel and across from the Lower Don Lands would be achieved.

POPULATION AND EMPLOYMENT PROJECTIONS

Population and employment projections were prepared for each of the land use options for the purposes of comparing and evaluating the options. The population and employment projections were generated by applying a number of development assumptions to specific areas and the respective land use category. The development assumptions related to the provision of a network of public streets, parks and open space dedications, lot coverage and generally achieving a mid-rise built form consistent with the Central Waterfront Secondary Plan. Likewise, the amount of active dock wall available for port purposes was calculated for each option. The resulting projections are shown in Table 1.

Each option generated sufficient critical mass to sustain the new Live-Work communities identified, excluding other considerations such as phasing of development. The total projected residential population in each option was within a similar range. Employment projections varied, with the highest employment projections in option 1 due to the large Creative Industry District proposed in the Film Studio District. Option 2 had the lowest employment projections, but was still within the range of options 3 and 4, due in part to the larger areas reserved for port functions which generally have lower direct employment.

The amount of dockwall available for continued port functions varied considerably between the different options. Approximately 1,400 metres of the existing 8,670 metres (excluding the Toronto Port Authority site south of the Ship Channel) is currently utilized for the loading or unloading of cargo. On the low end, option 1 would reduce the amount of active dockwall to approximately 930 metres. At the high end, 2,020 metres of active dockwall would be provided in option 2.

SOUTH OF EASTERN EMPLOYMENT AREA

The desire to foster employment growth in the South of Eastern *Employment Area* was a key consideration in developing the land use options. For the purposes of the Transportation and Servicing Master Plan being undertaken for portions of the Port Lands and the South of Eastern area, two employment intensification scenarios were put forward. In both scenarios, the existing stable residential pocket south of Eastern Avenue is maintained. The two employment scenarios were developed to test different levels of potential future demand. They also informed the development of the land use options for the Port Lands. As stated previously, a significant change from the first phase of the Port Lands Acceleration Initiative is the prospect of the development of a significant office node at the Unilever site comparable to Canary Wharf in

London, England or Potsdamer Platz in Germany. The first scenario consisted of a modest level of employment intensification. The scenario was informed by the recent development application for the property at 629, 633, and 675 Eastern Avenue (Revival 629 studios site). The proposal has not been endorsed or approved by the City but provides insight based on a major landowner's view of the area's potential. As previously mentioned, the Studio Centre proposal proposes a mix of film studio, office/flex space, retail, and hotel uses. The second employment scenario built on the first scenario, but provided a more intense employment concept centred around the Unilever site.

This second scenario assumed that the amount of non-residential development in the Port Lands previously forecasted in the Cushman and Wakefield report, and in particular, in the Film Studio District may not be achievable. Moreover, mixed-use residential development across from this site and with the existing residential pocket in the South of Eastern area was seen as an opportunity to unite these two areas.



TABLE 1: PRELIMINARY POPULATION AND EMPLOYMENT PROJECTIONS

	RESIDENTIAL POPULATION	EMPLOYMENT	ACTIVE DOCKWALL
EXISTING	0	4,000	1,400 METRES
OPTION 1	40,000	50,000	930 METRES
OPTION 2	36,000	36,000	2,020 METRES
OPTION 3	38,000	41,000	1,580 METRES
OPTION 4	40,000	40,000	1,350 METRES

