

ATTACHMENT 3: PORT LANDS OFFICIAL PLAN MODIFICATION

MODIFICATION NO. __ TO THE FORMER CITY OF TORONTO OFFICIAL PLAN

RESPECTING THE PORT LANDS

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

1) Modify the Central Waterfront Secondary Plan (Official Plan Amendment 257) as follows:

a) Delete Paragraphs B11, B13, B18, and C21 and renumber the subsequent Paragraphs accordingly.

b) Modify Policy P9 as follows:

Streets that extend to the water's edge will create opportunities to see the lake from the city and the city from the lake. The design of buildings and public and private spaces that frame these streets will be of high architectural quality and take advantage of these views. New streets will be laid out to reinforce visual connections between the city and the water.

c) Modify Policy P12 as follows:

Parks and plazas strategically located along the water's edge will become centres of public activity – in effect, windows on the lake. The termination of each of the north-south streets within East Bayfront, or on the Quays, adjacent to the early 20th Century dockwall, will be celebrated by the creation of a series of unique public places (Inner Harbour Special Places) to reflect their history and the character of the surrounding community. They will provide a focal point for their neighbourhood.

d) Replace Paragraph D22_OPENING UP THE PORT LANDS TO URBAN DEVELOPMENT with the following:

D22_TRANSFORMING THE PORT LANDS

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character that promote social interaction, cultural enrichment, ecological health, a low-carbon future, and a prosperous local economy. Each district will take its cue from the naturalized river valley and wild natural areas, spectacular waterfront parks and open spaces, and rich cultural heritage.

The Port Lands will have an eclectic mix of uses, offering diverse opportunities for Torontonians to live, work and play. Intrinsic to this mix of uses is the energy, vibrancy and theatre of the working port and nurturing the growth of creative and innovative industries.

A resilient urban structure will be set in place, connecting the Port Lands to the city and providing sustainable options for moving in and through the area. The urban structure will provide a robust legacy of fine-grained streets and blocks to allow the Port Lands to continue to evolve and transform over time.

- e) Modify Paragraph D23 as follows:

With the construction of the Corktown Common flood protection berm, the West Don Lands will be redeveloped into diverse mixed-use communities. These communities will capitalize on their strategic downtown location and their historic roots as part of the original town of York..

- f) Replace Policy P42 with the following:

P42_PORT LANDS AREA SPECIFIC POLICY

Development in the Port Lands will be in accordance with the vision established in Big Move D22 and the Port Lands Area Specific Policy attached as Schedule C.

- g) Modify Policy 7.1 as follows:

The Central Waterfront Secondary Plan consists of the Core Principles, Big Moves and Policies, Maps A to E and Schedules A to C.

- h) Modify Policy 7.5 as follows:

The transportation alignments, Parks and Open Space Areas and Regeneration Areas shown in this Plan are intended to provide a basic framework for the Central Waterfront. Minor adjustments and additions to any of these elements may be made without amendment, including the final configuration of the future naturalized mouth of the Don River to be established through detailed design and the Queens Quay East alignment at its current intersection with Cherry Street and Lake Shore Boulevard East.

- i) Modify SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS as follows:

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Basin St (new)	Cherry St.	Don Roadway (new)	26 m	No
Basin St (Realigned)	Don Roadway	Carlaw Av	20 m	No
Broadview Av (new)	Eastern Av.	Commissioners St	35 m	Yes
Broadview Av (widening and new)	Commissioners St.	Ship Channel	35 m	Protected
Broadview Av	Ship Channel	Unwin	35 m	Protected

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Carlaw Av (new)	Basin St.	Commissioners St	30.5 m	No
Cherry St	CN Railway	Ship Channel	40 m	Yes
Cherry St	Ship Channel	Unwin Av	30.5 m	No
Commissioners St	Cherry St.	Don Roadway	40 m	Yes
Commissioners St	Don Roadway	Leslie St	42 m ⁽³⁾	Yes
Caroline (new)	Eastern Av.	Commissioners St	23 m	No
Don Roadway	Lake Shore Blvd E.	Commissioners St	40 m	Protected
Don Roadway (new)	Commissioners St.	Ship Channel	40 m	Protected
Don Roadway (new)	Ship Channel	Unwin Av	35 m	Protected
East-West north of Commissioners St (new)	Don Roadway	Carlaw Av	23 m	No
Leslie St	Unwin Av.	Commissioners St	26 m	No
Unwin Av	Cherry St.	Leslie St	22 m ⁽⁴⁾	No

(3) Includes a wide, landscaped stormwater management and linear open space feature. A 4.76 metre widening is required on the south side of Commissioners Street. A 7.0 metre widening is required on the north side of Commissioners Street.

(4) A 4.6 metre widening is required on the north side of Unwin Avenue between Cherry Street and the Broadview Extension.

j) Introduce a new Schedule as follows:

Schedule C

Port Lands Area Specific Policy

1. General

This Port Lands Area Specific Policy applies to the lands shown on Map 3A, herein referred to as the Port Lands. The Port Lands Area Specific Policy will be read in conjunction with the Port Lands Planning Framework, dated September 2017, to provide context and to assist in clarifying intent and purpose.

2. Vision

In addition to Big Move D22_Transforming the Port Lands, the vision for the Port Lands includes:

2.1 Seven Big Moves that will unlock the Port Lands potential:

2.1.1 The River and Don Greenway:

- a) The mouth of the Don River will be renaturalized and rerouted through the Lower Don Lands, south of the Keating Channel. It will restore and improve the ecological function of the river; provide flood protection, a variety of active and passive recreational uses, and wildlife and aquatic habitat; enable appropriate sediment management; and complement the broader city's ravine system. It will provide a comprehensive system of open spaces, with municipal parkland located above top of bank, and will be integrated with adjacent development areas, the Inner Harbour, and Don Greenway.

- b) A new green Natural Heritage corridor will be created adjacent to the Don Roadway from Lake Shore Boulevard south to Unwin Avenue, referred to as the Don Greenway. The Don Greenway will function as an important natural area and open space connection, linking the Don River to the future Lake Ontario Park, Tommy Thompson Park and Lake Ontario, as well as provide flood protection north of the Ship Channel.
- 2.1.2 Six signature north-south streets that will connect the Port Lands to the city. Each street will have a distinctive character and function within the overall street network:
- a) Cherry Street will be a gateway street into the Port Lands and to the recreational area and beach south of the Ship Channel. North of the Ship Channel, Cherry Street will be a key transit spine into the Port Lands and will provide a comfortable pedestrian environment and continuous multi-use pathway. South of the Ship Channel, the street will be activated and complemented by the Maritime Hub. The design of the street in this area should reinforce the character of the historic sand bar and integrate innovative stormwater management practices. It will also complete the multi-use pathway and include enhanced streetscaping;
 - b) The Don Roadway will be extended to the Ship Channel and provide a continuous linear park along the western edge of the street overlooking the naturalized mouth of the Don River and Don Greenway. A portion of the linear park may be utilized for future dedicated transit expansion if required. An extension of the street across the Ship Channel will be protected for;
 - c) The extension of Broadview Avenue will be a centrally-located civic spine into and through the Port Lands that extends across the Ship Channel, linking destinations along its way. It will include dedicated transit to Commissioners Street, and dedicated transit protected for south to the Hearn. The street will be aligned on axis with the Hearn chimney stack, framing this iconic piece of Toronto history;
 - d) Carlaw Avenue will extend southward to the Basin Street extension as a promenade street that capitalizes on its adjacency to the Turning Basin;
 - e) The Caroline Extension will terminate at the Turning Basin. The street will be designed to perform diverse functions with an employment area, while also minimizing potential impacts to existing stable residential areas to the north. The design of the street will incorporate wide pedestrian clearways, raised, separated cycle tracks, street trees, urban bioswales and on-street parking that could accommodate production crews; and
 - f) Leslie Street will be a green portal to Tommy Thompson Park with expanded green space on either side of the street. The wild, natural qualities of the Leslie Spit and Tommy Thompson Park will extend through the street and adjacent green spaces. South of Commissioners Street, the street will be configured to enable an expanded public realm.
- 2.1.3 Four east-west connections that will unite the Inner Harbour to the natural areas in the eastern end of the Port Lands:
- a) An urbanized Lake Shore Boulevard with a wide, landscaped multi-use pathway east of the Don River and the Keating Channel Promenade west of the Don River will unite Toronto east and west of the Don River. Additional north-south permeability and connectivity will be created across Lake Shore Boulevard;
 - b) Commissioners Street will connect key public spaces and provide address to the naturalized mouth of the Don River. The street will be redesigned and widened

into a complete, tree-lined street that integrates transit in a dedicated right-of-way; a wide, open landscaped stormwater channel east of the Don Roadway; enhanced pedestrian and cycling amenity; and appropriate conservation of cultural heritage landscapes;

- c) The Ship Channel is a unique waterfront amenity and transportation spine. It is a powerful focal point around which new communities and areas of employment will be built. The needs of existing port uses requiring dockwall space will be balanced with the opportunity to capitalize on the Channel as a public, recreational amenity. Along its northern edge, continuous water's edge promenades, a high-quality built form interface, attention to ground-floor uses to animate and activate the Channel and, where possible, flexible, floating elements adjacent will be introduced. Along its southern edge, areas will be strategically opened up for public enjoyment; and
- d) Unwin Avenue is, and will continue to be, the seam between industry and natural areas to the south. The street's existing 'wild' quality will be enhanced with new pedestrian, cycling and stormwater infrastructure that hugs the treed edge and integrates existing rail lines, while accommodating continued truck traffic. The street will be realigned in the vicinity of the Hearn and Port Lands Energy Centre to provide improved access, better engage with the Hearn, and create a net environmental gain through the expansion of existing natural areas. The final alignment in this area will be determined through the completion of Phases 3 and 4 of the Municipal Class Environmental Assessment process.

2.1.4 A blue-green park network will be established that creates new and varied public spaces and capitalizes on the numerous adjacent water bodies and features to support year-round activation and a remarkable public realm. The blue-green park network will consist of:

- a) Large areas of multi-functional, public parkland (located above top-of-bank) and other open spaces as identified on Map C. These major parks and open spaces will be city-wide destination parks that will fulfill a variety of functions;
- b) A series of continuous, publicly-accessible water's edge promenades that capitalize on the historic channels, the Turning Basin and Inner Harbour;
- c) Natural areas which integrate sensitively designed passive recreation opportunities to ensure the integrity of natural functions and habitat;
- d) Water recreation features, such as boat launches and public spaces on floating and/or moveable barges, that capitalize on the various waterways, while also ensuring the safety of recreational users and enabling continued port functions;
- e) Local public parks in *Mixed-Use Residential* and *Productions, Interactive and Creative Mixed Use* districts. Local parks will also be pursued for non-residential districts to supplement and complement major parks and open spaces and provide amenity for area workers.
- f) Linear open spaces that expand on the major and local public parkland and/or create green linkages between parks and open spaces; and
- g) Publicly accessible, privately owned open spaces within developments to supplement and further contribute to the Port Lands public realm.

2.1.5 The Port Lands will offer a number of destinations (Inner Harbour Special Places). These destinations will provide a wide range of cultural infrastructure, attractions, events and activities, both permanent and experimental. These destinations will take

advantage of and harness surrounding open spaces and heritage buildings and structures to create unique draws that will attract tourism and enable local enjoyment. These destinations are identified on Map E.

- 2.1.6 A series of unique and memorable districts will be created in the Port Lands with exciting contrasts and a carefully managed interface. The active port will be maintained, and new, diverse communities and employment clusters created. Each district will take its cue from the Port Lands' exceptional qualities, and be conceived to have its own distinct character with land use, built form, and street and block fabric as key organizing and differentiating elements.
- 2.1.7 An urban structure, consisting of the major public streets, and the varied urban, open and natural spaces, will be set in place that will create a high quality physical environment with a coherent spatial structure. The urban structure will support the series of unique and memorable districts and enable the establishment of a fine-grained and resilient local street and block pattern capable of supporting a wide variety of uses well into the future.

3. Objectives

The following objectives will guide public works and development in the Port Lands:

- 3.1. Ensure land use across the Port Lands and associated development is diverse with beautifully designed buildings, and, where appropriate, capable of adaptive reuse;
- 3.2. Actively pursue land uses that will shape prosperity and increase Toronto's global competitiveness and drive a strong, production oriented, digitally-connected, innovative and diverse economy;
- 3.3. Optimize maritime industries and support the working port while managing the neighbourhood interface;
- 3.4. Create a diverse and multi-functional public realm with activated public spaces, the highest caliber of urban design and that showcases stormwater as a resource;
- 3.5. Celebrate and conserve the unique history of the Port Lands to create new experiences and bolster character both within and from afar;
- 3.6. Connect the Port Lands to the city and achieve a fine-grained public street network over time for easy, seamless access with an emphasis on transit and active transportation while maintaining goods movement;
- 3.7. Create inclusive, social places with a range of housing choice, rich amenity and activity for healthy, prosperous and resilient lifestyles for all Torontonians;
- 3.8. Embrace the wild, natural areas and provide access for wildlife to enable abundant biodiversity;
- 3.9. Ensure the transformation is globally significant and showcases approaches embodying the cultural and technological shifts necessary for climate change resiliency and mitigation;
- 3.10. Ensure orderly development in lock-step with infrastructure improvements;
- 3.11. Create destinations for Torontonians, building on legacies and implement early activation projects to kick-start the transformation and enhance public access; and
- 3.12. Strategically consolidate and relocate some existing uses to create opportunity and improve public access while also wisely managing land to support future evolutionary potential.

4. Land Use

- 4.1 The Port Lands are an important location for *Productions, Interactive and Creative (PIC)* uses, with a focus on screen based industries, as well as an important location for *Port* and *Industrial* uses that assist in growing and maintaining the broader city. These uses will be protected from displacement, where possible. Strategies for relocation elsewhere in the Port Lands will be developed where existing *PIC*, *Port* and *Industrial* uses are required to be relocated to accommodate major public works and the Parks and Open Space system.
- 4.2 Land use permissions and direction within the different districts in the Port Lands (as identified on Map 3B – Port Lands Districts) will be in accordance with the following:
- 4.2.1 Villiers Island
- a) *Mixed-use Residential* land uses are permitted in Villiers Island.
 - b) A *Destination and/or Catalytic* use will be encouraged and permitted in Promontory Park, and as part of the adaptive reuse of the historic silos.
 - c) Source mitigation at the Cement Terminal on Polson Quay and appropriate receptor mitigation will be required to be confirmed prior to rezoning lands for sensitive uses in Villiers Island. Appropriate source and receptor mitigation will be determined through the submission of detailed noise and/or air quality assessment(s). Any on-site source mitigation proposed at the Polson Street Cement Terminal on Polson Quay will require the agreement of the operator of the Cement Terminal.
 - d) A mix of residential and non-residential uses will be required in Villiers Island. A minimum of 15 per cent of the Island's total gross floor area will consist of non-residential uses excluding retail and service uses. In addition, a minimum of five per cent of the Island's total gross floor area will consist of retail and service uses or other non-residential uses. Combined, the minimum non-residential requirements will result in at least 20 per cent of the Island's gross floor area. The precise location of the required non-residential uses is not prescribed by this policy and will be determined as zoning is advanced for the Island.
- 4.2.2 Polson Quay and South River
- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on Priority Retail Streets and Frontages are permitted in the Polson Quay and South River districts. Prerequisites for the future consideration and permission of any residential or new sensitive uses are addressed in policy 4.2.2 c).
 - b) The Cement Terminal on Polson Quay is an important operation for the broader city. The Terminal provides cement powder delivered by vessel for distribution throughout the city and region, reducing truck traffic on the city's and region's streets and contributing to building and maintaining the city. It is a symbol of the Waterfront's industrial heritage and an important economic activity relying on lake access and the dockwall for its operations. Expansion of the operation is permitted in accordance with the *Planning Act* and subject to appropriate technical studies and meeting regulatory requirements. In the event that the Cement Terminal operation relocates elsewhere, new *Port* and *Industrial* uses on the site will not be permitted.
 - c) Residential and other sensitive uses will only be permitted subject to completing comprehensive and detailed noise, air quality, vibration and traffic assessment(s)

at the precinct planning stage and provided it can be demonstrated to the satisfaction of the City that:

- i. there will be no undue negative impacts on the Cement Terminal located in Polson Quay or other existing port and industrial operations within the vicinity of the districts and;
- ii. a high-quality living environment can be attained.

Source and receptor mitigation will be required at a minimum. Site specific rezoning applications for residential and new sensitive uses will not be entertained until precinct planning demonstrates to the City's satisfaction the suitability of the districts for such uses.

- d) Appropriate source mitigation will be determined through the detailed noise and air quality, vibration and traffic assessments at precinct planning and in agreement with the operator of the Cement Terminal on Polson Quay and other existing industrial operators and port users south of the Ship Channel.
- e) Should residential uses be permitted, a minimum amount of *PIC Core* land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of *PIC Core* land uses excluding retail and service uses. In addition, a minimum of five per cent of the districts' total gross floor areas will consist of retail and service uses or other *PIC Core* land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in each of the districts.
- f) The minimum 25% *PIC Core* land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the *PIC Core* gross floor area will be permitted.
- g) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.

