

Final Report - Christie's Planning Study – City-Initiated Secondary Plan & Zoning By-law and Urban Design and Streetscape Guidelines

Date: April 8, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Ward 3 - Etobicoke-Lakeshore

Application Number: 19 183725 WET 03 OZ

SUMMARY

This report recommends the adoption of the Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines. The recommended Secondary Plan (the "Plan") establishes a comprehensive planning framework for the area and sets out the long-term vision for a complete community centred on transit investment, job creation and community services and facilities that will meet the needs of existing and future residents and workers.

The vision for these lands will be built out through multiple phases and will include: a new GO Station and transit hub (integrating the new GO Station with TTC service); new streets; affordable housing; two new public parks (1.25 ha) and publicly accessible squares; employment, residential, commercial, retail, institutional uses; provision of a community recreation centre, two childcare centres, community agency space, a public library and space for two elementary schools. Approximately 7,500 new residential units will be contained within 15 tall buildings and multiple midrise buildings providing a range of housing options including diverse unit sizes, tenures and types, and affordable housing, estimated to be up to 1,500 units.

The recommended Zoning By-law proposes permitted land uses, building heights, densities, building setbacks and stepbacks, parking rates and phasing requirements. Holding provisions are included for each of the six phases that set out conditions that must be met prior to any development in each phase. Overall, the Zoning By-law permits a maximum of 585,000 square metres of residential gross floor area and a minimum of 113,900 square metres of non-residential gross floor area within the Plan Area.

The former Mr. Christie's cookie factory lands municipally known as 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road, which form a portion of the Christie's Planning Study Area, are also subject to development applications under the *Planning Act* for amendments to the Official Plan and Zoning By-law, and approval of a plan of subdivision. These applications made by First Capital Reality continue to be reviewed by the City.

RECOMMENDATIONS

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

1. City Council adopt the Official Plan Amendment, "Christie's Secondary Plan", included as Attachment 2 of this report.
2. City Council adopt the Zoning By-law Amendment, included as Attachment 3 of this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment and Zoning By-law Amendment referred to above in Recommendations 1 and 2 as may be required.
4. City Council resolve and declare that the revisions to the Official Plan attached as Attachment 2 to this report conform to the Growth Plan, 2020, have regard to matters of Provincial interest listed in Section 2 of the *Planning Act* and are consistent with the Provincial Policy Statement, 2020 issued under Section 3 of the *Planning Act*.
5. City Council adopt the Christie's Urban Design and Streetscape Guidelines, included as Attachment 4 of this report.
6. City Council direct the Chief Planner and Executive Director, City Planning, to use the Official Plan Amendment, Zoning By-law Amendment and Christie's Urban Design and Streetscape Guidelines to evaluate current and future development applications within the Study Area as shown as Attachment 1 of this report.
7. Before introducing the necessary Bills contemplated in Recommendations 1 and 2 above to City Council for enactment, City Council require the Owner of the lands at 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road to enter into an Agreement pursuant to Section 37 of the *Planning Act*, and any other necessary agreements, satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor, securing the matters identified below, at the Owner's expense with such Agreement to be registered on title to the lands at 2150 & 2194 Lakeshore Boulevard West and 23 Park Lawn Road in a manner satisfactory to the City Solicitor:
 - a. cash contribution of ten million, five hundred thousand (\$10,500,000.00) dollars, to the satisfaction of the Chief Planner and Executive Director, City Planning, whereby:

1. five million dollars (\$5,000,000) towards streetscaping improvements along Park Lawn Ave and Lakeshore Boulevard West, and the local area, shall be paid to the City by the Owner, in equal installments prior to the first above grade building permit for each of Phases 2 to 6;
 2. five million and five hundred thousand dollars (\$5,500,000) towards renovations to the Mimico-Centennial Branch of the Toronto Public Library shall be paid to the City by the Owner prior to December 31, 2027;
- b. the cash contributions referred to in Parts 7.a(1)-(2) above shall be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01, or its successor, calculated from the date of the Agreement to the date of payment;
- c. prior to removal of the holding ("H") provision for Phase 2 of the Development, the Owner shall prepare, at its expense, a Public Art plan (the "Public Art Plan") for the provision of Public Art within the Secondary Plan Area, and shall submit the Public Art Plan to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Toronto Public Art Commission, and to City Council for approval, in accordance with the terms of the Section 37 Agreement;
- d. prior to the issuance of the first above grade building permit for any residential development in Phase 2, the Owner shall provide financial security in the form of a Letter of Credit in the amount of five million dollars (\$5,000,000) to secure the commission and installation of public art in accordance with the Public Art Plan in Part (c) above, and in accordance with the terms of the Section 37 Agreement.
- e. the financial security referred to in Part (d) above shall be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01, or its successor, calculated from the date of the Agreement to the date of payment;
- f. The Public Art Plan in Part (c) above is subject to review and recommendation by the Toronto Public Art Commission through the Chief Planner and Executive Director, City Planning;
- g. Two (2), 62-space, non-profit licensed Childcare Centres with the following conditions:
1. the Owner shall design, construct, finish and convey freehold ownership of the two (2) Childcare Centres in Phases 2 and 3, prior to the first Condominium Registration in the Phase, with the terms and specifications to be secured in the Section 37 Agreement, all satisfactory to the General Manager, Children's Services, the Executive Director, Corporate Real

Estate Management, the Chief Planner and Executive Director, City Planning and the City Solicitor;

2. the Owner to construct in accordance with the Child Care and Early Years Act 2014, and the City of Toronto's Child Care Development Guidelines;

3. prior to the removal of the holding provision on both Phases 2 and 3, the Owner shall provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of the design, construction and conveyance of one Childcare Centre complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the General Manager, Children's Services, the Chief Planner and Executive Director, City Planning and the City Solicitor;

4. at minimum, four (4) vehicular parking spots shall be provided to the City for exclusive use, at no cost per childcare centre;

5. the Owner to provide five hundred thousand dollars (\$500,000) for each Childcare Centre for start-up operating costs, replacement reserve fund and for furnishings and equipment;

6. the contributions in Part (4) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01, or its successor, calculated from the date of the Agreement to the date of payment;

7. the contributions in Part (4) above will be made at the time of the conveyance of the Childcare Centres to the City within each of the Phases (Phases 2 and 3);

8. a not for profit Childcare Centre operator will be chosen for each Childcare Centre through an Expression of Interest process undertaken by the Children's Services Division. Each Childcare centre operator must be approved by the General Manager, Children's Services, and each Childcare operator shall meet the City of Toronto's not for profit status; and

9. concurrent with or prior to, the conveyance of each of the Childcare Centers to the City, the Owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor; the Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of

the subject lands to be owned by the City and the Owner as they pertain to each Childcare Centre.

h. One (1) Community Agency Space with the following conditions:

1. the Owner shall design, construct, finish and convey freehold ownership to the City, prior to the first Condominium Registration of a building in Phase 3, in an acceptable environmental condition, for nominal consideration and at no cost to the City, a minimum 465 square metre, Community Agency Space located on the ground and second floors of a building in Phase 3;

2. the Community Agency Space shall be delivered to the City in accordance with the City's Community Space Tenancy Policy and finished to Base Building Condition, with the terms and specifications to be secured in the Section 37 Agreement, all satisfactory to the Executive Director, Social Development, Finance and Administration, the Executive Director, Corporate Real Estate Management, the Chief Planner and Executive Director, City Planning and the City Solicitor;

3. prior to the issuance of the first above grade building permit as part of Phase 3, the Owner shall provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of the design, construction and conveyance of the Community Agency Space complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the Executive Director, Corporate Real Estate Management, the Executive Director, Social Development, Finance and Administration, the Chief Planner and Executive Director, City Planning and the City Solicitor;

4. prior to the first above grade building permit as part of Phase 3, the Owner shall provide a one-time cash contribution in the amount of seven hundred and fifty thousand (\$750,000) for future capital improvements to the Community Agency Space;

5. at minimum, four (4) vehicular parking spots provide to the City for exclusive use, at no cost;

6. the contributions in Part (4) above shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table 18-10-0135-01, or its successor, calculated from the date of the Agreement to the date of payment; and

7. concurrent with or prior to, the conveyance of the Community Agency Space to the City, the Owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form

satisfactory to the City Solicitor; the Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the Owner as they pertain to the Community Agency Space.

i. One (1) Public Library with the following conditions:

1. the Owner shall design, construct, and convey freehold ownership to the City, prior to the first Condominium Registration of a building in Phase 4, in an acceptable environmental condition, for nominal consideration and at no cost to the City, a minimum 1,300 square metre Public Library located on the ground floor of Phase 4;
2. the Public Library shall be delivered to the and finished to Base Building Condition, with the terms and specifications to be secured in the Section 37 Agreement, including direct access to a loading space, all satisfactory to the City Librarian, Toronto Public Library, Chief Planner and Executive Director, City Planning and the City Solicitor;
3. prior to the removal of the holding provision on Phase 4, the Owner shall provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of the design, construction and conveyance of the Public Library complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the City Librarian, Toronto Public Library, the Chief Planner and Executive Director, City Planning and the City Solicitor; and
4. concurrent with or prior to, the conveyance of the Public Library, the Owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the City Solicitor; the Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the Owner as they pertain to the Public Library.

