



Christie's Planning Study – City-Initiated Proposed Secondary Plan & Zoning By-law and Official Plan Amendment, Zoning By-law Amendment & Plan of Subdivision for 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road – Status Report

Date: September 4, 2020

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: 3 - Etobicoke-Lakeshore

Planning Application Numbers: 19 183725 WET 03 OZ (City-Initiated Official Plan Amendment and Zoning By-law Amendment); 20 146488 WET 03 OZ (Official Plan Amendment and Zoning By-law Amendment) and 20 146496 WET 03 SB (Draft Plan of Subdivision)

SUMMARY

This report advances a draft Secondary Plan (draft Plan) and draft Zoning By-law (draft By-law), which is the outcome of Phases 1 and 2 of the City-initiated Christie's Planning Study. The draft Plan establishes a planning framework for future development in the area and sets out the long-term vision for a complete community centred on transit investment, job creation and community services and facilities. The draft Plan and draft By-law have been developed with input from local residents and stakeholders through public consultation conducted jointly with the Park Lawn Lake Shore Transportation Master Plan project. The Study Area boundaries can be found at Attachment 1.

This report recommends that the draft Plan be used as the basis for further stakeholder and public consultation to support the development of a recommended Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines, to be brought forward to City Council in the first quarter of 2021.

This report also provides a status update on the Official Plan and Zoning By-law Amendment application as well as a related Draft Plan of Subdivision application, submitted by First Capital Realty for the former Mr. Christie lands at 2150 and 2194 Lake Shore Boulevard West and 23 Park Lawn Road (subject lands). The Draft Plan of Subdivision application has been submitted in conjunction with the other application to establish development blocks and new public streets.

Detailed initial comments on the development applications were provided to the applicant in early September. Further revisions and refinement of the development proposal to align with the vision and objectives of the Secondary Plan and draft Zoning By-law are expected to be undertaken in the fall.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council direct the Chief Planner and Executive Director, City Planning, to use the draft Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines found in Attachments 2-4 to this report as the basis for further stakeholder and public consultation.
2. City Council direct the Chief Planner and Executive Director, City Planner, to use the draft Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines for the basis of further discussion and to guide further review of the development applications submitted by First Capital Realty on the former Mr. Christie lands.
3. City Council request the Chief Planner and Executive Director, City Planning, to bring forward a recommended Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines to Council in the first quarter of 2021.

EQUITY STATEMENT

The Christie's Planning Study considers the potential impacts on equity-seeking groups and vulnerable residents of Toronto. The proposed Plan provides a framework for transit, community service facilities, parkland and green infrastructure to support a complete community.

The draft Plan, Zoning By-law and Urban Design and Streetscape guidelines propose policies, standards and guidelines that will shape the development of a complete community over the next 20-25 years. The proposed policies were informed by the objectives and key directions of the Christie's Planning Study which were directly consulted on in the fall of 2019. Specifically, the planning framework sets out the foundation to design safe, comfortable, accessible streets, parks and open spaces for all users, build a variety of housing types and sizes, including affordable housing, ensure the adequate provision of community services and facilities to support the needs of the immediate and surrounding residents, provide employment opportunities through office and retail development and increase mobility choices through the creation of a Transit Hub.

The Study has provided opportunities for civic engagement and community participation through a variety of public consultation meetings and types. Consultation on the draft

documents will continue in Phase 3 of the Study and encourage consultation with equity-seeking groups and vulnerable residents.

The Study's draft planning documents provide a framework to guide the design of a new complete community that will be resilient and capable of adapting to change over time. The planning principles requiring larger and flexible unit sizes, providing a range of indoor and outdoor amenity spaces, supporting various job-creating uses, creating new parks and open space networks and a public realm attractive to all users, are examples of how fundamental planning principles align with the needs that have been hi-lighted through the pandemic.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

It is anticipated that the full build-out of the Plan Area will occur over a long-term planning horizon of roughly 20-25 years and will be developed based on an orderly, coordinated, sustainable, and logical progression of development and infrastructure. Development will be pursued in phases and meet a number of objectives including infrastructure planning, parks planning, transportation planning, growth management, urban design, and other relevant considerations.

Significant investment in municipal infrastructure and community facilities is required to accommodate the development proposed and anticipated for the Plan Area. The required infrastructure to support the anticipated development will be identified through the final implementation and phasing strategy to be developed through the Study and secured through the Secondary Plan and Zoning By-law.

Under Metrolinx's Market Driven Strategy for Transit Oriented Development, the GO Station will be funded by First Capital Realty. Upon completion of the Park Lawn Lake Shore Transportation Master Plan, City Planning and Transportation Services will work together in identifying infrastructure costs and appropriate funding sources for the proposed future network improvements and connections in the broader area.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY AND ALIGNED INITATIVES

Christie's Planning Study and Preliminary Report

On January 22, 2020, Planning and Housing Committee received the report from the Chief Planner and Executive Director, City Planning which provided an update on the Christie's Planning Study and provided preliminary information on an Official Plan Amendment (OPA) application submitted by First Capital Realty for the lands at 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road.

The Status Report and Preliminary Report can be found here: <https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-141796.pdf>

Site and Area Specific Policy 15

In 2013, Mondelez Canada Inc., the previous owner of the subject lands, filed a site-specific appeal to OPA 231. The appeal was assumed by First Capital Realty upon their purchase of the subject lands in June 2016.

In July 2019, City Council adopted a settlement with First Capital Realty on their appeal of OPA 231 with respect to 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road. The settlement was approved by the LPAT on August 22, 2019. The settlement resulted in a new Site and Area Specific Policy 15 (SASP 15) applicable to the subject lands. SASP 15 redesignated a portion of the lands from *Employment Areas* to *Regeneration Areas*, and sets out the foundational principles for the development of a Secondary Plan. The Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines will provide the policy frameworks to implement the intent and vision of the settlement reached with First Capital Realty.

City Council's decision and SASP 15 can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.14>

Park Lawn Lake Shore Transportation Master Plan

In 2012, City Council directed Transportation Services staff to undertake a comprehensive Transportation Master Plan (TMP) for the Park Lawn Road and Lake Shore Boulevard West area.

City Council's direction can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY20.32>

The goal of the TMP is to identify, evaluate and ultimately recommend options to improve the area's transportation network over the long term. The key directions of the TMP are to:

- Enhance access to local and area-wide street and street network for all users;
- Provide safe and convenient transportation connections across major physical barriers for vulnerable users;
- Plan for future investment in public transit, pedestrian and cycling networks; and
- Incorporate Complete Streets and Vision Zero principles for proposed street improvements through high-quality streetscape design.

In July 2019, City Council, concurrent with its adoption of a settlement with First Capital Realty, directed Transportation Services staff to resume work on the TMP and integrate the work with the Secondary Plan process.

City Council's decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.14>

Public consultation on the Christie's Planning Study and the TMP are taking place concurrently and are coordinated to meet both project schedules. The TMP includes Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act:

- Phase 1: identify transportation problems and opportunities; and
- Phase 2: develop, evaluate and recommend alternatives to address the identified problems and opportunities.

Information about the TMP can be found here: www.toronto.ca/parklawnlakeshore

Waterfront Transit Reset

The City, in partnership with the TTC and Waterfront Toronto, has completed the Waterfront Transit “Reset” study, including an assessment of needs and options for transit improvements along the waterfront. The study area extends from the Long Branch GO Station in the west to Woodbine Avenue in the east. The Park Lawn Lake Shore TMP will be coordinated with the Waterfront Transit Reset to ensure an optimal transportation solution is developed for the area.

Further information on the Waterfront Transit Reset study can be found here: <http://toronto.ca/waterfronttransitreset>

BACKGROUND

Study Area and First Capital Realty Lands

The subject lands are located at the northeast corner of Park Lawn Road and Lake Shore Boulevard West. Both the City-initiated Study and the development applications encompass the same area, with the exception of the inclusion of two City-owned properties in the City-initiated Study: north of the CNR along Park Lawn Road and along Lake Shore Boulevard north of Brookers Lane in the City-initiated Study. See Attachment 1: Location Map for the area subject to the development applications and the Secondary Plan Area Boundary.

POLICY CONTEXT

The draft Secondary Plan is guided by Provincial Plans and the Official Plan policies that provide for the creation of complete communities around transit infrastructure characterized by a pedestrian-scaled, walkable environments with an appropriate scale and mix of uses along with supporting community services and facilities.

The draft Plan and draft By-law are consistent with the Toronto Official Plan (2006), Provincial Policy Statement (2020) and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

The Provincial Policy Statement, 2020 (PPS) highlights transit-supportive development as one of the keys to the economic prosperity of communities. Transit-supportive development is defined as "development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit". The PPS states that transit-supportive development is often "compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system."