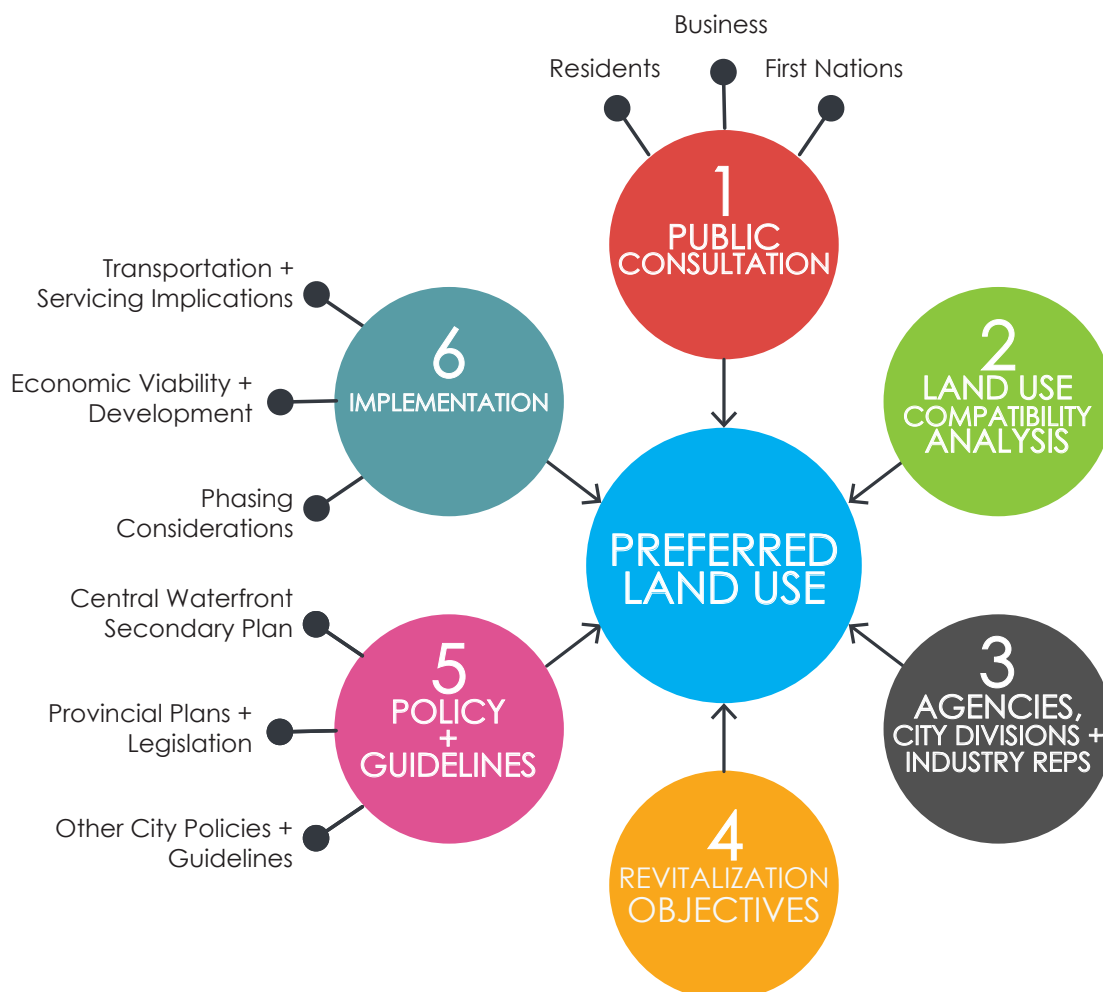
EVALUATION OF LAND USE OPTIONS

The process established to analyze the land use options was based on six evaluation lenses or criteria. The first lens was feedback and input received through discussions and consultation with the public, First Nations, and landowners and users. The second lens was consultation with relevant public agencies and City divisions. The third lens was to undertake a land use compatibility analysis for each of the options. The fourth lens involved reviewing the land use options against the revitalization objectives developed to guide and inform the study. The fifth lens consisted of evaluating the land use options against current land use direction to establish which best achieved applicable policies and guidelines.

The final evaluation lens was multi-faceted and was focused on implementation considerations. Within this lens, the project team evaluated the land use options based

on transportation and servicing considerations, economic development and viability and phasing considerations. It was recognized from the outset that a potential outcome of the evaluation process was that the preferred land use scenario could evolve to include aspects from each of the different options and ideas generated through the consultation process. The six evaluation lenses are described in detail below.

FIGURE 12: EVALUATION LENSES





PUBLIC CONSULTATION

Work to date on the Port Lands Planning Framework has involved substantial consultation with the community, landowners and users, and other stakeholders. Specifically, community meetings were held on November 28, 2013 and February 13, 2014, with a public workshop held on March 5, 2014. Participants at each meeting provided comments in the public forum through discussions with staff during open house sessions, facilitated roundtable discussions and written responses to discussion questions. Prior to each community consultation meeting, the project team also met with a Landowners and Users Advisory Committee (LUAC) and a Stakeholder Advisory Committee (SAC) to get their feedback on the presentation materials.

In addition to comments provided at the consultation meetings, comments were received through email and via an online version of the discussion questions. All presentation materials were posted on-line at www.portlandsconsultation.ca as a resource to help respond to the discussion questions.

COMMUNITY CONSULTATION MEETING # 1 – NOVEMBER 28, 2013

The first community consultation meeting was attended by approximately 100 people. The purpose of the meeting was to introduce the five planning initiatives currently underway in the area, provide background information and seek feedback on the vision for areas/sites within the Port Lands, draft objectives and likes/dislikes regarding existing conditions in the Port Lands.