j. One (1) Community Recreation Centre with the following conditions:

1. the Owner will design, construct, finish, furnish, provide equipment for and convey freehold ownership to the City, prior to Condominium Registration for the first building in Phase 5, a minimum 6,040 square metre Community Recreation Centre, located on the ground, second and third floors, as freehold strata title, for nominal consideration, to the satisfaction of the General Manager, Parks, Forestry and Recreation as part of Phase 5;

2. prior to the removal of the holding provision on Phase 4, the Owner shall provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of the design, construction and conveyance of the Community Recreation Centre complying with the specifications and requirements of the Section 37 Agreement, to the satisfaction of the General Manager, Parks, Forestry and Recreation, the Chief Planner and Executive Director, City Planning and the City Solicitor;

3. design and construction of the Community Recreation Centre shall conform with City regulations, guidelines and design criteria;

4. all materials, products, finishes, devices, signs, furnishings, appliances and systems shall be designed with regard for the demands of an intensively used public building operated and maintained by the City;

5. at minimum, six (6) vehicular parking spots shall be provided to the City for exclusive use, at no cost;

6. the Owner and the City of Toronto shall enter into a Construction Management Agreement with the Owner for the construction of the Community Recreation Facility, on terms and conditions deemed necessary and appropriate by the General Manager, Parks, Forestry and Recreation, and the City Solicitor, in accordance with City policies applicable to capital projects;

7. the Owner and the City of Toronto shall enter into, and the General Manager, Parks, Forestry and Recreation to execute on behalf of the City, any other ancillary agreements necessary to complete construction of the Community Recreation Facility, on terms and conditions satisfactory to the General Manager, Parks, Forestry and Recreation and the City Solicitor; and

8. concurrent with or prior to, the conveyance of the Community Recreation Centre, the Owner and the City shall enter into, and register on title to, the appropriate lands an Easement and Cost Sharing Agreement for nominal consideration and at no cost to the City, that is in a form satisfactory to the General Manager, Parks, Forestry and Recreation and the City Solicitor; the Easement and Cost Sharing Agreement shall address and/or provide for the integrated support, use, operation, maintenance, repair, replacement and reconstruction of certain shared facilities, and the sharing of costs, in respect thereof, of portions of the subject lands to be owned by the City and the Owner as they pertain to the Community Recreation Centre.

k. Prior to first above-grade building permit for Phase 2, the Owner shall identify a location, and the timing of provision and installation, of a Heritage Toronto plaque as part of the heritage interpretation of the Site in consultation with the Etobicoke Historical Society, and as approved by the Chief Planner and Executive Director, City Planning.

8. City Council direct that the following matters are also required to be secured in the Section 37 Agreement as matters required to support the development of the site, at the owner's expense, and to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor, including:

a. the construction, provision and maintenance of two (2) privately owned publicly accessible open spaces (POPS) on the lands, being the "Transit Plaza" and the "Pedestrian Plaza", with a minimum size of 2,750 square meters and 1,550, respectively, in accordance with the recommended Official Plan Amendment and recommended Zoning By-law Amendment, to the satisfaction of the Chief Planner and Executive Director, City Planning whereby:

1. the Owner shall convey to the City, for nominal consideration, easement(s) along the surface of the lands, to the satisfaction of the City Solicitor, which shall constitute the two POPS and any required public access easements to connect the two POPS to adjacent POPS and/or public rights-of-way, where necessary; and

2. the Owner shall own, operate, maintain and repair the two POPS and install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the two POPS at all times of the day and night, 365 days of the year; and the specific details of the location, configuration, process for design and timing of conveyance of the two POPS shall be determined by the Section 37 agreement and the design secured through Site Plan Approval pursuant to Section 114 of the *City of Toronto Act, 2006*, and secured in a Site Plan Agreement with the City.

b. A minimum amount of affordable housing must be achieved on the entire Plan Area through one or more of the following, or equivalent, delivery mechanisms, to the satisfaction of the Chief Planner and Executive Director, City Planning:

1. the conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;

2. the provision of 10% of residential gross floor area as purpose-built rentals units with affordable rents secured for a period of no less than 20 years;
and/or

3. the conveyance to the City of 5% of the residential gross floor area for the purposes of permanent affordable housing.

c. Owner shall provide a Phasing Plan to the satisfaction of the Chief Planner and Executive Director, City Planning; and

d. Prior to the issuance of the first above-ground building permit in Phase 1, the Owner shall provide the cash-in-lieu of land payment for the deficit in parkland dedication requirements in accordance with Section 42 of the *Planning Act*.

9. City Council require the Owner to adhere to City policies, as applicable, for procurement and construction, including but not limited to the Fair Wage Policy and Contractual Trades Obligations, for the delivery of the facilities listed in Recommendation 7.

10. City Council repeal Site and Area Specific Policy 15 once the Official Plan Amendment referred to above in Recommendation 1 has come into full force and effect.

11. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements on Blocks 2 and 3, to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

12. City Council require the Owner to negotiate with the General Manager, Transportation Services, in consultation with City Planner and the Executive Director, City Planning a funding commitment for the construction of Street A, as shown on Attachment 2; and enter into an agreement with the City with terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor.

13. City Council authorize the City Solicitor and appropriate City staff to take such necessary steps, as required, to implement City Council's decision.

EQUITY STATEMENT

The outcomes of the Christie's Planning Study consider the potential impacts on equity-seeking groups and vulnerable residents of Toronto.

The recommended Plan, Zoning By-law and Christie's Urban Design and Streetscape Guidelines ("UDG") include policies, standards and guidelines that will shape the development of the Christie's lands over the next 20-25 years. The vision is for a complete community that is resilient and capable of adapting to change over time. The Plan directs the provision of safe, comfortable, accessible streets, parks and open spaces designed for all users, requires the development of diverse housing types and sizes, including affordable housing, and ensures the adequate provision of community services and facilities to support the needs of the immediate and surrounding residents. Additionally, the Plan provides employment opportunities through office and retail development and increases mobility choices through the creation of a Transit Hub. The Plan includes fundamental planning principles that align with the changing needs that have been highlighted through the COVID-19 pandemic such as the need for larger units, increased public space, a generous public realm, and the creation of a true complete community where people can live, work and play.

The Christie's Planning Study provided opportunities for civic engagement and community participation through a variety of public consultation events and platforms, both in-person and online. Consultation on the draft documents in Phase 3 of the Study encouraged consultation with equity-seeking groups and vulnerable residents and a summary of the consultation can be found at Attachments 5 and 6.

FINANCIAL IMPACT

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

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 delivered by the Owner and secured using the phasing strategy and holding provisions in the Secondary Plan and Zoning By-law, as well as the related Section 37 Agreement and Subdivision Agreement.

The estimated capital funding required to implement Street A will be developed as part of the Park Lawn Lake Shore Transportation Master Plan (TMP). Should Council authorize the negotiation of a cost sharing agreement with the developer, as is recommended within this report, the capital funding required for the portions of cost to be funded by the City will be included for consideration as part of Transportation Services' future Capital Budget submission process.

Under Metrolinx's Market Driven Strategy for Transit Oriented Development, the GO Station is being designed and built by First Capital Realty on behalf of Metrolinx.

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

DECISION HISTORY AND ALIGNED INITIATIVES

Christie's Planning Study

On September 30, 2020, City Council adopted recommendations that City Planning staff use the proposed Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines as the basis for further stakeholder and public consultation and report back with a final report and final deliverables by the first quarter of 2021. The Plans and supporting material have also been used for the basis of further discussion and to guide further review of the development applications submitted by First Capital Realty ("FCR"). The report also provided an update on the applications made by FCR at

2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road. The report can be found at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-156396.pdf>

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 at:

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-141796.pdf>

Site and Area Specific Policy 15

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 set out the foundational principles for the development of a Secondary Plan. City Council's decision and SASP 15 can be found at:

<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 at:

<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 streets and street networks 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 on OPA 231, directed Transportation Services to resume work on the TMP and integrate the work with the Secondary Plan process. City Council's decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.14>

Information about the TMP can be found at this link: www.toronto.ca/parklawnlakeshore

Park Lawn GO Station

Metrolinx released the Initial Business Case for the Park Lawn GO Station in April 2020. It can be found here:

<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-04-22-Park-Lawn-Updated-Initial-Business-Case-2020-FINAL.pdf>

As part of Metrolinx's market driven strategy for Transit Oriented Communities, First Capital Realty is advancing the station design and will be building the station on behalf of Metrolinx. Further public consultation on the Park Lawn GO Station will take place through the Transit Project Assessment Process which will be led by First Capital Realty.

