

# **11. MOTEL STRIP SECONDARY PLAN**

Toronto Official Plan – Chapter 6, Section 11

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## 11. MOTEL STRIP SECONDARY PLAN

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The following principles and policies apply to the area outlined on Map 11-1 known as the Motel Strip.

This Secondary Plan establishes a basic planning framework for a waterfront community on Lake Ontario, lying between the Mimico Creek and the Humber River, and supports the development of an interrelated mix of uses which in their function and design not only take advantage of, but also contribute to the exceptional qualities of this location. For the purposes of this Secondary Plan, to ensure ease of description, Lake Shore Boulevard will be referred to as north of the Secondary Plan area, and Lake Ontario will be referred to as being to the south.

It is recognized that as development occurs and decisions affecting this area are made at the Federal, Provincial, and Municipal levels, this Secondary Plan may be subject to further refinement and evolution. The Waterfront development principles outlined by the Royal Commission on the Future of the Toronto Waterfront have received expression in this Secondary Plan.

## **1. OBJECTIVES**

The following are key objectives in this waterfront area:

- 1.1. To provide development options which will create an urban community having a broad range of residential, commercial, institutional, recreational and open space uses, while ensuring that development will enhance environmental conditions and minimize impacts on existing and possible future uses on neighbouring lands.
- 1.2. To create a major focus of activity, including an intensified mix of residential and commercial uses, and public amenity spaces, in a distinctive, landmark built form at the central gateway location opposite the Gardiner ramps. This focus will benefit and give definition to the creation of a community, while enhancing the use of the Waterfront Public Amenity Area.
- 1.3. To permit the continued operation of the existing motels, and to allow for their renovation, expansion, or interim redevelopment for motel purposes, pending redevelopment in accord with policies of this Secondary Plan.
- 1.4. To overcome the relatively isolated location of the Motel Strip, improved regional access will be supported through the provision of effective transportation linkages, including transit and transit services for the disabled and elderly, and the creation of physical connections between this waterfront community and the Humber Bay Parks to the south and west, residential areas north of the Gardiner Expressway, the Sunnyside Parks system to the east, and the remainder of the Park Lawn Road/Lake Shore Boulevard area to the north and west.
- 1.5. To improve accessibility within the Motel Strip, road and transportation improvements including the provision of public roads or easements, and appropriate pedestrian linkages will be supported. In particular, the creation of a continuous public link including the Waterfront Public Amenity Area and the Waterfront Drive, concurrent with initial redevelopment activity, will be supported.
- 1.6. To endorse public and private sector investment in the Motel Strip as a means of assisting in the implementation of this Secondary Plan, and accomplishing desirable objectives not otherwise attainable. The Waterfront Public Amenity Scheme is intended to create a regional waterfront attraction, the realization of which is endorsed by the Province of Ontario and the City of Toronto. It is the intent of this Secondary Plan that implementation of the Waterfront Public Amenity Area be achieved with the cooperation of and contributions, financial or otherwise, from the private sector, the City of Toronto and the Province of Ontario. Initiatives by the Toronto and Region Conservation Authority will be supported to ensure that the Waterfront Public Amenity Area and Waterfront Drive are in public ownership prior to the removal of the Holding (H) symbol from any implementing Zoning by-law in accordance with Section 11. of this Secondary Plan.

- 1.7. To achieve a built form which invites pedestrian access through the site to the shoreline, while providing visual accessibility from the Gardiner Expressway and Lake Shore Boulevard to the waterfront and to ensure that the built form of future development is well integrated with, respects and enhances the Waterfront Public Amenity Area.
- 1.8. To improve environmental conditions in this area in a manner consistent with the Environmental Management Master Plan.
- 1.9. To ensure that adequate school site and facilities are provided to accommodate students residing in the Secondary Plan area.

## **2. GENERAL DEVELOPMENT POLICIES**

### **2.1. Area Configuration**

The configuration of the developable area shown on Maps 11-1 and 11-3 reflects the intention of this Secondary Plan to generally limit private development to the existing land area. The submerged waterlot areas, the Waterfront Drive and the Waterfront Public Amenity Area, as shown on Map 11-3, are subject to the Density Transfer provisions of Section 2.3 of this Secondary Plan. It is recognized that a certain minimal amount of lakefilling is necessary to implement this Secondary Plan. The designations shown on Map 11-1 and the extent of the Waterfront Public Amenity Area shown on Map 11-4 reflect the potential shoreline.

### **2.2. Accessibility**

The Motel Strip occupies a relatively isolated position on the Toronto waterfront. In order to facilitate access to this area, and improve its relationship to the southern portion of the City, the City will work co-operatively with the Province of Ontario in examining options for improving vehicular, transit and pedestrian linkages to the area, particularly to the area north of the Gardiner Expressway and east to downtown Toronto. Priority will be given to pedestrian access to transit facilities and for the provision of transit services to the disabled and elderly.

### **2.3. Density Transfer**

Density transfers within a redevelopment site will be considered where lands are dedicated for the Public Amenity Area, the proposed internal public roads 1 to 6 on Map 11-2, including road 7 where this is dedicated as a public road, and lands dedicated for the widening of Lake Shore Boulevard, or where the City or the School Boards consider it appropriate to accept the dedication of all or part of a property for parks or other public facilities including schools. In accord with Section 1.7, it is an objective of this Secondary Plan that all land required to accommodate the Waterfront Public Amenity Area will be acquired by the Toronto and Region Conservation Authority within 18 months of the approval of this Secondary Plan on December 16, 1992. In order to facilitate realization of that objective, a density transfer from the designated portion of a submerged patented waterlot (within the development site configuration referred to in Section 2.1) will be considered if all of the following criteria are met:

- a) the waterlot area from which density is to be transferred lies within the limit of density transfer shown on Map 11-3 to the Secondary Plan;
- b) the transfer is to the abutting existing land area; and or as otherwise provided for the policies of this section; and
- c) the entire submerged portion of the waterlot is dedicated to the Toronto and Region Conservation Authority.

It is recognized that the potential for the transfer or use of this density is entirely dependent on the foregoing conditions being met.

A net development site will be exclusive of dedicated submerged waterlots, lands dedicated for the construction of the public internal road system, and lands dedicated for parks purposes, the Waterfront Public Amenity Area or schools. Net development density will be assigned to each redevelopment site at the time of rezoning, and in accordance with Sections 3.2 *Mixed Use Areas* Density, 4.2 Residential Density, and 5.5 Commercial Density.

It is also recognized that the size and configuration of certain properties make them unsuitable for high density development, and that it may be appropriate to transfer density between properties to achieve desirable public elements of this Secondary Plan (e.g. internal public roads, submerged portions of waterlots, public amenity area, view corridors, public open space or school sites etc.). A transfer of density between two or more individual properties may therefore be permitted where the resulting development on the receiving lot conforms with the objectives of this Secondary Plan, and where the donor lots are dedicated to the City, school boards or the Toronto and Region Conservation Authority for public use. Full utilization of the density on the net site is subject to the provisions of Sections 3.2, 4.2 and 5.5 of this Secondary Plan.

#### 2.4. **Property Consolidation**

While it is recognized that the comprehensive assembly requirement of prior Official Plan policies may have limited redevelopment options within the Motel Strip, the consolidation of key properties to achieve sites physically capable of accommodating redevelopment activities remains a desirable objective.

While renovation, expansion or the interim redevelopment of the existing motels for motel purposes will be permitted within a maximum height limit of 14 metres existing properties, redevelopment beyond that level may require property consolidation.

Within the Motel Strip, redevelopment will occur on urban blocks, created by public rights-of-way shown on Map 11-5. The redevelopment blocks, exclusive of the rights-of-way, should generally comprise a minimum frontage on Lake Shore Boulevard of approximately 70 metres.

Where an application is submitted on lands having the minimum 70 metre frontage, any remaining lands within or adjacent to the urban block, and particularly lands adjacent to the redevelopment lands, may be developed in accord with the provisions of Section 8 Development Standards.

Where an application is submitted on lands having less than 70 metres of frontage, any remaining lands within or adjacent to the same urban block and particularly lands adjacent to the redevelopment lands may be developed in accord with the provisions of Section 8 Development Standards.

#### 2.5. **Subdivision of Lots**

The long narrow configuration of many properties in the area indicates a potential for the creation of new lots to the rear of existing development fronting Lake Shore Boulevard. Such new development parcels will be permitted where adequate development sites are created, and where new frontage is created through the construction of a public road.

## 2.6. **Access for People with Disabilities**

All development projects on the Motel Strip will incorporate facilities to ensure safe and convenient access for people with disabilities.

## 2.7. **Acquisition of Lands**

In accord with Section 25 of the *Planning Act*, the City may acquire or hold land on the Motel Strip for the purpose of developing appropriate features of this Secondary Plan. Lands so acquired or held may be sold, leased or otherwise disposed of when no longer required. In accord with Section 11 Implementation, the Toronto and Region Conservation Authority, in co-operation with the City of Toronto and Provincial agencies, will acquire all the lands shown as the Waterfront Public Amenity Area, and lands to accommodate the Waterfront Drive, both as shown on Map 11-4 to this Secondary Plan, in advance of the removal of the Holding (H) symbol from the Zoning by-law amendment to permit redevelopment.

## 2.8. **Parking**

Private parking to serve redevelopment projects will generally be provided below grade. Above grade parking may be permitted where parking structures are integrated into the design of the development or adequately screened by berming and/or landscaping.

Public parking will be provided at convenient locations to facilitate pedestrian access to the Waterfront Amenity Area. The Central Place described in Section 6 of this Secondary Plan will provide a significant amount of public parking.

To supplement required parking for public institutional or park uses, the shared use of underutilized commercial parking facilities during off-peak hours or on weekends, will be considered. The local street system will also allow for a significant amount of parking, particularly in off-peak hours, however, overall parking supply will be compatible with a pedestrian and transit oriented development.

## 2.9. **Environmental Quality**

An Environmental Management Master Plan was prepared to address environmental issues related to the development in this area. As such, all development applications will include documentation that they are in conformity with the Environmental Management Master Plan. All development applications will also include an analysis of potential noise and air quality emanating from surrounding uses. Soil quality will be assessed and, where necessary, site decommissioning will be completed to the satisfaction of the Ministry of Environment and Energy. Initiatives and programs to improve the water quality of Humber Bay will be supported.

