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CENTRAL WATERFRONT SECONDARY PLAN

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SECTION ONE:

CORE PRINCIPLES

Waterfront renewal will not be treated as a specific project with a defined finishing point. Rather, it will be managed as an ongoing, phased effort, part of the much larger city-wide context that will carry on over decades. The principles of this Plan will act as a framework for the renewal activities and will be as valid 30 years from now as they are today.

The Central Waterfront Secondary Plan is built on four core principles. These are:

A. Removing Barriers/Making Connections

B. Building a Network of Spectacular Waterfront Parks and Public Spaces

C. Promoting a Clean and Green Environment

D. Creating Dynamic and Diverse New Communities

The Plan expands on these core principles. Each principle is divided into two parts: the “Big Moves” that will define the new Central Waterfront and the “Policies” that will bring the vision to life.

In describing the planning framework for the Central Waterfront, words such as “will” and “must” are used in the Plan. It is recognized that the implementation of this Plan will take place over time and the use of these words should not be construed as Council’s commitment to proceed with all of these undertakings immediately. This will be done in a phased manner, subject to budgeting and program availability and the active participation of other stakeholders and all levels of government.

A. REMOVING BARRIERS/MAKING CONNECTIONS

If waterfront renewal is to be truly successful, the waterfront will have to feel like and function as part of the city fabric. The first principle of the Plan is to remove barriers and reconnect the city with Lake Ontario and the lake with the city. This is the key to unlocking the unrealized potential of Toronto’s waterfront. The new connections will be north/south and east/west. They are functional, thematic and symbolic in nature. The following “Big Moves” will support the removal of barriers and the creation of new connections across the Central Waterfront:

A1. REDESIGNING THE GARDINER CORRIDOR

The elevated Gardiner Expressway is a major physical barrier that cuts off the city from the waterfront. To ensure the success of a redesigned Gardiner Corridor, funding for major improvements to the road system and GO Transit/TTC services including Union Station must be in place. The final configuration of the Gardiner/Lake Shore Corridor will depend on the outcome of detailed study.

A2. A NEW WATERFRONT TRANSIT NETWORK

Public transit will be a top priority for connecting people and places to and within the renewed waterfront. An extended Waterfront Light Rapid Transit line will stretch across the Central Waterfront from Exhibition Place to the Port Lands with excellent connections into the city as generally illustrated on Map B. Expanding GO Transit rail services and upgrading Union Station will be critical elements of the new waterfront transit plan.

A3. LAKE SHORE BOULEVARD, AN URBAN WATERFRONT AVENUE

Lake Shore Boulevard will be transformed into an urban avenue through the Central Waterfront to accommodate its function as an arterial road. The new boulevard will be generously landscaped; will maximize the opportunities for pedestrian crossings through frequent intersections with streets connecting into the downtown core; and will provide ample room for commuter cycling and pedestrians.

A4. QUEENS QUAY, TORONTO'S WATER VIEW DRIVE

Queens Quay will become a scenic water view drive and an important component of the Toronto street network from Bathurst Street to Cherry Street providing ready access to the public activities on the waterfront and pedestrian connections to the water's edge. It will be designed to meet the diverse needs of motorists, transit users, cyclists and pedestrians as well as providing opportunities for vistas to the harbour and lake.

A5. COMPLETING THE WATERFRONT TRAIL

The Martin Goodman/Waterfront Trail will be completed through the Central Waterfront and connected to the city-wide trail or pathway system, including the Garrison Creek, Humber Valley and Don Valley trails as generally illustrated on Map C. Upgrades to various parts of the trails or pathways will ensure a high standard throughout. Floating boardwalks may provide public access along the head of slips and water's edge in areas where access cannot be achieved in other ways.

A6. WATERFRONT CULTURAL AND HERITAGE CORRIDORS

Key cultural and heritage corridors will link the assets of the city with the water's edge. Central Waterfront corridors extend north/south and east/west to form a waterfront cultural grid. Each of these corridors has a unique identity that will be promoted and reinforced.

POLICIES

(P1) The redesign of the Gardiner Expressway Corridor with a modified road network is one of the most important ingredients in revitalizing the Central Waterfront. Modifications to the road and transit infrastructure outside this corridor will be required to ensure the success of any expressway redesign. These modifications will have to be identified and substantially in place prior to reconfiguring the corridor.

(P2) Required rights-of-way to accommodate the proposed waterfront road and transit network over time appear on Schedule A of this Plan. The rights-of-way will be sufficient to accommodate travel lanes, transit, pedestrian and cycling requirements as well as landscaping and other urban design elements. The exact location of road alignments will be refined through further detailed study.

(P3) Union Station will be redeveloped to maximize its capacity as a transportation centre and restore its historic grandeur. The rail corridors will be upgraded to provide more GO Transit rail service and a possible rail link to Pearson Airport. As a separate, but related project, Union Subway Station will be enlarged by adding a new platform.

(P4) New streetcar and some bus routes will operate in exclusive rights-of-way on existing and proposed streets to ensure efficient transit movement.

(P5) Waterfront streets will be remade as “places” with distinct identities. Streets will act as lively urban connections as well as traffic arteries. The needs of motorists will be balanced with efficient transit service and high-quality amenities for pedestrians and cyclists.

(P6) A water-based transportation system utilizing water taxis and ferries will become another way of moving people from one end of the waterfront to the other. The Ferry Docks will be revitalized as the hub of water-based transportation activities.

(P7) Physical connections between the Central Waterfront, the downtown core and adjacent neighbourhoods will be enhanced through high-quality urban design and landscaping on the north/south connector streets.

(P8) Railway underpasses will be transformed into more pedestrian-friendly corridors.

(P9) Streets that extend to the water’s edge will create opportunities to see the lake from the city and the city from the lake. The design of buildings and public and private spaces that frame these streets will be of high architectural quality and take advantage of these views. New streets will be laid out to reinforce visual connections between the city and the water. Among these, Basin Street would be extended with minor modification to its current alignment, as the main street of the new Port Lands community from the eastern side of the inner harbour to the turning basin.

B. BUILDING A NETWORK OF SPECTACULAR WATERFRONT PARKS AND PUBLIC SPACES

The second principle of the Plan recognizes the significance of the public realm in transforming the Central Waterfront into a destination for international tourism, national celebration and local enjoyment. The Plan promotes the remaking of the Central Waterfront as a special place imbued with spectacular waterfront parks and plazas and inviting natural settings that pleases the eye and captures the spirit. The following “Big Moves” will help transform the Central Waterfront into an area renowned for its outstanding waterfront parks and public spaces (see Map C):

B7. RESERVING THE WATER’S EDGE FOR PUBLIC USE

As renewal takes place, a continuous and highly accessible public water’s edge promenade will connect a series of parks, open spaces, squares and plazas, at times intimate and at times generous, which are linked back to the city along existing and extended street corridors. The public promenade will be of varying width and design such that a variety of primarily pedestrian activities can be accommodated and be integrated with a range of parks and public spaces which would allow for outdoor cafes, areas of respite, play areas, public art, gatherings and celebrations. Key objectives in designing the public water’s edge promenade will include: the creation of a diversity of spaces in scale, form and character that respond to their distinct context; the creation of accessible and marvelous places designed to encourage year round use and the creation of a remarkable public realm. This band of public space will be reserved as an amenity and legacy for future generations. To this end, the Plan designates a series of Inner Harbour Special Places.

B8. FOOT OF YONGE – SPECIAL STUDY AREA

The foot of Yonge Street should be treated as a special place on the waterfront, as the place where Yonge Street meets the lake, and be designed to include major public amenities of high quality containing distinctive cultural buildings, appropriate tourist facilities and a range of public uses and other development that will contribute to the special nature of this area. A dramatic new pier should be built at the foot of Toronto’s historic main street, recognizing and celebrating this area as the centre of Toronto’s waterfront. The Yonge Street Slip, a new public plaza and the pier will draw residents, tourists, boaters and cruise ships to the Central Waterfront and become a waterfront icon, visible from both land and water. This distinctive gateway to the city will accommodate a major cultural, entertainment and tourist destination, possibly including ancillary hotel uses. Further detailed study will be required as a special study at the precinct implementation stage to review the lands available and the relationship between the proposed uses.

B9. HARBOURFRONT CENTRE, AN EVEN STRONGER DRAW

Harbourfront Centre will continue to be recognized as an area for the arts, education, recreation and entertainment in a magnificent waterfront setting. New public squares will be created between Queens Quay Terminal and York Quay Centre removing surface parking lots and replacing them with underground parking. The public water’s edge will be improved and expanded. New year-round pavilion structures will be introduced in a number of locations expanding the range of cultural and commercial uses. An integrated nautical centre for marine activities may be established.

B10. CREATING NEW EAST BAYFRONT PARKS AND PUBLIC SPACES

A bold new system of connected waterfront parks and public spaces will be developed, reflecting the industrial heritage and dockwall legacy of the area and anticipating its extraordinary future. Public spaces at the foot of Jarvis, Sherbourne and Parliament Streets will include both intimate and active public plazas, designed to preserve views towards the lake. The reuse of the existing Marine Terminal buildings should be investigated as a link to the industrial heritage of the area.

B11. THE DON GREENWAY, A NATURAL HERITAGE CORRIDOR

A new green, Natural Heritage corridor will be created in the centre of the Port Lands, functioning as an important open space connection linking the Don Valley, Tommy Thompson Park and Lake Ontario. The corridor will be a key component of the Centre for Creativity and Innovation offering a unique amenity attractive to knowledge-based industries of all types. In addition to providing local open space and subject to its Natural Heritage designation in the Official Plan, the corridor will be able to fulfill a variety of functions, including neighbourhood recreation, compatible community uses, multi-use pathways, a wildlife corridor and habitat, and a receptor for stormwater from adjacent communities.

B12. A NEW LAKE ONTARIO PARK

A new Lake Ontario Park will give Toronto a much enhanced continuous urban park system in the tradition of the city's great parks like High Park and Edwards Gardens. Extending from Clarke (Cherry) Beach to Balmy Beach, the new park will encompass a considerably improved North Shore Park, Tommy Thompson Park and the Base Lands, and will incorporate upgrades to the Martin Goodman/Waterfront Trail system in this area. Through judicious lakefilling, new parkland may be created south of the Ashbridges Bay Treatment Plant and on the shores of the Outer Harbour, subject to an environmental assessment and taking into consideration comments from interested parties, including the recreational boating community. The parks will be designed to serve the diverse recreational needs of the emerging waterfront communities. The lakefilling will help stabilize the Lake Ontario shoreline, reduce siltation and establish new aquatic and terrestrial habitats. The requirements of recreational boating will continue to be met within the new park system.

B13. THE SHIP CHANNEL, A UNIQUE URBAN WATERFRONT AMENITY

The Ship Channel, which extends from the Inner Harbour to the east end of the Port Lands, will become a powerful focal point around which new mixed-use communities will be built. The needs of existing industries for dockwall space and use of the channel will be balanced with the opportunity to capitalize on the channel as a unique amenity. New north/south canals could expand the use of the channel for activities such as boating or skating.

B14. A NEW FORT YORK PARK

A new park of national prominence (Fort York Park) will be created with a larger and more visible public space, thereby regaining the Fort's status as Toronto's most significant heritage resource. The new Fort York Park will be a national, regional and local draw for public events and for the celebration of its military history central to the story of Toronto.

B15. AN EXPANDED MARILYN BELL PARK

Almost three hectares will be added to Marilyn Bell Park by carefully consolidating the road network at the west end of Exhibition Place. This will allow the park to be redesigned and improved as a gateway to the waterfront. The expanded park will be much more accessible to South Parkdale residents as well as to visitors, workers and new residents at Exhibition Place.

B16. ONTARIO PLACE, A WATERFRONT DESTINATION

Ontario Place will be woven into the waterfront park system with better access for the public to enjoy its facilities and paid attractions. A new trail system, with connections to the north, east and west, will bring pedestrians and cyclists to Ontario Place. With improved public access, Ontario Place will be reaffirmed as an important waterfront destination for major festivals and tourism events and for the celebration of innovative architecture and landscape design.

B17. CANADA MALTING, A LANDMARK SITE AND SPECIAL PLACE

The Canada Malting Silos, a landmark and important heritage feature on the Central Waterfront, will be retained and improved. The City will pursue innovative proposals for a mix of public and private activities and uses that can successfully transform the silos building into a unique special place on the Toronto waterfront.

B18. COMMISSIONERS PARK, A MAJOR NEW OPEN SPACE

A major new park will be located between Cherry Street and the Don Roadway to the north of Commissioners Street to showcase urban park design and serve the needs of the new and existing neighbourhoods in the area. This park will stretch to the newly naturalized Mouth of the Don while providing both outdoor and indoor active recreation uses and complementing the newly created passive use and natural areas along the river. Smaller local parks will also be provided throughout the Port Lands. The precise configuration and function of the various parks will be determined after study of local and regional recreational needs and the preparation of a comprehensive open space framework for the Port Lands in the context of the larger Toronto Waterfront open space network.

POLICIES

DEFINING THE PUBLIC REALM

(P10) The design of the public realm will be of a standard of excellence characteristic of the great city waterfronts of the world.

(P11) The public realm will be defined by a coherent framework of streets, parks, plazas, buildings, viewing areas, walkways, boardwalks, promenades, piers, bridges and other public infrastructure and open space elements. Its design will reflect its exceptional waterfront setting and integrate and interpret the rich natural and cultural heritage of Toronto's waterfront, its industrial dockwall legacy, as well as including the historic Lake Ontario Shoreline, Taddle Creek and Garrison Creek alignments.

(P12) Parks and plazas strategically located along the water's edge will become centres of public activity – in effect, windows on the lake. The termination of each of the north-south streets within East Bayfront and other streets within the Port Lands, or on the Quays, adjacent to the early 20th Century dockwall, will be celebrated by the creation of a series of unique public places (Inner Harbour Special Places) to reflect their history and the character of the surrounding community. They will provide a focal point for their neighbourhood.

(P13) A unifying approach to landscaping and wayfinding (e.g., signs, kiosks) that is evocative of the Central Waterfront will tie together its various components.

(P14) There will be a coordinated Central Waterfront public art program for both public and private developments.

PARK DESIGN

(P15) Parks in the Central Waterfront will be diverse, well maintained, animated and safe, accommodating a full range of recreational experiences from areas for active play, enjoyment of sports and entertainment to areas for quiet solitude and relaxation. These experiences will be provided in a comfortable setting during all seasons of the year.

(P16) Public community, cultural and entertainment facilities will form part of the fabric of the waterfront park system. A limited number of private cultural, restaurant and entertainment facilities may also be located in the park system provided their associated open spaces remain publicly accessible.

(P17) Sustainable management practices and design and construction techniques that have minimal environmental impacts and return the greatest ecological rewards will be utilized in waterfront parks.

C. PROMOTING A CLEAN AND GREEN ENVIRONMENT

The third principle of the Plan is aimed at achieving a high level of environmental health in the Central Waterfront. A wide variety of environmental strategies will be employed to create sustainable waterfront communities. The following “Big Moves” will showcase the City’s commitment to a clean and green waterfront that is safe and healthy and contributes to a better environment for the city as a whole.

C19. PRIORITY FOR SUSTAINABLE MODES OF TRANSPORTATION

A sustainable transportation system that gives priority to transit, cycling, walking and water transport and reduces the need for car use will form the basis for transportation planning in the Central Waterfront. Future travel demand will be mainly met by non-auto means. Road capacity will be added only to meet local traffic needs.

C20. PROTECTING THE WEST DON LANDS FROM FLOODING

A flood protection berm will be built along the Don River to assist in eliminating flooding

problems in the West Don Lands and surrounding neighbourhoods to the west. It will also provide naturalized open space and active parkland along its edge for use by the emerging West Don Lands communities and fulfill a crucial stormwater management function. The adjacent King-Parliament and St. Lawrence neighbourhoods will benefit from this increase in active parkland.

C21. RENATURALIZING THE MOUTH OF THE DON RIVER

The mouth of the Don River will be rerouted through lands south of the rail corridor. This will improve the ecological function of the river, provide flood protection for the Port Lands and East Bayfront and attract new wildlife to the area. The renaturalized mouth of the river will also become a key open space and recreational link to the Don Valley, West Don Lands, Port Lands and waterfront park system. This enhanced river setting will provide a gateway to the new urban communities in the Port Lands. Pedestrian and cyclist's bridges over the river mouth will be designed as signature entrances of beauty and inspiration.

POLICIES

(P18) As part of the strategy to reduce car dependence and shape people's travel patterns early, a comprehensive range of efficient and competitive transportation alternatives will be provided in tandem with the development of new waterfront communities. These include a new transit system as generally illustrated on Map B, as well as pedestrian, cycling and water transportation opportunities as generally illustrated on Map D.

(P19) New waterfront communities will offer opportunities to live and work close together, leading to fewer and shorter commuter trips.

(P20) New traffic management approaches will be pursued to accommodate non-auto modes of transportation, make more efficient use of existing roads (i.e., "smart" technology) and discourage the use of single-occupant vehicles.

(P21) Pedestrian and cycling routes will be safe, attractive, comfortable and generously landscaped.

(P22) The health and biodiversity of the Central Waterfront will be enhanced and restored by protecting and regenerating wetlands, fish and wildlife habitats, rare plant and animal species, shorelines, beach areas, woodlots and lands designated "Natural Heritage Areas" (in the Official Plan) and "Natural Areas" (see Map C).

(P23) Development will contribute to the improvement of water quality in Toronto's rivers and streams, as well as in Toronto Bay, the Outer Harbour and Lake Ontario.

(P24) Stormwater will be managed as close to its source as possible.

(P25) Combined sewer outfalls that discharge into Lake Ontario, Toronto Harbour and the Don River will be progressively reduced consistent with the City's environmental policies.

(P26) The Central Waterfront will be a model of leading-edge environmental technologies. Alternative sources of generating electricity, including co-generation, anaerobic digestion, wind turbines and solar power, will be pursued as well as district heating and cooling.

(P27)* The Central Waterfront will showcase successful redevelopment of brownfield sites into sustainable residential and employment areas. Where applicable, remediation requirements will be balanced by the need to protect environmentally sensitive areas. Development in Regeneration Areas will have regard to current Provincial guidelines and legislation with lands being appropriately buffered and mitigated to prevent adverse effects from odour, noise and other contaminants.

*APPROVAL OF PARAGRAPH (P27) DEFERRED FOR ALL LANDS IN EAST BAYFRONT (WEST) LOCATED SOUTH OF QUEENS QUAY EAST EXCEPT FOR FWP LANDS BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON NOVEMBER 27, 2007.

(P28) Lakefilling will be considered only for stabilizing shorelines, improving open spaces, creating trail connections, preventing siltation and improving natural habitats and is subject to Provincial and Federal Environmental Assessment processes. Consideration will be given to the impact of such lakefilling on recreational uses.