The Growth Plan (2019) builds upon the policy foundation provided by the PPS (2020) and provides more specific land use planning policies to address issues facing the GGH region. The Growth Plan (2019) provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime, directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm, achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connects transit to where people live and work, and supporting a range and mix of housing options, to serve all sizes, incomes and ages of households. In June 2020, the Ministry of Municipal Affairs and Housing released 'Amendment 1' to the Growth Plan for public comment. The draft Plan conforms to the proposed directions outlined in Amendment 1 to the Growth Plan (not yet in effect).

In June 2020, Metrolinx released the Updated Initial Business Case (IBC) for the Park Lawn GO Station. The IBC states that the creation of the station is supportive of local, regional, land-use and transportation policies in the Humber Bay Shores areas. The IBC also states that the capital costs of the station will be paid for by a third party developer. The development of a new Park Lawn GO Station and encouraging development of a complete community in close proximity to transit is consistent with the objections and directions contained within the Metrolinx's 2041 Regional Transportation Plan.

The Official Plan provides for the integration of land use and transportation when creating new neighbourhoods centred on public focal points including parks, open spaces, public streets and community facilities. The draft Secondary Plan will incorporate public space requirements that prioritize safety, facilitate active transportation and diverse recreation options, as well as foster community and social interaction. The draft Plan allocates space for new parkland, identifies new linkages throughout the community that align with existing trails and provide access to new and existing open spaces and natural features. Public Realm provisions include the requirement to maintain views towards Lake Ontario by ensuring that new streets and blocks align with the existing street network in Humber Bay Shores (1.5.1). These provisions will help to promote and support an active, healthy and connected community.

The Christie's Secondary Plan Area (Plan Area) is an appropriate location to promote transit-supportive development which includes high-density development, given the

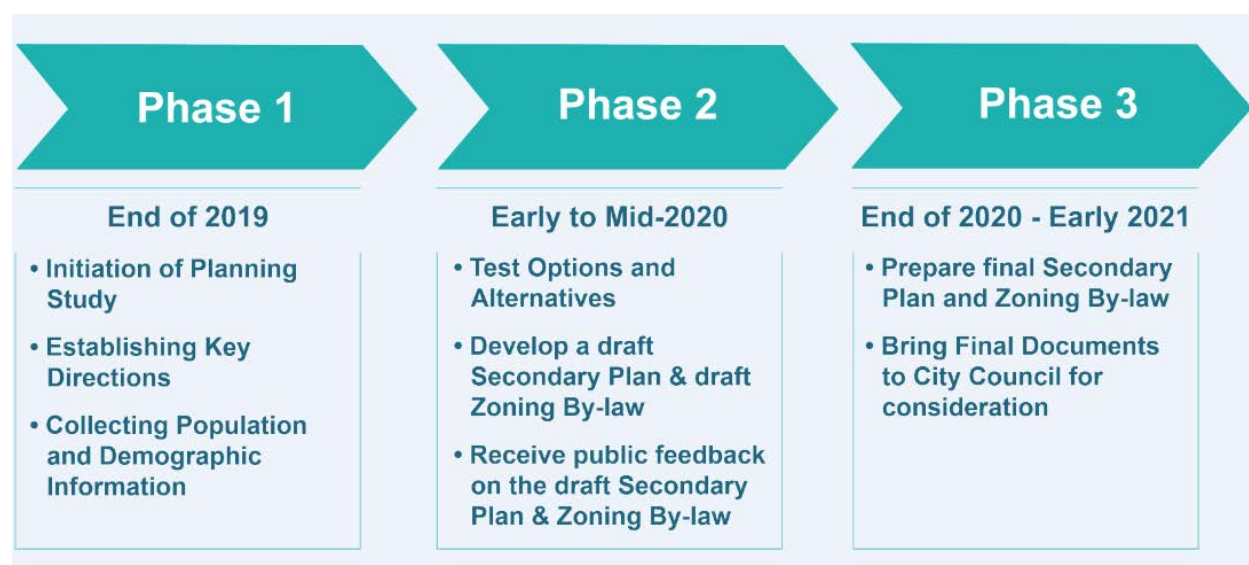
introduction of a new proposed GO Station and existing built form context. The policies of the draft Secondary Plan promote intensification and a mix of land uses, and set the foundations for a healthy, sustainable, well-connected community.

CHRISTIE'S PLANNING STUDY

Study Purpose and Phases

In September 2019, City staff initiated the Christie's Planning Study following a settlement with First Capital Realty. The Christie's Planning Study is divided into three phases, as outlined in Figure 1 below. This report signals the completion of Phase 1 (Research & Analysis) and Phase 2 (Draft Secondary Plan). Phase 3 will include the preparation of a final recommended Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines following public consultation and refinement of the policy frameworks.

Figure 1: Christie's Planning Study Phases



In Phase 1 of the Study, City Planning, Staff developed a vision and objectives for the area to guide the creation of the Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines, focusing on the following themes:

- Mobility;
- Built Form and Land Use;
- Parks and Open Spaces;
- Community Services and Facilities; and
- Infrastructure, Energy and Environment.

The Study also provided a detailed analysis of the infrastructure that will be required to support the anticipated growth in the area, including transit, streets, servicing, parks, and community services and facilities.

Community Consultation

Phases 1 and 2 of the Study provided a range of opportunities for the public to engage, including two large-format Open Houses held in the fall of 2019, a series of stakeholder meetings and online materials.

Over 500 people have engaged in the Study through in-person consultation events. In addition, staff have met with key stakeholders and local residents and business associations on an ongoing basis. All study materials, including public meeting summaries, are posted on the Christie's Planning Study website at: www.toronto.ca/christies.

Throughout Phase 2 of the Study, consultation continued to be aligned with the Park Lawn Lake Shore Transportation Master Plan. This is expected to continue in Phase 3 of the Study.

In preparation of the draft Plan, draft By-law and Urban Design and Streetscape Guidelines, staff consulted with other City divisions and agencies in the broader study area.

Stakeholder Consultation Event

As part of the Park Lawn Transportation Master Plan consultation, a stakeholder meeting, including local resident and business associations, was convened on February 3, 2020 at Assembly Hall in Etobicoke. To ensure coordination of the Study and the TMP, staff took the opportunity to present and receive feedback on the Study. More than 60 stakeholders were invited to attend and 19 representatives of local organizations participated in-person at the meeting.

The meeting was facilitated by the City's Public Consultation Unit, and featured presentations on the Christie's Planning Study by City Planning and a presentation on the Park Lawn Lake Shore TMP by Transportation Services. Opportunities for questions and feedback, and facilitated table discussions followed the presentations.

Participants were provided with comment forms to record feedback during the meeting, or send in submissions afterwards. A note taker also recorded minutes.

March 24, 2020 Open House

The Christie's Planning Study's second Open House, planned for March 24, 2020, and was postponed due to the outbreak of COVID-19. However, staff posted information boards to the Study's webpage outlining the work that was advancing on the project. An e-update was sent out to approximately 500 individuals inviting the opportunity for comment. A summary of the feedback received from residents and other stakeholders regarding the posted materials can be found in Attachment 5.

Similarly, consultation on the draft alternatives for the Park Lawn Transportation Master Plan was postponed and materials were posted online on June 3, 2020. Following the 30-day comment period, a total of 106 public comments were received. The final consultation report that provides a summary of the public comments from both the

stakeholder meeting and the online consultation is available at:
www.toronto.ca/parklawnlakeshore.

Next Planned Consultation Event

The next consultation event is intended to gather feedback on the draft Plan, draft By-law and Urban Design and Streetscape Guidelines and is planned for October, 2020 and will be hosted virtually. The event will consist of a video presentation by staff followed by a facilitated Q&A session. Participants will be encouraged to provide comments following the meeting for a 14-day period. There will be continued opportunities for consultation through the posting of materials online and further stakeholder meetings.

COMMENTS

Draft Secondary Plan

This section describes the content of the draft Secondary Plan found in Attachment 2. It provides discussion of Plan objectives and overarching issues to be addressed, as well as a detailed description and rationale for policy directions across the Plan's themes: Mobility, Built Form and Land Use, Parks and Open Spaces, Community Services and Facilities, and Infrastructure, Energy and Environment. This section is organized as follows:

1. Vision and Objectives
2. Structure
3. Mobility
4. Built Form, Land Use and Housing
5. Parks and Open Spaces
6. Community Services and Facilities
7. Infrastructure, Energy and Environment
8. Phasing and Implementation

1. Vision and Objectives

Supported by significant investment in public transit infrastructure, the Plan Area will evolve to include a full range of mobility options, provide a mix of uses, and deliver a range of community services and facilities which will be integrated into a well-designed parks and public realm system.

2. Structure

The Structure Plan identifies the major organizing elements including blocks, streets, parks and open spaces, and potential community services and facilities that will make up the Plan Area. The Structure Plan will ensure the area develops in a manner consistent with the Vision and Guiding Principles. The Blocks, as shown below in Figure 2, correspond with the proposed phasing strategy of the Secondary Plan and will

proceed in numerical order. Blocks 7 & 8 are not subject to the phasing strategy and can be developed at any time.