## 2.10. **Public Access Easements**

A system of public and private access easements shown on Map 11-5 will be supported. Access easements may comprise elements of the future internal road system shown on Map 11-2; pedestrian walkways, public open space, or building setback conditions. These will identify and provide strategic access points to Lake Shore Boulevard; assist in the definition of future development parcels and public areas within the development area and at the water's edge; provide additional exposure for future activities within the area; and allow for view corridors from Lake Shore Boulevard through the development area to the water and downtown Toronto. Elements of the access system may be implemented incrementally as redevelopment proceeds.



The requirements of Section 8, Development Standards, will be reviewed when considering development on lands which abut or include a public access easement.

Subject to the provision of the internal roads shown on Map 11-2, the form and type of the public/private access easements will be determined at the time development applications are processed under this Secondary Plan, provided that the design of such easements will conform to the Urban Design Guidelines for this area.

#### 2.11. **Road Network and Internal Roads**

The development of a road system in accordance with Map 11-2 will be required, it being understood that the exact delineation of the undeveloped roads will be subject to detailed planning and engineering studies conducted in relation to development applications on lands containing or adjacent to undeveloped elements of the road system.

Wherever possible from a transportation operations perspective, roads 2, 3 and 5 on Map 11-2 will be aligned to straddle the boundary between land assemblies, in order to minimize the impact of these road dedications on redevelopment potential. In such instances, the full width of the road allowance may have to be achieved in two stages; interim improvements of the first stage may be appropriate pending dedication of the second stage. Wherever possible, these roads will also be located to minimize impacts upon the existing access arrangements to Lake Shore Boulevard from the existing industrial lands north of Lake Shore Boulevard.

In consideration of traffic safety and the efficiency of the arterial road system, and to accommodate the densities assigned to the Secondary Plan area, the number of private access points for new development onto Lake Shore Boulevard will be minimized.

The east-west road shown as road 7 on Map 11-2 will be acquired only where necessary to provide servicing access to development parcels which are not appropriately served by other public roads. Where the east-west road is not necessary for this purpose, private driveway arrangements may be permitted.

The Waterfront Drive will be implemented in its entirety in accordance with the provisions of Section 11, Implementation, of this Secondary Plan. Apart from the Waterfront Drive, the construction and dedication of the public road system connecting Lake Shore Boulevard West and the Waterfront Drive will be required as related development proceeds, or in advance of development occurring, if such need is demonstrated by the monitoring program described below. In no case will development be permitted to proceed until lands required for the functional elements of the road system related to that development have been acquired or secured by binding commitments.

A formal program to regularly monitor traffic generation, parking and travel characteristics related to the development area and the adjoining development areas including the Park Lawn Road/Lake Shore Boulevard area including their impacts on relevant elements of the regional road system and the continued accessibility of the Christie Brown and Company plant to the Provincial and regional road system will be developed to ensure the adequacy of existing and committed elements of both the internal and external road system to accommodate development and to minimize the impact of traffic destined for the development area on surrounding neighbourhoods.

The monitoring program will include an assessment of the actual level of committed and approved development of this Secondary Plan area, the Park Lawn Road/Lake Shore Boulevard area and other adjoining development areas, transit model split and impacts on the transit system, and occupancy, parking and trip generation patterns related to existing development projects in both the Secondary Plan area and the Park Lawn Road/Lake Shore Boulevard area.

The City will provide reports to be prepared periodically and to be made available to the public summarizing the result of the monitoring program, with all supporting data to be available in printed form for review by interested parties. The first such report will be required two years following final approval of this Secondary Plan on December 16, 1992. The second report will be provided five years after the 1992 approval of this Secondary Plan. Thereafter, reports will be prepared bi-annually.

If the monitoring program indicates transportation deficiencies, approved development in a Holding (H) zone may not be allowed to proceed and approval of any further developments will be deferred, in each case, until all necessary transportation improvements have been approved and committed.

Renovation, expansion and the interim redevelopment of existing motels for motel use within a maximum height limit of 14 metres may be exempted from the required dedication for the internal road system.

#### 2.12. **Pedestrian Access**

In addition to the Waterfront Public Amenity Area provided for in Section 7.2 of this Secondary Plan and the internal public road system as shown on Map 11-2, the provision of public access easements between Lake Shore Boulevard and the waterfront park link may be required. These pedestrian easements will be used to augment the internal road system, and implementation of these elements will be in accord with the requirements of Section 8 Development Standards.

#### 2.13. **Public Lands**

Publicly held land within the Motel Strip will be regarded as significant opportunities to accomplish the public objectives of this Secondary Plan notwithstanding their applicable land use designation. Land exchanges, purchase of adjacent lands, sale of portions of the properties or other negotiations may be considered in order to change the shape and configuration of these parcels, provided public access to the water's edge is maintained.

#### 2.14. **Temporary Uses**

Notwithstanding the provisions of this Secondary Plan, uses which do not conform to this Secondary Plan may be permitted on a temporary basis during the site redevelopment period. Such uses will be detailed in a by-law passed under Section 39 of the *Planning Act*.

#### 2.15. **Aquarium**

An aquarium will be a permitted use in all designations. Prior to considering the approval of an aquarium, the preparation of reports which evaluate traffic, access and parking impacts; conformity of the facility with the Environmental Management Master Plan, and the provisions of Section 8, Development Standards, will be required.

In considering these reports, the Toronto and Region Conservation Authority will be consulted.

### **3. MIXED USE AREA 'A'**

#### **3.1. General**

Within Mixed Use Area 'A', a diversity of waterfront recreational, commercial, residential, institutional, cultural, entertainment and open space uses may be permitted individually or in combination. It is intended that such uses will generate year round activity in the waterfront area. The range of permitted uses may include such facilities as schools, a sports centre including a swimming pool complex, skating rink, tennis courts, hotel, motel, specialty and convenience retail, food hall, farmers' markets, restaurants, cinemas, housing, craft or art galleries, marine museum, aquarium, and amphitheatre. Other uses may be detailed through amendment to the Zoning By-law.

In recognition of potential traffic generation and its potential impacts on the development area, retail projects with a floor area larger than 4,700 square metres, and major office buildings, will not be permitted on lands designated as Mixed Use Area 'A'. Notwithstanding the above limitation, a single retail focus, having a maximum floor area of 15,000 square metres may be permitted, as provided for under Site Specific Policy 10.1 of Section 10 of this Secondary Plan. The provision of this retail focus will further conform to the commercial development limit set forth under Section 5.1 Mixed Use Area 'B' of this Secondary Plan.

To ensure that uses within Mixed Use Area 'A' projects are compatible with each other, and with existing surrounding uses outside of the Secondary Plan area, such features as physical separation, building orientation, landscape screening or other appropriate means will be used. Residential uses will be appropriately buffered from existing industrial uses.

In mixed use projects in proximity to the waterfront, the grade level uses will generally be activity oriented and should act as an anchor to draw people to the waterfront.

Retail and service commercial uses in such projects will be sited and designed to facilitate maximum views of the waterfront amenity area. Developments will not be permitted to prevent access to the waterfront.

#### **3.2. Density**

The maximum gross density for Mixed Use Area 'A' projects will be 3.0 times the gross lot area. Where the project contains a residential component, the maximum gross residential density will be 2.5 times lot area and 165 units per hectare.

Full utilization of the density on the net site described in Section 2.3, Density Transfer, may only be permitted where the proponent has demonstrated that the requirements of Section 8, Development Standards, can be satisfactorily implemented.

### **4. RESIDENTIAL POLICIES**

- 4.1. Prior Official Plan policies related to the Motel Strip permitted redevelopment for 2,700 units subject to certain conditions including the comprehensive assembly of a 16.2 hectare development site. Traffic analysis has concluded that a total of approximately 3,193 residential units, including the 350 units permitted in Section 4.5 Special Units for Seniors, may be permitted within the Mixed Use Area 'A'. The following policies apply to residential projects on lands designated Mixed Use Area 'A':

#### 4.2. **Density**

The maximum gross residential density will be 2.0 times lot area and 165 per hectare.

Full utilization of the density on the net site described in Section 2.3, Density Transfer, may only be permitted where the proponent has demonstrated that the requirements of Section 8, Development Standards, can be satisfactorily implemented.

#### 4.3. **Housing Form**

Recognizing the desirability of achieving a variety of housing forms within the area, Mixed Use Area 'A' permits all housing forms presently included in both *Neighbourhoods* and *Apartment Neighbourhoods* designations in the Official Plan.

#### 4.4. **Affordable Housing**

When considering development applications within the Secondary Plan area the policies in the Official Plan relative to affordable housing apply.

A range of dwelling unit types, sizes, tenure and cost will be encouraged and provided to the extent possible within the Secondary Plan area.

Residential development within the Secondary Plan area will be monitored on an on-going basis.

#### 4.5. **Special Units for Seniors**

Development of housing for seniors within the Secondary Plan area will be encouraged. In this regard, pursuant to Section 37 of the *Planning Act*, a maximum of 350 Special Units, targeting the needs of senior citizens, will be permitted within Mixed Use Area 'A'. For the purposes of density calculation, three Special Units will be considered as the equivalent of one regular residential unit, provided that:

- a) the unit size and design features of the Special Units, and the amenities associated with them, are directed to meeting the household needs of seniors as identified in the Municipal Housing Statement, as amended from time to time;
- b) the proponent demonstrates to the satisfaction of the City how the occupancy of the Special Units will be maintained for use by seniors over the long term;
- c) the implementation of this policy will be monitored in order to determine:
  - i) that the provisions outlined in (1) above are met at the time of zoning and site plan approval; and
  - ii) long term occupancy for seniors; and
- d) pursuant to Section 37(3) of the *Planning Act*, the City may enter into agreements with respect to the conditions set out in this Subsection.

#### 4.6. **School Facilities**

The need for school facilities serving this area is related to the form and occupancy patterns associated with the ultimate number of units approved. If the area develops substantially for residential uses with high pupil generation, a school site will be required in the development

area. Schools will be permitted in all land use designations. The Toronto District School Board and the Toronto Catholic District School Board will define the extent of the school site or sites in consultation with the City.

In view of the limited extent of lands available for redevelopment within the Motel Strip, the desirability of integrating school facilities with private redevelopment projects, the provision of community facilities (including parks, day care centres, or other special educational facilities) on a joint-use basis or the shared use of a school site by both school boards, will be considered.