(P29) The creation of parkland south of the Ashbridges Bay Treatment Plant will be compatible with, and closely co-ordinated with, any future plans to expand the facility.

D. CREATING DYNAMIC AND DIVERSE NEW COMMUNITIES

The fourth and final principle of the Plan is focused on the creation of dynamic and diverse waterfront communities – unique places of beauty, quality and opportunity for all citizens. New water's edge communities will accommodate a range of development forms and be of sufficient scale to establish a "critical mass" of people both living and working in a neighbourhood setting. These new waterfront neighbourhoods will be acclaimed for their high degree of social, economic, natural and environmental health and cultural vibrancy, which collectively will contribute to the long-term sustainability of the area and the entire city. The following "Big Moves" implement this principle.

D22. OPENING UP THE PORT LANDS TO URBAN DEVELOPMENT

The vast Port Lands, an area more than 14 times the size of London's Canary Wharf, will be cleaned up and opened to a range of urban development opportunities. The Port Lands will become Toronto's springboard to the future, a place for wealth creation, originality and creativity in all aspects of living, working and having fun. The Port Lands will be transformed into a number of new urban districts set amid the hustle and bustle of Toronto's port activities. An enticing environment conducive to the creation of an international Centre for Creativity and Innovation for knowledge-based industries, film and new media activities will be nurtured. It will be a part of the city where "green" industries can be incubated and thrive. The new Port districts will be supported by a rich infrastructure of recreational, cultural and tourist amenities.

Entrepreneurs and creative people in knowledge-based industries will find a variety of choices for both living and working – innovative housing including live/work, lofts, and workplaces that appeal to a range of needs. Businesses will be presented with building and location choices that satisfy all sizes and types of businesses from start-ups to mature international operations. The Hearn Plant will be an asset to this area with many potential reuse options.

The Port Lands will be developed to become several major new neighbourhoods containing many of the elements characteristic of the best existing Toronto neighbourhoods. They should generally be developed at medium scale, with some lower elements and higher buildings at appropriate locations. Retail and community activities should be concentrated at accessible locations to form a focus for the area. Cherry Street and the new extension of Basin Street connecting Polson slip and the Turning Basin will be important components of this new centre. The alignment of Unwin Avenue from Hearn to Leslie will require further detailed study including assessment of environmental conditions and urban development requirements.

D23. A NEW BEGINNING FOR THE WEST DON LANDS

With the construction of the flood protection berm and the naturalization of the mouth of the Don River, the West Don Lands will be redeveloped into diverse mixed-use communities. These communities will capitalize on their strategic downtown location, the synergy created by the simultaneous development of the Port Lands and their historic roots as part of the original town of York, as well as the Don River's new environmental health.

D24. THE EAST BAYFRONT, A PROMINENT NEW NEIGHBOURHOOD*

The East Bayfront will become a prominent waterfront address for working and living amid the energy and abundance of waterfront activities, including a new water's edge promenade and other public activities in the series of new East Bayfront public spaces. Development adjacent to the water's edge promenade shall consist of low and medium scale buildings that will reinforce the safety and usability of the public spaces.

*APPROVAL OF PARAGRAPH (D24) DEFERRED FOR FWP LANDS BY LPAT PURSUANT TO DECISION/ORDER NO. 1905.

*APPROVAL OF PARAGRAPH (D24) DEFERRED FOR BLOCKS 1 AND 2 SOUTH OF QUEENS QUAY EAST BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON NOVEMBER 27, 2007.

D25. EXHIBITION PLACE, A PLACE FOR WORK, CELEBRATION AND LIVING

Exhibition Place, historically a place for celebration and exhibition, will expand into a dynamic area where people work, visit and live. Housing at select peripheral locations will not detract from Exhibition Place's primary role. The proposed realignment of Lake Shore Boulevard will add to the land available for development and make it easier to integrate Exhibition Place with Ontario Place.

The National Trade Centre will continue to function as a magnet to attract new businesses and support facilities. Synergies may also be created by the presence of the new media businesses of Liberty Village.

The remade Exhibition Place will feature a significant open plaza capable of hosting large gatherings and festivals.

New development will respect and celebrate Exhibition Place's existing heritage architecture and views of heritage buildings from the water. Opportunities for adaptive reuse of heritage buildings will be explored.

POLICIES

DESIGNING THE BUILT ENVIRONMENT

(P30) Development of the Central Waterfront will maintain Toronto's successful tradition of city building at a compact scale combining the best of urban living, amenities and built form. The treatment of the development sites abutting the water's edge, public promenade along the traditional urban dockwall will require particular sensitivity to create a front of publicly accessible and marvelous buildings of appropriate low to moderate scale to complement the character of the neighbourhoods and in keeping with good planning principles. The precinct implementation strategies will specifically address these design issues while defining their scale, range of uses and ensuring that the individual building design meets high standards of excellence through peer review, or a Design Review Board.

(P31) Excellence in the design of public and private buildings, infrastructure (streets, bridges, promenades, etc.), parks and public spaces will be promoted to achieve quality, beauty and worldwide recognition.

(P32) New development will be located, organized and massed to protect view corridors, frame and support the adjacent public realm and discourage privatization of public spaces. Built form will result in comfortable micro-climates on streets, plazas and other parts of the public realm.

NURTURING A HIGH STANDARD OF COMMUNITY LIVING

(P33) A balance of places to live and work will contribute to the morning-to-evening vitality of new waterfront communities.

(P34) Schools and other community services and facilities (including places of worship) will be integral components of new waterfront communities and will be provided in conjunction with new development (Appendix I).

(P35) Local parks will enrich new waterfront communities. Parks planning will take into account such factors as park size, land availability, neighbourhood accessibility, safety and quality of experience in park spaces (Appendix I).

(P36) Innovative approaches for providing the necessary community infrastructure will be explored, including shared use of schools, community services and facilities and local parks as well as integrating community facilities into private developments.

(P37) Public spaces, parks, transportation facilities and other public and private buildings in the Central Waterfront will be designed to ensure accessibility to persons with disabilities.

HOUSING OPTIONS

(P38) A mix of housing types, densities and tenures will accommodate a broad range of household sizes, composition, ages and incomes contributing to the vitality of the Central Waterfront as well as the opportunity for residents to remain in their communities throughout their lives.

(P39) The overall goal for the Central Waterfront is that affordable rental housing and low-end-of-market housing comprise 25 per cent of all housing units (see Definitions in Schedule B). To the extent possible, and subject to the availability of funding programs and development cross-subsidization, the greatest proportion of this housing will be affordable rental with at least one-quarter in the form of two-bedroom units or larger. Senior government funding programs to assist in the delivery of affordable rental housing will be aggressively pursued, and appropriate opportunities identified to take advantage of such programs.

CREATING SPECIAL PLACES TO WORK

(P40) The Central Waterfront will accommodate a variety of maritime activities, including cargo shipping, cross-lake ferry service, local ferry and water taxi terminals, excursion boats, cruise ships, berthing areas and marinas, maritime support services and the Port of Toronto.

(P41)* Land, dockwall and rail service will be sufficient to meet the needs of industry, cargo shipping, passenger cruise ships, ferries, excursion boats, recreational boating and other water-dependent activities.

*APPROVAL OF PARAGRAPH (P41) DEFERRED FOR LANDS IN EAST BAYFRONT (WEST) LOCATED SOUTH OF QUEENS QUAY EAST, EXCEPT FOR FWP LANDS BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON NOVEMBER 27, 2007.

*APPROVAL OF PARAGRAPH (P41) DEFERRED FOR LANDS IN EAST BAYFRONT (WEST) LOCATED NORTH OF QUEENS QUAY EAST AND EAST OF SHERBOURNE STREET BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON JANUARY 16, 2012.

(P42) The Port Lands will be developed with new media and knowledge-based businesses and “green” industries in addition to maintaining their important role in the city’s economy as a location for downtown-serving and marine-related industries and the Port of Toronto. Large tracts of vacant land, the proximity to downtown, the existing base of film and new media activities, and strategic marketing and planning to attract these businesses will support the emergence of a convergence district in the Port Lands. Entertainment industries such as music,

film and television production will operate alongside the communications, software development, biotechnology and publishing sectors.

In the interim, until redevelopment proceeds, existing business operations will continue in the Port Lands. As redevelopment proceeds, Performance Standards may be established to ensure new and existing uses (which do not need to be relocated) can comfortably co-exist, without negatively impacting their operation. A relocation strategy will be developed to accommodate appropriate city-serving businesses that need to be close to the downtown as well as other businesses that dependent on water/rail access.

(P43) Large scale, stand-alone retail stores and/or “power centres” are not part of the vision for the Central Waterfront. New retail development will only be considered within the context of the City’s urban planning principles and must be supportive of the other core principles and policies of this Plan. Retail and other uses which require large areas of unscreened surface parking will not be permitted. In regards to the lands within the West Don Lands, this policy does not supersede S. 10.2 and S. 5.3 of the King Parliament Secondary Plan.

(P44) Companies that rely on lake access for their operations will remain important maritime industries on the waterfront to the extent that they can be accommodated within emerging communities.

CREATING SPECIAL PLACES TO VISIT, RELAX, PLAY AND LEARN

(P45) The Central Waterfront will become the face of Toronto to the world, with a quality of experience and environment comparable to that of other international cities, a place to express the future of the city with confidence and imagination.

(P46) Strategies to attract high-value tourism to the Central Waterfront will receive top priority in order to strengthen Toronto’s role as the cultural capital of the nation. The Central Waterfront will be the future location of major international-caliber cultural, entertainment and other tourist attractions.

(P47) A wide variety of year-round experiences for visitors will be offered. Emphasis will be placed on developing new facilities that are enduring, creative and unique to Toronto and its waterfront. Winter conditions will be an important consideration in developing the Central Waterfront’s tourism infrastructure.

(P48) Boating opportunities will be expanded to draw city residents, workers and tourists to the waterfront. The Central Waterfront offers an opportunity to provide internationally acclaimed boating facilities, particularly in the Outer Harbour. The design, location and viability of such facilities will be developed further in the Precinct Implementation Strategies, in consultation with the appropriate stakeholders.

(P49) Toronto’s story will be told by preserving the waterfront’s cultural and natural heritage in the development of new private and public spaces, some of which are designated as the Inner Harbour Special Places.

(P50) Heritage properties listed on the City's Inventory of Heritage Property will be protected and improved where feasible. Designated heritage buildings will be conserved for creative reuse in their original locations.

*APPROVAL OF PARAGRAPH (P51) DEFERRED FOR LANDS WEST OF YONGE STREET BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON AUGUST 2, 2017.

*APPROVAL OF PARAGRAPH (P51) DEFERRED FOR THE LANDS KNOWN AS 162 QUEENS QUAY EAST BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON APRIL 6, 2016.

(P51) The Redpath facility is an important feature of the Toronto Waterfront that should be maintained. It is a symbol of the Waterfront's industrial heritage and an important employment generator relying on lake access and the dockwall for its operations. This Plan recognizes that the Redpath facility refines a significant amount of raw sugar for Canadian distribution and encourages its retention. Future developments should ensure that there are no undue negative impacts on Redpath's activities.

As a result of consultations with Redpath and the Ministry of the Environment concerning land-use compatibility issues between the Redpath facility and future land uses in the vicinity of the plant, the following additional policies will apply to: (i) the lands south of Queens Quay East in East Bayfront (West); (ii) the lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); and (iii) the lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East, notwithstanding any conflicts with other policies of this Plan.

When considering development approval applications and public realm initiatives, regard shall be had to all applicable provincial and municipal policies, regulations and guidelines to ensure that compatibility will be achieved and maintained with regard to noise, dust, odour, and air quality so as to achieve the goals of:

- (i) preventing undue adverse impacts from the proposed land use on the Redpath lands designated as an Existing Use Area; and

- (ii) preventing undue adverse impacts on the new land use from the Redpath lands designated as an Existing Use Area.

Sensitive land uses may be prohibited in the implementing zoning, limited and/or protected, through phasing, massing and siting, buffering and design mitigation measures in proximity to Redpath to ensure compatibility. In addition, noise and air emissions reports shall be required in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained between Redpath and the proposed development and may include measures aimed at minimizing impacts.

Council acknowledges the important role of the Ministry of the Environment in reviewing and

providing comments and recommendations on such reports. The City shall consult with both the Ministry of the Environment and Redpath during the development approval process and during the design process for public spaces in the vicinity of the Redpath property to ensure compatibility.

(P52)* Relating to lands known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East:

(i) Site specific built form permissions, including height, density and massing, are to be approved in accordance with a comprehensive approach based on the principles and intent of the Precinct Implementation Strategies.

(ii) New development in the East Bayfront will be mid-rise, punctuated by taller buildings where Lake Shore Boulevard East intersects with major north/south streets. Tall building locations, heights, floorplate size and separation distances are defined in the attached site specific maps.

(iii) Specific locations of taller and base buildings shall be carefully designed and organized to ensure that they do not overwhelm or undermine the quality of the adjacent public street, and public and private open spaces. The street wall shall include breaks in the massing to allow sunlight to penetrate onto Lake Shore Boulevard East, as well as public or private open space. Upper level step-backs shall be utilized to reduce building scale adjacent to the public sidewalk.

(iv) Queens Quay will be the East Bayfront's primary street and the central spine of the Precinct's public realm. Buildings fronting Queens Quay will reinforce this role and the street's importance with a consistent street wall of buildings at a robust mid-rise scale, and provide active animation uses with doors and windows at grade along the street.

(v) Individual building heights adjacent to Queens Quay will reference common datum lines, one at 38 metres emphasizing the predominant height of the street, and a lower datum line at the more intimate scale of approximately 25 metres, where appropriate. This will give Queens Quay a unified and coordinated appearance at a scale that will not overwhelm the adjacent streets. The intermittent 25 metre lower building height will soften the visual impact of the 38m high buildings, and permit sunlight to penetrate into the blocks to the north. Where building heights are in excess of 38m along the Queens Quay frontage, any increases to the height and numbers of buildings have been carefully considered based on site specific review.

*APPROVAL OF PARAGRAPH (P52) DEFERRED FOR THE LANDS KNOWN AS 162 QUEENS QUAY EAST BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON APRIL 6, 2016.

(P53) (DEFERRED)

(P54) This area-specific policy applies to the lands shown on Maps H1 and H2, generally described in this section as the Keating Channel West Precinct

a) The Keating Channel West Precinct will be a vibrant, mixed-use waterfront community that builds on the legacy and amenity of the historic Keating Channel. The precinct will provide transitions and connections between and be compatible with the adjacent West Don Lands, East Bayfront, and Villiers Island precincts.

b) Public streets, public parks (including the water's edge promenade), and a range of well-distributed publicly accessible open space will comprise a comprehensive and coherent public realm. The public realm will define individual development sites, provide public amenity, and be sufficient to support the level of development anticipated in the Keating Channel West Precinct. Development will complement the character and quality of the adjacent public realm and reinforce its public nature. The planned public realm network is generally shown on Map H1; key elements of the public realm will include the following:

1. Queens Quay will extend from the Parliament Street slip to Cherry Street and will be the Keating Channel West Precinct's primary street and its central spine;
2. a water's edge street and promenade will provide public access, amenity, and an animated public space immediately adjacent to the waterfront;
3. a realigned Cherry Street will provide an important north-south connection through the precinct to the West Don Lands and to the Port Lands;
4. new public local streets will provide access to development blocks for vehicles, pedestrians, and cyclists and contribute to a fine-grained, well-connected public realm; and
5. privately-owned, publicly accessible open spaces, walkways, and streets will create intimate public spaces and permeability through development blocks and complement other key elements of the public realm.

c) Development with frontage on Queens Quay and development facing the water's edge will complement the character and quality of the adjacent public realm by providing a fine-grain and high-quality mix of ground-floor animation uses, with doors and windows at grade level, which promote pedestrian activity and facilitate a spectacular and highly accessible public realm, and support the objectives set out in Sections A4 and B7, and Policies P30, P31, and P32 of this Plan.

d) New development in the Keating Channel West Precinct will be mid-rise, punctuated by tall buildings in locations determined within the context of this Secondary Plan and shown on Map H2. Development will:

1. locate and mass new buildings to frame the public realm with good proportion to adjacent public spaces and to provide pedestrian comfort and safety within adjacent streets, parks, and publicly accessible open spaces;
2. provide sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces;
3. utilize upper-level step-backs to reduce building scale adjacent to the public sidewalks along the north side of Queens Quay; south side of Queens Quay east of the new Trinity Street; the new Cherry Street; and the water's edge street;
4. exemplify excellence in design and materials; and
5. provide consistently massed mid-rise buildings and base buildings.

e) Development adjacent to the water's edge street and facing Keating Channel will consist of low- and medium-scaled built form that will reinforce the pedestrian comfort, safety and usability of adjacent public spaces. Development will generally transition upward from a height of approximately 11 metres adjacent to the water's edge street.

f) Development fronting onto Queens Quay will reinforce its role as the Keating Channel Precinct's primary street by providing a consistent street wall of buildings at a robust mid-rise scale. Further to this purpose:

1. Building height limits for mid-rise buildings and base buildings adjacent to Queens Quay will reference two common datum lines, one at a maximum height of 23 metres and one at a maximum height of 38 metres. Building heights of 23 metres will frame the public street as a comfortable pedestrian space. Building heights of 38 metres will generally express the principle of a 1:1 ratio of building height to right-of-way width and will be stepped back above a height of 23 metres. The zoning by-law will limit those areas subject to the 38 metre height limit, in order to ensure that the 23 metre datum line is predominant.
2. Notwithstanding the policy objective expressed in paragraph f) and otherwise in h) above, to achieve a consistent street wall of new buildings along Queens Quay, breaks in the streetwall may be made to accommodate high-quality parks and publicly accessible open spaces that give prominence to the heritage Victory Soya Mills silos, that provide publicly accessible open space in association with significant cultural or institutional uses, support ground-related uses, or in connection with the water's edge.

g) Tall buildings will be limited in number and located in accordance with this plan. The general locations and maximum permitted heights of tall buildings are shown on Map H2.

