

## **PORT LANDS OFFICIAL PLAN MODIFICATION**

Port Lands Phase 1 Hearing: Proposed Policy Revisions

Proposed policy additions are shown with a red underline. Proposed policy deletions are shown with a **strikethrough**.

Map 3B from the Port Lands OPM is provided as Attachment 1 for context purposes. No revisions to the Map are proposed.

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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) 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. The Port Lands Area-Specific Policy (Schedule C) prevails over the Central Secondary Plan where any conflict may arise.

### **Schedule C**

Port Lands Area Specific Policy

## **2. Vision**

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 prioritized while providing opportunities ~~balanced with the opportunity~~ to capitalize on the Channel as a public, recreational amenity where possible. 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 to the dockwall will be introduced. Along its southern edge, areas associated with planned parks and open spaces 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.

- 2.1.6 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 and important city-serving industries 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. The design and layout of new, reconfigured or relocated port and city- serving industrial uses on publicly-owned land will meet operational and regulatory needs while judiciously using land to minimize land consumption.

### 3. Objectives

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

- 3.12 Strategically consolidate and relocate some existing uses where necessary to enable major public works and key parks and open spaces shown on Map C, such as the naturalized river valley, the Don Greenway south of the Ship Channel and a continuous water's edge promenade on the north of the Ship Channel west of the Turning Basin. The strategic consolidations and relocations will also improve public access to the water's edge and support consolidating land uses in appropriate areas while also wisely managing land to support future evolution of the Port Lands. ~~to create opportunity and improve public access while also wisely managing land to support future evolutionary potential.~~

### 4. Land Use

- 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, if practicable from a technical and reasonable operational perspective, 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 in accordance with any Council-endorsed

precinct plan. For added clarity, the 20% requirement is not a requirement for each individual site, but is an overall requirement to be achieved within 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. The continued operation of the Cement Terminal is permitted. Expansion of and change to 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.
- d) The existing concrete batching plant at 650 Commissioners Street is permitted and may be replaced or expanded in accordance with the Planning Act and subject to appropriate technical studies and meeting regulatory requirements. In the event that the existing concrete batching plant use permanently ceases to operate on the site, new heavy industrial uses, such as asphalt, cement or concrete batching plants, on the site will not be permitted.

#### 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 3,500m<sup>2</sup> 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, that including, residential uses, commercial uses, such as but not limited to office, retail, service uses, residential, and hotels, arts and design related uses, media uses, Destination and/or Catalytic uses, local parks and open spaces and, local and/or city-serving institutional uses, such as community centres, post-secondary schools, public schools regulated under the Education Act and child care centres, public utilities enclosed by buildings or structures, and essential city services, such as transit stations and/or stops. Vehicle dealerships, service shops, self-storage warehouses and drive-through establishments are not permitted.

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 other cultural-related uses associated 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 (excluding post-secondary schools, schools regulated under the Education Act and religious schools) uses, public utilities enclosed by buildings or structures, and other essential city services, such as transit stations and/or stops. 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. Conditionally-permitted uses include accessory workplace child care centres and post-secondary schools.

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. In addition, 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) and addressing this Area Specific Policy's land use compatibility policies. Other uses needed to support a complete community include local and/or city-serving institutional uses, such as community centres, public schools regulated under the Education Act and child care centres.

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 include *PIC Core* uses, except child

care centres, 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, public utilities enclosed by buildings or structures, and essential city services, such as transit stations and/or stops 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 buildings or structures ~~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 arts, design and cultural-related uses, artisanal light-intensity manufacturing, entertainment places of assembly, parks and open spaces, community centres and recreational uses, media uses, post-secondary education uses, renewable energy, marine passenger terminals, other community uses and accessory retail and service uses. ~~Desired and permitted uses include galleries, museums, artist and performing arts studios, entertainment places of assembly and education uses.~~ Public utilities enclosed by buildings or structures, and other essential city services, such as transit stations and/or stops are also permitted. Residential uses are not permitted. Nightclubs and casinos are not *Destination and/or Catalytic* uses. This Area's Specific Policy's land use compatibility policies may need to be addressed prior to permitting sensitive 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 In the interim period while the flood protection works are under construction, flood risk for specific developments will be determined by the Toronto and Region Conservation Authority (TRCA) based on floodplain mapping produced by the TRCA when identifying the limits of development for a proposed project.

~~4.5.4.6~~ 4.6 *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 4.7 Land Use Compatibility

4.7.1 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.

4.7.2 For the purposes of this Area Specific Policy, sensitive uses are defined as follows:

- a) A noise sensitive use means a place of residence, such as a building with one or more dwelling units, dwelling rooms or bed-sitting rooms except where a residence is located within the property of a stationary source, any outdoor living area associated with a place of residence, a noise sensitive commercial use, such as a hotel with rooms or suites, or a noise sensitive institutional use, such as public schools, health care facilities or child care centres; and
- b) An air quality sensitive use means a place of residence, a child care facility, a health care facility, a senior citizen's residence, a long-term care facility, or school, including certain learning institutions such as universities and colleges.

~~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).~~

4.7.3 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.

4.7.3 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.

4.7.5 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.

4.7.6 Where sensitive land uses are permitted, suitable warning clauses will be included as required in Offers of Purchase and Sale, lease/rental agreements and condominium declaration ~~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; and
- d) the proximity of power production facilities and power transmission facilities.