In reviewing development applications to rezone lands within the Motel Strip for residential use, the City will consult with the Toronto District School Board, the Toronto Catholic District School Board and the Ministry of Education. In consulting with these agencies, the City will provide data respecting existing, committed and proposed residential units and available data with respect to occupancy of existing and future units.

In reviewing development applications, the City will have regard for the comments of the above agencies. In the event that the Toronto District School Board or the Toronto Catholic District School Board advises that a school site or sites are necessary, the City may enact a Holding (H) By-law in accord with Section 11, Implementation, defer approval of development applications until it has been advised by each Board that adequate school facilities are available to serve development, or until it is satisfied that lands required for the school or schools have been acquired or secured through binding commitments as conditions of development approval.

## **5. MIXED USE AREA 'B'**

### **5.1. General**

The properties designated Mixed Use Area 'B' include those which were previously designated Commercial through prior Official Plan policies as well as those with potential for commercial redevelopment. In recognition of the nature of existing uses in this area and the potential for future commercial redevelopment, this area will continue to be reserved for commercial use.

The designation is also intended to provide an area of transition between the existing industrial use north of Lake Shore Boulevard and future residential uses within the Mixed Use Area 'A' area. Within the Mixed Use Area 'B' uses will be compatible with the industrial use through the use of building design, orientation and landscape features.

A broad mix of commercial uses is desirable to create employment opportunities in the development area to provide for an active and vital neighbourhood, and to enhance the regional character of the waterfront.

It is estimated that the existing road system and roads developed in accord with Section 2.11, Road Network and Internal Roads, can accommodate up to 62,000 square metres of commercial gross floor area. This development limit applies to the retail focus permitted in Section 3.1 of this Secondary Plan, retail projects with a gross floor area larger than 4,700 square metres and office buildings.

### **5.2. Hotel/Motel Use**

Hotel and motel uses continue to be a primary activity within the Motel Strip. Renovation or rehabilitation of existing motels where necessary, or the interim redevelopment of motels for motel use, subject to the provisions of Section 2.4, Property Consolidation, will be supported. New hotel or motel uses will be permitted to locate in Mixed Use Area 'A' or 'B'.

### 5.3. **Retail and Service Commercial Uses**

Commercial facilities will be provided to serve the convenience shopping needs of future residents and workers. In addition, specialty retail facilities such as boutiques, specialty food stores, food hall, farmer's market, cinemas, commercial recreation facilities and restaurants will also be permitted.

Retail development, having a floor area greater than 4,700 square metres, will only be permitted on lands designated Mixed Use Area 'B' and will be subject to the submission of a market impact study and a comprehensive traffic study to the satisfaction of the City.

To assist in the creation of an active and interesting waterfront environment, ancillary convenience or specialty retail uses are encouraged to locate adjacent to the waterfront public amenity area. Views of the Waterfront Public Amenity Area will be maintained.

In addition to the above, a commercial focus having a maximum floor area of 15,000 square metres, will be permitted at a central location within the Mixed Use Area 'A'. This concentration of uses is intended to provide a range of year round activities which should act as an attraction or focal point for the area.

Grade-related retail uses may be developed individually or in combination with other non-retail uses. Within the Secondary Plan area, free standing drive-in commercial plazas will not be permitted.

### 5.4. **Office Use**

In recognition of existing and future office uses in the vicinity of the Park Lawn Road/Lake Shore Boulevard intersection, and the need to ensure compatibility with existing industrial uses north of Lake Shore Boulevard, office uses will be required to locate on lands designated Mixed Use Area 'B'.

It is estimated that the current road system and additional roads developed in accord with Section 2.11 Road Network and Internal Roads, can accommodate a maximum of 47,000 square metres gross floor area of office development. Office uses will only be permitted subject to the completion of a comprehensive traffic study to the satisfaction of the City.

### 5.5. **Density**

The maximum gross density for commercial projects in Mixed Use Area 'B' will be 3.0 times the gross lot area.

Full utilization of the density on the net site described in Section 2.3 Density Transfer, may only be permitted where the proponent has demonstrated that the requirements of Section 8, Development Standards, can be satisfactorily implemented.

Grade related retail/service floor area, developed in combination with any other use having an equal or larger floor area in the same building, will not be considered part of the total project floor area when calculating density in accord with Section 3.2 of this Secondary Plan.

### 5.6. **Traffic Monitoring**

The impact of traffic generation from commercial development on the operational efficiency of the roads system will be assessed on an on-going basis. If it is determined that a particular development trend is emerging with cumulative impacts likely to exceed the capacity of the road

system, plan policies and strategies will be reviewed in relation to the need for and/or feasibility of providing the necessary transportation improvements.

## **6. CENTRAL PLACE POLICIES**

### **6.1. General**

The following policies are intended to fulfill the objectives set out in Section 1 and, in particular, the specific objective stated in Section 1.2 of this Secondary Plan.

The Central Place is to be established opposite the Gardiner Expressway ramps, generally at the centre of the Motel Strip. This prominent, highly accessible location is intended to fulfill a dual function as the principal entrance to the Waterfront Public Amenity Area and as the centre for the Motel Strip Community. In considering a development application within the Central Place, the size of the development parcel will facilitate the achievement of the City's objectives for this area as outlined in Section 1 of this Secondary Plan.

Given its physical and locational attributes, it will become a major year round activity node and visual focal point for the area. Accordingly, the development of this Central Place will incorporate a wide north/south public corridor extending through its centre to the water's edge. Along the axis, a broadened and intensified mix of uses, including a retail concentration, service commercial facilities and other amenities will be encouraged in order to support the public use of the Waterfront Public Amenity Area, as well as the Motel Strip Community as a whole. This public corridor will be barrier free and publicly accessible at all times.

East/west vehicle and/or pedestrian linkages are also proposed through the Central Place, consistent with its function as the natural focal point and hub for the area. Given its exposure and high visibility, the Central Place demands a harmonious composition of landmark building forms offering views to and vistas from Lake Ontario and *Downtown* Toronto.

The general location and extent of the Central Place is delineated on Map 11-1.

- a) The lands identified on Map 11-1 as the Central Place will be developed as a cohesive and integrated mixed use development incorporating residential units, retail/service uses, hotel, public uses, and a public amenity area waterfront access. A solely residential development for the whole site, however, will not be permitted.
- b) Because of its unique attributes, central location and crucial urban role within the Motel Strip, the opportunity for landmark buildings and an intensified mix of public, commercial, and residential uses has been recognized for the Central Place under the Urban Design Guidelines for this area. The implementation of these principles will be secured through the consideration of a specific development proposal which will establish appropriate heights and densities.
- c) Properties south of the Waterfront Drive are intended to form part of the Waterfront Public Amenity Area of the Motel Strip Secondary Plan. These parcels, or portions thereof, together with any roads, open spaces or pedestrian access ways located on the developable portion of the Central Place, will be dedicated/exchanged, purchased, or dedicated as easements, or otherwise secured by the City (or other Public Agency) in order to form part of the public domain.
- d) A significant amount of public parking will be provided within the Central Place site. Subsurface parking spaces, vehicular access ramps and pedestrian connections may be permitted under parts of public road rights-of-way. Pedestrian bridges may be permitted spanning public road rights-of-way. Vehicular access ramps will not be located within the broad north/south public corridor through the Central Place.

## **7. PARKS AND OPEN SPACE**

### **7.1. General**

The waterfront location is a primary amenity of the Motel Strip area. The creation of public open spaces, activities or parks which maximize the amenity value of this feature for the general public will be supported.

In reviewing development applications, the City will endeavour to secure approximately 1.5 hectare of local park space, and approximately 5.0 hectare within the Waterfront Public Amenity Area will be secured, both as generally shown on Map 11-1. The creation of an additional 2.6 hectare of public open space adjacent to the Secondary Plan area, south of Lake Shore Boulevard and east of the extension of Park Lawn Road (Road 1), is supported. These objectives will not preclude the potential joint use of open space lands for school purposes.

### **7.2. Dedication Requirement**

As a condition of approval for development or redevelopment of land for residential purposes, the dedication of land to the City for parks or other public recreation or cultural uses may be required at a minimum rate of 0.5 hectare and to a maximum rate of 1.0 hectare for each 300 units proposed. As a condition of approval for development or redevelopment of lands for commercial purposes, the dedication of land to the City for park or other public recreation or cultural uses may be required at a maximum rate of 2 per cent of the land proposed for development.

In calculating the rate of parkland dedication required, a reduced rate may be considered where a development provides a needed public facility which is deemed to be of benefit to the larger community, or where a development makes a significant contribution to the implementation of the Waterfront Public Amenity Area.

Cash-in-lieu of parkland, or a combination of land and cash, may be required where the size, configuration or location of the site is inappropriate for park purposes.

Renovation, expansion or the interim redevelopment of existing motels for motel use within a maximum height limit of 14 metres may be exempted from the required parks dedication.

### **7.3. Parks Acquisition**

Local park areas will be secured within the Motel Strip through dedication. In accord with Section 2.7 Acquisition of Lands, the City will attempt to acquire the lands necessary for the local park. However, once the number of approved units in the Motel Strip Secondary Plan reaches 2,000 the City will secure any outstanding properties necessary to complete the local park area.

The future location of this park is shown schematically on Map 11-1. The precise location and extent of this feature will be determined in relation to the need to secure important views to the downtown Toronto skyline from the Gardiner Expressway as shown in the Urban Design Guidelines for this area, and the desirability of linking existing or future public lands at the water's edge to Lake Shore Boulevard.

### **7.4. Docking Facilities**

The provision of short-term transient docking facilities in or adjacent to the amenity area may



be supported, subject to the requirements of the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Transport Canada.

Seasonal docking to accommodate charter fishing vessels or similar vessels may be permitted, subject to the further approval of the Toronto and Region Conservation Authority, the Ministry of Natural Resources, and Transport Canada.

Winter boat storage or facilities for the repair of boats will not be permitted.

#### 7.5. **Public Attraction**

A significant element of the mixed use development concept and a focus of the public amenity area will be achieved through the development of a year-round public attraction within the Motel Strip or on the adjacent Humber Parks, for which appropriate and adequate municipal services and transportation facilities can be provided.

### 8. **DEVELOPMENT STANDARDS**

#### 8.1. **General**

The form, height, bulk and coverage of new development will be controlled in order to provide and encourage the emergence of a distinctive and street-related urban area having a direct relationship with the Toronto Waterfront.