1. Tall buildings will be located to be broadly separated and associated with major intersections, particularly intersections with Lake Shore Boulevard East.

h) Development in the specific areas shown on Map H1 will be limited as follows:

1. To a maximum of 53,350 square metres of gross floor area in Area A1 (307 Lake Shore Blvd. E., 7 and 11 Parliament Street)

2. To a maximum of 89,000 square metres of gross floor area in Area A (333 Lake Shore Blvd. E.)

3. To a maximum of 234,500 square metres of gross floor area in Area C (429 Lake Shore Blvd. E. and 324 Cherry St.)

i) In addition to the general location and maximum permitted heights of tall buildings shown on Map H2, and the prescription of building heights in paragraphs h and i, the City will adopt implementing zoning by-laws and utilize Site Plan Control to ensure appropriate implementation of this plan's built form policies.

j) Development of these lands will contribute to the implementation of Policy 39 of this plan, with the objective that 20% of all housing units, measured by a percentage of residential gross floor area rather than a percentage of units, be affordable rental housing. Affordable housing will be secured through implementing zoning by-laws with provisions that are consistent with the following:

1. Affordable rental housing may be delivered through one or a combination of: delivery of affordable rental housing units, dedication of land to the City or cash-in-lieu of land for affordable rental housing.

2. The amount of the requirement for each of the three delivery methods for affordable rental housing may be varied in the zoning by-laws to recognize the different costs and characteristics of each, and may result in the total achievement of affordable rental housing below 20% of all housing.

3. Implementing zoning by-laws will require one or more agreements pursuant to Section 37 of the Planning to secure and implement the provision of affordable rental housing in compliance with this Plan. A Master Section 37 agreement will set out the parameters of a phased affordable rental housing strategy consistent with the requirements of the implementing zoning by-law. In conjunction with this area-specific policy (P54) and any implementing zoning by-law, the Master Section 37 agreement may be relied upon to understand the intent of requirements and landowner obligations related to affordable rental housing. With respect to affordable rental housing, a phase-specific Section 37 agreement will be used to implement and elaborate on the affordable rental housing provisions in the implementing zoning bylaw and the Master Section 37 agreement.

k) Dedication of land for public streets, parks, and open spaces will be secured through development approval, except in specific instances where the City in its sole discretion determines other tools to be more appropriate, efficient, and/or expeditious. As such, tools to secure such matters may include, but not be limited to, agreements pursuant to Sections 37, 41, 51, and 53 of the Planning Act.

l) Landowners within the alignment of the extension of Queens Quay East from the Parliament Street slip to its intersection with the existing Cherry Street will be requested to convey to the City, for less than fair market value, lands for the laying out of the Queens Quay East right-of-way in this location in accordance with the Municipal Class Environmental Assessment approved for this alignment. In addition, landowners will be requested to convey lands to support the new Cherry Street realignment from Lake Shore Boulevard East to the Keating Channel in accordance with the Municipal Class Environmental Assessment approved for this alignment. As an alternative to agreements pursuant to the Planning Act, the City and the owner(s) may enter into Agreements pursuant to Section 30 of the Expropriations Act to facilitate the comprehensive acquisition of the Queens Quay East extension and the future alignment of Cherry Street.

m) The City will consider the use of appropriate cost-sharing agreements on an equitable basis among benefiting Owners related to the provision of timely delivery of transportation and servicing infrastructure. The creation and dedication of roads shall normally be created through a Plan of Subdivision for future development blocks unless it can be demonstrated to the satisfaction of the City that a Plan of Subdivision is not required. Agreements among benefitting Owners may include cost sharing arrangements among the Owners with the City for the laying out and construction of any shared public rights-of-way and servicing, which are required to serve new development on a lot.

n) Where development incorporates privately owned, publicly-accessible open space as part of the public realm, public access to such spaces will be secured through Plan of Subdivision and/or Site Plan Approval by way of easement and development approval will secure on-going maintenance.

o) Site-specific built form permissions are to be implemented in accordance with the principles and intent of this Secondary Plan, with consideration for appropriate distribution of density and for comprehensive planning of the Keating West precinct.

p) Where the implementing zoning by-law does not limit development density of an individual parcel or building, and where multiple parcels or buildings are subject to a single density limit, development proposals will nonetheless distribute the permitted density to ensure that later development phases will be left with appropriate density permission to express the zoning by-law's building envelopes. Phasing plans submitted in support of the removal of the holding symbol may be used to ensure appropriate distribution of density.

q) The Keating Channel West precinct is located to the northwest of the Port Lands. Notwithstanding the Keating Channel West precinct Regeneration Area designation, uses within the Port Lands currently include existing industrial

facilities and operations which may have emissions such as noise and vibration. When considering development applications and public realm initiatives within the Keating Channel West precinct, applicable provincial and municipal policies, regulations and guidelines will be appropriately applied to ensure that land use compatibility will be achieved.

r) Appropriate environmental reports, such as noise and vibration reports, shall be required in support of applications to remove holding provisions. Such environmental reports are to specify how compatibility will be achieved and maintained between the relevant industrial operation(s) and the proposed development, including any proposed noise mitigation in order to comply with MOECC NPC 300, as may be amended from time to time, or any alternative method of noise assessment and/or noise mitigation proposed by the noise study. The noise study shall be to the satisfaction of the City.

s) Any alternative method of noise assessment and/or noise mitigation proposed by the noise study filed in support of applications for the removal of holding provisions will require MOECC approval prior to the removal of the holding provision. MOECC approval means that the MOECC has advised in writing that the proposed alternative method of noise assessment and/or noise mitigation is acceptable and that industry can rely on same in determining its compliance with MOECC requirements applicable to the industry, notwithstanding that such alternative method of noise assessment and/or noise mitigation may not be in compliance with existing MOECC noise regulations and/or guidelines, such as NPC-300.

t) This Official Plan policy and the implementing zoning by-laws are generally intended to reflect the development standards and planning criteria for lands within the Keating Channel West precinct so that the neighbourhood is developed in a comprehensively planned manner.

(P55) (DEFERRED)

SECTION TWO:

MAKING IT HAPPEN

1. A SIMPLIFIED APPROACH TO LAND USE REGULATION

The Central Waterfront will have four types of land use designations (Map E):

- Parks and Open Space Areas are areas for use as parks, open spaces, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant and entertainment facilities. Lands designated Parks and Open Space Areas in the vicinity of Regeneration Areas may be subject to Precinct Implementation Strategies.

- *Regeneration Areas are blocks of land that may be subdivided into smaller areas for a wide variety of mixed-use development ranging from industries to housing to community services and parks; from offices to stores to hotels and restaurants. Regeneration Areas will generally be subject to Precinct Implementation Strategies. The water's edge development sites located adjacent to the water's edge promenade and along the urban dockwall will be subject to the highest quality of design excellence. Development within water's edge sites should be designed to create a wonderful juncture of the city and the Inner Harbour or Ship Channel. Development along the Public Promenade (Dockwall/Water's edge) should be generally of low to moderate scale and views of the lake from the city protected in accordance with good planning principles. This new development can incorporate a wide mix of uses both public and private, including residential, and should be designed at ground floor level to complement the activities anticipated in adjacent public spaces. These sites will be subject to particular attention in the precinct implementation strategies to ensure that they achieve the highest quality of built form and design expected. The precinct implementation strategies will specifically address these design issues while defining their scale, range of uses and ensuring that the individual building design meets high standards of excellence through peer review.

*APPROVAL OF REGENERATION AREAS POLICY DEFERRED FOR FWP LANDS BY LPAT PURSUANT TO DECISION/ORDER NO. 1905.

*APPROVAL OF REGENERATION AREAS POLICY DEFERRED FOR BLOCKS 1 AND 2 SOUTH OF QUEENS QUAY EAST BY LPAT PURSUANT TO DECISION/ ORDER ISSUED ON NOVEMBER 27, 2007.

- Regeneration Areas (Qualified) are lands in proximity to Existing Use Areas. Regeneration Areas (Qualified) are subject to the policies applicable to Regeneration Areas with the exception that neither residential land uses nor any commercial, institutional or community service uses that may be analogous to residential in that they involve overnight accommodation or sleeping facilities of any kind, are permitted.

- Existing Use Areas are areas currently covered by planning controls that are consistent with the direction put forward in this Plan. These lands will continue to be governed by existing Official Plan and zoning controls and related Planning Act processes and will not be subject to Precinct Implementation Strategies.

2. IMPLEMENTATION

The implementation of the principles and policies contained in this Plan will rely on a wide array of planning and financing tools. Planning tools may include the adoption of zoning by-laws, use of holding provisions, temporary use by-laws, agreements under Section 37 of the Planning Act, site plan control and various means of subdividing land. In addition, the City of Toronto has been granted the opportunity to apply a Development Permit System in the Central Waterfront area as an alternative zoning and development control process.

2.1. Planning at a Precinct Level

The precinct implementation strategies are intended to provide for comprehensive and orderly development and to implement the policies of this Plan. This review process will also deal with issues of soil cleanup, flood control and servicing, urban design, community improvement, heritage and environmental performance standards. Approval of new zoning for lands within the Regeneration Areas will generally take place at a precinct level. Prior to the preparation of zoning by-laws or development permit by-laws of lands not designated Existing Use Areas, Precinct Implementation Strategies will be prepared in accordance with the policies contained in Section 2.2 below. The boundaries of each precinct will be determined as part of the preparation of the Precinct Implementation Strategies and the related zoning by-laws(s) or development permit by-law(s). Elements of the precinct implementation strategies may be incorporated into the Secondary Plan for the Central Waterfront by way of Official Plan Amendment.

Rezoning of individual sites within Regeneration Areas will generally only be entertained once a context has been established for the evaluation of specific rezoning applications, through the Precinct Implementation Strategies. In addition, area-wide infrastructure requirements will have to have been determined, including a fair and equitable means for ensuring appropriate financial contributions for their provision, prior to the approval of rezoning applications.

Because of the area-wide, integrated, nature of developing an effective transit network, transit implementation must be managed on a broader area-planning basis. It cannot be managed effectively through precinct planning, or a sub-area planning process. To achieve the objectives of the Central Waterfront Plan, a high level of transit use is required in each of the four development areas, and it is essential that transit-oriented travel patterns be established from the outset. For this reason, the implementation of transit improvements will require a separate financial planning and approval process.

For each of the four development areas, a staged implementation schedule and accompanying financial plan for the construction and operation of transit facilities, will be required before development can proceed in that development area. This will ensure that high-order transit

services are constructed at an early stage in the development process and that the transit-oriented objectives of the plan are achieved from the outset.

2.2. Precinct Implementation Strategies*

Precinct Implementation Strategies will include, but not be limited to, the following elements:

- (i) a streets and blocks structure that supports a broad range of development and provides appropriate connections to adjacent communities;
- (ii) minimum and/or maximum standards regarding the height and massing of buildings and the provision of parking;
- (iii) strategies to ensure a balance between residential and employment-based development;
- (iv) strategies by which affordable housing targets can be achieved;*
- (v) the location and phasing of local and regional parks, open spaces, public use areas, trails and access linkages;
- (vi) the location and phasing of elementary schools and high schools, libraries, community and recreation centres, day care centres, emergency services, places of worship and other community facilities and services;
- (vii) a comprehensive set of environmental performance standards for public and private infrastructure, buildings, and activities including, but not limited to, energy efficiency, reduction of CO2 emissions, water conservation, clean air and waste (reduction, reuse and recycling);
- (viii) provisions for securing the retention of heritage buildings within new developments and an archaeological resource assessment, as identified in the Archaeological Master Plan for the Central Waterfront, of high-potential sites prior to development;
- (ix) urban design provisions dealing with the unique microclimatic conditions of the waterfront, quality of waterfront streets, the public realm, urban plazas, parks, schools, other community services and facilities, and signage;
- (x) public art and urban design standards and guidelines;

(xi) provisions for protecting and securing necessary road, transit, trails and bicycle route alignments; and

(xii) mechanisms, financial and otherwise, to ensure the above matters are implemented.

*APPROVAL OF SUBSECTION 2.2 DEFERRED IN ITS ENTIRETY FOR FWP LANDS BY LPAT PURSUANT TO DECISION/ORDER NO. 1905.

*APPROVAL OF SUBSECTION 2.2 DEFERRED IN ITS ENTIRETY FOR LANDS IN EAST BAYFRONT (WEST) SOUTH OF QUEENS QUAY EAST PURSUANT TO LPAT DECISION/ORDER ISSUED ON NOVEMBER 27, 2007.

2.3. The Central Waterfront as a Development Permit Area

The City of Toronto has been granted the authority to implement a Development Permit System in the Central Waterfront. This system allows a streamlined municipal approval process by consolidating the zoning by-law, minor variance and site plan approval processes into one through the enactment of development permit by-laws.

2.3.1. The Central Waterfront Secondary Plan area, as delineated on Map E, is designated a Development Permit Area. Within this area, City Council may enact development permit by-laws based on the following objectives:

- to enable the revitalization of the Central Waterfront to move forward in a timely and strategic fashion;
- to provide certainty for matters of public concern and the achievement of city building objectives, while providing flexibility in the means to achieve these objectives; and
- to streamline the approval process while providing the opportunity for public input into development.

2.3.2. When determining whether any class, or classes of development, or use of land may be permitted, several types of criteria may be used in the development permit by-law in order to ensure high quality urban development. These criteria relate to built-form, use, intensity of use, compatibility with adjacent uses and other uses within the precinct, parking requirements, relationship to parks, open spaces and the water's edge, proximity and availability of supporting hard and soft services, location relative to public transit and consistency with the policies of the Secondary Plan.

In addition, the by-law may permit the continued use, enlargement or extension of a legal non-conforming use or a change in use of a legal non-conforming use, provided that the proposal is desirable, avoids hardship, will have no unacceptable impacts on adjoining properties, and is consistent with the policies of this Plan.

2.3.3. The following types of conditions may be included in a development permit by-law and may be imposed prior to the issuance of a development permit.

- requirements for the provision of bicycle trails, walkways, protecting and securing necessary road widenings and transit rights-of-way, parking, parkland, land grading or filling, storm water management and/or any other types of conditions permitted under s.40, 41, or 42 of the Planning Act;
- environmental conditions related to air quality, water and sewers, flood protection, soil cleanup, groundwater protection, storm water management, natural heritage features and functions, and construction-phase environmental impacts, for defined uses or classes of development in areas including hazard lands, contaminated lands, significant natural feature areas and/or any other types of environmentally sensitive areas listed in s.34(3)(3.1) and (3.2) of the Planning Act; and
- the execution of agreements respecting site alteration, grading, filling and/or the removal of vegetation.

2.3.4. As with Site Plan Approval, when enacting a development permit by-law Council may delegate its authority to an employee of the municipality, to:

- (a) approve or refuse an application for a development permit;
- (b) issue a development permit;
- (c) attach conditions to the approval of a development permit; and/or
- (d) enter into agreements with respect to a development permit.

2.4. Contributions to Infrastructure and Community Facilities

The creation of new communities will necessitate major investment in roads, transit, servicing, flood proofing measures, soil remediation, parks and public spaces, and community facilities and services.

Prior to enacting a zoning by-law or development permit by-law on lands designated as Regeneration Areas, arrangements will be made whereby benefiting landowners will be required to pay a fair and equitable share of the costs of any new infrastructure and community facilities required for such development, through one or more of the following means:

- (i) the payment of an area-specific development charge pursuant to the Development Charges Act;
- (ii) a contribution made pursuant to an agreement under Section 37 of the Planning Act;
- (iii) a cost sharing agreement involving landowners; and/or
- (iv) such other arrangements as may be appropriate.

2.5. Increases in Height and/or Density

In order to assist in the achievement of the full implementation of the policies of this Plan, contributions to one or more community benefits, facilities, or services may be requested in exchange for a height and/or density increase above the existing height and/or density limits, pursuant to Section 37 of the Planning Act, provided that the increase in height and/or density is appropriate, and enhances the Central Waterfront. The benefit will be secured through an appropriate legal agreement that will be registered on title to the lands. Increases are to be measured from the height and/or density for the use permitted in the zoning by-law.

2.6. Holding By-laws

In order to provide for the orderly development of lands in the Central Waterfront, to secure professional or technical studies to assess potential development impacts, to address issues of environmental sustainability, design excellence, soil remediation, flood control, infrastructure requirements and servicing and to ensure an equitable sharing of associated costs, Council may enact zoning by-laws pursuant to Sections 34 and 36 of the Planning Act with an “h” holding symbol. After the necessary studies, plans and other matters specified in the zoning bylaw have been provided and/or secured through an agreement or agreements entered into pursuant to the Planning Act and the City of Toronto Act, 2006, as amended or replaced from time to time, as appropriate, the holding symbol may be removed.

*APPROVAL OF PARAGRAPH (2.6.1) DEFERRED FOR LANDS WEST OF YONGE STREET BY LPAT PURSUANT TO DECISION/ORDER ISSUED ON AUGUST 2, 2017.

2.6.1. Holding Provisions Related to East Bayfront (West)

In addition to the matters specified in Section 2.6, where sensitive land uses such as residential, child care centres, primary and secondary schools, community/recreational centres, nursing homes, hotels, private and commercial schools, or other quasi-residential and/or institutional uses, are proposed on: (i) lands south of Queens Quay East in East Bayfront (West); (ii) lands north of Queens Quay East and east of Sherbourne Street in East Bayfront (West); and (iii) lands north of Queens Quay East in East Bayfront (West) known municipally in the year 2014 as 143-177 Lake Shore Boulevard East, 130-132 Queens Quay East and 26 Richardson Street, and 162 Queens Quay East, the holding symbol may be removed after Council is satisfied, having had regard for applicable environmental regulations and guidelines and receiving or securing necessary technical studies, that compatibility will be achieved and maintained between any proposed land use and lands designated as Existing Use Area (even if external to East Bayfront) with regard to noise, dust, odour, and air quality so as to achieve the goals of:

- (i) preventing undue adverse impacts from the proposed land use on the Redpath lands designated as an Existing Use Area; and
- (ii) preventing the potential for undue adverse impacts on the new land use from the Redpath lands designated as an Existing Use Area.

3. SUBDIVISION OF LANDS

The subdivision of lands within precincts may occur through a simplified Plan of Subdivision and the lifting of Part Lot Control, or the taking of public streets directly and lifting Part Lot Control where an underlying Plan of Subdivision already exists. Severance of lots in Regeneration Areas by application to the Committee of Adjustment generally will only be considered upon completion of the Precinct Implementation Strategies.

4. ENCOURAGING EXCELLENCE IN DESIGN

Excellence in design will be promoted through design competitions and design review panels. These processes will encourage the participation of both the local and international design community.

A Design Review Board will be established to review and advise the City on all design aspects of all development applications on lands adjacent to the Public Promenade (Dockwall/ Water's Edge). The objective of this process will be to ensure the excellence in design of new public and private buildings, infrastructure, parks and public spaces adjacent to Toronto's waterfront.

5. DESIGNATING THE CENTRAL WATERFRONT AS A COMMUNITY IMPROVEMENT PROJECT AREA

The Central Waterfront is proposed to be designated a Community Improvement Project Area under Section 28 of the Planning Act. In order to expedite revitalization efforts, Community Improvement Plans will be developed to identify specific revitalization projects.