4.2.3 McCleary District

- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on Priority Retail Streets and Frontages are permitted in the McCleary District.
- b) Residential and other sensitive uses may only be permitted in the McCleary District subject to the relocation of the Commissioners Waste Transfer Station, or its reconfiguration into an urban format while appropriately conserving the heritage resource in a park setting and provided it can be demonstrated to the City's satisfaction that a high-quality of life in the McCleary District would be attained and impacts mitigated at the source. Additionally, appropriate mitigation of impulse noise sources associated with the Cement Terminal on Polson Quay may be required for residential or other sensitive land uses adjacent to the Don Roadway and for buildings that exceed a height of 25 metres in the district.

- c) A minimum amount of *PIC Core* land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of *PIC Core* land uses excluding retail and service uses. In addition, a minimum of five per cent of the district's total gross floor area will consist of retail and service uses or other *PIC Core* land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the district.
- d) The minimum 25 per cent *PIC Core* land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the *PIC Core* gross floor area will be permitted.
- e) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.
- f) In order to buffer the film studios to the south, *PIC Core* land uses will be provided directly adjacent to Commissioner's Street. Residential uses will not be permitted.

4.2.4 Media City and the Turning Basin District

- a) The focus in these districts will be on growing Toronto's screen-based industries, interactive and digital media, and arts, design and other creative enterprises. *PIC Core* land uses are permitted in the Media City and Turning Basin districts. Residential uses are not permitted.
- b) Active and animated ground floor uses will be required along the Don Roadway and water's edge promenade. Commissioners Street is a priority retail frontage. Retail at grade or other active uses along the Broadview Extension and Carlaw Avenue are required as properties redevelop.

4.2.5 Warehouse District

- a) The Warehouse District will transition to an area with *Light Industrial and Productions* uses as properties redevelop to complement the South of Eastern *Employment Area* to the north. New medium- and heavy-intensity industrial uses will not be permitted. Production studios, workshops, arts and design related uses, and green and knowledge-based industry uses are desirable uses and will be encouraged in this area.
- b) Retail and service uses, in accordance with other policies in this Area Specific Policy, will be permitted on Leslie Street north of Commissioners Street, and fronting Commissioners Street.
- c) Existing large scale, stand-alone retail stores and "power centres" legally established through a Zoning By-law Amendment prior to the enactment of this Area Specific Policy are recognized. Redevelopment of any sites with existing large-scale retail use permissions will be in accordance with the policies of this Area Specific Policy.

4.2.6 East Port, South Port East and South Port

- a) *Port* uses are permitted in the East Port, South Port East and South Port districts.
- b) *Industrial* uses may be permitted adjacent to the Ship Channel's dockwall in the East Port and South Port districts provided that it is demonstrated to City Council's satisfaction that lands are not required for port functions over the long-term and that proposed uses would not impact the quality of life of residents in proposed neighbourhoods.
- c) *Industrial* uses are permitted on lands that are not located directly adjacent to the Ship Channel's dockwall in the East Port and South Port districts, and are permitted in the South Port East district.
- d) Existing power production, storage and transmission facilities are permitted in the South Port East district. Any new power plants or transmission facilities to either replace existing facilities or to provide additional power will be enclosed by walls/attractive screening and will be encouraged to utilize renewable energy sources to support achieving the long-term net zero energy district objective. New power production and storage facilities will be required to go through the site plan approval process.

4.2.7 The Hearn Generating Station

- a) *Destination and/or Catalytic* uses will be permitted as part of the adaptive-reuse of the historic Hearn Generating Station. A full range of *Destination and/or Catalytic* uses will be provided. Sports and recreation facilities are also permitted.
- b) Retail and service uses up to a maximum floor area of 20 per cent of the total floor area are only permitted as an ancillary use and subject to the provision of destination and/or catalytic uses. Large-format retail stores (exceeding 3,500m² in gross floor area) are not permitted.

4.2.8 Maritime Hub

- a) *Destination and/or Catalytic* uses and active uses and amenities, such as retail stores, service uses, restaurants, outdoor patios, cafés, at grade will be permitted to create a gateway to Cherry Beach and provide amenity for the public, area businesses and employees.
- b) Other supportive and/or ancillary uses to the *Port* and *Industrial* uses in the South Port area are also permitted in multi-storeyed buildings with active uses at grade.

4.2.9 The Ports Toronto Marine Terminals district is identified as *Existing Use Areas*. *Port* and *Industrial* uses will be permitted on these lands. Should additional or new uses be requested requiring municipal infrastructure and/or services, comprehensive planning will need to be undertaken to justify the proposed uses and a net gain to the Parks and Open Space system provided. Should any non-*Port* and *Industrial* uses be proposed, it will need to be demonstrated that the lands are not required for *Port* and *Industrial* uses over the long-term.

4.2.10 Interim uses may be considered on lands designated as *Parks and Open Space Areas* within the boundary of this Area Specific Policy where the timing and funding of a future public park has not been determined, and provided that the interim use consists of a temporary structure; a special short term installation and/or event; or would temporarily support nearby uses.

- 4.3 The land uses for the districts identified in the policies 4.2.1 to 4.2.8 have the following meanings:
- 4.3.1 Districts identified for *Mixed-Use Residential* land uses will include a broad range of uses in a compact urban form, including, but not limited to office, retail, service, residential, arts and design related uses, *Destination and/or Catalytic* uses, local parks and open spaces and institutional uses.
 - 4.3.2 Districts identified for *Productions, Interactive and Creative (PIC)* land uses will support the growth of key economic sectors and maintain Toronto as a place for creativity and innovation. Desirable and permitted uses consist of production studios, carpenter's shops, workshops, artist and performing arts studios, galleries, museums and office uses associated with productions or creative sectors. Other permissible uses include light manufacturing, offices, warehouses (excluding self-storage warehousing), printing and binding, retail and service (excluding drive-through facilities), financial, community infrastructure, laboratory, computer-related and educational uses. Some entertainment uses may be permitted where the uses align with the vision for the particular district and in accordance with any performance standards established or size limitations.
 - a) Areas identified for *PIC Mixed-Use* land uses permit the full range of desirable and permissible *PIC* uses in a compact urban form and multi-storied buildings. Residential uses and other uses needed to directly support a complete community are permitted subject to achieving a minimum amount of floor area for *PIC* uses as identified in policies 4.2.2 e) and 4.2.3 c).
 - b) Areas identified for *PIC Core* land uses are reserved for *PIC* uses. Residential uses are not permitted. *PIC Core* areas can accommodate larger floor plates and more intense *PIC* activities.
 - 4.3.3 *Light Industrial and Productions* land uses permit *PIC Core* uses and the full range of land uses within light industrial areas, excluding uses that are vehicle-oriented such as vehicle dealerships, service shops and drive-through establishments. Ancillary uses to *Light Industrial and Productions* uses are also permitted.
 - 4.3.4 *Port* land uses are maritime uses that require dockwall access, and include, but are not limited to, marine terminals, silos and container terminals for the loading/unloading and storage, bulk or otherwise, of cargo by vessel, ferry or marine passenger terminals, and ship building and repair. Ancillary uses to *Port* uses are also permitted.
 - 4.3.5 *Industrial* land uses include a range of light and medium-intensity industrial land uses and some heavy-intensity industrial land uses:
 - a) Desired and permitted light and medium-intensity industrial uses include warehouses, public works yards, public utility uses enclosed by walls with a priority placed on cogeneration or renewable energy and medium-intensity manufacturing uses.
 - b) Permitted heavy-intensity industrial uses include asphalt plants, cement plants, concrete batching plants and relocated municipal waste transfer stations;
 - c) Ancillary uses to *Port* and *Industrial* uses are permitted.
 - 4.3.6 *Destination and/or Catalytic* land uses are uses that are intended to entertain, educate or elevate culture. Desired and permitted uses include galleries, museums, artist and performing arts studios, entertainment places of assembly and education uses.

Residential uses are not permitted. Nightclubs and casinos are not *Destination and/or Catalytic* uses.

- 4.4 Development consisting of *PIC Core, Light Industrial and Productions, Port and Industrial* land uses in advance of the implementation of the required flood remedial protection works may require the implementation of appropriate flood-proofing measures in accordance with the policies of the Lower Don Special Policy Area and to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. Any flood-proofing measures may not preclude the implementation of the required flood remedial protection works in the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA). Development consisting of new and/or intensified land uses provided for in the *Mixed-Use Residential* and *PIC Mixed-Use* land use typologies identified in policies 4.3.1 and 4.3.2 requires the implementation of the flood remedial protection works in the DMNP EA.
- 4.5 *PIC Core, Light Industrial and Productions, Port and Industrial* districts are areas for clusters of business and economic uses and are essential cornerstones for a diverse and thriving civic economy required for the foreseeable future. Conversion of these districts or individual sites to non-employment uses will only be considered through a municipally-initiated comprehensive review of this Area Specific Policy and the preparation of a precinct plan. Temporary, major international events may be permitted subject to City Council's direction and appropriate accommodation of existing operations.
- 4.6 Land Use Compatibility
- 4.6.1 Land-use compatibility issues between existing port and industrial uses and sensitive land uses have been identified. Unless otherwise noted in this Area Specific Policy, receptor mitigation is insufficient to appropriately mitigate noise and air quality impacts. Prior to permitting sensitive land uses, a package of measures, including but not limited to separation distances, buffer uses, source mitigation and receptor mitigation, will be required. Where sensitive land uses are expressly permitted by this Area Specific Policy and a development approval application submitted for sensitive land uses, the proponent of the sensitive land use is responsible for ensuring compatibility and for implementing any required mitigation measures.
- 4.6.2 Sensitive land uses, for the purpose of this Area Specific Policy, are uses where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) generated by a port or industrial operation, and includes residential uses (e.g. apartment buildings, hotels and nursing homes) and any associated amenity or outdoor living areas; and community infrastructure (excluding emergency services and arenas).
- 4.6.3 Where residential and sensitive uses are expressly permitted by this Area Specific Policy, detailed noise and air quality reports will be required, and vibration and illumination reports may be required, in support of development approval requests for residential or sensitive uses. Such environmental reports are to specify how compatibility will be achieved and maintained between existing port and industrial operators and the proposed development while also ensuring high quality living and working environments, including detailed provision of measures to mitigate impacts. The City will undertake to have the environmental reports peer reviewed at the cost of the applicant.
- 4.6.4 Sensitive land uses in proximity to existing industrial and port operations may be prohibited in implementing zoning by-laws, or limited by imposing restrictions to heights, massing and/or siting of development; requiring buffering of sensitive land

uses with non-sensitive uses; or through the use of other source/receptor mitigation measures as appropriate to ensure compatibility.

- 4.6.5 The City will consult, as necessary, with the Toronto Port Authority, and existing port and industrial operators during the development approval process for any new sensitive uses to ensure compatibility between development proposals and industrial operations.
- 4.6.6 Where sensitive land uses are permitted, suitable warning clauses will be included in purchase and sale agreements advising residential purchasers of:
 - a) the proximity of film and television production studios, where sound levels associated with gunfire, explosions and/or other noisy activities occurring within studio compounds may at times be audible within the development;
 - b) the proximity of the Billy Bishop Airport and potential impacts; and
 - c) the proximity of continued port and industrial uses, with associated heavy truck traffic.
- 4.6.7 All new and/or relocated *Port* and *Industrial* uses will be required to submit detailed noise and air quality reports, or other environmental reports as appropriate, at the development review stage and implement source mitigation measures to reduce/minimize impacts on future mixed-use areas.
- 4.7 Retail and Animation
 - 4.7.1 At-grade street-related retail and service uses in new buildings will be required in the Priority Retail Streets and Frontages shown on Map 3C.
 - 4.7.2 At-grade street-related retail and services uses will be protected for and encouraged on Secondary Retail Streets and water's edge animation areas shown on Map 3C by requiring minimum five (5) metre at grade floor to ceiling heights for new buildings.
 - 4.7.3 To encourage the establishment of grocery stores in each of the new communities, as well as promote a healthy retail mix in a compact urban form across the Port Lands, a retail store use will be limited to 3,500m² of gross floor area.
 - 4.7.4 Large-format retail (stand-alone, in mixed-use buildings or in a power centre format and exceeding 3,500 m² of gross floor area) is not permitted.

5. Parks and Open Spaces

- 5.1 The parks and open system for the Port Lands will beautify the Port Lands landscape, provide year round passive and active recreational opportunities, and contribute to enhancing the environment and natural heritage in the Port Lands.
- 5.2 The design of parks and open spaces will:
 - 5.2.1 Incorporate and appropriately conserve any cultural heritage resources and their associated values and attributes to the satisfaction of the City;
 - 5.2.2 Incorporate, where appropriate, areas for native, naturalized tree and understory plantings to support the biodiversity objectives of this Area Specific Policy, and particularly within major parks and open spaces;
 - 5.2.3 Include other amenities and features to support high-quality living and working environments; and
 - 5.2.4 Consider the local context in the design of parks and open spaces. In particular, parks and open spaces adjacent or within close to proximity to Environmental Significant

Areas or Natural Heritage features will be sensitively designed to minimize any negative impacts to these areas and features or their ecological functions.

- 5.3 The major public parkland and other open spaces identified for the Port Lands consists of:
- 5.3.1 River Park (north and south) and Promontory Park which will be key signature public parks. They will include a wide variety of park programming and amenities, including paths, planted woodlands, a water's edge promenade, upland prospects, playgrounds, as well as opportunities for active recreation such as multi-purpose courts and fields.
 - 5.3.2 Silo Square and the Keating Channel promenade as an integrated, central major park for Villiers Island and the Keating Channel Precinct to the north. Silo Square will consist of an urban square that will feature the adaptive reuse of the existing historic silos and a potential *Destination and/or Catalytic* use or a low-carbon energy generation facility sensitively designed to conserve the silo's industrial legacy. The Keating Channel promenade, which will extend from New Cherry to the river in the east, will be a generous and varied civic promenade adjacent to the Channel lined with waterside cafes, restaurants and small retail stores.
 - 5.3.3 McCleary Park will be expanded and reconfigured subject to the relocation of the existing waste transfer station. Any reconfiguration of the existing park will be determined through Phase 3 and 4 of Class EA process for the Broadview extension, and will ensure no net loss of park space and achieve a net overall increase in park size. McCleary park will continue to be utilized for active recreational uses and be designed to continue to accommodate regulation-sized sports fields.
 - 5.3.4 An apron of generous open space will be provided adjacent to the west and south facades of the Hearn Generating Station building and any associated adaptive reuse of this building. The open space will provide, but not be limited to:
 - a) Public event gathering space;
 - b) Space for naturalized plantings, particularly adjacent to Unwin Avenue
 - c) Other features such as passive green lawns and/or seating areas.
 - 5.3.5 The Turning Basin Square will provide space for gatherings, special events and a passive green space. Stormwater management facilities may be permitted (e.g. pumping stations or treatment facilities) to be located within the Turning Basin Square subject to being designed to have a minimal footprint and ensure high-quality finishes and landscaping are incorporated to enhance the beauty and utility of the space. Any new or reconfigured below-grade infrastructure will enable landscaping and tree planting within the park and be designed as an integrated facility; and
 - 5.3.6 The Leslie Green Portal will be a wide, green spine on the east and west sides of Leslie Street and will act as a major pedestrian and cycling gateway to Tommy Thompson Park with different conditions:
 - a) Between Commissioners Street and the Leslie Slip Outlook, the width of park on either side of Leslie Street will be a minimum of 50 metres wide;
 - b) Between the Leslie Slip Lookout and Unwin Avenue, the width of the park on the west side of Leslie Street will be a minimum of 50 metres. The width of the existing park on the east side of Leslie Street will be maintained at least at its current width; and
 - c) Permitted uses will include agricultural uses subject to meeting environmental and regulatory requirements, park and recreational uses, and cogeneration

energy uses associated with the Ashbridges Bay Treatment Plant and provided the use is not within a wholly enclosed building and the design complements the Portal. Where rail access into the Port Lands is required to be maintained, the rail sidings will be integrated with the park design. A small retail store and/or restaurant use may be considered on the west side of Leslie Street subject to demonstrating that the use will complement the overall park function and design.

- 5.3.7 The Leslie Slip Lookout west will provide a naturalized plaza and lookout down the Ship Channel at the terminus of the Leslie Street Slip; and
- 5.3.8 The Cherry Lookout which will be a public park space on either side of Cherry Street on the south side of the Ship Channel will have a minimum depth of 30 metres and be designed to accommodate public uses.
- 5.4 Public Promenades identified on Map C will be destination open spaces for active, year-round use. The Public Promenades will have varied conditions, consisting of:
 - 5.4.1 Promenades that will act as broad terraces for a range of activities such as, but not limited to, outdoor dining, strolling, festivals and special events. The promenades will be no less than 18 metres wide with landscaping, seating and multi-use pathways. Additional depth may be required and would be determined during precinct planning; and
 - 5.4.2 Promenades that will integrate with streets in the overall design and be lined with buildings with active uses at grade. The combined promenade and public street width will be no less than 28 metres and depending on the role and function of the public street. Open space amenities adjacent to the dockwall within these promenades will be no less than 15 metres wide associated with the Carlaw Avenue extension and 12 metres wide for promenades with local or shared streets.
- 5.5 Future Water's Edge Promenades are lands adjacent to waterways that will continue to have *Port* uses for the foreseeable future. These areas will be protected for water's edge promenades. New buildings or structures will generally not be permitted within 18 metres of the dockwall. In the event that a non-*Port* use is proposed adjacent to the dockwall, a water's edge promenade in accordance with Policy 5.3 will be secured.
- 5.6 A local park will be provided within each of the *Mixed-Use Residential* and *PIC Mixed Use* districts. The local public parkland will be:
 - 5.6.1 Configured to accommodate a range of locally-oriented active and passive opportunities; Located so as to serve as a central neighbourhood landmark or located to enable an expansion of a major park or open space or Public Promenade adjacent to the naturalized river or Inner Harbour; and
 - 5.6.2 Designed and programmed for neighbourhood use and to enable community gatherings and socializing.
- 5.7 The precise size and configuration of the local parkland within each district will be determined during precinct planning, but will be no less than 7,500 m² in area and configured to enable a range of local parkland opportunities such as playgrounds, passive lawns, seating areas, mid-sized multi-use play fields and local active amenity.
- 5.8 Local parkland and publicly-accessible, privately-owned open spaces will also be pursued in the *PIC Core* and *Light Industrial and Productions* districts to provide amenity for area workers.
- 5.9 Development will be set back by a minimum of 10 metres from the stable top of bank of the naturalized mouth of the Don River and Don Greenway north of the Ship Channel.