In January 2020, City Council adopted a Memorandum of Understanding (MOU) between the City and the Provincial government related to Transit-Oriented Development (TOD)/Transit-Oriented Communities (TOC). The MOU establishes a series of shared objectives for TOD/TOC and identifies the roles and responsibilities of the City and Province to appropriately integrate new transit facilities into development and ensure due consideration for the compatibility with surrounding neighbourhoods, in order to realize the potential associated benefits accruing to each party and to the public. These shared objectives and the high level process established through the MOU inform the approach to work together on TOD projects. Additional information can be found at the following links:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX12.3> and <https://www.toronto.ca/legdocs/mmis/2020/ex/bgrd/backgroundfile-141912.pdf>

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 is being 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>

POLICY CONTEXT

The recommended 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 pedestrian-scaled, walkable environments with an appropriate scale and mix of uses along with supporting community services and facilities and employment.

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

Section 2 of the *Planning Act*

The *Planning Act* governs land use planning in Ontario and establishes the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under this Act, have regard for matters of provincial interest including:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (m) the co-ordination of planning activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

These areas of provincial interest are relevant to this Secondary Plan and are discussed throughout this report, including relevant sections of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the City's Official Plan.

Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides province-wide policy direction on land use planning and development matters to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

- promoting development and land use patterns that conserve biodiversity;
- preparing for the regional and local impacts of a changing climate; and
- ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs

The provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas. The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) (the "Growth Plan") builds upon the policy foundation provided by the PPS (2020) and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe ("GGH") region. The Growth Plan (2020) provides a strategic framework for managing growth and environmental protection in the GGH 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, 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 objectives and directions contained within the Metrolinx's 2041 Regional Transportation Plan.

Official 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 recommended 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 recommended 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. These provisions will help to promote and support an active, healthy and connected community.

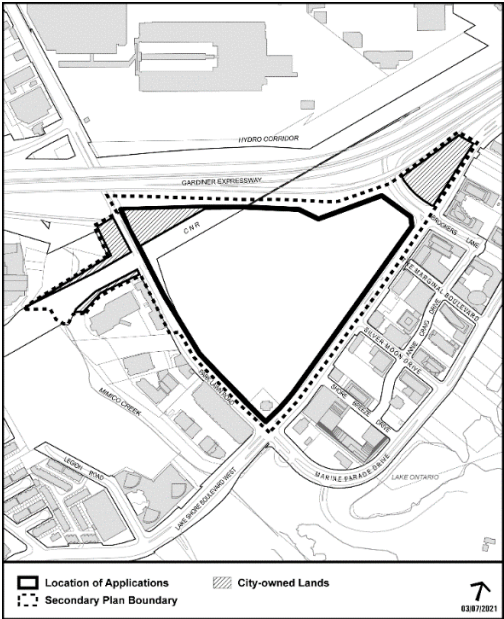
The Christie's Secondary Plan Area is an appropriate location to promote transit-supportive development which includes high-density development, given the introduction of a new proposed GO Station and existing built form context. The policies of the recommended Plan promote intensification and a mix of land uses, and set the foundations for a healthy, sustainable, complete community which is well-connected both from a transit and walkability perspective and integrated into the broader community.

STUDY AREA

The Secondary Plan area (the "Plan Area") is located at the northeast corner of Park Lawn Road and Lake Shore Boulevard West. The majority of the study area is comprised of the former Mr. Christie's cookie factory site and the Bank of Montreal bank site located at 2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road which are currently owned by First Capital Realty ("FCR"). In addition, the study area includes three City-owned parcels of land, including one parcel located on the east side of Park Lawn Road (between the rail corridor and the Gardiner Expressway), one parcel on the west side of Park Lawn Road south of the rail corridor, and the last parcel on the north side of Lake Shore Boulevard West, east of Brookers Lane.

The study area boundary has been revised from the proposed Secondary Plan boundary to include the City-owned parcel on the west side of Park Lawn so that the entire Park Lawn GO station, including all access points, are within the Secondary Plan boundary.

Figure 1: Christie's Planning Study Area



CHRISTIE'S PLANNING STUDY

Study Purpose and Phases

In September 2019, City staff initiated the Christie's Planning Study following a settlement to OPA 231 with First Capital Realty resulting in SASP 15 which directed staff to develop a Secondary Plan for the area. The Christie's Planning Study was divided into three phases, as outlined in Figure 2 below.

Figure 2: Christie's Planning Study Phases



This report is the completion of Phase 3 of the Christie's Planning Study with the delivery of the recommended Plan, Zoning By-law and UDG.

Community Consultation

The Christie's Planning Study included a comprehensive public engagement and stakeholder consultation process, including two large-format open houses, a virtual public consultation meeting, three rounds of stakeholder meetings, Indigenous consultation, and opportunities for on-line engagement. Throughout the Study, consultation was also aligned with Transportation Services' Park Lawn Lake Shore Transportation Master Plan. Over 800 people engaged in the Study through in-person and on-line consultation events. In addition, staff met with key stakeholders and local residents and business associations on an ongoing basis.

The summaries of all public engagement activities undertaken are available on the Christie's Planning Study webpage: www.toronto.ca/christies.

November 2020 Public Engagement

A final phase of public and stakeholder engagements occurred in the fall of 2020 on City Council's September adoption of the proposed policies contained within the Plan, requirements in the Zoning By-law and the UDG. The engagement also provided information, and received feedback on FCR's development applications. Engagement activities included a virtual public consultation meeting, virtual meetings with local stakeholder groups and opportunities for members of the public to provide their feedback on the Christie's Planning Study by accessing the public engagement webpage. Members of the public also submitted their comments directly to staff via phone and email.

The virtual public consultation meeting and public engagement webpage was promoted on the Christie's Planning Study webpage, via e-updates about the Study (including over 660 email addresses); listed on the Ward Councillor's eNewsletter; and was posted on social media accounts for both City Planning and the Ward Councillor. Additionally, over 22,500 notices were directly mailed to individuals in the Study area and to those on the Study's Interested Parties list, inviting residents to provide feedback at both the virtual meeting and on the Christie's public engagement webpage. The City's public engagement webpage was visited by over 800 unique users and over 280 people attended the virtual public consultation meeting.

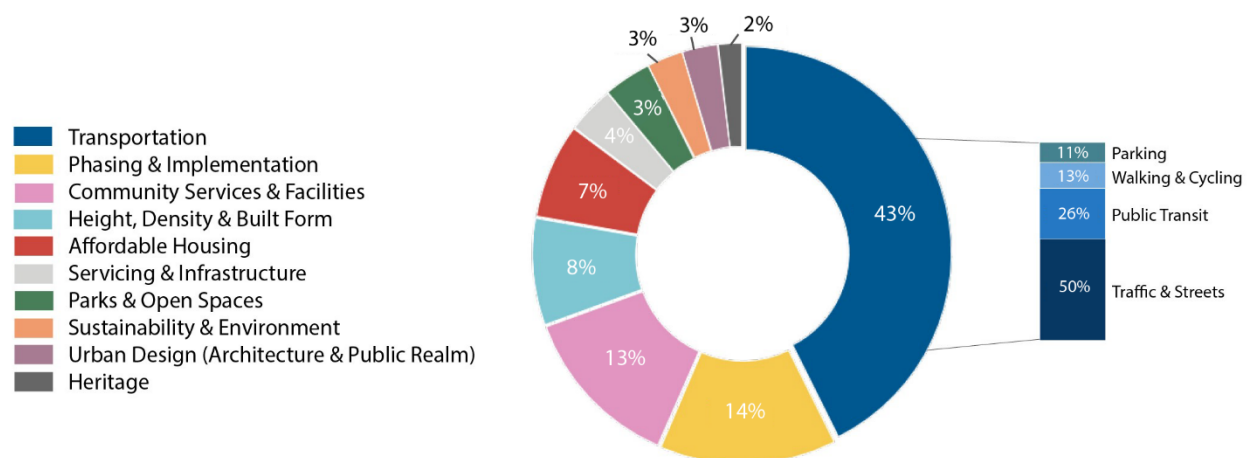
The November 5, 2020 virtual public consultation meeting was facilitated by the City's engagement consultant and featured pre-recorded presentations on the Christie's Planning Study by City Planning staff and on the development applications by FCR. A facilitated question and answer session followed these presentations. Over 130 questions were received in writing and through attendee participation at the meeting. Given the high volume of questions, the consultants along with City staff prepared a consolidated Question & Answer document to address all of the questions that were received. This document was circulated to all attendees who registered for the event and those whom had subscribed for e-updates. This summary of the virtual public meeting can be found at Attachment 5.

The Christie's Planning Study public engagement webpage included information boards outlining the various elements of the proposed Plan and highlighting the similarities and differences between the City's plan and the development applications. Participants were

invited to post comments on the boards, similar to an in-person open house event. The page also included video presentations detailing the City's proposed plans and the development applications. After viewing the video presentations, participants were asked to share what they liked about the plans and what they felt needed to be modified. The summary of the comments received on the public engagement page can be found at Attachment 6.