The Community Improvement Project Area designation allows the City to provide grants or loans for rehabilitating land or buildings. Under the Municipal Act, the City may include tax incentives to encourage development in a Community Improvement Project Area. It also helps focus government funding and investment on well-defined, pre-approved community improvement projects and initiatives such as brownfield redevelopment, heritage restoration, affordable housing, soil and groundwater remediation, infrastructure, parkland acquisition, façade improvements and/or general community beautification projects.

6. TIMELY IMPLEMENTATION AND ENVIRONMENTAL ASSESSMENT

- 6.1. Environmental remediation, flood protection measures, early construction of transit infrastructure, and the timely provision of community services and facilities will be essential to achieving the revitalization of the Central Waterfront.
- 6.2. Where applicable under provincial or federal legislation, environmental assessments of Central Waterfront projects will be undertaken. The Environment Assessment process will be an opportunity to integrate Toronto's environmental and sustainability goals into project design and implementation.

7. INTERPRETATION OF THE PLAN

- 7.1. The Central Waterfront Secondary Plan consists of Sections One and Two, Maps 1, A-F, H and Schedules A and B.
- 7.2. Maps A, B and D cover an area beyond the boundary of the Central Waterfront and will prevail over the Official Plan and any Secondary Plans for the matters covered in these maps.
- 7.3. Appendix 1 is part of the Plan for the purpose of illustration only and is not to be interpreted as prescriptive.
- 7.4. The Toronto City Centre Airport and Toronto Islands are not part of the Plan.

- 7.5. The transportation alignments, Parks and Open Space Areas and Regeneration Areas shown in this Plan are intended to provide a basic framework for the Central Waterfront. Minor adjustments and additions to any of these elements may be made without amendment, including the detailed configuration of Commissioners Park, the Queens Quay East alignment at its current intersection with Cherry Street and Lake Shore Boulevard East, as well as the location of the associated bridge(s) over the new Mouth of the Don River.
- 7.6. The text and maps of the Official Plan continue to apply except in cases where the text and maps are in conflict with this Secondary Plan, in which case the text and maps of this Secondary Plan shall prevail.
- 7.7. For further clarification, the land use designation of “Regeneration Area” in the area to the south of Mill Street as set out in the Central Waterfront Secondary Plan shall prevail over the King-Parliament Secondary Plan.
- 7.8. Notwithstanding Section 7.6, in cases where the text and maps of the Fort York Neighbourhood Secondary Plan are in conflict with this Secondary Plan, or where this Secondary Plan would impose additional financial obligations or Section 37 contributions on the blocks identified on Map B to the Fort York Neighbourhood Secondary Plan beyond those obligations or contributions imposed by the Fort York Neighbourhood Secondary Plan, the text and maps of the Fort York Neighbourhood Secondary Plan shall prevail.
- 7.9. Section 2.6 of this Secondary Plan does not apply to the lands in the Fort York Neighbourhood Secondary Plan.
- 7.10. The Lands not affected by the Central Waterfront Secondary Plan are shown on Map 1, unless approved by LPAT Decision.

SCHEDULE A

PROPOSED RIGHTS-OF-WAY (ROW) FOR MAJOR ROADS

| ROADWAY(1) | FROM | TO | ROW | STREETCAR IN OWN ROW |
|--------------------|--------------------------------------|--------------------------------------|--------|-------------------------|
| Bayview Av | Mill St | Queen St E | 30 m | No |
| Basin St (new) | Cherry St | Carlaw Av (new) | 26 m | No |
| Broadview Av (new) | Commissioners St | Eastern Av | 32 m | Yes |
| Carlaw Av (new) | Unwin Av | Commissioners St | 26 m | No |
| Cherry St | Eastern Av | Front St E | 36 m | Yes |
| Cherry St | Front St E | Mill Street | 35 m | Yes |
| Cherry St | Mill St | CN Railway Corridor | varies | Yes |
| Cherry St | CN Railway Corridor | Unwin Av | 40 m | Yes |
| Commissioners St | Cherry St | Leslie St | 40 m | Yes |
| Don Roadway | Lake Shore Blvd E | Commissioners St | 30 m | No |
| Don Roadway (new) | Commissioners St | Unwin Av | 40 m | Yes |
| Dufferin St (new) | Front St W (new) | Lake Shore Blvd W | 30 m | Yes |
| Front St E | Trinity St | Cherry St | 30 m | Yes |
| Front St E | Cherry St | a point 70 m east of Cherry St | 20 m | No |
| Front St E | a point 70 m east of Cherry St | Bayview Av (new) | 42 m | No |
| Front St W (new) | Bathurst St | a point 170 m east of Strachan Av | 33 m | No |
| Front St W (new) | a point 170 m east of Strachan Av | Dufferin St | 27 m | No |

| ROADWAY(1) | FROM | TO | ROW | STREETCAR IN OWN ROW |
|------------------------|-------------------|-------------------|------------|---------------------------------|
| Leslie St | Commissioners St | Lake Shore Blvd E | 40 m | Yes |
| Manitoba Dr (new) | Strachan Av | Fraser Av (new) | Varies | Yes |
| Mill St | Cherry St | Bayview Av (new) | 25 m | No |
| Parliament St | King St E | Front St E | Varies | Yes |
| Parliament St (new) | Lake Shore Blvd E | Queens Quay E | 24 m | No |
| Princes' Blvd (new) | Saskatchewan Rd | Manitoba Dr | 45+ m | No |
| Queens Quay E | Yonge St | Cherry St | 40 m | Yes |
| Strachan Av | Lake Shore Blvd W | Front St W (new) | 30 m | No |
| Unwin Av (new) | Cherry St | Leslie St | 40 m | Yes |
| Yonge St | Queens Quay | Lake Shore Blvd | 30 m | No |

(1) Existing or currently planned roads (e.g. Bremner Boulevard) that are not listed in this schedule will maintain current right-of-way designation.

Notes:

(a) Rights-of-way will be protected to accommodate road, transit, pedestrian and cycling requirements, as well as landscaping and other urban design elements.

(b) The rights-of-way of local streets not listed above are to be addressed in conjunction with the subdivision planning process.

(c) Council may require additional right-of-way widenings (e.g. at intersection locations) in order to accommodate appropriate design geometry.

(d) Rights-of-way requirements may be amended in the future to take into account environmental assessments, detailed design work, plans of subdivision, as well as traffic and development needs.

SCHEDULE B**

HOUSING DEFINITIONS*

Affordable Housing: Rental and Ownership

Affordable rental housing means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

Affordable ownership housing is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

Rental Housing

The term rental housing means a building or related group of buildings containing one or more rented residential units, but does not include a condominium, registered life lease, or other ownership forms.

Low-End-Of-Market Housing

The term low-end-of-market housing means small private ownership housing units suitable for households of various sizes and composition, the price of which would not be monitored or controlled, but which, by virtue of their modest size relative to other market housing units, would be priced for households up to the 60th percentile of the income distribution for all households in the Toronto CMA, where total annual housing costs do not exceed 30 per cent of gross annual household income.

*To be read in conjunction with Policy (P39).

APPENDIX 1

COMMUNITY SERVICES, FACILITIES AND LOCAL PARKS

Based on full build-out of approximately 40,000 new residential units and 900,000 sq. m. of non-residential development

GENERAL CRITERIA

Facility/site requirements

- shared use and/or multi-purpose facilities
- capacity to adapt to changing needs of the community over time
- all of the community facilities could be integrated as part of a mixed-use development site

Location criteria

- accessible by public transit
- barrier-free
- grade-related
- good visibility from the street

Guidelines

- timely provision of social infrastructure facilities as development proceeds within each community precinct
- monitoring and review of adequacy of the community facilities shall occur once one-third of the potential development is achieved in each community

ELEMENTARY SCHOOLS (6 to 10 at full build-out)

Facility/site requirements

- 1.2 hectares if a single elementary school is located next to a public park
- 1.82 hectares if a joint TDSB/TCDSB elementary school is located next to a public park

Location criteria

- pupils should travel no more than 1.6 km to school
- minimize children crossing arterial roads

Guidelines

- optimal facility must be sufficient to accommodate between 400 and 500 students
- pupil generation rates should be monitored in coordination with both the TDSB and TCDSB

SECONDARY SCHOOLS (one at full build-out)

Facility/site requirements

- stand alone requires four hectares, or two hectares if located next to a public park with adult-sized ball field and soccer pitch

Location criteria

- locations on arterial roads with direct transit access are preferable

Guidelines

- facility size will be determined by pupil generation rates within the Waterfront
- pupil generation rates should be monitored in coordination with both the TDSB and TCDSB

LOCAL PARKLAND

Facility/site requirements

- neighbourhood oriented passive and active recreational opportunities
- size and shape will vary depending on community size and facility requirements
- each residential community shall contain at least one local park a minimum two hectares in size

Location criteria

- intended to serve communities within a reasonable walking distance
- where appropriate, regional parkland can also meet local parkland needs
- barrier free, grade-related and good visibility from streets

Guidelines

- distribution, size and facility mix should be relative to population distribution and demographics
- capacity to adapt to changing needs of the community over time

DAYCARE CENTRES (10 to 12 at full build-out)

Facility/site requirements

- licensed capacities of 72 children each, with 735 m2 of interior space and 401 m2 of contiguous outdoor space

Location criteria

- grade location is preferable
- compliance with appropriate provincial regulation and city policies
- sun, air and noise studies must be completed prior to final selection of sites

Guidelines

- Daycare demand will be assessed as follows:
number of children up to 4 years of age, multiplied by the labour participation rate for

women aged 20 to 45 years, reduced to 50-70% to reflect patterns of parental choice with respect to licensed care

LIBRARIES (one to three at full build-out)

Facility/site requirements

- 650 m² to 1,115 m² preferably located at grade

Location criteria

- good pedestrian and public transit access
- highly visible from the street

Guidelines

- one library for every community with a population of at least 25,000 residents or a comparable combined residential and office worker population
- residents should have access to a library within 1.6 km

RECREATION CENTRES (four to six at full build-out)

Facility/site requirements

- size is dependent demand

Location criteria

- good pedestrian and public transit access
- highly visible from the street
- ready access to outdoor playing fields and playgrounds (preferably a public park)

Guidelines

- one recreation centre for every 21,000 residents or a comparable combined residential and office worker population

COMMUNITY SERVICE/HUMAN SERVICE SPACE

Facility/site requirements

- 929 m² to 1,858 m² of space

Location criteria

- good pedestrian and public transit access
- highly visible from the street

Guidelines

- one facility for each community

MAPS

Map 1 - Lands not affected by the Central Waterfront Secondary Plan

Map A - Roads Plan

Map B - Transit Plan

Map C - Parks and Open Spaces Areas Plan

Map D - Pedestrian, Cycling and Water Routes Plan

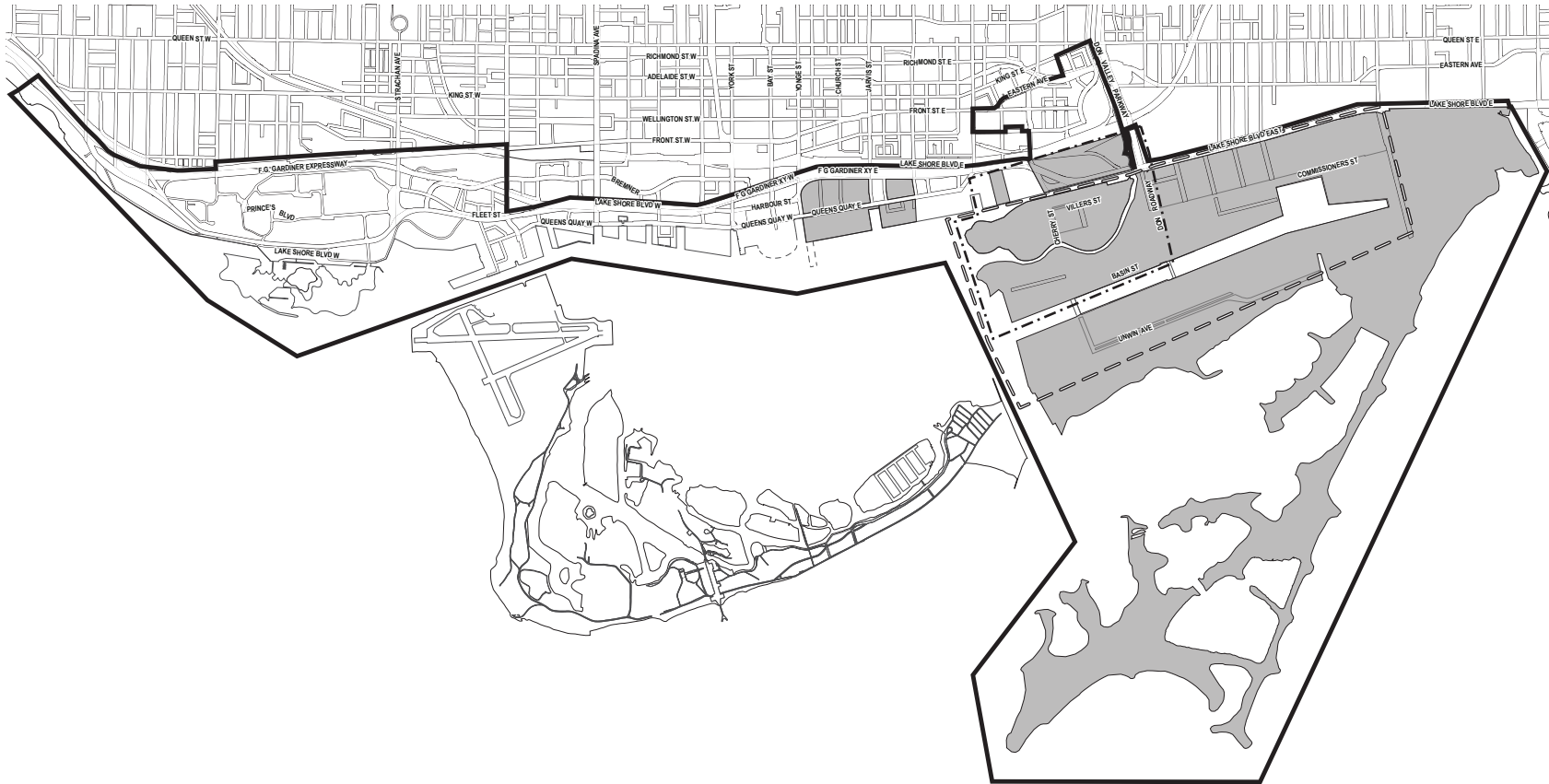
Map E - Land Use Plan

Map F1- 143-177 Lake Shore Boulevard East, 26 Richardson Street, and 130-132 Queens Quay East Map

Map F2 - 162 Queens Quay East

Map H1- Keating Channel West Precinct, Urban Structure Map

Map H2 - Keating Channel West Precinct, Tower Location And Height Map



Not to Scale

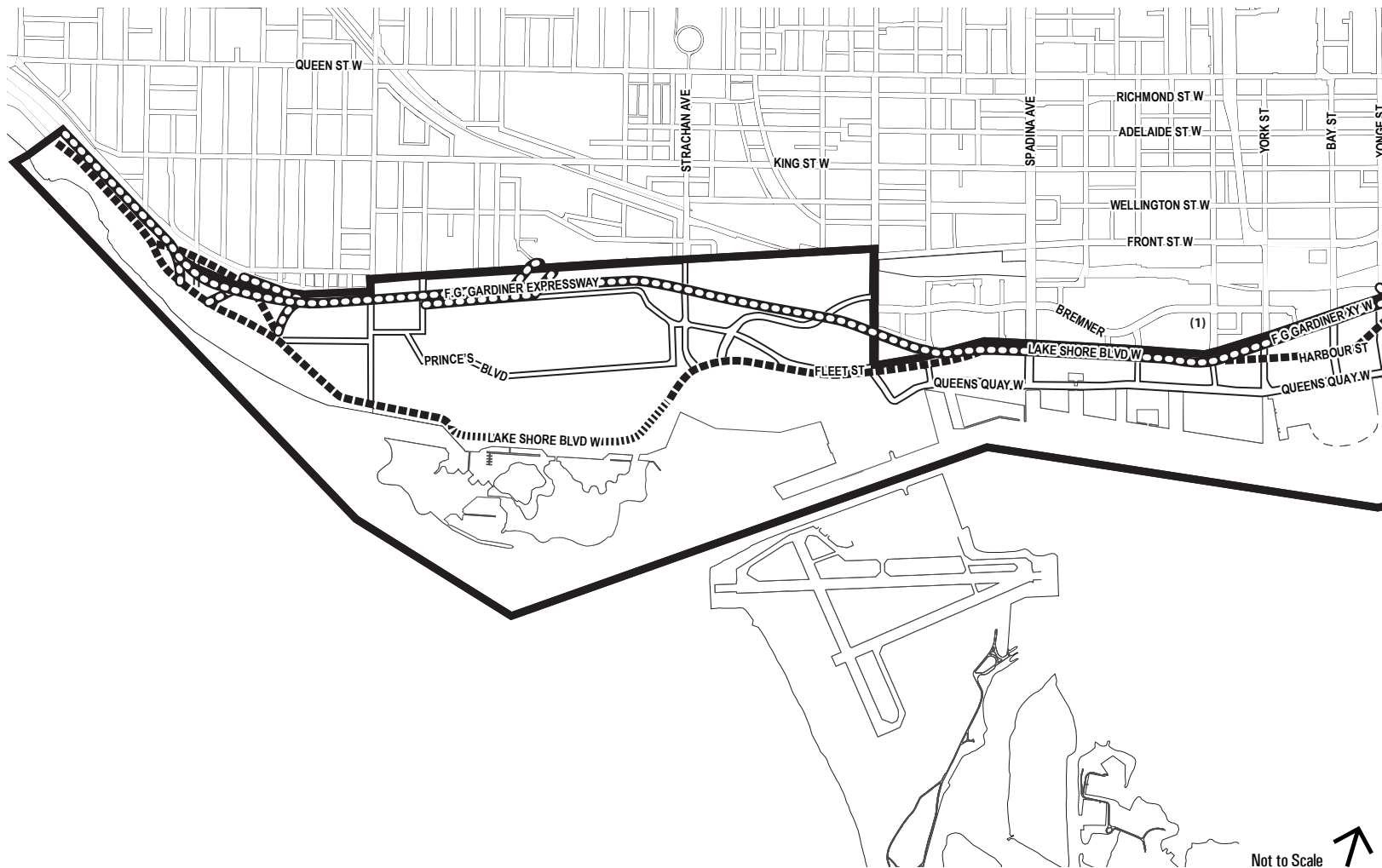


Central Waterfront Area Secondary Plan

MAP 1 - Lands not affected by the Central Waterfront Secondary Plan

- Secondary Plan Boundary
- Port Lands
- Area of Amendment for Lower Don Lands
- NOTE: This lands are not yet subject to the Secondary Plan.

