

Welcome



Introduction

The draft Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines were presented to City Council in [September 2020](#). We are now consulting on these draft Plans with the final recommended Secondary Plan anticipated to be presented to Council in Spring 2021.

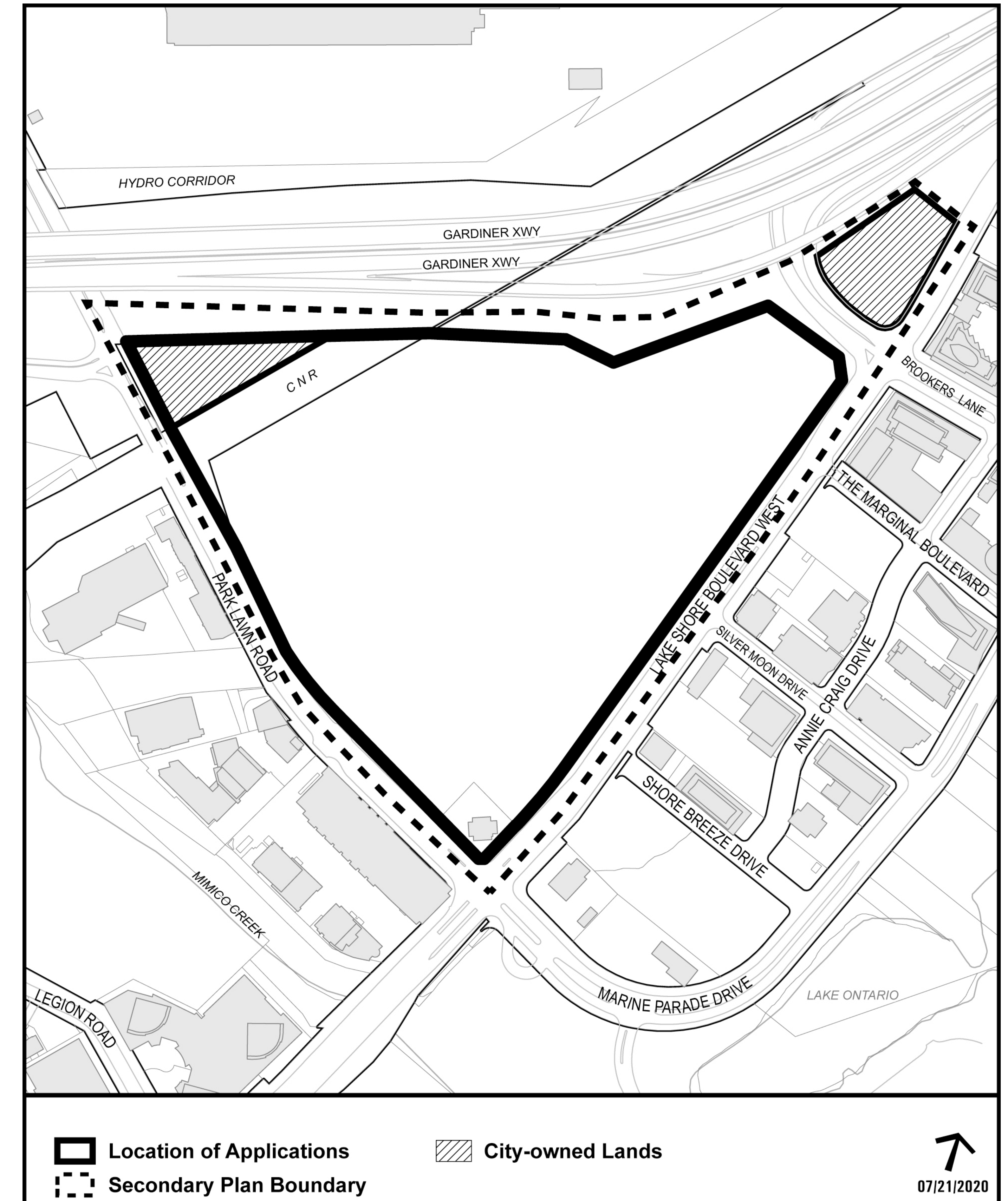
This period of consultation is your opportunity to review the draft plans as well as the current development applications, see how they differ, ask City staff your questions and let us know what you think. The information presented here largely focuses on the City's proposal for the study area - the Secondary Plan. We also highlight the differences between the City's proposal and the development applications that have been submitted for the area, as outlined in the Secondary Plan.

We want to hear from you!

There are a number of ways you can provide your feedback from October 23 to November 20, 2020:

- Visit www.toronto.ca/christies to access our EngageTO page, where you can view presentations about the City's plan and the current development applications and provide your comments;
- Attend the virtual meeting on November 5, 2020 to learn about the plans and ask questions of the project team (see [the study webpage](#) for meeting details); and
- Contact City staff to provide your comments or ask questions directly. Contact details are provided at the end of this document.

Study Area



Background



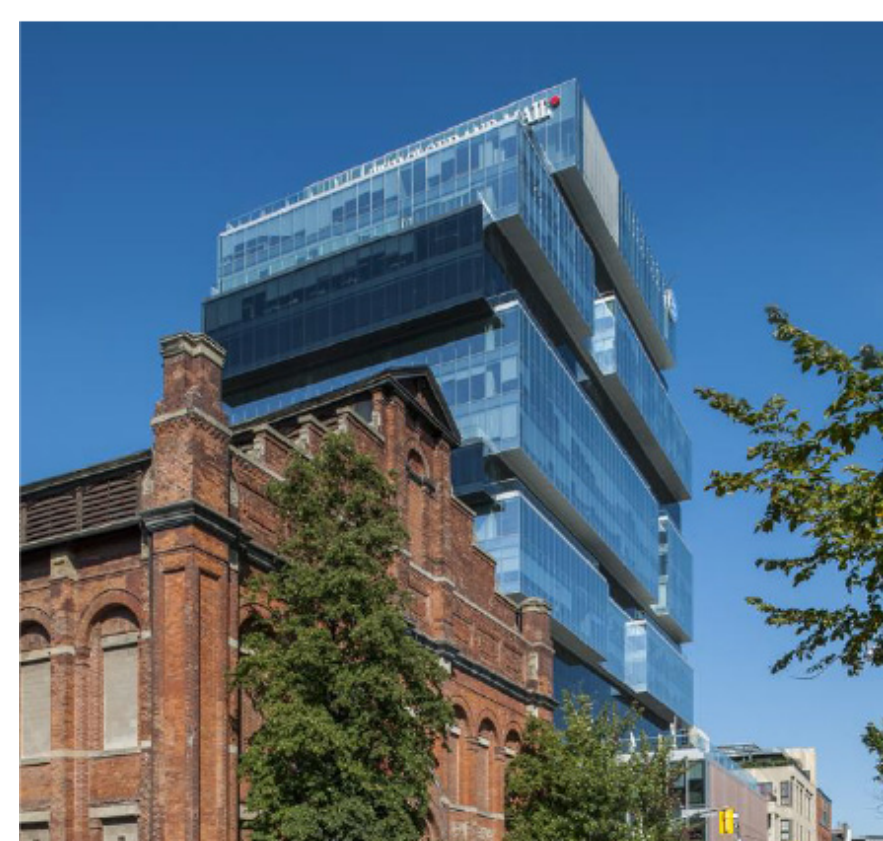
Site and Area Specific Policy 15

In 2019, City Council adopted a settlement with First Capital Realty (the owner of the former Mr. Christie's site) resulting in [Site and Area Specific Policy 15](#) (SASP 15) which sets out direction for the Christie's Secondary Plan.

Key Directions from SASP 15

- A minimum of **98,000 square metres** of **employment uses** are required on the site.
- Residential uses are **not permitted until** the proposed Park Lawn GO Station is **approved and funded**.
- The creation of a housing plan that identifies both the percentage of residential units that will be 2-3 bedrooms and the proposed **mix of affordable housing**.
- The development of a **Community Services and Facilities Strategy** to identify local needs and set out priorities to support growth.

What does 98,000 square metres of non-residential space look like?



Globe and Mail Centre
[351 King Street East](#)
(50,000 m², 17 storeys)



Corus Quay
[25 Dockside Drive](#)
(50,000 m², 8 storeys)

Christie's Planning Study Stats

3 Consultation Events

- [October 2019](#)
- November 2019
- [April 2020](#)

500+ people

attended in-person events

2 Staff Reports

- [January 2020](#)
- [September 2020](#)

40,000+

Notices mailed

7,000

Unique website visits



What draft documents are ready for comment?

- A [Secondary Plan](#) (outlines the vision for the study area)
- An [Area-Specific Zoning By-law](#) (contains specific permissions and requirements for all development)
- [Urban Design and Streetscape Guidelines](#) (includes guidance on street character, building design and green development features)

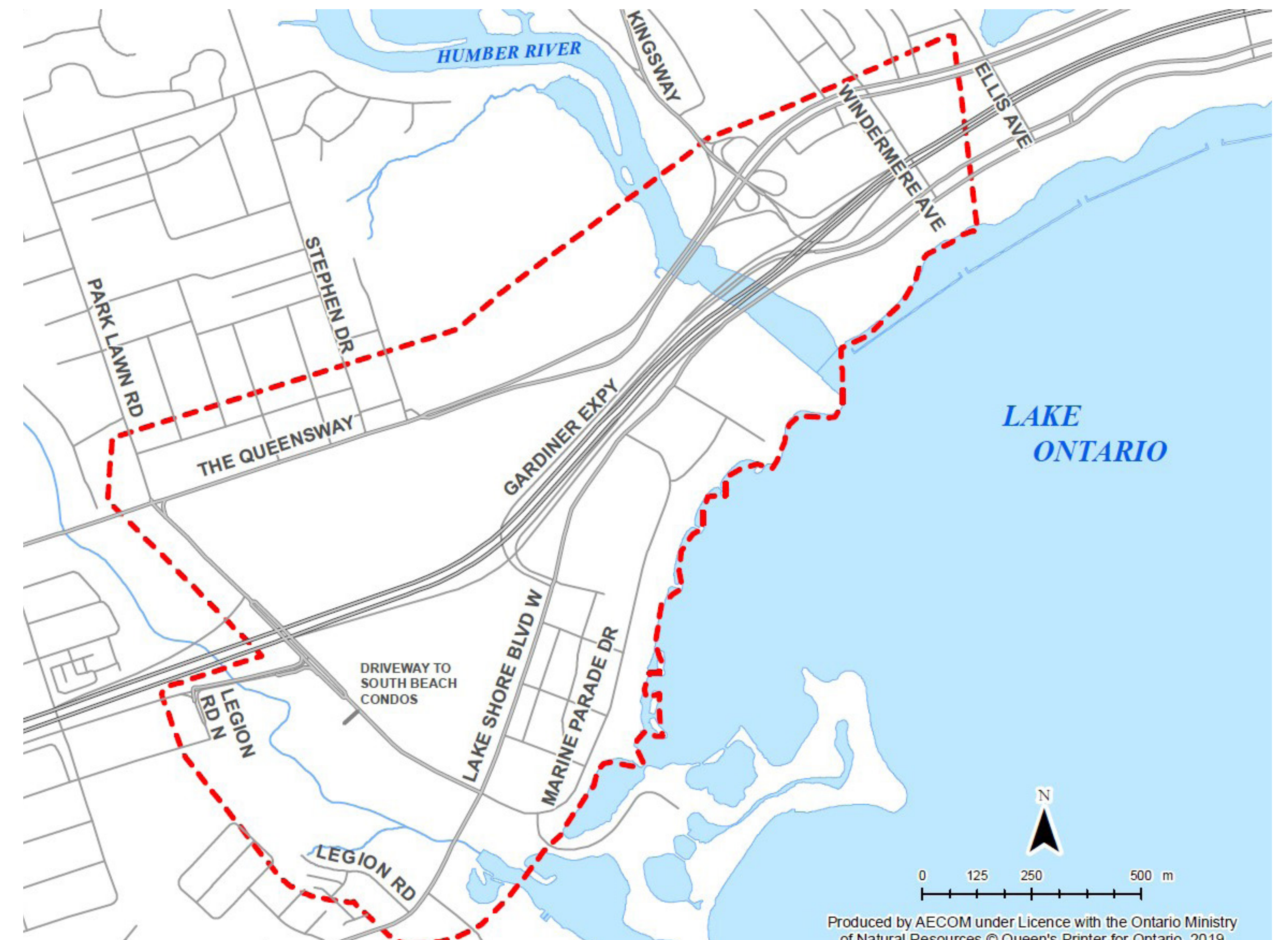
Aligned Initiatives

Park Lawn Lake Shore Transportation Master Plan

The [Park Lawn Lake Shore Transportation Master Plan](#) (TMP), led by Transportation Services staff, is a detailed assessment of the existing and planned transportation system for all modes of travel across the broader Park Lawn and Lake Shore area.

The TMP has two stages, the first of which includes Phase 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act. Phase 1 included the identification of transportation problems and opportunities. Phase 2 will develop, evaluate and recommend alternatives to address the identified problems and opportunities, including identifying locations for signalized intersections.

The final report for Phase 2 will identify the preferred transportation network alternative and is anticipated for the first quarter of 2021. For more information or to provide comments on the TMP, visit [the project website](#).

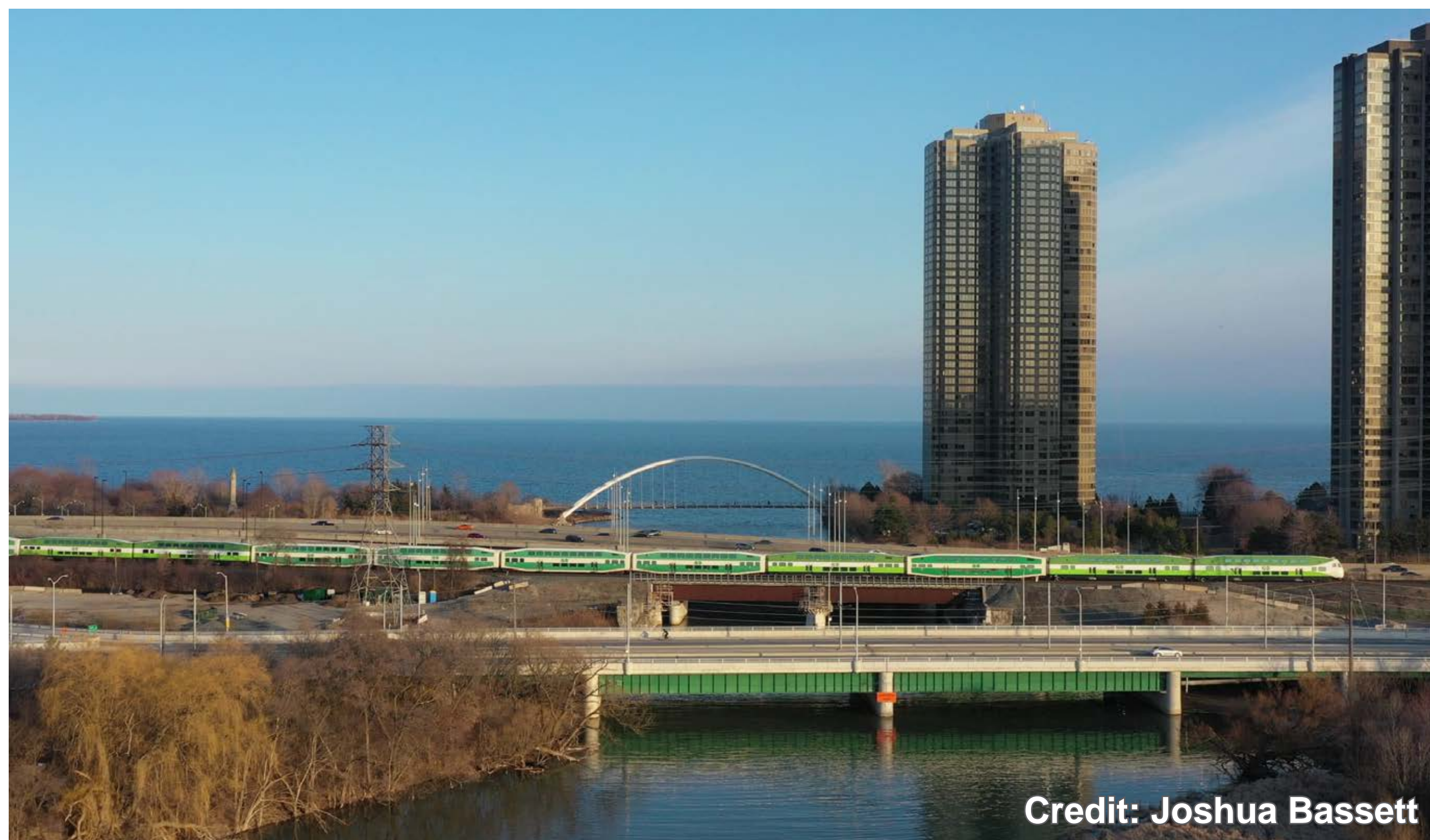


Proposed Park Lawn GO Station

Detailed design of the proposed Park Lawn GO Station is being led by First Capital Realty through a [Transit Project Assessment Process](#). Further information and contact information regarding that process can be found [here](#).