Meetings with stakeholder groups were held between November 9 and 18, 2020 with six different community and resident groups. City staff including those from City Planning and Transportation Services, as well as representatives from the Toronto Transit Commission attended the meetings. The virtual meetings were each one hour in length and were intended to give attendees time to ask further questions of staff and to participate in open discussions regarding matters related to transit improvements, community services, parkland dedication and proposed densities and building heights. In total, 24 members of the community attended these stakeholder meetings.

Figure 3: Summary of Comments from the November 5, 2020 Community Consultation Meeting



Comments and questions received through the Phase 3 public engagement encompassed a range of topics. Feedback received during this final phase of public engagement was incorporated, as appropriate, into the Plan, Zoning By-law and UDG.

COMMENTS

The recommended Plan, Zoning By-law and UDG work together to implement the vision for this new community which is projected to include up to 12,000 residents and between 3,500 and 3,800 jobs over the next 25 years. This will bring the overall population in the Park Lawn and Lakeshore area to between 27,000 and 31,000 people. The Plan provides the overall vision for the Plan Area, the Zoning By-law contains the permissions and requirements for any development of the site and the UDG provide information on the details on design of the public realm and streetscapes.

Figure 4: Deliverables of the Christie's Planning Study

<p>The Secondary Plan provides the overall vision for the Christie's Planning Study Area</p> <ul style="list-style-type: none">• Vision, Objectives and Structure• Mobility• Built Form, Land Use and Housing• Parks and Open Spaces• Community Services and Facilities• Infrastructure, Energy and Environment• Phasing and Implementation	<p>The Zoning By-law contains the permissions and requirements for developing the lands</p> <ul style="list-style-type: none">• Permitted uses• Densities• Maximum building heights• building locations, setbacks and stepbacks• Parking rates• Holding provisions• Phasing	<p>The Urban Design Guidelines provide additional guidance on the design of the public realm and streetscapes</p> <ul style="list-style-type: none">• Promote design quality• Built form relationships• Ensure development "fits"• Streetscape design• Unique character of area
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Christie's Secondary Plan

This section describes the content of the recommended Plan found in Attachment 2. It provides discussion of Plan objectives and a detailed description and rationale for the policies related to the Plan's themes: Mobility, Built Form and Land Use, Parks and Open Spaces, Community Services and Facilities, and Infrastructure, Energy and Environment. Each section also describes the refinements that have been made since the proposed Plan was adopted by City Council in September 2020. This section of this report is organized as follows:

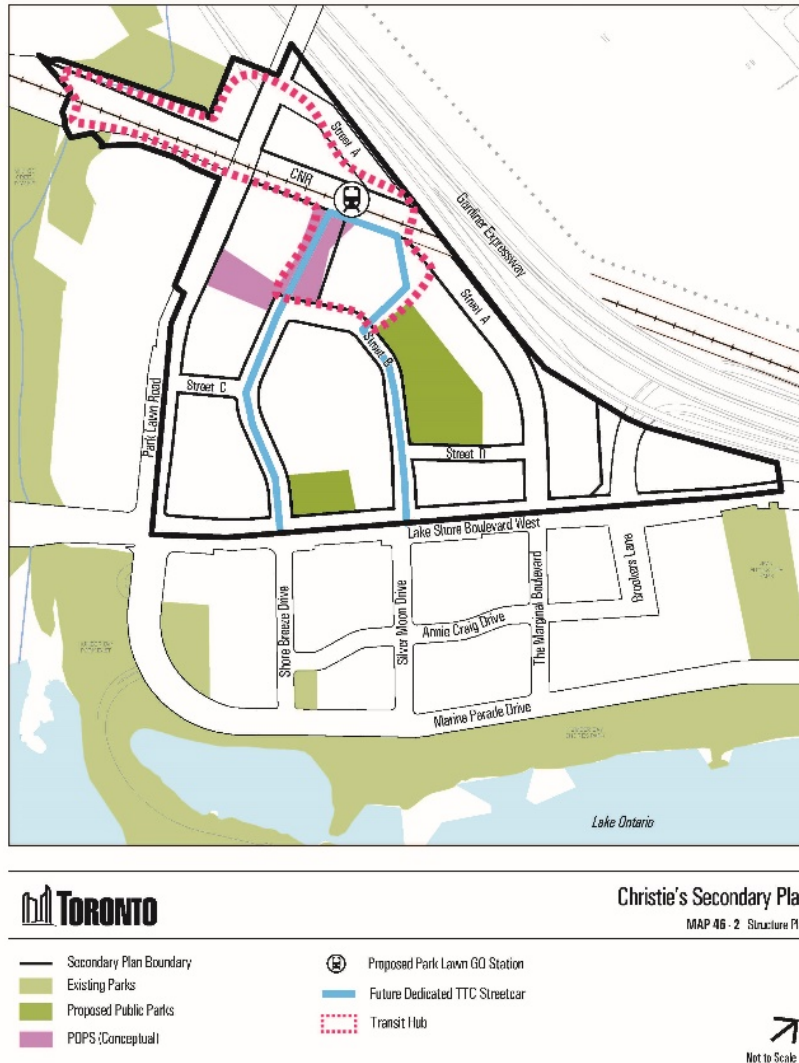
1. Vision, Guiding Principles and Structure
2. Mobility
3. Land Use
4. Built Form
5. Housing
6. Parks and Open Spaces
7. Community Services and Facilities
8. Infrastructure, Energy and Environment
9. Phasing and Implementation

1. Vision, Guiding Principles and Structure

Supported by significant investment in public transit infrastructure, development in the Plan Area will create a walkable, pedestrian-oriented, mixed-use community centered on transit investment and integration. The amenities and facilities secured through the Secondary Plan will complete the neighbourhood that has been evolving around the intersection of Park Lawn Road and Lake Shore Boulevard West. The Plan focuses on transit and mobility, employment generation, affordable housing, design excellence, new parkland and open spaces, green infrastructure, community services, sustainability and climate resilience.

The Structure Plan identifies the major organizing elements including blocks, streets, parks and open spaces, and the Transit Hub centred around the new Park Lawn GO Station.

Figure 5: Structure Plan



There are 8 blocks within the Plan Area. Blocks 1-6 are currently privately owned by one owner and Blocks 7 and 8 are owned by the City.

Figure 6: Block Plan



2. Mobility

Recommended Secondary Plan

The recommended Plan improves connectivity and circulation with a fine grain transportation network that connects important destinations within and around the Plan Area. Improving and enhancing active transportation infrastructure and its convenience in the Plan Area supports the planned public transit infrastructure (GO Transit and TTC), helping to maximize ridership and ensure seamless accessible connections between modes of travel.

The recommended Plan's Mobility section is not significantly revised from the proposed Secondary Plan. The street network, Transit Hub and TTC loop remain as the organizing elements of the mobility network. The Plan is centred around the new Park Lawn GO Station and the integrated Transit Hub that will be created by building the new streetcar loop that will come into the site from Lake Shore Boulevard West and connect with the GO Station. The Park Lawn GO Station and the dedicated TTC streetcar

connection will provide additional transit capacity to service future travel demand to and from the Plan Area providing a much needed and attractive public transit option for the existing and new residents and workers in the area. The GO Station will be secured as part of the first phase of development on the Christie's site.

The design of new complete streets within the Plan Area will facilitate the provision of safe and accessible accommodations for people of all ages and abilities with a focus on making streets safe, comfortable, and attractive for pedestrians and providing a connected network of cycling facilities. A series of mid-block pedestrian connections will allow seamless public access through the development blocks connecting the GO Station, community facilities and new parks and open spaces.

A new east-west street (Street A) is proposed along the northeastern edge of the site that connects Park Lawn Road under the rail corridor to Lake Shore Boulevard West. Street A helps improve connectivity, access, and circulation in the surrounding area and provides an additional travel route between Park Lawn Road and Lake Shore Boulevard West for people driving, walking, or cycling. There will also be a direct passenger entrance to the Park Lawn GO Station from Street A near Park Lawn Road. The grade of Street A south of the rail corridor allows for direct vehicular driveway access to the below-grade underground parking garage that serves the entire development on the Christie's site. The driveway access point on Street A is intended to be the primary driveway access for vehicular traffic to and from the site and also be the consolidated access point for all site servicing vehicles (garbage, loading etc.). Street A will be built as part of the first phase of development on the Christie's site.

Internal to the site, the central feature of the local street network is 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 a 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.

The recommended Plan also requires that Transportation Impact Assessments containing Transportation Demand Management strategies (TDM) be submitted with each phase of development to monitor development levels and travel patterns as the site builds out over time. These TDM strategies will help analyze and recommend parking rates, transit usage, bike share and car share options, along with other sustainable transportation strategies to help reduce single-occupant vehicle use and increase transit, walking, and cycling use.