Figure 2: Block plan



3. Mobility

The Park Lawn Lake Shore Transportation Master Plan (TMP), led by Transportation Services staff, is undertaking a detailed assessment of the existing and planned transportation system for all modes of travel across the broader Park Lawn and Lake Shore area. The scope of the TMP includes the following items:

- A comprehensive "transit-first" network that considers the proposed Park Lawn GO Station and the integration of TTC surface transit service within the Plan Area, including required rights-of-way and stop locations;
- A safe and convenient network of cycling and pedestrian facilities intended to facilitate short trips and access to proposed transit services in the area; and
- A network of Complete Streets, traffic signals, and other potential street network modifications to support movement of people and goods in the Plan Area over the long term.

Detailed design of the proposed Park Lawn GO Station is being led by First Capital Realty through the Transit Process Assessment Process. Further information on that process can be found here: <https://www.2150lakeshore.com/transitea/>

While work on the TMP commenced prior to the start of the Christie's Planning Study, both projects have been aligned to ensure there is a coordinated approach to the recommended preferred network alternative. The research and analysis conducted as

part of the TMP has informed the recommended street network within the Plan Area. In particular, the TMP supports the new east-west street which runs from Park Lawn Road to Lake Shore Boulevard, referred to as Street A in the draft Plan.

The preferred transportation network alternative resulting from the work of the TMP will be reported on in the final report anticipated for the first quarter of 2021.

The draft Secondary Plan supports local connectivity and mobility through the contemplation of a fine grain transportation network that connects important destinations within and around the Plan Area. The street network consists of a series of local streets that will be designed to accommodate all users that provide connectivity between the site and the surrounding transportation network facilities. Internal to the site, the central feature of the local street network is a proposed a loop street (Street B) that connects the future Transit Hub, parks and community facilities to the proposed retail and residential development. Street B will also contain dedicated streetcar right-of-way that will bring streetcars from Lake Shore Boulevard West into the site to connect with the Park Lawn GO Station at the Transit Hub.

Enhancing active mobility choices and convenience in the Plan Area is part of the focus in supporting public transit infrastructure (GO Transit and TTC) to maximize ridership and ensure seamless accessible connections for all users between modes of travel. The public transit infrastructure being implemented through the proposed Park Lawn GO Station and the dedicated TTC streetcar connection provides additional transit capacity to service future travel demand to, from, and within the Plan Area. The design of newly proposed streets within the Plan Area will facilitate the provision of safe accommodations for all users.

Transportation Demand Management strategies will include recommendations on the quantity and efficient use of parking, bike share and car share options along with other sustainable transportation goals. The draft Zoning By-law (Attachment 3: Draft Christie's Zoning By-law) contains the parking requirements for the area which are taken from the Policy Area 2 requirements. The draft Secondary Plan also provides for a monitoring program to be undertaken which will monitor development levels and travel patterns to determine the success of the TDM strategies, diversion of trips to transit, parking rates and other matters to support future comprehensive analysis for new transit infrastructure or improvements.

4. Built Form, Land Use and Housing

Built Form

The draft Plan's built form policies are intended to ensure that development fits within the existing and planned context; provides appropriate transitions to adjacent buildings and spaces; provides good relationships between building massing and street proportion; and supports an active, fine-grained and safe public realm. The Plan Area is not aligned with the straight north/south axis that much of Toronto is aligned with and special consideration of this, including the location and alignment of new streets and the existing and new shadow impacts, have been carefully considered. The draft policies provide for a full range of building types of a scale and form that will define and support

the public realm, including achieving sunlight on open spaces. The built form policies encourage development that is compatible with the surrounding context and meets the direction established by the City's existing Design Guidelines.

The built form policies provide general direction that is further shaped by the proposed performance standards in the draft By-law and the draft Urban Design and Streetscape Guidelines. The draft streets and blocks pattern integrates the development within the broader context along Park Lawn Road and Lake Shore Boulevard and emphasizes the need to introduce human-scaled development into the Plan Area. In general, taller buildings will be located along the northern edge of the Plan Area (Blocks 1 and 3). The interior block (Block 2) has lower heights in order to maximize sunlight on the proposed community park. Along Park Lawn Road and Lake Shore Boulevard West, lower base building heights are proposed to respond to the existing context. The proposed massing in the Secondary Plan is shown in 3D in Attachments 7 and 8.

Land Use

The proposed land use strategy changes the existing land use designations of the Official Plan within the Plan Area. The Plan Area will consist of a mix of *General Employment Areas*, *Mixed Use Areas* and *Parks*. In accordance with the policy direction outlined in SASP 15, the minimum area of the *General Employment Areas* will be 1.4 hectares. Block 7 is proposed to be re-designated from *Natural Areas* to *General Employment Areas* to accommodate re-development of this parcel with non-residential uses in the future given its adjacency to the new GO Station. The remainder of the Blocks, with the exception of the two public parks, will be designated *Mixed Use Areas*. The draft Land Use Plan is shown in Attachment 6. The land uses will provide a diverse, mixed-use community with a balance of residential, institutional, commercial and employment uses, and community service facilities that are all connected through a network of streets, parks and open spaces to create a complete and liveable community.

Housing

Residential development will result in a complete and inclusive community by providing a range of housing options including diverse unit sizes, tenures and types. The draft housing policies will complement the existing affordable housing policies of Section 3.2.1 of the Official Plan.

The draft housing policies build on the guidance from the City Council-adopted Growing Up Guidelines (2020). The required percentages of 2- and 3-bedroom units, which are higher than those contained within the Growing Up Guidelines, reflect the applications made by First Capital. Additionally, the unit sizes are taken from the Growing Up Guidelines and reflect the applications by First Capital Realty. Securing these unit types and sizes ensures there is a diversity of housing stock contained within this new community that can attract and address the needs of a variety of household types.

The affordable housing requirements from SASP 15 have been brought forward into the Secondary Plan. A minimum amount of affordable housing must be achieved in the Plan Area through one or more of the following, or equivalent, delivery mechanisms:

- The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
- The provision of 10% of residential gross floor area as purpose-built rental units with affordable rents secured for a period of no less than 20 years; and
- The conveyance to the City of 5% of the residential gross floor area as purpose-built rental units or affordable ownership units.

5. Parks and Open Spaces

Parks and open spaces are integral to the creation of complete communities. The draft Plan creates two new public parks to be conveyed through the development approvals process. These parks and associated recreation facilities will serve new residents and workers in the development as well as the surrounding community. The parks and open space areas are important elements of the public realm network, including supporting pedestrian and cycling mobility. The draft Plan outlines design considerations to ensure the creation of high-quality park and public realm experiences.

A community park of 1.2 hectares in size is proposed on the northeast side of Street B in Block 3. The community park will provide opportunities for group sport and play through larger outdoor public recreation facilities while serving a range of other functions, including passive recreation, ecology, and civic and community activity. The draft policies set out that development be designed to support pedestrian comfort in the large community park. In particular, that development will be massed to create no new net shadows on 85% of the park for a minimum of 5 continuous hours on the spring and autumn equinoxes.

The second public park is proposed to be a local park of 0.3 hectares along Lake Shore Boulevard in Block 2. The local park will provide opportunities for passive and active recreation, and civic and community activity.

The draft policies also outline the policy direction for important public realm and streetscaping facilities to support the creation of a well-designed, connected network of spaces that provide both active and passive recreational opportunities.

6. Community Services and Facilities

The draft Community Services and Facilities (CS&F) policies acknowledge the role that CS&F have in building communities, contributing to the quality of life and acting as neighborhood focal points where people gather, learn, socialize, and access services. CS&F are an essential component of complete and livable communities.

Staff undertook a detailed review of the Plan Area's CS&F requirements. The policies identify the conceptual and preferred locations for CS&F and identify the CS&F priorities within the Plan Area as follows:

- A minimum of two non-profit childcare facilities;
- A large (approximately 6,000 square metres) community recreation centre;
- A public library; and
- Community agency space.

It is anticipated that a significant portion of the CS&F needs will be built by the private developer and secured through a Section 37 agreement and related planning instruments.

Additionally, both the Toronto District School Board and the Toronto Catholic District School Board have identified a preliminary need for school sites. Funding for new schools is a provincial responsibility. Conceptual locations for two new elementary schools has been provided for and shown on the draft Secondary Plan maps on Block 3. The space will be secured for the schools in Phase 3 of development. If the space is not occupied by schools by Phase 3, the space will be converted to another use.

Conceptual locations for future municipal emergency services, including Toronto Fire Services, Toronto Paramedic Services and Toronto Police Services, have been shown along Lakeshore Boulevard West on City-owned property. Capital funding will be required to support development of these uses. The draft Plan creates the opportunity for this to occur incrementally as the area develops over a number of years.