Waterfront Reset Alignment

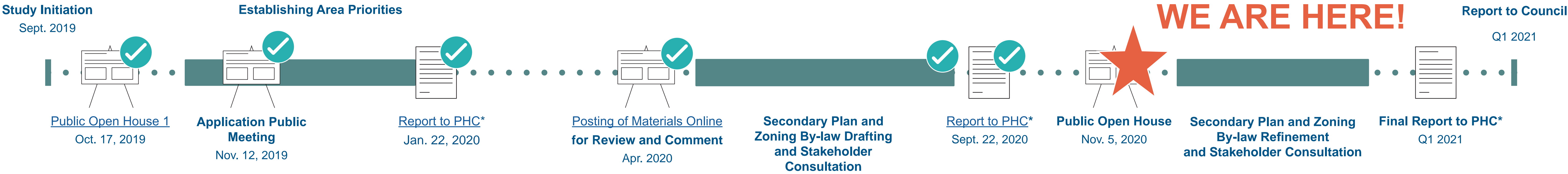
The [Waterfront Reset](#) study resulted in a comprehensive needs assessment and identified transit improvement options along Toronto's Waterfront. The Waterfront Transit Network Plan unlocks the potential for an LRT extension from Exhibition Loop to Humber Bay Shores. City Council has directed staff to proceed with detailed planning and design studies according to priority. The Christie's Planning Study is considering the potential improvements advanced by the Waterfront Reset.



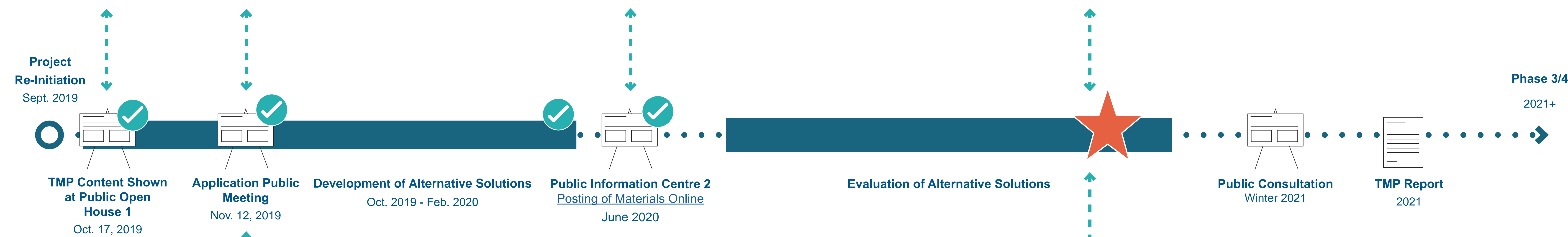
Schedule and Aligned Initiatives



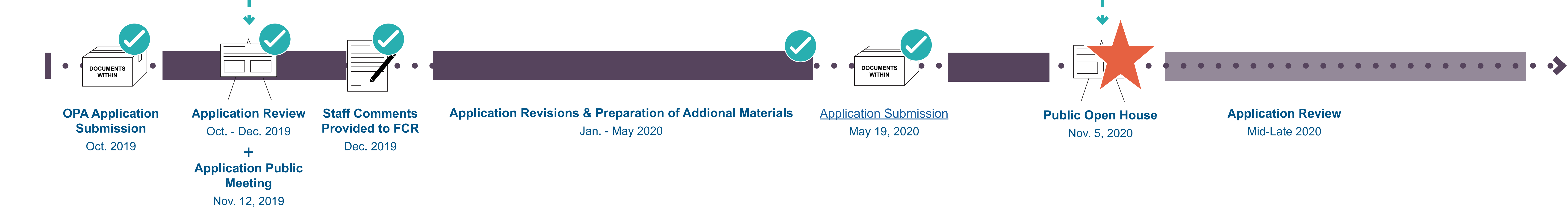
Christie's
Planning Study



Park Lawn Lake Shore
Transportation Master Plan



Private
Applications



Transit Project
Assessment
Process
(for the proposed
Park Lawn GO
Station)

Letter of Commencement



* Planning and Housing Committee (PHC)



Public Meetings/Open Houses have been aligned across project streams in order to streamline the presentation of information to the public.

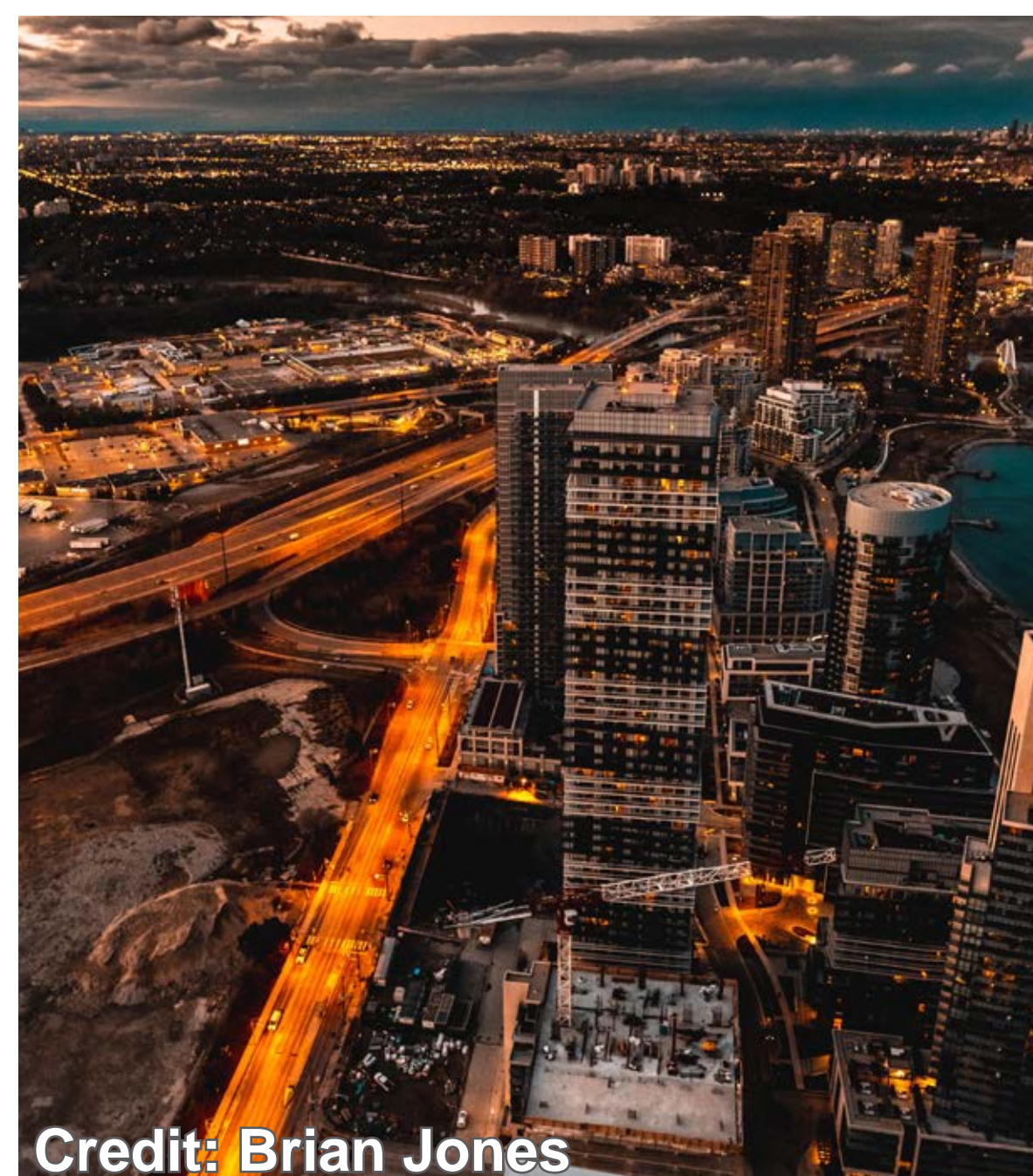
Existing Context



The neighbourhoods surrounding the Christie lands have been experiencing a significant amount of development and [population growth](#) over the last decade. Much of that development has been in the form of mid-rise and tall buildings along Park Lawn Road and in Humber Bay Shores.

Heights of towers in Humber Bay Shores and along Park Lawn Road are between 27 and 66 storeys. Additionally, the separation distances between all existing towers are at least 30 metres and generally adhere to the City's [Tall Building Guidelines](#).

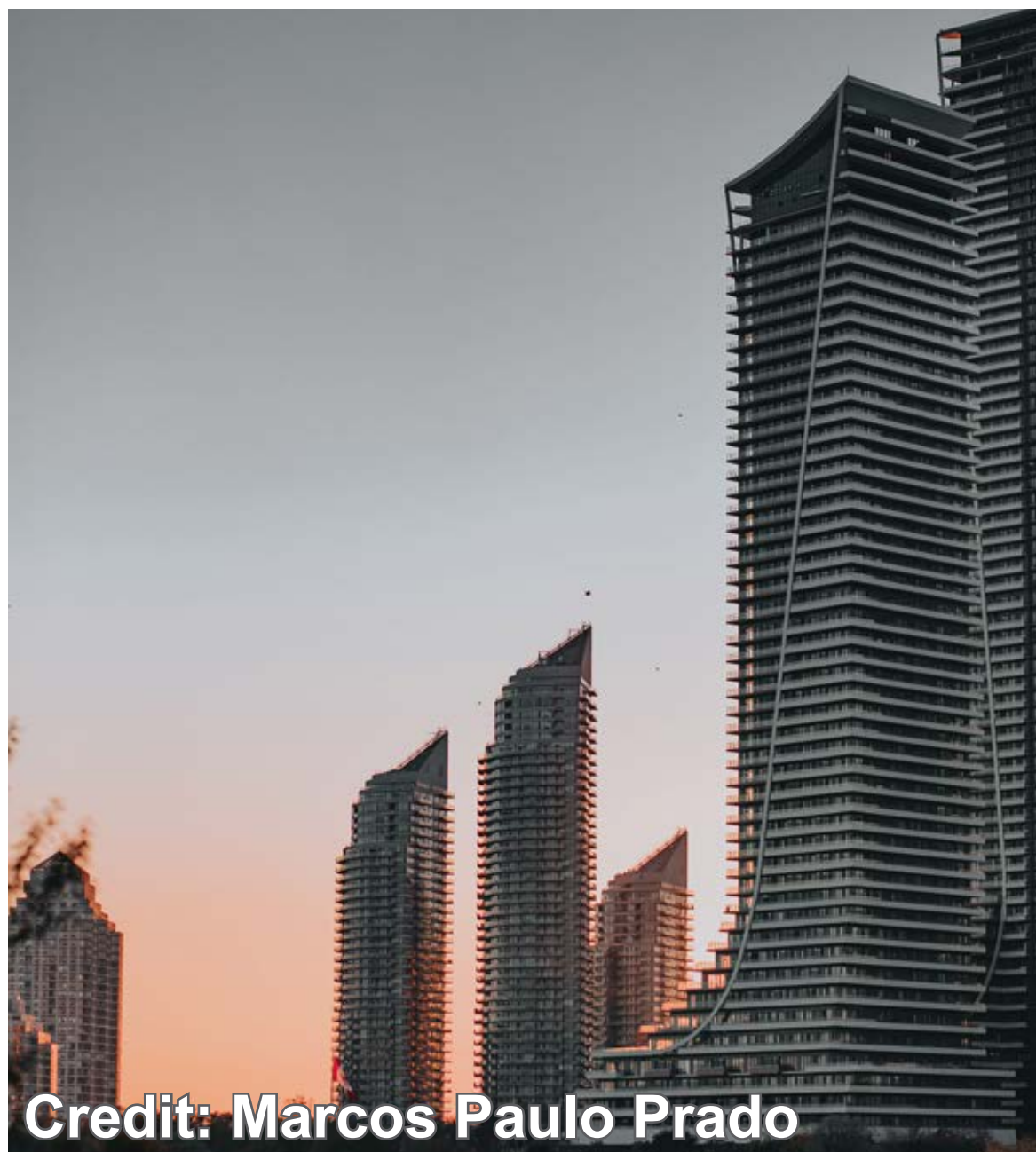
Park Lawn



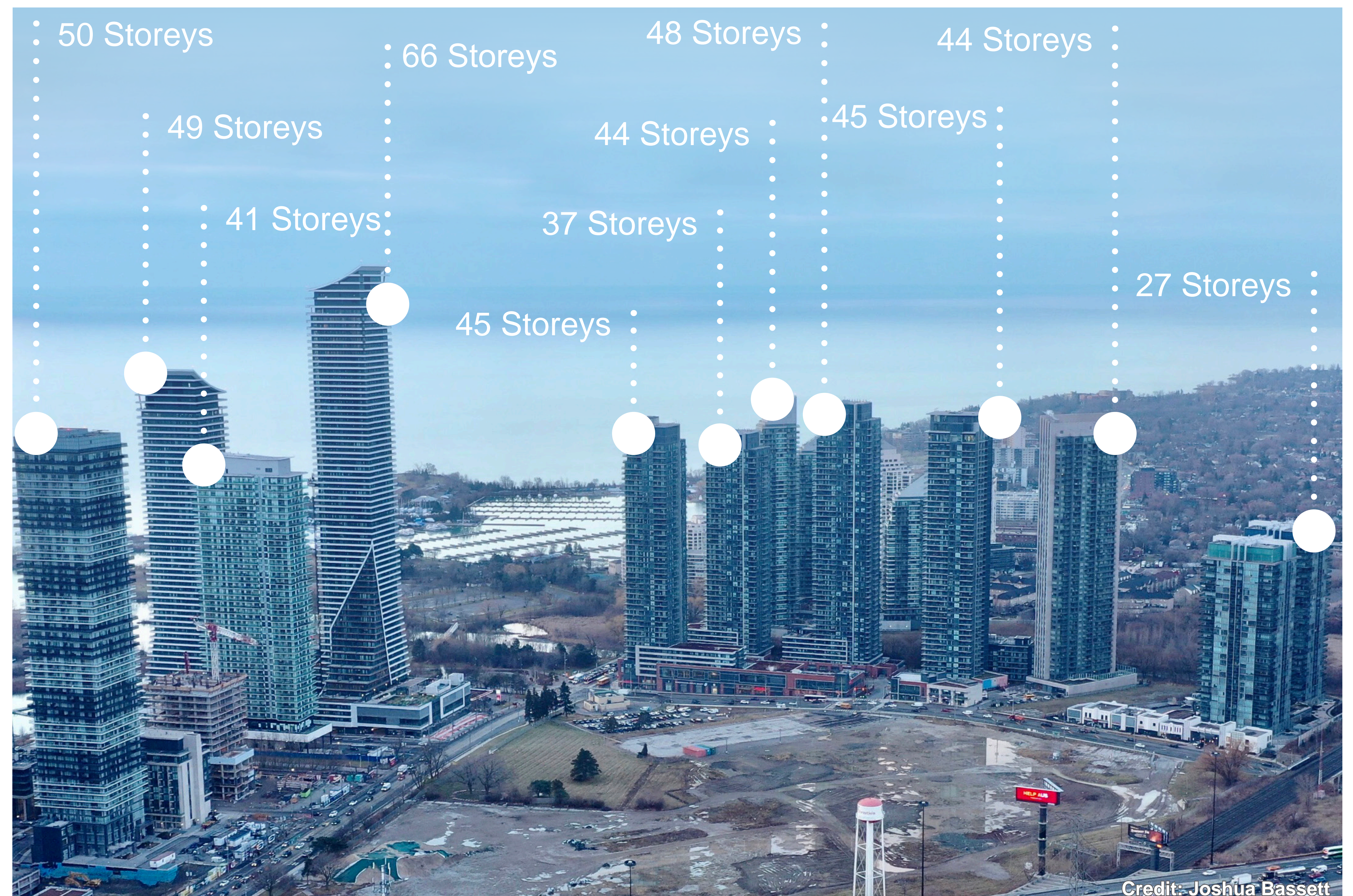
Credit: Brian Jones



Humber Bay Shores



Credit: Marcos Paulo Prado



Christie's Secondary Plan



Vision

Creating a Plan for the Christie's site provides a rare opportunity for the City to shape the development of 12.1 hectares of land along Lake Shore Boulevard and help meet the needs of an ever growing city. Development within the Secondary Plan Area will provide an exemplary model of transit-supportive development by creating a walkable, pedestrian-oriented, mixed-use community centered on transit investment and integration. It is planned that over the next 25 years a complete community will be created with a focus on transit and mobility, employment generation, design excellence, affordable housing, parkland, green infrastructure, community services, sustainability and climate resilience.