In supporting the emergence of a distinctive architectural style related to this highly visible waterfront location, and in seeking a distribution of building mass which respects and enhances the public elements and the pedestrian scale of the amenity area, a set of Urban Design Guidelines have been prepared. Statements of the design principles represented by the Urban Design Guidelines are included within this Secondary Plan as Sections 8.4 to 8.9. In reviewing development applications, the City will ensure that any project approved conforms with the statements of principle, in accordance with the following review process.

#### 8.2. **Urban Design Guidelines**

It is intended that development applications have regard for the Urban Design Guidelines for this area.

#### 8.3. **Review Process**

Development applications received under this Secondary Plan will be reviewed in accordance with the following process:

Upon receipt of any application for rezoning, the concurrent processing of a site plan application covering the lands in question may be required. In order to implement this policy, the submission of drawings and plans consistent with the provisions of Section 34 and 41 of the *Planning Act* will be required. The design and massing of buildings will be reviewed in terms of their relationship to existing uses and definite plans for expansion within and adjacent to the Secondary Plan Area, the Waterfront Public Amenity Area and the system of public streets and public/private access easements shown on Map 11-5. Matters such as overshadowing, organization of open spaces, micro-climate effects and the provision of pedestrian accessibility will be considered during the development review process.

When considering a development application, the City will have regard to the requirements of the Urban Design Guidelines. To assist in its deliberations, a report will be prepared in consultation with other agencies as necessary, which will address:

- a) the extent to which the application complies with the Urban Design Guidelines; and
- b) in the event that the application does not fully comply with the Urban Design Guidelines, the particulars of the non-compliance and the extent to which the application conforms to the statements of principle in Section 8, of this Secondary Plan.

Prior to making any decision on the matters addressed in the above report, the views and participation of the public will be sought. In each case involving such planning matters, a Community Information Meeting will be convened by the City at which time the report will be presented and the community will be encouraged to offer their opinions and suggestions. Following the holding of such a session, a formal Public Meeting will be held by the City, in accordance with the requirements of the *Planning Act*, and the City will report further at that time as to the public comments received at the Community Information Meeting.

Where following receipt of the report and the completion of the public consultation, it is determined that the development application complies with the Urban Design Guidelines, then the application will be considered to conform with the statements of principle set forth in Section 8 of this Secondary Plan.

In the event that following receipt of the report, and the requisite public consultation, it is established that the application does not fully comply with the Urban Design Guidelines, then the City will determine whether the application conforms to the principles and intent thereof expressed in Section 8 of this Secondary Plan. Where the City is of the opinion that conformity with Section 8 is not established, then the application will not be approved without an amendment to the Secondary Plan.

#### 8.4. **Building Orientation**

Buildings within the Motel Strip area will generally be oriented to maximize views of Lake Ontario and downtown Toronto and to create a continuity of streetscape. Buildings in close proximity to the Gardiner Expressway and the industrial uses north of Lake Shore Boulevard should also be oriented to reduce potential noise impacts on the interior of the site. A deployment of building mass which permits maximum solar penetration, while reducing the potentially adverse impacts of prevailing winds, particularly during winter months, will be encouraged.

#### 8.5. **Street Structure**

In order to create a coherent structure of internal roads and public/private access easements, new development will generally be oriented along street edges to spatially define the patterns of new streets and access easements. Development will provide a good street relationship and pedestrian oriented environment by locating buildings adjacent to the limit of the development site including corner point definition. In this respect, build-to conditions will be a priority on Lake Shore Boulevard and streets and public easements linking Lake Shore Boulevard to the Waterfront Drive. Proposed development should maximize ground related development potential to achieve the foregoing objectives and in order to comply with the maximum building heights shown in the Urban Design Guidelines for this area. Above the minimum heights specified for these elements in the Urban Design Guidelines, it is the intent of this Secondary Plan that taller building elements will be set back to achieve satisfactory sky exposure and solar penetration, generally in accordance with the Urban Design Guidelines for this area.

In order to provide architectural interest and assist in achieving satisfactory sky exposure standards, the maximum building length above the maximum streetwall elevation adjacent to Lake Shore Boulevard may be limited as described in the Urban Design Guidelines for this area.

#### 8.6. **Height**

To promote a range of building heights within the area, and to allow maximum utilization of views to Lake Ontario and downtown Toronto, buildings will generally be constructed with the tallest elements adjacent to Lake Shore Boulevard and scaling down in height toward the water's edge.

Maximum building heights are indicated in the Urban Design Guidelines for this area. Maximum building heights are deployed on redevelopment parcels adjacent to Lake Shore Boulevard.

Buildings adjacent to the Waterfront Drive will be subject to the maximum height shown in the Urban Design Guidelines for this area, and the location and setback of the taller elements will be further controlled through the implementation of an angular plane, constructed from the south limit of the Waterfront Drive.

#### 8.7. **Public Open Space**

In accord with Section 7.2 Waterfront Public Amenity Area, a public link will be developed along the water's edge linking public open space areas, buildings and activity areas. Design and orientation of buildings or other elements adjacent to the public link should reinforce the pedestrian scale of this feature and provide weather protection on a year-round basis. In this regard, the provision of architectural elements, such as arcades, overhanging roofs or screen walls, and landscaping features which provide screening, weather protection or shade, will be supported. Regard for the Urban Design Guidelines for this area will be considered when reviewing development applications.

#### 8.8. **View Corridors**

In considering proposed building height in accord with Section 8.6 Heights, significant views of the lake and downtown Toronto from Lake Shore Boulevard and the Gardiner Expressway will be preserved or enhanced as shown in the Urban Design Guidelines for this area.

In addition, some elements of the system of public/private access easements have been established to provide or protect views through the development area to the water's edge. Setback and landscaping standards related to these access easements in the Urban Design Guidelines for this area.

#### 8.9. **Free Standing School Buildings**

The principles of Section 8 of this Secondary Plan will apply to free-standing school buildings. However, recognizing the unique character of these buildings, where variations to the numeric standards are necessary to accommodate school buildings, such variation may be permitted without amendment to this Secondary Plan.

## **9. ENVIRONMENTAL QUALITY**

### **9.1. General**

The Environmental Management Master Plan addresses issues related to lakefill, storm water management, other discharges, soils management, aquatic habitat, public access, public use and recreation, design and construction of the amenity area, and financing of remedial works. The conclusions and recommendations of the Environmental Management Master Plan, form the basis for the policies in this Section.

Environmental considerations are addressed within the context of the Environmental Management Master Plan. Environmental improvements will be managed using a comprehensive and systematic consideration of the interacting components of air, land, water and living organisms. It is recognized that environmental improvements depend on other policy decisions based on geographical and jurisdictional boundaries outside the Motel Strip.

### **9.2. Water Quality**

Water quality within the Humber Bay is impacted by the Humber River, the Humber Water Pollution Control Plant, and a number of other sources. The City will support improvements of water quality within the Bay by exercising powers within its jurisdiction including the review and implementation of development proposals or municipal initiatives including public works; by ensuring compliance with appropriate Federal or Provincial standards; and by supporting improvements on a watershed basis.

The City will ensure that implementation of future elements, including the shoreline lakefill and the wetlands, will not cause deterioration of the existing water quality within the Humber Bay.

### **9.3. Shoreline Configuration**

Minimal lakefilling is required to eliminate existing embayments along the shoreline and implement the proposed plan for the Waterfront Public Amenity Area as illustrated on Map 11-4. The configuration of the proposed shoreline and the internal Waterfront Drive are schematic and subject to the provisions of the Toronto and Region Conservation Authority Project Proposal for the Motel Strip Waterfront Park. Lake filling undertaken to implement this scheme will conform to the requirements of the Ministry of the Environment, the Ministry of Natural Resources, the Improved Lakefill Quality Control Program administered by the Toronto and Region Conservation Authority, and the Federal Department of Fisheries and Oceans.

Approval of any lakefilling, including the Water Quality Pond and the wetlands, requires the agreement of the Federal Department of Fisheries and Oceans regarding a compensation package for the loss of fish habitat. This compensation package will be prepared by the Toronto and Region Conservation Authority with the co-operation of the Ministry of Natural Resources.

### **9.4. Stormwater Management**

Stormwater management practices will be in accordance with a conceptual plan for the entire Secondary Plan area entitled The Master Stormwater Drainage Plan, and a detailed design plan entitled The Master Stormwater Drainage Plan to be administered by the City. Individual stormwater management plans, which demonstrate conformity with these documents, will be prepared for each site.

The development of a Water Quality Pond adjacent to the Humber Bay Park is supported, as a

means of treating stormwater emanating from the Motel Strip.

The Master Stormwater Drainage Plan has been completed. Any alterations to the Master Stormwater Drainage Plan will be to the satisfaction of the City, the Ministry of Environment and Energy, the Ministry of Natural Resources and the Toronto and Region Conservation Authority.

The implementation of the trunk storm water system and the Water Quality Pond components of the Master Stormwater Drainage Plan must proceed at the same time as the lakefilling to eliminate the existing embayments along the shoreline.

Prior to implementing these elements, the completion of the Master Drainage Plan will be required, to the satisfaction of the Toronto and Region Conservation Authority, the Ministry of the Environment, Ministry of Natural Resources and the Federal Department of Fisheries and Oceans, which examines environmental implications including maintenance and management requirements and funding.

The Master Drainage Plan must identify feasible collection alignments, detail the design and operation characteristics of the Water Quality Pond and specify a performance monitoring programme for the Water Quality Pond.

Prior to development, the developer will provide an individual stormwater management plan for each development site which maximizes the use of on-site stormwater volume and quality controls using best management practices and conforms with the Master Stormwater Drainage Plan. The individual stormwater management plan will be completed to the satisfaction of the City, the Ministry of the Environment and Energy and the Toronto and Region Conservation Authority. The design, construction and maintenance of the on-site controls will be the responsibility of each site developer. The City will ensure through legally binding agreements that the recommendations of the individual stormwater management plans are implemented. Facilities must be in place prior to construction to deal with pre- and post-construction stormwater run-off.

#### 9.5. **Soil Management**

Soil quality, hydrogeological and geotechnical studies prepared by a qualified engineer will be required in support of all redevelopment applications. The reports will be completed to the satisfaction of the City and the Ministry of the Environment and Energy. The report will describe the proposed soil sampling program; detail the results of the sampling program; recommend on-site and/or off-site soil management appropriate for the quality of soil encountered. Development of the site will occur in accordance with applicable Ministry of the Environment and Energy guidelines.