7. Infrastructure, Energy and Environment

Climate Resiliency and Mitigation

Development within the Plan Area offers an opportunity to establish a resilient community. The draft policies guide future development to ensure that streets and buildings are designed to absorb stormwater, improve the quality and quantity of biodiversity, expand the tree canopy and ensure that power is continually available for essential services.

The development applications propose achieving Tier 3 and 4 levels of sustainability performance under the Toronto Green Standard (TGS) Version 3. The applicant has indicated interest in pursuing Tier 4 building energy performance and has indicated Tier 3 levels of stormwater retention and reuse. The draft policies require that development within the Plan Area meet or exceed the highest performance level of the TGS. In addition, the draft policies support the inclusion of sustainability, resiliency and energy performance in all design matters.

Servicing

New development will not exceed the capacity of municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and improvements to infrastructure will be required to provide adequate capacity.

The draft servicing policies include the following:

- Development will not exceed the capacity of existing municipal servicing infrastructure within the Plan, and any required improvements and/or upgrades will be coordinated and phased; and
- Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure.

8. Phasing and Implementation

The draft policies reflect the long-term vision for the Plan Area, which is anticipated to develop in phases over the next 20 to 25 years. Phasing, implementation and monitoring policies are key components to the longevity and adaptability of the Plan. The draft Secondary Plan contains provisions to ensure that infrastructure keeps pace with development. Much of the required transportation and servicing infrastructure in addition to the community services and facilities will be delivered through redevelopment of the lands currently owned by First Capital Realty. The implementation policies outline mechanisms through the development approvals process by which infrastructure needs will be secured including Subdivision Agreements, Section 37 Agreements and Holding provisions in Zoning By-laws.

Supplemental to the existing policies in Section 5.1.2 of the Official Plan, the draft implementation policies outline specific requirements, conditions or studies that must be met for the Holding provisions in the By-laws to be lifted. These conditions include the provision of required infrastructure, the submission of implementation plans (CS&F), the submission of required studies (Transportation Impact Study, Rail Safety Study, etc.), and the submission of plans (POPS designs, Housing Analysis, etc.). The full list of items can be seen in Section 18 of the draft Secondary Plan.

Draft Zoning By-law Amendment

The area-specific Zoning By-law is being delivered with the Secondary Plan to implement the built form vision and policy objectives of the Plan. The draft By-law is found in Attachment 3 contains the following sections:

- Permitted uses, including interim uses;
- Densities, including minimum non-residential gross floor area and maximum residential gross floor area;
- Maximum building heights and floorplate sizes and the approximate location of towers;
- Building setbacks and stepbacks;
- Parking; and
- Holding provisions.

Generally, City-wide Zoning By-law No. 569-2013 will be used to determine the requirements in the Plan Area. However, there are some zoning standards which have been added or revised to address the specific context and plan for the Area. Additional requirements, such as a 30 metre tower separation builds upon city-wide guidelines by reflecting the existing and planned context of the Plan Area.

Built form direction by building typology is outlined in the draft By-law as follows:

- Street-related base buildings will generally be a maximum of 14 metres (4 storeys) in height;
- Mid-rise buildings range in height from 14 meters (4 storeys) to 35 meters (11 storeys) and have a maximum floor plate of 1,000 square metres;
- Tall building tower floor plates are limited to 750 square metres (12th storey and above);

- A minimum separation distance of 30 metres is to be provided between tall buildings and buildings taller than 35 metres (11 storeys) in height;
- A minimum separation distance of 15 metres is to be provided between low or mid-rise buildings that are below 35 metres (11 storeys) in height;
- The minimum separation distance between tall buildings and mid-rise or low-rise buildings is 20 metres; and
- The tallest buildings are similar in height to those in the existing and planned context.

Draft Urban Design and Streetscape Guidelines

The draft Urban Design and Streetscape Guidelines support and promote high quality, appropriately scaled development in the Plan Area. The Guidelines were developed to align with the Christie's Planning Study and will act as an accompanying implementation document to implement the Official Plan, the Secondary Plan, and Zoning By-law as contemplated by Policy 5.3.2.1 of the Official Plan. The draft Guidelines are contained in Attachment 4.

The draft Guidelines illustrate the essential elements and important built form relationships that will shape the developing community and ensure that new development fits into the existing and planned context. Together with the built form, public realm and mobility policies, the Urban Design and Streetscape Guidelines support ongoing implementation, provide a broad perspective for incremental change, and present standards to assist in the review of development applications.

Direction is provided on dimensions and details of streetscape design for both new and existing streets. The draft Guidelines will serve as a toolkit to ensure that existing and new streets are consistent and reinforce the vision for the Plan Area. The draft Guidelines build upon the existing City standards, to ensure consistency, but also provide details to create a unique character for the Plan Area that helps build its sense of place.

Development applications in the Plan Area will also continue to be evaluated on the basis of other City-wide Guidelines as applicable.

DEVELOPMENT APPLICATIONS

Concurrent with Phase 1 of the Christie's Planning Study, First Capital Realty submitted an Official Plan Amendment application in October, 2019 (File Number 19 239170 WET 03 OZ), which was summarized in the Status Report and Preliminary Report to Planning and Housing Committee in January, 2020.

On May 19, 2020, First Capital Realty submitted a combined Official Plan Amendment and Zoning By-law Amendment application (File Number 20 146488 WET 03 OZ) and an application for Draft Plan of Subdivision (File No. 20 146496 WET 03 SB). Upon receipt of the new development applications, the original Official Plan Amendment application was withdrawn.

Application Submission

The applications were submitted on May 19, 2020. A Notification of Complete Application was issued on July 2, 2020.

The required reports/studies were submitted with the applications and can be found here:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

It should be noted that the following reports/studies have not been received:

- Contaminated Site Assessment: the owners have addressed the remediation required on the site during the demolition of the former Mr. Christie's factory and are currently working through the related Ministry of Environment, Conservation and Parks processes. The related documentation was not available at the time of submission and will be submitted with a resubmission of materials.
- Archaeological Assessment: it is the applicant's understanding that the mapping of sites with archaeological potential is currently being updated to remove this site from the map based on previous studies that were completed with the original Official Plan Amendment application (File Number 13 277843 WET 06 OZ) by the previous land owners (Mondelez Canada Inc.).

Application Descriptions

The Official Plan Amendment application proposes to amend SASP 15. The Draft Official Plan Amendment would redesignate 'Area B' from *Regeneration Areas* to a combination of *Mixed Use Areas* as well as *Parks and Open Space Areas*. The lands identified as 'Area A' would retain the designation of *General Employment Areas*.

This application also proposes to amend the City-wide Zoning By-law No. 569-2013 and the former City of Etobicoke Zoning Code to permit a multi-phased mixed-use development, for the property municipally known as 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road (shown in Attachment 6: Site Plan). The proposal would include the following:

- A new GO Station (Park Lawn GO Station) and an intermodal transit hub (integrating with TTC services) as well as three new public streets and one private street. Street A connects from Park Lawn Road to Lake Shore Boulevard West and provides major servicing and loading access to the proposal and provides additional site access during construction. Street B would provide access from Lake Shore Boulevard West and Street C would provide access from Park Lawn Road (connecting to Street B). Further, Street D is proposed to be a private street and would connect Street A and Street B.
- First Capital Realty has proposed to re-configure the Gardiner Expressway exit and on-ramps and provide a new connection onto Street A across from Brookers Lane.

This proposal is under review as part of the Park Lawn Lake Shore Transportation Master Plan.

- A new public park (approximately 10,980 m² or 1.1 ha) as well as two large public squares (Station Square (4,311 m²) and Boulevard Square (3,358 m²), enlarged sidewalks as well as additional privately-owned publicly accessible spaces (POPS). In addition, one lane (Pedestrian Plaza - 2,313 m²) is proposed fronting Park Lawn Road which would provide a pedestrian connection between the GO Station and the bus stops on Park Lawn Road. It should be noted that the existing water tower (with the Christie's Logo) is proposed to be relocated onto the park lands.
- A multi-phased mixed-use development that would have a total gross floor area of approximately 667,152 m² (of which 557,642 m² for residential use, 64,392 m² for office/industrial use, 36,659 m² for commercial/retail use, and 8,459 m² for institutional/other uses). A total of 15 towers ranging in heights from 16 to 70-storeys as well as 21 buildings ranging in heights up to 12-storeys. The proposal would include a total of 7,139 residential units. Of these there is the potential for up to an estimated 1,400 units of affordable housing with the actual number to be determined based on the delivery mechanism (e.g. units or lands) and length of affordability as set out in SASP 15. The following table provides a breakdown of unit types and percentages. In this case, the proposal would include 40% 2+ bedroom units and 10% 3-bedroom units.

Table 1: Unit Types and Percentages

Type	Total Number of Units	Percentage of Units
Studio	354	5%
1 bedroom	2,141	30%
1 bedroom + den	1,073	15%
2 bedroom	1,784	25%
2 bedroom + den	1,073	15%
3 bedroom	714	10%
TOTAL	7,139	100%

The applications acknowledge the affordable housing requirements that are secured in SASP 15 and the applicant is proposing to carry those requirements forward in their Official Plan Amendment.