Guiding Principles of the Secondary Plan



Mobility



Built Form



Community Services and Facilities



Parks and Open Spaces



Infrastructure, Energy and Environment

- Enhanced mobility choices and connections
- A variety of building types compatible with the local context
- A balance of employment, residential, commercial and community uses
- Attractive and comfortable parks, green spaces and a high-quality public realm
- Community services and facilities that support a diverse and growing community
- A range of housing choice and unit sizes
- Resilience to climate change and extreme weather, sustainable design, protection of natural areas and enhanced biodiversity

What We've Heard So Far

- Support for a new GO Station
- Need to address traffic congestion
- Need for better cycling and pedestrian connections
- Support for Humber Bay Loop improvements

- Lack of Community Services and Facilities near the site
- Desire for recreation centre, school and child care spaces
- Support for more space to informally socialize

- Concerns with existing heights and densities in the area
- Support for more convenient shopping and retail
- Desire for greater building separation distances
- Need for more affordable rental housing
- Support for protection of the Christie Water Tower

- Need to ensure hydro service reliability
- Support for measures that address climate change and resiliency
- Support for increased tree canopy and biodiversity

- Existing park and trail network is well used, especially along the waterfront
- Eager for new park amenities and open air all-weather gathering space
- Desire for public washrooms and food vendors

Land Use

Site and Area Specific Policy 15 requires that a minimum of 98,000 square metres of employment uses are built on the Christie's site. A mix of residential, institutional and community uses as well as park spaces will ensure the area develops as a complete community.

General Employment Areas

Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects, which includes office uses and retail and commercial uses.

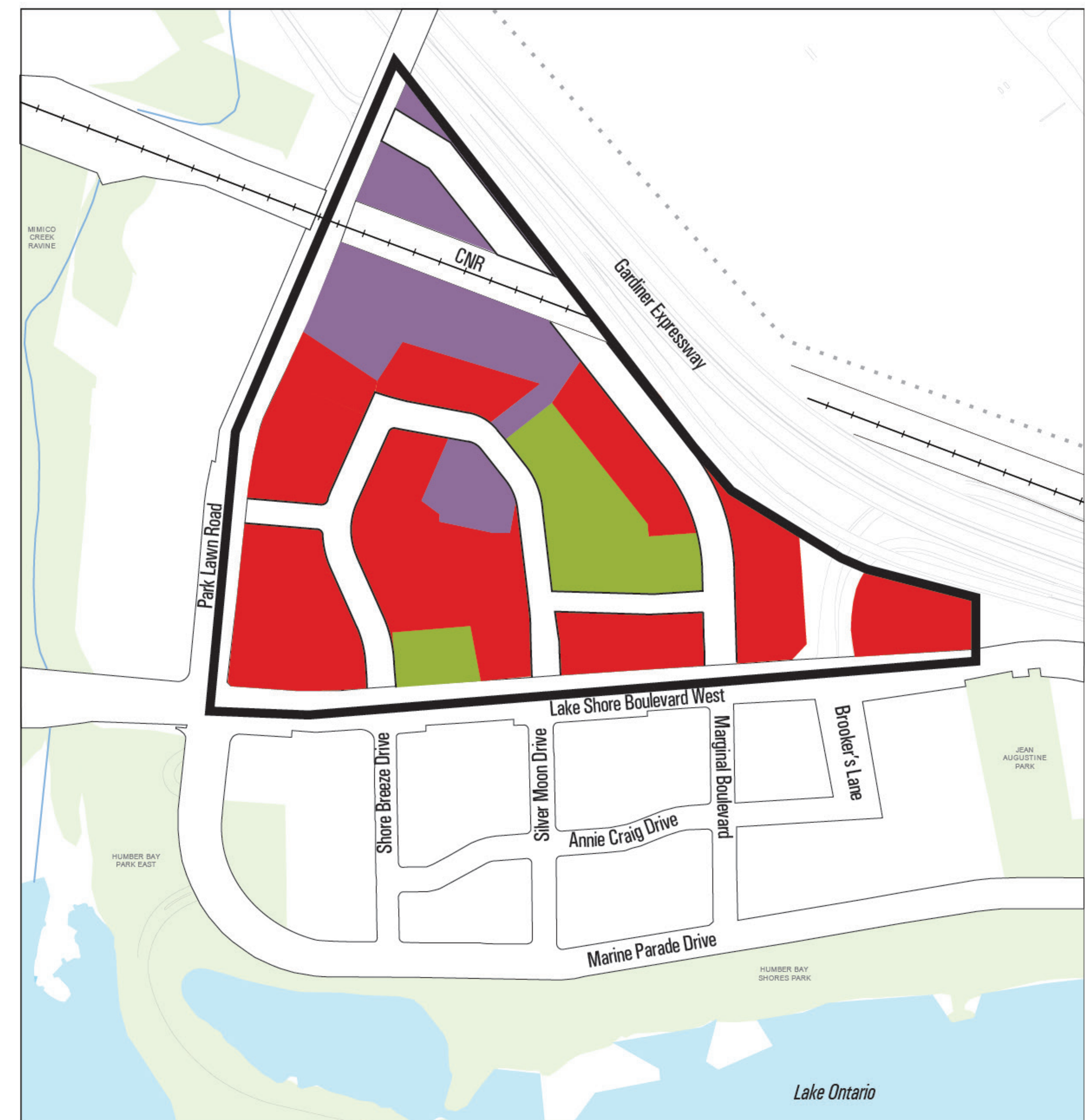
Mixed Use Areas

A large portion of the site will be designated *Mixed-Use Areas*, which permits a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces.

Parks

Parks and Open Space Areas include the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a Green Space System in Toronto. Development is generally prohibited within *Parks and Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities.

For the list of specific permitted uses within these land use categories, please refer to the [draft Zoning By-law](#).



Christie's Secondary Plan
MAP 46 - 4 Land Use Plan

- | | |
|---------------------------|--------------------------|
| — Secondary Plan Boundary | General Employment Areas |
| — Parks & Open Spaces | Mixed Use Areas |
| | Parks |

Not to Scale ↗

Phasing and Implementation

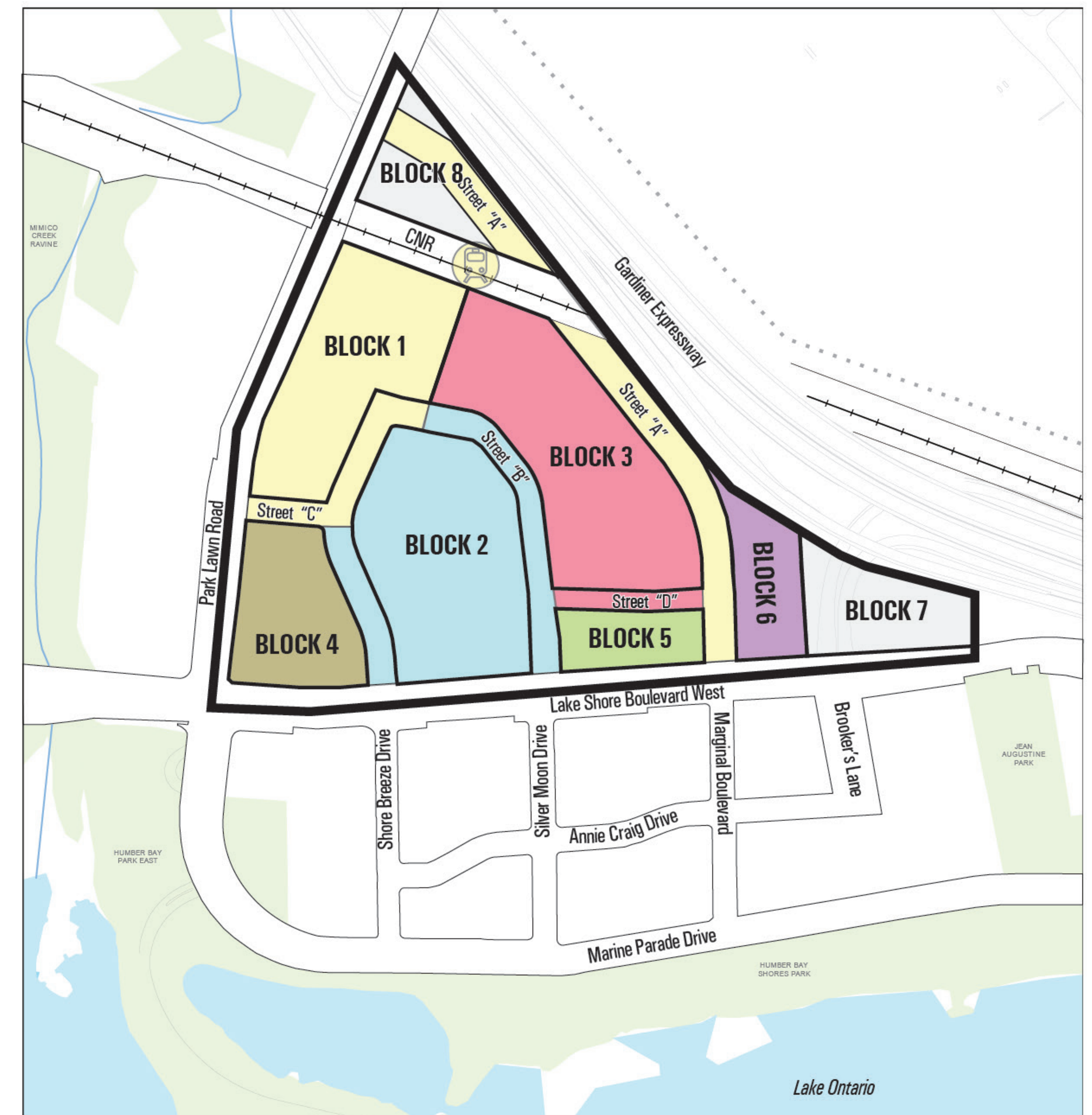
Phasing

The Secondary Plan reflects the long-term vision for the Plan Area, which is anticipated to develop in phases over the next 20 to 25 years. Development of the Study Area will proceed in numerical order according to the [Phasing Plan](#) however, certain infrastructure must be in place before particular blocks will be permitted to develop. For example, as directed in SASP 15, residential development may only be permitted once the Park Lawn GO Station is approved and funded. Blocks 7 & 8 are not subject to the phasing strategy and can be developed at any time.

Implementation

The Secondary Plan also contains provisions to ensure that infrastructure keeps pace with development. The Secondary Plan's [implementation policies](#) outline mechanisms for securing infrastructure such as Subdivision Agreements, Section 37 Agreements and Holding provisions in the Zoning By-law and requirements for additional studies. These include:

- The location, design and provision of planned transportation infrastructure including the proposed Park Lawn GO Station, TTC streetcar track and transit networks.
- Submission and acceptance of a Community Services and Facilities Implementation Plan that identifies what facilities have been delivered and what remaining facilities are required.
- The provision of affordable housing secured through a Section 37 agreement or comparable securing mechanism.
- The provision of infrastructure, including municipal sewer, water and stormwater networks and hydroelectricity.