Park Lawn Lake Shore Transportation Master Plan

The Park Lawn Lake Shore Transportation Master Plan (TMP) is a comprehensive transportation study examining a range of transportation infrastructure improvements in the larger study area to help address existing and future challenges. The study area for the TMP is bounded by Ellis Avenue to the east, Legion Road to the west, The Queensway to the north, and Lake Ontario to the south. The TMP is being led by the Transportation Services Division, with involvement from other key City Divisions and Agencies, including City Planning and the TTC, and has been closely coordinated with the Christies Planning Study.

Two Public Information Centres have been held to date to receive feedback from the public. The first summarized existing conditions and presented the problems and opportunities. The second identified the long list of alternative solutions, evaluation of the long list of alternatives and the resultant short list of alternative solutions.

The short list of alternatives consist of general categories of infrastructure improvements. They include improvements to the existing major streets (e.g. Park Lawn Road, Lake Shore Boulevard West, The Queensway), modifications to the Gardiner Expressway ramp intersections, and potential new public street connections, including the previously-planned Legion Road Extension. Comprehensive traffic modelling is underway to help inform the evaluation of potential improvements. The various infrastructure improvements are being bundled into a series of alternative transportation network scenarios that will be evaluated against the TMP's evaluation criteria to arrive at the preferred network solution.

Work to date on the TMP has informed the street network identified in the Plan. In particular, the Street A connection between Park Lawn Road and Lake Shore Boulevard West is included in all of the network alternatives being studied in the TMP. It should be noted that as part of their development applications, FCR has proposed a new direct highway ramp connection from Street A to the Gardiner Expressway and a new eastbound ramp connection to Lake Shore Boulevard West. These proposed ramp connections have a number of challenges and are being further assessed as part of the TMP. A third Public Information Centre is being targeted for Q2 2021. This Public Information Centre will present the evaluation results and the recommended preferred transportation solutions for public feedback. The TMP is expected to be completed in Q3 2021.

In recognition that the TMP process is still underway, the Secondary Plan includes a policy that recognizes the potential need for additional transportation improvements in the area that would be guided by the final TMP to both support existing development and growth contemplated in the recommended Plan and Zoning By-law Amendment.

Park Lawn GO Station

Both the Christie's Planning Study and the TMP have been coordinated with the Transit Project Assessment Process (TPAP) study for the proposed new Park Lawn GO Station. The TPAP is being led by FCR, owner of the Christie's site on behalf of Metrolinx as part of their Transit Oriented Communities strategy. FCR is responsible not only for the process of the station design and approval, but also for the construction of the station which would then be turned over to Metrolinx for operation. One of the station buildings is proposed to be located on Block 8 which is owned by the City. It is anticipated that the Owner will seek to purchase these lands from the City to build the Park Lawn Go Station. If that happens, Staff intend to follow standard Corporate Real Estate Management procedures to obtain authority for and enter into an Agreement of Purchase and Sale for Block 8. Work on the station design is ongoing and public consultation will follow as part of the TPAP process.

3. Land Use

The recommended land use plan changes the existing land use designations within the Plan Area to reflect the Vision and implement the Guiding Principles of the Plan. The Plan Area will consist of a mix of *General Employment Areas*, *Mixed Use Areas* and *Parks*.

Figure 7: Land Use Plan



Christie's Secondary Plan

MAP 46-4 Land Use Plan

- | | | |
|---------------------------|--------------------------|------------------|
| — Secondary Plan Boundary | General Employment Areas | Natural Areas |
| Existing Parks | Mixed Use Areas | Utility Corridor |
| | Parks | |



Not to Scale

In accordance with the policy direction outlined in SASP 15, the minimum area of the *General Employment Areas* on the Christie's site (south of the rail corridor) is 1.4 hectares. In addition to the *General Employment Areas* south of the rail corridor, City-owned Block 8 will be re-designated from *Natural Areas* to *General Employment Areas* given its proximity to the new Park Lawn GO Station. These lands are not part of the Green Space System and do not have significant natural heritage or recreational value. They have no connectivity to the adjacent Mimico Creek valley given their location on

the east side of Park Lawn Road and their location between the Gardiner Expressway and the rail corridor.

The recommended Zoning By-law contains the specific use permissions for each land use, and secures the SASP 15 requirement for "priority" employment uses (such as office, creative industries, software development, financial services) to make up 50% of the gross floor area of all development in the *General Employment Areas* south of the rail corridor.

The remainder of the Blocks, with the exception of the two public parks, will be designated *Mixed Use Areas*. The land uses will provide a diverse range and compatible 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. This mix of uses, all within walking distance, will allow people to live, work, shop, play, and access services all within their immediate neighbourhood.

The land use policies in the Plan have not changed significantly since Council's consideration of the proposed Secondary Plan in September 2020. However, the areas designated *Parks* have been changed to reflect the accurate size of the 1.25 hectares of parkland.

4. Built Form

The recommended Plan's built form policies provide general direction that is further shaped by the proposed performance standards in the recommended Zoning By-law and the UDG. This Built Form section of the Plan includes policies on shaping built form, creating a comfortable micro-climate condition, appropriate tall building separation distances and floorplates, base buildings, midrise buildings, building setbacks, step-backs and street wall heights, amenity spaces and active at-grade uses. The policies focus on the importance of these built form elements in creating a development that is climate resilient, fits within the existing and planned context, provides good relationships between buildings and supports an active and appropriately scaled pedestrian realm. Given that the specific built form requirements are contained within the Zoning By-law the Plan policies also provide the framework and intent of the specific requirements which will be important when reviewing any future Committee of Adjustment applications.

Figure 8: Built Form Typology



The recommended Plan also includes a section with rail safety policies to ensure that all buildings proposed adjacent to the rail corridor will be particularly analyzed to ensure appropriate working and living conditions and secure required safety and mitigation measures. The policies regarding rail safety have been reviewed in the context of the emerging policies of the Development in Proximity to Rail Study. In addition, the rail safety, and noise and vibration studies will be peer reviewed by a third party retained by the City and at the Owners expense.

The details of the built form permissions and requirements are discussed in the Zoning By-law section of this report.

5. 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, and the provision of affordable housing.

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/or
- The conveyance to the City of 5% of the residential gross floor area as purpose-built rental units or affordable ownership units.

Depending on which option above is used to provide the affordable housing up to 1,500 affordable housing unit will be provided in the Plan Area.

In addition to the policies set out in the Plan, the affordable housing requirements will be secured in the Section 37 Agreement with the Owner and the submission of a Housing Plan is required as part of the package of conditions that must be met prior to the lifting of the holding provision on each phase of development.

The housing policies also build on the guidance from the City Council-adopted Growing Up Guidelines (2020). The recommended Plan requires that:

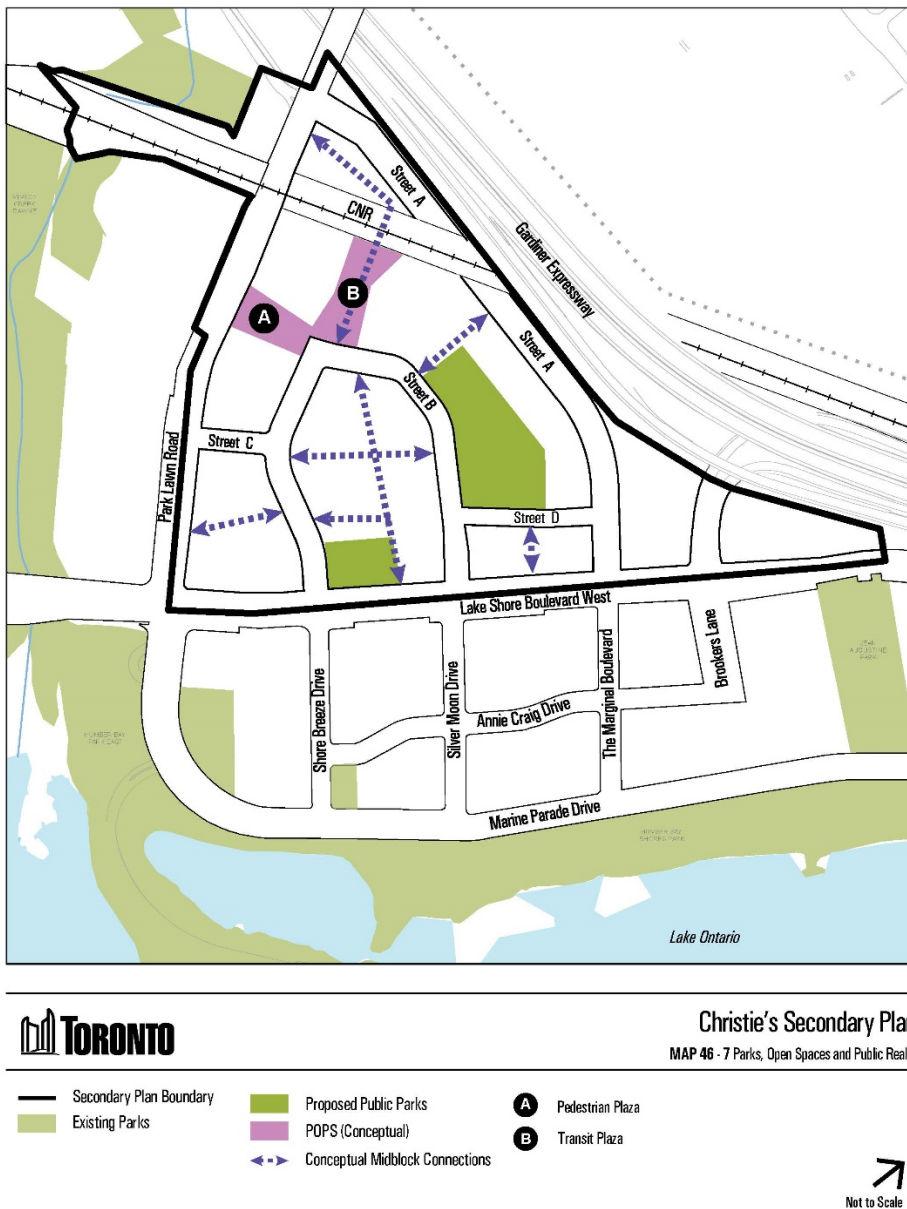
- 10% of all residential units have a minimum of 3-bedrooms;
- 15% have a minimum of 2-bedrooms (exclusive of the 3-bedroom required units); and
- an additional 15% of the units have a minimum of either 2- or 3-bedroom units.