The proposal would also include a total of 4,425 vehicular parking spaces within a 4-level underground parking garage. The parking ratios would be 0.4 spaces per unit for residents; 0.10 spaces per unit for visitors; 1 space per 100 m² for retail/office use; and

0.5 spaces per 100 m² for any school use. In addition, a total of 7,638 bicycle parking spaces would be provided.

The applicant has submitted a phasing strategy and implementation plan (see Attachment 11: Phasing Plan) which includes the following conceptual phases:

- **Phase 1:** Transport Hub, Street A, Street C, Park Lawn Road, Station Square, Pedestrian Plaza, and Blocks C and D1.
- **Phase 2:** Galleria, Boulevard Square, Street B, Lake Shore Boulevard West, and Block A.
- **Phase 3:** Public Park and Blocks D2 and D3.
- **Phase 4:** Park Lawn Road, Mews, and Block B.
- **Phase 5:** Private Street D and Block E.
- **Phase 6:** Block F.

The following table provides a breakdown of the total Gross Floor Area proposed in each phase.

Table 2: Total Gross Floor Area Proposed in Each Phase

Phase	Residential Gross Floor Area (m²)	Column 1 (office/industrial) Gross Floor Area (m²)	Column 2 (commercial/retail) Gross Floor Area (m²)	Column 3 (institutional/other) Gross Floor Area (m²)
1	105,633	23,649	4,661	0
2	129,153	20,175	12,295	0
3	149,362	20,568	4,712	8,459
4	79,648	0	5,627	0
5	40,417	0	6,641	0
6	53,429	0	2,723	0
Total	557,642	64,392	36,659	8,459

The following table provides a comparative summary of the original October 2019 proposal and the current revised May 2020 submission.

Table 3: Comparative Summary of the Original October 2019 Proposal and Revised May 2020 Submission

	Residential GFA (m²)	Non-Residential GFA (m²)	Floor Space Index	Residential Units	No. of building towers/storeys
Original Proposal (October 2019)	654,711	84,625	5.8 times the area of the lot (112,000 m ²)	7,446	15 (22 to 71-storeys)
Revised Proposal (May 2020)	667,152	101,051	5.9 times the area of the lot (112,000 m ²)	7,139	15 (16 to 70 - storeys)

Detailed project information is found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-information-centre/>

Attachments 9 and 10 provide for three dimensional representations of the applicant's proposal.

Draft Plan of Subdivision

The applicant has submitted a proposed Draft Plan of Subdivision to establish a total of 9 blocks, as follows (shown in Attachment 13: Draft Plan of Subdivision):

- Blocks 1 to 3: mixed-use low/high rise development;
- Blocks 4 and 5: mixed-use high-rise development;
- Block 6: a portion of the proposed future street (on/off ramp to Gardiner Expressway);
- Block 7: a portion of Street A;
- Block 8: a new public park; and
- Block 9: road widening on Park Lawn Road.

In addition, the proposed public streets include:

- Street A would have a right-of-way width of 26 metres;
- Street B would have a right-of-way width of 20 to 23 metres; and
- Street C would have a right-of-way width of 20 metres.

Street D is proposed to be a private street with a minimum right-of-way width of 16.5 metres. This private street is not included as part of the Draft Plan of Subdivision but will be designed to appear like a public street. The proposed right-of-way widths are still under review by staff. The applicant has stated that given the configuration and access point for the underground parking garage, this area will be encumbered by the garage.

Through Chapter 415-16, 18 and 18.1 of the Municipal Code, as amended, City Council has delegated authority to the Chief Planner and Executive Director, City Planning to approve plans of subdivision and to determine appropriate conditions of approval.

The landowner would be required to enter into a Subdivision Agreement registered on title of the property for the conveyances of the lands to the City. This development agreement would stipulate the requirements (at the sole expense of the owner) pertaining to the design and construction of the new public streets, as well as any improvements to the existing municipal infrastructure, should it be determined that improvements and upgrades to any existing streets and municipal servicing are required to support this development.

CHRISTIE'S PLANNING STUDY AND DEVELOPMENT APPLICATION ALIGNMENT

The applications submitted by First Capital Realty (FCR) are aligned in many respects with the draft Secondary Plan attached to this report. The points of alignment between the City and the applicant include the following:

- Both proposed parks are in the same locations, although the one on Lake Shore Boulevard West had been proposed as a POPS by First Capital Realty and the community park has been enlarged in the City's Plan.
- The street network is essentially the same with the exception of the proposed re-configuration of the Gardiner Expressway exit and on ramps.
- The provision of a range of unit types and sizes is provided for in both plans.
- The ability to construct a consolidated underground garage with the primary access from Street A is contained in both plans.
- The Transit Plaza, streetcar loop, and two main POPS are shown in both plans.
- Towers and mid-rise buildings are generally in the same locations.
- Minimum tower separation of 30 metres is the same in both plans.
- The General Employment Lands designation is the same in terms of size, shape and location.
- The Phasing Plan is the same.

There are some areas where the two plans do not align. The major points are shown in the following table:

Table 4: Differences between the City Proposal and First Capital Realty Applications

	City Proposal	First Capital Realty Applications
Total Density	661,006 square metres	755,364 square metres
Total Residential Density	554,507 square metres	633,683 square metres
Total Non-Residential Density	106,500 square metres	121,681 square metres
Number of Proposed Towers	13	15
Parkland Dedication	1.5 hectares	1.1 hectares
Proposed Maximum Tower Floorplates	750 square metres	Max of 950 square metres with an overall average of 805 square metres
Parking Rates	Policy Area 2	Policy Area 1

As part of the consultation on the draft Secondary Plan and Zoning By-law, staff will continue discussions with the applicant and other stakeholders to resolve the outstanding areas of difference identified in the chart above.

Next Steps

This report recommends that City Council direct City Planning staff to use the draft Plan, draft By-law and draft Urban Design and Streetscape Guidelines for the basis of further stakeholder and public consultation. A public open house to provide information about and to seek feedback on the policy directions included in the draft Plan and draft By-law will be scheduled for October, 2020. The draft Secondary Plan and Zoning By-law will also be used for continued discussion with First Capital Realty on aligning the development applications with the draft policy documents for the Plan Area.

Staff anticipate advancing a recommended Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines to City Council in the first quarter of 2021.

CONTACT

Christie's Planning Study: Sarah Phipps, Project Manager, Strategic Initiatives, Policy & Analysis, City Planning Division, 416-392-3078, Sarah.Phipps@toronto.ca

Development Applications: Sabrina Salatino, Senior Planner, Etobicoke York District, City Planning Division, 416-394-8025, Sabrina.Salatino@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