A Participant Workbook provided to attendees included the following discussion questions regarding the Port Lands Planning Framework:

1. What do you see as the two or three key issues and/or opportunities that need to be addressed in the Port Lands Planning Framework?;
2. What types of land uses and/or character would you like the different areas in the Port Lands to have?; and
3. Do the draft objectives reflect how you see the Port Lands developing? Provide us with your ideas and suggestions on how to improve these objectives.

A total of 18 responses to the discussion questions were

received. The following represents common themes in feedback provided by participants:

- Mixed-use neighbourhoods should encourage a pedestrian presence throughout the day and night and include a range of new parks and amenities. The Lower Don Lands was identified as a particularly suitable location for mixed-use neighbourhoods;
- Create large and diverse employment areas that include a range of commercial and recreational uses that promote small businesses, creative industries, and a new green technology cluster. The Film Studio District and East Port were identified as areas suitable for such employment areas;
- Promote and expand existing recreational uses and facilities, particularly parks, hiking/cycling trails and uses with an emphasis on the water (e.g. boating, fishing). The Lower Don Lands should have a greater focus on water-based recreation;
- The Hearn could be repurposed to provide cultural and recreational amenities;
- Vacant lands south of the Ship Channel could become temporary parks as an interim use prior to development;
- Create and expand naturalized areas, particularly south of the Ship Channel;
- Create new opportunities for urban agriculture such as community gardens, particularly as an interim use while awaiting future development;
- Recognize the cultural heritage through the retention of heritage buildings and recognition of First Nations histories; and
- Create a low built-form comprised of 4-6 storey mixed-use buildings with ground floor retail on narrow streets and laneways, and limit the height of buildings.

COMMUNITY CONSULTATION MEETING # 2 AND PUBLIC WORKSHOP – FEBRUARY 13, 2014 AND MARCH 5, 2014

This community meeting and subsequent public workshop presented the land use options and transportation and servicing alternatives for the Port Lands and South of Eastern Transportation and Servicing Master Plan. The community meeting was attended by approximately 130 people. The workshop was attended by approximately 60

people. A Discussion Guide was provided to participants. The discussion questions specific to the Port Lands Planning Framework were as follows:

- Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?; and
- What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?

A total of 70 responses were submitted. While there were several diverging ideas regarding appropriate land uses and no clear preference for one land use option, the following represents a summary of comments provided by the participants:

- Key features to inform revitalization include the waterways (Don River, Lake Ontario, Ship Channel), naturalized open space, recreational features including trails and beaches, and industrial heritage features including the Hearn;
- Focus on promoting and expanding creative industries in the Film Studio District;
- The Film Studio District will need residential development to support the development of creative industries;
- Provide more public open space and parkland throughout the Port Lands, particularly adjacent to the Turning Basin and south of the Ship Channel;
- Provide public access and pedestrian zones along the water's edge. Create a continuous waterfront promenade;
- Industrial uses and associated truck traffic should be separated from residential areas. Create a truck route that bypasses residential areas;
- Create a gateway feature at Cherry Street south of the Ship Channel;
- Relocate the outdoor salt storage from its current location to an area further east to support residential development;
- Relocate the Commissioners Street Waste Management Facility to support the redevelopment of the Film Studio District, especially for creative industries;
- Low to mid-rise buildings are favoured over high-rise

development. Building heights should be lower near the water and higher further from the water;

- The Hearn site should become a multi-use cultural destination;
- The industrial character of the area should be preserved;
- Recognize First Nations heritage in parks and trails through symbolism, art and other appropriate mechanisms;
- Explore opportunities for energy self-sufficiency in the Port Lands through biogas co-generation, district energy and geothermal energy. Energy facilities could be clustered south of the Ship Channel;
- A good transit network is imperative for redevelopment, particularly residential uses. All development should be contingent on building a light rapid transit network connecting the Port Lands to the rest of the City;
- The Hydro One transmission lines should be buried or relocated to allow the removal or relocation of the transmission towers and facilitate light rapid transit;
- Provide ferry transportation connecting the Port Lands to the Toronto Islands and other parts of the city; and
- Before any redevelopment occurs in the Port Lands, the City and Province must address any air pollution caused by the Port Lands Energy Centre to ensure the health of future residents. The potential hazard of residential uses in the vicinity of Hydro One transmission towers should be evaluated by the Toronto Board of Health.

FIRST NATIONS ENGAGEMENT

The project team notified a range of Aboriginal groups of the development of the Planning Framework. In March 2014, the project met with representatives from the Mississaugas of New Credit First Nations. A presentation of possible interpretation and commemoration strategies was provided, followed by discussion of approaches to address First Nations in the planning underway in the Port Lands. The Moccasin Identifier under development was identified. Moreover, given the size and scale of the Port Lands a range of different approaches should be undertaken. The Revitalization Objectives have since been revised to reflect the need to interpret and commemorate First Nations history in the Port Lands area.