The City will ensure that legally binding agreements are in place to ensure that the recommendations of the studies are implemented to the satisfaction of the City and the Ministry of the Environment and Energy prior to development.

#### 9.6. **Noise and Air Quality**

To ensure that proposed development is compatible with existing surrounding uses, and with any definite plans for expansion of adjacent industrial uses, prior to rezoning the City will require the preparation of a report by a qualified acoustical consultant, to the satisfaction of the City and the Ministry of the Environment and Energy, which addresses the extent of predicted noise exposure from both existing surrounding uses and the proposed industrial expansion, and the proposed noise attenuation measures to meet the Ministry of the Environment and Energy guidelines.

Prior to rezoning, the City will also require the preparation of an air quality report by a qualified consultant, on behalf of the proponent to the satisfaction of the City and the Ministry of the Environment and Energy, which addresses the potential for odour impacts from both existing uses and definite plans for expansion of adjacent industrial uses, and the appropriate mitigation measures to address them.

The implementation of any required noise attenuation features or air quality mitigation measures will be assured by an appropriate legally binding agreement or agreements between the City and the proponent, prior to site development.

## 10. SITE AND AREA SPECIFIC POLICIES

### 10.1. Site Specific 1

The following is in accordance with the objectives set out in Section 1. Objectives, and Section 6, Central Place Policies, and applies to that part of Mixed Use Area 'A' and 'B' where site specific policy 11-1 is shown to apply on Map 11-1:

- a) subject to the fulfilment of conditions and the provision of public amenity features described below, the lands identified on Map 11-1 as 11.1 are intended to be developed for an integrated mixed use project which may permit the following:
  - i) a maximum of 1,520 residential dwelling units, including the maximum allowable Special Units for Seniors;
  - ii) Hotel: A maximum of 400 hotel rooms;
  - iii) Retail/Service: A maximum of 13,935 square metres of retail floor space; and
  - iv) Public uses and a broad Public Amenity Area waterfront access;
- b) an overall increase in density from 3 to 3.5 times the lot area and a unit density increase from 165 units per hectare to 220 units per hectare will be permitted subject to the fulfilment of the Holding (H) provisions set out in subsection (e) of this site specific policy. The maximum residential density will be 2.8 times the lot area.

For the purpose of the foregoing, the gross site area of this site is established as being 4.92 hectares. Notwithstanding the residential density provisions, the maximum residential gross floor area permitted in the Central Place shall not exceed 141,165 square metres;

- c) the City may enact a Holding (H) By-law, in accordance with Section 36 of the *Planning Act*, for this site to provide for phased development and conditions for the release of development for any units which are beyond the density limits currently permitted in the Secondary Plan on the basis of 165 units per hectare as calculated on a gross site basis;
- d) a maximum of 662 conventional residential units, hotel (up to 400 rooms) and a maximum of 13 835 square metres of retail space will be permitted to proceed without regard for the Holding (H) provision in sub-section (e) of this site specific policy, but will otherwise be subject to Section 11 Implementation. Special (seniors) Units up to 245 in number may be substituted for conventional units on a 3:1 basis in accordance with Section 4.5, Special Units for Seniors.

In order to ensure a mixed use project, the zoning by-law will specify the minimum retail/service floor space required in each building;

- e) the balance of the residential units will be subject to the provisions of a Holding (H) By-law

which will specify the conditions under which the development to these units is allowed to occur. These conditions may include the following in addition to the matters dealt with in Section 11, Implementation:

- i) commencement of the major retail/service concentration component; and
  - ii) the provision of or the entering into an agreement to provide for 140 publicly accessible parking spaces, either on the site or at another location within the Motel Strip, to the satisfaction of the City;
- f) notwithstanding Section 8.6, Height, on the north portion (Lake Shore Boulevard tier) of the site, two buildings arranged on either side of the central corridor opposite the Gardiner ramps will be permitted to achieve a maximum height of 75 metres on the north side of the central corridor and 122 metres on the south side of the central corridor. All other buildings within the Lake Shore Boulevard tier (north portion) of this site will adhere to the provisions of Section 8.6, Height.

On the south portion (Waterfront Drive tier) of the site, no building will exceed a height of 95 metres. Buildings along the Waterfront Drive will not exceed 23 metres in height at podium level;

- g) the total number of residential units, including the Special Units for Seniors, will include affordable units in accordance with Chapter 3 of the Official Plan;
- h) notwithstanding any other part of the Official Plan to the contrary, parking for conventional units in the residential component may be provided at a ratio of 1.6 spaces per unit. Subject to the provision of supporting traffic documentation, the parking standard for special (seniors) units, (whether condominium, rental or otherwise) may be reduced without amendment to this Secondary Plan. The parking requirements for all dwelling units, retail/service and hotel components will be specified in an amending by-law; and
- i) all other provisions of the Motel Strip Secondary Plan will continue to apply.

## 10.2. **Site Specific 2**

The following site and area specific policy recognizes the maximum gross residential density approved in principle by the former City of Etobicoke for this site in advance of final approval of the Motel Strip Secondary Plan, and applies to lands shown as Site and Area Specific Policy 11-2 on Map 11-1:

- a) notwithstanding Section 4.2 Density, the maximum gross residential density permitted on this site will be 2.65 times the gross lot area and 165 units per hectare provided that:
  - i) for the purpose of the foregoing, the gross site area of the site will be 1.126 hectare;
  - ii) the maximum gross residential density of 2.65 times the lot area will only apply if the site is fully assembled and will not apply to the individual land parcels which comprise the gross site; and
  - iii) full utilization of the density on the net site described in Section 2.3, Density Transfer, may only be permitted where the proponent has demonstrated that the requirements of Section 8, Development Standards, can be satisfactorily implemented; and,
- b) all other provisions of the Motel Strip Secondary Plan will continue to apply.

### 10.3. **Site Specific 3**

The following site and area specific policy relates to the Waterfront Amenity Area shown as Site and Area Specific policy 11.3 on Map 11-1:

- a) a primary objective of this Secondary Plan is the creation of a publicly-owned link, developed along the water's edge, tying together public open space areas, recreational facilities or other activity centres. In accord with the Waterfront Amenity Area Guidelines for this area, the link will extend from the Humber Bay Parks to the Palace Pier Park, and may be comprised of such elements as a public walkway, bicycle path, boardwalk, pier, pedestrian square or terrace. The provision of additional public amenity uses north of the internal road within private redevelopment sites may be permitted if these uses result in a better integration between public and private land areas. Where additional public amenity uses form part of a development project, the City will ensure that public access is available on a 24 hour basis;
- b) within the Waterfront Public Amenity Area, a primary objective will be the creation of waterfront open space, to be implemented in accordance with a Project administered by the Toronto and Region Conservation Authority and subject to an agreement between the Toronto and Region Conservation Authority and the City. Uses having an educational or recreational orientation may be permitted. Permission for such additional uses will be implemented through amendment to the Zoning By-law;
- c) the width of the Waterfront Public Amenity Area will be a minimum of 50 metres south of the Waterfront Drive exclusive of the waterfront road right-of-way;
- d) a detailed, engineered plan has been prepared by the Toronto and Region Conservation Authority in co-operation with the Ministry of Natural Resources, the Ministry of the Environment and Energy, and the City which will give further certainty to the exact location of the fill line, the roadway, and the northerly limit of the Waterfront Public Amenity Area. This engineering plan will be used as a basis for land acquisition, coastal engineering and lakefilling. The extent of lands to be utilized for the Waterfront Public Amenity Area is shown on Map 11-4;
- e) to facilitate access between existing elements of the waterfront parks system, the City will examine methods of improving pedestrian access across the Humber River to the Sunnyside and Casmir Gzowski Parks and across Mimico Creek (within the Humber Bay Parks); and
- f) for the purposes of implementing this policy, it is intended that the City will have regard for the Waterfront Park and Amenity Area Guidelines and Recommendations for this area.

### 10.4. **Site Specific 4**

The following site and area specific policy recognizes the maximum gross residential density approved in principle by the former City of Etobicoke for this site, and applies to the lands shown as Site and Area Specific Policy 11-4 on Map 11-1:

- a) Notwithstanding Section 3.2 and 4.2, Density, the maximum gross residential density permitted on this site will be 5.67 times the gross lot area and 675 units per hectare provided that:
  - i) For purpose of the foregoing, the gross site area of this site will be 0.4286 hectares;
  - ii) The maximum gross residential density of 5.67 times the lot area will only apply to the entire lands and will not apply to the individual land parcels which comprise the gross site; and



- iii) All other provisions of the Motel Strip Secondary Plan will continue to apply.
- b) A below-grade parking garage and associated accessory structure are permitted on the land within the area shown as *Parks and Open Space Areas* on Map 11-1.

10.5. **Site Specific 5**

The following site and area specific policy relates to the lands shown as Site and Area Specific Policy 11-5 on Map 11-1:

- a) Grade-related retail and/or service commercial uses will be provided along Marine Parade Drive and Lake Shore Boulevard West;
- b) The maximum density within Mixed Use Area "A" will be 3.99 times the gross lot area of 8,732 square metres;
- c) The maximum building height permitted in Mixed Use Area "A", between Marine Parade Drive and Street 7, as shown on Map 11-1, will be 116.05 metres measured above an elevation of 84 metres above sea level; and
- d) All other provisions of the Motel Strip Secondary Plan will continue to apply.

10.6. **Site Specific 6**

The following site and area specific policy relates to the lands shown as Site and Area Specific Policy 11-6 on Map 11-1:

- a) Notwithstanding Sections 3.2, 4.1, 4.2, 8.5 and 8.6, the subject lands within *Mixed Use Areas 'A' and 'B'* will be developed for a mixed use project and will be subject to the following policies:
  - i) A maximum of 785 residential units on the subject lands to be located entirely within Mixed Use Area 'A';
  - ii) The maximum density within Mixed Use Area 'A' and Mixed Use Area 'B' will be 3.12 times the gross lot area. The gross lot area of the site is 20,099 square metres; and
  - iii) The maximum building height permitted in Mixed Use Area 'A', between Lake Shore Drive and on the west side of Internal Road 7, as shown on Map 11-1, will be 154 metres measured above an elevation of 84.75 metres above sea level.