TORONTO

Christie's Secondary Plan
MAP 46 - 10 Phasing Plan



Not to Scale

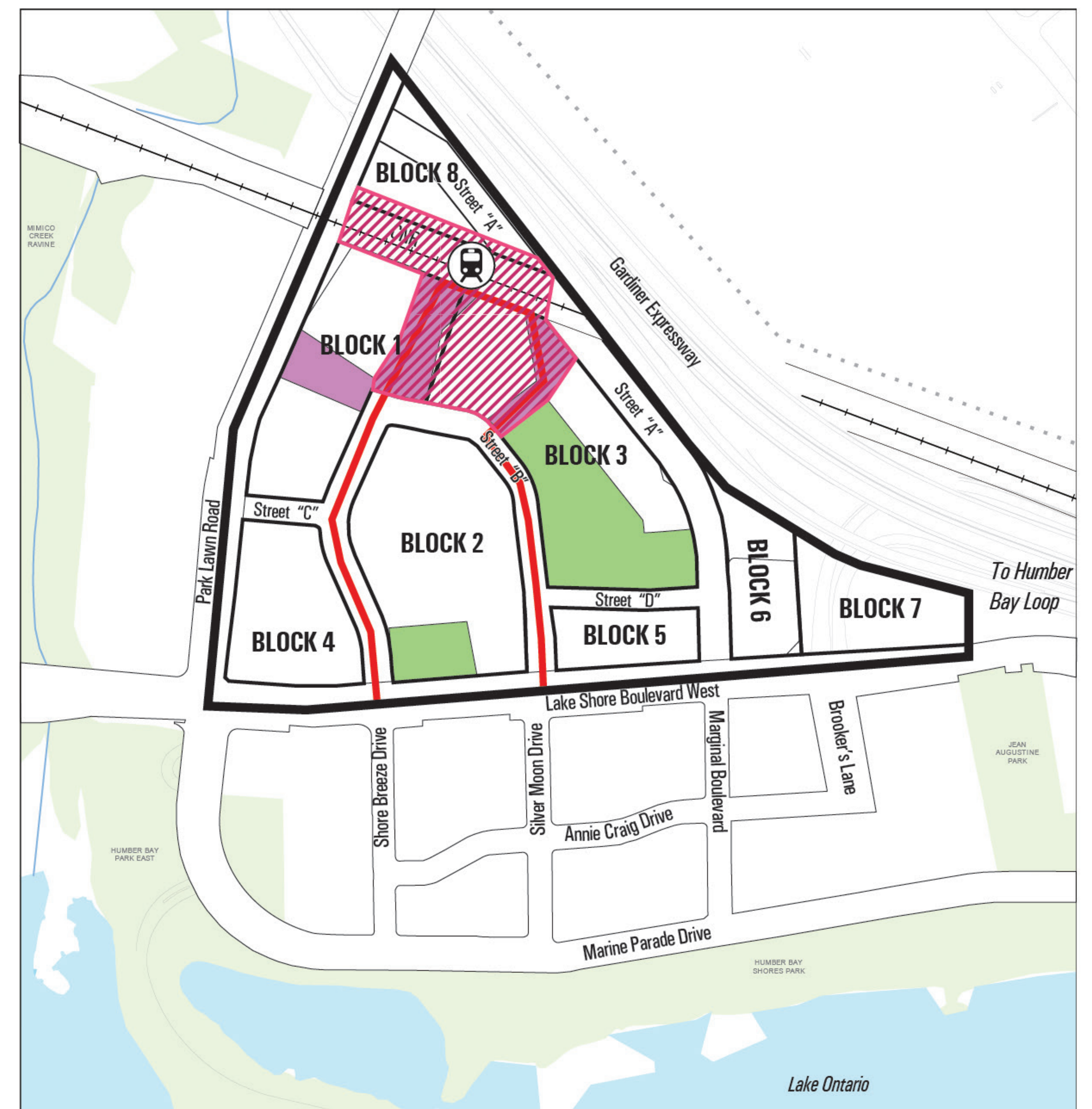
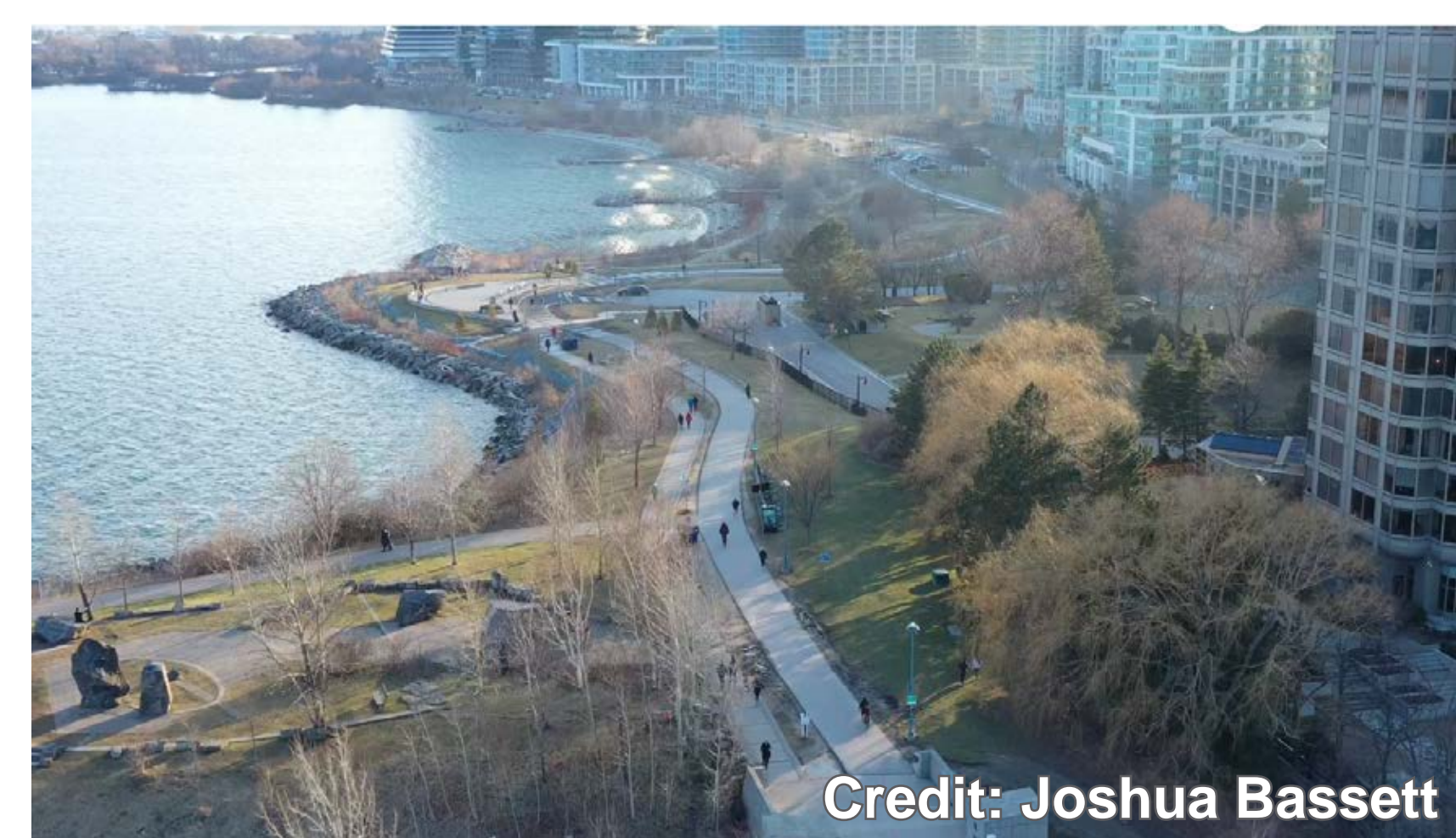
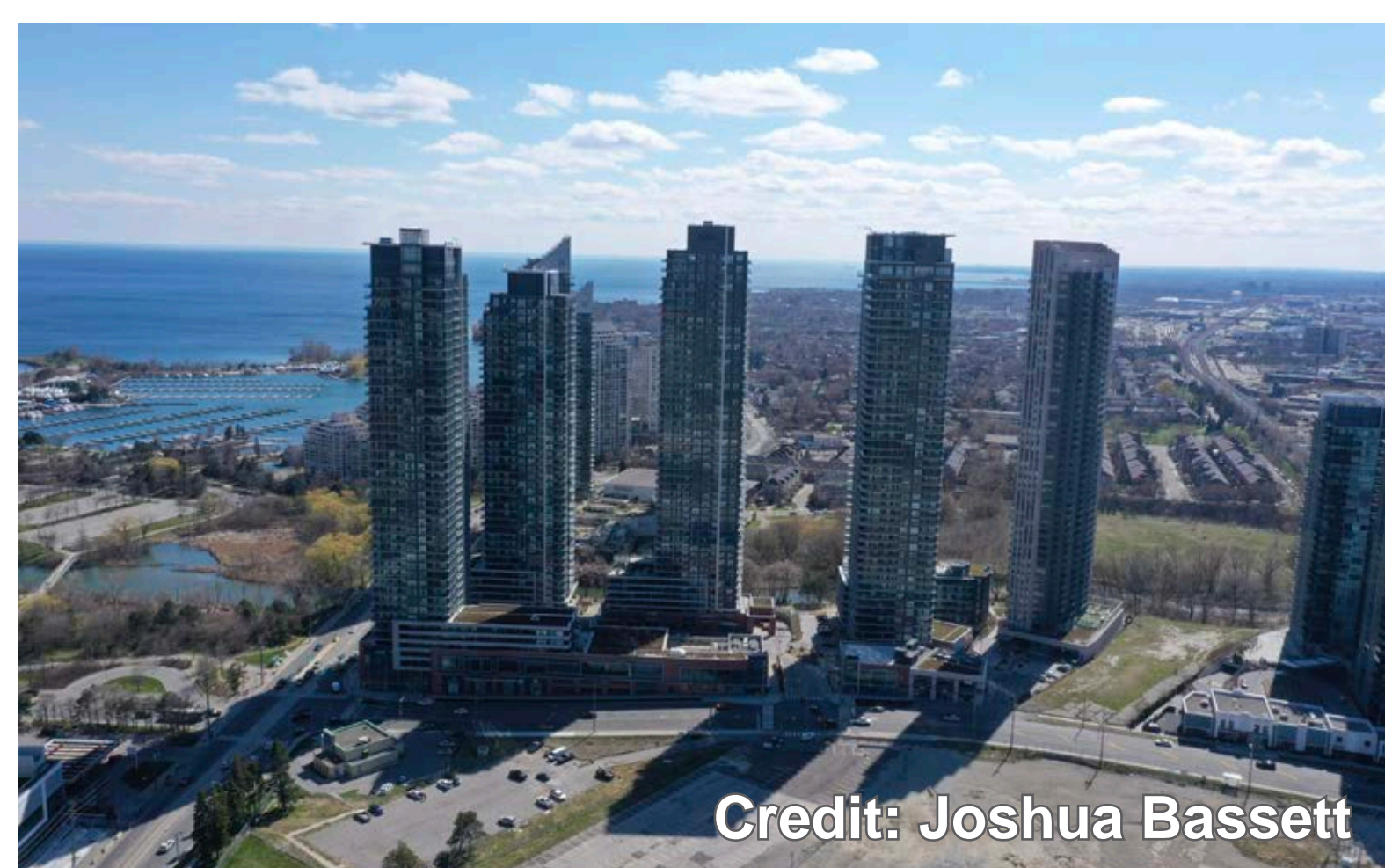
Structure Plan



The purpose of the [Structure Plan](#) is to graphically show how the major elements of the Plan fit together to implement the Vision and Guiding Principles of the Secondary Plan. The Structure Plan identifies the major organizing elements that will shape the Plan Area, including:

- existing and new streets;
- development blocks;
- major public transportation infrastructure; and
- new parks and open spaces.

The Plan Area has been organized into eight blocks, illustrated on the Block Plan, and correspond with the phasing strategy proposed in the Secondary Plan.



TORONTO

Christie's Secondary Plan
MAP 46 - 2 Structure Plan

- Secondary Plan Boundary
- Parks & Open Spaces
- Proposed Public Parks
- POPS

- Proposed Park Lawn GO Station
- Future Dedicated TTC Streetcar
- Transit Hub

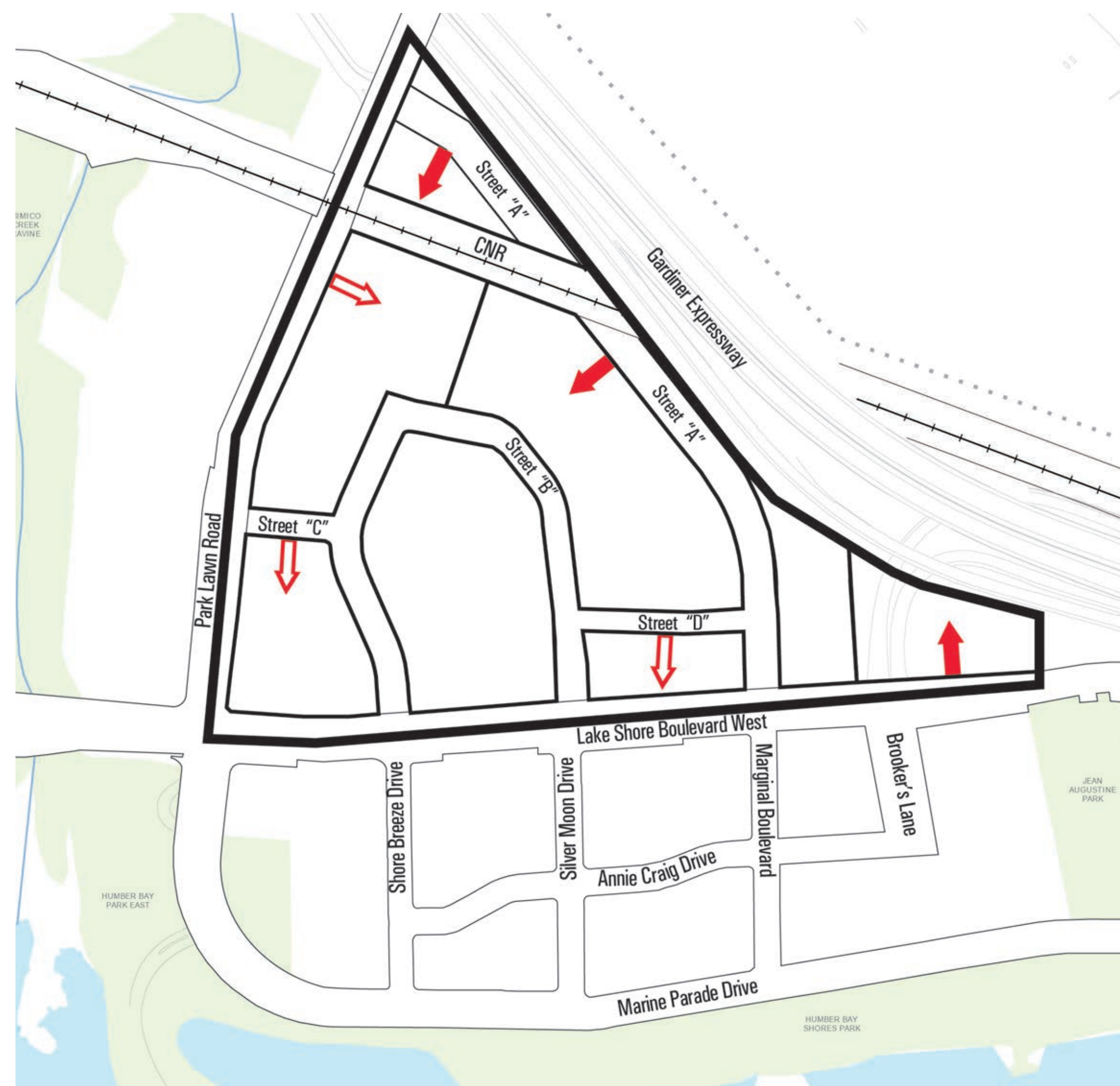
Not to Scale

Mobility

The Secondary Plan advances a fine grain transportation network that increases connectivity within and beyond the Plan Area. Additionally, [the Plan](#) prioritizes best practices in redistributing demand across transportation modes, a lower parking provision rate and public transit infrastructure investment through the proposed Park Lawn GO Station and TTC service integration. Key elements of the transportation network are:

- A proposed new GO Station to act as a neighbourhood transit hub;
- A dedicated streetcar lane on an internal 'loop street' that connects to the future GO Station as well as to local parks and community facilities;
- Complete streets designed to enhance safety and accessibility for users of all ages, abilities and modes, including generous sidewalks for pedestrians and a dedicated transit lane on Lake Shore Boulevard West; and
- New cycling facilities that connect to the surrounding existing cycling network.

The mobility network defined in the Secondary Plan will be included in the Park Lawn Lake Shore Transportation Master Plan, and the project teams continue to work together.



TORONTO
Christie's Secondary Plan
MAP 46-5 Street Network & Access

Secondary Plan Boundary
Parks & Open Spaces
Primary Access
Secondary Access

Not to Scale



TORONTO
Christie's Secondary Plan
MAP 46-6 Cycling Network

Secondary Plan Boundary
Parks & Open Spaces
Existing On-Street Cycling Facility (To be upgraded)
Potential On-Street Cycling Facility
Existing Multi-Use Trails
Potential Off-Street Multi-Use Trails

Not to Scale



TORONTO
Christie's Secondary Plan
MAP 46-7 Transit Hub & Connections Map

Secondary Plan Boundary
Parks & Open Spaces
GO Station
Transit Hub
Future Dedicated TTC Streetcar
Waterfront LRT
Existing TTC Bus Service

Not to Scale

Built Form



The [built form policies](#) in the Secondary Plan encourage development that is compatible with the existing and planned context of the area. This general direction is further shaped by the draft Zoning-Bylaw which defines permitted building types, sets maximum building floor plate sizes and outlines minimum building separation distances.

Building Scale

The proposed streets and block pattern in the draft Plan and Zoning By-law emphasize the need to support human-scaled development. These documents direct:

- taller buildings to be located along the northern edge of the Plan Area;
- lower building heights in the interior block to maximize sunlight on the proposed community park;
- lower base building heights along the streetwall of Park Lawn Road and Lake Shore Boulevard West to respond to the existing context; and
- building sizes and designs that align with the functions they serve (e.g. employment uses tend to be shorter and wider than residential towers).

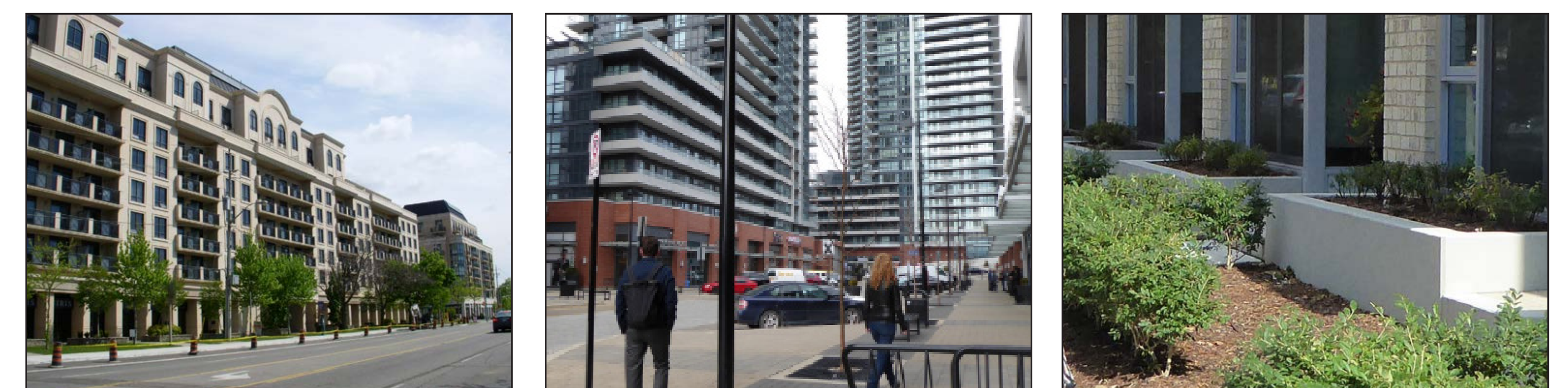
Activating the Public Realm

The public realm includes all spaces in which public life occurs. These spaces include streets, sidewalks and pedestrian connections, parks, open spaces and [Privately-Owned Publicly Accessible Spaces \(POPS\)](#). The built form policies will create an active, fine-grained and safe public realm. This is achieved through:

- identifying building setbacks that provide an enhanced public realm at-grade with space for tree planting as well as supporting pedestrian, cycling and retail activity;
- massing buildings to minimize shadows and wind impacts on the public realm, providing pedestrian level comfort and appropriate micro-climatic conditions for sidewalks, parks, open spaces, community facilities and outdoor amenity spaces; and
- securing tower separation distances that provide pedestrian-level access to sunlight, skyview and privacy.