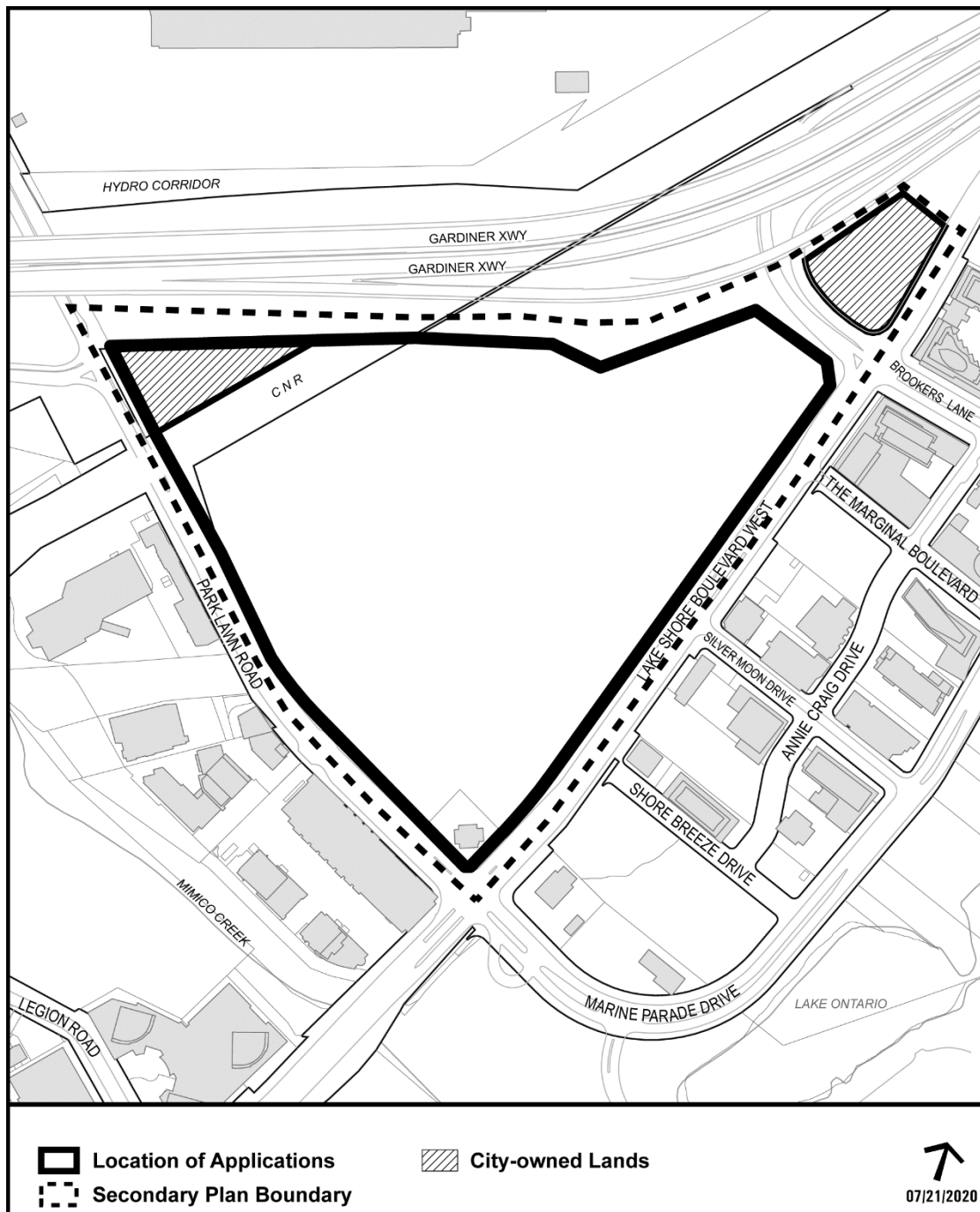
City of Toronto Data/Drawings

Attachment 1: Location Map
Attachment 2: Draft Christie's Secondary Plan (provided separately)
Attachment 3: Draft Christie's Zoning By-law (provided separately)
Attachment 4: Draft Urban Design and Streetscape Guidelines (provided separately)
Attachment 5: Summary of Public Comments
Attachment 6: Draft Land Use Map
Attachment 7: Proposed Secondary Plan Massing (Northwest)
Attachment 8: Proposed Secondary Plan Massing (Southeast)

Applicant's Submitted Drawings

Attachment 9: First Capital Realty 3D Model of Proposal in Context (Northwest)
Attachment 10: First Capital Realty 3D Model of Proposal in Context (Southeast)
Attachment 11: Phasing Plan
Attachment 12: Site Plan
Attachment 13: Draft Plan of Subdivision

Attachment 1: Location Map



Attachment 5: Summary of Public Comments

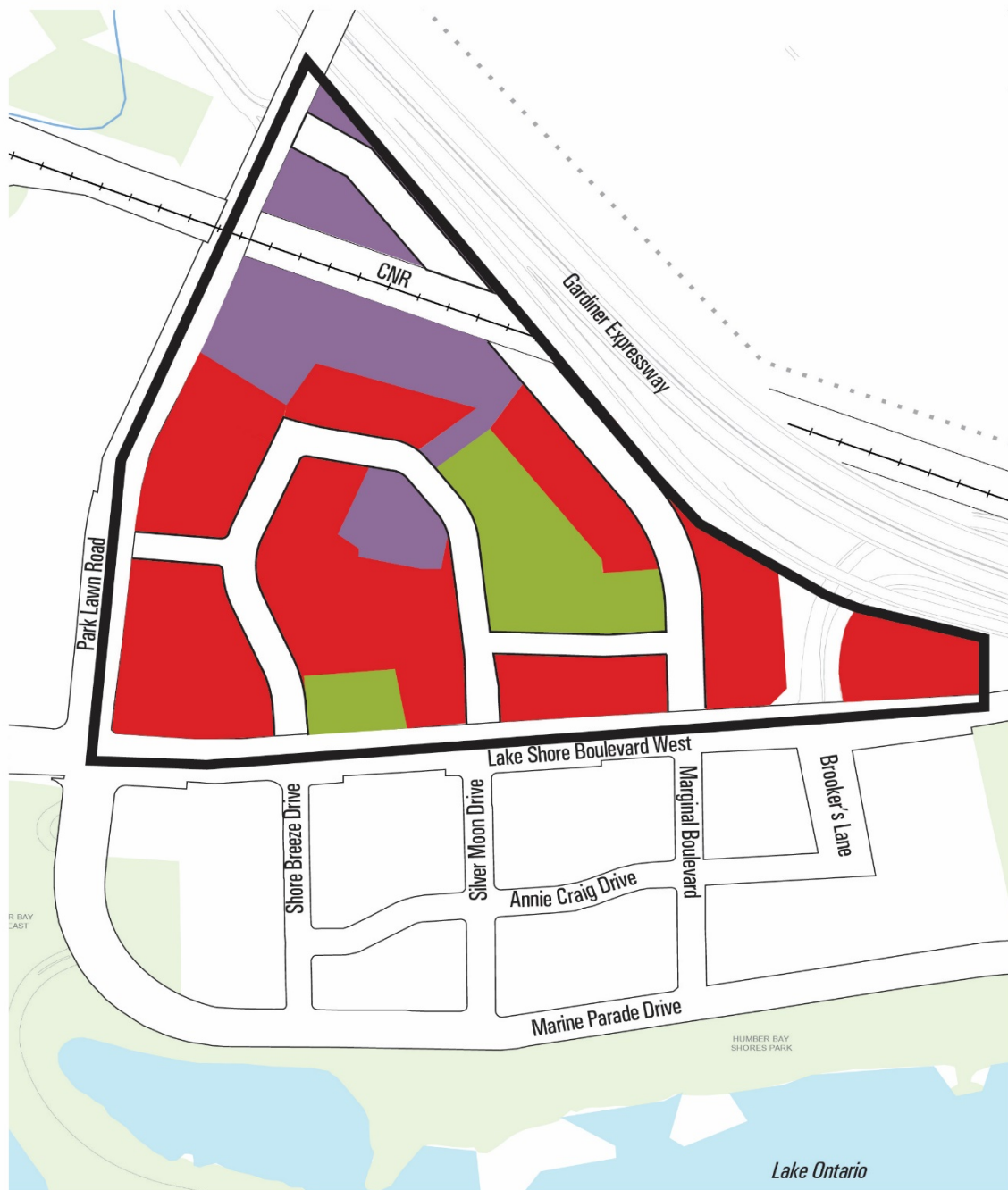
Christie's Planning Study – April Information Boards Public Comments Summary

Land Use	
Maintaining Employment Lands and Promoting <i>Mixed Use</i> Development	Comments reflected support for encouraging mixed use on the Christie's site, as well as to maintain a high proportion of employment uses in connection to the site's industrial past. There was some concern over the impacts of dense residential development on the Ontario Food Terminal and desire to see the food terminal expanded onto the Christie's site.
Public Realm	
Sidewalk Width	Comments expressed the desire to see wider sidewalks and trails for distancing, with the potential for sidewalk cafes and expanded retail. Comments stressed the importance of considering microclimate and wind conditions at grade.
Parks and Open Spaces	<p>While some felt that there are sufficient park spaces in the area most comments reflected a concern that 5% parkland dedication would be insufficient, stating that existing parks and trails are already struggling to meet needs in the area. Comments noted that there should be a balance of consolidated large park spaces and dispersion of smaller spaces throughout the site to avoid the towers in the park style of development. There was also a desire to explore options for pedestrianization and outdoor retail/restaurant opportunities.</p> <p>Commenters hope that the park amenities shown in the information boards are reflective of new amenities that will be incorporated on the Christies site and not onto existing parks as there is a desire for more parkland.</p>
Built Form	
Tower Height	Built form comments generally related to building heights and development density. Responses noted concerns with building heights including the exacerbation of traffic conditions and reduced fire safety due to the added population density.