2 LAND USE COMPATIBILITY ANALYSIS

A fundamental aspect of planning is identifying issues of land use incompatibility, and providing appropriate separation and/or other forms of mitigation to deal with the incompatibility. This is also now reinforced in the PPS 2014 discussed in Section 4. A key aspect of the evaluation of land use options and development of the Land Use Direction is ensuring land use compatibility. A starting point in this evaluation included understanding the nature of existing operations and utilizing the Ministry of the Environment (MOE) guidelines to undertake a preliminary assessment.

IMPACTS FROM INDUSTRIAL OPERATIONS

Adverse impacts from industrial operations on sensitive uses can include excessive noise and vibration, offensive odour, and dust and air pollutants. Many factors can influence the impact and extent of such emissions. For example, industrial noise levels are measured at the closest point of reception on a sensitive land use and compared to the existing background noise, known as the “urban hum”. If the urban hum is higher than what would otherwise be considered the maximum acceptable noise level for a sensitive use, the urban hum becomes the new benchmark for the acceptable noise level. The extent of industrial noise is influenced by the conditions between the noise source and the point of reception. For instance, structures can block or reflect noise. Soft landscaping absorbs noise, whereas hard surfaces reflect noise. Industrial operations can have multiple sources of noise which can have a cumulative effect.

The impact of odour, dust, and air pollutants from industrial uses on sensitive uses is affected by wind direction and wind speed. The worst case scenario for a sensitive land use is being downwind from a source of emission while there is a light breeze. Stronger winds would cause greater dispersion of the emissions, and prevailing winds throughout the year are an important consideration. The prevailing wind in Toronto is generally from the west. Wind speed is generally highest during the winter and lowest during the summer.

MOE GUIDELINES

The MOE has guidelines for dealing with land use compatibility between industrial uses and sensitive uses. MOE’s D-6 Guideline provides a classification system for industries based on the extent of their emissions by examining the industry’s output, scale, process, and

intensity. The impact of an industrial use on a sensitive use is measured in terms of emissions including noise, vibration, odour and dust. Each class of industry has its own minimum separation distance from a sensitive land use and an area of influence where further study is warranted, as indicated in Table 2.

Class I industrial uses typically consist of small-scale, self-contained plants or buildings which produce or store products, and have low probability of emissions adversely impacting surrounding properties with sensitive uses. Class I uses are generally daytime operations, with infrequent movement of products and/or heavy trucks and no outside storage.

Class II industrial uses are categorized as medium-scale processing and manufacturing uses with outdoor storage of wastes and materials and/or there are periodic outputs of minor annoyance caused by emissions such as noise, odour, dust and/or vibrations that would have an adverse impact on nearby sensitive uses. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Class III industrial uses are classified as large-scale manufacturing or processing operations, characterized by large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. They have frequent outputs of emissions that would adversely impact sensitive uses in the vicinity.

Based on a review of existing operations and discussions with staff at the Ministry of the Environment, the existing industrial uses in the Port Lands are classified as follows:

Class II:

Lafarge Canada (Polson Quay) and the Port of Toronto (Toronto Port Authority site south of the Ship Channel)

Class III:

Commissioners Transfer Station, outdoor, bulk salt storage, Canroof, St. Mary’s Cement, Lafarge Canada (East Port), Essroc (East Port) and Strada Aggregates

The rationale for the classifications are:

- **Lafarge Canada (Polson Quay):** The site is relatively small and has no outdoor storage. The facility is not a significant source of odour and Lafarge advises its operation is dust-free. Operations are primarily

during the day, however ships do sometimes arrive at night. Noise from trucks, the unloading of materials from ships, and other processing are the most significant emissions that could adversely impact sensitive uses in the vicinity of the site. These characteristics are consistent with a Class II designation;