Note:
The lands not affected by the Secondary Plan may be brought into force through LPAT Decision



Refer to MAP A-2



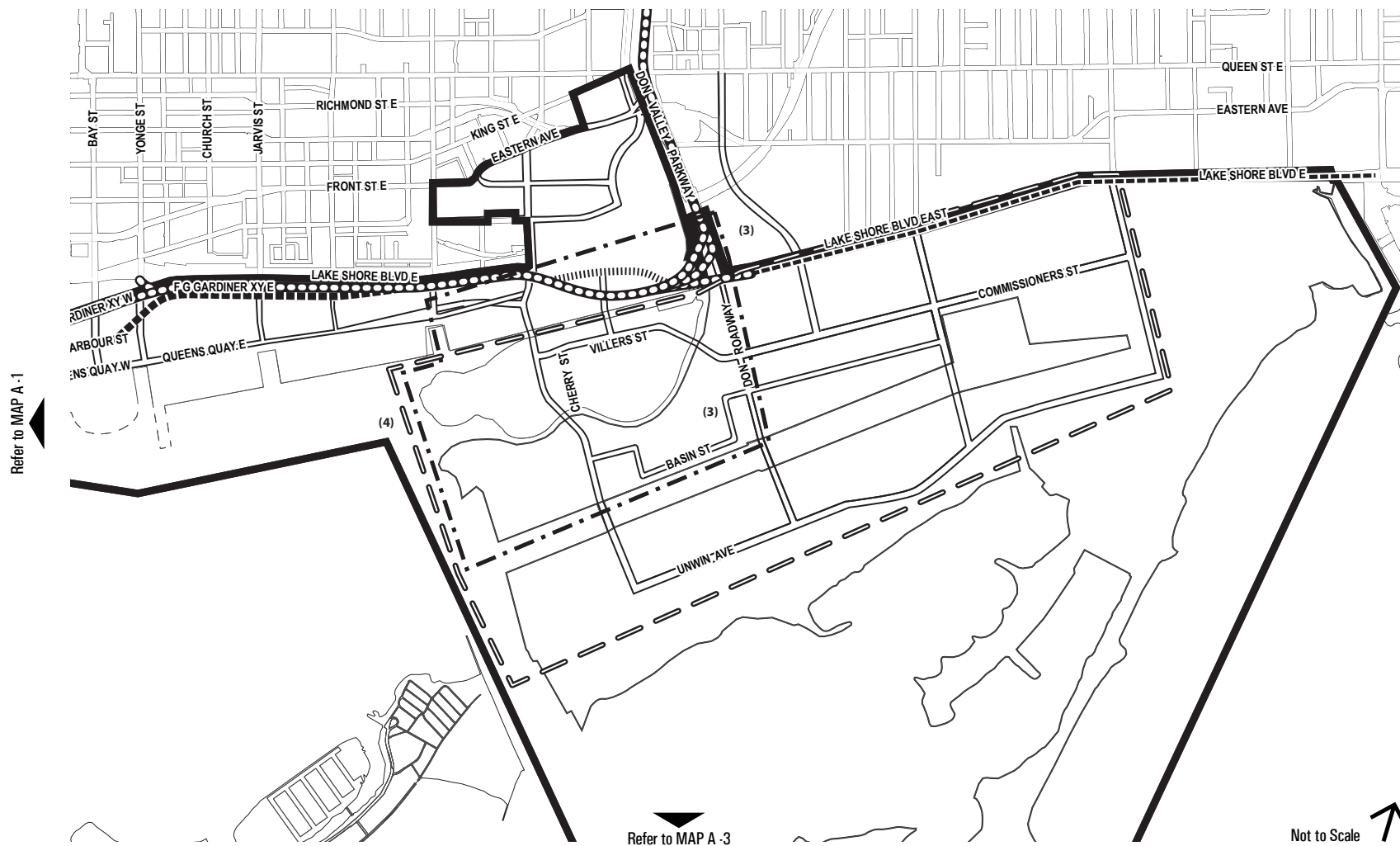
Central Waterfront Area Secondary Plan

MAP A - Roads Plan 1-3

- Secondary Plan Boundary
- Existing Frederick G. Gardiner Expressway
- Redesigned Lake Shore Boulevard
- Existing Lake Shore Boulevard
- Major Roads
- Port Lands
- Area of Amendment for Lower Don Lands

- Note:
- (1) Gardiner/Lake Shore Corridor and Front Street Extension Subject to Further Study
 - (2) See Schedule A for the Proposed Right-of-Way Widths of Major Roads
 - (3) Intersection and/or Alignment Configuration Subject to Further Study
 - (4) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (5) Additional Bridge Needed

October 2018

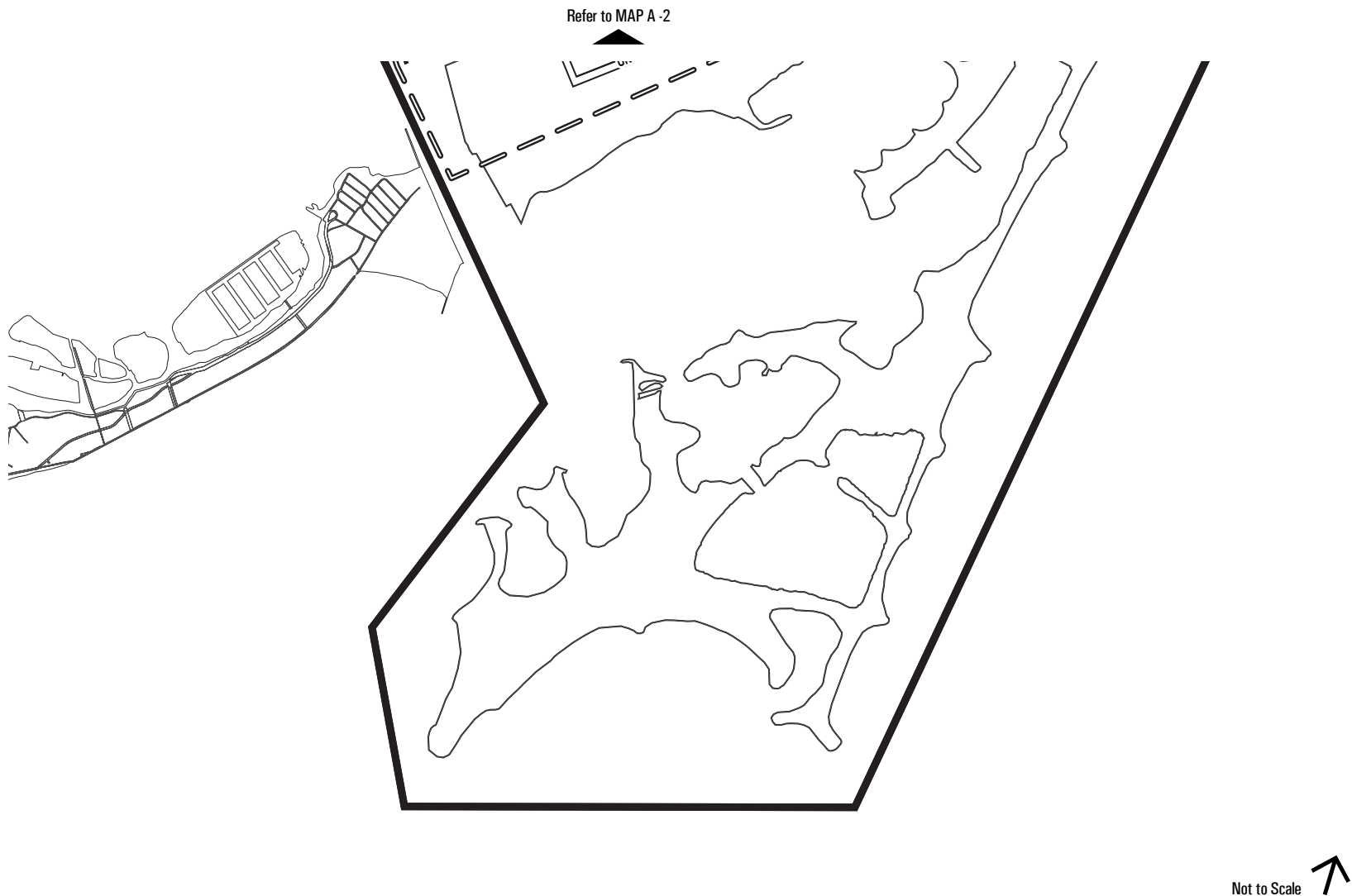


Central Waterfront Area Secondary Plan

MAP A - Roads Plan 2-3

- | | |
|---|---------------------------------------|
| Secondary Plan Boundary | Port Lands |
| Existing Frederick G. Gardiner Expressway | Area of Amendment for Lower Don Lands |
| Redesigned Lake Shore Boulevard | |
| Existing Lake Shore Boulevard | |
| Major Roads | |

- Note:
- (1) Gardiner/Lake Shore Corridor and Front Street Extension Subject to Further Study
 - (2) See Schedule A for the Proposed Right-of-Way Widths of Major Roads
 - (3) Intersection and/or Alignment Configuration Subject to Further Study
 - (4) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (5) Additional Bridge Needed

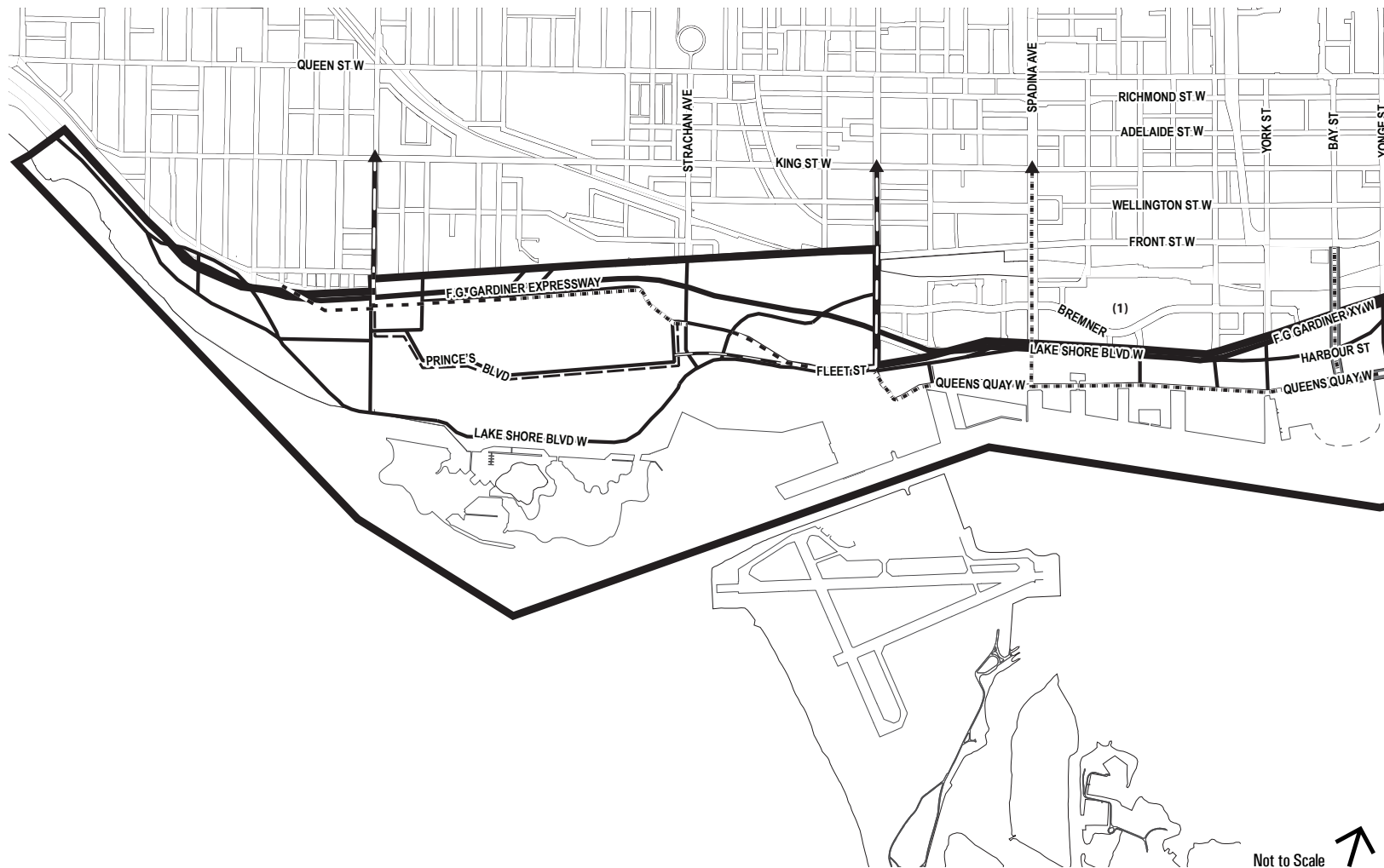


Central Waterfront Area Secondary Plan

MAP A - Roads Plan 3-3

- | | |
|---|---------------------------------------|
| Secondary Plan Boundary | Port Lands |
| Existing Frederick G. Gardiner Expressway | Area of Amendment for Lower Don Lands |
| Redesigned Lake Shore Boulevard | |
| Existing Lake Shore Boulevard | |
| Major Roads | |

- Note:
- (1) Gardiner/Lake Shore Corridor and Front Street Extension Subject to Further Study
 - (2) See Schedule A for the Proposed Right-of-Way Widths of Major Roads
 - (3) Intersection and/or Alignment Configuration Subject to Further Study
 - (4) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (5) Additional Bridge Needed



Refer to MAP B-2



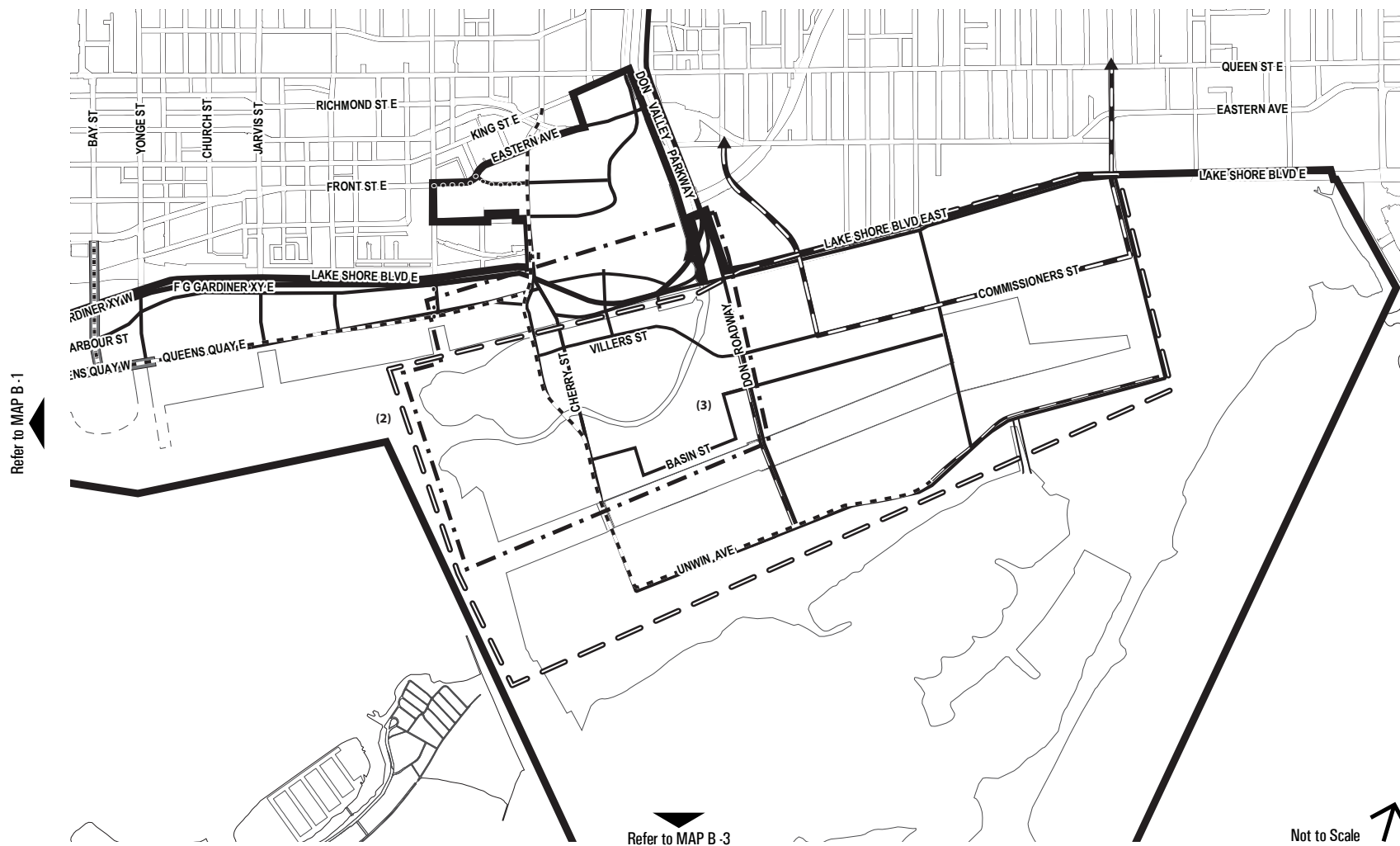
Central Waterfront Area Secondary Plan

MAP B - Transit Plan 1-3

- | | |
|--|---------------------------------------|
| Secondary Plan Boundary | Tunnel Section |
| Planned - Streetcars in Own Right-of-Way | Port Lands |
| Potential - Streetcars in Own Right-of-Way | Area of Amendment for Lower Don Lands |
| Existing - Streetcar Route | |
| Planned - Buses or Streetcars in Own Right-of-Way | |
| Alternative Alignment for Streetcars in Own Right-of-Way Subject to Environmental Assessment | |

Note:
 (1) Could Evolve to Streetcar Service, Depending on Demand/Feasibility
 (2) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 (3) Intersection and/or Alignment Configuration Subject to Further Study