The City will secure the requirement for the warning clauses in municipal agreement(s), such as Plan of Subdivision, Consent, Site Plan or Plan of Condominium, associated with development approvals.

4.7.7 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.

#### 4.7.4.8 Retail and Animation

~~4.7.1~~4.8.1 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. Where an existing heritage building and/or structure is appropriately conserved and the existing building does not have its ground floor flush with existing or future grades, the requirement for at-grade requirement will be located on the first floor of the heritage building and/or structure.

~~4.7.2~~4.8.2 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 3,500m<sup>2</sup> of gross floor area.

4.8.3 Large-scale retail stores in stand-alone buildings or in a power centre format are not permitted. Large-scale retail stores exceeding a gross floor area of 3,500 m<sup>2</sup> in a building with a mix of other uses may be permitted through the enactment of a zoning by-law amendment in Villiers Island, McCleary District, Polson Quay or South River subject to:

- a) a fine-grain pattern of fully-functional small-scale retail stores and/or services uses at street level being established along Priority and Secondary Retail Streets to maintain continuity and consistency of retail streets and support a vibrant retail environment;
- b) the floor area of the large-scale retail store will be distributed on multiple floors, wholly located above the ground floor, or wrapped with fully-functioning small-scale retail stores on Priority and Secondary Retail Streets;
- c) the large-scale retail use would not preclude achieving a grocery store in each new community to enable people to walk or cycle for daily necessities;
- d) the large-format retail use would not impact the market viability of small-scale retail uses and would consist of specialized retail that does not directly compete with traditional main street retail demonstrated through the submission of a retail and market study as part of a complete application that may be peer reviewed at the expense of the applicant;
- e) the large-scale retail use does not require substantial parking and would support a vibrant active transportation environment; and
- f) the large-scale retail use(s) does not consist of a shopping centre or mall which means a group of retail stores wholly enclosed within a building or structure with common entry points, interior common walkways and a combined leasable floor area exceeding 20,000 m<sup>2</sup>.

4.7.4 ~~4.8.4~~ Large-format scale retail (stand-alone, in mixed-use buildings or in a power centre format and exceeding 3,500 m<sup>2</sup> of gross floor area) is not permitted in PIC Core and Light Industrial and Production Districts.

4.8.5 A large-scale retail store exceeding a gross floor area of 3,500 m<sup>2</sup> in the Hearn may be permitted through the enactment of a zoning by-law amendment subject to:

- a) A range of small- and medium-scale retail stores also being provided in an indoor market format;
- b) the large-scale retail use would not impact the market viability of smaller-scale retail uses in the Port Lands through the submission of a retail and market study as part of a complete application that may be peer reviewed at the expense of the applicant; and
- c) the large-scale retail use does not require substantial parking and would support a vibrant active transportation environment.

## 7. Community Infrastructure

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 m<sup>2</sup> 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 m<sup>2</sup> centre for human services space; and
- d) One (1) public (TDSB) elementary school, with the appropriate site size, location, shape and frontage to be determined through the precinct planning process.

7.5.2 McCleary District:

- a) One (1) large 4,650m<sup>2</sup> 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 m<sup>2</sup> centre for human services space;
- c) One (1) public (TDSB) elementary school, with the appropriate site size, location, shape and frontage to be determined through the precinct planning process; 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, with the appropriate site size, location, shape and frontage to be determined through the precinct planning process;
- b) One (1) public (TCDSB) elementary school;
- c) One (1) 1,850 m<sup>2</sup> centre for human services space;
- d) One (1) 1,595 m<sup>2</sup> 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 Secondary school programming may be required in the Port Lands to support one or more of the mixed-use communities. The secondary school programming is permitted to be located in a mixed-use building, community hub or associated with an elementary school. Access to City-owned and operated sports fields may be considered through appropriate agreement with the City.

~~7.7.8~~ 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~~ be based on, but not limited to, 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.

7.9 Revision of a priority public school in Policy 7.5 or 7.6 will only occur if supported by the applicable public school board.

## 9. Movement and Access

9.1 The following complete street principles will inform the design of public 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 public street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities. The design of private streets, where they are permitted to support the operation of studio complexes, will ensure the width of the private streets will enable achievement of the complete street principles in recognition that private streets may become public streets over time:

- 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 ensured ~~accommodated to ensure~~ provide for 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 understory 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.

#### 9.13 Goods Movement

- 9.13.1 ~~Accommodating~~ Providing for 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 to be completed in consultation with the Toronto Port Authority, industrial operators and port users.

### 14. Municipal Servicing, Utilities and Green Infrastructure

- 14.4 A potential site in the Turning Basin District for the relocated Basin Transmissions Station has been identified, generally located midpoint between the Broadview Extension and Carlaw Avenue on the north side of the realigned Basin Street extension. A site generally around 2,500 m<sup>2</sup> has also been identified to the south of the relocated Basin Transmission Station site adjacent to the planned water's edge promenade to support a junction and crossing of high-voltage transmission lines across the Ship Channel. The site will be protected for. Temporary uses may be permitted until such a time as the relocation of the Transmission Station and crossing are required to be implemented.

### 15. Implementation

- 15.3 ~~City-initiated~~ Precinct Implementation Strategies (commonly referred to as Precinct Plans) will be developed by the City and/or its waterfront revitalization partner and adopted by Council 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.

- 15.5 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~~ Council approved 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.
- 15.7 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 (s), prepared by the City and/or its waterfront revitalization partner(s), 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.

Attachment 1: Port Lands Districts