Securing these unit types ensures there is a diversity of housing stock within this new community that can attract and address the needs of a variety of household types and sizes. Specific unit size requirements are contained within the recommended Zoning By-law.

6. Parks and Open Spaces

Parks and open spaces are integral to the creation of complete communities. The Plan identifies two new public parks to be conveyed through the development approvals process, two large open spaces that will be secured as privately-owned, publicly accessible spaces (POPS) and a series of policies requiring the creation of a well-designed, connected network of spaces that provide both active and passive recreational opportunities.

Figure 9: Parks, Open Spaces and Public Realm Map



An unencumbered public community park of 1.0 hectares in size is proposed on the northeast side of Street B in Block 3. This park will be conveyed to the City as part of Phase 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, ecosystem support, and civic and community activity. The policies set out that development must be designed to support pedestrian comfort in this large community park by requiring that buildings will be massed to ensure no new net shadows on 85% of the park for a minimum of five continuous hours of sunlight in the spring and autumn equinoxes. The new Community Recreation Centre and proposed elementary school sites are located adjacent to this park, allowing for shared programming and access, provided that shared use agreements between the school boards and the City are in effect. If a school board enters into an agreement with the City to use public park space, the school must be located adjacent to the public park

and there must be limited obstructions and physical buffers, such as fences, roads or driveways, between the school and the public park.

Another unencumbered park of 0.25 hectares in size is proposed to be located along Lake Shore Boulevard West, in Block 2. This park will be conveyed to the City as part of Phase 2. This local park will provide opportunities for passive and active recreation, and civic and community activity. A concentration of retail uses will be located on Block 2 and the interface of local serving retail surrounding this park will provide animation and opportunities for public life. Cash-in-lieu of parkland will also be provided for the outstanding 0.25 hectares of parkland which is not being dedicated to the City as land for on-site parkland, but is part of the required 1.5 hectares of parkland dedication for this site and type of development, as per Chapter 415, Article III of the Toronto Municipal Code.

Two large plazas located close to the GO Station will be secured as privately-owned publicly accessible spaces (POPS) and will provide additional open space on the site to facilitate accessible pedestrian access to the station. The transit plaza will have a minimum size of 2,750 square metres and the pedestrian plaza will have a minimum size of 1,550 square metres. Transit plazas are a feature of Metrolinx's design standards for GO stations to improve station access and guidelines regarding the design of these spaces are contained within the UDG. The proposed Secondary Plan had shown 3 plazas on the site (the third was east of the GO Station) but one was removed as it did not provide a direct connection to the GO Station or between other destinations in the Plan Area and will be used primarily for streetcar access.

Additional policies provide guidance on creating a network of public and private spaces for residents, workers and visitors to gather, interact and enjoy active and passive recreational activities and improved mobility. A target of 50% of the overall Plan Area shall remain as unbuilt space. Elements that enhance the public realm including public art and street furniture are encouraged.

This report recommends the approval of a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements on Blocks 2 and 3, to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the applicant of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation.

7. Community Services and Facilities

Along with the transit focus of the recommended Plan, the provision of Community Services and Facilities (CS&F) to serve the existing and future residents and workers in the area is a key component of the Plan. The City completed a review of the CS&F priorities for the study area and the Plan addresses those priorities.

Within the Plan Area the following facilities have been secured:

- one Community Recreation Centre, of sufficient size to accommodate both aquatics (pool) and gymnasium anchor facilities (minimum 6,040 square metres);
- one Public Library (1,300 square metres);
- two 62-space Childcare Centres; and
- Community Agency Space (465 square metres).

The detail on the phasing and funding of these facilities is contained within the Section 37 subheading of this report.

The Plan also offers space for two elementary schools (one Toronto District School Board and one Toronto Catholic District School Board) in Phase 3 of the development. Funding for new schools is a Provincial responsibility and discussions are ongoing between the schoolboards, FCR and the Province about the provision of schools on this site. If an agreement to build the schools is not in place by the beginning of Phase 3, the space may be converted to another non-residential use in accordance with the objectives of the Plan and the Zoning By-law.

Figure 10: Community Services and Facilities



Christie's Secondary Plan

MAP 46-8 Conceptual Community Services and Facilities (Non Statutory)

- | | | |
|---------------------------|---------|-----------------------------|
| — Secondary Plan Boundary | Schools | Community Recreation Centre |
| Existing Parks | Daycare | First Responders |
| Proposed Public Parks | Library | Community Agency Space |
| POPS (Conceptual) | | |



In addition, potential locations for future municipal emergency services, including Toronto Fire Services and Toronto Paramedic Services, have been shown along Lake Shore Boulevard West on City-owned lands (Block 7) recommended to be designated as *Mixed Use Areas*, and on City-owned Block 8 recommended to be designated *General Employment Areas*.

8. Energy and Environment

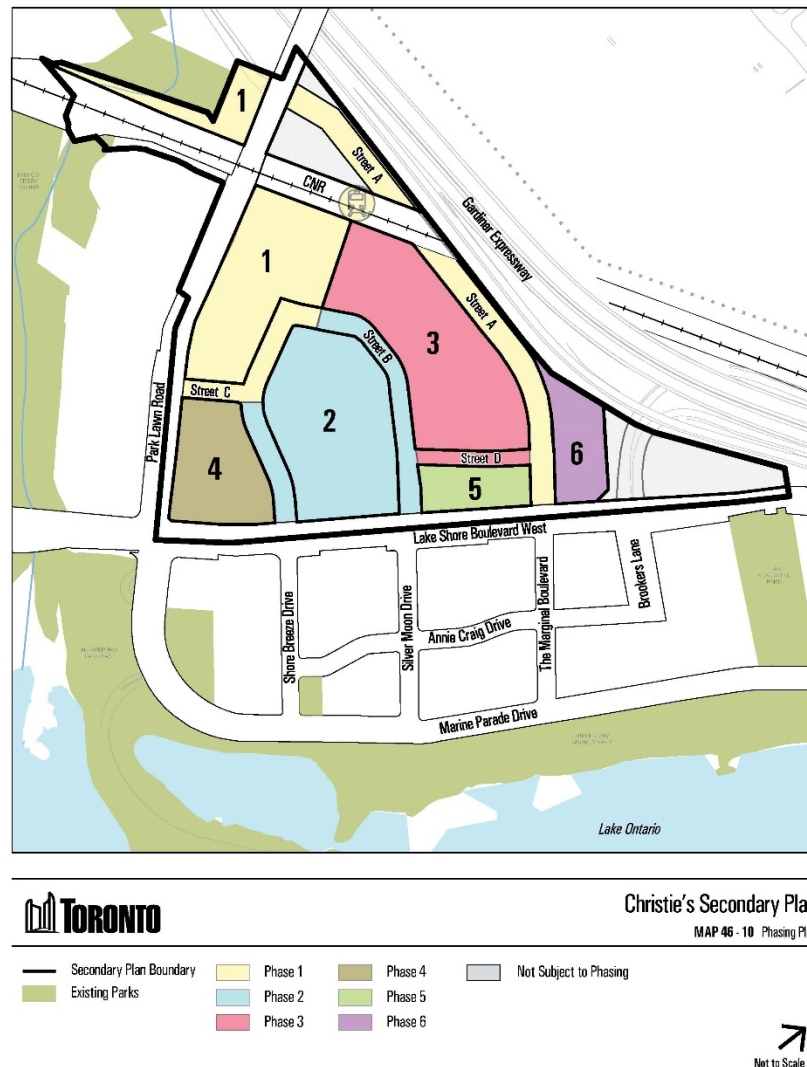
Climate Resiliency and Mitigation

Development within the Plan Area offers an opportunity to establish a resilient community with a focus on environmental sustainability. Biodiversity and seasonal movement of migrating species will be supported by creating habitats, planting a variety of non-invasive species at-grade and on rooftops, and designing buildings to be bird friendly. Streetscape improvements will minimize urban heat island impacts and provide adequate soil volume for trees. All development will be encouraged to incorporate passive design, low-carbon/renewable thermal energy, and backup power systems to reduce greenhouse gas emissions and improve resilience. The Plan encourages the development in the Plan Area to achieve the highest performance level of the Toronto Green Standard which will be secured through the Site Plan Approval process required for each phase.