- 5.10 In addition to the lakefilling considerations identified in Policy 28 of the Central Waterfront Secondary Plan, lakefilling is permitted in the area shown on Map C in recognition of the new high-quality aquatic and natural habitat and open spaces that will be created associated with the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment.
- 5.11 On land that is municipally owned, including land owned by Waterfront Toronto, as of the date of adoption of this Area Specific Policy:
 - 5.11.1 Parkland dedication for residential uses will be provided by way of the dedication of land, determined and dedicated on a district wide basis. Cash-in-lieu will not be accepted. Lands dedicated for parkland will be utilized to support the establishment of local parks in each district; and
 - 5.11.2 Irrespective of the size of a net development site, the parkland provision rate for residential development and the residential portion of mixed use development will not be less than 20 per cent of the area of the development site. The dedication of land may occur off-site within the district which the development site is located and as determined through precinct planning to create functional and suitably-sized local public parks for the district.
 - 5.11.3 Major parks and open spaces and Public Promenades, as shown on Map C, will:
 - a) Be excluded from net development sites for the purposes of calculating parkland dedication rates; and
 - b) Not be counted towards satisfying the 20 per cent requirements for parkland dedication.
- 5.12 On privately-owned land as of the date of adoption of this Area Specific Policy:
 - 5.12.1 Parkland dedication will be utilized to support the delivery of local public parkland as a priority. An alternative parkland dedication will be applied to proposals for residential and for the residential portion of mixed-use development as follows:
 - a) 15 per cent of the net site area, net of any streets (public or private), for proposals with a residential component that is less than a net FSI of 4.0;
 - b) 30 per cent of the site area, net of any streets (public or private), for proposals with a residential component that is equal to or exceeds a net FSI of 4.0;
 - c) 50 per cent of the site area, net of any streets (public or private), for proposals with a residential component that is equal to or exceeds a net FSI of 8.0.
 - 5.12.2 Cash-in-lieu may be accepted at the sole discretion of the City and will only be applied towards the acquisition, design and construction of public parks within the Port Lands.

6. Cultural Heritage

- 6.1 Heritage resources will be appropriately conserved as vital to the cultural heritage landscape of the Port Lands, Toronto waterfront and symbols of the waterfront's industrial heritage:
 - 6.1.1 Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council;
 - 6.1.2 Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's

cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City; and

- 6.1.3 When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the *Ontario Heritage Act*. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible.
- 6.2 Buildings, structures and/or landscapes with cultural heritage value or interest are identified on Map 3D and 3E and will be appropriately conserved and celebrated as important features of the Port Lands. This will include, but not be limited to:
 - 6.2.1 Evaluating the cultural heritage values, attributes and character of a site, resource or landscape not currently listed on the City's Heritage Register or designated under the *Ontario Heritage Act* in accordance with relevant legislation and City policies and practices to establish the values and attributes of the resources and, if appropriate, conserving the site and/or resource;
 - 6.2.2 Ensuring transitions of new development adjacent to or in proximity to a resource through setbacks of buildings to heritage resources, generous setbacks of tall building elements where tall buildings are permitted, and stepping down and tapering the heights of new buildings in order to protect and mitigate negative impacts to heritage properties and/or corridors and to reinforce and distinguish the historic character, setting and scale of the resources;
 - 6.2.3 Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register and/or identified on Map 3D, conserving whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged;
 - 6.2.4 Reinforcing views and viewsheds of heritage resources and their attributes, that includes, among others, the silos and chimney stacks as prominent landmarks and termini of long views, through the thoughtful placement, orientation and control of buildings and building heights.
 - 6.2.5 Completing view studies during precinct planning and the development application review process to demonstrate how the proposed siting and scale of proposed buildings:
 - a) Maintain views to important heritage resources;
 - b) Enable heritage resources to be prominent elements within the overall skyline of the Port Lands as viewed from the promenade of the Central Waterfront between Yonge Street and Sherbourne Common; and
 - c) Ensure the existing scale, character and attributes of the heritage resources and landmarks are not negatively impacted by development within the view corridors.
 - 6.2.6 Giving silos, chimney stacks and other heritage resources address or frontage on/in major public open spaces and streets; and
 - 6.2.7 Ensuring that the character of the Cherry Street Cultural Corridor and the Keating Channel Public Promenade in Villiers Island is respected and complemented by maintaining the low-rise character in any proposed development on the east side of existing Cherry Street and lining the Keating Channel Public Promenade.
- 6.3 Heritage Evaluation Reports to the City's satisfaction will be prepared prior to redevelopment or alteration of places and/or landscapes of cultural heritage value identified on Map 3D and

- 3E not currently listed on the City's Heritage Registrar or designated under the *Ontario Heritage Act*. The boundaries of the cultural heritage landscapes on Map 3D are general and solely based on the street network and/or existing property limits. They are not to be interpreted as the boundaries associated with the values and attributes of the landscapes; and
- 6.4 Prior to detailed design of the River and Promontory Park for the Marine Terminal 35 site, an assessment of the heritage values and attributes of the site consistent with provincial regulations and City practices will be undertaken by the City, or to the City's satisfaction, to inform an appropriate commemoration strategy.
 - 6.5 Heritage Impact Assessments will be required prior to alteration of heritage buildings, structures and/or landscapes identified on Map 3D and 3E. The Heritage Impact Assessment will evaluate the impact of a proposed alteration (e.g. grade change, addition, alteration, displacement or relocation) to a property on the Heritage Register, potential cultural heritage resource and/or development adjacent to properties on the Registrar or potential cultural heritage resource, to the satisfaction of the City.
 - 6.6 Heritage buildings and/or structures should be conserved in their original location, including minimization of any grade changes needed to flood protect lands. A heritage building and/or structure may be relocated, where technically possible, to accommodate a major public work project, such as the naturalization of the mouth of the Don River or widening major public streets to accommodate transit in dedicated rights-of-way, subject to a completed Environmental Assessment process and securing appropriate conditions in a Heritage Easement Agreement prior to relocation.
 - 6.7 The 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS) will serve as the basis for future planning decisions with respect to the archaeological assessment process, including:
 - 6.7.1 Documentation during construction monitoring for identified Grade 2 resources in the ACMS; and
 - 6.7.2 Interpretation and commemoration of all archaeological resources identified, and in consultation with any First Nations/Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that First Nations/Aboriginal communities have with the waterfront and the Port Lands.
 - 6.8 In the event that First Nations/Aboriginal archaeological sites are encountered, consultation with First Nations/Aboriginal communities will take place during the archaeological assessment process when site parameters and significance are determined.

7. Community Infrastructure

- 7.1 New community infrastructure will be developed in the Port Lands in a timely and coordinated manner to achieve the amount and range of community infrastructure necessary to serve future growth and support some city-wide needs. Community infrastructure refers to public spaces and buildings that accommodate a range of services and facilities, such as educational, indoor recreational, cultural and health-related services, to support people in meeting their social needs and enhance their well-being and quality of life.
- 7.2 The following principles will guide the provision of community infrastructure in the Port Lands:
 - 7.2.1 Recognizing that community infrastructure in the Port Lands needs to meet both local and some city-wide needs. It can also serve as emergency reception centres during emergencies;

- 7.2.2 Conveniently locating locally-oriented community infrastructure to promote walkability and create hubs of activity;
 - 7.2.3 Geographically distributing community infrastructure across new communities, but also locating some suitable community infrastructure in identified areas of employment to promote animation and activity;
 - 7.2.4 Providing locally-oriented community infrastructure to coincide with new development and ensuring the infrastructure is designed to be multi-functional;
 - 7.2.5 Siting community infrastructure to front on public streets and ensuring good visibility and access;
 - 7.2.6 Locating and designing community infrastructure to ensure compatibility with future neighbourhoods. Community infrastructure with a more regional draw and substantial vehicular parking requirements should be located in non-residential areas;
 - 7.2.7 Ensuring that community infrastructure will have a compact urban form, be integrated in mixed-use buildings and/or utilize innovative delivery models;
 - 7.2.8 Ensuring community infrastructure will have the highest quality of design and/or leverage unique resources to contribute to placemaking in the Port Lands; and
 - 7.2.9 Recognizing the high-costs required to redevelop the Port Lands and consideration of future operational costs of service providers by ensuring efficient and cost-effective delivery of community infrastructure.
- 7.3 Innovative approaches for providing the required community infrastructure will be explored, including shared use of schools, vertical integration of community infrastructure in mixed-use buildings, and/or the co-location of multiple services and facilities to create a community hub.
- 7.4 Schools situated adjacent to public parks will provide their own outdoor play space. The play space will not be counted towards satisfying parkland dedication requirements. Some access for school use to adjacent parks may be accommodated.
- 7.5 The community infrastructure priorities and approximate facility size, based on population and employment estimates, for the Port Lands are as follows:
- 7.5.1 Villiers Island:
 - a) One (1) small 3,250 m² Community Recreation Centre containing an indoor pool and multi-purpose space;
 - b) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
 - c) One 1,850 m² centre for human services space; and
 - d) One (1) public (TDSB) elementary school.
 - 7.5.2 McCleary District:
 - a) One (1) large 4,650m² Community Recreation Centre with multipurpose space and a double gymnasium that will both serve the McCleary District and entire Port Lands area;
 - b) One (1) 1,850 m² centre for human services space;
 - c) One (1) public (TDSB) elementary school; and
 - d) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;

- 7.5.3 Emergency Services:
- a) One (1) Fire Station integrated into a mixed-use development in either Villiers Island or the McCleary District; and
 - b) One (1) Emergency Medical Services building, with an urban character and entrance fronting onto a public street, in the Warehouse District or East Port area.
- 7.5.4 Other city-wide community infrastructure priorities for the Port Lands include:
- a) Cultural facilities in Villiers Island, and as part of the adaptive re-use of the Hearn and Commissioners Waste Transfer building; and
 - b) A twin-pad arena and/or sports complex in a compact, urban form consisting of a multi-storeyed building and limited surface parking at grade located either in the Warehouse District, the Hearn or south of Unwin Avenue to the west of the Cherry Beach Sports Fields.
- 7.5.5 Other facilities that will be encouraged as either transitional or permanent community infrastructure include:
- a) A discovery centre to showcase and educate residents, employees and visitors on the naturalized river valley and other natural features in the Port Lands;
 - b) A destination or cultural facility as part of the Polson Point and Turning Basin Plazas identified as Inner Harbour Special Places on Map E;
 - c) Institutional and post-secondary uses; and
 - d) Public boat clubs and launches.
- 7.6 Should residential uses be permitted in the Polson Quay and South River Districts, a full range of community infrastructure will be required. Priorities and the approximate size of facilities are:
- a) One (1) public (TDSB) elementary school;
 - b) One (1) public (TCDSB) elementary school;
 - c) One (1) 1,850 m² centre for human services space;
 - d) One (1) 1,595 m² public library with multi-purpose space; and
 - e) Two (2) licensed non-profit child care facilities (one in Polson Quay and one in South River) with a minimum of 62 spaces each.
- 7.7 The specific type of community infrastructure may be refined and/or revised at precinct planning or through a city-wide review of recreational facilities without the need to amend this Area Specific Policy and at the sole discretion of the City. Refinements to the community infrastructure priorities during precinct planning will include consideration of the following:
- a) the actual land uses and densities proposed, or that has been developed, in each district;
 - b) the identification of any changes in need and demand; and
 - c) consultation with service providers and the public.

8. Inclusive Communities

- 8.1 New mixed-use communities in the Port Lands will be complete, inclusive communities that accommodate a range of housing opportunities in terms of type, size, tenure and affordability.

- 8.2 Housing will be provided that accommodates larger households, families, seniors, students, and people with low and moderate incomes and other special needs.
- 8.3 Residential developments will provide:
- 8.3.1 10 per cent of the total residential units as three-bedrooms or larger with a minimum unit size of 100 square metres; and,
 - 8.3.2 15 percent of the total residential units built as two-bedroom units or larger, with a minimum unit size of 87 square metres.
- 8.4 New residential developments will provide *affordable rental housing* at the pace of and proportional to market developments.
- 8.5 On land that is publicly owned, as of the date of adoption of this Area Specific Policy and in *Mixed Use Residential and PIC Mixed-Use* areas where residential uses are permitted, land sufficient to accommodate 20 per cent of the residential gross floor areas will be set aside for *affordable rental housing*. The land will be to the City's satisfaction and ready and available for development. Land can consist of a site identified specifically for an affordable housing project, or a strata arrangement in a mixed-use development. Funding to construct the *affordable rental housing* on said land will be proactively pursued to ensure that affordable rental housing is developed concurrently with market development.
- 8.6 Additional effort will be made on publicly-owned land to ensure that the *affordable rental housing* in the Port Lands will also include supportive and special needs housing, and rent geared to income housing to accommodate households of lower incomes. Additional effort will also be made to provide other housing models, such as mid-range purpose-built rental housing, over and above the minimum requirements established in policy 8.5,
- 8.7 On land that is privately owned, as of the date of adoption of this Area Specific Policy, and in *Mixed Use Residential and PIC Mixed-Use* areas where residential uses are permitted, *affordable rental housing* will be provided in the form of one of the following methods or a combination thereof:
- 8.7.1 Affordable rental units:
 - a) 5 per cent of the total residential gross floor area constructed and conveyed to the City as permanent affordable housing; and/or
 - b) 10 per cent of the total residential gross floor area for a minimum period of 25 years; and/or
 - 8.7.2 20 per cent of the total residential gross floor area as land, ready and available for development, and dedicated to the City for development of *affordable rental housing*.
- 8.8 On land that is privately owned, as of the date of the adoption of this Area Specific Policy, cash-in-lieu, calculated as the cost to construct and maintain *affordable rental housing*, may only be used to supplement the other methods identified in policy 8.7.
- 8.9 The acceptance of 8.7.1 a), 8.7.2, or 8.8 will be at the City's sole discretion. A combination of the above may be considered to satisfy the overall affordable rental housing requirement in which case the overall percentage would be pro-rated depending on the proposed combination of delivery options. The majority of the affordable rental housing will consist of units or land.
- 8.10 The City will explore opportunities with private landowners and encourage the provision of *affordable ownership housing* and mid-range affordable rental housing.
- 8.11 A Housing Issues Report, as well as plans and drawings for affordable rental housing proposed to be delivered as units or land, will be required for a complete development

- application, as well as for the lifting of any holding provisions. The report will provide information on the affordable housing and other housing policy matters in the context of the residential developments on the lands.
- 8.12 High-quality living environments will be created to support physical and mental health and active living that includes:
- 8.12.1 Indoor and outdoor amenity spaces suitable for a range of unit types, including amenity suitable for families and pet owners;
 - 8.12.2 Storage spaces both within units and common areas that are convenient, secure and fully accessible; and
 - 8.12.3 Bedrooms with closets and access to natural light and windows, and preferably operable windows where this can be accommodated.

9. Movement and Access

- 9.1 The following complete street principles will inform the design of streets in the Port Lands, recognizing that different streets will have different purposes, constraints and character. The overall objective is to create a well-functioning street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities:
- 9.1.1 Transit will be prioritized, where appropriate, with an emphasis on dedicated transit right-of-ways on key major streets as shown on Map B;
 - 9.1.2 Lane widths will be minimized in consideration of the role and function of an individual street to assist in making streets safer and more pedestrian friendly;
 - 9.1.3 Raised, physically separated cycle tracks and multi-use pathways will be prioritized on key major streets identified on Map D to create a well-connected, robust and safe cycling network. Raised, separated cycle tracks will be encouraged on all other major streets;
 - 9.1.4 Wide sidewalks with unobstructed, accessible pedestrian clearways will be provided to encourage walking and contribute to the overall public realm vibrancy of the Port Lands;
 - 9.1.5 Goods movement will be accommodated to ensure the continued economic vitality of industry. Critical goods movement corridors will be identified and designed with suitable conditions for truck access balanced with other complete street objectives;
 - 9.1.6 Stormwater and green infrastructure will be integrated in street design to improve air quality, provide habitat corridors and add visual interest;
 - 9.1.7 Permeable surfaces for roadways and sidewalks will be encouraged and pursued, where possible, to reduce flooding, preserve capacity in storm drains and sewers and add visual interest;
 - 9.1.8 Street trees and understorey plantings will be provided on all streets with adequate room to grow and suitable soil conditions/techniques;
 - 9.1.9 Pedestrian and cycling amenities will be provided on all streets, including, but not limited to, bike parking infrastructure, street furniture, pedestrian scaled lighting, weather protection, waste management infrastructure and public art;
 - 9.1.10 Place-making features, such as, but not limited to, public art, cultural heritage landscapes and sustainability features, will be incorporated in street design to contribute to the character of the area.