10.7. **Site Specific 7**

Notwithstanding Sections 3.2, 4.1, 4.2, 8.5 and 8.6, the subject lands within *Mixed Use Areas "A" and "B"* shall be developed for a mixed use project and shall be subject to the following policies:

- a) A maximum of 625 residential units on the subject lands to be located entirely within *Mixed Use Areas "A"*.
- b) The maximum density within *Mixed Use Areas "A" and Mixed Use Areas "B"* shall be 6.34 times the lot area. The lot area of the site is 8,316 m<sup>2</sup>.
- c) A maximum total GFA of 52,700 m<sup>2</sup> is permitted of which no residential gross floor area shall be permitted within *Mixed Use Areas "B"*.
- d) The maximum building height permitted in *Mixed Use Areas "A"* west of Internal Road No.

7 is 168 metres (including mechanical) and 55 metres (including mechanical) between Internal Road No. 7 and Marine Parade Drive, all measured from an established grade of 84.10 metres above sea level.

- e) The maximum building height permitted in *Mixed Use Areas* “B” between Laneway “E” and Lake Shore Boulevard West is 25 metres all measured from an established grade of 84.10 metres above sea level.

10.8. **Site Specific 8**

Notwithstanding Sections 2.4, 3.2, 4.1, 4.2, 7.2, 8.5 and 8.6, the subject lands within *Mixed Use Areas* ‘A’ and ‘B’ shall be developed for a mixed use project and shall be subject to the following policies:

- a) A minimum lot frontage of 40 metres;
- b) A maximum of 540 residential units on the subject lands to be located entirely within Mixed Use Area ‘A’;
- c) The maximum density within Mixed Use Area ‘A’ and Mixed Use Area ‘B’ shall be 3.28 times the gross lot area. The gross lot area of the site is 11,246 square metres;
- d) The maximum building height permitted in Mixed Use Area ‘A’, between Internal Road 7 and Marine Parade Drive, as shown on Map 11-1, shall be 131.1 metres measured above an elevation of 83.85 metres asl; and
- e) The value of cash-in-lieu for park land dedication shall not exceed ten percent of the value of the development site, net of any conveyances for public road, public park, or public recreational purposes.

10.9. **[Intentionally blank as of this consolidation]**

10.10. **Site Specific 10**

Notwithstanding Sections 2.4, 3.2, 4.1, 4.2, 8.5 and 8.6, the subject lands within *Mixed Use Areas* ‘A’ and ‘B’ shall be developed for a mixed use project and shall be subject to the following policies:

- a) A maximum of 625 residential units on the subject lands to be located entirely within *Mixed Use Areas* “A”.
- b) The maximum density within Mixed Use Area ‘A’ and Mixed Use Area ‘B’ shall be 2.9 times the gross lot area. The gross lot area of the site is 18,431 square metres.
- c) A maximum total GFA of 50,489 square metres is permitted, which excludes grade-related retail/commercial developed in combination with any other use having equal or larger floor area in the same building within Mixed Use Area ‘A’.
- d) The maximum building height permitted in Mixed Use Area ‘A’ west of Internal Road 7, as shown on Map 11-1, shall be 167 metres (including mechanical) measured from established grade of 83.7 metres above sea level.
- e) The maximum building height permitted in Mixed Use Area ‘A’, between Internal Road 7 and Marine Parade Drive, as shown on Map 11-1, shall be 55 metres (including mechanical), measured from established grade of 83.7 metres above sea level.

- f) The maximum building height permitted in Mixed Use Area 'B' between Laneway 'E' and Lake Shore Boulevard West is 23 metres (including mechanical), measured from established grade of 83.7 metres above sea level.

## 11. IMPLEMENTATION

### 11.1. General

The policies of this Secondary Plan will be implemented through site-specific amendments to the Zoning By-law, full Site Plan Review, and severance of development parcels by consent. In implementing this Secondary Plan, the School Boards will be circulated site-specific rezoning applications, applications for severance by consent, and condominium applications. The individual development parcels will be further delineated in the Zoning By-law and through the dedication of public roads or public open space areas to the City. Site specific details such as the height, gross floor area, parking, use of individual parcels, and amount of retail space will be contained in the implementing Zoning By-law. This implementation will require the signing of Development, Site Control and/or Condominium Agreements and any additional agreements which may be deemed necessary by the City to achieve its objectives. In exercising its powers under Section 41 of the *Planning Act*, the City will have regard for the Urban Design Guidelines contained in Section 8, Development Standards, and the Urban Design Guidelines prepared for this area.

Any agreements which include environmental warning and/or environmental control measures to be constructed and/or installed will be entered into under Section 41(10) and 51(26) of the *Planning Act*.

Lands required for the Waterfront Public Amenity Area, the Waterfront Drive right-of-way, the wetlands/fish habitat enhancement and stormwater management pond will be acquired in public ownership, within 18 months of the approval of this Secondary Plan on December 16, 1992.

Furthermore, implementation of the lakefill elements will be initiated immediately upon securing the Waterfront Public Amenity Area, Waterfront Drive and stormwater management pond in public ownership.

### 11.2. Holding (H) By-laws

11.2.1. The following conditions affect the development of the Motel Strip and render appropriate the use of provisions contained in Section 36 of the *Planning Act*:

- a) in 1992, the Motel Strip lands were, inadequately provided with local services for complete development in accordance with the provisions of this Secondary Plan;
- b) in 1992, the Motel Strip lands were not divided into developable blocks;
- c) a need exists to coordinate the provision of necessary services in an orderly sequence as development unfolds, including the provision of road and sewer improvements both within this Secondary Plan area and as part of the service network located in proximity to this Secondary Plan area;
- d) development of the Motel Strip lands must proceed in accordance with agreements among the landowners and public agencies respecting the requirements of this Secondary Plan including, but not limited to, the provision of environmental and recreational improvements, land exchanges and conveyances and the phasing of development; and

- e) development of the Motel Strip lands is intended to proceed by means of site-specific applications for rezoning and site plan approval, pursuant to the requirements of Section 34 and 41 of the *Planning Act*.
- 11.2.2. The City recognizes the importance of ensuring that the requirements of this Secondary Plan have been adequately addressed as development proceeds. Accordingly, zoning by-laws consistent with the provisions of this Secondary Plan affecting the Motel Strip which utilize the Holding (H) provisions of Section 36 of the *Planning Act* will be enacted. Where appropriate, zoning by-laws enacted pursuant to Section 34 of the *Planning Act* will define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Act* which will be the letter “H” and which will precede the use designations contained in the by-laws. The by-laws will specify the use to which lands, buildings or structures may be put at such time in the future as the Holding (H) symbol is removed by amendment to the by-law.
- 11.2.3. The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received within the Motel Strip. Holding (H) provisions may be applied when the use of the land has been determined, and when conditions necessary for development cannot be ensured on a pre-zoning basis. Holding (H) provisions may be used to ensure, before development proceeds, among other matters:
- a) the adequacy of school facilities, or the availability of school sites to serve the development site and the existing, cumulative development which exists or which is approved at the time of consideration of the development proposal;
  - b) the sufficiency of municipal infrastructure, including sewer, water, road, transit and park networks serving the development site;
  - c) compliance of the redevelopment proposal with the requirements of the Urban Design Guidelines and the principles and procedures outlined in Section 8 of this Secondary Plan;
  - d) the submission to, and approval by, the City and the Toronto and Region Conservation Authority of individual stormwater management plans, as outlined in Section 9.4, Stormwater Management, and the owner or owners have entered into a legally binding agreement or agreements with the City to guarantee the implementation of the recommendations;
  - e) the submission to, and approval by, the City of the soil quality, hydrogeological and geotechnical study or studies as outlined in Section 9.5, Soil Management, and the execution by the development proponent and/or owner(s) of the lands of legally binding agreement or agreements with the City to guarantee the implementation of the recommendations;
  - f) the submission to, and approval by, the City of the acoustic and air quality study or studies as outlined in Section 9.6, Noise and Air Quality, and the execution by the development proponent and/or owner(s) of the lands of legally binding agreement or agreements with the City to guarantee the implementation of the recommendations;
  - g) the submission of any required financial contributions, including parkland contributions, and development levies; and
  - h) the acquisition, by a public body, of all land required to accommodate the Waterfront Public Amenity Area, the Waterfront Drive and the Stormwater Management facilities including the water quality pond.

- 11.2.4. A zoning by-law containing a Holding (H) symbol will specify the purpose for the Holding (H) provision and the by-law to remove the Holding (H) provision will be amended when conditions have been met which satisfy such purpose. The conditions which may satisfy the purpose for the Holding (H) provision may include, but are not limited to:
- a) the actual construction of required public works or transportation improvements required to service the proposed development;
  - b) the securing of school sites or facilities required to accommodate the proposed development;
  - c) the submission of studies which address environmental, urban design or other technical or professional concerns all of which are consistent with the policies and provisions of this Secondary Plan;
  - d) the dedication or conveyance of lands required for the implementation of required public works or transportation improvements including, but not limited to, the Waterfront Public Amenity Area, the water quality pond and the Waterfront Drive;
  - e) the implementation of measures to mitigate environmental or other negative impacts arising from the proposed development; or
  - f) the execution of site plan or development agreements which ensure that the above-noted matters will be carried out.
- 11.2.5. A zoning by-law which includes a Holding (H) symbol may include uses which will be permitted while the Holding (H) provision is in place. Such uses will be limited to the existing use of the property and the provision of any public work which is consistent with the proposed use of the property in accordance with the provisions of this Secondary Plan.
- 11.2.6. An applicant seeking the removal of the Holding (H) symbol from a zoning by-law affecting a development site will submit a report outlining the basis for the request. The report will address the fulfilment of all conditions related to the purpose for which the Holding (H) Symbol was established.
- 11.2.7. An application to remove the Holding (H) Symbol will, upon its receipt, be circulated for review and comment to City and Provincial officials, and the officials of any commissions, authorities, school boards or other bodies involved in the development of the area affected by the application. The City will have regard for any comments received from the circulation of the application when considering a by-law to remove the Holding (H) Symbol. The application will also be the subject of a public meeting to be held by the appropriate Committee of Council, prior to Council's consideration of the by-law to remove the Holding (H) Symbol.

## **12. INTERPRETATION**

The provisions of the Official Plan as they may be amended from time to time with respect to its interpretation will apply with respect to this Secondary Plan.

## **LIST OF MAPS**

The maps listed below are shown on the pages that follow.

