

Urban environments are considered Class 1 Areas. Class 3 Areas are rural areas. Class 2 Areas are intermediary areas between Class 1 and 3.

A Class 4 Area is an area that would otherwise be classified as a Class 1 or 2 Area, but is located within the vicinity of a new noise sensitive land use or existing operation. The Class 4 Area allows a planning authority to require noise control measures that may include receptor based noise control measures and/or source-based noise control measures within the vicinity of a “noise sensitive land use”. Noise sensitive land uses include residential uses or institutional uses like childcare facilities or schools. The preferred noise control measure is “a reduction of noise emissions at the stationary source by modifying the design or the operation of the source, or by implementing noise control measures directly at the source” (NPC-300, 35).

An important aspect of the updated NPC-300 Guideline is that it imposes compliance within a Class 4 Area to the proponent/developer of the noise sensitive land use and that sound level limits be reflected in land use planning decisions. Additionally, prospective purchasers of new residential units are to be informed that the dwelling is

located in a Class 4 Area through appropriate means. Areas within the Port Lands could potentially be classified as a Class 4 Area. This will be further explored in the next stage of developing the Planning Framework, including the preliminary identification of any required source or receptor mitigation measures.

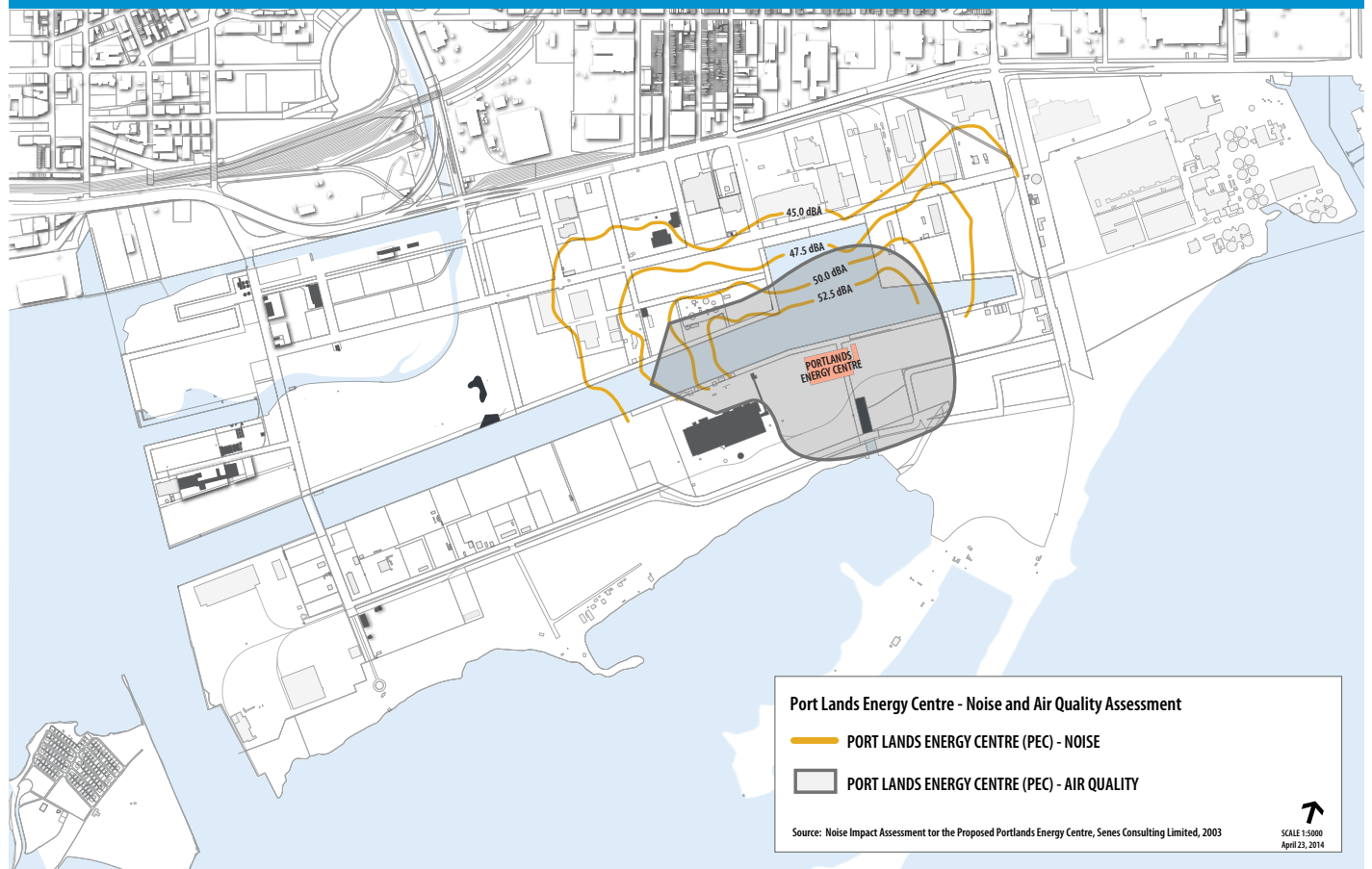
BEST PRACTICES

Further research has been undertaken to explore methodologies, principles and best practices for:

- Managing and mitigating impacts from port and industrial uses located in the vicinity of existing or newly planned mixed-use communities;
- Understanding approaches to regenerate while maintaining active, working ports; and
- Identifying how to balance and create port and revitalized city synergies.

The Organization for Economic Co-operation and Development (OECD), a global think-tank organization, published a working paper titled *The Competitiveness of Global Port Cities: Synthesis Report* in 2013 which outlines

FIGURE 14: PORTLANDS ENERGY CENTRE



the role of ports in urban and national economies, and provides policy recommendations to increase the positive impacts and mitigate negative impacts of working ports. Key positive impacts of working ports applicable to a Toronto context are lower transport costs per tonne due to a more efficient means of transport than by land and achieving time savings in the delivery of products to the city.

Negative impacts of working ports cited include air emissions with sulfur dioxide emissions as a common localized air contaminant. Ports are also space-consumptive requiring sufficient land to handle cargoes adjacent to dockwalls. Other common impacts included noise generated from ships loading and unloading cargo, dust, and in particular, where bulk cargo handling and storage occurs. Impacts associated with freight transport from the port to the final destination also need to be considered.

Some advancements in the shipping industry are being made to address some of these negative impacts. For instance, new Great Lakes ships are being equipped with exhaust scrubbers to minimize sulfur dioxide emissions (Globe and Mail, 2014). There are also technical possibilities to reduce noise emissions emanating from ships such as silencers on diesel generator exhausts. According to the findings of the OECD, the most effective way to minimize negative impacts is to provide a “coherent package of inter-related instruments” to effectively mitigate port impacts (OECD, 2013, 156). A number of case studies of residential development adjacent to working ports have been explored, reinforcing the need to provide a range of measures to mitigate potential impacts.

WATER'S EDGE PROMENADE ACROSS FROM ACTIVE INDUSTRIAL PORT IN HAFENCITY, HAMBURG



MITIGATION STRATEGIES ADOPTED BY OTHER MUNICIPALITIES WITH WORKING PORTS

DOCKSIDE GREEN, VICTORIA:

- A buffer zone with non-residential uses adjacent to a shipbuilding facility was created;
- Different noise abatement measures in the new developments are required;
- The design of noise source buildings and site organization to reduce noise emissions is required; and
- Purchasers are required to be advised of expectations associated with being located across from heavy industrial port uses.

HAFENCITY, HAMBURG:

- A noise cap was established at night (between 10 PM and 6 AM) with three different levels, between 55 dB(A) and 63 dB(A), depending on the intensity of the land use;
- New developments are outfitted with sound-proofed windows;
- Noise-accommodating alignment of buildings was implemented to limit noise impacts; and
- A tolerance clause is embedded in agreements of purchase and sale.

NORDHAVNEN, COPENHAGEN:

- A commercial strip adjacent to an active container terminal is proposed to mitigate impacts of a future residential area.

EAST VANCOUVER PORT LANDS:

- A plan was adopted to provide more certainty about land uses and policies to address compatibility issues including views, noise and air quality; and
- A development approval process was established whereby certain new industrial uses with minimal impact are green lighted. Other industrial uses are conditional. The plan restricts some heavier industrial uses.

BILLY BISHOP TORONTO CITY AIRPORT REVIEW

The Billy Bishop Toronto City Airport (BBTCA) is located on the northwest corner of the Toronto Islands on lands owned in part by the City. It is adjacent to Toronto's Central Waterfront area. In May 2013, City Council directed staff to undertake a review of a request from Porter Airlines to lift the current ban on operating jet-powered aircraft at BBTCA, and permit an extension to the airport's main runway. The results identified that further information from the Toronto Port Authority and Transport Canada is required, including understanding the existing and planned size, volume of passengers, number of flights, and the role of the airport in the broader regional system of airports. Staff also recommended a system of caps and phasing be implemented at the airport to better manage growth and groundside impacts.

A key component of the planning analysis concluded that expansion of an airport in the downtown area and on an active waterfront must consider the fit of that airport within its surroundings. Based on the information provided through the review, the potential impacts of the proposed expansion on the Port Lands are not known at this time. However, current flight patterns to the BBTCA are not generally directly above proposed development areas in the Port Lands due to existing constraints within the lands and flight paths. Additional analysis being undertaken by the City, Toronto Port Authority and Transport Canada will identify potential impacts on the overall character, quality of life and potential health impacts for the Port Lands and Central Waterfront.

3 CONSULTATION WITH DIVISIONS, AGENCIES AND INDUSTRY REPRESENTATIVES

TORONTO PORT AUTHORITY

City and Waterfront Toronto staff met with Toronto Port Authority staff following the March 5, 2014 workshop. The Toronto Port Authority provides a variety of port and marine-related services in the Port Lands, including operating the dry dock facility located on Cousins Quay, dredging within the Keating Channel, operating the lift bridges on Cherry Street and providing mooring and docking services to ships. The Port Authority also own the Port of Toronto site south of the Ship Channel at 8 Unwin Avenue.

An overview of the land use options and transportation and servicing alternatives was provided. The discussion that followed addressed the transportation alternatives, Toronto Port Authority requirements for new connections, and its interest in the creation of reliable, dedicated trucking routes that would bypass new Live-Work Communities. Some opportunities and constraints were noted such as bridge clearance heights and spacing requirements.

TORONTO PORT LANDS COMPANY

The Toronto Port Lands Company (TPLC), created in 1986 (previously operating as the Toronto Economic and Development Corporation), is as an arm's length, self-financing Ontario Business Corporation with the City of Toronto as its sole shareholder. TPLC is the largest landowner in the Port Lands with over 160 hectares of land holdings. City and Waterfront Toronto staff met with TPLC prior to finalizing the land use options, as well as to seek its input on the emerging Land Use Direction. TPLC was generally supportive of the emerging direction. Timing of implementation in consideration of existing leases was a key concern. The project team will continue to work with TPLC in the next stage of developing the Planning Framework, and in particular in developing an implementation framework.

SOLID WASTE MANAGEMENT SERVICES (SWMS)

City staff also met separately with SWMS staff to discuss the land use options and potential for relocating the Commissioners Transfer Station. The Commissioners Transfer Station is centrally located within the Film Studio District, abutting McCleary Park to the north. The facility was originally constructed as a waste incinerator in 1953. The facility ceased incineration activities in the 1980s, but has continued to be used as a transfer station for residential garbage and leaf and yard waste. The transfer station also serves as a public drop off for small quantities of recyclables, as well as household hazardous waste and electronic goods. Other City Divisions such as Transportation Services use the transfer station to drop off leaf and yard waste and street sweepings. The main building has a "tipping floor" where garbage is offloaded, stored and compacted before being transferred to trucks destined for the Green Lane Landfill.

The property was listed on the City's Inventory of Heritage Properties in 2003 for architectural and contextual reasons. The building was cited as an example of Modern Classical design and the complex, with its 137-metre

high chimney, is a prominent visual landmark in the Port Lands.

Solid Waste Management Services has initiated the development of a Long Term Waste Management Strategy for Toronto which will guide the Division for the next 30 to 50 years. The completed Strategy will recommend waste management policies and programs, including how to manage the remaining garbage after reduction, reuse and recycling. HDR Corporation has been hired to assist with the development of the Strategy that will include a review of all potential future land use options associated with the Commissioners Transfer Station.

SWMS staff noted that given the potential population and employment in all of the land use options, a new facility could help to serve the anticipated long-term growth in the area and achieve sustainability objectives of the Long Term Waste Management Strategy. SWMS staff noted the difficulty of relocating waste transfer stations due to the nature of the operations and potential for community opposition.

TECHNICAL ADVISORY COMMITTEES

Two Technical Advisory Committees have been established for the studies underway in the Port Lands area. The first Technical Advisory Committee (TAC) consists of representatives from a number of City Divisions and Agencies which have provided technical input on a number of the initiatives of this second phase of the Port Lands Acceleration Initiative. This TAC includes representation from Economic Development and Culture; Public Health; the Toronto Transit Commission; Transportation Services; Engineering and Construction Services; Toronto Water; Parks, Forestry and Recreation, Fire Services; Police Services; the Toronto and Region Conservation Authority; Waterfront Toronto; the Waterfront Secretariat; and a number of departments internal to the City Planning Division (Strategic Initiatives, Policy and Analysis, Transportation Planning, Heritage Preservation Services, Zoning and Environment and Urban Design).

The second TAC was formed to provide input specific to the development of a Community Services and Facilities Strategy for the Port Lands. This TAC includes representatives from the school boards, Children's Services; Parks, Forestry and Recreation; Public Health; Economic Development and Culture; Emergency Medical Services; Police Services; Fire Services; and the Toronto Public Library Board.

The land use options were presented to both TACs for input and feedback. The transportation and servicing alternatives developed for the Class EA were also presented to Port Lands Acceleration Initiative TAC. Feedback from this TAC focused on the transportation and alternatives. The Community Services and Facilities TAC identified potential service needs for the future population anticipated in the land use options that will continue to be assessed through the next stages of developing the Port Lands Planning Framework.

METROLINX

The project team also met with Metrolinx. The purpose of this meeting was two-fold. Metrolinx owns, operates and maintains the Stouffville and Lakeshore East rail corridors in the vicinity of the Port Lands, with the Stouffville line abutting the Unilever site to the north. The high-level, strategic analysis undertaken for the land use options and intensification scenarios for the South of Eastern area from a transportation perspective identified the need for additional higher-order transit over and above new surface transit in dedicated rights-of-way. The project team identified an opportunity for creating a transit hub on the rail corridor at the Unilever site and creating a GO Transit stop in this area. Secondly, all Broadview Avenue extension alternatives developed for the Class EA require traversing the rail corridor, and the project team was seeking feedback on the feasibility of this potential connection.