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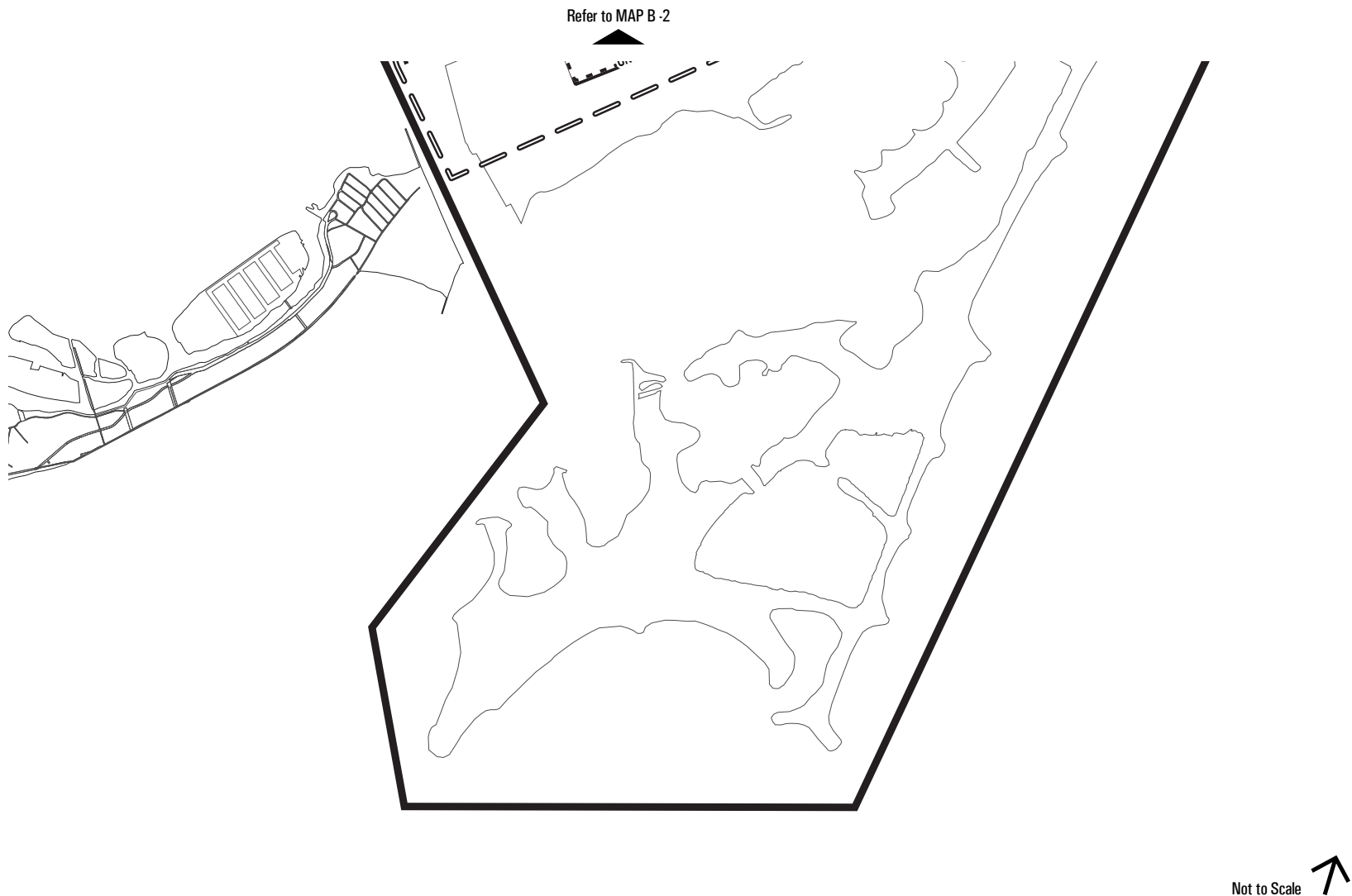


Central Waterfront Area Secondary Plan

MAP B - Transit Plan 2-3

- | | |
|--|---------------------------------------|
| Secondary Plan Boundary | Tunnel Section |
| Planned - Streetcars in Own Right-of-Way | Port Lands |
| Potential - Streetcars in Own Right-of-Way | Area of Amendment for Lower Don Lands |
| Existing - Streetcar Route | |
| Planned - Buses or Streetcars in Own Right-of-Way | |
| Alternative Alignment for Streetcars in Own Right-of-Way Subject to Environmental Assessment | |

Note:
 (1) Could Evolve to Streetcar Service, Depending on Demand/Feasibility
 (2) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 (3) Intersection and/or Alignment Configuration Subject to Further Study



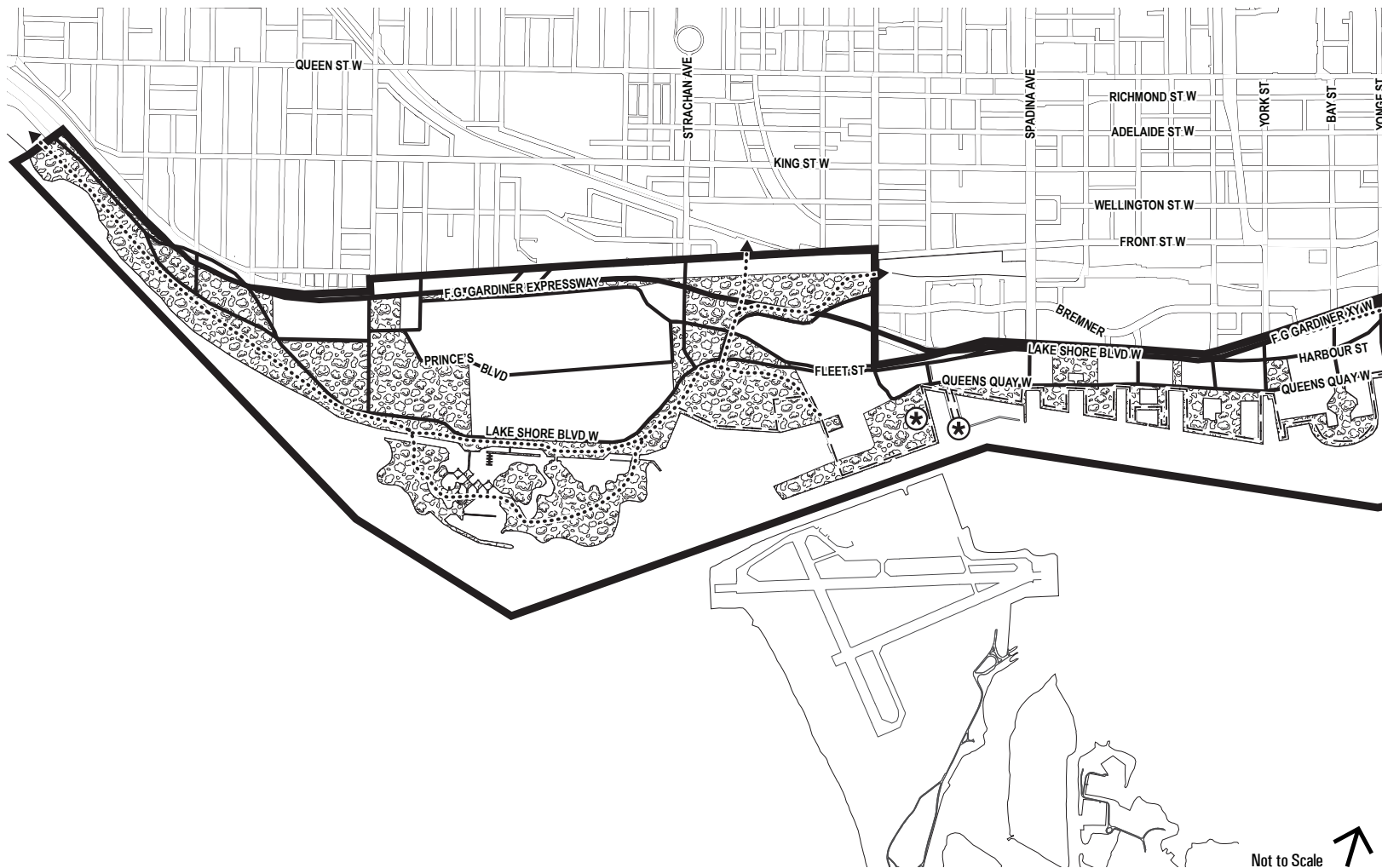
Central Waterfront Area Secondary Plan

MAP B - Transit Plan 3-3

- | | |
|--|---|
| — Secondary Plan Boundary | ■ Tunnel Section |
| - - - Planned - Streetcars in Own Right-of-Way | □ Port Lands |
| — Potential - Streetcars in Own Right-of-Way | □ Area of Amendment for Lower Don Lands |
| - · - · - Existing - Streetcar Route | |
| — Planned - Buses or Streetcars in Own Right-of-Way | |
| · · · · · Alternative Alignment for Streetcars in Own Right-of-Way Subject to Environmental Assessment | |

Note:
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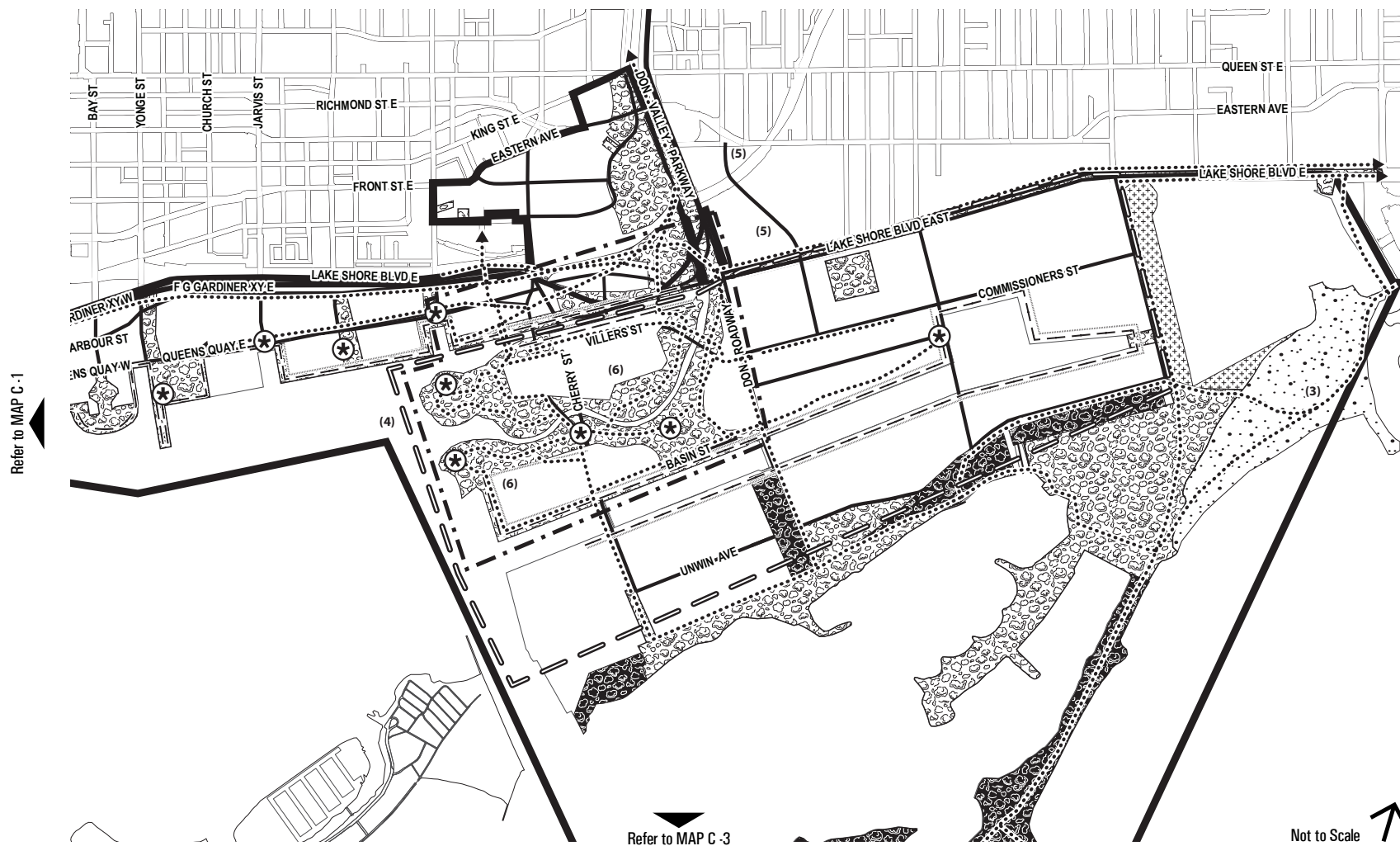


Central Waterfront Area Secondary Plan

MAP C - Parks and Open Spaces Areas Plan 1-3

- | | |
|------------------------------|--|
| Secondary Plan Boundary | Port Lands |
| Parks and Open Space Areas | Area of Amendment for Lower Don Lands |
| Natural Areas | Public Promenade (Dockwall/Water's Edge) |
| Potential Lakefill Areas | Multi-Use Pathways |
| Other Open Space Areas | |
| Inner Harbour Special Places | |

- Note:
- (1) See Map D for Complete Bicycle Network
 - (2) Local Parks are not Designated in the Plan, this will be done at the Development Permit or By-Law Stage
 - (3) Area South of Ashbridges Bay Treatment Plan Subject to Policy P29
 - (4) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (5) Intersection and/or Alignment Configuration Subject to Further Study
 - (6) Parks and Natural Space Areas in Port Lands Subject to Detailed Design
 - (7) See Map F1
- October 2018



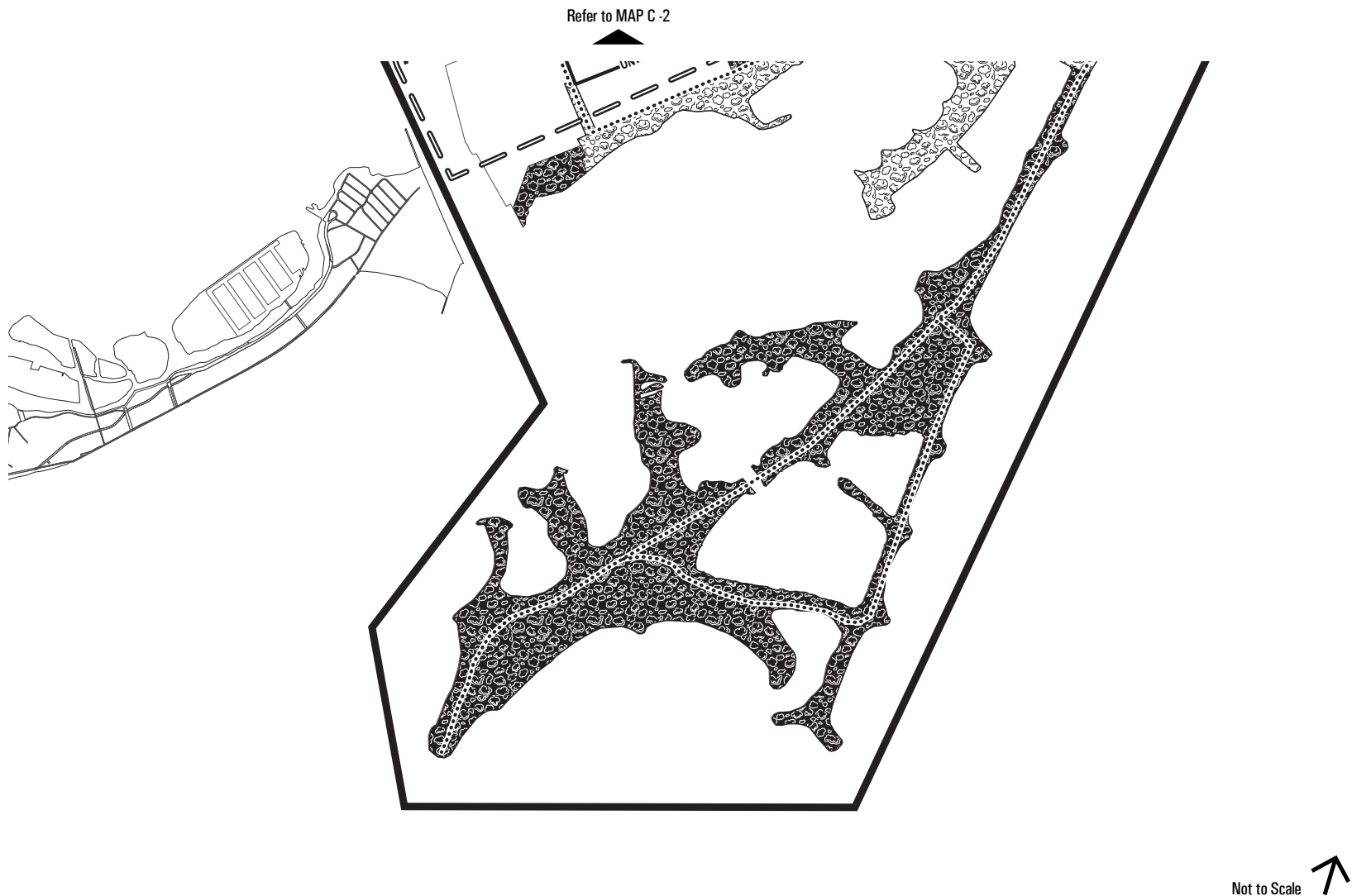
Central Waterfront Area Secondary Plan

MAP C - Parks and Open Spaces Areas Plan 2-3

- | | |
|------------------------------|--|
| Secondary Plan Boundary | Port Lands |
| Parks and Open Space Areas | Area of Amendment for Lower Don Lands |
| Natural Areas | Public Promenade (Dockwall/Water's Edge) |
| Potential Lakefill Areas | Multi-Use Pathways |
| Other Open Space Areas | |
| Inner Harbour Special Places | |

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 - (5) Intersection and/or Alignment Configuration Subject to Further Study
 - (6) Parks and Natural Space Areas in Port Lands Subject to Detailed Design
 - (7) See Map F1