Tower Separation

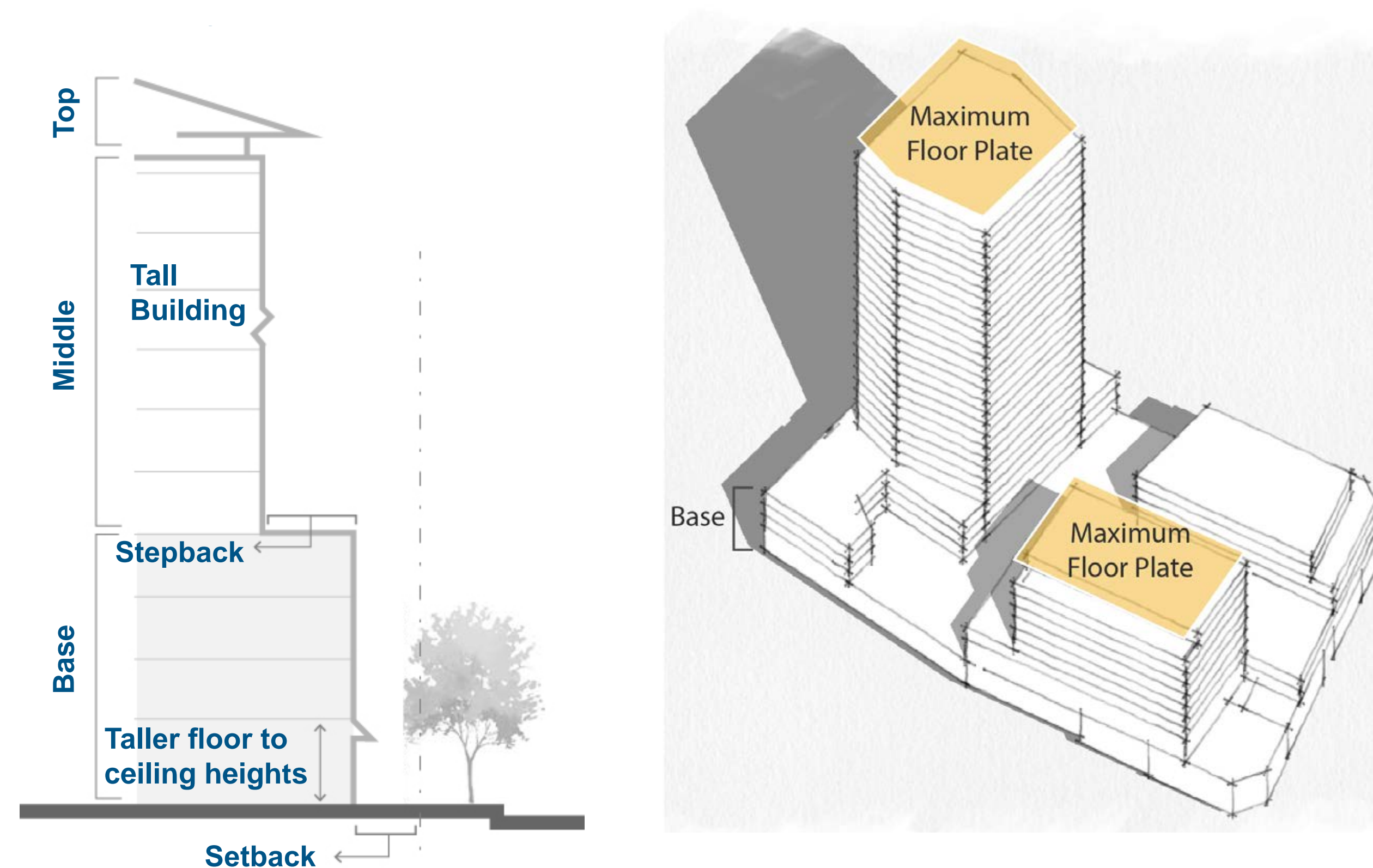
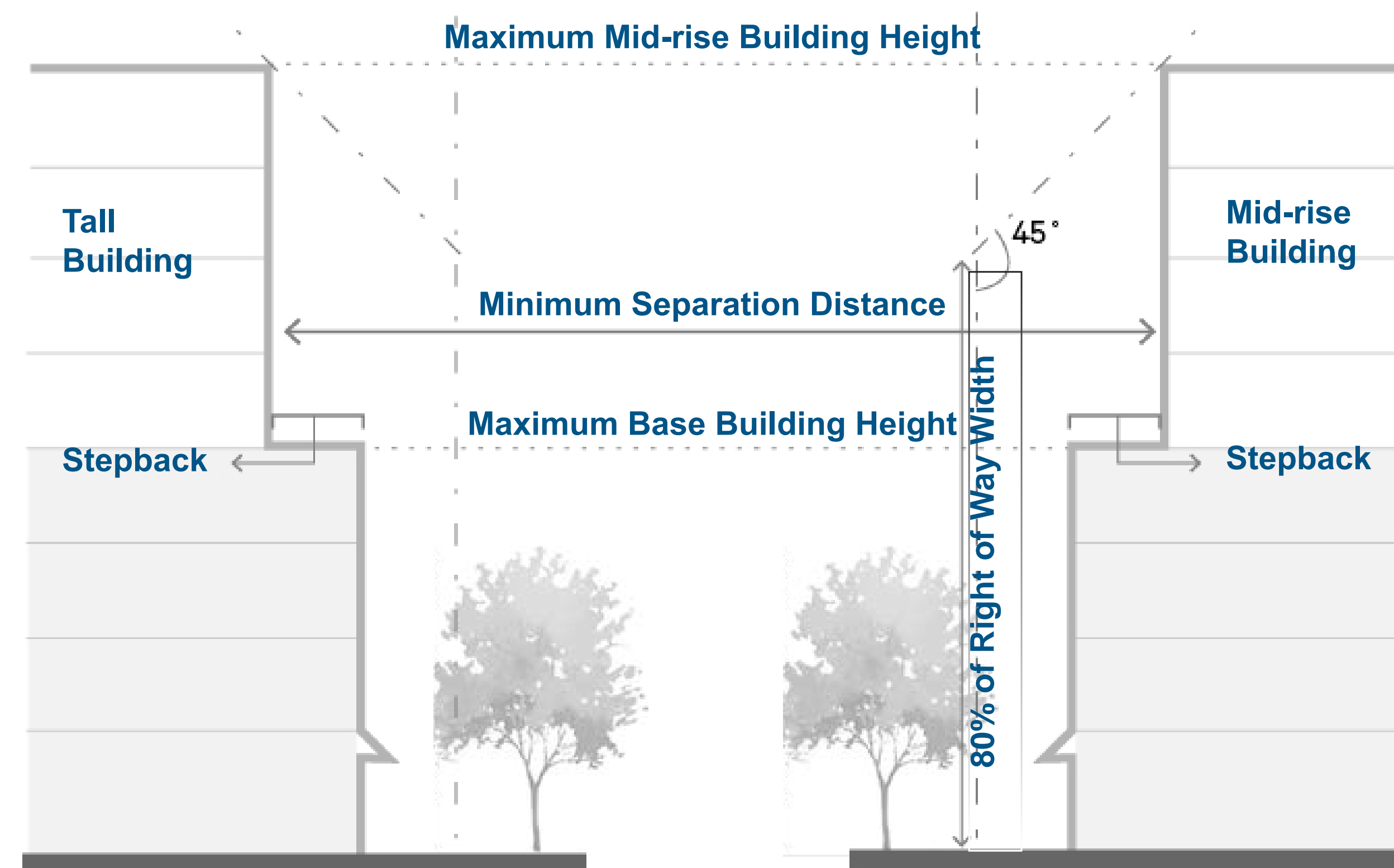
It is important to have space between towers to allow for sunlight on the public realm, provide skyviews and ensure privacy for the occupants of the towers. A minimum distance of 35 metres will be required between all towers in the Plan area, similar to the existing context shown below.



Examples of what built form conditions could look like at grade with mid- and highrise buildings; 750 m² floor plates; and 15m, 20m and 35m separation distances.

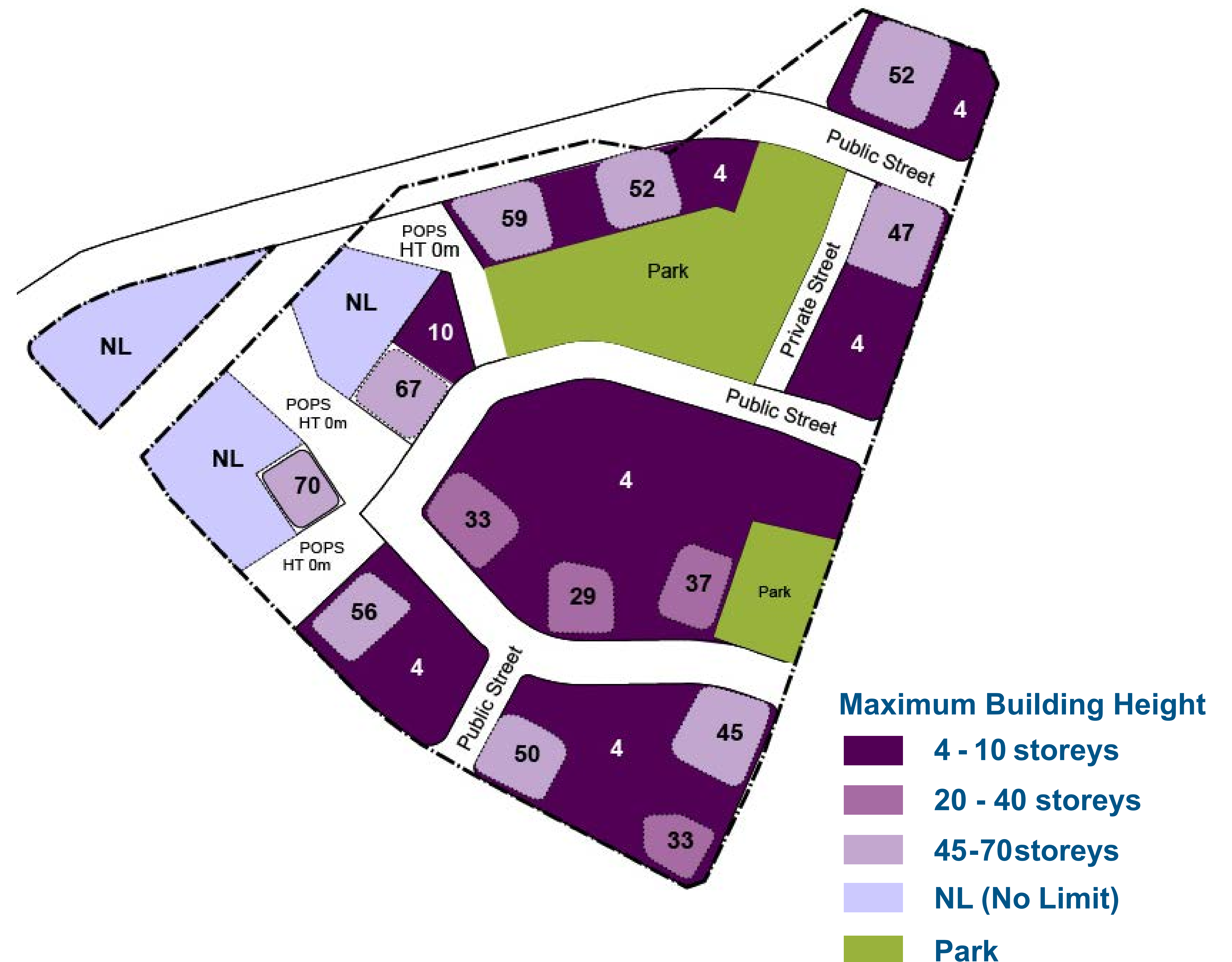
Built Form

Building massing will be controlled through measures including building minimum setbacks, stepbacks, and separation distances as well as maximum floorplate sizes to ensure adequate space between buildings for skyviews, privacy and sunlight access.



Top: Illustration of separation distances and setbacks;
Bottom: Illustration of building floor plates and setbacks

Maximum Building Heights in the Draft Zoning By-law



The draft Zoning By-law considers buildings over 12 storeys to be towers. No Limit (NL) areas are limited to land designated *Employment Areas*, where residential uses are not permitted. This directs high density employment uses towards the rail corridor, near transit and other more compatible uses.

Housing



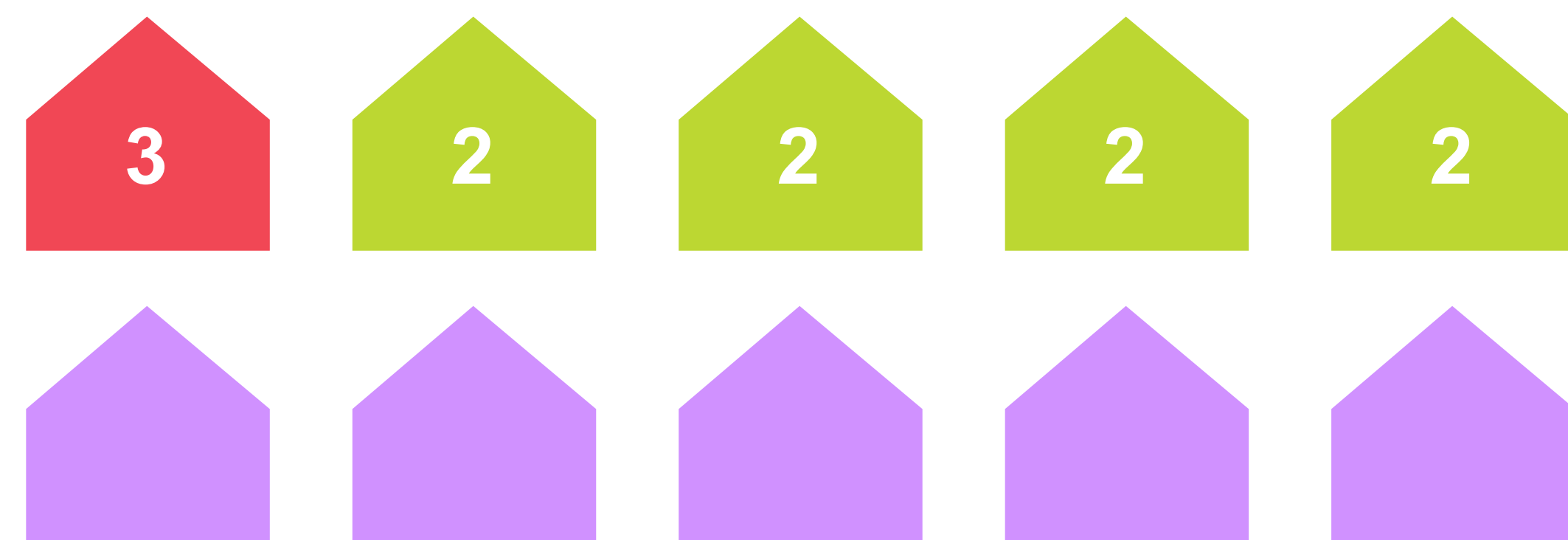
Residential development in the area will result in a complete and inclusive community by providing a range of housing options including a mix of unit sizes, tenures and types. The draft housing policies complement the existing affordable housing policies of [Section 3.2.1 of the Official Plan](#).