- 9.2 New and/or improved segments of the public street network as identified on Map A will be provided to support development and maintain the functional integrity of the transportation system.
- 9.3 The section of street that extends through the extended McCleary Park will be further reviewed during precinct planning and/or during Phases 3 and 4 of the Municipal Class EA process. The design of the street will be integrated into the overall design of the park and prioritize pedestrians.
- 9.4 A potential future extension of the Don Roadway across the Ship Channel to Unwin Avenue will be protected for. Buildings and/or permanent structures will not be permitted to be located where the public street would be located.
- 9.5 A fine grain of local public streets will be required in *Mixed-use Residential* areas to provide address, access and amenity for development. In *PIC Mixed-Use* areas, development will be located and sited to enable the long-term objective of achieving a fine-grained network of local public streets. In other districts, a network of local public streets will be secured as appropriate, and in consideration of land use.
- 9.6 The location, alignment and design of local public streets within a particular district will be determined at the precinct planning stage or during development review where precinct planning does not apply. Considerations for the location and alignment of local public streets will include:
 - 9.6.1 alignment with streets in other districts to enhance visual connections and facilitate future physical connections between districts;
 - 9.6.2 reinforcement of visual connections between the city and the water, and to provide visual connections of important natural or human-made features; and
 - 9.6.3 avoidance of block lengths greater than 150m. Where a block exceeds a length of 150 metres, development will be sited and configured to enable permeability and porosity through the block.
- 9.7 Shared local public streets are specially designed streets where pedestrians, cyclists and motorists share the street. They will be provided in key locations and identified during precinct planning.
- 9.8 Laneways will be provided as appropriate for loading and servicing access for buildings, and to serve as secondary pedestrian and cycling routes. Locations for laneways will be determined during precinct planning or during development review. They will be well lit and will be designed to accommodate both vehicles and pedestrians/cyclists.
- 9.9 The use of permeable materials and the design of shared streets and laneways will ensure a balance between the objective of providing high-quality, pedestrian-friendly, sustainable streets and operational and maintenance considerations.
- 9.10 Streets will be public streets, and owned and maintained by the City. Land conveyed to the City for public streets will be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements.
- 9.11 Transit
 - 9.11.1 Cherry Street (New), Commissioners Street and Broadview Avenue will have dedicated public transit right-of-ways.
 - 9.11.2 The precise location of a dedicated transit right-of-way within the streets will be determined through the completion of the Environmental Assessment process and identification of a preferred design.

- 9.11.3 The expansion of bus service within portions of the Port Lands will be encouraged to provide enhanced transit access for employment uses, future destinations and recreational amenity.
- 9.11.4 Transit hubs will be provided where transit routes converge. These hubs will have a pedestrian friendly design and will be integrated with streetscaping and/or plaza design.
- 9.12 Pedestrians and Cyclists
 - 9.12.1 A well-connected network of on- and off-street cycling routes will be provided for in accordance with Map D. The location and design of these routes and facilities may be further refined at the precinct planning stage or detailed design without amendment to this Area Specific Policy.
 - 9.12.2 Publicly accessible mid-block connections will supplement the network of streets in the Port Lands. Mid-block connections will:
 - a) be positioned to form a comprehensive network of linkages with the system of streets;
 - b) complete pedestrian and cycling linkages;
 - c) be conceived as part of an overall parks and open space system;
 - d) be wide enough to accommodate the installation of street furniture, lighting and identity features that reinforce the character of the particular district; and
 - e) have activated building frontages along the edges for informal surveillance.
 - 9.12.3 Additional pedestrian and cycling bridges across the Don Greenway and the Keating Channel will be protected for as shown on Map D with further assessment to be undertaken to ensure no impacts to flood conveyance or high-quality wetlands.
- 9.13 Goods Movement
 - 9.13.1 Accommodating goods movement in and through the area is required, while ensuring that potential conflicts associated with the mix of *Port* and *Industrial* uses and new mixed-use communities are minimized. Dedicated truck routes that enable convenient and reliable routes for the movement of goods in and through the area will be determined as part of a Port Lands Wide Truck Management Strategy in consultation with the Toronto Port Authority, industrial operators and port users.
 - 9.13.2 In *PIC*, *Light Industrial and Productions*, *Port* and *Industrial* areas, the design of streets will serve the needs and access requirements and the staging of trucks balanced with maintaining a safe pedestrian environment and minimizing rights-of-way widths and corner radii.
- 9.14 Parking and loading
 - 9.14.1 Parking policies and standards developed at precinct planning, through a comprehensive zoning review, or during development review where appropriate, will improve the quality of districts, and strive to reduce congestion and private vehicle trips by encouraging travel by non-auto modes.
 - 9.14.2 Maximum parking standards are to be developed and introduced for all uses permitted in the Port Lands. Minimum parking standards, if provided, will support achievement of shifts to transit and active transportation as the primary means of moving in and through the area.

- 9.14.3 Parking arrangements that make efficient use of space will be encouraged and pursued in all developments, particularly where cars will not be used on a daily basis.
- 9.14.4 On-street parking will be managed to:
- a) more efficiently use street parking space and increase turnover and parking availability supporting access to parks and open spaces;
 - b) provide an adequate amount of short-term, on-street curbside freight loading spaces; and
 - c) accommodate goods movement, where appropriate, and the staging of production vehicles, particularly in *PIC* and *Light Industrial and Productions* districts; and
 - d) ensure that the movement of trucks can be made safely and efficiently at, or near, intersections or when maneuvering in or out of driveways from adjacent land uses balanced with minimizing curb radii.
- 9.14.5 Opportunities to provide shared transportation options, such as car-pooling and car-sharing, will be encouraged.
- 9.14.6 At grade parking lots will generally be prohibited. Parking, to the extent possible, will be accommodated in below-grade parking structures, parking structures internalized within a development, or shared multi-storey parking structures. Interim at-grade surface parking to temporarily support nearby uses may be permitted. Where consideration is given to at-grade parking, the parking area will:
- a) not be located between a building and major public street;
 - b) be designed as an extension of the public realm; and
 - c) incorporate sustainable design features.
- 9.14.7 Structured parking will efficiently use space, have a high-quality design, be faced with active uses at grade on major streets and Priority and Secondary Retail Street and Frontages. They will be designed to enable adaptive re-use through the provision of a minimum floor to ceiling of 3.0 metres and flat, level surfaces.
- 9.14.8 Parking, servicing and loading facilities will be located to:
- a) minimize their visual and functional impact on street edges, on surrounding properties, open spaces and pedestrian routes; and
 - b) located in the interior of development blocks and accessed from laneways or local public streets. Generally, access will not be taken from major public streets identified on Map A. Where this is not possible, accesses to sites will be consolidated to minimize interruptions to the public realm.

10. Built Form

- 10.1 Development in the Port Lands will contribute to the identity of the Port Lands by:
- a) Responding to surrounding context and character defining features, including but not limited to, heritage resources, the river, waterways and the large tracts of renaturalizing wilderness;
 - b) Framing the naturalized mouth of the Don River adjacent to Commissioners Street and the Basin Street extension with a built form condition that reinforces a coherently scaled mid-rise character; and

- c) Providing a naturalized, landscaped setback adjacent to Unwin Avenue of not less than nine (9) metres in the South Port East, Hearn and South Port districts. Buildings, structures, surface parking and other port/industrial functions will not be permitted within the setback.
- 10.2 A legible environment will be created that will enable ease of movement and orientation by:
- a) Ensuring the heights and placement of buildings will preserve or create views to specific focal points and heritage resources, as identified on Map 3F and described in Appendix 1 to this Area Specific Policy. The heights and placement of buildings will accentuate respective views and, where applicable, reinforce the scale of heritage resources. Accentuating views is not to be interpreted to mean tall buildings are permitted outside of tall building zones or allow for heights regimes greater than those identified in this Area Specific Policy;
 - b) Organizing and siting all development to permit the extension of the public street network, and in particular to break-up large sites and increase permeability in and through the area;
 - c) Providing high standards for sun on public streets, parks and open spaces;
 - d) Providing a human-scaled streetwall condition that relates to the proportion of streets and planned development on either side of a street; and
 - a) Providing on-site landscaping that complements the built form; contributes to an overall consistent character of any particular district; and assists in achieving the biodiversity objectives of this Area Specific Policy.
- 10.3 Development will contribute to creating diverse places in the Port Lands, and also achieve variation and visual interest at the block scale.
- 10.3.1 A variety of approaches will be utilized for new buildings to achieve visual interest, including, but not limited to:
- a) Utilizing vertical and horizontal articulation for building mass to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity;
 - b) Providing shifts in the heights of buildings up to any height limits established in other policies of the Area Specific Policy; and.
 - c) Providing varied building materials and/or colours, among others, with an attention to detail to support architectural variety.
- 10.3.2 The provision of attractive, enclosed storage structures or screening for the bulk storage of salt, aggregate or other materials in *Port* and *Port and Industrial* districts will be utilized, where technically possible, to provide visual interest and reduce environmental impacts.
- 10.4 Buildings, irrespective of use, need to leave a legacy and be capable of adaptive reuse. This will be achieved by:
- a) Requiring buildings to be a minimum of three-storeys adjacent to major public streets, with the exception of:
 - i. Sites adjacent to Cherry Street south of the Ship Channel that are part of the Maritime Hub, where alternative building/structures will be encouraged to contribute to the character of the Hub; and

- ii. Sites adjacent to the east side of Cherry Street (Old) in Villiers Island, where building heights may be one- or two-storeys to complement the scale of heritage resources;
 - b) Designing buildings with high quality architectural finishes and landscaping;
 - c) Using robust and durable materiality for buildings that enables longevity of the buildings, to withstand deterioration and contribute to the sustainability of buildings. Salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production, will also be encouraged. Development proposals, through the submission of a Sustainability Strategy, will be required to demonstrate how the building materiality supports longevity and sustainability objectives; and
 - d) Providing an urban street-edge relationship for buildings in the McCleary, Media City and Turning Basin Districts and for buildings in the Warehouse District with buildings built to the lot line adjacent to public streets.
- 10.5 Activity at grade will be provided to enliven areas, and provide day-to-night vibrancy and eyes on the street. This is will be achieved by:
- a) Animating the public realm with retail and other active uses at grade with narrow frontages and a wealth of details such as recessed entrances, signage, weather protection, and architectural detailing and finishes that complement the character of the building and create visual unity of the streetscape;
 - b) Making the ground-level facades of new buildings as transparent as possible to allow for a two-way visual exchange. In the Priority Retail Streets and Frontages and Secondary Retail Street areas, façades should be 70% transparent to permit a clear view inward from the street; and
 - c) Providing a minimum ground floor height of 5 metres from floor to ceiling on Priority Retail Streets and Frontages as shown on Map 3C and protecting for at-grade street-related retail and service uses on Secondary Retail Streets and Water’s Edge Animation areas shown on Map 3C. To protect for retail in these areas:
 - i. Floor to ceiling heights will be a minimum of 5 metres in height; and
 - ii. Ground floors will be designed to enable conversion to narrow frontage retail through ensuring the ability for entrances at-grade, suitable layout with regularized column spacing or ability to subdivide a ground floor, suitable depth to accommodate retail and service uses and convenient access to loading and storage.
- 10.6 Development will positively contribute to the creation of a distinct and dynamic skyline topography for the Port Lands for the views identified on Map 3F. This will be achieved by sculpting built form to:
- a) Reinforce and showcase the existing Port Lands’ skyline to ensure the continued prominence of the collage of heritage buildings and structures within the Port Lands as viewed from prominent locations along the central waterfront and to promote an understanding of the historic contribution of the Port Lands to Toronto’s working waterfront. New buildings will not detract from or dominate the Port Lands existing skyline. Heights and placement of buildings will be carefully controlled;
 - b) Contribute to the objectives of diversity and the creation of unique and memorable districts by applying different approaches to tall buildings in the different districts, and where tall buildings are permitted, including, but not limited to, distinct height regimes for each particular district; and

- c) Include a variety of building types within the districts that are full of contrasts – high and low, dense and open – that both differentiate the Port Lands from the rest of the city and differentiate the districts from each other. Building types will also be informed by the land use mix permitted in the Port Lands and diverse street and block patterns.
- 10.7 Tall buildings are buildings that exceed the mid-rise heights identified in this Area Specific Policy. Where tall buildings are permitted:
- 10.7.1 Residential tall building floorplates will not exceed 750 m² measured from the exterior of the main walls at each floor above the base building, excluding balconies, except where new building typologies are advanced as part of precinct planning or a district-wide review of building typologies, to achieve sustainability objectives and/or differentiate built form both within the different districts in the Port Lands and from the rest of the city. Where new typologies are proposed they will:
 - a) ensure that high standards for sunlight on the public realm will be achieved;
 - b) result in commensurate reductions in the height of the respective tall buildings based on comparing the floor area of a typical, 750 m² tall building floorplate with the floor area of the new tall building typology, and proportionately reducing the heights of new tall building typologies based on the total gross floor area achievable with a typical 750 m² tall building floorplate; and
 - c) demonstrate that the impacts of a larger floorplate, such as reduction of sunlight, increase in shadow, transition, skyview and wind, can be sufficiently mitigated.
 - 10.7.2 Their design, in terms of form and profile, will make a positive contribution to the Port Lands skyline topography.
 - 10.7.3 In order to achieve excellent sky view, light penetration and a predominant mid-rise character, a minimum separation distance of 40 metres between tall buildings is required. Additional separation distance will be encouraged to maximize skyview.
 - 10.7.4 A minimum separation distance of 40 metres is required between tall buildings and the predominant face of heritage buildings/structures.
 - 10.7.5 The tall building will be stepped back from the base building frontage by a minimum of:
 - a) 10 metres adjacent to Villers Street in Villiers Island;
 - b) 6 metres adjacent to Cherry Street (Old) and Centre Street in Villiers Island, and the new East-West street in the McCleary District; and
 - c) at least 3 metres on all other public streets, or as determined through precinct planning to limit shadowing on key parks and open spaces and to minimize the perception of tall buildings at grade from the public realm.

All potentially enclosable or roofed space, such as balconies, must be clear of the setback requirements.
 - 10.7.6 Tall buildings will be located, oriented and massed to:
 - a) Maximize sunlight access on streets, and parks and open spaces;
 - b) Not shadow the Don Greenway and naturalized river valley below top of bank during the spring and fall equinoxes between 10:18 am and 4:18pm; and
 - c) Mitigate pedestrian wind impacts to enable comfortable climatic conditions in all seasons. Adjustments to building design may relate to the form, setbacks or stepbacks of building mass to mitigate impacts. Protective screens and other

incidental add-ons or landscaping within public spaces may be utilized, but should not be relied upon as the preferred wind mitigation.

10.8 Villiers Island

- 10.8.1 The overall character of Villiers Island will be mid-rise in nature, punctuated by a limited number of tall buildings in strategic locations.
- 10.8.2 Buildings adjacent to the Keating Channel and on the east side of Cherry Street (Old) will be low-rise and complement the scale of heritage resources, and will not exceed a height of three storeys (approximately 11 metres). A five-storey (approximately 17 metres) building may be permitted on the west side of the re-aligned Cherry Street (New) adjacent to the Keating Channel provided the building does not significantly obscure the historic silos. Buildings will be sited and articulated to reinforce and showcase the heritage resources of these areas.
- 10.8.3 Mid-rise buildings and base buildings of tall buildings will ensure an appropriate human-scale and will be designed to enable high standards of sunlight on public streets, solar gain, and daylighting within the interior of blocks. They will have a height no greater than:
 - a) Ten storeys (approximately 32 metres) for mid-rise buildings and eight storeys (approximately 26 metres) with a tall building on the south side of Villiers Street;
 - b) Eight storeys (approximately 26 metres) on Cherry Street (New), Munitions Street, Centre Street, Trinity Boulevard and Villiers Park Street; and
 - c) Seven storeys (approximately 23 metres) on Commissioners Street.
- 10.8.4 To achieve additional variation in built form, mid-rise building heights should be six storeys (approximately 18 metres) for portions of buildings flanking north-south local streets. Mid-rise buildings flanking north-south local streets will not exceed a height greater than a 1:1 ratio of building face to building face, except at the southern part of Cherry Street (Old) at Commissioners Street where a six storey (approximately 25 metres) commercial building is permitted.
- 10.8.5 Tapering of buildings heights and/or stepbacks will be utilized to:
 - a) Ensure high standards of sunlight on public streets;
 - b) Enable sunlight penetration to interior outdoor amenity spaces and south façades of buildings within a development block in support of liveability and sustainability objectives; and
 - c) Contribute to a consistent street wall condition.
- 10.8.6 Tall buildings will only be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north. Additional considerations for locating tall buildings within this zone include:
 - a) Marking the New Cherry Street and Munitions Street gateways;
 - b) Staggering tall buildings within the tall building zone to reduce the negative impacts of closely spaced tall buildings and the perception of tall buildings at grade, and to prevent the appearance of a wall of towers;
 - c) Marking Promontory Park and Villiers Park at either end of the Island;
 - d) Mitigating pedestrian wind impacts;
 - e) Providing a sensitive transition to heritage buildings;

- f) Ensuring high standards of sunlight on east-west streets, the Keating Channel promenade, Promontory Park, Villiers Park and the river/Don Greenway;
- g) Situating the tall buildings to maximize separation distance to the Cement Terminal on Polson Quay;
- h) Situating the highest permitted tall buildings in areas closest to transit stops within the tall building zone; and
- i) Leveraging passive solar gain.