9. Phasing and Implementation

The policies in the Plan 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. Built out over 6 phases the recommended Plan contains provisions to ensure that infrastructure keeps pace with development.

Figure 11: Phasing Plan



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 a Subdivision Agreement, Section 37 Agreement and/or holding provisions in the Zoning By-law.

Supplemental to the existing policies in Section 5.1.2 of the Official Plan, the implementation policies in the recommended Plan outline specific requirements, conditions or studies that must be met for the holding provisions in the Zoning By-law to be lifted. These conditions include the provision of required infrastructure, the submission of implementation plans (Community Services & Facilities), the submission of required studies (Transportation Impact Study, Rail Safety Study, etc.), and the submission of designs and plans (Housing Analysis, POPS designs, etc.). The full list of items can be seen in Section 15 of the recommended Plan.

Zoning By-law Amendment

An area-specific Zoning By-law is being recommended to implement the built form vision and policy objectives of the recommended Plan. Generally, City-wide Zoning By-law No. 569-2013 has been 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. The following areas identified below and covered in this section of the report are requirements that amend or revise the requirements of By-law 569-2013:

1. Permitted Uses
2. Permitted Gross Floor Areas
3. Tall Building Heights, Separation Distances and Floorplates
4. Building Heights, Setbacks and Stepbacks
5. Parking
6. Holding Provisions and Phasing

The full recommended Zoning By-law can be found at Attachment 3.

1. Permitted Uses

The Plan Area will be rezoned to complement the proposed land uses in the Secondary Plan. Lands designated *General Employment Areas* are zoned "EL – Employment Light Industrial", *Mixed Use Areas* are zoned "CR – Commercial Residential" and the *Parks* areas are zoned "OR – Open Space Recreational". Associated with each of these zones is a list of permitted uses. Some uses are accompanied by a condition, such as a maximum size, and some uses have also been permitted as temporary uses - permitted on the site prior to the lifting of the holding provision. There are also percentage requirements for certain types of non-residential uses in the EL zone to align with the specific use requirements in the Plan.

For a full list of the permitted uses in each zone see the recommended Zoning By-law at Attachment 3.

2. Permitted Gross Floor Area

The overall amount of gross floor area (in square metres) allocated to each phase of development is shown below. An increase in the permitted densities as set out in the proposed Zoning By-law are subject to community benefits, outlined in the Section 37 section of the report, being provided on the site in order to ensure that the required community services and facilities are provided concurrently with the residential development on the site. The residential GFA is a maximum and the non-residential GFA is a minimum:

Table 1: Permitted Gross Floor Area for each Phase

Phase	Minimum Non-Residential GFA (square metres)	Maximum Residential GFA (square metres)	Total GFA (square metres)
1	26,600	97,400	126,500
2	32,000	110,000	142,100
3	35,700	175,500	211,400
4	7,800	98,800	106,800
5	9,000	49,200	58,400
6	2,800	54,100	57,000
Total	113,900	585,000	698,900

For the purposes of the table above, the gross floor area dedicated to community facilities has been included in the non-residential GFA column. In the Zoning By-law the gross floor area for each community use is specifically listed for the block in which the use is located.

2. Tall Building Heights, Separation Distances and Floorplates

There are 15 tall buildings proposed in the Plan Area ranging in height from 28 to 67 storeys (up to 209 metres). These heights ensure that the Eau-du-Soleil building on the south side of Lake Shore Boulevard West remains the tallest building in the neighbourhood (66 storeys, 210 metres, plus mechanical). Generally the tallest buildings in the Plan Area are north of the community park with the lower buildings located along Lake Shore Boulevard West and Park Lawn Road. Building heights are restricted south of the community park to maintain the prescribed sunlight access on the community park. The location of each tall building is secured within the Zoning By-law along with the permitted height in both metres and storeys.

The number of tall buildings in the Plan Area was partly determined by the requirement to achieve appropriate separation distances to allow for light, views and privacy for the inhabitants, but also to allow for light and sky views to and from the public realm throughout the Plan Area. The separation distances between the towers are 35 metres or more, with the exception of the distance between two towers on Block 4 which are 32 metres apart. These distances exceed the requirement in the Tall Building Design Guidelines and are consistent with the distances secured in the surrounding area. These separation distances are secured in the Zoning By-law.

The permitted tower floorplates for each tower are also secured in the recommended Zoning By-law. Each tower is permitted an average tower floorplate (ranging from 735 to 800 square metres) and a maximum floorplate of any one floor in the tower (ranging

from 750 to 960 square metres). These two requirements together will ensure that buildings are articulated to meet the intent of the Tall Building Guidelines with respect to tower floorplates. Within the Zoning By-law the tower floorplate is defined as the total built area within the building measured from the exterior of the main walls. The floorplate restrictions apply to all floors above the eleventh storey.

3. Building Heights, Setbacks and Step-backs

The Zoning By-law includes a series of diagrams which show building locations, heights, setbacks at-grade and step-backs. All building heights are shown in both metres and number of storeys. For the podium buildings the floor-to-ceiling heights vary depending on the uses that are proposed for each building. For example the inclusion of a Community Recreation Centre or Public Library requires a different ceiling height than a retail store. The podium heights are therefore specifically set to address the uses within each building.

Building setbacks vary within the Plan Area. Along Park Lawn Road and Lake Shore Boulevard West the setbacks establish a consistent street wall that frames these streets and provides the space to allow for the development of the public realm as envisioned by the Plan. Within the interior of the Plan Area the setbacks vary, resulting in a streetwall that moves in and out, creating interesting, irregular spaces. The design and use of the variety of spaces that will be created within the public realm is detailed in the Plan and the UDG, while the dimensions of these spaces as they relate to the setback of new buildings from the new streets in the Plan Area are secured in the Zoning By-law.

Building step-backs are secured in the Zoning By-law and are consistent for both midrise and tall buildings at the streetwall height to ensure a comfortable pedestrian perception zone and mitigate potential wind impacts. For the tower step-backs the recommended Zoning By-law generally requires a 3 metre step-back from the base building to the tall building, except for locations where the wind study indicated that the wind was not comfortable for sitting, standing or strolling. In those locations the recommended Zoning By-law requires a 5 metre step-back. These larger setbacks can be reduced if subsequent wind studies, submitted at each phase of development, show that the wind is comfortable for sitting, standing and strolling.

Parking

The vision for this community is primarily focused on the provision of a new GO Station and integrated TTC access that will provide increased and improved transit availability. The Plan also provides for a mix of uses that will allow residents to work, shop, play and access community services all within their own neighbourhood.

To complement the increased transit availability, and the reduction of trips that will result from the mix of uses on the site, the recommended parking rates are set out as follows:

Table 2: Recommended Parking Rates

Use	Minimum Parking Rates
Residential Blended Rate	0.4 spaces per unit
Residential Visitor	0.1 spaces per unit
Retail and Office	1.0 spaces per 100 m2
Community Spaces	0.5 spaces per 100 m2

Transportation Services identified a higher rate for the residential uses on the site. Given the focus of the Mobility policies in the Plan, the parking rates proposed in the recommended Zoning By-law represent a proactive and progressive approach to minimizing vehicular use and work in conjunction with the range of sustainable transportation options in the recommended Plan. FCR's development applications would generate approximately 4,000 parking spaces using these recommended parking rates. Over the estimated 20-25 year build out of the Plan Area the parking rates will be monitored and will take into account the impact on ridership of the new GO station and TTC loop to ensure that the parking rates reflect the need in the area. Details such as sharing of spaces between the residential visitor and non-residential uses, the inclusion of car share spaces, and the provision of these spaces within a commercial parking garage are secured through the Site Plan Approval process.

The recommended parking rates are also supportive of City Council's direction to the City Planning Division to review the parking rates in Zoning By-law 569-2013 given that the demand for parking is shifting as a result of societal changes and other factors. Decreases in automobile ownership and increases in the popularity of automobile alternatives have influenced parking demand in many new developments. Ongoing significant investments in transit infrastructure are intended to provide travel choices to more people and reduce demand for automobile-based travel.