Metrolinx provided an overview of its long-term plans within this area. Key to being able to provide a new GO station in the vicinity of the Unilever site, is the electrification of the Stouffville corridor. Another requirement would be the ability to incorporate both local and express lines along the corridor, which would require further assessment. Protecting for the ability to establish a station is being addressed through the Transportation and Servicing Master Plan and through continued dialogue with Metrolinx staff.

HYDRO ONE

The project team met with staff from Hydro One with the objective of studying the burial of the overhead transmission wires along the Don Roadway, Commissioners Street and Bouchette Street to the Basin Transmission Station. From the Basin Transmission Station, the transmission lines cross the Ship Channel and connect to the switching station at the Hearn (owned by Hydro One) and into the newly constructed switching

station to the west of the Portlands Energy Centre. A Feasibility Study for undergrounding the overhead transmission wires is being undertaken as the existing overhead transmission wires would preclude dedicated higher order transit on Commissioners Street.

There are additional benefits from the undergrounding of the transmission wires. The use and transmission of electricity creates electromagnetic fields (EMF). Levels of EMF in and next to hydro corridors can be higher than those usually found both indoors and outdoors elsewhere in Toronto according to Toronto Public Health. City Council, in 2008, adopted a prudence avoidance policy to increase protection and reduce exposure. EMF Management Plans are requested as part of the development application review process for official plan and zoning by-law amendments or plans of subdivisions for new residential, schools or day nursery uses on properties that abut a hydro corridor.

Pinewood Toronto Studios has also indicated that the EMF emitted from the overhead transmission wires interferes with production activities and was a major reason why a new office development proposed in 2008 was withdrawn. Pinewood Toronto Studios supports the burial of the transmission wires.

TORONTO FILM, TELEVISION & DIGITAL MEDIA BOARD

The Toronto Film, Television & Digital Media Board (Film Board) is an executive group with 14 industry members that provides advice to the City on matters of concern and gives voice to Toronto's interests on local, provincial and national issues. The project team met with the Film Board on May 12, 2014 to get insight and feedback on where they saw the industry heading, as well as insight into the demand for new sound stages in Toronto. The project team made a presentation on the process and sought feedback on a range of questions based on research undertaken and feedback received from other stakeholders. The questions included:

- Do the uses identified for the "Creative Industry District" land use category capture other uses that would support the screen-based industry? Are there other uses we should be considering?;
- Would having a mixed-use residential community around the existing Pinewood Toronto Studios with shops and other amenities be appealing to entice new productions to film in Toronto?;

- Many film and television productions are filmed on our city's streets. Some other studios in North America, like Steiner Studios in Brooklyn, have, or are, developing "shooting streets". Would Toronto benefit from this?;
- What should we be planning for and protecting in the Port Lands to maintain or improve Toronto's competitiveness?;
 - Is there demand for new, purpose-built studio space in the City in general and, if so, is there a benefit to cluster new studios around existing concentrations?;
 - Is there a competitive advantage for Toronto to have soundstages, pre- and post-production space and related industries close to the city's downtown?;
- Where is the screen-based industry headed?;
 - With digital technology, will there be a shift to smaller studios with more of an emphasis on post-production?;
 - How much expansion opportunity do you think is needed in the short-, medium- and longer terms?; and
 - "Tent-pole productions" vs. television/smaller productions or both for a Toronto context?

The Film Board provided the following feedback:

- The industry is ever shifting;
- The industry in Toronto is strong and the strength of our dollar is less of a factor;
- Toronto is a unique jurisdiction on the international stage;
- More soundstages of any size are important;
- A broad array of soundstages is really critical;
- Digital does not mean smaller studios;
- Available inventory of soundstages is the big attractor for international productions;
- There are advantages to be close to downtown and close to the airport;
- Backlots are important and cannot be used as public event spaces when not filming;
- Filming is a 24/7 business that can be noisy and messy;

- Ample parking is critical;
- Post-production is growing all the time;
- Live-work would be beneficial for industry workers. This is happening in other jurisdictions; and
- If there was a live component, there would need to be a buffer between studios and the residential development.

4 REVITALIZATION OBJECTIVES

The fourth lens in the review was to review the land use options against the revitalization objectives developed to guide the development of the Port Lands Planning Framework. The revitalization objectives are outlined in Section 5. A summary of the strengths and weaknesses of each land use option in meeting the revitalization objectives is provided below. Each of the land use options has its strengths and weaknesses in fully realizing the revitalization objectives. As such, the preferred land use concept should build on the strengths of each land use option in order to best achieve the intended outcomes sought for the Port Lands by all stakeholders.

LAND USE OPTION 1

The Live-Work Community south of the Ship Channel generally would allow for a continuous public promenade along both sides of the Ship Channel. South of the Ship Channel, the promenade could run from Cherry Street in the west to the Hearn in the east. North of the Ship Channel, the promenade would run from the Inner Harbour to the Don Greenway and then from the Don Roadway to the Turning Basin. The large Creative Industry District in the Film Studio District could serve to support existing creative industries, allow for the relocation of existing related uses from the Lower Don Lands and contribute to the creation of new employment opportunities. The viability of realizing the large Creative Industry District given First Gulf's aspirations for the Unilever site is uncertain. This is discussed in more detail later in this Section. The lack of a Port/Employment District south of the Ship Channel limits the Port Lands' function as a working port. The amount of dockwall and space for such purposes would be significantly reduced, with this function generally located only within the East Port.

LAND USE OPTION 2

This option best serves the Port Lands' function as a working port by providing the most land for this purpose with a contiguous dockwall. Additional opportunities for economic development are provided with lands available for synergistic uses, other employment uses, new city serving uses and green industries. However, port uses adjacent to the dockwall would limit the ability to achieve a continuous water's edge promenade along the south side of the Ship Channel. The land area of the dedicated Creative Industry District, while allowing for expansion of existing creative industries, could limit the development of new soundstages and other related creative industries. However, other compatible employment uses and creative industries could be integrated and developed within the Live-Work Communities in the Lower Don Lands and Film Studio District.

LAND USE OPTION 3

The Film Studio District provides for additional expansion opportunities for new creative industries while also providing for a mixed-use residential environment that achieves sufficient critical mass to sustain a complete community and provide for 24/7 living and working environment. This option provides the ability to create distinctive places within the Film Studio District that support each other. The Port/Employment District adjacent to Toronto Port Authority's site could create a hub of port and employment uses, contributing to new jobs and continued port activity. The amount of dockwall in this option is similar to the amount of dockwall currently utilized for port functions. The Live-Work Community to the west of the Hearn achieves sufficient critical mass to support a complete community and would be invigorated by a repurposed Hearn as a new destination. However, the new community would be isolated.

LAND USE OPTION 4

The Live-Work Community south of the Ship Channel adjacent to the Toronto Port Authority's site could create a high quality waterside experience on both sides of the Ship Channel that complements the Lower Don Lands to the north. Similar to option 3, the Film Studio District strikes a balance between Creative Industry District and Live-Work Community that allows for the creation of distinctive places within the District that support each other. While the amount of dockwall and land available for port purposes is generally within the range of existing

dockwall utilized for port functions, lands available for this purpose are dispersed across the Port Lands landscape. Moreover, the new community south of the Ship Channel would be bookended on either side by port and employment uses.

5 POLICY AND GUIDELINES

The land use options were reviewed against current land use direction that guides land use decisions in the Port Lands. Current land use direction is summarized in more detail in Section 4.

PROVINCIAL POLICIES AND PLANS

As noted in Section 4, land use decisions are required to be consistent with the Provincial Policy Statement and conform to the Places to Grow Growth Plan.

From a land use perspective, the PPS 2014 is predicated on building strong healthy communities. The PPS 2014 supports this, in part, by accommodating an appropriate range and mix of uses, including a full range of residential, employment (including industrial and commercial), institutional, recreation, parks and open spaces, and other uses to meet long-term needs. The land use categories developed provide for an appropriate range and mix of uses. The land use options for the Port Lands were developed distributing these categories in different configurations, while also providing a range of parks and open spaces, recognizing that neighbourhood-scale parks would be established through precinct planning. From this perspective alone, each option would be consistent with the PPS 2014. However, a key consideration is the viability of the different areas.

The PPS 2014 also recognizes and requires that “land use patterns are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”. The Implementation evaluation lens deals with these matters in more detail, but it is important to note that the land use options which propose new Live-Work communities south of the Ship Channel would require additional transportation infrastructure, most notably dedicated, higher order surface transit. Given that the Lower Don Lands and the Film Studio District are the initial areas to undergo redevelopment and there is the need for significant investment in infrastructure investment to facilitate their redevelopment, any consideration for new Live-Work Communities south of the Ship Channel would

only be achievable in the distant future. Leap-frogging revitalization efforts in this area in advance of the areas north of the Ship Channel would be undesirable and would represent a challenging, uneconomical expansion.

A key consideration in the review and evaluation of the land use options was the new policy that requires the long-term operation and economic role of the marine and rail facilities to be protected. Existing port activity occurs in various locations across the Port Lands’ landscape. All of the land use options proposed the consolidation and relocation of existing port activities, where possible, in the Port Lands to better concentrate these activities and to open up opportunities elsewhere in the Port Lands. The key difference between the options was the amount of space allocated for port purposes, with option 1 providing the least amount of space with up to 18.4 hectares of land which could only be maximized if the existing concrete batching facilities were relocated elsewhere in the City. Option 2 provides the most amount of space with up to 45.4 hectares for port and employment uses. Options 3 and 4 provide a mid-range amount of space for port functions.

The Growth Plan, similar to the PPS 2014, requires that planning authorities provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. The Growth Plan also requires that when planning for land uses in the vicinity of rail and dockyards, the land uses will support the primary goods movement function of these facilities. As with the PPS 2014, the land use categories developed for this process provide a mix of land uses, creating opportunities to both live and work in new communities. The land use options also all provide for areas for continued port and industrial activity by identifying areas to be developed or maintained with port and employment uses. The viability of these areas in the different land use options to sustain their intended function, however, is what sets the different options apart in terms of conformity with the Growth Plan from a land use perspective.

CONFORMITY WITH OFFICIAL PLAN POLICY

Land use decisions made under the *Planning Act* are required to conform to a city’s official plan, the long-term vision for how a city should grow. While not in force in the Port Lands, the Central Waterfront Secondary Plan (CWSP) is Council adopted official plan policy and is the primary policy document that guides decisions respecting the revitalization of the Port Lands. It would be counterintuitive to review the options for the purposes of

developing the Planning Framework against the in-force official plan, as this designates the Port Lands *Industrial*. The majority of the Port Lands are designated *Regeneration Areas* in the CWSP. *Regeneration Areas* are areas identified for revitalization and reintegration and are to provide for a broad range of uses. As previously noted, the land use categories were developed such that each category provided for a broad range of land uses identified for the Port Lands in the CWSP, including continued port and industrial uses, new media and knowledge-based industries and the creation of new neighbourhoods. Similar to the PPS 2014 and Growth Plan, continued viability of the different areas and proposed land uses is a key consideration in evaluating the land use options against the CWSP.

The City's Official Plan is also a key consideration in making land use decisions in the Port Lands in the context of achieving broader city building objectives. Of particular import to the review of the land use options is the City's recently completed Municipal Comprehensive Review (MCR). The new policies reinforce the importance of office growth for our city's economy, promoting large, freestanding office buildings in close proximity to existing or planned higher order transit routes and stations. Key considerations include the City's commitment to fostering employment growth in the South of Eastern area, the City and TTC currently undertaking an Environmental Assessment for the Relief Line, and the potential for a GO station in proximity to the Unilever site. Prudent land use decisions related to future office development in the Port Lands need to be made such that both the Port Lands and surrounding areas can realize and sustain their economic potential. This, by no means, suggests that there should not be employment and office imperatives for the Port Lands, rather it is about ensuring the right balance is achieved. The next section deals with this aspect of the evaluation in more detail.

Employment uses in the Port Lands, much like in the City's Official Plan, should be located to take advantage of higher order surface transit in dedicated rights-of-way proposed in the Port Lands. A transit hub within the Film Studio District is proposed in the Transportation and Servicing Master Plan in the vicinity of Commissioners Street and a future Broadview Avenue extension. The transit hub would be located at the intersection of two proposed streetcar routes and future bus routes. Likewise, office and other non-residential development in the Lower Don Lands should be concentrated along future streetcar routes on Cherry Street and Commissioners

Street. Research undertaken for the City's MCR indicates that employment density influenced transit ridership more than residential density. To make the best use of investments in transit infrastructure proposed for the Port Lands and to reduce traffic congestion, it is important to direct office space to locations with planned higher order transit and close to the proposed future transit hub.

Furthermore, given its scale, the Port Lands can, and should, accommodate a broad range of functions and activities. This is reinforced in the current land use direction in the CWSP which, in addition to new mixed-use residential communities, also identifies the creation of a "Convergence District" and maintaining the role the Port Lands plays in the city's economy. Providing a diversity of different districts, from new mixed-use communities to areas dedicated to employment growth is an important aspect of the CWSP. Additionally, new mixed-use residential districts are to provide opportunities for both living and working. This is to ensure that in the transformation of underutilized industrial lands to new communities contributions to growing city's employment base are achieved. The tools at the City's disposal to ensure employment uses are developed alongside new residential development on privately owned lands are limited. The next stage of developing the Planning Framework will explore mechanisms to ensure a mix is achieved in areas where mixed-use residential development is proposed.

IMPLEMENTATION

PHASING CONSIDERATIONS

Fundamental to unlocking development potential in the Port Lands is the implementation of the DMNP EA. This project will transform the existing mouth of the Don River into a healthier, more naturalized river outlet to the lake, while at the same time removing the risk of flooding to 240 hectares of land to the east and south of the existing river. The preferred solution developed as part of the DMNP EA process, and as refined through a subsequent amendment to the DMNP EA in 2013, includes the ability to phase the flood protection works to allow for development in advance of completing the entire project (Figure 15). This allows for lower costs in initial phases and the generation of revenue to fund later phases.

The first phase unlocks development potential in Cousins and Polson Quays. The realignment and reconstruction

of Cherry Street, including a new fixed bridge across the Keating Channel, the removal of the existing bridge and its abutments and raising the land in the two Quays provides the necessary flood protection measures.

The second phase of the DMNP unlocks the most amount of land for redevelopment, extending east of the Don Roadway in both the Port Lands and South of Eastern area south of the GO rail embankment. This phase requires the construction of:

- The Don Greenway from Lake Shore Boulevard East to the Ship Channel, including a new lake-fed wetland at the Ship Channel;
- A Valley Wall Feature along the east side of Don Roadway from Lake Shore Boulevard East to the Ship Channel;
- A Flood Protection Landform or a Valley Wall Feature at the Unilever site in the South of Eastern area;
- A sediment and debris management area including

the lengthening of Lake Shore Boulevard bridge and construction of a bridge at Commissioners Street across the Don Greenway; and

- Modifications to the Eastern Avenue underpass.