Land Use	
Tower Separation	Some noted support for the aesthetic and function of high-density development. Comments highlighted a desire for greater than 30m of tower separation as there was some concern that new developments will obstruct the views enjoyed by existing residents.
Housing	
Housing Affordability	Comments noted the importance of incorporating affordable housing on the site. There is a desire to see a greater proportion of large, family-oriented and affordable units and fewer single bedroom units.
Infrastructure, Energy and Environment	
Infrastructure Capacity and Climate Resilience	Some comments highlighted concerns regarding the amount of residential development proposed will not be adequately supported by infrastructure. There is a desire to see considerable efforts towards reducing emissions associated with increased development and population, such as solar panels and electrical vehicle infrastructure
Mobility	
The Proposed GO Station	Comments showed widespread support for the Proposed Park Lawn Go Station.
The Gardiner Access Road	<p>There was a question regarding whether the Relief Road (Street A) is still being considered by the City as a viable option. While some comments supported the creation of an access road for the Gardiner Expressway, some comments highlighted the concern that an access road will create a bottle neck on Lake Shore where the street goes down to a single lane. A suggestion was made to explore the potential of a Gardiner collector lane to Lakeshore express off-ramp as an alternative to the access road.</p> <p>There is a concern that added population will exacerbate traffic conditions. Some comments supported the implementation of traffic control measures at key intersections, such as timed lights and roundabouts, given traffic conditions in the area.</p>

Land Use	
Active Transportation Connectivity and Safety	There was general support for improving pedestrian and cycling safety and connectivity in the area. There is a desire to see the implementation of pedestrian and cyclist underpasses increasing east/west and north/south connectivity to adjacent developments and the Humber Bay park, including below Park Lawn and Lake Shore, and the South Mimico Creek Trail connecting the buildings West of Park Lawn directly to Humber Bay park. There was a desire to see the Park Lawn/Lake Shore intersection redesigned to improve pedestrian safety and access to transit at street level. This includes safer connections for pedestrians across Mimico Creek by widening the sidewalk and adding a barrier between pedestrians and cars, or by introducing a separated pedestrian bridge.
Parking	There was a concern that insufficient residential and GO station parking will lead to increased traffic and illegal parking in the area. Conversely, there is also a desire to see very minimal parking on-site to discourage driving.
Community Infrastructure	
Community Services & Facilities	Comments showed general support for new schools; a community centre with a pool, athletic facilities and community programming space; a library as well as children's play space in the area.
Phasing and Implementation	
Development Phasing	Comments noted the desire to see parks space, schools, emergency services and hard infrastructure implemented prior to the construction of residential uses. There was general support for improved transit infrastructure and service in Phase 1. A comment suggested to consider how a playground might be able to be provided in the area in the short term, as well as providing the long-term benefits of park spaces on the Christie's site.
Other	
General Observation	It was noted that the materials shown by the City (particularly the Area Structure map shown on Board 11) diverge from the proposal submitted by First Capital Realty.