Holding Provisions and Phasing

The recommended Zoning By-law has included a holding provision on every phase of development. A holding provision allows development on a block to proceed only after certain conditions are met. As the development proceeds across the Plan Area the applicant for each phase will have to submit a series of reports on a variety of issues prior to submitting to the City an application to release the hold on that phase. The holding provisions are specific to each phase, but they may include the following:

- Securing of the following:
 - New Park Lawn GO Station
 - TTC Improvements
 - Right-of-way requirements
 - Location, design and provision of transportation infrastructure
 - Required municipal infrastructure
 - Appropriate emergency servicing

- Submission and acceptance of the following:
 - Transportation Impact Study
 - Streetscape Plans and associated financial security
 - Rail Safety and Risk Mitigation Report
 - Noise, Vibration and Air Quality Report
 - Community Services and Facilities Implementation Plan
 - Housing Plan
 - Public Art Plan
 - Pedestrian Level Wind Study
 - Design of the Privately Owned Publicly Accessible plazas
 - Interpretation Plan
- Registration of a Plan of Subdivision
- Substantial advancement of one Phase before the next Phase can commence

The holding provisions work together with the Phasing Plan to secure the orderly and appropriate development of the Plan Area. The commencement of a phase cannot proceed without the substantial completion of the previous phase. This will ensure that the provision of facilities and services is aligned with the increase in residents, workers and visitors to the area.

Urban Design and Streetscape Guidelines

The recommended Urban Design and Streetscape 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 policies contained within the recommended Plan and provisions in the recommended Zoning By-law, the UDG support ongoing implementation, provide a broad perspective for incremental change, and present standards to assist in the review of future development applications. The UDG are contained in Attachment 4.

The Guidelines are organized into six sections: Introduction, Sustainability, Public Realm, Built Form, History and Commemoration, and Streets and Streetscape. Each section contains a description of the content within that section that outlines why the topic is important and what the intent is that underlies the Guidelines. Diagrams, photos and models illustrate in graphic form the intent and provide additional information that aids in the interpretation of the Guidelines.

Along with the UDG, future development applications in the Plan Area will be evaluated on the basis of other City-wide Guidelines as applicable. Each Phase's development application will also be reviewed by the City's Design Review Panel, an advisory body integrated within the development approvals process that promotes design excellence within the public realm, including the pursuit of high quality architecture, landscape architecture, urban design and environmental sustainability, to advance Official Plan objectives.

DEVELOPMENT APPLICATIONS

Concurrent with Phase 1 of the Christie's Planning Study, FCR submitted an Official Plan Amendment application in October, 2019, which was summarized in the Status Report and Preliminary Report to Planning and Housing Committee in January, 2020. On May 19, 2020, FCR submitted a combined Official Plan Amendment and Zoning By-law Amendment application and an application for Plan of Subdivision. Upon receipt of the new development applications, the original Official Plan Amendment application was withdrawn. On March 2, 2021 FCR completed a re-submission of their development applications.

The proposed plan for the site submitted in the Official Plan and Zoning Amendment applications have been revised in the new submission. It includes the following items which are different than the previous submission:

- 1.25 hectares of parkland in two parks – up from 1 hectare;
- Space for a Community Recreation Centre, a Public Library, two Childcare Centres, Community Agency Space and for schools is now included;
- 15 towers ranging in height from 28 to 70 storeys – heights have been redistributed;
- Street B (the Loop Road) has been widened from 23 to 26 metres;
- Increase of 4.9% in proposed residential density;
- 7,504 residential units - up from 7,139; and
- 4,422 parking spaces – down from 4,425.

The proposed Draft Plan of Subdivision has been submitted to establish a total of 10 blocks. 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 22 to 26 metres; and
- Street 'C' would have a right-of-way width of 20 metres.

Further, Street 'D' is proposed to be a private street with a minimum right-of-way width of 16.5 metres. This private street would not be included as part of the Draft Plan of Subdivision.

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 Owner will be required to enter into a Subdivision Agreement registered on title of the property for the conveyances of the lands to the City. The Subdivision Agreement would stipulate the requirements (at the sole expense of the Owner) pertaining to the design and construction of the new public streets and parks, 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. As the development proceeds over the coming years, staff can report to Council if further development charge credits are warranted in the future.

The resubmissions by FCR are aligned in most respects with the recommended Plan, Zoning By-law and UDG attached to this report. The points of alignment between the City and the applicant include the following:

- Inclusion of the Park Lawn GO Station as part of Phase One;
- Amount of residential and non-residential gross floor area per phase;
- Location and size of two new public parks and two large POPS;
- The street network, with the exception of the proposed re-configuration of the Gardiner Expressway exit and on ramps;
- Provision of space for a Community Recreation Centre, a Public Library, two Childcare Centres, Community Agency Space and for schools;
- Provision of a range of unit types and sizes;
- A consolidated underground garage with the primary access from Street A;
- Number of towers and midrise buildings;
- Parking rates;
- General location and heights of towers and mid-rise buildings;
- Minimum tower separation distances;
- Land Use designation plan; and
- Phasing Plan.

The applications are currently under detailed review by staff. All the submission materials can be found at the City's Application Information Centre at:

<http://app.toronto.ca/AIC/index.do>

SECTION 37

The lands owned by FCR currently has no residential permissions. It is zoned for employment uses only. As part of the negotiation with the Owner the following community benefits will be secured in a Section 37 agreement prior to the Bills being introduced to City Council. An increase in the permitted residential densities as set out in the proposed Zoning By-law are subject to these community benefits being provided on the site in order to ensure that the required community services and facilities are provided concurrently with the residential development on the site.

Benefit	Phase	Size/Amount	Details
Two, non-profit Childcare Centres	Phases 2 and 3	62-space, each	The Owner to convey freehold ownership of the space and construct to Ministry standards. \$500,000 contribution per centre for start-up operating costs, replacement reserve fund and for furnishings and equipment

Benefit	Phase	Size/Amount	Details
Community Agency Space	Phase 3	465 square metres	The Owner to convey freehold ownership of the space, delivered to the City in accordance with the City's Community Space Tenancy Policy and finished to Base Building Condition. \$750,000 contribution for capital improvements to the space.
Public Library - provision of space	Phase 4	1,300 square metres	The Owner to provide freehold ownership of the space and construct the space to Base Building condition. The finishing will be done by the City using development charges.
Public Library - cash contribution	Prior to the end of 2027	\$5.5 million	Payment towards the renovation to the Mimico-Centennial library.
Community Recreation Centre	Phase 5	6,040 square metres	The Owner to convey freehold ownership of the space and construct and finish to City standards. Will include both aquatics and gymnasium.
Cash Payment - Streetscaping	Phases 2-6	\$5 million	Money to be used along Park Lawn Road, Lake Shore Boulevard West and the local area.
Public Art	Phases 2-6	\$5 million	Details to be outlined in Public Art Plan.
Heritage Toronto Plaque	Phase 2		Content to be determined through the Interpretation Plan.

City divisions and the Toronto Public Library responsible for the above-listed facilities have participated in the Christie's Planning Study, and terms sheet for each facility have been provided and reviewed by FCR. As noted above, this report's recommendations require the Owner to enter into a S37 Agreement securing the community benefits at the Owner's expense and in a manner satisfactory to the City Solicitor.

These community benefits, along with the other items secured through the Plan – such as new parks, the GO Station, TTC loop, affordable housing, employment space and range of unit sizes - will complete this community which has undergone significant redevelopment along Park Lawn Road and Lake Shore Boulevard West over the past 20 years.

CONCLUSION

The recommended Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines for the Christie's Planning Study area bring forward a vision for a transit-first complete community where new residents and worker will be added to the neighbourhood alongside new community services and facilities. While establishing a clear vision for completing this neighbourhood over a 20- to 25-year time horizon, the Secondary Plan combined with the Zoning By-law provides flexibility as more detailed designs are submitted on a block-by-block basis. Area-specific Urban Design and Streetscape Guidelines developed as a product of the Christie's Planning Study will guide the ongoing evolution of the public realm, built form and streetscapes for this emerging neighbourhood within the Park Lawn and Lake Shore community.

The Christie's Secondary Plan has regard for matters of Provincial interest, is consistent with the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020) and maintains the intent and purpose of, and conforms to the City's Official Plan. City Planning staff recommend that City Council adopt the Christie's Secondary Plan, Zoning By-law the Urban Design and Streetscape Guidelines to guide development and investment in the Christie's Planning Study Area.

CONTACT

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SIGNATURE

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City Planning Division

ATTACHMENTS

Attachment 1: Plan Area 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: Virtual Community Consultation Summary (provided separately)
Attachment 6: Summary of Online Engagement (Phase 3) (provided separately)

Attachment 1: Plan Area Map



Christie's Secondary Plan

MAP 46-1 Secondary Plan Area Boundary

- Secondary Plan Boundary
- Existing Parks



Attachment 2: Draft Christie's Secondary Plan (provided separately)

Attachment 3: Draft Christie's Zoning By-law (provided separately)

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