- **Port of Toronto:** The site is relatively large. Operations are typically limited to shipping, warehousing and logistics, with no manufacturing or processing of materials. The facility is typically not a significant source of odour or dust emissions. Operations are primarily during daytime hours. Noise from unloading ships, moving materials across the site and trucks are the most significant emission sources that could adversely impact sensitive uses in the vicinity. These characteristics are consistent with a Class II designation;
- **Commissioners Transfer Station:** The site is moderately large. Operations involve receiving, compacting, and shipping waste materials. Operations are primarily contained within the building, with some outdoor storage of yard waste and other waste products. Operations are primarily during daytime hours with significant truck movement in and out of the site. The most significant potential emission is offensive odour from garbage and other waste. Depending on wind conditions and time of year, there is potential for offensive odour to adversely impact sensitive uses in the vicinity;
- **Outdoor salt storage:** This use includes three adjacent sites that together represent a large scale operation. Operations are entirely outdoors and typically during daytime hours, however may involve ships arriving and unloading at night. The operations have the potential to generate offensive emissions in the form of salt dust blowing off the salt piles and noise caused by wind flapping the tarps that usually cover the salt piles. The potential for dust and noise would adversely impact sensitive

uses. These characteristics are consistent with a Class III designation. It is noted that if the salt piles were contained in structures, the potential for noise and dust impacting sensitive uses would be greatly reduced, which may allow for it to be downgraded to a Class II designation;

- **Canroof:** The site is relatively large. Operations are primarily contained within a building and typically only during daytime hours. The most significant source of emissions is offensive odour and air pollutants caused by the manufacturing of roofing shingles. The potential for significant offensive odour and air pollutants extending beyond the 70-metre buffer associated with a Class II designation means it is classified as a Class III industry; and
- **St. Mary's Cement, Lafarge Canada, Essroc and Strada Aggregates in the East Port:** These uses all have outdoor operations on relatively large sites. Operations are primarily during daytime hours but may also involve night time operations, including ships arriving and unloading at night. The outdoor storage and processing of aggregates and cement powder can cause significant emissions in the form of noise and dust that would adversely impact sensitive uses in the vicinity. These characteristics are consistent with a Class III designation.

The minimum separation distance and area of influence for each of the existing industrial uses listed above is illustrated on Figure 13 (MOE D-6 Guidelines).

The industrial classification system described above is a preliminary tool in the absence of technical studies on the applicable emissions. Such studies may identify minimum separation distances, possibly in combination with other methods of emission mitigation, that would replace the minimum separation distances indicated in MOE Guideline D-6.

TABLE 2: MOE D-6 GUIDELINES

CLASS OF INDUSTRIAL USE	MINIMUM SEPARATION DISTANCE (BETWEEN INDUSTRIAL USE AND SENSITIVE LAND USE)	POTENTIAL INFLUENCE AREAS (SURROUNDING THE INDUSTRIAL USE)
CLASS I	20-METRE BUFFER	70-METRE ZONE
CLASS II	70-METRE BUFFER	300-METRE ZONE
CLASS III	300-METRE BUFFER	1,000-METRE ZONE

Regarding the new Essroc facility in the East Port, a site-specific dust study was completed that indicates it is a Class II facility that requires a 70-metre setback from sensitive land uses. However, the site-specific noise study indicates that noise impact from the facility to the nearest residential properties on Mosley Street, approximately 700 metres north, is near the maximum acceptable level. This suggests that the noise impact on residential uses less than 700 metres away from the Essroc facility may exceed acceptable levels. It is important to note, however, that background noise levels, sometimes referred to as the “urban hum” in the Port Lands may not be comparable to the residential located on Mosley Street. Nonetheless, since the area of influence for noise is greater than 300 metres, Essroc should be considered a Class III industry and subject to further noise study if new residential uses are proposed within 1,000 metres of the facility.

The Port Lands Energy Centre, a 550-megawatt natural gas fired power plant located on Unwin Avenue south of the Turning Basin, was not classified through the D-6 Guidelines because site-specific noise and air quality studies were conducted during the Environmental Assessment undertaken for this facility. The studies

resulted in specific noise and air quality contours surrounding the power plant, as illustrated on Figure 14. Since these studies were conducted before the construction of the power plant, it is recommended that further study be undertaken to test actual emissions.

NPC-300

MOE recently released an updated Environmental Noise Guideline known as NPC-300 that replaces previous noise guidelines (LU-131, NPC-205, NPC-232, and Noise Assessment Criteria in Land Use Planning). NPC-300 applies to stationary sources, such as industries, and to transportation sources of noise, including road, rail and air traffic. NPC-300 is intended to support urban intensification while protecting the viability of existing industries in urban settings. The most notable difference between NPC-300 and previous guidelines is that it introduces a Class 4 Area, which can be applied, at the discretion of the planning authority, such as a municipality, to an area that contains sensitive land uses that are adversely impacted by industrial uses. It is important to note that the classification system utilized in the NPC-300 is not the same as the MOE’s D-6 Guidelines.

FIGURE 13: MOE D-6 GUIDELINES