10.8.7 A variety of tall building heights will be provided to punctuate the skyline within the mid-teens (approximately 50 metres) low-twenties (20 to 23 storeys or approximately 62 metres to 71 metres) to mid-twenties (24 to 26 storeys or approximately 74 metres to 80 metres), or as determined to limit shadow impacts on parks and open spaces in accordance with the policies of this Area Specific Policy.

10.8.8 Notwithstanding the policy above, one tall building may be permitted in the high twenties (up to 29 storeys or approximately 89 metres) at Cherry Street (New) and Villiers Street without amendment to this Area Specific Policy to contribute to overall built form variability of the Island and provided the building has exceptional architectural features to positively reinforce the building identity within the overall Port Lands skyline.

10.9 McCleary District

10.9.1 The overall character of the McCleary District will be a lively, dense, mixed-use area with an overall mid-rise character that contributes to broader economic objectives for the Port Lands and complements the employment destination north of Lake Shore Boulevard.

10.9.2 Development in the District will be organized around a centrally-located local park.

10.9.3 Tall buildings are permitted within the development blocks adjacent to the Don Roadway and Lake Shore Boulevard East.

10.9.4 A height peak that is not to exceed 39 storeys (approximately 119 metres) is permitted at the corner of the Don Roadway and Lake Shore Boulevard East and subject to appropriate source and receptor mitigation of industrial operations. South and east of the height peak, the heights of tall buildings will terrace down in height to the low-twenties at Commissioners Street and Bouchette Street respectively.

10.9.5 Mid-rise buildings and the base of tall buildings will have a height no greater than, unless otherwise determined through a Council endorsed precinct planning exercise:

- a) Ten storeys (approximately 30 metres) immediately adjacent to the Lake Shore Boulevard and the Don Roadway and terracing down to eight storeys (approximately 26 metres) to the east and south;
- b) Eight storeys (approximately 24 to 26 metres) immediately adjacent to Commissioners Street, the Broadview Extension and on the north side of Villiers Street; and
- c) Six storeys (approximately 18 to 20 metres) on all remaining streets.

10.9.6 The siting of tall buildings adjacent to the new east-west street north of Commissioners Street will ensure long-views to the Commissioners Incinerator Stack from Centre Street in Villiers Island and skyview around the stack.

10.10 Polson Quay and South River

- 10.10.1 Building type and form will be differentiated between Polson Quay and South River to assist in achieving diversity and variety.
- 10.10.2 Buildings will be massed and sited so as not to obstruct views to the Hearn chimney stack or Canada Cement Company silos, as well as to maintain a high degree of visibility surrounding the Hearn chimney stack as viewed from the public promenade at the foot of Yonge and eastward to Sherbourne Common.
- 10.10.3 Should residential uses be permitted, considerations for the placement, height and location of mid-rise and tall buildings at precinct planning will include:
- a) Maintaining the visual prominence and dominance of heritage landmarks, and in particular the Hearn's chimney stack, by ensuring heights complement and do not exceed the perceived height of the stack as viewed from the public promenade at the foot of Yonge Street;
 - b) Creating distinct identities that differentiate the two districts both from themselves and other districts within the Port Lands; and
 - c) Assessing noise and air quality impacts and limiting building heights accordingly.

An Official Plan Amendment implementing the resultant built form directions from the Precinct Plan will be required to be adopted by City Council prior to considering any applications to amend the Zoning By-law.

11. Arts and Culture

- 11.1 Development on land that is privately owned, as of the date of adoption of this Area Specific policy, will be encouraged to participate in the City's Percent for Public Art Program. Specifically, public art contributions will be encouraged to be pooled toward a larger coordinated public program within publicly owned parks, open spaces and streets given the significant public investment associated with these areas.
- 11.2 Permanent public art installations and/or contributions will be secured for all development on land that is municipally owned as of the date of adoption of this Area Specific Policy, and for major public works projects in accordance with the City of Toronto's Percent for Public Art Program.
- 11.3 Public art is to be located in publicly accessible areas on sites visible from public streets, intersections, public plazas, parks or other publically accessible civic spaces. Opportunity sites, areas and themes for locating public art include:
- a) Gateways and bridges;
 - b) Sites with heritage resources or *Destination and/or Catalytic* uses;
 - c) Parks and natural areas; and
 - d) Waterways and the port.
- 11.4 Public art installations should be diverse, including installations that reflect the history of the Port Lands and First Nation's history and culture. Artists will also be encouraged to use sustainable materials and/or practices.
- 11.5 Public Art Strategies developed during precinct planning will:
- e) Outline more detailed goals and/or principles for public art as they apply to the precinct;
 - f) Identify priority locations for public art in recognition of the precinct's vision, the local street and block pattern and approach for the public realm;

- g) Identify different types of potential public art installations and themes in recognition of precinct features and characteristics, as well as potential target audiences;
 - h) Identify temporary public art opportunities, including potential strategic partnerships and alternative funding sources to be secured; and
 - i) Identify a phasing plan and budgetary strategies.
- 11.6 Public Art Plans, in accordance with the City's Percent for Public Art Guidelines and alignment with any applicable Public Art Strategies, will be required for:
- a) Permanent public art installations associated with development on municipally-owned lands or for major capital works. Public Art Plans will be developed when development will occur within the district or for each phase of development, and/or when a major capital works project is at detailed design; and
 - b) Permanent public art installations on privately owned sites secured through the development review process. The Public Art Plan will be developed at the time of Site Plan Control or prior to the issuance of above-grade building permits.
- 11.7 The City will encourage and facilitate:
- a) The development of a range of tourist attractors, high profile events, street festivals, permanent destinations, venues for performing arts, and cultural attractions and centres capable of drawing visitors both in large and small numbers;
 - b) New cultural facilities in the Port Lands that both complement the desired mix of uses and activate areas;
 - c) *Affordable rental housing* that caters specifically to artists or other creative sector employees/entrepreneurs to attract creative practitioners to live in the new communities; and
 - d) Arts and cultural companies to locate in the area.

12. Innovation and Sustainability

- 12.1 The objective for the Port Lands is for the area to be a net zero energy district. A net zero energy district is a district where no more energy is consumed than is supplied by non-fossil fuel sources. All development and public works will support this objective through the application of passive and low-impact site, building and street design.
- 12.2 All development on privately-owned land will be passively designed and meet the minimum requirements in the applicable Toronto Green Standards. Development on publicly-owned land, as of the date of the adoption of this Area Specific Policy, will be passively designed and be required to exceed the Toronto Green Standards highest performance measures and include new and emerging approaches for advancing a progressive sustainability agenda and showcasing innovation.
- 12.3 Passive design approaches and low-impact site design employed in a development will include:
- 12.3.1 Providing an efficient building shape, scale and massing, location and orientation to both reduce incidences of heat loss and energy demand that minimizes shadowing on other buildings and ensures excellent sunlight conditions in the public realm and daylighting within interior spaces within a block in accordance with this Area Specific Policy;

- 12.3.2 Incorporating shading strategies or design features applied to south and west facades to reduce solar heat gain in the summer and cooling loads;
 - 12.3.3 Minimizing the ratio of windows on a façade. Windows should not exceed 50% of a façade and a minimum sill height should be provided unless otherwise demonstrated through achieving passive design;
 - 12.3.4 Utilizing advanced windows, such as triple glazed windows, with a demonstrated ability to minimize heat loss; and Retaining stormwater on site through naturalized, low impact approaches both at grade and on rooftops and to the extent possible in an urbanized context.
- 12.4 Passive design approaches and other measures that will be that will be required for development on publicly-owned lands and encouraged in development on privately-owned land, or required should legislation enable such elements, include:
- 12.4.1 Providing high levels of insulation and thermal mass performance to minimize heat loss through the selection and use of appropriate building materials internal to the building;
 - 12.4.2 Enabling natural ventilation (such as operable windows) where possible and in consideration of any receptor mitigation required to ensure compatibility with industrial operations;
 - 12.4.3 Providing dedicated car share parking spaces or parking spaces for other emerging technologies, and electric vehicle (EV) infrastructure;
 - 12.4.4 Providing on-site renewable energy, such as solar photovoltaics (PV) and other low-carbon on-site energy generation and back-up power, while ensuring residential amenity and greening potential; and
 - 12.4.5 Ensuring a high level of airtightness to minimize heat loss from air infiltration and minimizing incidences of thermal-bridging that create pathways for heat to move from the inside of a building to the outside. Approaches could include continuous insulation, thermally-broken balconies and careful window detailing.
- 12.5 Where possible and in consideration of existing soil conditions, developments will use permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff. The following will be incorporated into the design of streets where technically feasible:
- 12.5.1 locations for bike parking, and in particular, at transit stops and major destinations;
 - 12.5.2 the provision of dedicated, on-street electric vehicle parking and charging stations; and
 - 12.5.3 the provision of dedicated, on-street car-share parking locations.

13. Biodiversity

- 13.1 The following will be required for all development and/or public works, as applicable, to ensure a biodiverse Port Lands:
 - 13.1.1 protecting, restoring and enhancing natural heritage features and functions, including Environmentally Significant Areas;
 - 13.1.2 creating new, connected natural areas and greenways and net environmental gains associated with Environmentally Significant Areas;

- 13.1.3 integrating large areas of naturalized plantings and/or habitat as a component of the design for larger parks and open spaces;
 - 13.1.4 supporting wildlife movement through the Port Lands by creating habitat linkages, built landscapes and by retaining decommissioned rail corridors into the Port Lands as landscape features;
 - 13.1.5 providing habitat at the site level, including retention or replacement of existing natural cover, enhanced landscaped setbacks, naturalized planting, hedgerows, and/or integrated stormwater management;
 - 13.1.6 ensuring buildings contribute to biodiversity through measures such as, but not limited to, biodiverse green roofs designed to meet the City's Guidelines for Biodiverse Green Roofs, green walls and enhanced bird collision deterrence measures;
 - 13.1.7 providing dedicated spaces within new communities for dog off-leash areas that are physically separated from natural areas;
 - 13.1.8 siting trails/public spaces to maximize functional core habitat within large natural areas to avoid bisecting and fragmenting habitat; and
 - 13.1.9 using exterior site lighting, street lighting or lighting for any recreational uses within or adjacent to natural areas that is fully cut-off and designed to minimize excess light, skyglow, glare and light spillage.
- 13.2 At precinct planning or prior to rezoning land in a precinct, or at Site Plan Control where a rezoning is not required, a Naturalization Plan will be prepared.
- 13.3 Infrastructure and capital projects, such as new streets, street reconstruction, bikeways, and multi-use pathways, will provide habitat and wildlife corridors, and will include, but not be limited to eco-passages, wildlife crossings and naturalized landscaping including understory plantings and enhancements to the tree canopy. Interpretative signage will also be incorporated to educate the public on any biodiversity features.

14. Municipal Servicing, Utilities and Green Infrastructure

- 14.1 The provision of municipal servicing, utilities and green infrastructure will be coordinated with the design of streets and open spaces, and ensure the integrity of flood protection features is maintained.
- 14.2 The future design of municipal servicing systems will need to ensure space for the provision of utilities and undergrounding of hydro transmission wires located along the Don Roadway, Commissioners Street and Bouchette Street.
- 14.3 Infrastructure and energy production facilities needed to support the introduction of a low-carbon thermal network or electrical microgrid and information communication technology will be protected for and/or incorporated, as applicable, in the design parks and open spaces, streets, fixed bridges and/or municipal servicing during precinct planning, Phase 3 of the Municipal Class Environmental process for streets and municipal servicing and/or at detailed design, and should be incorporated and/or protected for in the design of buildings.
- 14.4 A potential site in the Turning Basin District for the relocated Basin Transmissions Station has been identified, located midpoint between the Broadview Extension and Carlaw on the north side of the realigned Basin Street extension. The site will be protected for. Temporary uses may be permitted.

- 14.5 Development, new utilities or new hydro electric infrastructure will not impede achievement of any planned infrastructure corridors or preferred street and transit alignments determined through the *Environmental Assessment Act* process and identified on Maps A or B.
- 14.6 Development will be required to:
 - 14.6.1 Contribute to the sustainable design of streets;
 - 14.6.2 Provide and pay for local municipal servicing, utilities and green infrastructure to service proposed redevelopments; and
 - 14.6.3 Provide proper fit-outs, including necessary above and below-grade infrastructure informed by the City's Thermal Network-ready Design Guideline, to ensure connection to future low-carbon thermal energy network, such as deep lake water cooling, geo-exchange systems, sewer heat recovery and/or combined heat/power plants.
- 14.7 Development will be encouraged to:
 - 14.7.1 Install dual plumbing systems that allow use of harvested rainwater and gray water for landscape irrigation, toilet flushing and other uses, as permitted from a public health perspective and Building Codes, to reduce the use of potable water;
 - 14.7.2 Utilize native and low water-use vegetation that does not require permanent irrigation systems to reduce the requirement for irrigation; and
 - 14.7.3 Utilize harvested rainwater for landscape irrigation, as permitted from a public health perspective and Building Codes, rather than a potable water source. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse, which could include, but are not limited to green roofs and equipment to harvest, filter and/or store rainfall; and

Install ducting for information communication technology within individual new residential and commercial developments.

15. Implementation

- 15.1 This Area Specific Policy should be read as a whole with the Central Waterfront Secondary Plan to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making in the Port Lands.
- 15.2 In the case of a conflict between this Area Specific Policy and the policies in the Central Waterfront Secondary Plan or in-force Official Plan, the policies in this Area Specific Policy will prevail.
- 15.3 City-initiated Precinct Implementation Strategies (commonly referred to as Precinct Plans) will be developed for *Mixed-Use Residential* and *PIC Mixed-use* districts, as well as for any adaptive re-use of the Hearn Generating Station site, prior to, or concurrent with, applications to rezone lands.
- 15.4 In addition to the requirements set out in Policy 2.2 of the Central Waterfront Secondary Plan, the following will be addressed in Precinct Implementation Strategies (or Precinct Plans), or concurrent with area wide rezonings and/or site specific rezonings for the Villiers Island:
 - 15.4.1 Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
 - 15.4.2 Heritage Evaluation Reports for potential cultural heritage resources identified on Map 3D and 3E;

15.4.3 View studies in accordance with Policy 6.2.5 of this Area Specific Policy; and

15.4.4 Naturalization Plans in accordance with the following:

- a) Identification and evaluation of any natural features, natural cover and habitat (terrestrial, aquatic and wetland) within or adjacent to the precinct/site and wildlife species (migratory and colonizers);
- b) Identification of enhancement strategies to improve existing natural features and habitat as part of development;
- c) Identification of parks and open spaces, nodes and patches and opportunities and approaches for integrating habitat opportunities alongside other programmatic elements in these areas;
- d) Identification of the location and depth of landscaped setbacks and amount of landscaped open space at grade on development sites;
- e) Identification of any opportunities for integrating existing natural cover or hedgerows;
- f) Identification of the wildlife linkages within the district or site, and approaches for landscaping and accommodating wildlife movement, including concept designs for linkages with plant lists for achieving species diversity within a waterfront context;
- g) Identification of the specific strategies to be employed in the precinct or site for naturalizing development or to achieve a net environmental gain where applicable.

15.5 Development for *PIC* uses that do not require a site-specific rezoning, *Light Industrial and Productions* uses, *Port* uses and *Industrial* uses may proceed without the need for a Precinct Implementation Strategy (or Precinct Plan). The submission of a Context Area Plan will be required as part of a Complete Application and prior to permitting development to demonstrate how the pattern of development and built form will implement the requirements and provisions of this Area Specific Policy. Context Area Plans will:

- 15.5.1 Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
- 15.5.2 Identify the location of public streets and pedestrian and cycling connections that link to the broader networks and support the objectives of this Area Specific Policy, or how the development would protect for a fine-grained public street network and connections;
- 15.5.3 Demonstrate consistency with any City-initiated urban design guidelines with city-wide application or developed specifically for *PIC Core* areas;
- 15.5.4 Include supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
 - a) Heritage Evaluation Reports and/or Heritage Impact Assessments where development is on or adjacent to a heritage resource or potential heritage resource;
 - b) View studies in accordance with Policy 6.2.5 of this Area Specific Policy;
 - c) Naturalization Plans in accordance with the requirements identified in policy 15.4.4;

- d) On-site mitigation plans for new production studios uses, and *Port* and *Industrial* uses detailing, through accepted practices, the potential impacts and identification of measures proposed to manage the interface between future residential neighbourhoods; and
- e) Infrastructure strategies where a development will proceed in advance of implementation of infrastructure determined through an Environmental Assessment process. The strategies will identify how a development will be serviced, maintained and operated, and demonstrate that the ultimate infrastructure as identified in any Environmental Assessment, as may be amended, will not be precluded.