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

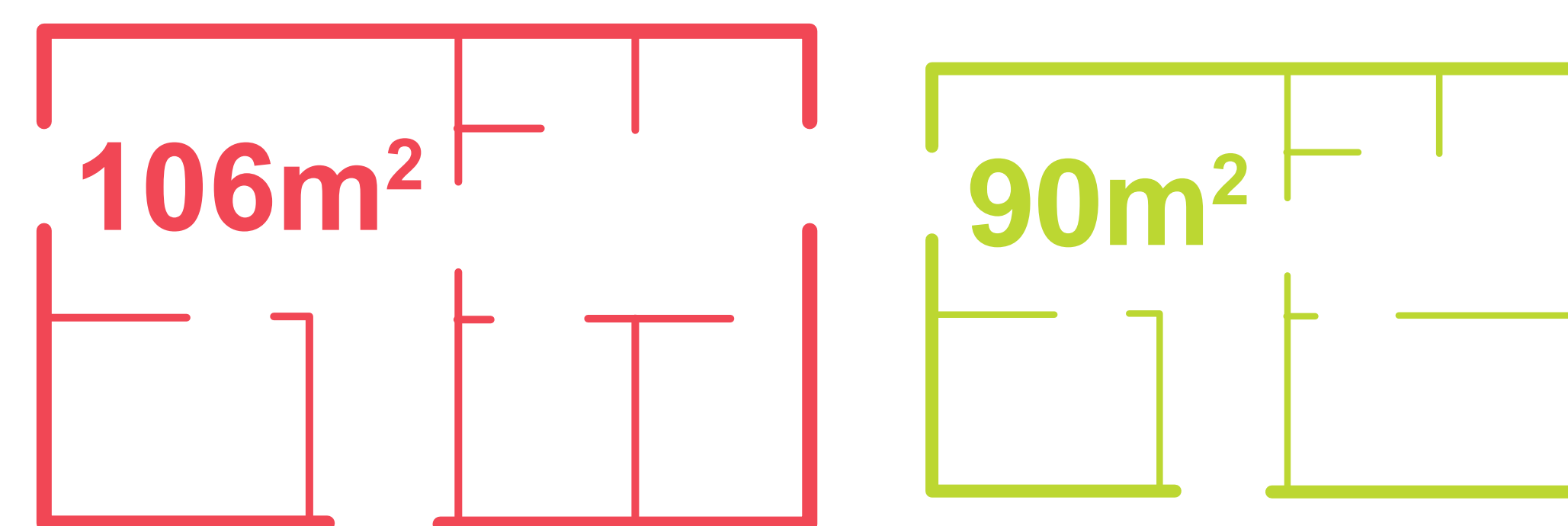
- The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
- The provision of 10% of residential gross floor area as purpose-built rental units with affordable rents secured for a period of no less than 20 years; and
- The conveyance to the City of 5% of the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

Growing Up Guidelines (2020)

The [housing policies](#) build on the guidance from the City Council-adopted [Growing Up Guidelines](#) and include the following requirements:



Of the total number of units, a minimum 10% must have 3-bedrooms and an additional minimum 40% must have at least 2-bedrooms.



The average size of the required 3-bedroom and 2-bedroom units will be 106 square metres and 90 square metres respectively.



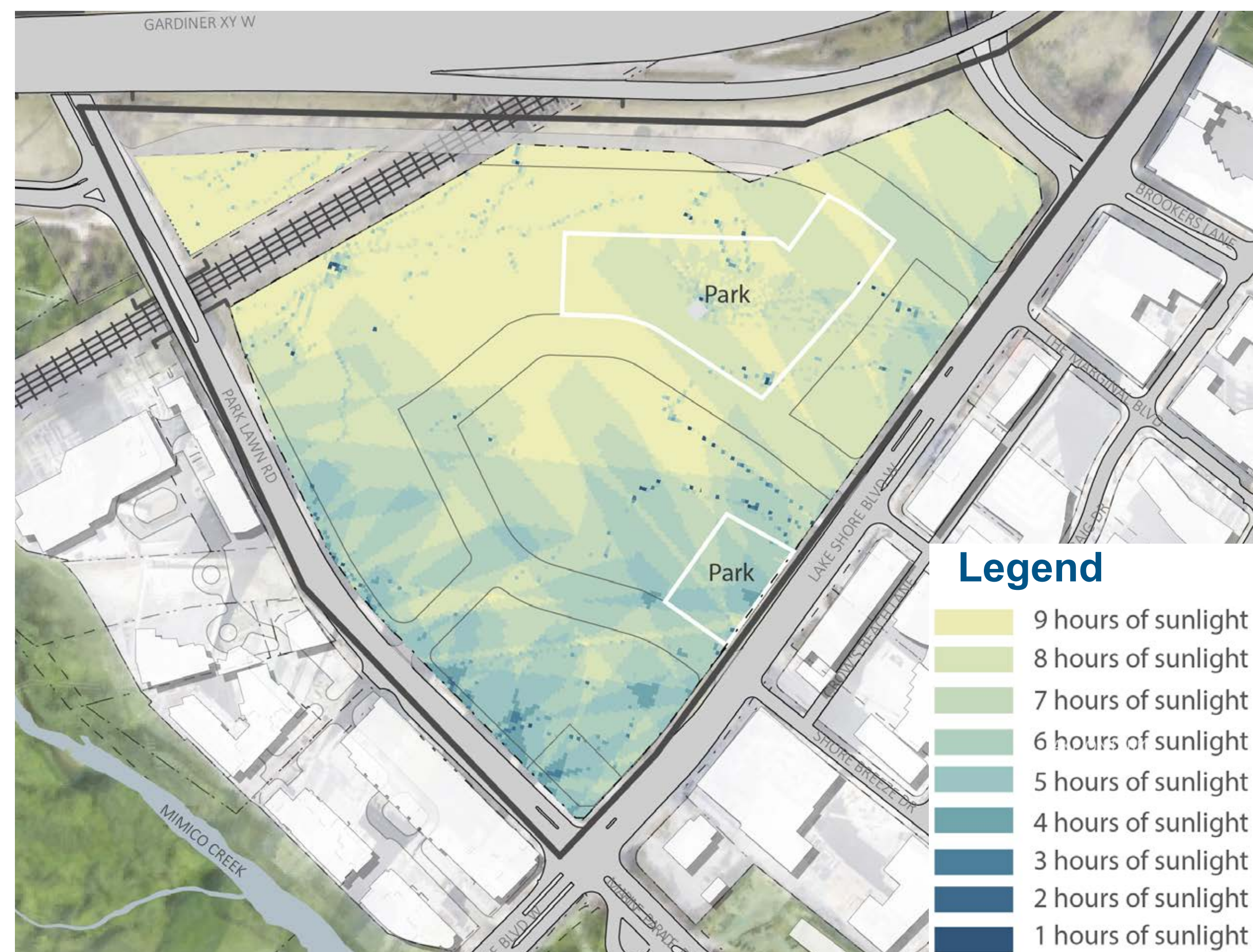
Parks and Open Spaces

The [Secondary Plan](#) identifies two new public parks to be conveyed through the development approvals process:

- A community park of 1.2 hectares in size along the proposed Street B.
- A local park of 0.3 hectares in size along Lake Shore Boulevard.

These two parks will be programmed according to their location and shadow conditions to support civic and community activities (such as farmers markets) and a variety of recreational uses.

The Secondary Plan provides direction regarding important public realm and streetscaping facilities, including mid-block connections and POPS that will help to create a well-designed, connected network of spaces that provide both active and passive recreational opportunities. Mid-block connections link two spaces together, providing a well-designed, programmable space and allowing pedestrians to move easily between their residences, retail areas, community facilities, parks and the GO Station.



The Secondary Plan policies also direct that development will be designed and massed to create no new net shadows on 85% of the community park for a minimum of 5 continuous hours on the spring and autumn equinoxes. This will ensure a sunny condition that supports pedestrian and park user comfort.

Diagram illustrating existing cumulative shadow conditions (on March 21st) throughout the study area.



Toronto

Christie's Secondary Plan
MAP 46 - 8 Parks, Open Spaces and Public Realm

- Secondary Plan Boundary
- Parks & Open Spaces
- Parks
- POPS Fixed
- POPS Flexible

Not to Scale

Community Services and Facilities

What are Community Services and Facilities?

Community services and facilities are publicly accessible, non-profit facilities and places such as libraries, child care and recreation centers where City Divisions, school boards and community agencies deliver vital programs and services. Community services and facilities play an integral role in building communities, contributing to the quality of life and acting as neighborhood focal points where people gather, learn, socialize, and access services. They are an essential component of complete and livable communities.

Through engagement, City staff have identified the need for the following new local community services and facilities:

- child care centres
- a library
- a community recreation centre
- schools
- space for non-profit community-based organizations

The delivery of community services and facilities will be spread throughout the Plan Area. The Secondary Plan outlines the phasing for developing these facilities. Their funding will be secured through various planning instruments, including a Section 37 agreement.



 **TORONTO**

Christie's Secondary Plan

MAP 46 - 9 Conceptual Community Services and Facilities (Non Statutory)

— Secondary Plan Boundary
Parks & Open Spaces

Blocks that will contain Community Services and Facilities
Potential Location of Emergency Services

Not to Scale 

Infrastructure, Energy and Environment



Climate Resilience and Mitigation

Development within the Plan Area offers an opportunity to establish a resilient community. The Secondary Plan policies support environmental sustainability and guiding future development to:

- ensure that streets and buildings are designed to absorb stormwater;
- improve the quality and quantity of biodiversity;
- expand the tree canopy; and
- ensure that power is continually available for essential services.

The [Secondary Plan policies](#) require that development meet or exceed the highest performance level of the [Toronto Green Standard](#). In addition, the draft policies support the inclusion of sustainability, resilience and energy performance in all design matters.



Servicing

New development will not be permitted to exceed the capacity of municipal servicing infrastructure. The [draft servicing policies](#) state the following:

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

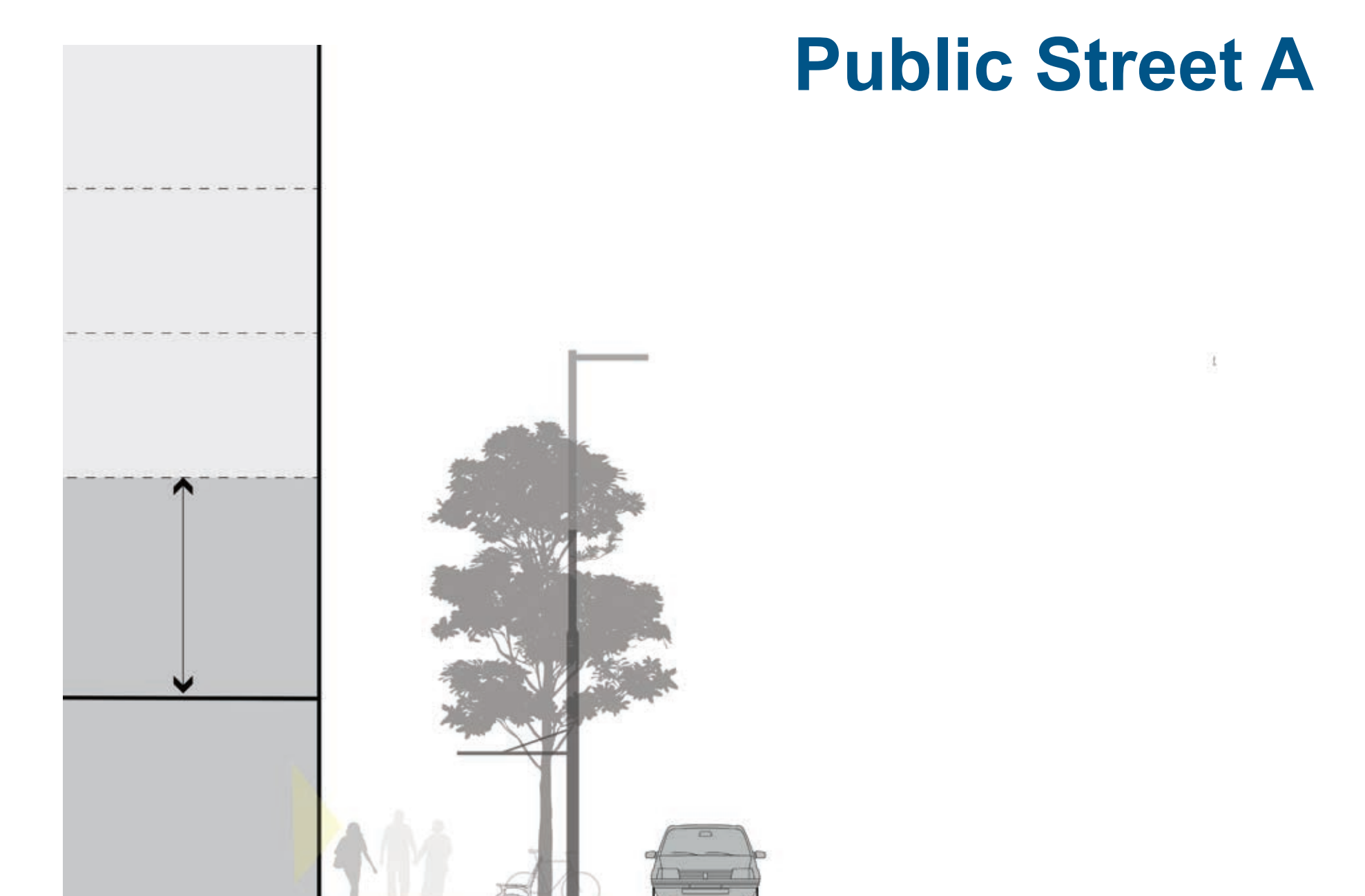
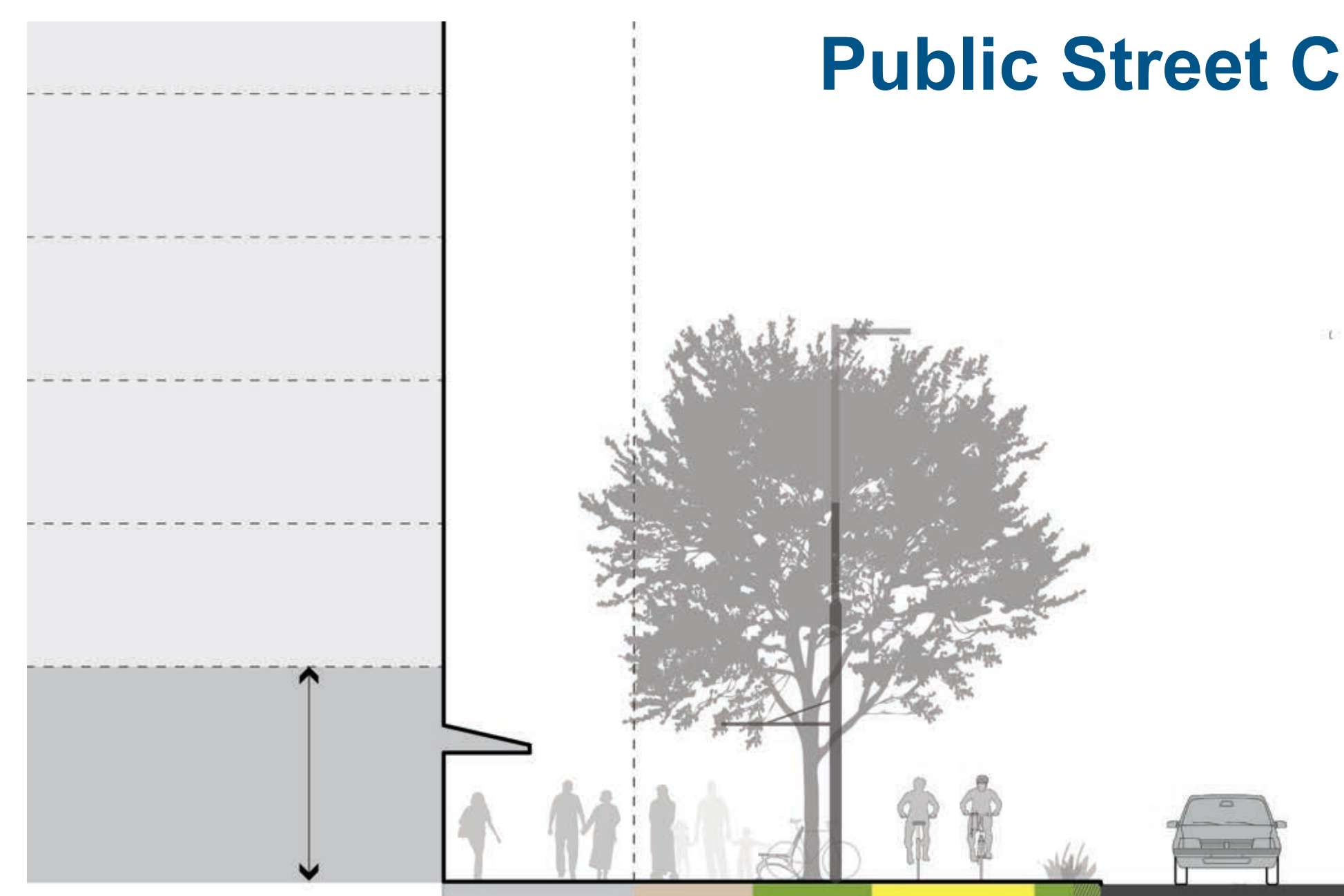
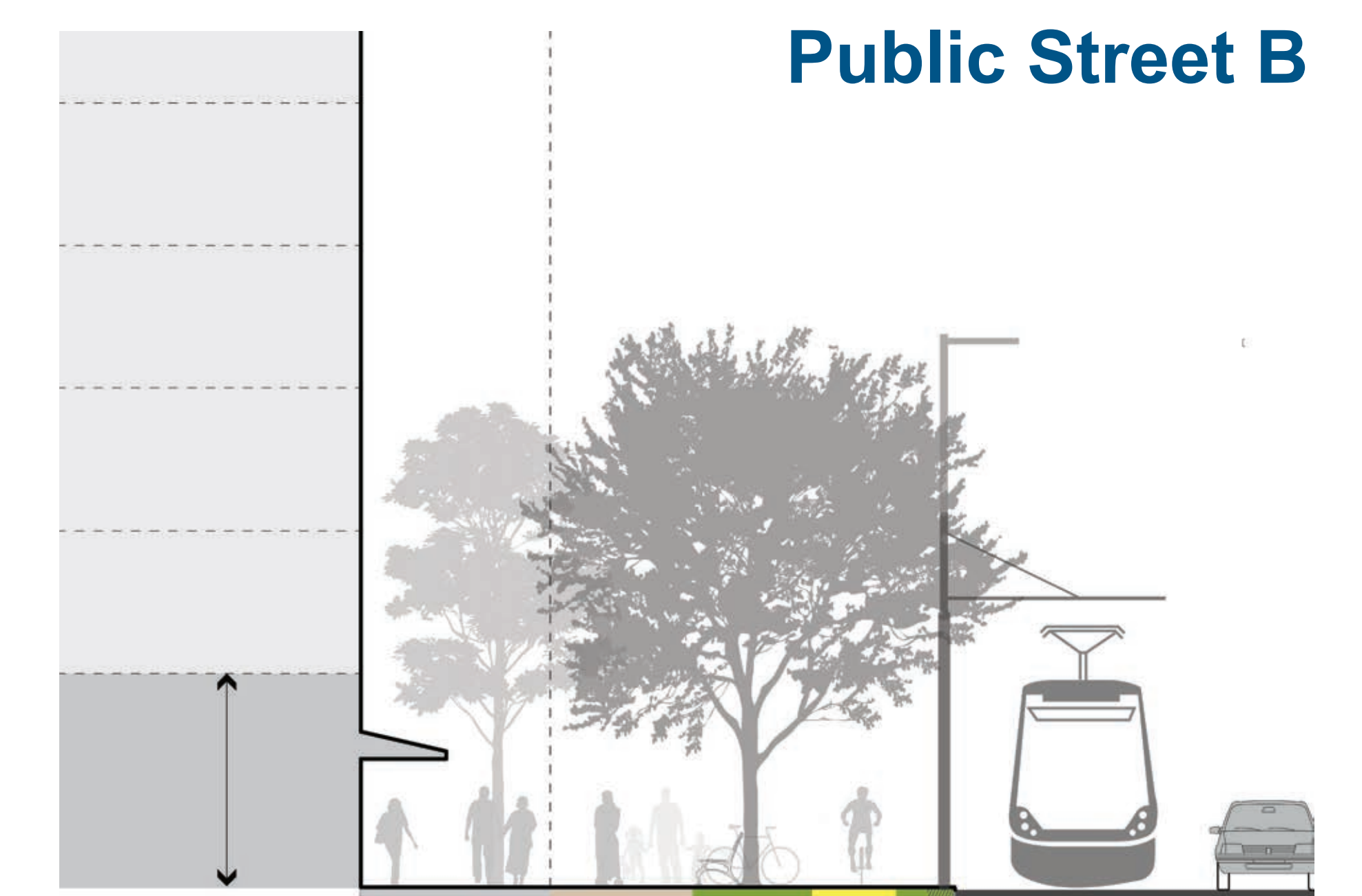
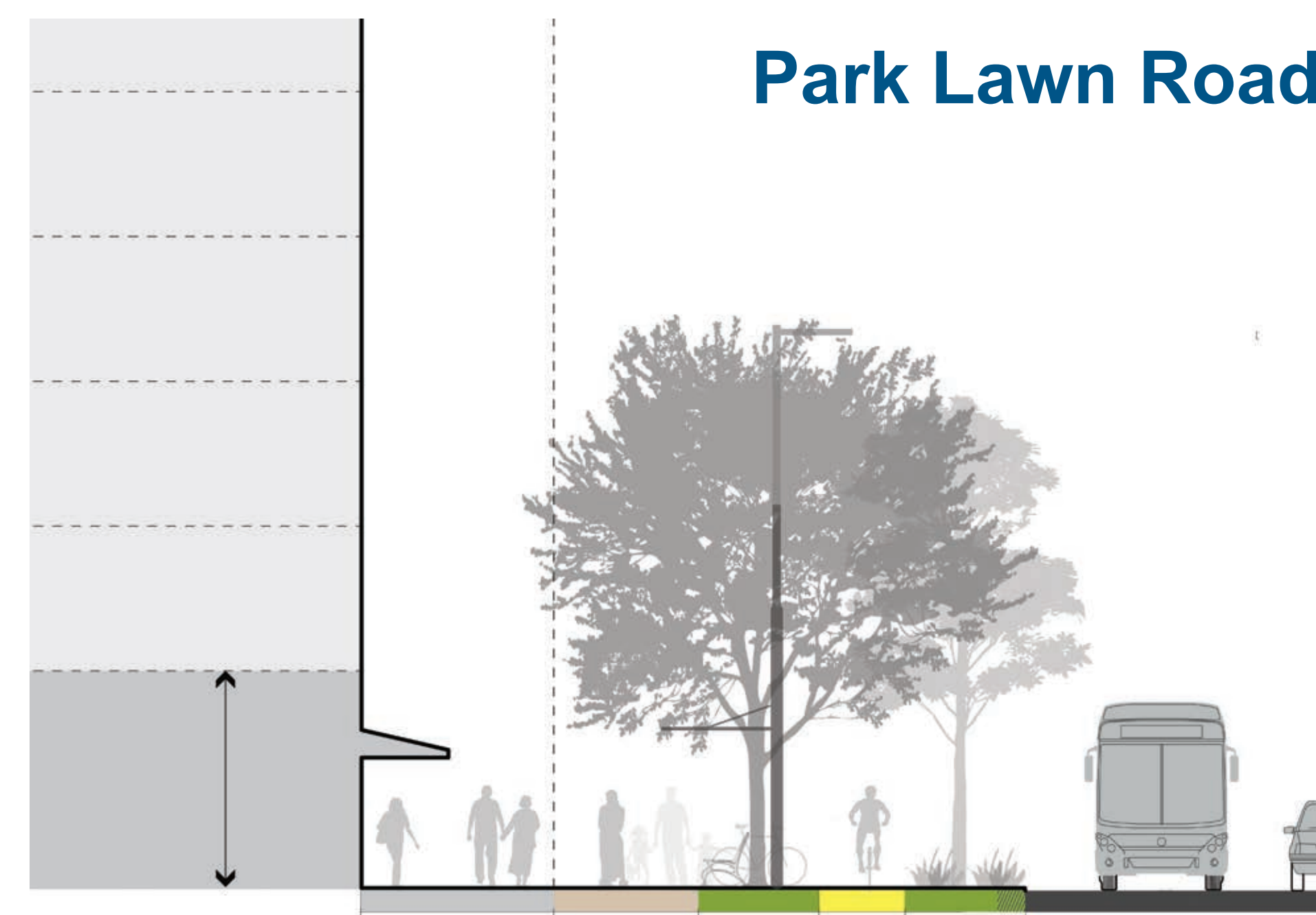
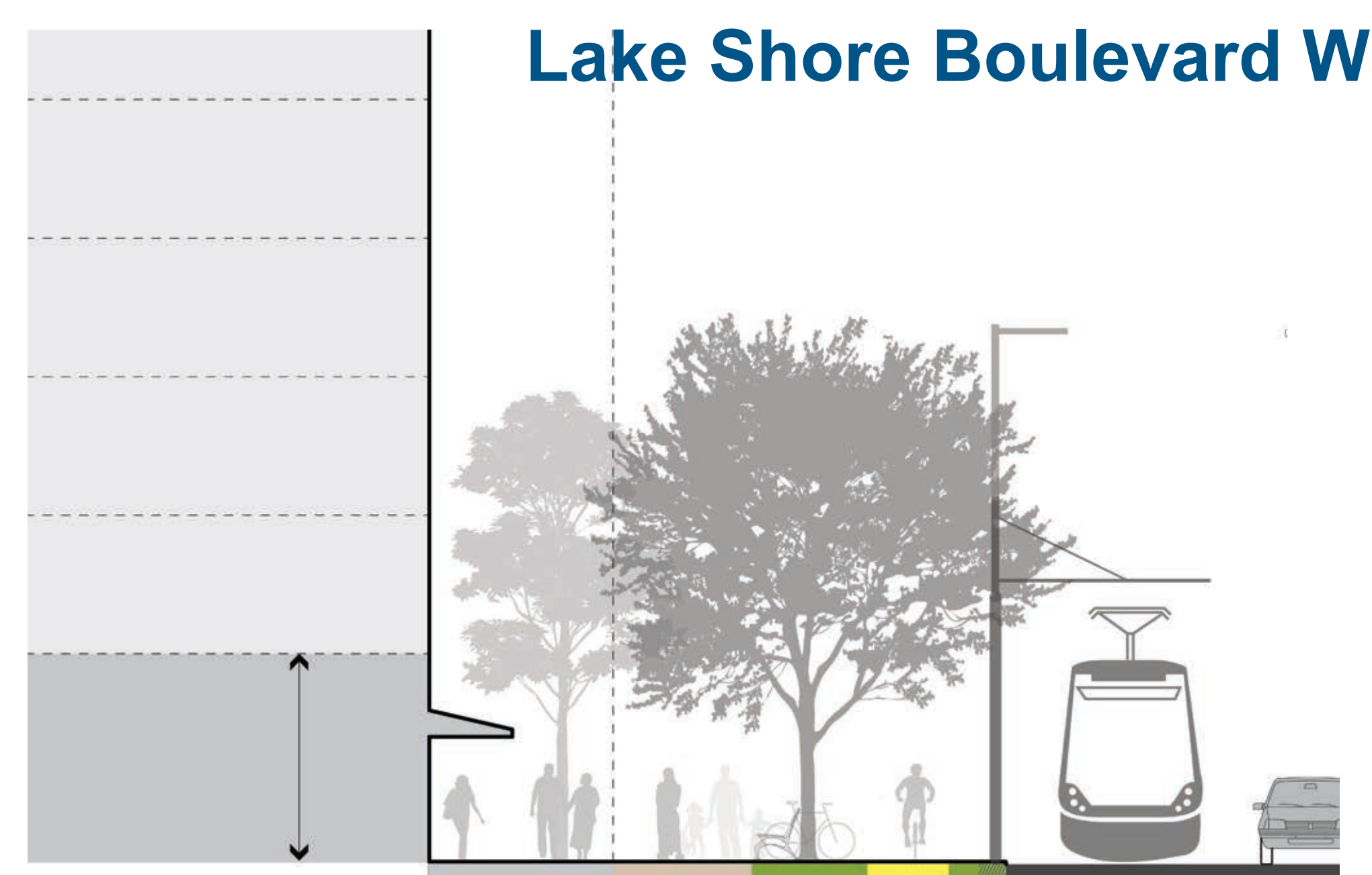


Christie's Urban Design and Streetscape Guidelines

The Christie's [Urban Design and Streetscape Guidelines](#) accompany the Secondary Plan and Zoning By-law as an implementation document. The guidelines illustrate the built form relationships and public realm elements that will define the community's character and sense of place through details like streetscape dimensions and design standards. These guidelines, along with continued evaluation of developments against other City-wide guidelines, will ensure that new development fits into the existing and planned context. The design of major streets will receive further study and refinement through the TMP.



Examples of design and streetscape standards that may be integrated in the Plan area.



Streetscape sections from the Urban Design and Streetscape Guidelines showing how space will be allocated for different uses in the public realm on each street in the Plan area. The recommendations of the Park Lawn Lake Shore TMP may result in amendments to the sections shown above.