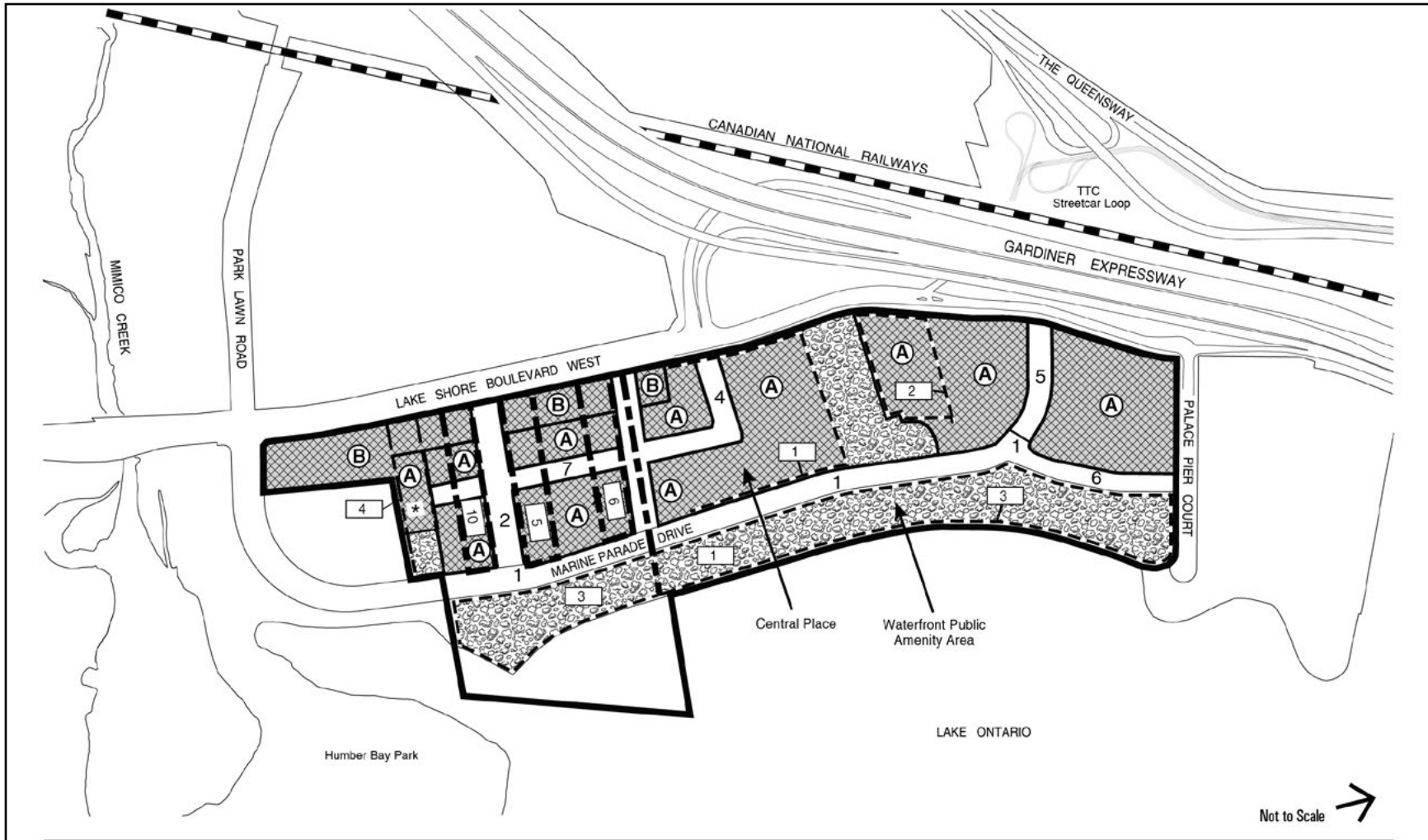
Map 11-1: Land Use Plan

Map 11-2: Internal Public Roads System

Map 11-3: Development Limits

Map 11-4: Waterfront Amenity Area

Map 11-5: Public Rights of Way



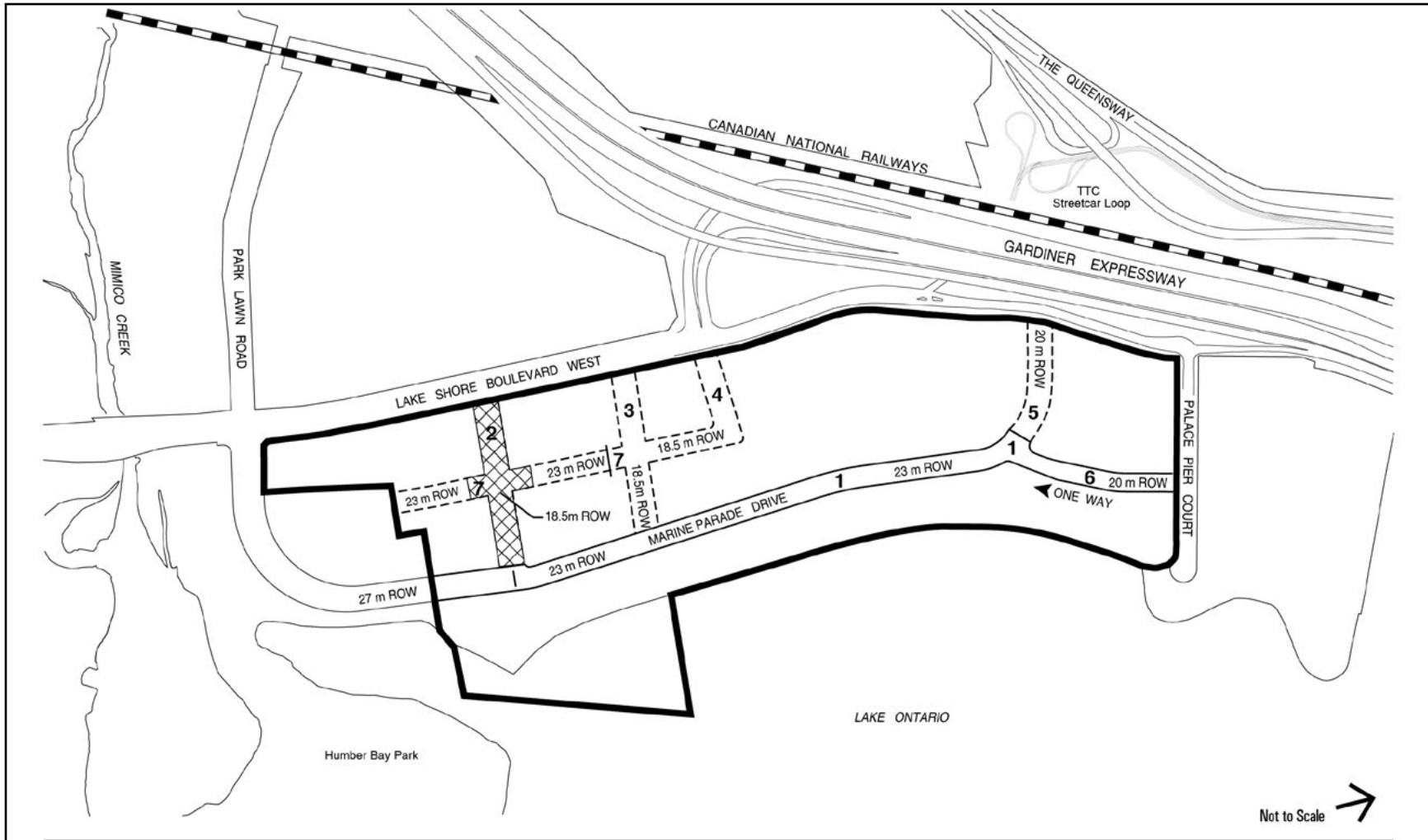
### Motel Strip Secondary Plan

MAP 11-1 Land Use Plan

- Secondary Plan Boundary
- Mixed Use Areas
- Parks and Open Space Areas
- Site and Area Specific Policies
- 1-7** Internal Roads
- \* Note: Future Road Alignment to be determined (including Road 7)