15.6 All development applications will submit relevant drawings, plans and supporting studies and materials to support the policies and objectives of this Area Specific Policy. Relevant supporting studies and materials may include, but are not limited to:

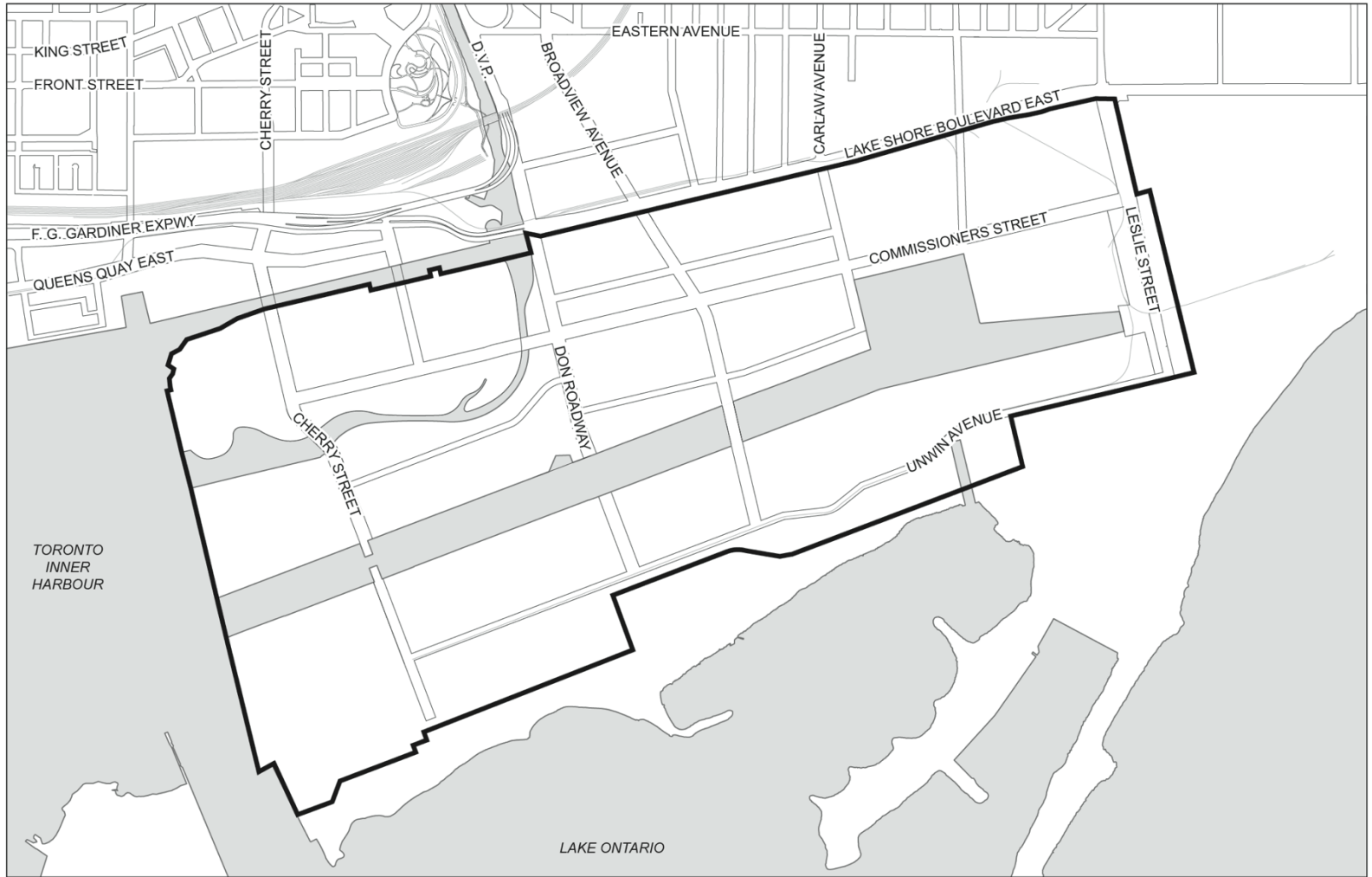
- a) A Planning rationale;
- b) Sun/shadow and pedestrian-level wind studies;
- c) Building mass model and view studies;
- d) Heritage impact assessments;
- e) Green Development Standards Checklist and any other reporting required to meet the requirements of the Toronto Green Standard;
- f) Energy strategies;
- g) Sustainability strategies, prepared by qualified individuals and to supplement reporting requirements associated with the Toronto Green Standard and energy strategy, that describe and demonstrate how the proposed development meets the sustainability policies of this Area Specific Policy;
- h) Contaminated site assessments;
- i) Arborist tree preservation reports;
- j) Geotechnical studies;
- k) Housing issues reports for residential developments;
- l) Natural heritage impact studies for development proposals adjacent to lands identified as Natural Heritage;
- m) Fiscal impact analysis and/or phasing plans where a major development is considered to have impacts on the cost of the provision of infrastructure. The fiscal impact analysis will be reviewed by Corporate Finance and/or peer reviewed at the expense of the applicant;
- n) Servicing and stormwater management reports;
- o) Detailed noise and air quality studies, and/or other environmental studies as appropriate. The studies will be peer reviewed at the expense of the applicant;
- p) Transportation impact studies and/or traffic operations assessments which will identify the demands and impacts of new development and include a Travel Demand Management strategy and/or other mitigating measures to accommodate travel generated by the development;
- q) Parking and loading studies; and
- r) Any other information or material that may be needed to review the application and depending on the nature or context of the proposed development.

- 15.7 Plans of subdivision or rezoning applications for new and/or intensified land use permissions in *Mixed-Use Residential* or *PIC Mixed-use* districts will not be considered until:
- a) A firm funding commitment has been secured for the necessary flood protection measures and associated enabling infrastructure;
 - b) A Development Charges By-law has been adopted that includes the necessary infrastructure to support the proposed uses; and
 - c) A City-initiated Business and Implementation Plan has been developed and adopted by City Council that outlines the funding mechanisms and timing for the provision of necessary infrastructure to support the proposed uses.
- 15.8 Section 37 of the *Planning Act* will be required for any area-wide or site-specific rezonings for residential uses, and used to secure:
- 15.8.1 Equitable monetary contributions towards, or the construction and outfitting of, the eligible locally-oriented community infrastructure priorities for each district identified in Policy 5.5 and as may be refined through the precinct planning process or through a city-wide review. Contributions towards community infrastructure will be determined on a district basis and by:
- a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after Development Charge contributions are determined; and
 - b) proportionately distributing the total value of the monetary contribution on a per square metre of residential gross floor area in the district; and
- 15.8.2 The implementation of the *affordable rental housing* policies of this Area Specific Policy, and any additional affordable housing that may be provided over and above the minimum *affordable rental housing* requirements.
- 15.9 Section 37 of the *Planning Act* will also be used to secure:
- 15.9.1 Permanent public art installations and/or contributions provided as part of the City's Percent for Public Art Program; and
- 15.9.2 Other matters as a legal convenience.
- 15.10 Established monetary contributions in policy 15.8.1 will be increased over time in accordance with the Non-Residential Construction Price Index for Toronto published by Statistics Canada.
- 15.11 Where a land owner elects to construct and outfit a community infrastructure priority that benefits the entire district within which the facility is located, or front-ends growth-related infrastructure, fair and equitable cost-sharing arrangements will be secured in a landowner agreement and/or front-ending agreement with the City.
- 15.12 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Area Specific Policy or by-law are satisfied. In addition to the matters listed in Policy 2.6 of the Central Waterfront Secondary Plan, conditions to be met prior to the removal of the holding provision may include:
- a) The remedial flood protection works necessary to flood protect a site and/or area as required in the approved Don Mouth Naturalization and Port Lands Flood Protection EA are deemed complete and functional from a floodplain management perspective with the effect of permanently removing the flooding hazard to the satisfaction of the City in consultation with applicable regulatory bodies. The City may consider requests to remove a holding provision in situations where the construction of buildings are

proposed to proceed concurrent with the completion of required remedial flood protection works provided occupancy of the building can be legally controlled until the required works are complete and functional from a floodplain management perspective, Building Code requirements can be met to the satisfaction of the Chief Building Official, and life safety risks are adequately addressed to the satisfaction of the City in consultation with applicable regulatory bodies.

- b) The provision of adequate street, transit and municipal servicing infrastructure, and that parking supply is commensurate with development;
- c) The specific source and/or receptor mitigation/attenuation measures required to enable sensitive land uses as determined in noise and air quality studies, or other environmental studies, accepted by the City during the development approval process, including provisions related to how the mitigation/attenuation measures will be implemented;
- d) Measures to satisfy the biodiversity objectives of this Area Specific Policy, and to protect a natural heritage area or environmentally sensitive natural features;
- e) Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
- f) The provision, timing and appropriateness of *affordable rental housing*;
- g) The provision of, confirmation of, and/or contributions towards, the necessary parks and open spaces and community infrastructure; and/or
- h) Entering into any agreements under the *Planning Act*, or to secure equitable sharing of associated costs for any of the required matters, or to front-end any required infrastructure.

15.13 The Port Lands represents a unique revitalization opportunity for the City. As the area transforms, new solutions to pressing challenges facing cities may emerge. The City may initiate an amendment(s) to address these where the solution(s) would have positive contributions in meeting the vision and objectives for the Port Lands as set out in the Central Waterfront Secondary Plan and this Area Specific Policy.



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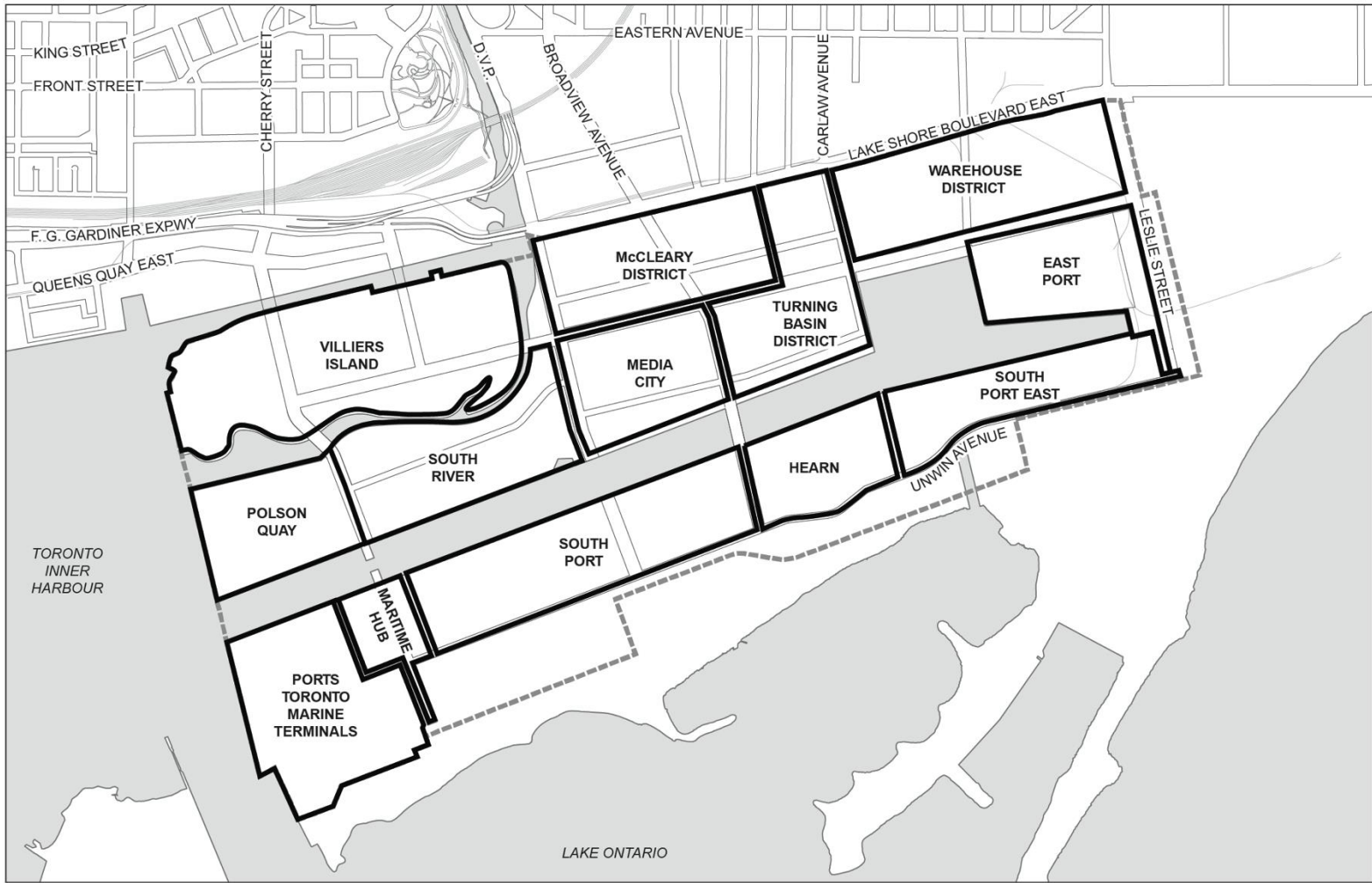
Port Lands Area Specific Policy

**Port Lands
Map 3A - Port Lands Area**

File # 13-258652 STE 30 OZ

— Port Lands Area Specific Policy Boundary

↑
Not to Scale
09/11/17



Official Plan Modification # XXX

Port Lands Area Specific Policy

**Port Lands
Map 3B - Port Lands Districts**

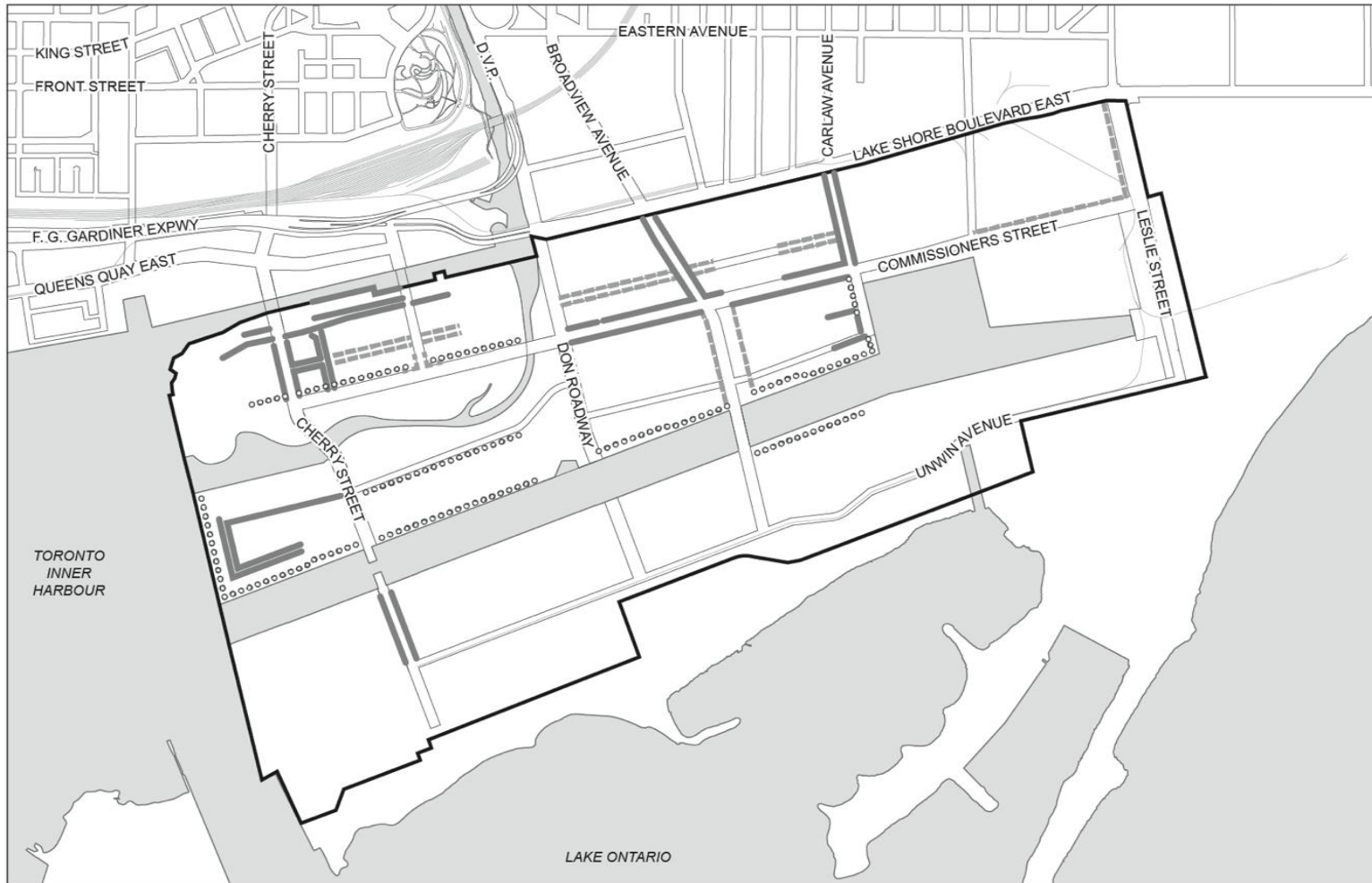
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----- Port Lands Area Specific Policy Boundary