Attachment 6: Draft Land Use Plan

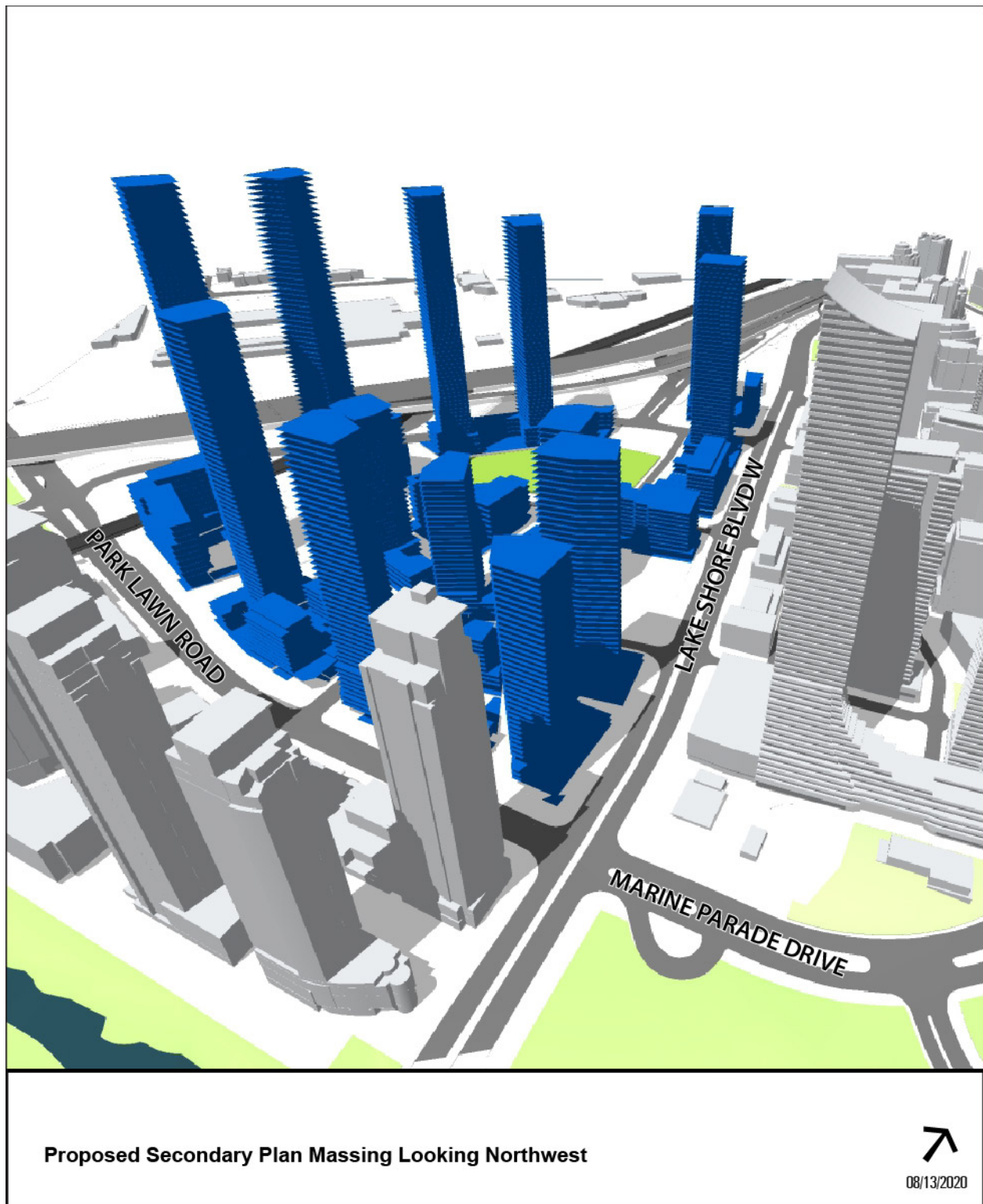


 Mixed Use Area  General Employment Areas  Parks & Open Spaces

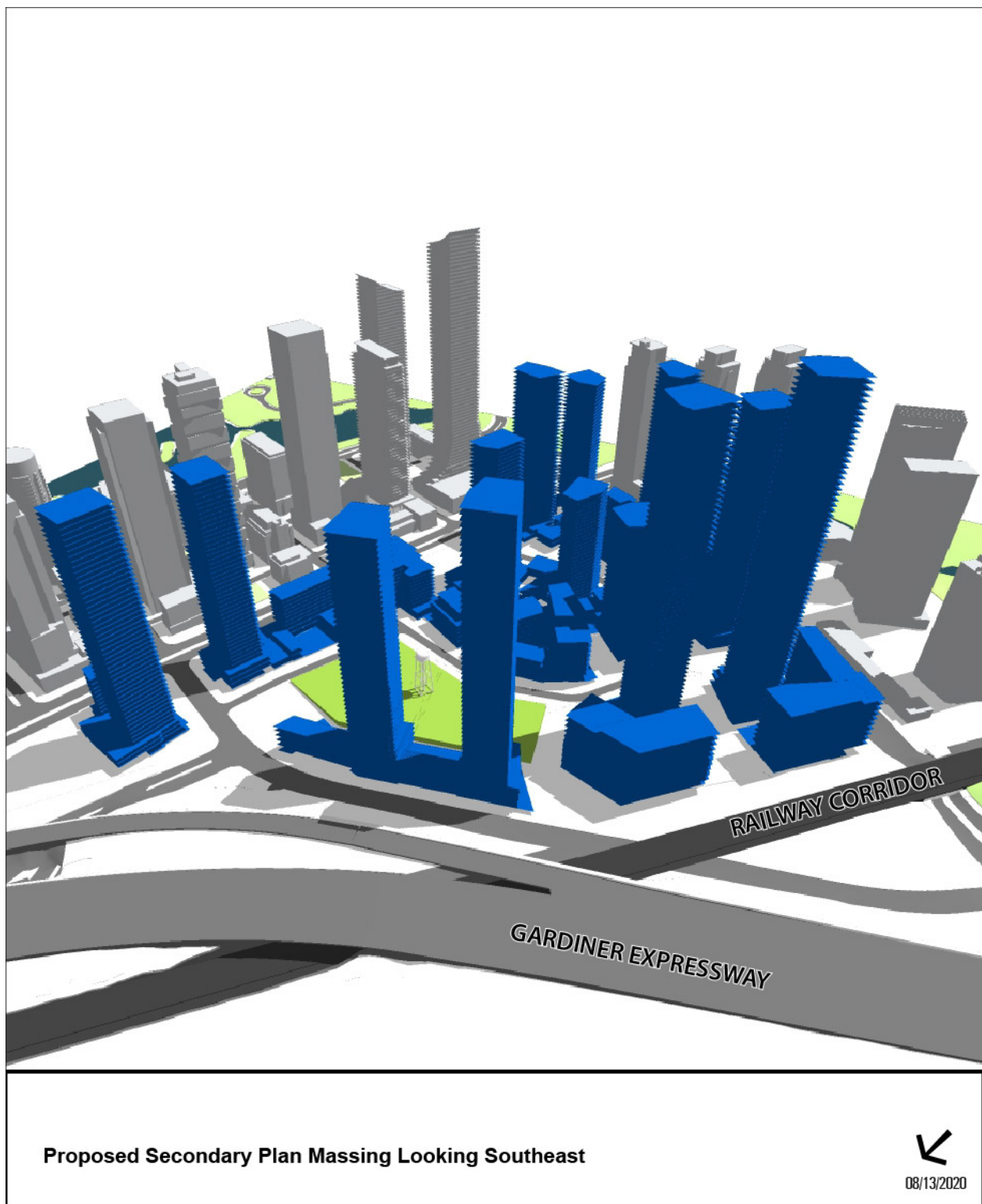
Draft Land Use Plan



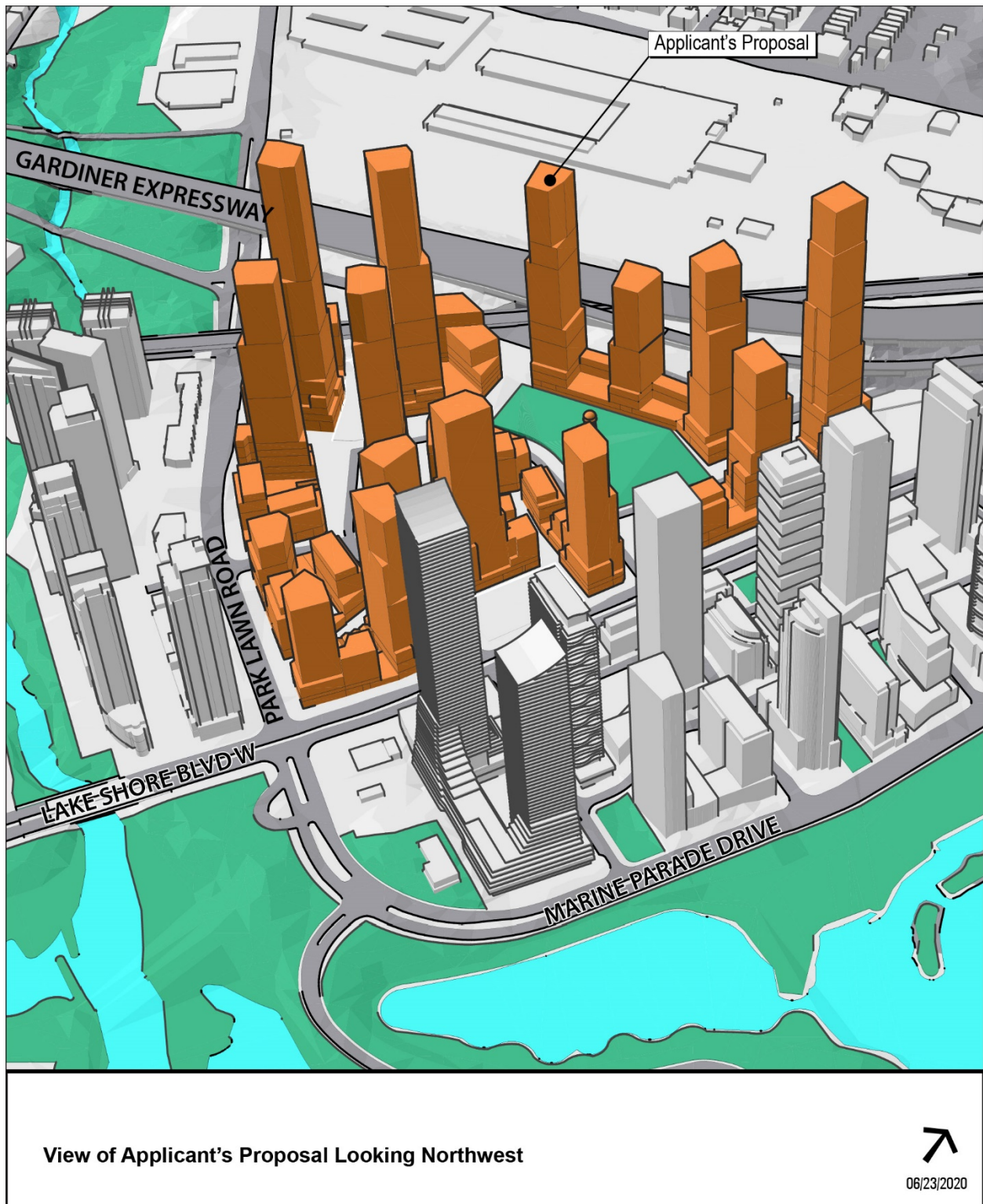
Attachment 7: Proposed Secondary Plan Massing (Northwest)



Attachment 8: Proposed Secondary Plan Massing (Southeast)



Attachment 9: First Capital Realty 3D Model of Proposal in Context (Northwest)



Attachment 10: First Capital Realty 3D Model of Proposal in Context (Southeast)



Attachment 11: Phasing Plan



Phasing Plan



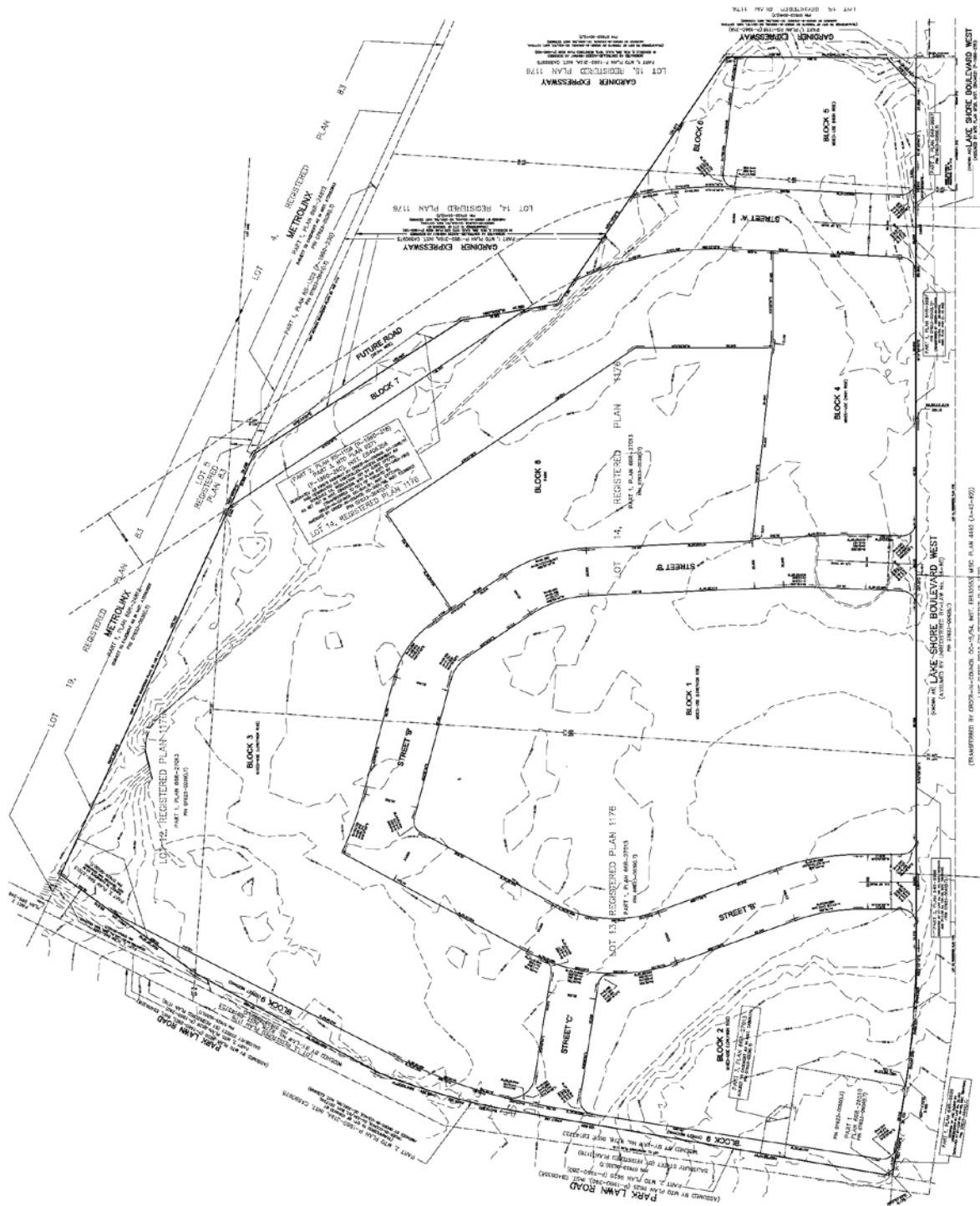
Attachment 12: Site Plan



Site Plan



Attachment 13: Draft Plan of Subdivision



Draft Plan of Subdivision