March 2018

**MAP 11-2: INTERNAL PUBLIC ROADS SYSTEM**



**Motel Strip Secondary Plan**

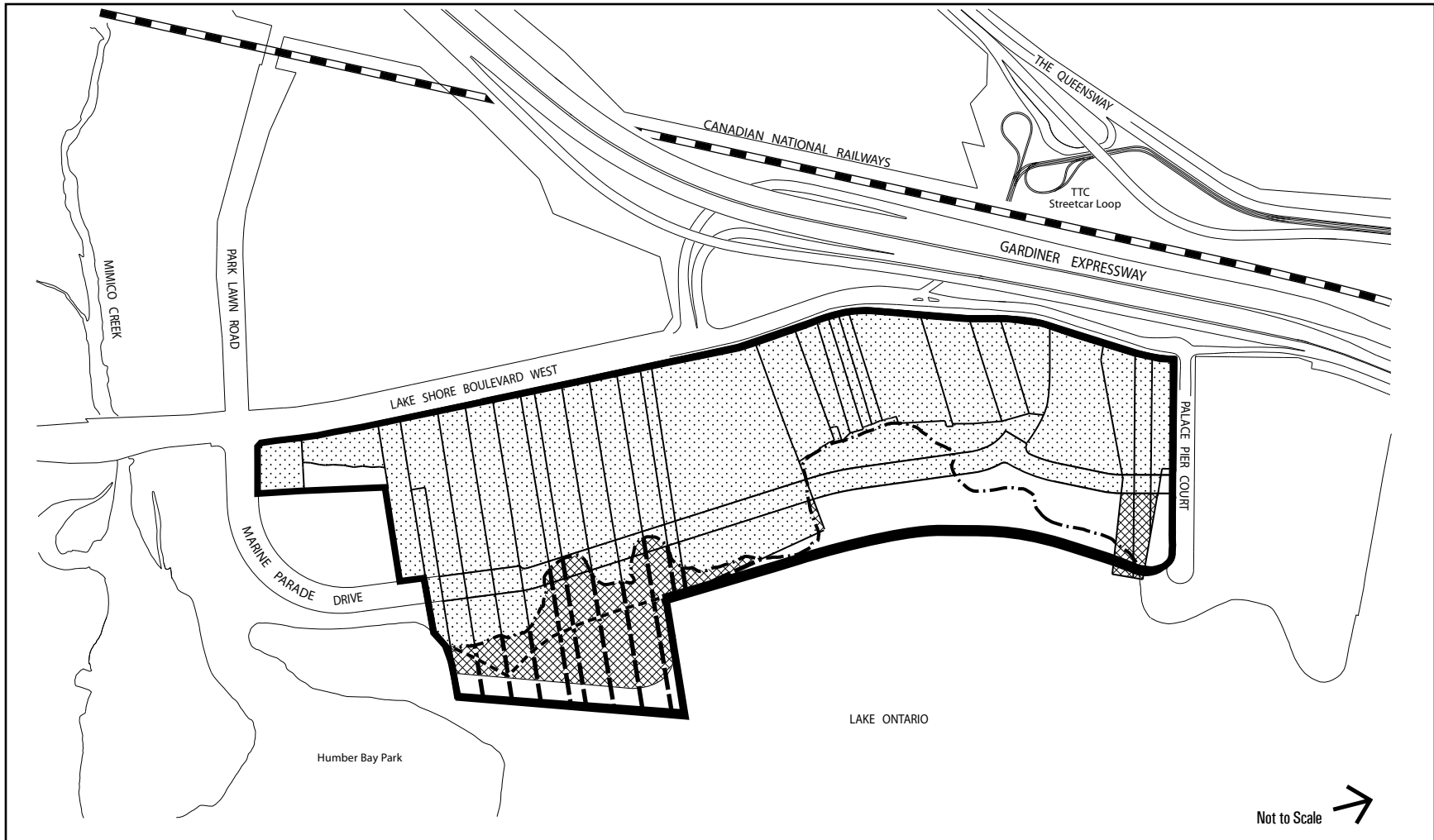
MAP 11-2 Internal Public Roads System

- Secondary Plan Boundary
- 1-7** Internal Public Roads

March 2018



**MAP 11-3: DEVELOPMENT LIMITS**



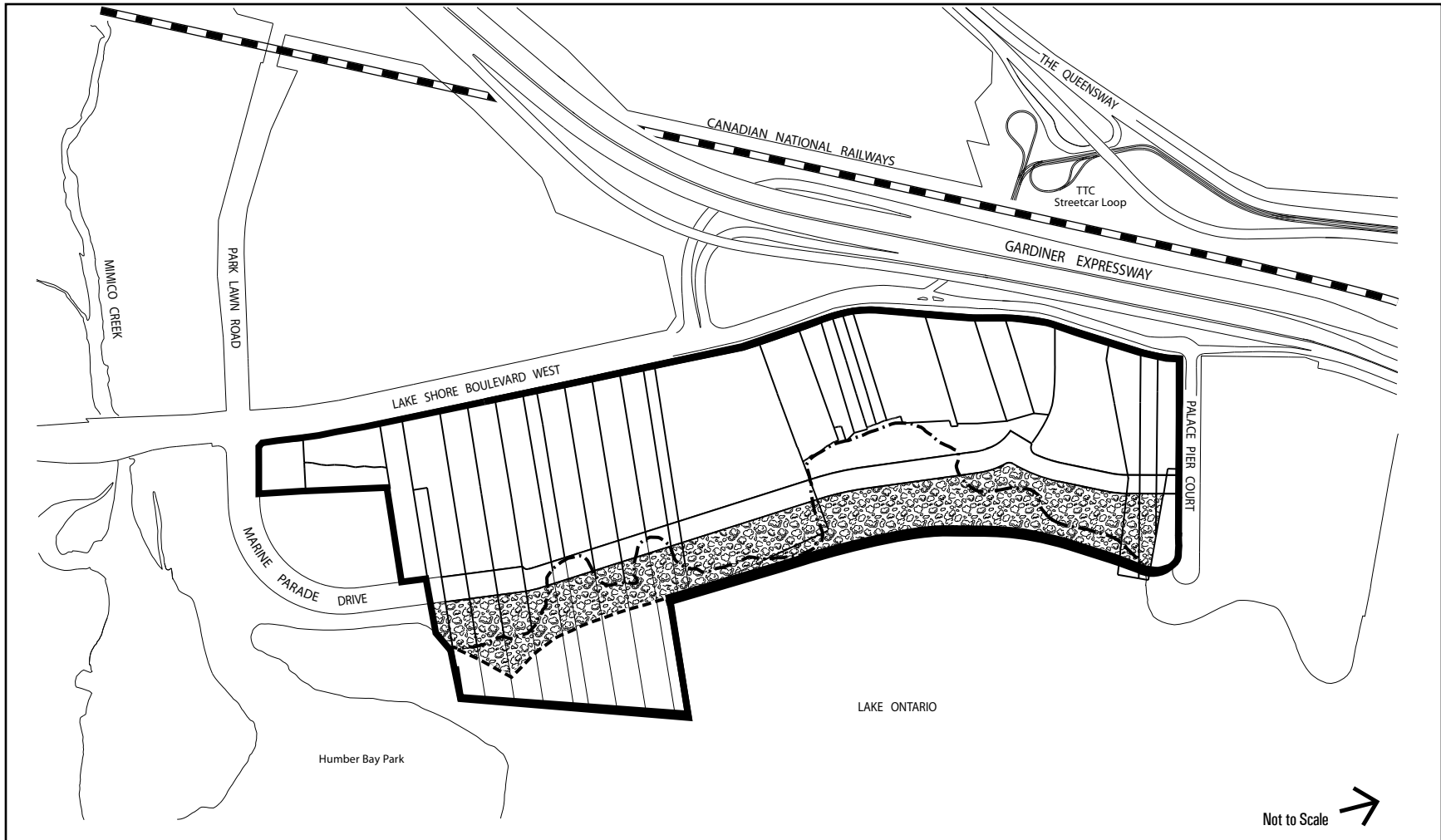
**Motel Strip Secondary Plan**

MAP 11-3 Development Limits

- Secondary Plan Boundary
- Limit of Developable Area (including internal roads and local parks)
- Existing Shoreline
- Limit of Qualifying Area (density transfer)
- Water Lots (south of developable area)
- TRCA Approved Fill Line

December 2010





MAP 11-4: WATERFRONT AMENITY AREA



Not to Scale →

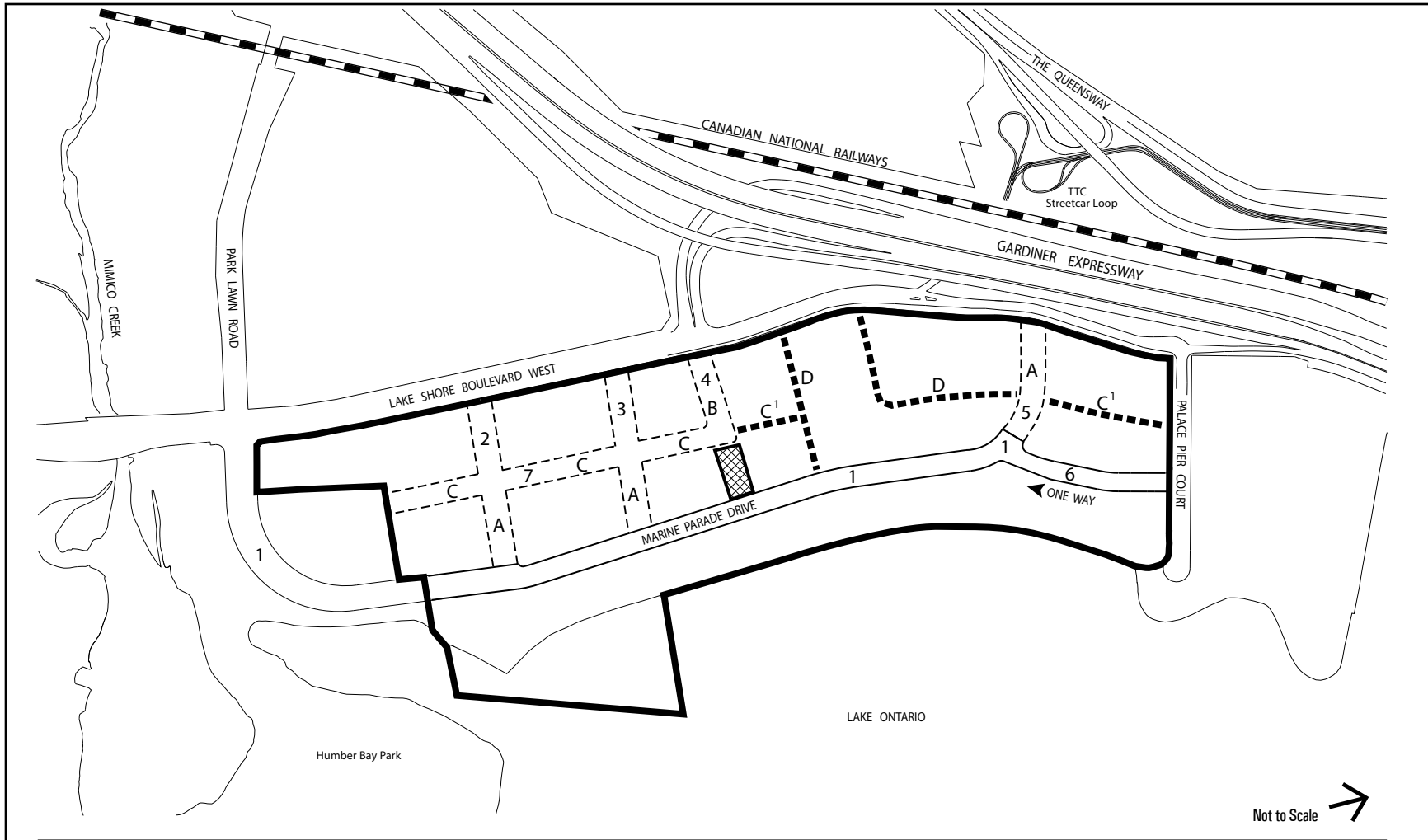


**Motel Strip Secondary Plan**  
MAP 11-4 Waterfront Amenity Area

-  Secondary Plan Boundary
-  Existing Shoreline
-  TRCA Approved Fill Line
-  Waterfront Amenity Area

December 2010





**MAP 11-5: PUBLIC RIGHTS OF WAY**



Not to Scale →



**Motel Strip Secondary Plan**  
**MAP 11-5 Public Rights of Way**

-  Secondary Plan Boundary
-  A-D Building Setback Requirements (see Section 11.1)
-  1-7 Internal Public Roads
-  Village Court

December 2010