October 2018

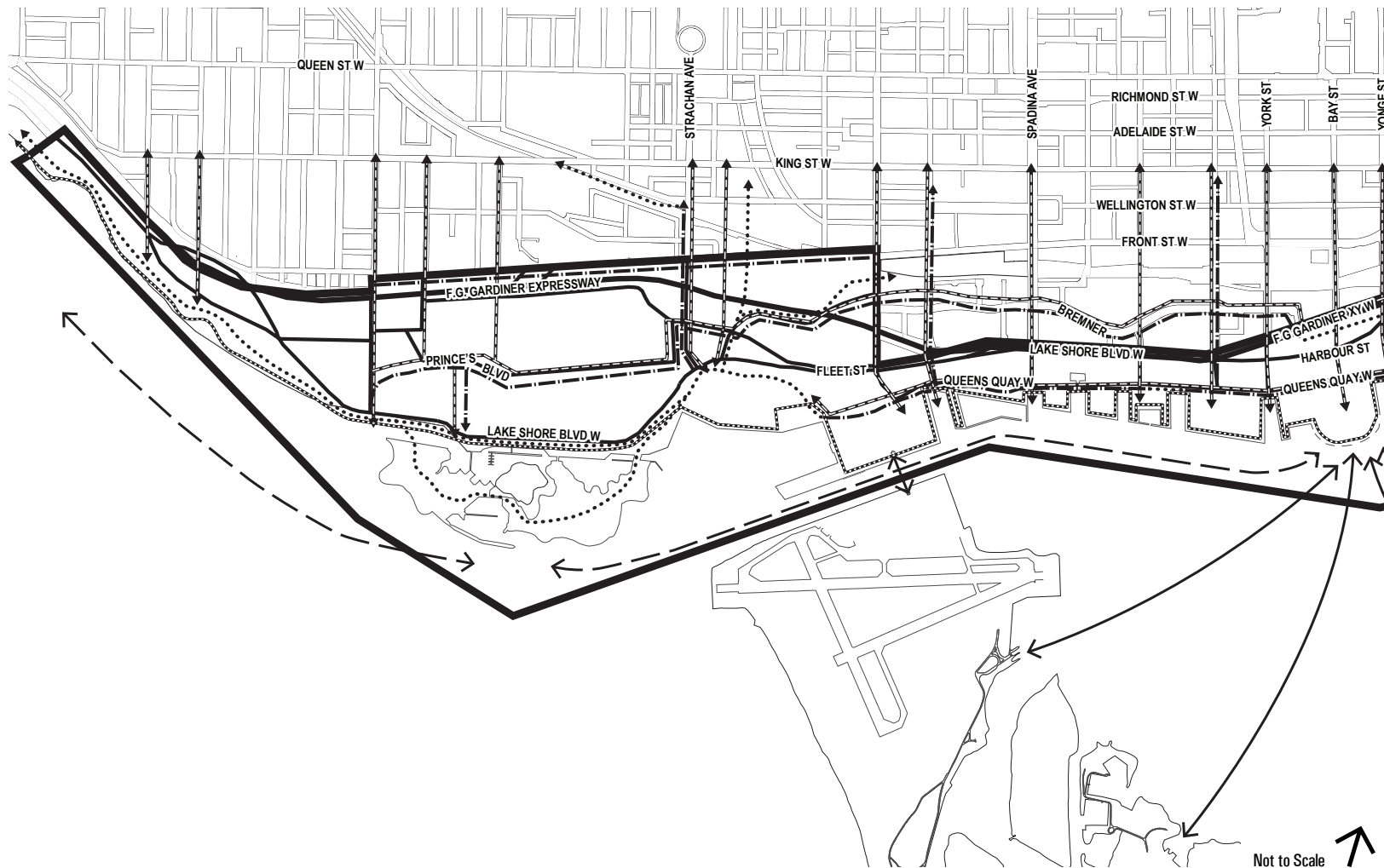


Central Waterfront Area Secondary Plan

MAP C - Parks and Open Spaces Areas Plan 3-3

- | | |
|------------------------------|--|
| Secondary Plan Boundary | Port Lands |
| Parks and Open Space Areas | Area of Amendment for Lower Don Lands |
| Natural Areas | Public Promenade (Dockwall/Water's Edge) |
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 - (5) Intersection and/or Alignment Configuration Subject to Further Study
 - (6) Parks and Natural Space Areas in Port Lands Subject to Detailed Design
 - (7) See Map F1
- October 2018



Refer to MAP D-2



Central Waterfront Area Secondary Plan

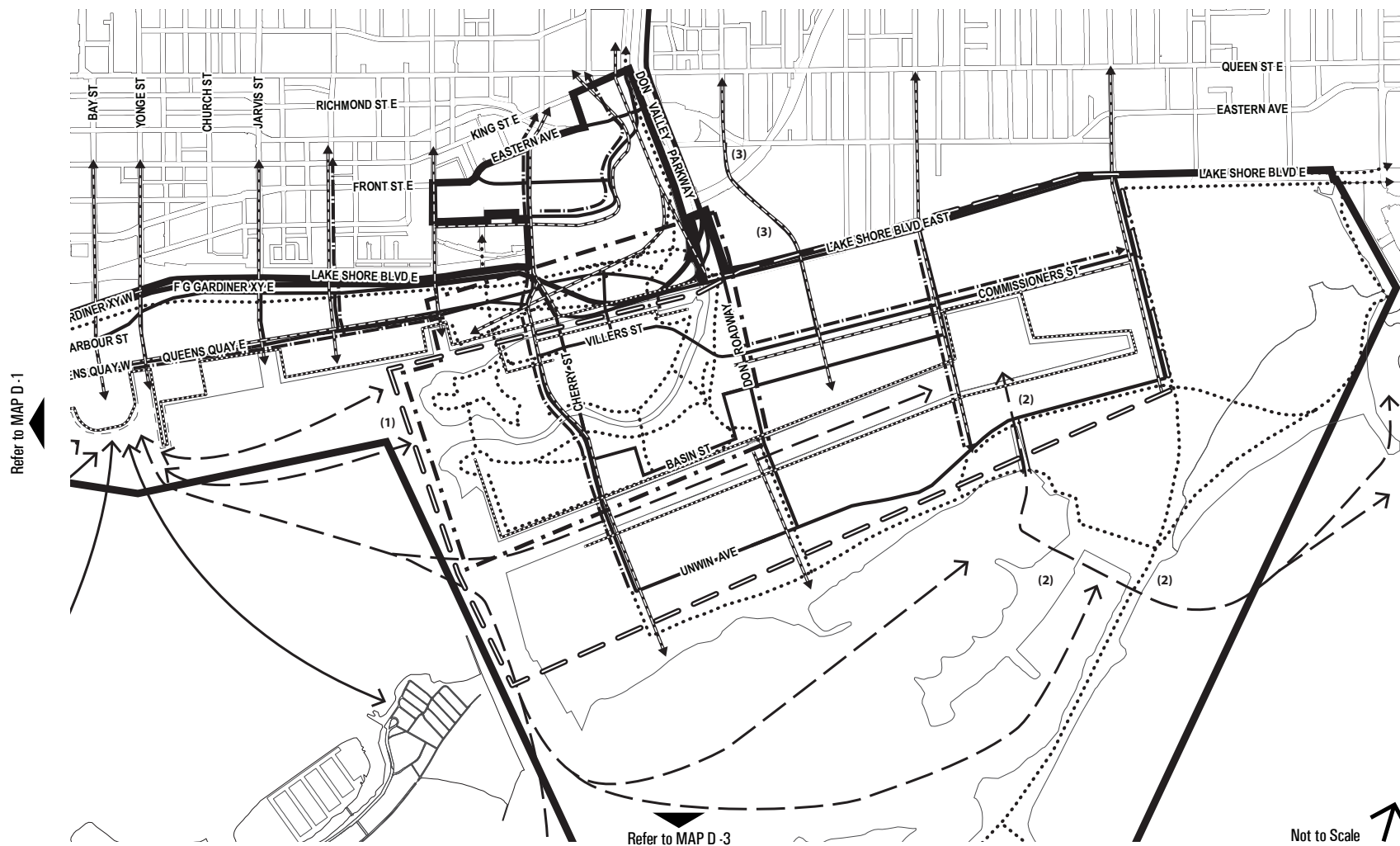
MAP D - Pedestrian, Cycling and Water Routes Plan 1-3

- Secondary Plan Boundary
- Potential Water Routes
- Existing Water Routes
- Multi-Use Pathways
- Bicycle Lanes on Street
- Public Promenade (Dockwall/Water's Edge)
- Key Pedestrians Links

- Port Lands
- Area of Amendment for Lower Don Lands

Note:
 (1) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 (2) Potential Land Based (Portage) Connection
 (3) Intersection and/or Alignment Configuration Subject to Further Study

October 2018



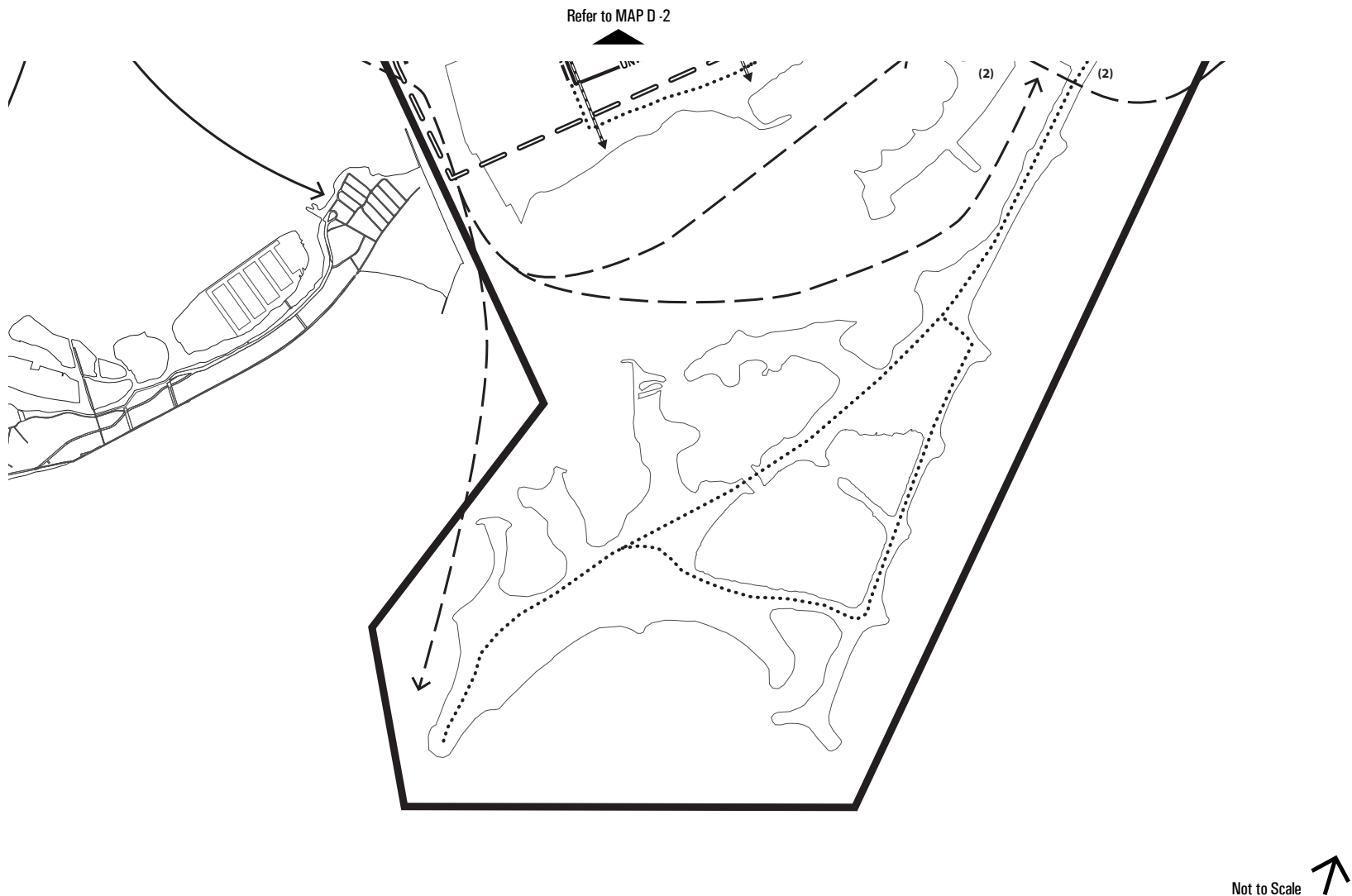
Central Waterfront Area Secondary Plan

MAP D - Pedestrian, Cycling and Water Routes Plan 2-3

- Secondary Plan Boundary
- Potential Water Routes
- Existing Water Routes
- Multi-Use Pathways
- Bicycle Lanes on Street
- Public Promenade (Dockwall/Water's Edge)
- Key Pedestrians Links

- Port Lands
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 (3) Intersection and/or Alignment Configuration Subject to Further Study



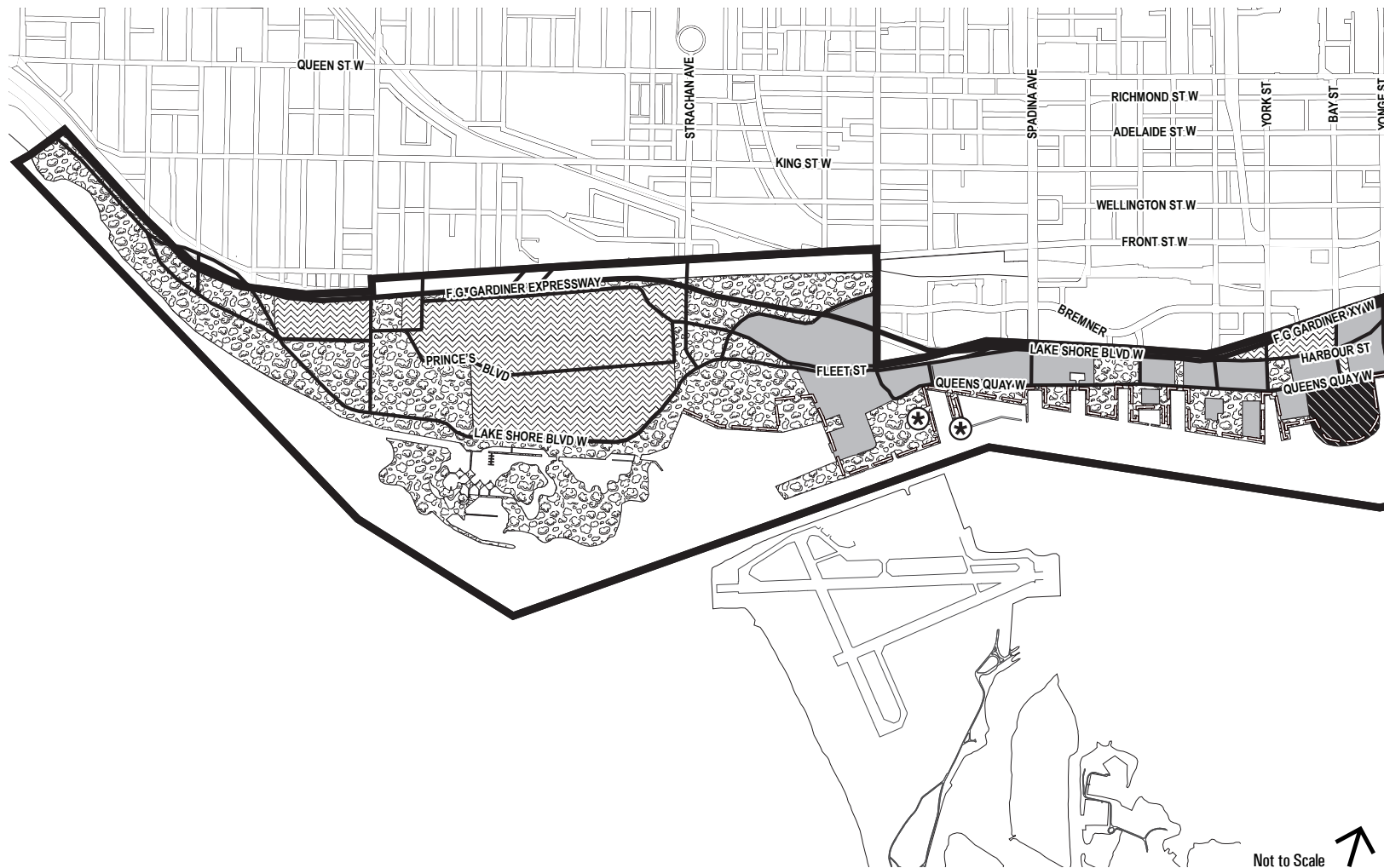
Central Waterfront Area Secondary Plan

MAP D - Pedestrian, Cycling and Water Routes Plan 3-3

- | | | | |
|--|--|--|---------------------------------------|
| | Secondary Plan Boundary | | Port Lands |
| | Potential Water Routes | | Area of Amendment for Lower Don Lands |
| | Existing Water Routes | | |
| | Multi-Use Pathways | | |
| | Bicycle Lanes on Street | | |
| | Public Promenade (Dockwall/Water's Edge) | | |
| | Key Pedestrians Links | | |

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 (2) Potential Land Based (Portage) Connection
 (3) Intersection and/or Alignment Configuration Subject to Further Study

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Refer to MAP E-2



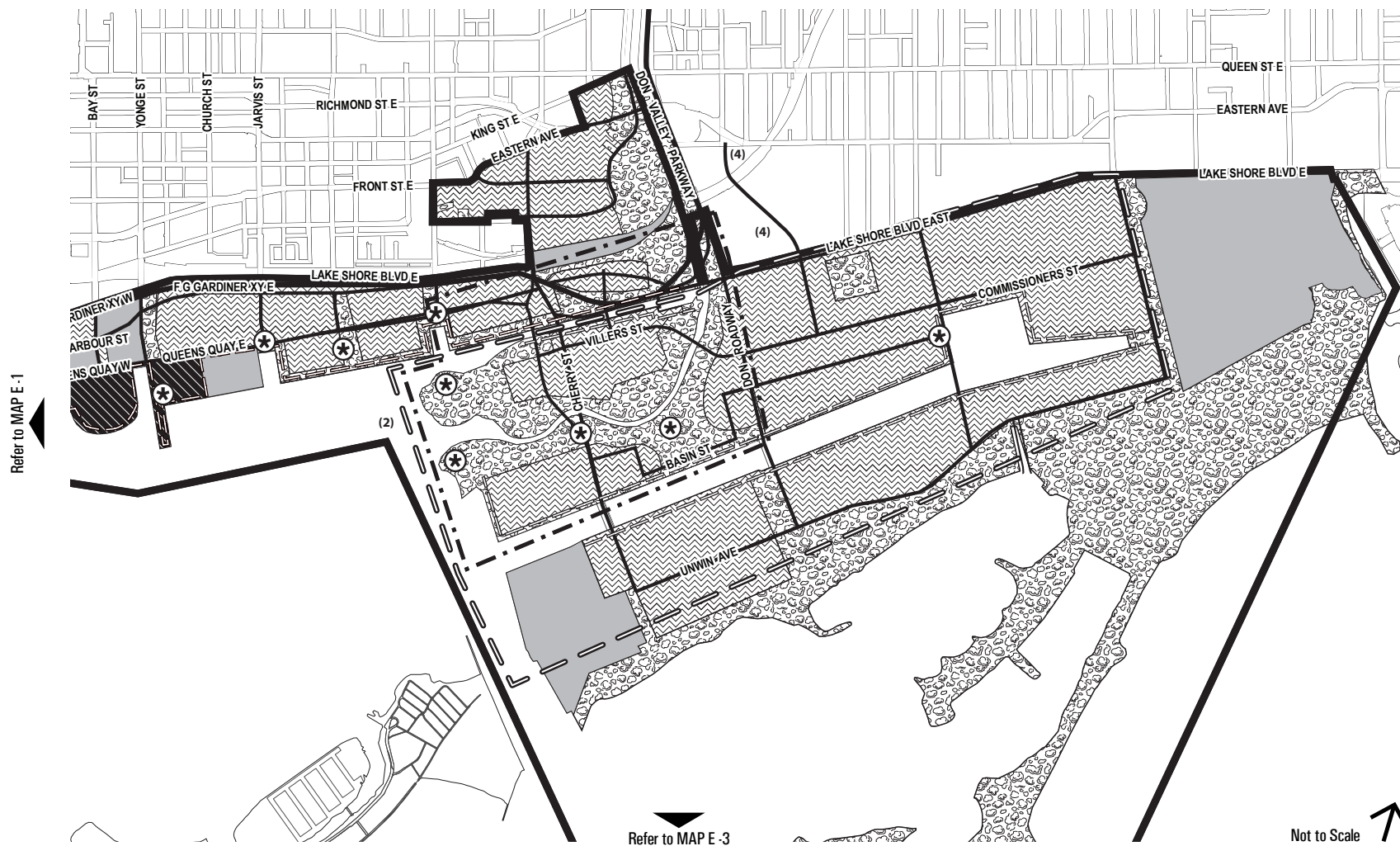
Central Waterfront Area Secondary Plan

MAP E - Land Use Plan 1-3

- | | |
|--|---------------------------------------|
| Secondary Plan Boundary | Port Lands |
| Parks and Open Space Areas | Area of Amendment for Lower Don Lands |
| Regeneration Areas | |
| Existing Use Areas | |
| Foot of Yonge Special Study Area | |
| Public Promenade (Dockwall/Water's Edge) | |
| Inner Harbour Special Places | |