The third phase involves the completion of the river valley between the Don Greenway and the two Quays. A new bridge across the river valley on Cherry Street would also be required. This would unlock the remainder of the lands in the Lower Don Lands. The final phase is the naturalization of the southern dockwall of Polson Slip. This final phase would occur once the existing operation at 60 Polson Street (Lafarge) eventually ceases.

Renaturalizing the mouth of the Don River is a priority project for the City, Waterfront Toronto and the Toronto and Region Conservation Authority. Much of the work undertaken during the first phase of the PLAI focused on refining the DMNP and developing a business and financial plan to realize this project. A wide variety of potential funding sources were identified to help to fund the renaturalization and other associated infrastructure.

FIGURE 15: DMNP EA PHASING



These funding sources included land sales, city-wide and area-specific development charges, public sector contributions and front-ending agreements wherein a developer (or group of developers) finances some or all of the cost of the infrastructure.

The City completed its mandated five-year review of its Development Charges By-law in October 2013 with the adoption of a new By-law. Development charges from new construction pay for a portion of net municipal growth-related capital costs. Eligible infrastructure costs from the first two phases of the DMNP and related infrastructure needs have been included in the City's By-law. As such, the two Quays and the Film Studio District remain the priority areas to undergo redevelopment. Redevelopment of the lands south of the Ship Channel into new mixed-use communities could only be achieved in the distant future.

TRANSPORTATION AND SERVICING CONSIDERATIONS

The City is undertaking a Municipal Class Environmental Assessment (EA) for transportation and servicing infrastructure in portions of the Port Lands and the South of Eastern area concurrent with the Port Lands Planning Framework. Dillon Consulting has been retained by the City to undertake this EA and completed a strategic transportation and transit capacity needs review on each of the four land use options.

At this initial stage of the EA process, the focus was on determining future auto and transit capacity, while also recognizing that all new streets would be designed as complete streets providing enhanced pedestrian and cycling connections. The two intensification scenarios (moderate and more intense) for the South of Eastern area were included as part of the strategic review in order to better understand transportation needs. Ultimately, the number of new connections required to support redevelopment will be assessed and determined based on a number of factors, including establishing a finer-grained street network to better connect the Port Lands with the city.

The strategic review assessed the existing street network utilizing a high-level screenline analysis. Additional capacity needs were determined for each of the land use options for the Port Lands and intensification scenarios for South of Eastern. There were some consistent capacity requirements identified for all of the land use options. These included:

- Two additional auto lanes, one northbound and one southbound, crossing Eastern Avenue between Carlaw Avenue and Leslie Street;
- Two additional auto lanes, one northbound and one southbound, crossing the Keating Channel, consistent with the Lower Don Land Municipal Class EA;
- Two additional auto lanes, one eastbound and one westbound, along Commissioners Street; and
- Two additional auto lanes, one eastbound and one westbound, along Unwin Avenue.

Additional capacity is required across the Ship Channel, east-west north of Lake Shore Boulevard and through to Broadview Avenue in all of the land use options. However, to accommodate projected population and employment levels south of the Ship Channel in option 1, two additional lanes in each direction are required from a capacity perspective. Whereas, land use options 2, 3 and 4 only require one additional lane in each direction. The more intense scenario in the South of Eastern area, where a higher density office node is being tested on the Unilever site, triggers additional north-south and east-west capacity requirements.

From a transit capacity perspective, all land use options require new transit routes into, and through, the Port Lands. The key difference between the land use options is whether there is a need for dedicated, higher-order surface transit to accommodate projected population and employment south of Ship Channel. Where new mixed-use communities are proposed south of the Ship Channel (options 1, 3 and 4), higher-order surface transit is required. In option 2, transit needs could be met through increased bus service south of the Ship Channel. The additional connections and need for higher order transit where mixed-use residential communities are proposed south of the Ship Channel would be over and above the infrastructure requirements identified for the initial phases of development associated with the implementation of the DMNP EA. Any consideration for new mixed-use communities would be following build-out of the Lower Don Lands and the Film Studio District. The lands south of the Ship Channel would continue to be used for industrial and port purposes for the foreseeable future. Notwithstanding this, decisions respecting the street network should not preclude introducing higher-order transit south of the Ship Channel in the future. This will continue to be assessed in the next stages of the study.

Another key transportation consideration relates to truck activity from continued industrial and port operations identified in all land use options. These areas include the Lafarge operation at 60 Polson Street, the Toronto Port Authority site south of the Ship Channel, and in the East Port area. Truck traffic to and from the Lafarge site primarily utilizes Cherry Street to head north and Commissioners Street to head east to the existing concrete operations in the East Port or to the Don Valley Parkway. Prior to the closure of the lift bridge at Cherry Street across the Ship Channel, truck traffic to and from the Toronto Port Authority site primarily utilized Cherry Street. The Toronto Port Authority has indicated preference for a new route that would bypass new communities developed in the Lower Don Lands. Truck movement in and out of the Port Lands requires further consideration and this will continue to be assessed through the next stage of the Transportation and Servicing Master Plan. Integral to this continued review is ensuring that impacts are mitigated on existing and planned communities to the north and new communities within the Port Lands.

The existing municipal servicing infrastructure is limited in the Port Lands. The area south of the Ship Channel is the most limited, as it is only partially serviced with water servicing, and has no sanitary or stormwater management infrastructure. North of the Ship Channel, there is a network of distribution water mains ranging in size from 150-300 mm, a network of local sanitary sewers ranging in size from 300-675 mm and a network of local storm sewers ranging in size from 300-900 mm.

Some water/waste water capacity is available within the existing network north of the Ship Channel, however, upgrades and/or new servicing would be required to meet projected population and employment projections in all land use options. Extending and upgrading servicing is required in all land use options south of the Ship Channel, given the lack of infrastructure in this area. New servicing would need to be sized to meet demands. Land use options with higher population and employment projections may require larger pipe diameters and/or pumping stations

resulting in additional land requirements depending on the preferred solution adopted. However, this would not be a substantial increase in overall cost.

ECONOMIC DEVELOPMENT AND VIABILITY

As part of the first phase of the PLAI, the project team retained Cushman & Wakefield (C&W) to conduct a comprehensive assessment of development demand, market forecast, land valuation, property tax projections and infrastructure financing options for the redevelopment of the Port Lands. The assessment concluded that a full range of uses including residential, office, retail, hotel/hospitality and industrial were feasible in the Port Lands. The assessment also concluded that the Port Lands offers a unique opportunity to create a new office district. In terms of type of office, C&W surmised that the Port Lands is unlikely to become a “Canary Wharf” type of office location. Back-office and support employment development was anticipated in a lower density. The sectors that it considered promising for the Port Lands and that should be targeted included:

- professional and business services;
- finance, insurance and real estate;
- information, arts, entertainment and recreational services;
- public administration;
- educational services; and
- health care and social assistance.

Estimates of future demand, from conservative through to aggressive estimates were provided by C&W for a 30-year period. These estimates are provided in Table 3. During the process, several landowners pointed out that they felt, based on their experience, that these estimates were low, especially for residential. A peer review was conducted by N. Barry Lyon and Company which is discussed later in this section. While it was suggested that a “Canary Wharf” scale office development would not be feasible in the Port Lands, the amount of office development would still be a significant new district in the city.

TABLE 3: C&W 30-Year Market Demand Forecast (Phases 1 and 2)

Land Use	Conservative Demand	Moderate Demand	Aggressive Demand
Office	2.7 million sf	4.5 million sf	6.2 million sf
Residential	8,700 units	9,700 units	10,700 units
Retail	1.4 million sf	1.4 million sf	1.4 million sf
Hotel	375 rooms	450 rooms	575 rooms

C&W noted that due to the size of the Port Lands, the lands will develop out through numerous real estate cycles. They recommended that more detailed plans be developed for the Port Lands and that these include a variety of different uses to offset potential market risk, while at the same time ensuring that long-term planning objectives for the Port Lands are not compromised. C&W identified that existing heavy industrial and outside storage uses could expand marginally, recognizing that these uses support the city and downtown area and are not easily relocated.

C&W also completed a master development pro-forma model for different development scenarios in the Port Lands to evaluate and understand the financial viability of redeveloping the lands. Costs associated with redevelopment included major, local, and flood protection infrastructure. The total shortfall predicted was \$189 million over a 30-year period.

The Business Plan developed by the City of Toronto with assistance from N. Barry Lyon and Company (NBLC) as part of the documentation for the first phase of the PLAI provided a financial model that amended the C&W model through inputs and peer reviews undertaken by NBLC and Hemson Consulting Ltd. NBLC considered the residential demand anticipated by C&W to be conservative, but the retail and office demand to be reasonable. Hemson provided inputs into development charge forecasts. The resulting financial model was predicated on land sale revenue, development charge revenue and the cost of major infrastructure and local services. The result was a net present value shortfall from C&W's original forecast of \$189 million to \$118 million over a 30 year period.

An outcome of the first phase of the PLAI was the proposal to utilize other means for financing the necessary infrastructure, such as through front-ending agreements with developers/landowners, and other forms of public-private partnerships, through the establishment of a landowners' group. A landowners' group was established following the adoption of the PLAI report by City Council in October 2012. However, a critical component for the landowners is understanding how much development potential they might receive, the types of uses that would be permitted and any other City requirements such as affordable housing and community services and facilities that would be necessary for establishing complete communities. This Land Use Direction is a step forward to enable the landowners' group to resume discussions.

Emerging Development Concepts and Synergies with the South of Eastern Area

A key factor not assessed during the first phase of the PLAI was the potential emergence of a significant office node in the South of Eastern area. First Gulf, a developer of commercial properties including retail, office and industrial developments, acquired the former Lever Brothers site (aka as Unilever) at 21 Don Valley Roadway. The Unilever site is 11.7 hectares in area and is directly to the north of the Film Studio District between the Don River and Booth Avenue. The lands are designated *Employment Areas* in the City's Official Plan and are largely vacant.

First Gulf has expressed a desire to redevelop the site with a "Canary Wharf" style office development, something that was considered to be unfeasible in the Port Lands area. It has yet to file a development application with the City, but has had preliminary discussions. Moreover, the feasibility of First Gulf's concept for its site has yet to be assessed by the City. Nonetheless, redeveloping the site comprehensively with a mix of non-residential uses, primarily consisting of office, institutional, studios and research facilities, has been identified in the City's recent Municipal Comprehensive Review (MCR) and adoption of Site and Area Specific Policy 426.

Fostering employment growth in the South of Eastern area is an objective of the City, and the area is currently being reviewed through a separate planning study – the South of Eastern Strategic Direction – which is exploring economic sectors, associated built form for the area and transportation requirements. Hemson Consulting is undertaking the economic analysis on behalf of the City. As noted in Section 3, employment is in decline in the area. Given the South of Eastern area's proximity to the Port Lands and vice versa, it is critical that the two areas function well together, rather than unconstructively compete for development and economic sectors. Developing one area, while the other experiences little to no growth does not assist the City in achieving economic imperatives to grow the city's economy in these two areas.

Hemson was requested to provide additional advice to the project team on matters that have emerged since the first phase of the PLAI given their involvement in the South of Eastern Strategic Direction. This included gaining a better understanding of the interplay between the two areas and the viability of significant office concentrations in both the South of Eastern area and the Port Lands. Further,

feedback received from some stakeholders through this process has suggested that media sectors and other non-residential development in the Film Studio District would not be viable unless accompanied by residential permissions. Some stakeholders suggested that the cost per square metre for office space associated with new construction would preclude the ability to secure tenants and would prove too risky for investors.

The project team asked the following questions to assist in the evaluation of the land use options and to respond to issues raised by landowners in the Film Studio District:

- What economic and business sectors would be likely to locate and invest in the Film Studio District in the Port Lands area over the short term and next 30 years, taking into account the existing Pinewood Toronto Studios and economic and business sectors that are being explored for the South of Eastern area?;
- Where would the greatest potential be for developing a significant office node, South of Eastern or the Port Lands?;
- Would there be opportunities for a significant office node in both the South of Eastern area and the Film Studio District?;
- What factors (e.g. level and type of transit infrastructure investment) are likely needed to support significant office development in general?;
- Would there be any limiting factors (assuming that the necessary flood protection and municipal servicing needed to support revitalization is achieved) that the City should be aware of in terms of realizing a “Creative Industry District” in the Film Studio District primarily comprised of non-residential development?;
- Landowners in the Film Studio District have identified that a critical component to the success of the revitalization of the Film Studio District is providing for a mix of uses, including residential. Would a mixed-use residential environment be more conducive to the development of a “Creative Industry District” in the Port Lands?;
- How much demand could be anticipated for additional film studio uses in both the Port Lands and South of Eastern areas?; and
- Are there other factors that we should be aware of from an economic development perspective for the review of the land use options for the Port Lands?

Hemson’s Findings

Within the Film Studio District, Hemson anticipates that the current employment activities concentrated in the block bounded by Saulter Street South and Bouchette Street and the block bounded by Logan Avenue and Carlaw Avenue will remain in place in the short- to medium-terms. These blocks generally have existing development. Accordingly, the existing mixture of light-industrial type uses, creative industries and recreational uses is likely to continue and potentially evolve within the near term.

Hemson sees potential for the Pinewood Toronto Studios to expand, noting that Toronto is now a long-established North American film and television production centre that is supported by a highly experienced personnel and range of services. However, Hemson noted that the market is subject to factors beyond Toronto’s control such as exchange rates, tax policies and production incentives in other jurisdictions, and as such, was not able to project the amount of growth that could be expected.

Hemson indicates that other major sectors that might be attracted to this area are those that require or are interested in a location close to the downtown urban workforce but in space that is less costly than buildings in the core. However, common with the C&W report, the area would need substantially better transit infrastructure and amenities to support employees than currently exists. The form of transit and travel time to the core is a key consideration for new office development. Further, Hemson suggests that for developers to proceed with non-residential developments, prospective tenants would have to be capable and willing to pay the rents required to justify new construction. Again, similar to the C&W report, the types of occupants most likely to be interested in this location are established businesses in the technology, information and creative sectors. Additionally, but less likely, are financial services or public sector organizations which favour a central Toronto location but have limited requirements for external interaction.