— Districts



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09/11/17



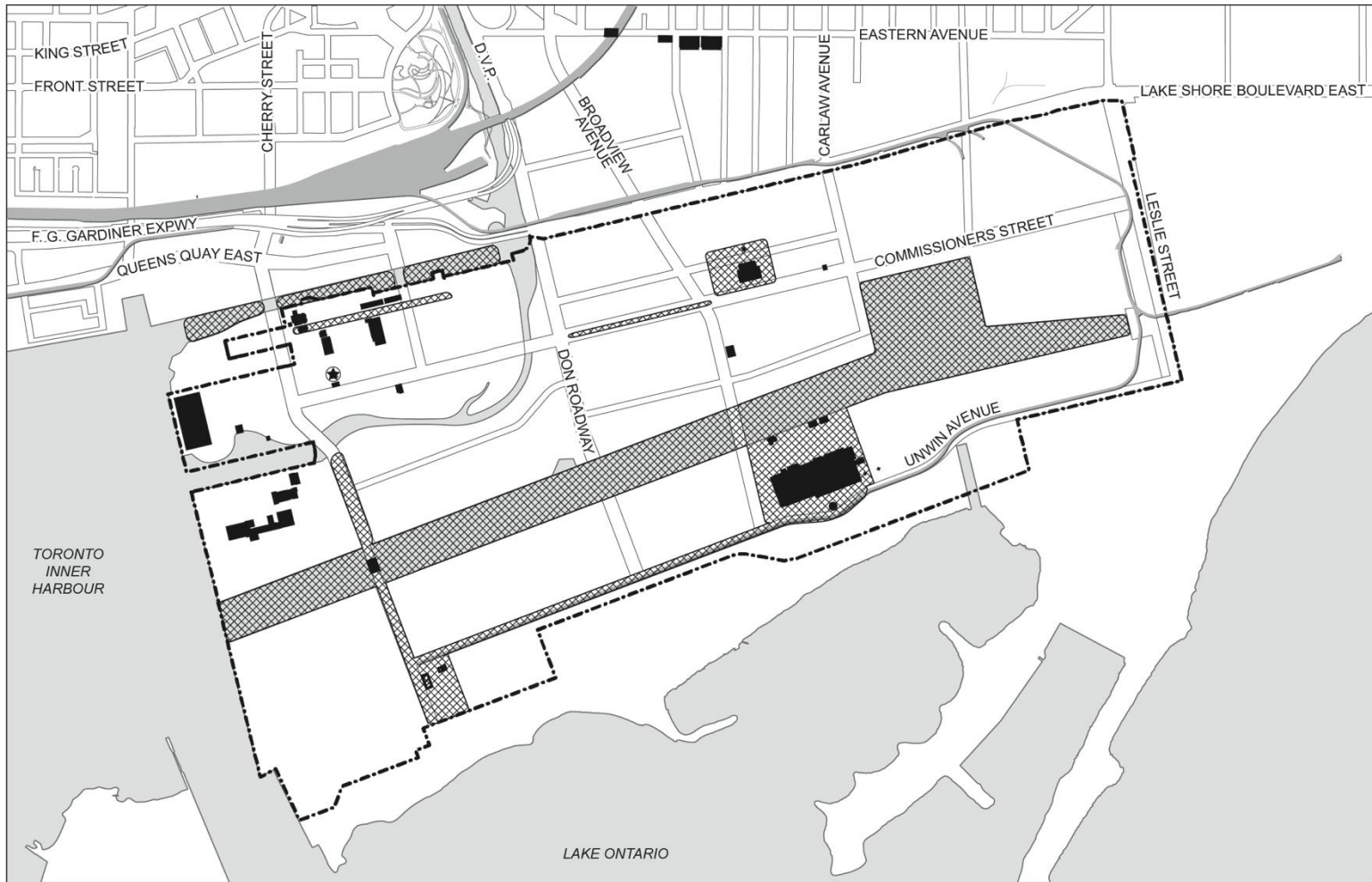

Toronto City Planning
Official Plan Modification # XXX
 Port Lands Area Specific Policy

Port Lands
Map 3C - Priority Retail Streets and Frontages

File # 13-258652 STE 30 OZ

- Port Lands Area Specific Policy Boundary
- Priority Retail Streets and Frontages
- Secondary Retail Streets
- Water's Edge Animation


 Not to Scale
 09/11/17



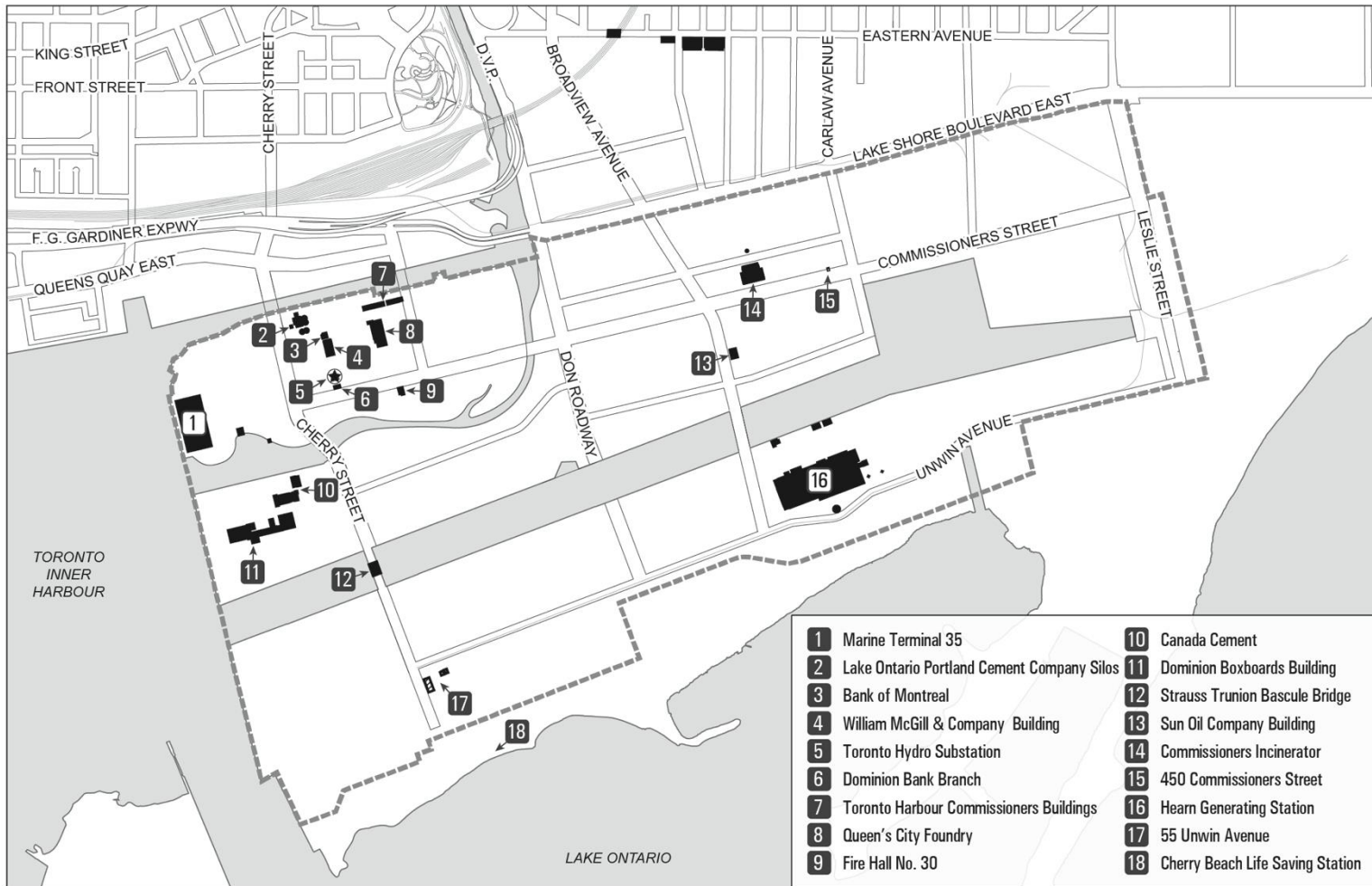
Toronto City Planning
Official Plan Modification# XXX
 Port Lands Area Specific Policy

Port Lands
Map 3D - Cultural Heritage Resources

File # 13-258652 STE 30 OZ

- Port Lands Cultural Heritage Landscape
- Listed Heritage Structures/Buildings
- ⊙ Designated Heritage Structures/Buildings
- ▨ Cultural Heritage Landscapes
- ▧ Potential Heritage Structures/Buildings
- ▬ Rail Corridors

↑
 Not to Scale
 09/11/17



Official Plan Modification # XXX

Port Lands Area Specific Policy

Port Lands

Map 3E - Heritage Buildings/Structures

File # 13-258652 STE 30 OZ

- Port Lands Area Specific Policy Boundary
- Listed Heritage Structures/Buildings
- ★ Designated Heritage Structures/Buildings
- ▨ Potential Heritage Structures/Buildings



Not to Scale
09/11/17



Official Plan Modification # XXX

Port Lands Area Specific Policy

Port Lands Map 3F - Views

File # 13-258652 STE 30 OZ

- Port Lands Area Specific Policy Boundary
- Skylines
- Prominent and/or Heritage Buildings, Structures and Landscapes
- Protect view corridor through any redevelopment

Not to Scale
09/11/17

Appendix 1 – Views

Skyline Views

1. *Port Lands Skyline*

Views to the Port Land's skyline along the Central Waterfront promenade from the foot of Yonge Street to Sherbourne Common will create a symbolic connection between the city and the next area of waterfront revitalization. The City's image will be enriched by the expansion of its skyline in a way that varies dramatically from that of the Downtown Toronto.

The Port Land's skyline will be curated and sculpted to convey the identity of the evolving city district by preserving views to and showcasing the collection of prominent heritage structures and landmarks. These consist of the Commissioners chimneystack, the Hearn and its chimneystack, the silos, the Dominion Boxboards building, and any conserved attributes of Marine Terminal 35 as determined through a more detailed assessment. New development will be carefully sited and building heights controlled to ensure the landmarks remain dominant within the evolving skyline, with generous skyview surrounding the Hearn's chimneystack.

2. *Downtown/Financial District Skyline*

The dramatic view to the city's internationally recognized Downtown and Financial District skyline from the Islands and existing Jennifer Kateryna Koval's'kyj Park are expanded on to capture the reflect the public realm adjacent to the Inner Harbour envisioned by this Framework.

From:

- The water's edge associated with Promontory Park fronting the Inner Harbour; and
- Polson Quay water's edge promenade adjacent to the river and Inner Harbour.

3. *North West from Tommy Thompson Park*

This picturesque, unobstructed view of the Hearn amid a naturalized landscape will be framed on either side by the new urban districts in the Port Lands and Unilever precinct, with the Downtown and Financial District skyline and silhouette of the CN Tower in the background.

From:

- The access road to the Outer Harbour Marina.

4. *Leslie Slip Outlook*

The open space at the terminus of the Ship Channel will provide an outlook and long view down the Ship Channel, an integral part of the original 1912 plan for the Port Lands, and the Port Lands evolving skyline. The view captures the full breadth of uses and activities envisioned in the Port Lands and activation of the Ship Channel. Development lining the Ship Channel will frame the water's edge promenade and be articulated to create interest.

Additionally, landmark heritage features, including the chimneystacks of the Hearn and the Transfer Station and their axial relationship, are juxtaposed against the contemporary city district emerging around these, including the new lift bridge at the Broadview extension. This rich collage of uses and history will act as a backdrop to the ongoing industrial maritime activity occurring within the Ship Channel.

From:

- The Parks and Open Space area at the terminus of the Leslie Slip.

Prominent and/or Heritage Buildings, Structures and Landscapes

A. *Villiers Street and Essroc Silos*

Views from the east and west along Villiers Street will be dominated by the dramatic scale and prominent location of the Essroc Silos at existing Cherry Street, and lined to the north by the historic Toronto Harbour Commissioners buildings. The Silos will be a distinctive centre piece for the street as it evolves into a pedestrian priority retail / recreation destination. Development will frame the view, ensuring that buildings are sited and oriented to maintain the prominence of the silos through setbacks and/or generous stepbacks.

From:

- West - Promontory Park and Villiers Street eastward; and
- East – Villiers Park and Villiers Street westward.

B. *Commissioners Stack*

An intimate, oblique view of the historic Commissioner's Incinerator chimneystack, a totem of the Port Lands, will be achieved by generally aligning new east-west streets in Villiers Island and the McCleary District to capture a long view of the chimneystack from the west, while preserving the historic Foundry building in its original location. Skyview will be provided around the chimneystack by stepping back development above a mid-rise height.

The new east-west streets will also visually connect Villiers Island, the McCleary District and the Turning Basin District. The three districts become linked to each other through their common experience of the view to the chimneystack. Protecting for an easterly extension of the east-west street through the Warehouse District through any redevelopment will enable this view to be extended to Leslie Street and span the entire Port Lands geography.

From:

- West - Promontory Park and the new central east-west street in Villiers Island (south side of the street); and
- East – New east-west street with the view protected for in any redevelopment in the Warehouse District.

C. *Canada Cement Company Silos*

Built in the 1920s, the Canada Cement Company's silos still in active use today creates a powerful focal point at the juncture of Polson Street and a new north-south local street or mid-block pedestrian connection to the Ship Channel, flanked by the historic Dominion Box Boards building.

From:

- A new local street or mid-block connection at the eastern edge of the Dominion Boxboard's building.

D. *Strauss Trunion Bascule Bridge*

The Strauss Trunion Bascule bridge terminates views on Cherry Street north and south of the Ship Channel. Development north of the Ship Channel will accentuate the view terminus to the bridge. South of the Ship Channel, the Cherry Street is reimaged as a gateway to Cherry Beach and forms part of the Maritime Hub.

From:

- The southern edge of the new river crossing along Cherry Street; and
- Unwin Avenue along both the east and west sides of Cherry Street.

E. Keating Channel, Essroc Silos and Toronto Harbour Commissioners buildings

The Keating Channel, an important heritage asset and reminder of the Don River's historic reconfiguration, provides long views down the Channel to Villiers Island and emerging neighbourhoods in the Central Waterfront. This view prominently features the Essroc Silos and Toronto Harbour Commission buildings, conveying a strong sense of place and celebrating the Port Lands heritage. Development adjacent to the Keating Channel Promenade will be low-rise in nature and be massed to maintain the prominence of the historic resources.

From:

- The east edge of the Keating Channel at the Don Roadway.

F. The Hearn from Broadview

The Hearn and its 213 metre high chimneystack, with its immense scale and high degree of visibility within the existing landscape, are an inalienable part of the Port Lands' identity. As the Port Lands transforms, new opportunities are needed to preserve and maintain the Hearn's visibility. The Broadview extension's alignment into the Port Lands creates a view to this impressive and landmark industrial complex.

Development adjacent to the extension will emphasize the continuity of the new urban fabric and elegantly frame the chimneystack. A new, linear open space contemplated south of Commissioners Street that integrates the historic Sun Oil building will enable the view to dramatically open up. Any new development contemplated on the east side of the extension in this area will be of a low-rise nature to preserve the long-view.

G. The Hearn from Carlaw Avenue

This view is currently identified in the listing of the Hearn on the City's Heritage Registrar. The preservation of the existing view of the Hearn's chimneystack when looking south on Carlaw Avenue will likewise reinforce the Hearn's identity as a powerful symbol of the Port Lands. Development south of Lake Shore Boulevard will be organized and massed to preserve views of the chimneystack north of Lake Shore Boulevard.

From:

- Carlaw Avenue (west sidewalk and travel portion of the right-of-way) from Queen Street to Lake Shore Boulevard.

H. The Commissioners Incinerator and the Hearn

At the intersections of Lake Shore Boulevard at both Logan Avenue and the existing or relocated Bouchette Street and across the expanded McCleary Park, both the Commissioners Incinerator building and the Hearn, and their respective chimneystacks, can be viewed in one compelling instant. With both complexes constructed in the same era and representing major civic projects of the time, these views are powerful gestures to this bygone era. With these two complexes reimagined as a community focal point and major destination, the view symbolizes the Port Lands' past and re-emergence through the prominence of heritage resources.

From:

- LakeShore Boulevard and Bouchette; and
- Lake Shore Boulevard and Logan.

I. The Hearn Chimneystack on Unwin Avenue

The view looking east on Unwin from Cherry is dominated by the Hearn's chimneystack and surrounding naturalized wilds and parkland. The prominence of the Hearn's chimneystack, isolated within this green frame, reinforces its identity as a symbol of the Port Lands and reinforces the natural character of the

lands south of Ship Channel. In combination with requirements for naturalized landscaped setbacks adjacent to Unwin Avenue, development will be sited and designed to maintain this view and reinforce the green frame.

From:

- Unwin Avenue and Cherry Street east to the Hearn

J. Old Cherry Street

The view looking south from Silo Square down Old Cherry Street and its ensemble of heritage buildings – the Bank of Montreal, William McGill and Company, Toronto Hydro Substation and the Dominion Bank buildings – on the east side of the street. Development on the east side of the street will be massed and sited to preserve views of the buildings and complement their low-rise scale.

From:

- Silo Square

K. Fire Hall No. 30

Fire Hall No.30 at 39 Commissioners stands at the terminus of the current alignment of Munitions Street, with the Queen's City Foundry building on the west side of Munitions Street. Fire Hall No. 30 will be relocated slightly south of the widened Commissioners Street. Munitions Street will be shifted eastward to preserve the Toronto Harbour Commissioners buildings. A mid-block connection in the street's current location will be introduced, with the Fire Hall continuing to terminate the view of the connection.