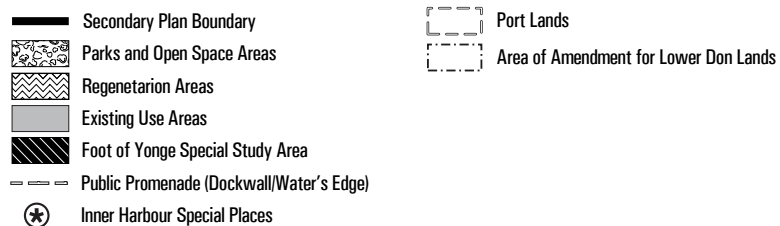
- Note:
- (1) See Map C for Further Detail
 - (2) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (3) See Definitions Section Five: Making it Happen, 1) A Simplified Approach to Land Use Regulation
 - (4) Intersection and/or Alignment Configuration Subject to Further Study
 - (5) See Maps F1 and F2 for Further Details
 - (6) See Maps G1 and G2 for Further Details
 - (7) See Maps H1 and H2 for Further Details

October 2018



Central Waterfront Area Secondary Plan

MAP E - Land Use Plan 2-3



- Note:
- (1) See Map C for Further Detail
 - (2) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (3) See Definitions Section Five: Making it Happen, 1) A Simplified Approach to Land Use Regulation
 - (4) Intersection and/or Alignment Configuration Subject to Further Study
 - (5) See Maps F1 and F2 for Further Details
 - (6) See Maps G1 and G2 for Further Details
 - (7) See Maps H1 and H2 for Further Details

October 2018

Refer to MAP E -2



Not to Scale



Central Waterfront Area Secondary Plan

MAP E - Land Use Plan 3-3

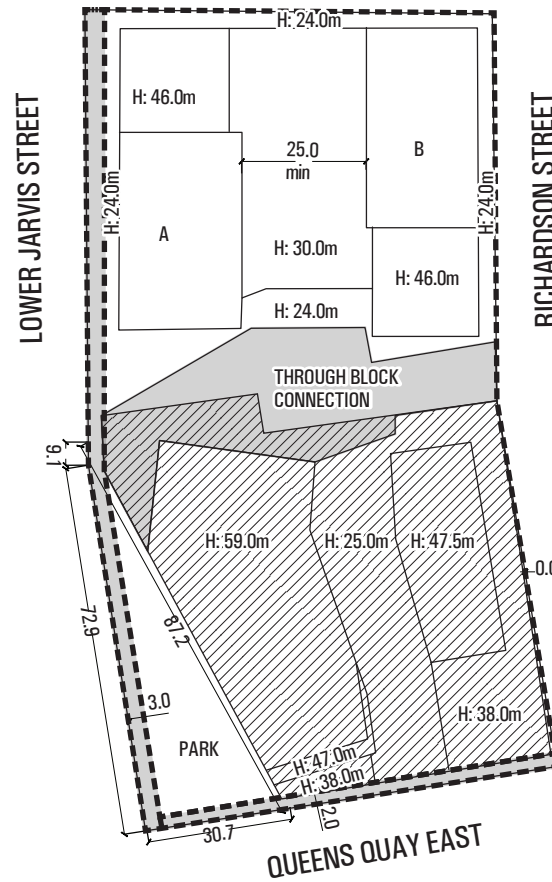
- Secondary Plan Boundary
- Parks and Open Space Areas
- Regenatarion Areas
- Existing Use Areas
- Foot of Yonge Special Study Area
- Public Promenade (Dockwall/Water's Edge)
- Inner Harbour Special Places

- Port Lands
- Area of Amendment for Lower Don Lands

- Note:
- (1) See Map C for Further Detail
 - (2) New Mouth of Don River and Port Lands Shown Conceptually (2010)
 - (3) See Definitions Section Five: Making it Happen, 1) A Simplified Approach to Land Use Regulation
 - (4) Intersection and/or Alignment Configuration Subject to Further Study
 - (5) See Maps F1 and F2 for Further Details
 - (6) See Maps G1 and G2 for Further Details
 - (7) See Maps H1 and H2 for Further Details

October 2018

LAKE SHORE BOULEVARD EAST



TOWER ZONE A
Max. Floorplate
Size: 800 sq.m.
Max. HT: 150m

TOWER ZONE B
Max. Floorplate
Size: 750 sq.m.
Max. HT: 120m

Not to Scale

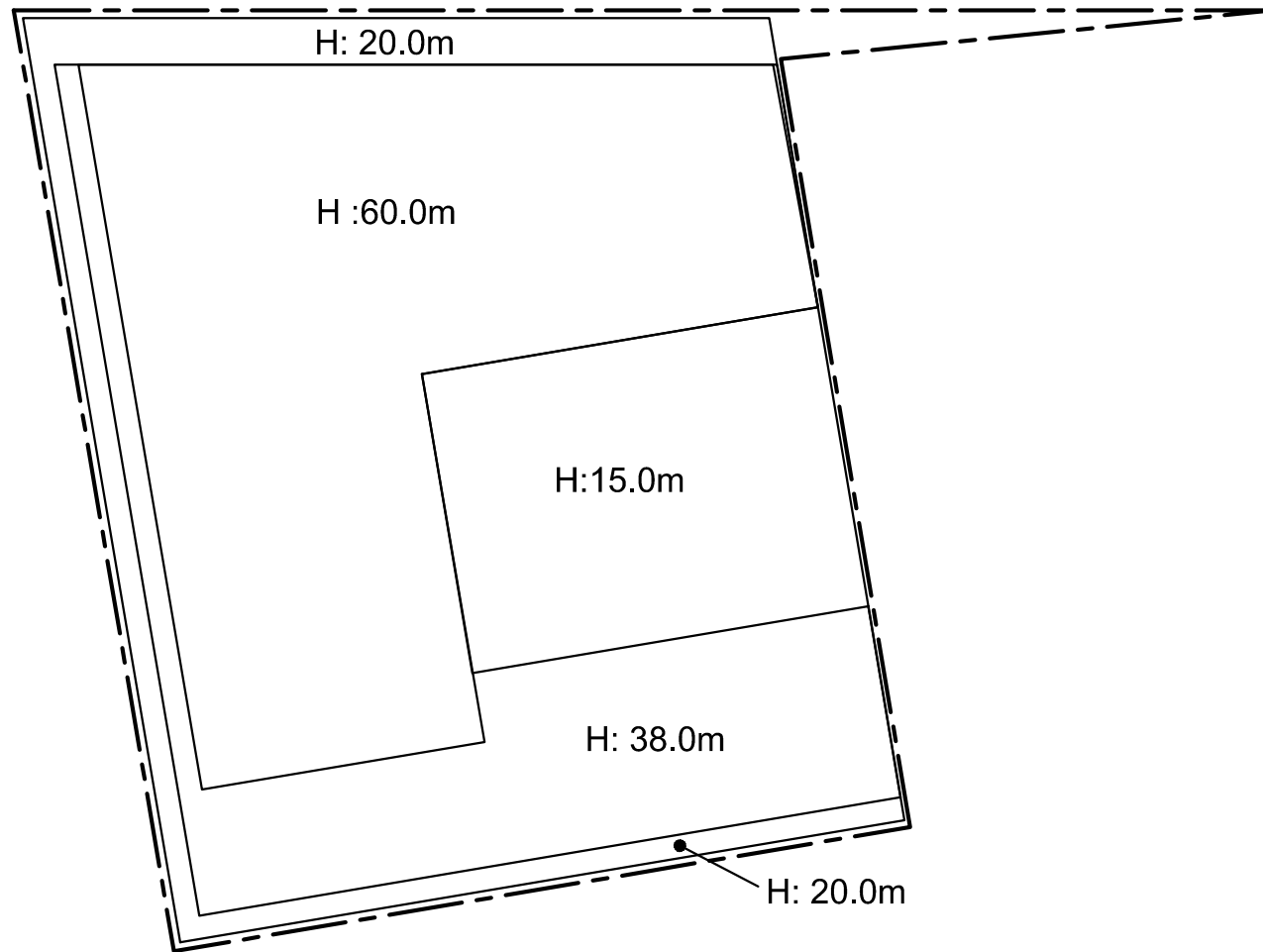


Central Waterfront Area Secondary Plan

MAP F1- 143-177 Lake Shore Boulevard East, 26 Richardson Street, and 130-132 Queens Quay East Map

- Regeneration Area (Qualified)
- Road Widening
- Building Envelope Projection Between 38.0m and 47.0m Only

Note:
All dimensions are shown in metres



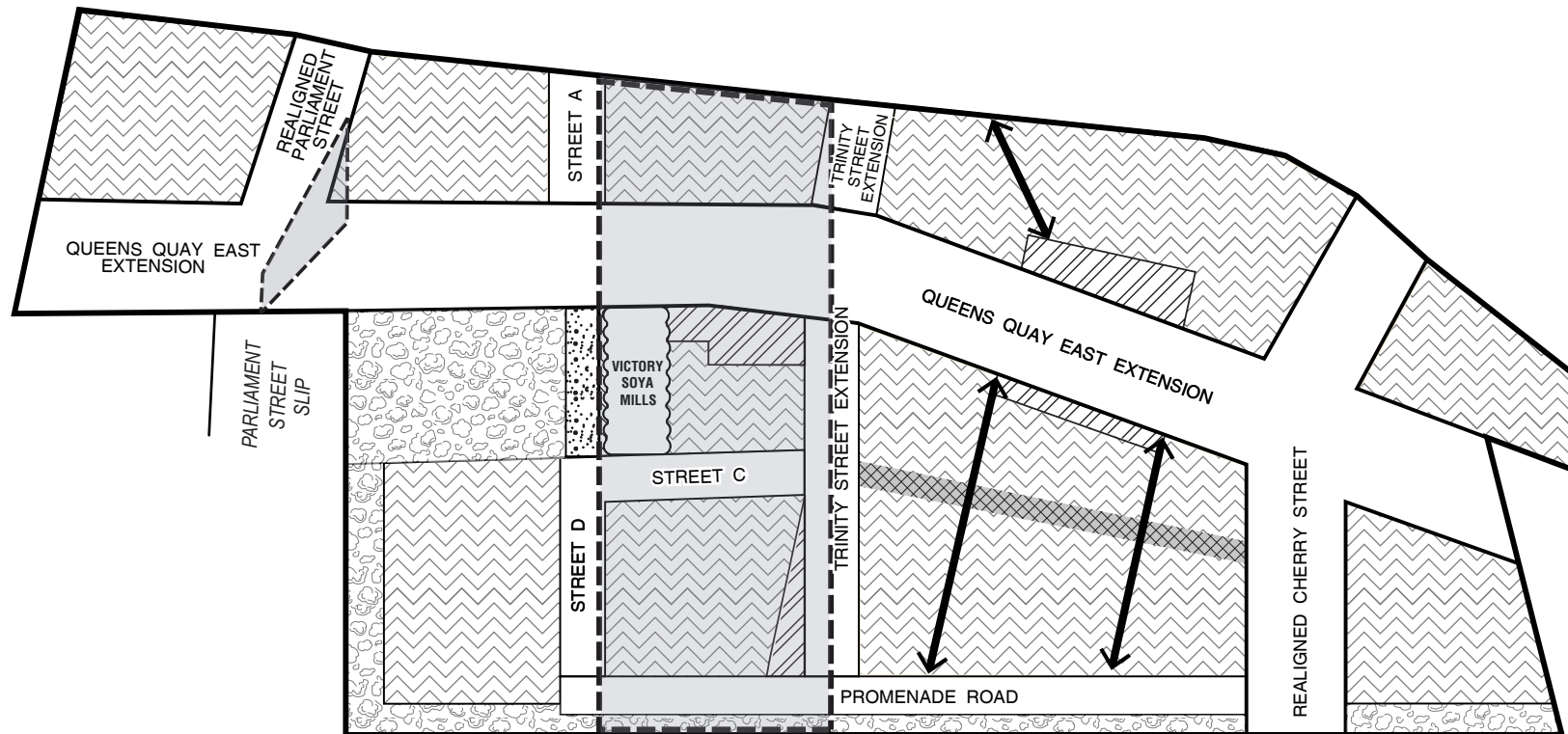
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Central Waterfront Area Secondary Plan

MAP F2 - 162 Queens Quay East

Note:
This OMB order does not apply to
162 Queens Quay East and map F2
is not being approved at this time.



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Central Waterfront Area Secondary Plan

Map H1- Keating Channel West Precinct, Urban Structure Map

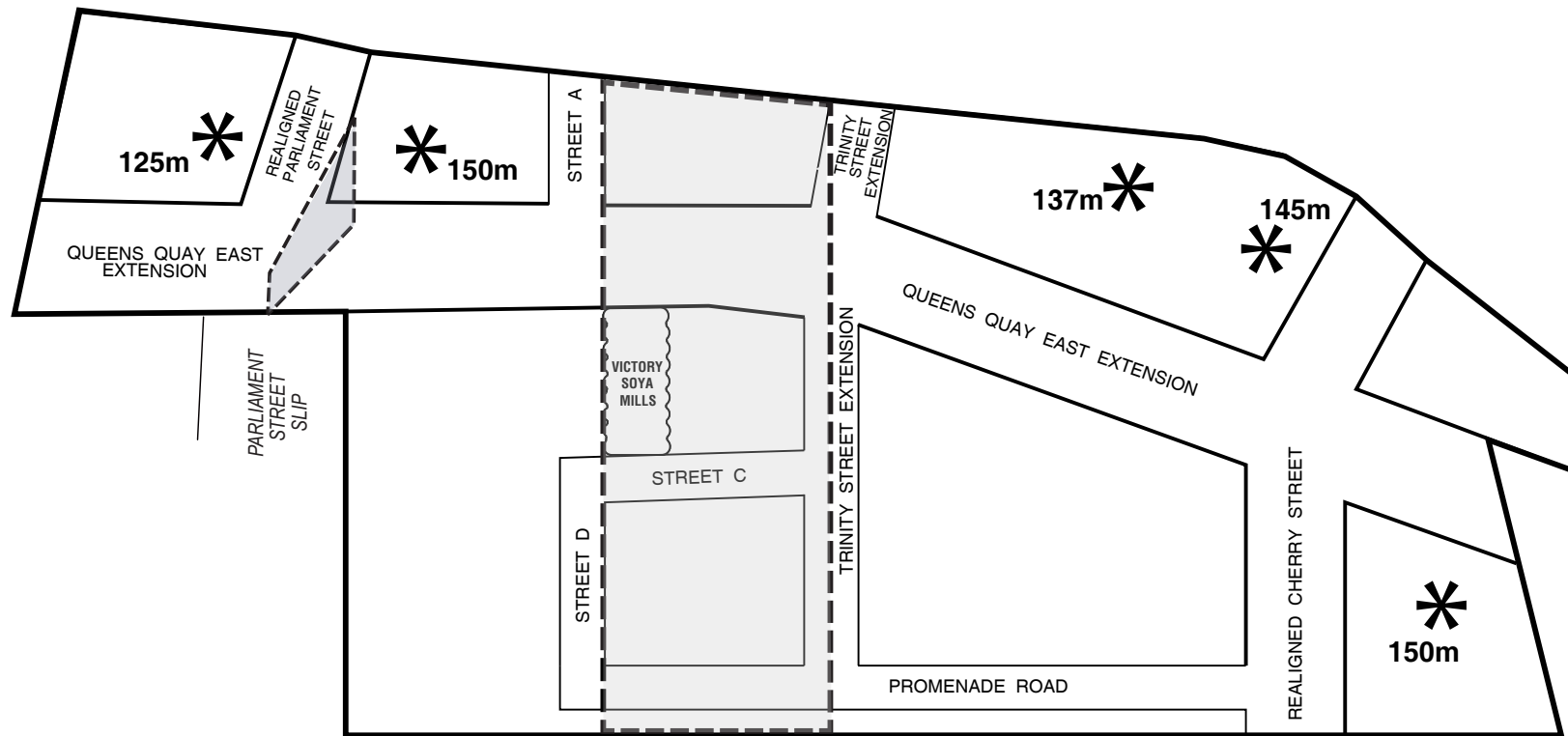
- Boundary
- Parkland
- Regeneration Areas
- Public Streets
- Private Lane

- Temporary Private Lane
- Publicly Accessible Open Space
- Walkways

- Approval deferred for 351-369 Lake Shore Blvd. E. and 11 Parliament Street.

Note:
The alignment and rights-of-way of streets are to be addressed in conjunction with the land use approval process, which may include the subdivision planning and/or the EA approval processes.

October 2018



Not to Scale



Central Waterfront Area Secondary Plan

Map H2 - Keating Channel West Precinct, Tower Location And Height Map

Boundary of Keating Channel West Precinct

Tower Location and Maximum Tower Height in Metres

Approval deferred for 351-369 Lake Shore Blvd. E. and 11 Parliament Street.

Note:
The alignment and rights-of-way of streets are to be addressed in conjunction with the land use approval process, which may include the subdivision planning and/or the EA approval processes.

October 2018