With respect to the greatest potential for a significant office node, Hemson notes that this depends on significant improvements in higher order public transit access and amenities to accommodate the needs of the office users. Given these two basic requirements, Hemson identifies that the First Gulf site in South of Eastern is most likely to be able to meet these requirements in the short- to medium-term, particularly as the site is better situated on/

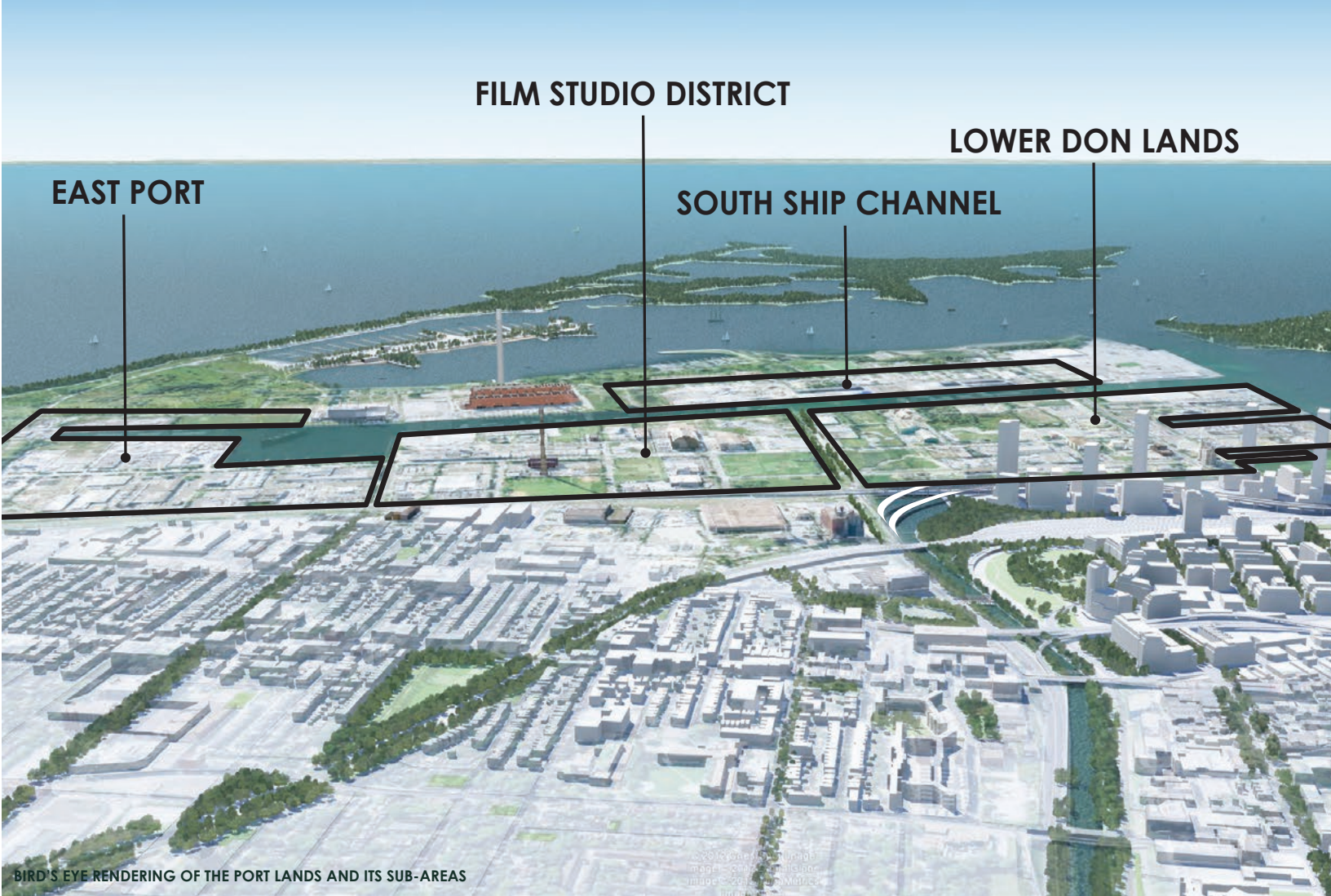
near potential higher-order transit routes, and in closer proximity to the downtown core and existing built-up areas.

Notwithstanding this, Hemson does identify that there is potential for non-residential development in the Film Studio District, particularly if development momentum in the broader vicinity such as new residential and mixed-use communities on the Quays is achieved.

Hemson also notes that factors conducive to attracting creative and information industry workers are good transit service and walking and cycling infrastructure. Additionally, having nearby access to a range of services (restaurants, grocery stores, gym, etc.) is a significant factor. *From the Ground Up: Growing Toronto's cultural Sector*, prepared for the City Toronto, likewise indicates that a key characteristic needed for a successful cultural scene includes providing an amenity-rich environment. In response to feedback received from landowners and users in the Film Studio District, Hemson identifies that opportunities for a variety of uses, including residential, could assist in allowing the district to develop in a timely and profitable manner, and could improve overall viability. From a market perspective, Hemson identifies that the outlook for residential units, including for the Film Studio District, identified in the first phase of the PLAI continue to be reasonable.

Further analysis will be undertaken in the next stage of developing the Planning Framework in order to establish:

- specific land use and density permissions in the Film Studio District to support the development of employment clusters in the District taking into account growth outlooks in the South of Eastern area, as well ensuring the development of a viable, self-sufficient neighbourhood; and
- the planning control mechanisms that could be utilized to ensure that employment uses in areas where mixed-use residential is ultimately permitted are delivered either prior to or concurrent with any residential development.



EAST PORT

FILM STUDIO DISTRICT

LOWER DON LANDS

SOUTH SHIP CHANNEL

BIRD'S EYE RENDERING OF THE PORT LANDS AND ITS SUB-AREAS

7 LAND USE DIRECTION

This Land Use Direction represents an ambitious land use vision for the Port Lands. Five themes underscore and inform the vision based on the analysis and consultation undertaken. These themes are discussed below. The Land Use Direction has been organized based on four sub-areas within the Port Lands study area: the Lower Don Lands, the Film Studio District, the East Port and South Ship Channel. A brief overview of the current state of each of these sub-areas is provided, followed by land use recommendations for each.

FIVE LAND USE THEMES

1 SUPPORTING NATURALIZATION OF THE DON RIVER AND ACCELERATING DEVELOPMENT

The first theme of the Land Use Direction is to accelerate development and support the renaturalization of the Don River Mouth. In order to accelerate development, the flood protection solution identified in the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA) needs to be implemented. Key to the DMNP EA is the renaturalization of the Don River. The phased approach and financing strategy developed to unlock development potential established through the first phase of the PLAI continues to hold true. The first areas to undergo development include Cousins Quay in the Villiers Island Precinct, Polson Quay and the Film Studio District. Proceeds from the sale of municipal land, development charges, area-specific development charges, contributions from senior levels of government and partnerships with the private sector could fund the flood protection and related infrastructure needed to support revitalization. This Land Use Direction further solidifies the advancement of development potential in the Port Lands.

2 CREATING VIBRANT NEW MIXED-USE COMMUNITIES AND EMPLOYMENT CLUSTERS ALONGSIDE A WORKING PORT

The Port Lands not only provides opportunities for new, diverse and vibrant mixed-use communities, but also employment clusters that assist the City in achieving broader economic development objectives. These new communities and employment clusters can co-exist alongside our working port through implementation of an effective package of mitigation measures and modernizing port functions.

3 CONSOLIDATING AND RELOCATING USES TO CREATE OPPORTUNITIES AND IMPROVE PUBLIC ACCESS

While generally underutilized, there are a number of existing uses in areas of the Port Lands slated to redevelop in the initial phases including port uses, industrial uses and film-related industries. Moreover, many of these existing uses are dispersed across the Port Lands' landscape. The consolidation of functions and relocation of existing port, industrial and film-related uses



ARTISTS RENDERING OF THE PLANNED NATURALIZATION OF THE DON ROADWAY AND DON GREENWAY

will not only open up opportunities and assist in achieving the revitalization of the Lower Don Lands and Film Studio District, but will also minimize potential impacts on the new communities and provide new opportunities for economic growth in the Port Lands.

The Port Lands' parks and open spaces, both existing and planned, will not only meet the needs of new communities, but also those of the broader city and region. Tommy Thompson Park, to the south of the study area, is a unique urban wilderness and the largest existing natural habitat on the Toronto waterfront. Upon completion it will be over 500 hectares in size. More investment in this large, regionally significant waterfront park, along with Clarke / Cherry Beach Park could make Toronto the envy of other global cities. The new, naturalized mouth of the Don River will provide another new destination for all Torontonians and visitors to our city. Moreover, improving access to the multitude of water's edges found in the Port Lands and creating new parks and open spaces distributed across the Port Lands landscape will open up even more opportunities for peoples' enjoyment of the Port Lands for generations to come.

4 CREATING SYNERGIES WITH THE SOUTH OF EASTERN AREA

The fourth theme is to create synergies with the South of Eastern area. The Port Lands cannot be planned in a vacuum. The South of Eastern area, directly to the north of the Port Lands, is an important employment area recently reconfirmed through the completion of the *Planning Act's* mandated Municipal Comprehensive Review. The Port Lands is also home to a number of film and related industries, an increasingly important economic sector for the city that also helps to position Toronto competitively on the global stage. By solidifying the film industry in the Port Lands, this industry can also continue to thrive in the South of Eastern area.

The synergies that need to be created extend beyond just propelling the City's economic development imperatives. The South of Eastern area also includes a stable, residential enclave. Synergies can be created with Leslieville/South Riverdale and this area as well, better connecting them with the Port Lands physically and socially.



CYCLISTS IN THE PORT LANDS

5 FUTURE PROOFING AND CREATING A STRATEGIC LAND RESERVE

The fifth and final theme of the Land Use Direction is to ‘future proof’ lands and create a strategic land reserve. Toronto is a large, complex mature urban centre that continues to grow through intensification, rebuilding and reurbanization. It is a diverse and dynamic city with a range of land uses and activities. The Port Lands will play an important role in the city’s continued prosperity and growth over the coming decades. At over 350 hectares, the lands represent an unprecedented redevelopment opportunity close to the city’s vibrant downtown, while also continuing to provide important services. The Summary of Findings report from the first phase of the Port Lands Acceleration Initiative recognized this multiplicity of roles that the Port Lands will play into the future as “effectively a new waterfront city within a city”. Once the West Don Lands is completed and the Keating Precinct develops, the Port Lands will be the last vestige in our urban frontier.

Our working port provides accessible, convenient marine transportation that is important to the overall economy. While we may not compete with other international port cities, or even regional ports, our city will continue to grow over the coming decades, and in so doing, will

continue to need the raw products that are delivered via ship to the Port Lands. As such, it is important to maintain a reserve of lands to meet these wide-ranging needs.

It is also prudent to ‘future proof’ parts of the Port Lands to ensure that decisions made now do not preclude future opportunities that are difficult to predict. Future proofing is about retaining some lands in public ownership to ensure long-term flexibility. It is about continuing to manage lease commitments in areas that will be retained for port and employment purposes such that we maintain a land bank within close proximity to the downtown that could be drawn upon to capitalize on opportunities that may arise such as a future Olympic bid, World’s Fair or other public interest not yet fully imagined. Future proofing is also about making wise decisions about streets, transit and other infrastructure today, in a manner that will permit extension and expansion to meet future needs economically and effectively. This aspect will continue to be addressed through the completion of the Port Lands and South of Eastern Transportation and Servicing Master Plan.

BIRD'S EYE VIEW OF THE SHIP CHANNEL



THE LOWER DON LANDS

THE LOWER DON LANDS TODAY

The Lower Don Lands is an 87-hectare area located between the Inner Harbour in the west, the Don Roadway in the east, the Keating Channel to the north and the Ship Channel to the south. The area includes Essroc Quay, Cousins Quay, and Polson Quay. Existing land uses are primarily industrial and commercial with some recreational, entertainment, food, transportation, telecommunications, finance and internet technology services. Four sites are privately owned (see Appendix A). The remainder of the lands are publicly owned. There are long-term leases on publicly owned lands on Polson Quay. The remainder of the lands are leased on a short-term basis by the Toronto Port Lands Company. Redpath utilizes the dockwall along Cousins Quay in the winter months to store its sugar. Essroc is in the process of relocating its existing operation on Essroc Quay to the East Port. Lafarge has indicated it plans to continue its operation on Polson Quay. The Lower Don Lands also includes several heritage buildings, with the majority located on Cherry Street.

THE LOWER DON LANDS OF THE FUTURE: A NEW MIXED-USE COMMUNITY

The Lower Don Lands will be transformed into a diverse urban district with new opportunities for living, working, playing and exploring. The urban district will have the characteristics of many other successful Toronto neighbourhoods, as well as a regional destination. The district will have a diversity of open space experiences including the renaturalized mouth of the Don River, new Don Greenway, historic Keating Channel, water's edge promenade at the Ship Channel and Promontory Park. This mixed-use land use direction is well established for the Lower Don Lands, and was confirmed through the first phase of the Port Lands Acceleration Initiative. The precise mix of residential and employment development is to be established through precinct planning, with the first precinct plan underway for Villiers Island (formerly known as the Cousins Quay precinct plan), and through continued efforts on the Planning Framework to address the Lafarge operation in accordance with City Council's direction from the first phase of the Port Lands Acceleration Initiative.