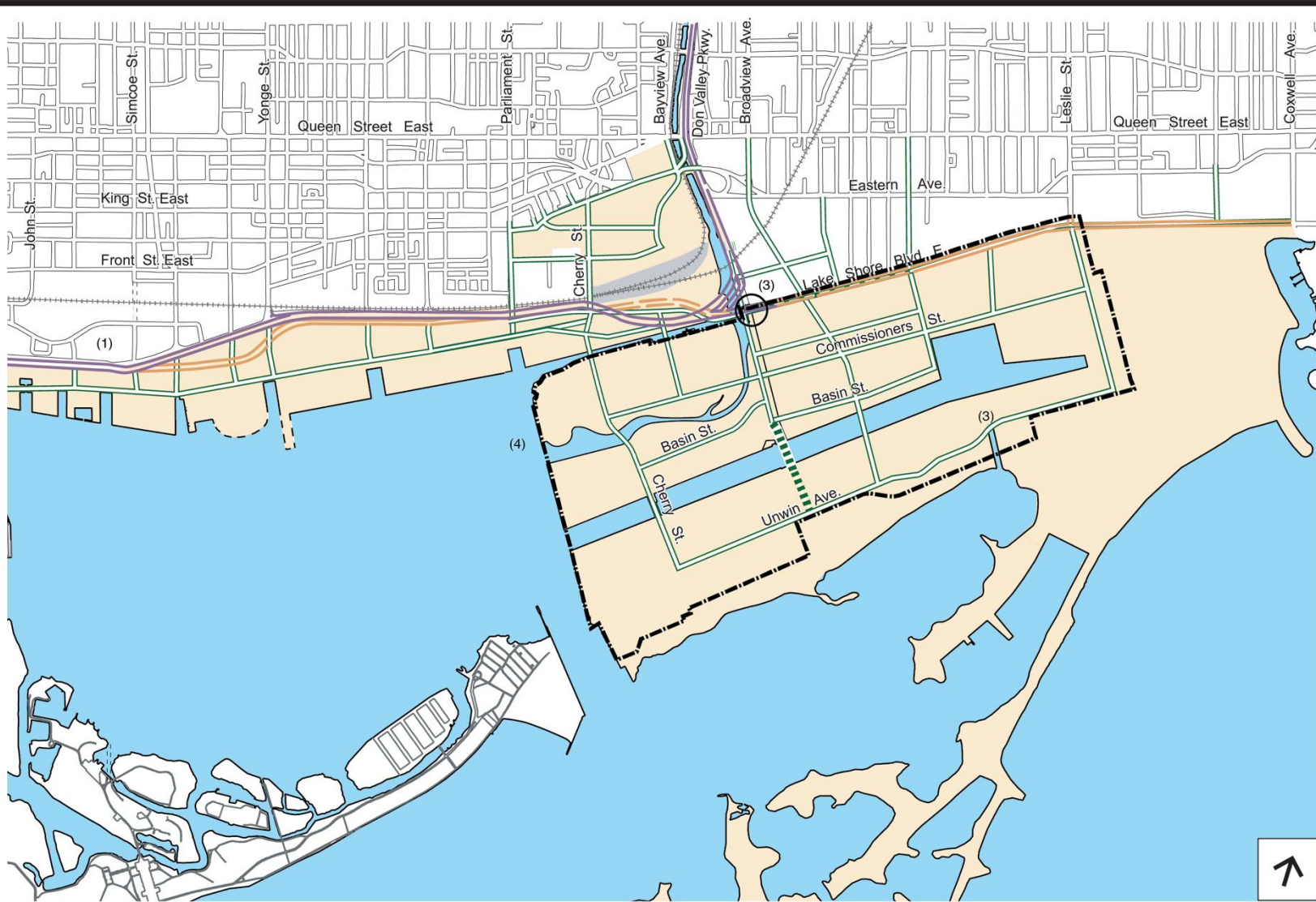
From:

- The north side of Villiers Street at the Munitions Street mid-block connection







- k) Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN as shown on the attached Schedule 1.
- l) Amend MAP B CENTRAL WATERFRONT SECONDARY PLAN TRANSIT PLAN as shown on the attached Schedule 2.
- m) Amend MAP C CENTRAL WATERFRONT SECONDARY PLAN PARKS AND OPEN SPACE AREAS PLAN as shown on the attached Schedule 3.
- n) Amend MAP D CENTRAL WATERFRONT SECONDARY PLAN PEDESTRIAN, CYCLING AND WATER ROUTES PLAN as shown on the attached Schedule 4.
- o) Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN as shown on the attached Schedule 5.

Schedule 1

MAP A ROADS PLAN



MAP INDEX

-  EXISTING FREDERICK G. GARDINER EXPRESSWAY
-  REDESIGNED LAKE SHORE BLVD
-  PROTECTED FOR FUTURE CROSSING
-  MAJOR ROADS ⁽²⁾
-  PROTECTED FOR A FUTURE CROSSING
-  AREA OF AMENDMENT FOR PORT LANDS

NOTE:

- (1) GARDINER / LAKE SHORE CORRIDOR AND FRONT STREET EXTENSION SUBJECT TO FURTHER STUDY
- (2) SEE SCHEDULE A FOR THE PROPOSED RIGHT-OF-WAY WIDTHS OF MAJOR ROADS
- (3) INTERSECTION AND / OR ALIGNMENT CONFIGURATION SUBJECT TO FURTHER STUDY
- (4) NEW MOUTH OF DON RIVER SHOWN CONCEPTUALLY

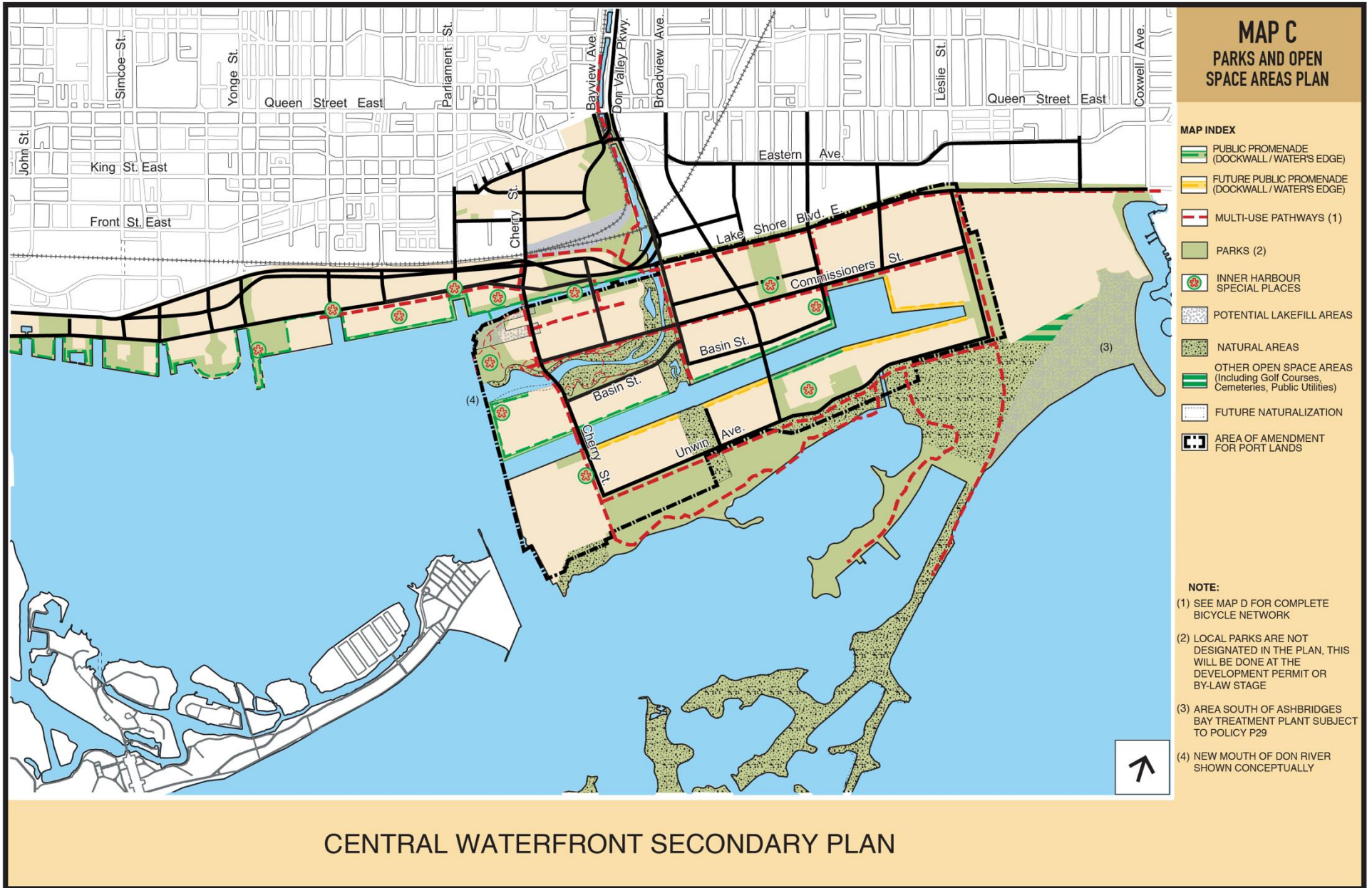


CENTRAL WATERFRONT SECONDARY PLAN

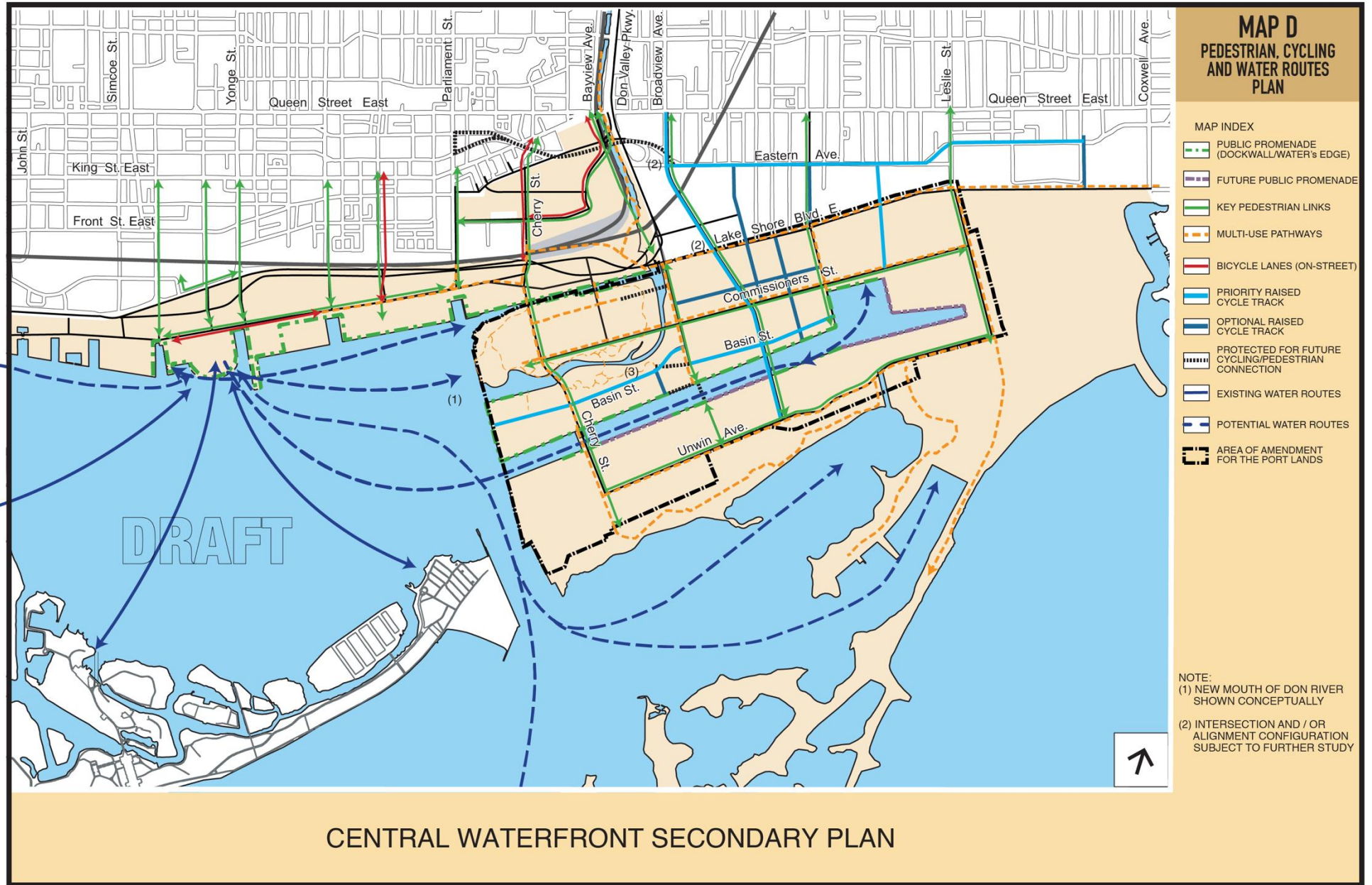
Schedule 2



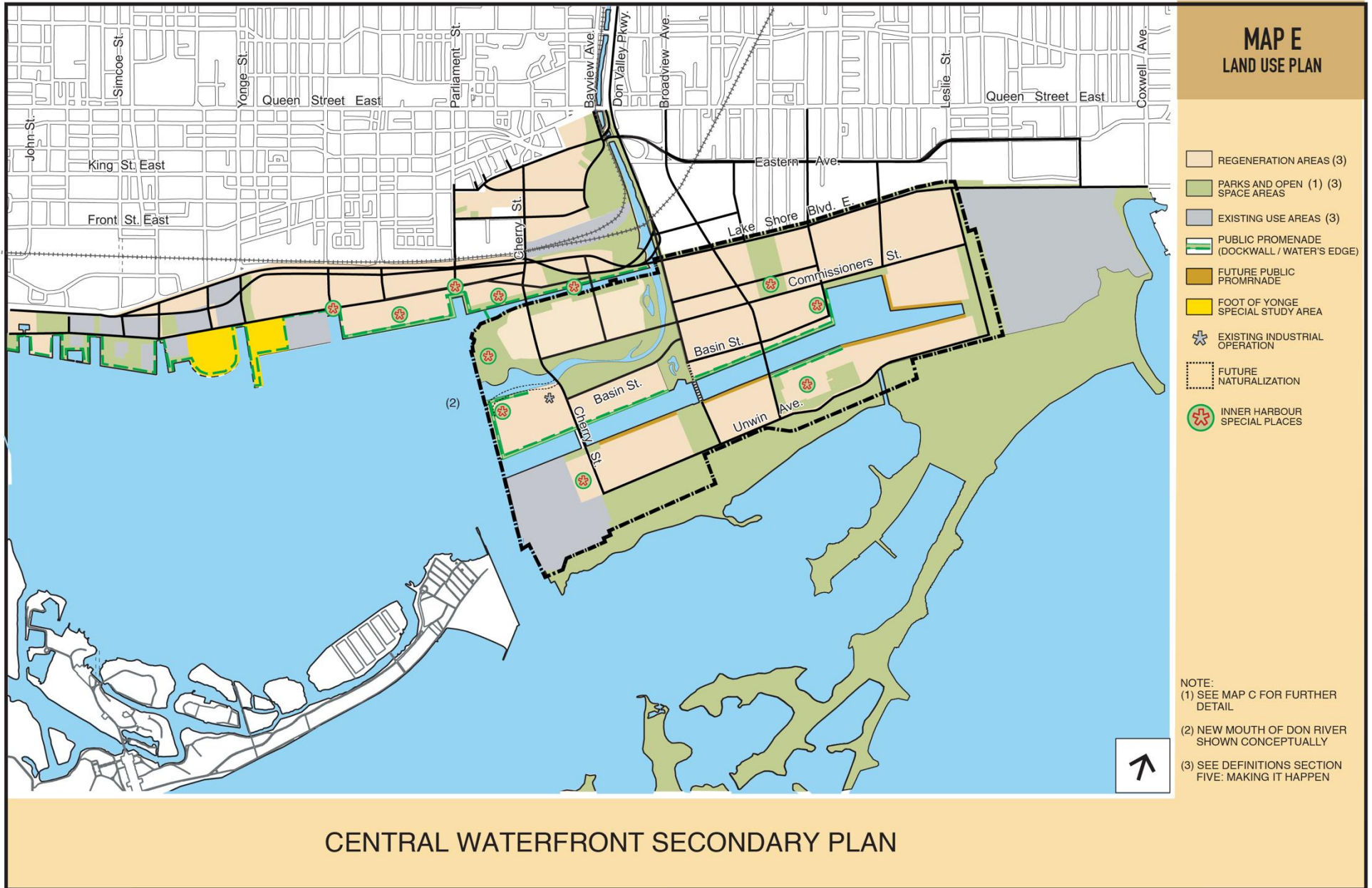
Schedule 3



Schedule 4



Schedule 5



MAP E LAND USE PLAN

- REGENERATION AREAS (3)
- PARKS AND OPEN (1) (3)
SPACE AREAS
- EXISTING USE AREAS (3)
- PUBLIC PROMENADE
(DOCKWALL / WATER'S EDGE)
- FUTURE PUBLIC
PROMENADE
- FOOT OF YONGE
SPECIAL STUDY AREA
- EXISTING INDUSTRIAL
OPERATION
- FUTURE
NATURALIZATION
- INNER HARBOUR
SPECIAL PLACES

NOTE:
 (1) SEE MAP C FOR FURTHER
 DETAIL
 (2) NEW MOUTH OF DON RIVER
 SHOWN CONCEPTUALLY
 (3) SEE DEFINITIONS SECTION
 FIVE: MAKING IT HAPPEN

CENTRAL WATERFRONT SECONDARY PLAN