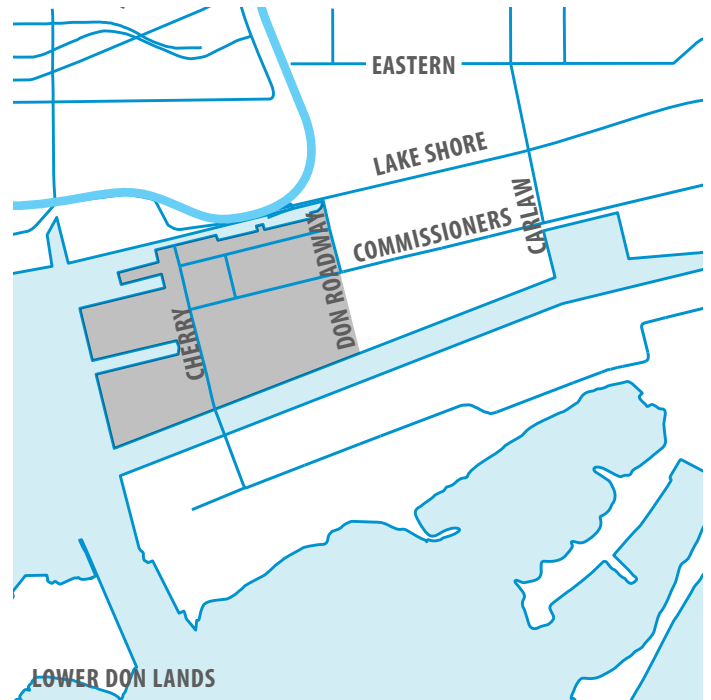
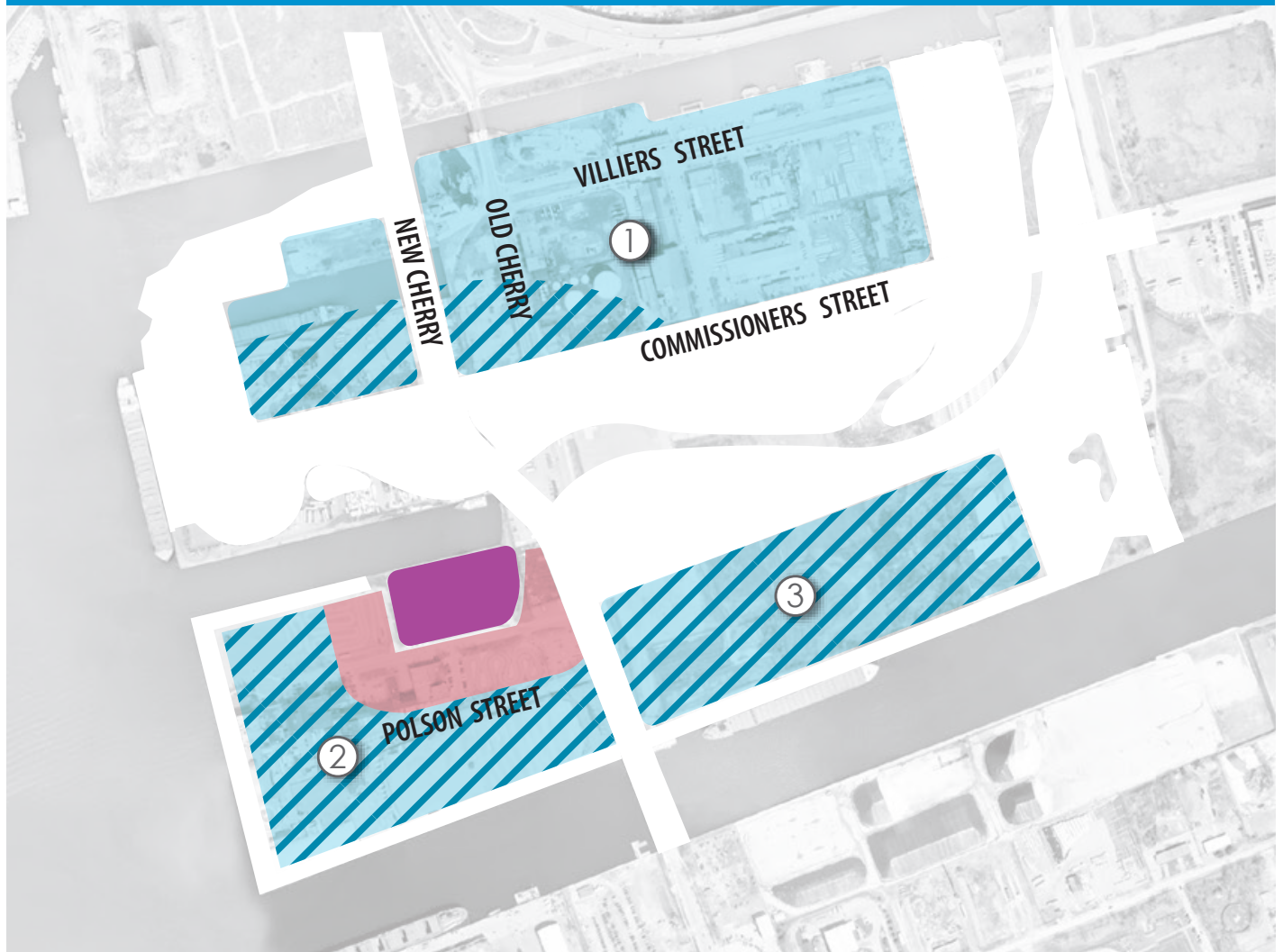


FIGURE 16: THE LOWER DON LANDS: A NEW MIXED-USE COMMUNITY



1 Villiers Island (Cousins Quay) Precinct
Surrounded by the new Don River Mouth, the Precinct will be transformed into a remarkable new community and gateway to the Port Lands. It will become significant as a regional destination and distinct as a sustainable, local community surrounded on four sides by water.

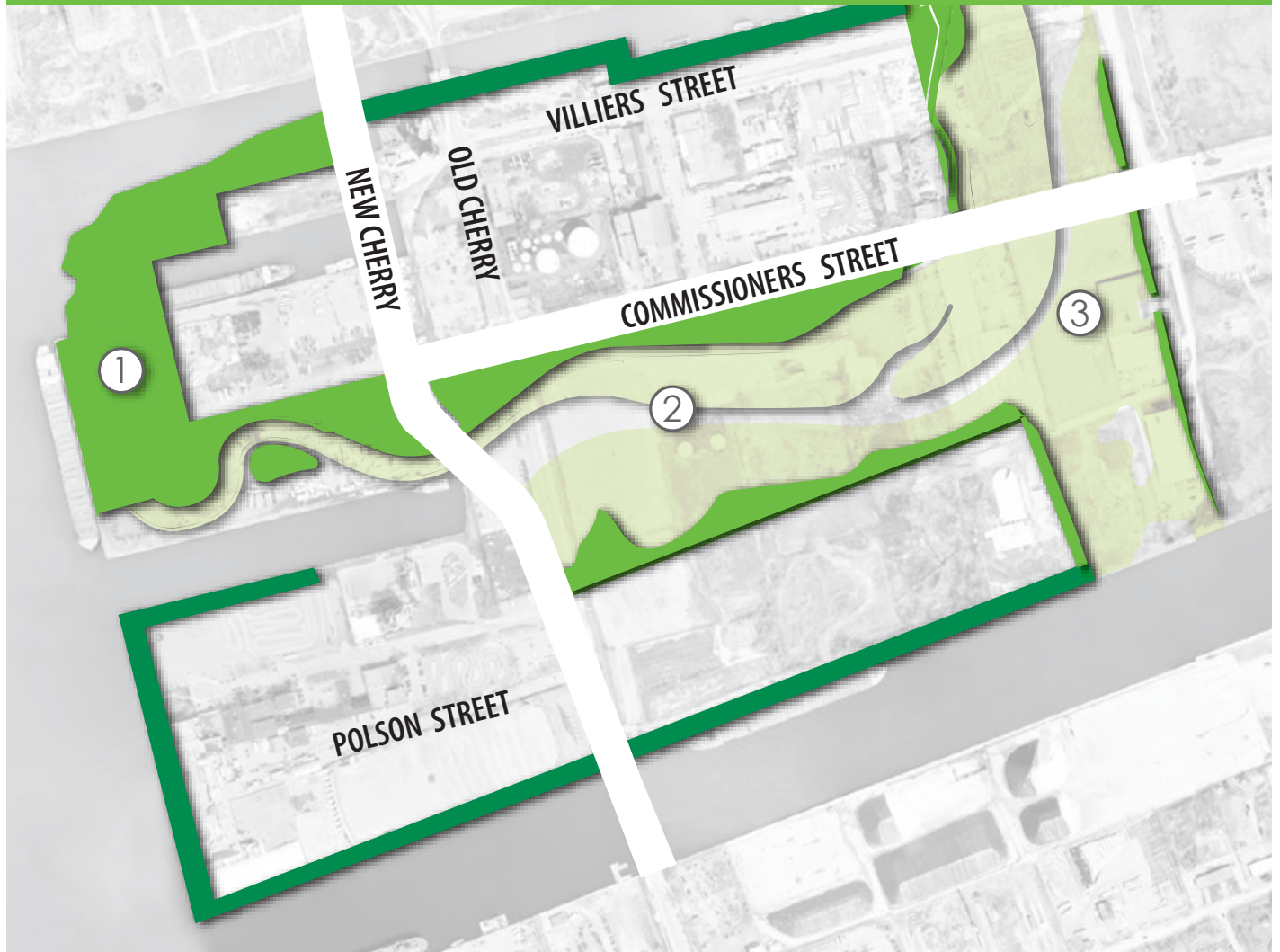
2 Polson Quay Precinct
With its dramatic views and framed by water on three sides, the Precinct will be developed with a dynamic mix of uses, as well as a landmark use overlooking the Inner Harbour that will act as a catalyst for redevelopment. Lafarge is able to continue its operations, if desired, with compatible mixed-use development within its vicinity.

3 South River Precinct
The Precinct will be developed with a mix of uses that capitalize on its river's edge to the north, Ship Channel edge to the south and Don Greenway edge to the east.

Noise & Air Quality Assessment Zone
A noise and air quality assessment will be undertaken to establish minimum separation distances, permitted uses and/or mitigation.

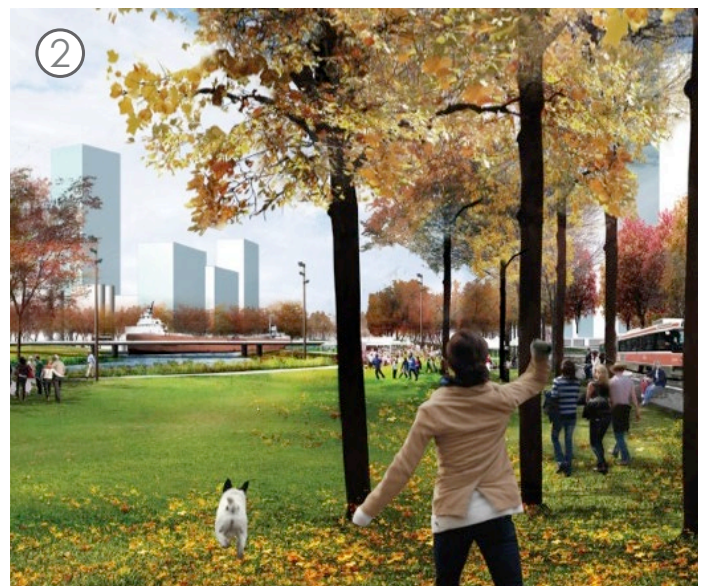
Buffer Uses
A mix of office and other commercial uses (i.e. non-sensitive uses) will be permitted within a minimum 70-metre area around the existing Lafarge operation.

FIGURE 17: THE LOWER DON LANDS: PARKS AND OPEN SPACES



- PROMONTORY PARK & VALLEY LANDS
- WATER'S EDGE PROMENADES
- RIVER VALLEY & DON GREENWAY

- ① **Promontory Park**
Linked with the mouth of The Don, Promontory Park will wrap around Cousins Quay to capture the extraordinary vista over the harbour to the city's skyline and Inner Harbour.
- ② **Naturalized River Valley**
The naturalized extension of the river south and westwards, between Cousins and Polson Quays, will create spectacular new open spaces and setting for community life.
- ③ **Don Greenway**
The Don Greenway will be a wonderful, natural linkage from Keating Channel to the Ship Channel running along the western edge of the Don Roadway and connecting south of the Ship Channel to Clarke / Cherry Beach Park and Lake Ontario.



THE FILM STUDIO DISTRICT

THE FILM STUDIO DISTRICT TODAY

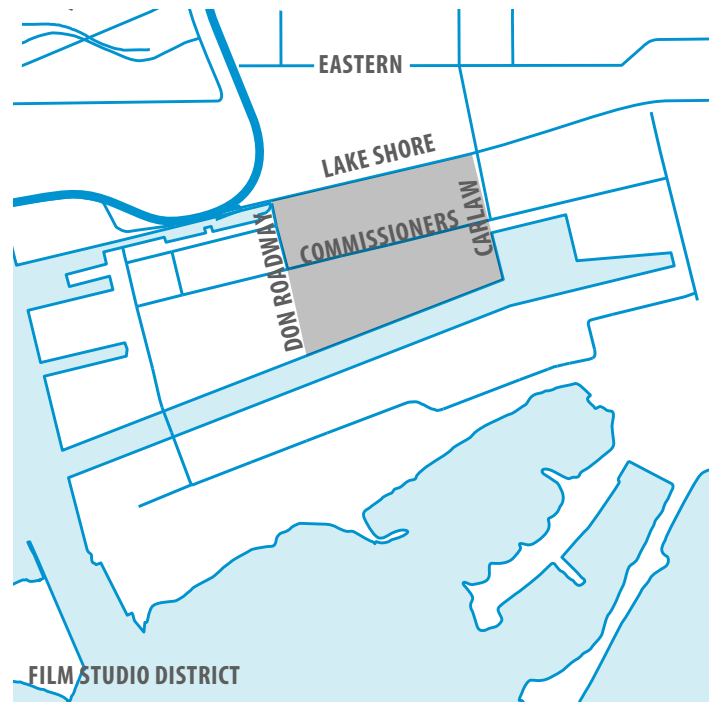
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The Film Studio District is a 57-hectare area bounded by the Don Roadway to the west, Lake Shore Boulevard East to the north, Carlaw Avenue to the east and the Ship Channel to the south. The area has a mix of private and public ownership, with long-term leases and options to lease. Home to Pinewood Toronto Studios, the district has a number of vacant parcels waiting to undergo redevelopment. The Commissioners Transfer Station is centrally located within the district to the south of McCleary Park. Other uses found in the district consist of commercial uses, private recreation facilities and light industrial uses on privately owned land.

THE FILM STUDIO DISTRICT OF THE FUTURE: A MODERN MEDIA CITY

“Media cities” are “multifaceted media hubs” featuring a clustering of soundstages of a variety of sizes, workshops, production offices and post-production services that cater to a wide variety of productions including feature films, television series and small feature productions. Media cities also have a clustering of related industries such as information and communication technology, digital animation and other non-media-related creative industries (Goldsmith et al, 2005).

The land use direction for the Film Studio District builds on this concept of the “media city”, expanding it to include a mixed-use community with shops, services and other amenities surrounding the existing Pinewood Toronto Studios and future media hub south of Commissioners Street. Opportunities are also afforded for the relocation of existing screen-related industries in the Port Lands in an urban form to facilitate renaturalization of the mouth of the Don River and revitalization of the Lower Don Lands. Lands are set aside to provide for the expansion and continued evolution of the existing media hub with appropriate and careful transitions to new mixed-use residential areas. A total of approximately 25 hectares (gross) of land will be provided for the media hub. Other creative industries, new media, technological and office uses will be interspersed with new residential development, generally concentrated north of Commissioners Street, creating a fully integrated, thriving, vibrant “live-work” environment to support 24/7 activity. The Don Greenway will be animated and activated by new mixed-use residential development fronting the Don Roadway.



TORONTO'S SCREEN-BASED INDUSTRY AND EXISTING MEDIA HUB

The screen-based industry in Toronto is an important, high-value economic sector. Toronto is one of North America's leading centres of film and TV production, thanks to a wealth of experienced creative and technical talent, and competitive tax credits. There are over 100,000 square metres of dedicated studio and stage space available across Toronto. Toronto is fast becoming a centre for post-production work, special effects and emerging technology. Many Toronto-based companies are internationally renowned as suppliers of high-quality animation, and cutting-edge visual and special effects.

While the screen-based industry has experienced growth and recession over the years, the industry in Toronto is currently doing well, exceeding \$1 billion in investment for three consecutive years. Television series productions dominated investment in 2013, representing almost two-thirds (62 per cent or \$730 million) of all total production investment. Filming happens not only in the city's different soundstages, but also on location across the city, with existing streetscapes that offer a “generic ‘Urban USA’ feel” at a fraction of the cost of filming in places like New York City (Goldsmith et al, 2005, 166).

The City has a history of supporting and nurturing its screen-based industry. The Toronto Film Office was created in 1979 as a means to support and promote Toronto as a competitive location for the screen-based industry. With the support of the provincial and federal

governments, policies were also implemented to make filming in Toronto more attractive. This included capping the exchange rate paid by productions filming in our city. Until the film studio complex was constructed in the Port Lands, the vast majority of production space was housed in converted warehouses and factories.

A study commissioned in 1999 by the Ontario Film Development Corporation identified the need for large, purpose-built soundstages in Toronto, the lack of which was seen as limiting the city's ability to attract the prestigious, high-budget, international productions. In 2003, the Toronto Economic Development Corporation (now TPLC) issued a Request For Expressions of Interest to develop a film/media complex in the Port Lands, followed by a Request for Proposals which led to eventual development of the studio complex located in the Film Studio District, including the largest purpose-built soundstage in North America. In addition to supplying needed purpose-built studio space, the project was intended to act as a catalyst to attract other creative industries to set up shop in the Port Lands as envisioned in the Central Waterfront Secondary Plan.

The first phase of the studio complex officially opened in August 2008, with more than 23,000 m² of production and studio space. Additional studio space was recently added, with three smaller studios, at approximately 1,000 m² each, ideally suited for television, live-event and small feature productions (Pinewood Toronto Studios). According to representatives from Pinewood Toronto Studios, these new studios achieve multiple objectives, including providing more affordable space for smaller productions and providing capacity for the studio to accommodate multiple major feature productions simultaneously. Major feature productions are sought after in the industry as they are often accompanied by larger budgets and heavy promotion.

The soundstages, workshops, wardrobe, production and office space in the Pinewood Film Studios are located within a 4.9-hectare secure site. The soundstages are large-span structures that are insulated to prevent sound and light from entering the buildings. The largest stage is 18 metres high. Access into the soundstages is provided to move large equipment, sets or components. Likewise, staging and parking space are provided outside of the soundstages to accommodate production crews and their equipment.

THE CASE FOR NEW SOUNDSTAGES

Anticipating demand for new soundstages is a difficult undertaking. The industry is a global industry and Toronto is competing for productions both nationally and internationally. The abundance of studio developments worldwide has fiercely increased competition for productions. New soundstage development and complexes are being established in places like Calgary, Atlanta and South Africa, all vying to capture the next big production. Research and market advice indicates that the value of our currency influences costs and whether productions will film in Toronto, although feedback from Toronto's Film Board indicates this is less of a factor today. Many other jurisdictions also offer similar incentives to Toronto's. Finally, the industry itself is changing due to technological advancements and the mainstream adoption of a digital format (Pinewood UK, 2011).

Cushman and Wakefield (C&W) was retained in the first phase of the Port Lands Acceleration Initiative to provide development, economic and financial advisory services to the project team. The arts, media and information technology sectors were identified as potential candidates for the Port Lands, but given the flexible and varied nature of demand from these sectors, it was not possible to reliably forecast future demand. Moreover, cost of occupancy was noted as a driving factor for these sectors, where it is common to repurpose older buildings, which are lacking in the Port Lands. Notwithstanding this, C&W identified that reserving lands in the Port Lands for these sectors was feasible. The C&W report did not specifically address new soundstage development.

Pinewood Film Studios indicates that future plans include developing a new 2,787 m² special effects stage on its existing lot. Currently, the studio uses a 3,700m² stage located west of the Don Roadway and south of Commissioners Street for this purpose, known as the Jumbo Stage. This stage is located where the future naturalized river valley will traverse. No additional soundstage development is anticipated and representatives from Pinewood have indicated that new stages over and above the future special effect stage are not required. They have also indicated a desire to construct a parking structure at Commissioners Street and Bouchette Street, as well as additional workshop, production and post-production space.

Geographic clustering of soundstages of a variety of sizes, pre- and post-production facilities and a host of other services and amenities appear to be desirable to the industry, and assist in competing for new, major feature productions while also sustaining smaller productions.

The majority of members on Toronto's Film Board echoed this need for a variety of spaces. Moreover, Pinewood UK recently made a planning application to meet potential new market demand with the ability to accommodate multiple large, feature productions simultaneously by developing new soundstages, workshops, ancillary uses and streetscapes. According to its planning rationale, there is increasing demand for stages of 2,787 m² and greater for major films (Pinewood UK, 2011). Notwithstanding the economic imperative identified for expansion, Pinewood UK's application was denied as it sought to expand on "Green Belt" land where development is generally prohibited (South Bucks District Council Planning Committee, 2013).

Steiner Studios, located in the historic Brooklyn Navy Yard in New York City, is in the process of expanding their facilities through the development of five new soundstages, and renovation of a seven-storey historic building into photo studios, soundstages and related space. A new parking structure is also proposed (New York City Regional Centre, 2009).

Notwithstanding Pinewood Film Studios' position that additional, purpose-built soundstages are not required over and above the new special effects stage proposed, what is apparent is that the film industry is constantly changing and evolving. Even the largest production centres, like those in the England and New York, are recognizing the need to diversify and provide a wide variety of production space. For Toronto to maintain its competitiveness in the global industry, allocating space for expansion in the Film Studio District is recommended to enable the City to respond to changing conditions and opportunities as they arise. The Film Studio District is

PINWOOD TORONTO STUDIOS



well positioned to accommodate additional purpose-built soundstages. The District is already home to an existing media hub with additional uses nearby in the South of Eastern area. The availability of land in close proximity to downtown Toronto coupled with the existing studio complex and clustering of screen-based industries within the Port Lands area are attributes that make the Film Studio District an attractive location for new, dedicated soundstage developments and other screen-based industries. If the lands are not secured for such purposes, future opportunities to expand this sector may not be possible.

It should be noted that timing for film sector expansion is unknown and that lands allocated for such purposes may sit idle until such a time as market forces or funding becomes available. Nonetheless, earmarking lands for such purposes is recommended.

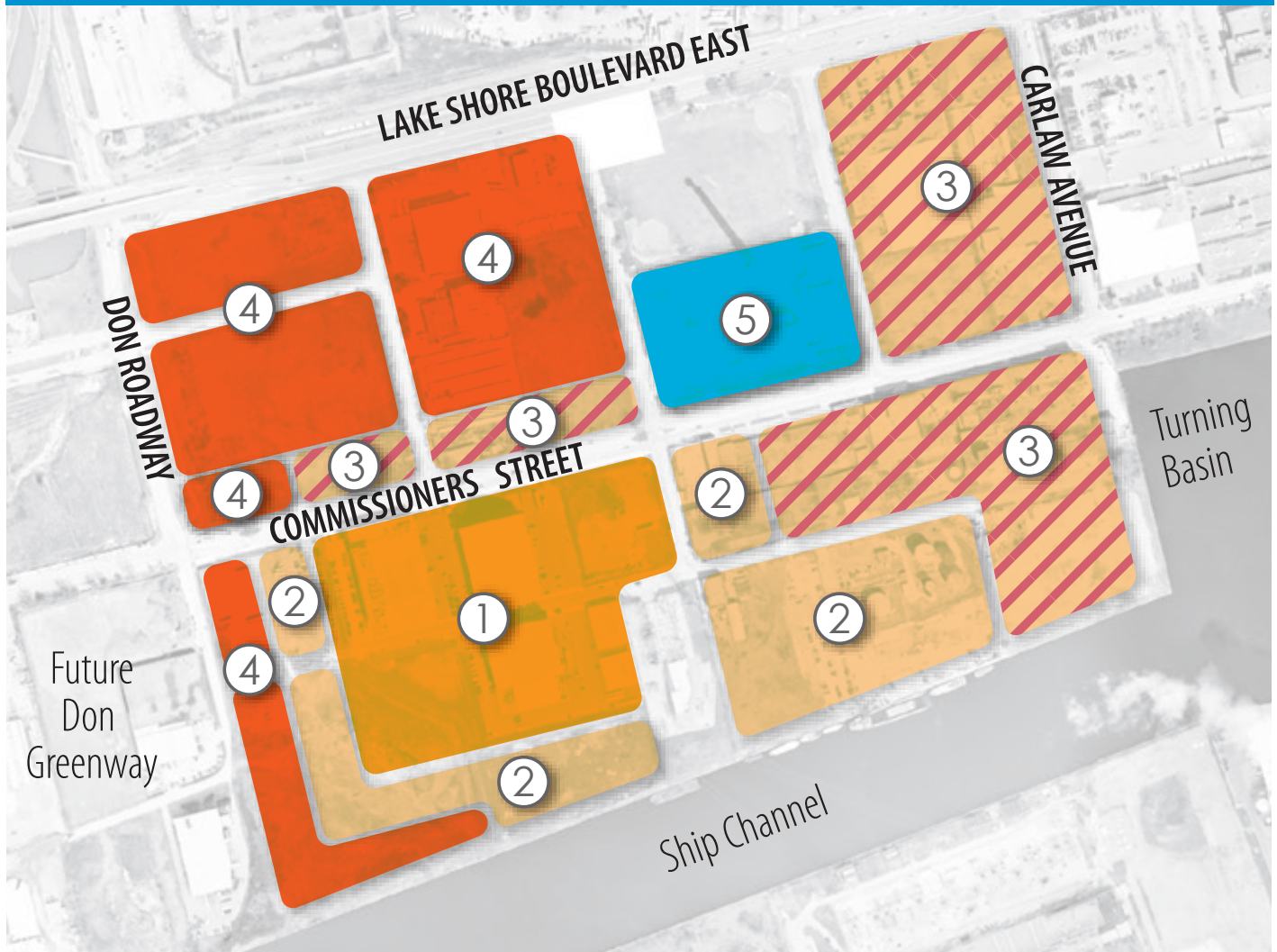
RELOCATION TO SUPPORT FLOOD PROTECTION THROUGH RENATURALIZATION OF THE DON RIVER

A number of screen-based industries are located in the Lower Don Lands and in the Villiers Island precinct such as PS Productions, United Rentals and Studio City Rentals which provide rentals for productions filming in Toronto. These uses, as well as the Jumbo studio utilized by Pinewood studios located at 75 Commissioners Street will need to be relocated to facilitate the renaturalization of the mouth of the Don River and redevelopment in the precinct. There is no immediate need for the relocation of these businesses. United Rentals and Studio City Rentals are located in the future river valley, which is the third phase of Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP). Nonetheless, the Film Studio District could accommodate these existing businesses in an urban form, providing yet another reason to allocate lands in the Film Studio District for film and related industries.

PINEWOOD TORONTO STUDIOS

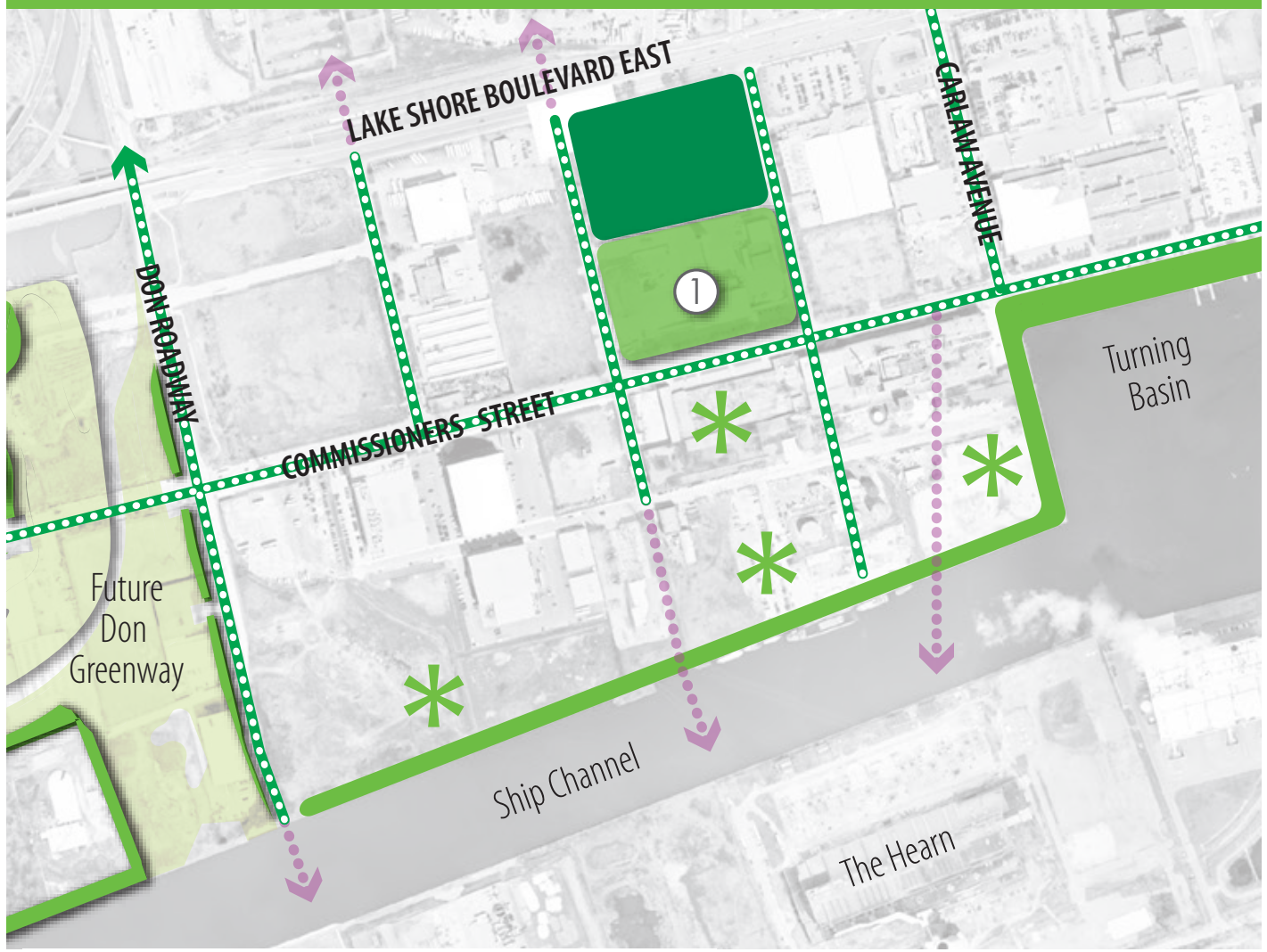


FIGURE 18: THE FILM STUDIO DISTRICT: A MODERN MEDIA CITY



- 1 Provide Film Studio Expansion Opportunities**
The lands will be reserved for further film studio development within a secure perimeter.
- 2 Develop with Creative Industries**
Creative Industries and other related / synergistic uses will be developed with active, animated uses along Commissioners Street and the Ship Channel. Additional opportunities for film studio expansion are possible. Creative industries and other non-residential development will buffer residential uses from existing / new film studios.
- 3 Develop as a Creative Cluster with Residential to be Assessed**
These areas will be an extension of the Creative Industry Cluster (#2) and will undergo further assessment in the next stage of developing the Port Lands Planning Framework and through precinct planning. Future work will establish whether residential uses will be permitted due to the proximity of nearby industrial operations as well as the transitions to the existing studio complex. Pending the outcome of this assessment, the nature and amount of residential development and creative industries to be developed will be established.
- 4 Develop as a Mixed-Use Creative Neighbourhood**
The Mixed-Use Creative Neighbourhood will be developed as a 24/7 living and working environment with new media / creative industries and other synergistic, compatible employment uses.
- 5 Establish a Community Hub with an Expanded McCleary Park**
Options for relocating the Commissioners Transfer Station will be undertaken by Solid Waste Management Services. Residential and other sensitive uses will be permitted pending relocation of the Transfer Station, and the existing heritage structure will be rehabilitated and re-used for a community hub and potential catalyst development.

FIGURE 19: THE FILM STUDIO DISTRICT: PARKS AND OPEN SPACES



1 Establish a Community Hub with an Expanded McCleary Park
 Create a community hub and expanded McCleary Park pending relocation of the Commissioners Waste Transfer Station. Definition of the character and types of uses for the community hub will be established through precinct planning efforts.

*** Explore District Park Options**
 Determine new district parks and open spaces for the precinct, depending on the mix of uses through precinct planning. Options to be explored include:

- A series of larger parks along the Ship Channel;
- A large central park extending from the new community hub to the Ship Channel; and
- A large district park at the Turning Basin.

2 Create a Network of Green Corridors
 Create a network of green corridors in public streets with generous landscaped boulevards and pedestrian and cycling amenities.

3 Continue to Explore Transportation Connection Alternatives
 Through the Transportation and Servicing Master Plan, the number and location of Ship Channel and South of Eastern connections will be assessed.

THE EAST PORT

THE EAST PORT TODAY

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The East Port area consists of the lands east of Carlaw Avenue, north of the Ship Channel, as well as east of the Port Lands Energy Centre, south of the Ship Channel. Existing uses north of Commissioners Street consist of government-related facilities, including a Toronto Hydro building and service centre, a TTC Wheel-Trans facility and Canada Post. Other uses include Canroof and Showline Studios.

A large retail complex anchored by Canadian Tire is located at the southwest corner of Lake Shore Boulevard East and Leslie Street. The lands south of Commissioners Street are primarily used for concrete batching and aggregate facilities. Essroc is currently in the process of relocating its operations to the East Port from the Lower Don Lands to facilitate revitalization of this area. In



ARTIST'S RENDERING OF THE NEW ESSROC SILOS AND SCREENING (SOURCE: BROWN + STOREY ARCHITECTS INC.)

addition to Essroc’s operation, Strada Aggregates is located south of the Ship Channel just to the west of Leslie Street. These operations utilize the dockwall adjacent to the Leslie Street Slip to deliver cargo.

The majority of lands are held in public ownership with the exception of the Showline Studios property, Canada Post and the parcels adjacent to Leslie Street north of Commissioners Street.

THE EAST PORT OF TOMORROW: AN IMPORTANT PORT AND EMPLOYMENT CLUSTER

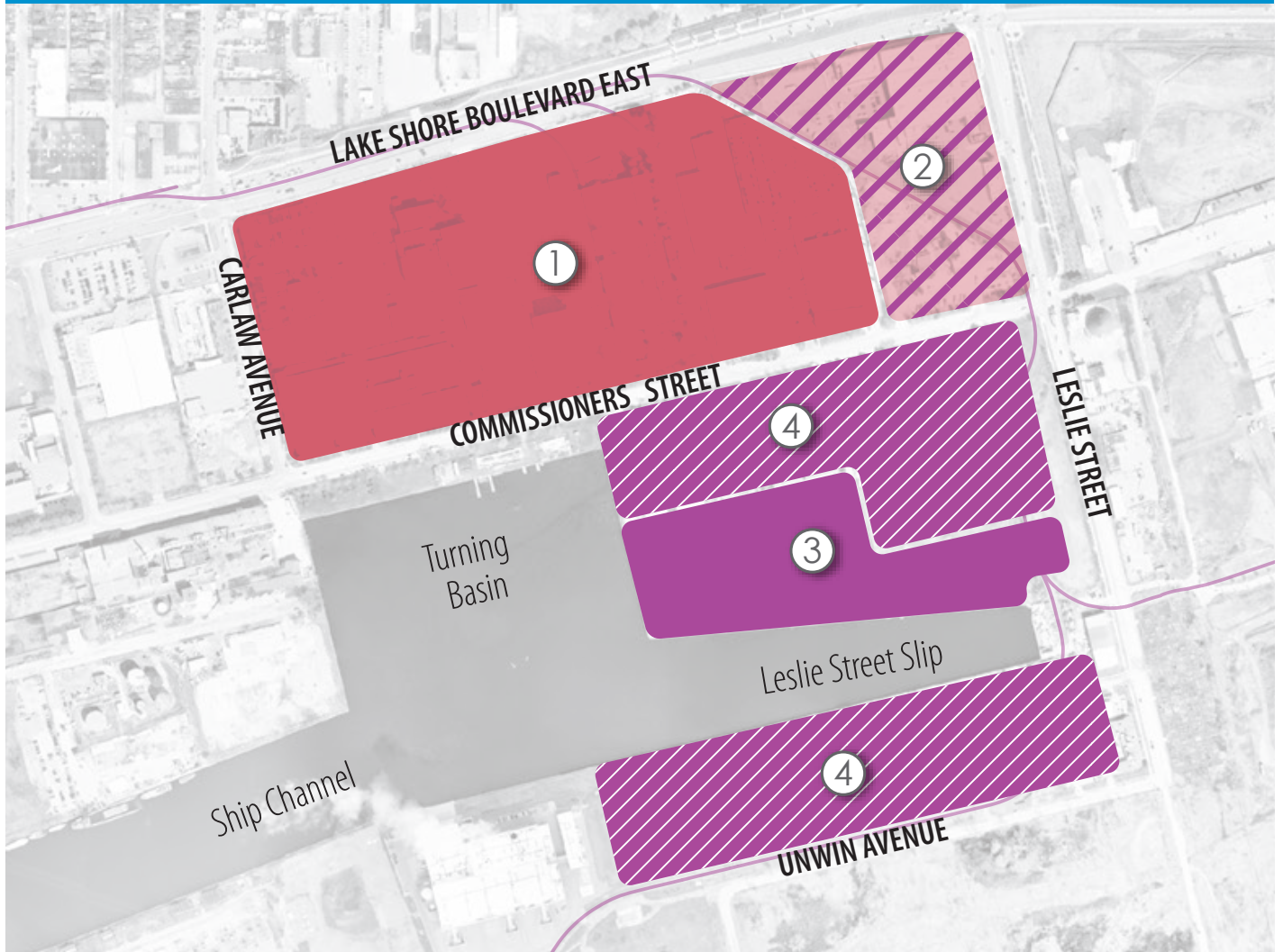
The East Port will continue to be utilized for port and employment uses for the foreseeable future. This area is already home and close to a number of important city services, such as the Ashbridges Bay Treatment Plant and the new Leslie Barns streetcar yard on the east side of Leslie Street. North of Commissioners Street, many of the existing uses will remain in the long-term. Some infill

development could occur on underutilized sites, or if existing uses cease operations. Given this area’s proximity to the South of Eastern area, and the existing Showline Studios, synergies with the South of Eastern can be fostered over time.

The concrete batching and aggregate operations south of Commissioners Street are important operations for the continued growth of the city. There are few alternative locations for these types of operations in the downtown, allowing for just-in-time delivery of concrete and aggregate products that are building and maintaining the city. The new Essroc silos currently under construction at the Leslie Street Slip, will be a new beacon and landmark for this area. Over time, the Leslie Street Slip will become increasingly more important for port operations. Performance standards to mitigate impacts of new industrial operations will be pursued in the next stage of developing the Planning Framework.



FIGURE 20: THE EAST PORT: AN IMPORTANT PORT AND EMPLOYMENT CLUSTER



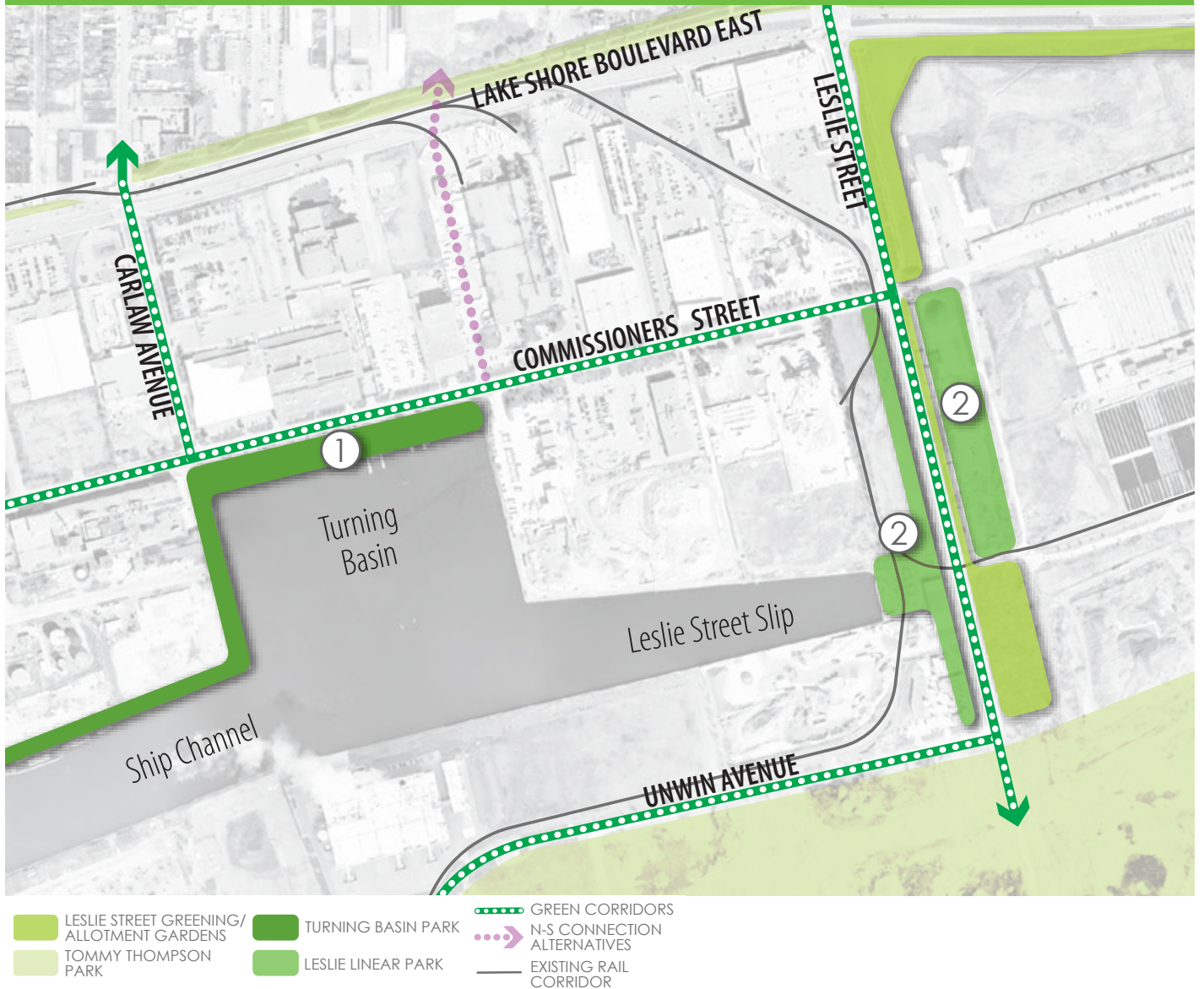
① Maintain the Lands for Employment Uses and Create Synergies with South of Eastern
 The lands north of Commissioners Street have employment uses that are anticipated to remain over the long-term. Infill or new development, as existing uses vacate, will consist of creative and knowledge-based office uses and light industrial uses in an urban form.

② Create an Employment / Commercial Cluster
 Employment uses are developed and expanded in an urban form with retail stores, services and restaurants at-grade as amenities for business and visitors.

③ Capitalize, Expand and Modernize Port Operations
 Over time, the use of the north dockwall of the Leslie Street Slip will be optimized for port and maritime uses. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be pursued.

④ Capitalize and Expand Port and Maritime Operations and Concentrate Heavier Industrial Uses
 Given existing heavier industrial uses to the east and the Portlands Energy Centre (PEC), these areas will accommodate port and maritime uses and other industrial uses. Compatible "green" industries will be encouraged south of the Ship Channel adjacent to the PEC.

FIGURE 21: THE EAST PORT: PARKS AND OPEN SPACES



1 Create a Water's Edge Park at the Turning Basin
 The lands to the south of Commissioners Street abutting the Turning Basin will be transformed into a new water's edge park.

Create a Network of Green Corridors
 A network of green corridors in public streets will be created with generous landscaped boulevards and pedestrian and cycling amenities.

2 Complete the Leslie Street Greening and Create a Pastoral Gateway to Tommy Thompson Park
 The relocation and consolidation of the transportation yard on the east side of Leslie will be explored, and a new linear park on both sides of Leslie will be created to provide a pastoral gateway to Tommy Thompson Park. On the west side of Leslie Street, this new linear park would be approximately 25 metres, comparable in width to David Crombie Park.

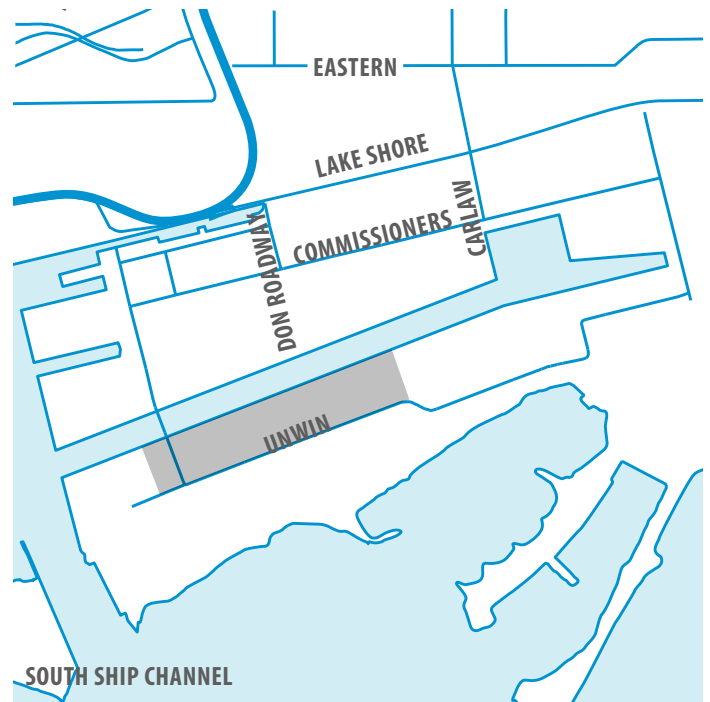
Assess North-South Connections
 Through the Transportation and Servicing Master Plan assess green corridor connections through South of Eastern while mitigating potential traffic infiltration.

SOUTH SHIP CHANNEL

SOUTH SHIP CHANNEL TODAY

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The South Ship Channel area includes the lands west of Cherry Street to just east of the Hearn, as well as from the Ship Channel to Unwin Avenue. The Toronto Port Authority's site is immediately west of the lands. The lands are currently used for outdoor, bulk storage of road salts that are delivered to the Port Lands by cargo ships. Lands owned by the Toronto Port Lands Company (TPLC) are provided through short-term leases for these purposes. Other users in the area include Green For Life Environmental, Battlefield Equipment Rental and the Metro Toronto Convention Centre, also on short-term leases with TPLC. Additionally, Waterfront Toronto has their soil recycling facility in this area. The Royal Canadian Yacht Club has a long-term lease on a site west of Cherry Street. To the east of the district is the Hearn Generating Station. This site is provincially owned, but currently under lease to Studios of America. Also located on provincially owned lands are the Portlands Energy Centre and two Hydro One switching stations.



INSPIRATION FOR THE MARITIME HUB:
THE MARKET IN GRANVILLE ISLAND, VANCOUVER (SOURCE: WWW.TOMOSTYLE.WORDPRESS.COM/TAG/BRITISH-COLUMBIA/)

SOUTH SHIP CHANNEL OF TOMORROW: A STRATEGIC LAND RESERVE AND WORKING PORT

The South Ship Channel lands will continue to be utilized for port and employment purposes for the foreseeable future. The continued port activity will provide an interesting backdrop for new mixed-use communities developed to the north. The continued outdoor, bulk storage is undesirable, presenting both environmental and nuisance impacts. Environment Canada has determined that in sufficient concentrations, road salts pose a risk to plants, animals and the aquatic environment (Environment Canada and Health Canada, 2001). Indoor storage is a best practice that should be pursued in the Port Lands through the creation of new marine terminals adjacent to the dockwall (Environment Canada, 2012). This would also help to minimize other impacts associated with this use on new communities developed in the Port Lands.

Other employment and industrial uses, on short- to medium-term leases, should also be pursued for this area, to both intensify functions, provide sites for the relocation of other uses in the Port Lands and generate revenue for the City. These new employment uses will be developed in

an urban form and frame Unwin Avenue to contribute to a more lively, active public realm.

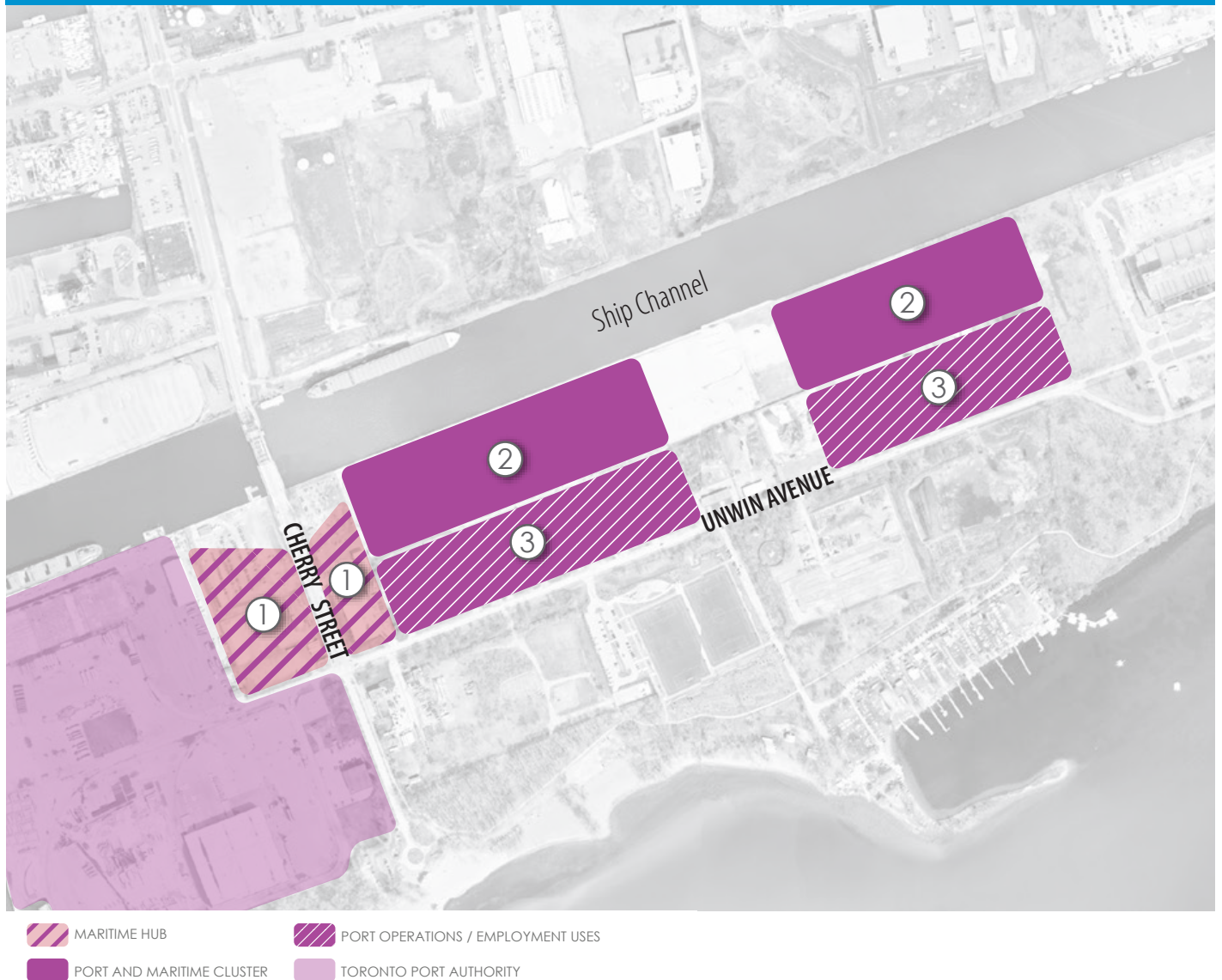
A new “maritime hub” is targeted for the Cherry Street frontage with a “village atmosphere”, but that also celebrates the area’s industrial and port heritage. The maritime hub will provide convenient and accessible shops and services for employees south of the Ship Channel and for visitors to Clarke / Cherry Beach Park. A gateway open space and harbour outlook is to be created on Cherry Street at the Ship Channel, starting on the east side of Cherry Street where there are currently short-term leases. In the longer-term, this hub will be extended to the west side of Cherry Street. Other parks and open spaces and measures to improve public access to the water’s edge will be further explored in the next stage of developing the Planning Framework.

The South Ship Channel lands also represent a strategic land reserve for the City, in close proximity to the downtown core, to support long-term public interests and opportunities that may emerge, such as a future Olympic bid, World’s Fair or other significant public undertaking.



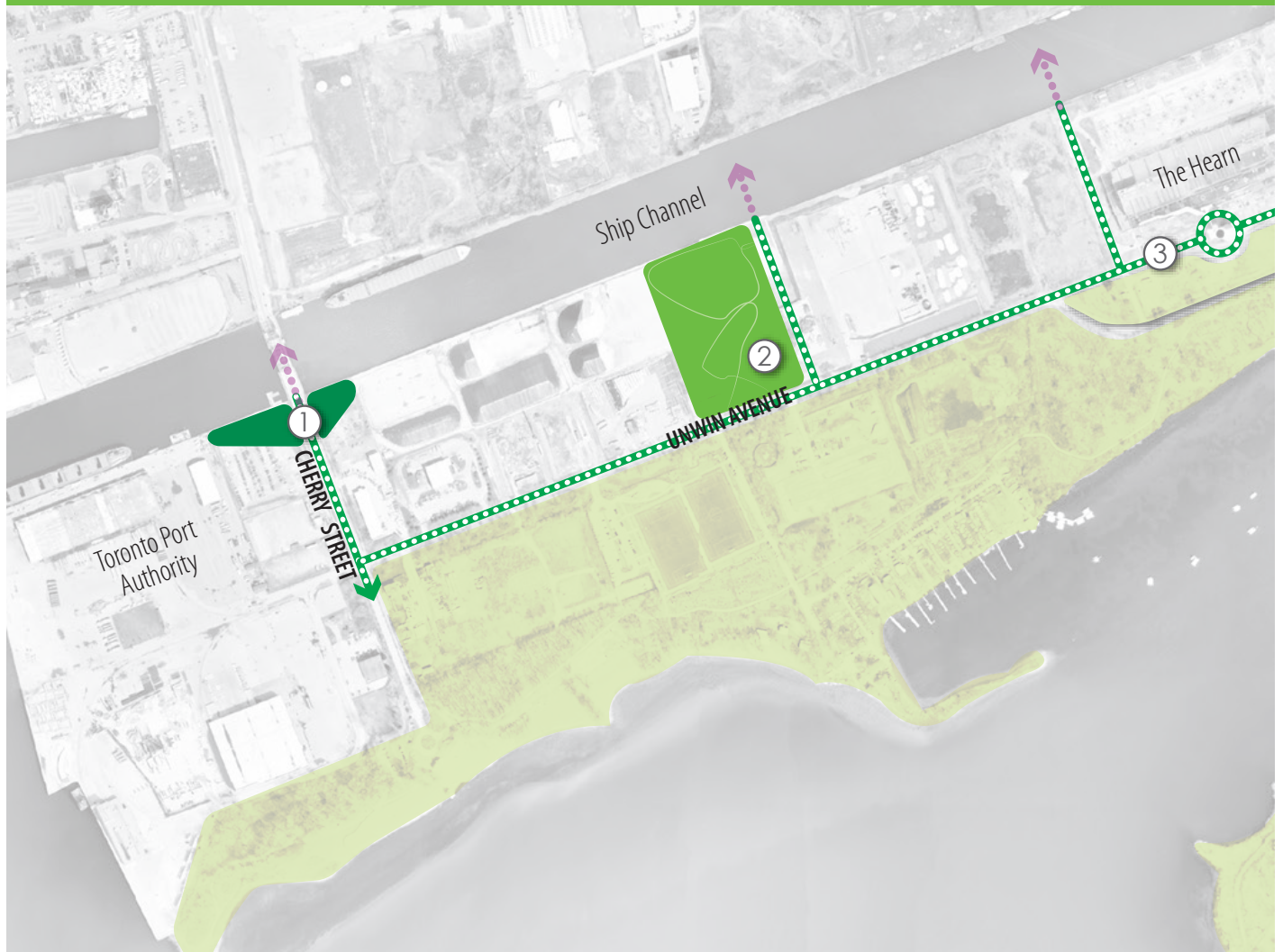
INSPIRATION FOR THE MARITIME HUB: BOXPARK IN SHOREDITCH, LONDON, ENGLAND (SOURCE: WWW.BOXPARK.CO.UK/)

FIGURE 22: SOUTH SHIP CHANNEL: A STRATEGIC LAND RESERVE AND WORKING PORT



- 1 Create a Maritime Hub**
 A “maritime hub” will be created on both sides of Cherry Street with active uses and amenities (shops, restaurants etc.) to create a gateway to Cherry Beach and support the public, and area businesses and employees.
- 2 Capitalize, Expand and Modernize Port Operations**
 The lands will be used for port and maritime purposes for the foreseeable future. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be pursued. Relocation of existing port and maritime uses in Villiers Island (Cousins Quay) and the Film Studio District will be explored.
- 3 Recruit Synergistic Industries and Employment Uses**
 Uses that are synergistic with a working port in an urban built form will be pursued adjacent to Unwin Avenue.

FIGURE 23: SOUTH SHIP CHANNEL: PARKS AND OPEN SPACES



- LAKE ONTARIO PARK MASTER PLAN
- DON GREENWAY SOUTH
- GREEN CORRIDORS
- CHERRY BEACH GATEWAY
- EXPLORE SHIP CHANNEL CONNECTION ALTERNATIVES

- ① Create a Water's Edge Park at Cherry Street**
 A new water's edge park and gateway to the Ship Channel and Cherry Beach will be created.
- ② Extend the Don Greenway South of the Ship Channel**
 A new green, natural heritage corridor will be created that fulfills a variety of functions.
- ③ Explore Realigning Unwin Avenue**
 A realignment of Unwin Avenue will be explored to provide enhanced pedestrian / cycling connections to the Hearn, achieve a net environmental gain and create a focal point at the Hearn's chimneystack as proposed in the Lake Ontario Park Master Plan.

- Create a Network of Green Corridors**
 A network of green corridors in public streets will be created with generous landscaped boulevards and pedestrian and cycling amenities.
- Ship Channel Connection Alternatives**
 Through continued efforts on the Transportation and Servicing Master Plan, the number and type of connections across the Ship Channel will be assessed.



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CONCLUSIONS AND NEXT STEPS

This Land Use Direction provides a comprehensive and balanced land use vision for the Port Lands. Developed with considerable input from the public and stakeholders, it addresses key objectives of the Port Lands Acceleration Initiative. As such, it will fulfill City, Waterfront Toronto and TRCA mandates to accelerate development. It will provide a land use framework to assist in implementing the required flood protection measures and renaturalization of the mouth of the Don River. It will provide for thriving and connected waterfront communities, new employment clusters focused on the growth of key sectors that are vital to the city's economy, and will also allow for the continued viability of our working port and other city-serving uses. It is predicated on achieving synergies with the South of Eastern area to the north, while also assisting in opening up new opportunities for new parks and open spaces, and improving public access to the water's edge. This Land Use Direction also recognizes the importance of maintaining lands in public ownership into the future, close to our city's downtown core. Our city, in thirty, forty or fifty years, will have a land resource available to respond to future opportunities as they arise.

NEXT STEPS

The Port Lands Planning Framework will continue to be developed using this Land Use Direction as a basis. A final report on the final outcomes of the Planning Framework will be prepared in 2015. The Port Lands and South of Eastern Transportation and Servicing Master Plan will establish the street and transit network to support this Land Use Direction, while also being mindful of the need for resiliency and adaptability. The project team will also be working towards providing more detailed land use direction through continued assessment and precinct planning. Specific next steps include:

- Establish appropriate separation distances, buffer uses, mitigation and/or requirements through further assessment;
- Establish dedicated, reliable trucking routes to minimize impacts on new / existing communities;
- Establish performance standards for new open port and industrial operations to modernize operations and mitigate potential impacts;
- Through Solid Waste Management Services Long Term Waste Management Strategy, explore options for the relocation of the Commissioners Transfer Station;
- Assess existing zoning permissions and pursue rezoning lands in the East Port and South Ship Channel to align with this Land Use Direction;
- Continue to consult with SAC, LUAC, public and other stakeholders on the Planning Framework and related studies; and
- Establish implementation timeframes (short, medium, and longer term) and a phasing strategy in consultation with TPLC that works towards implementing this land use vision for the Port Lands.

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APPENDIX 1: OWNERSHIP MAP