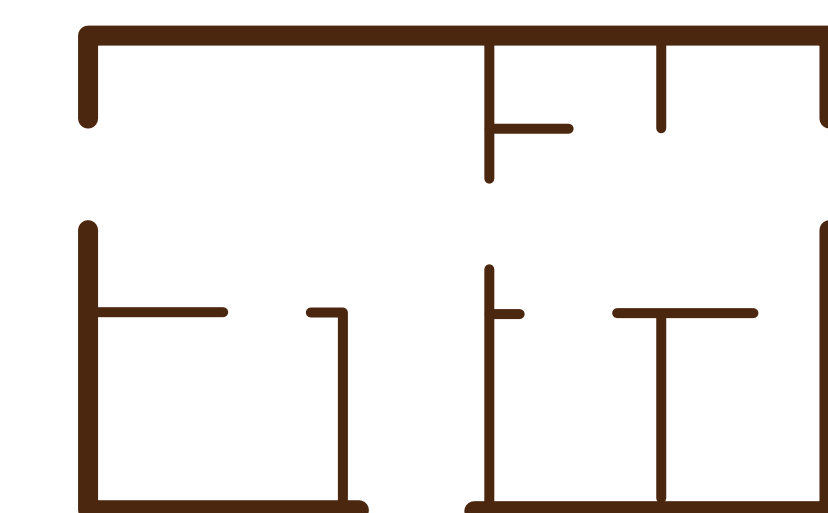
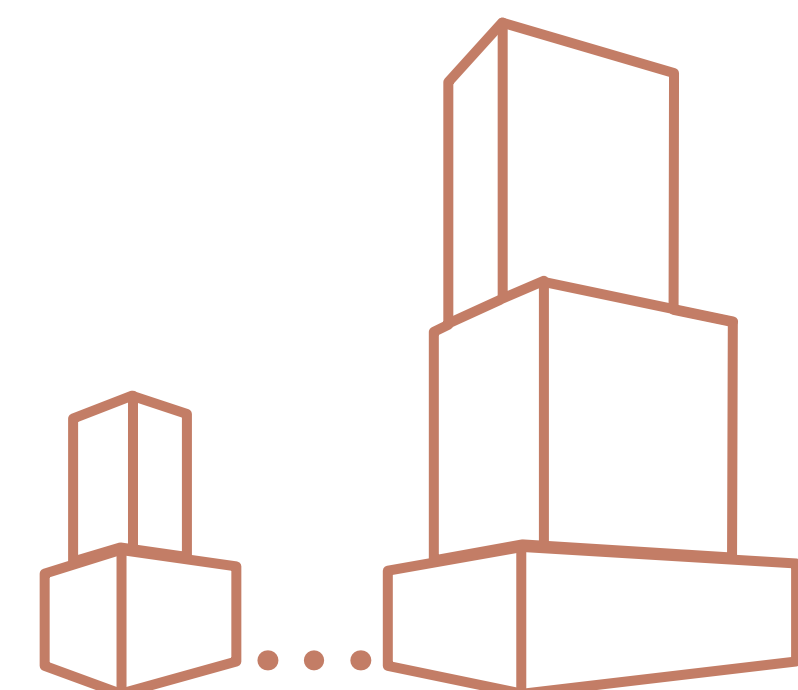
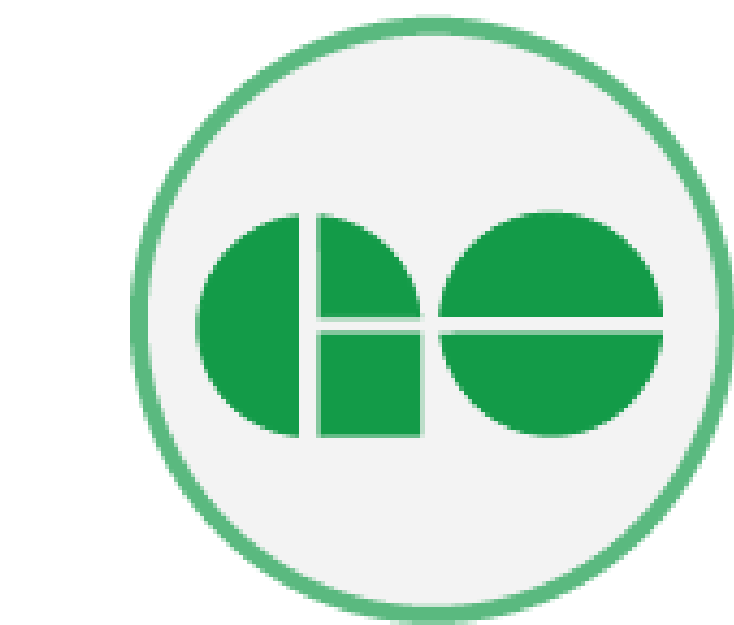
Development Applications



Concurrent with Phase 1 of the Christie's Planning Study, First Capital Realty submitted an Official Plan Amendment (OPA) application in October 2019. On May 19, 2020, First Capital Realty submitted a [combined OPA and Zoning By-law Amendment application](#) and the original OPA application was withdrawn.



Major aspects of the new submission include:

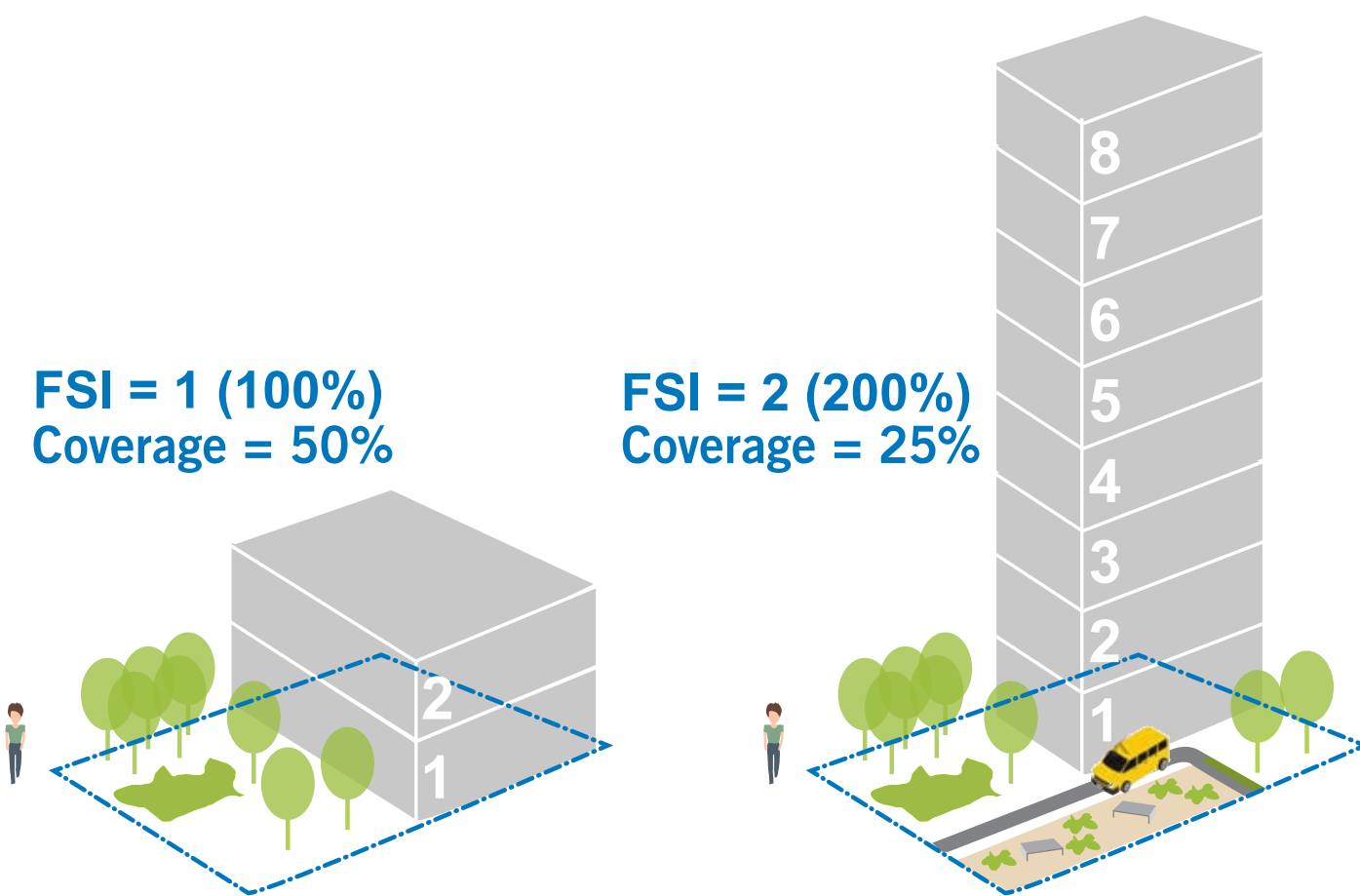


- A multi-phased, mixed-use development;
- A new GO Station;
- An intermodal transit hub with integrated TTC services;
- 3 new public streets;
- 1 private street;
- 1 new park;
- 2 public squares;
- Enlarged sidewalks and privately-owned publicly accessible spaces (POPS); and
- A lane from Park Lawn Road connecting Park Lawn bus stops to the GO Station for pedestrians and cyclists.
- Reconfiguration of the Gardiner Expressway ramps (under review as part of the Park Lawn Lake Shore TMP)

How is density conceptualized?

The density of a development is communicated as a “**Floor Space Index**” (FSI), which indicates the relationship between the total lot area and building floorplate(s) size. Denser developments yield higher FSI’s.

Gross Floor Area (GFA) is the sum of the total area of each floor level of a building, above and below ground.



Alignment of the Secondary Plan and Development Applications

Areas of Alignment

The applications submitted by First Capital Realty are aligned in many respects with the draft Secondary Plan.

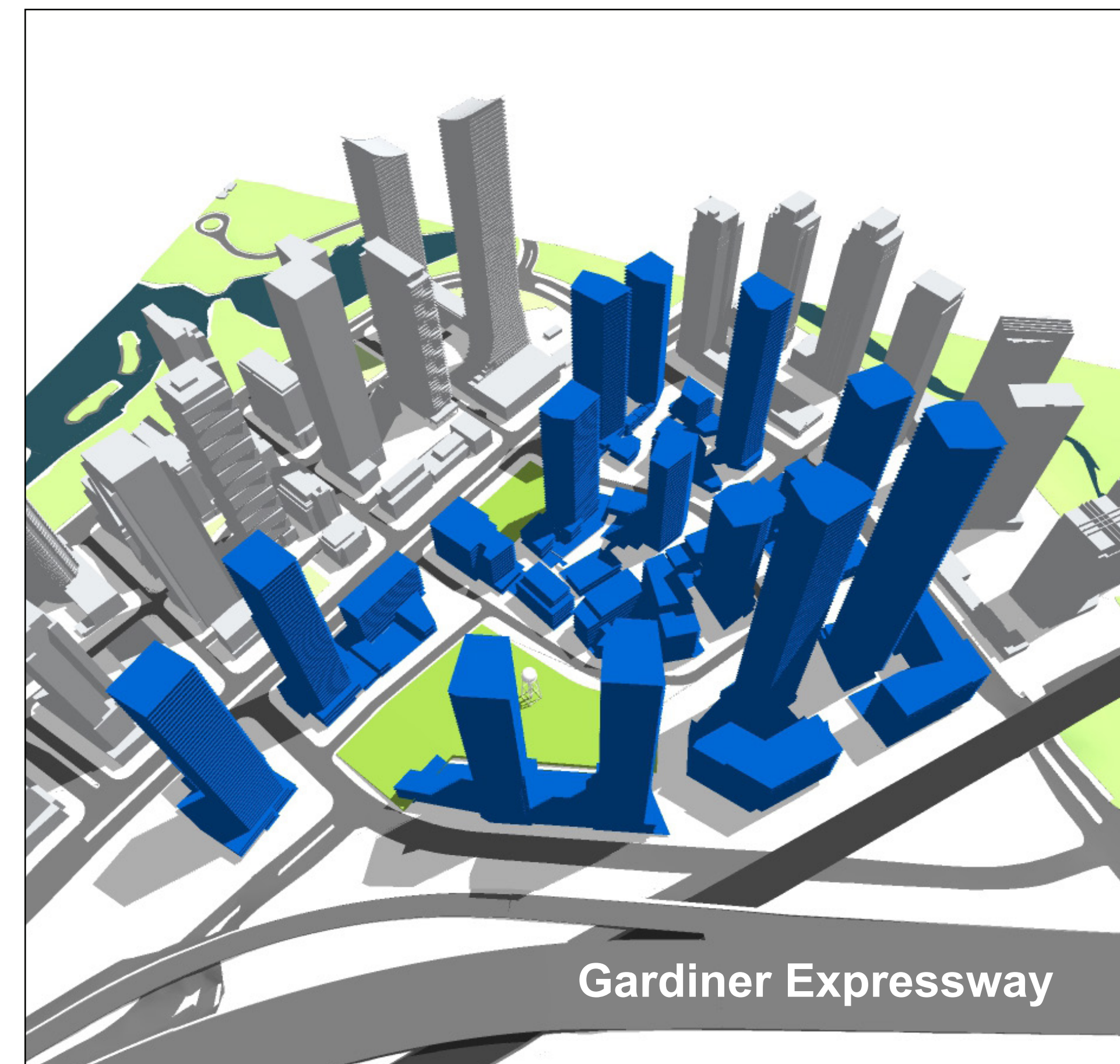
The City's draft Secondary Plan and First Capital's proposal have the same:

- Proposed park locations for the community park (though the sizes are different)
- Phasing plan
- Size, shape and location of *General Employment Areas*
- Generous tower separation distances
- Street networks (though the City's plan does not include re-configuration of the Gardiner Expressway exit and on ramps)
- General location for towers and mid-rise buildings

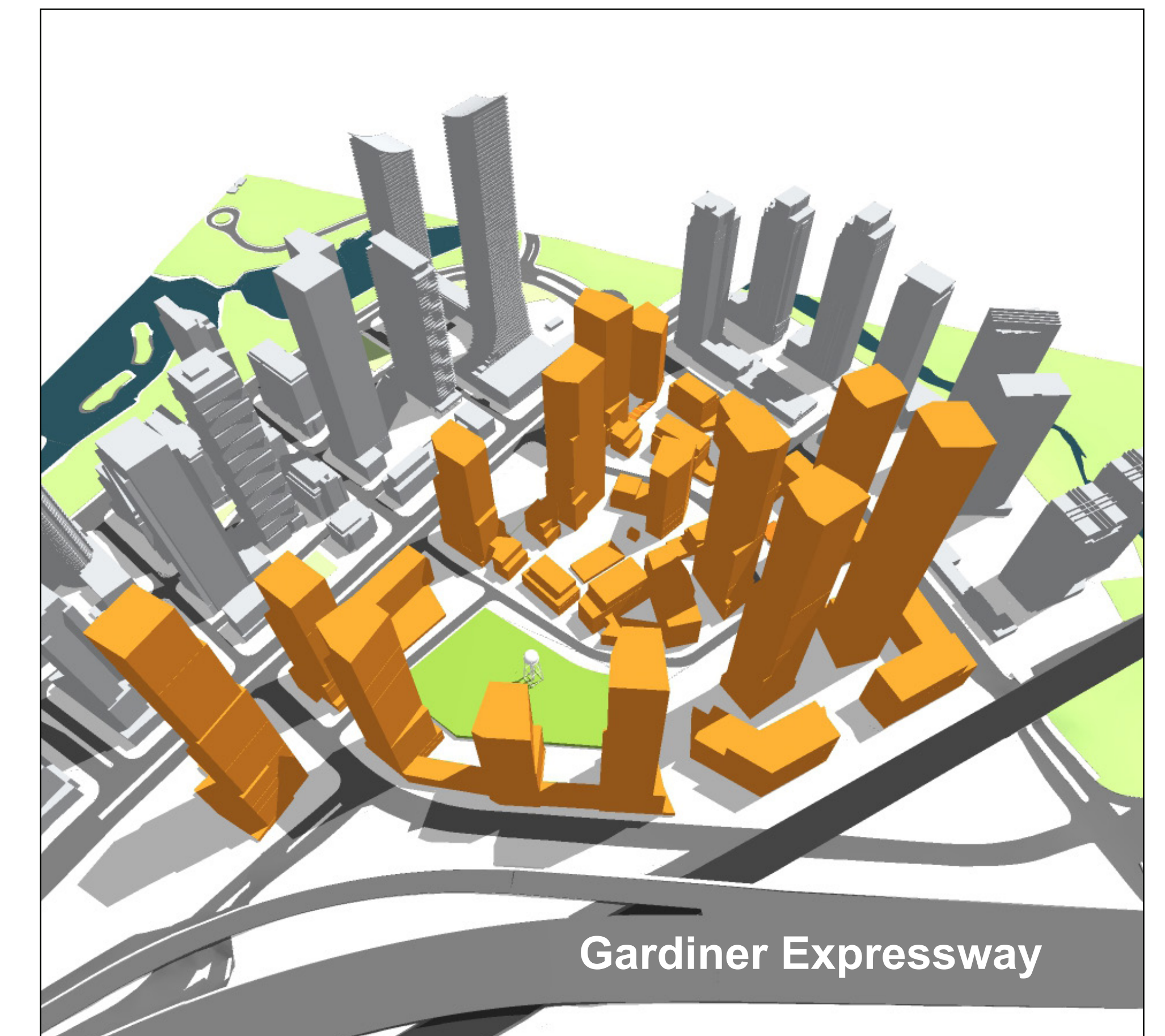
The City's draft Secondary Plan and First Capital's proposal both provide:

- A range of residential unit types and sizes
- A consolidated underground parking garage with access from Street A
- A Transit Plaza, streetcar loop, and two main Privately Owned Publicly Accessible Spaces (POPS)

Secondary Plan



Development Applications



Comparing the Secondary Plan and Development Applications



Differences between Secondary Plan and Current Development Applications

	First Capital Realty Applications	Secondary Plan	Difference (City Proposes Less/More)
Total Density	755,364 square metres	661,006 square metres	↓ 94,358 square metres (~12.5%)
Total Residential Density	633,683 square metres	554,507 square metres	↓ 79,176 square metres (~12.5%)
Total Non-residential Density	121,681 square metres	106,500 square metres	↓ 15,181 square metres (~12.5%)
Number of Proposed Towers	15	13	↓ 2 towers
Parkland Dedication	1.1 hectares	1.5 hectares	↑ 0.4 hectares parkland

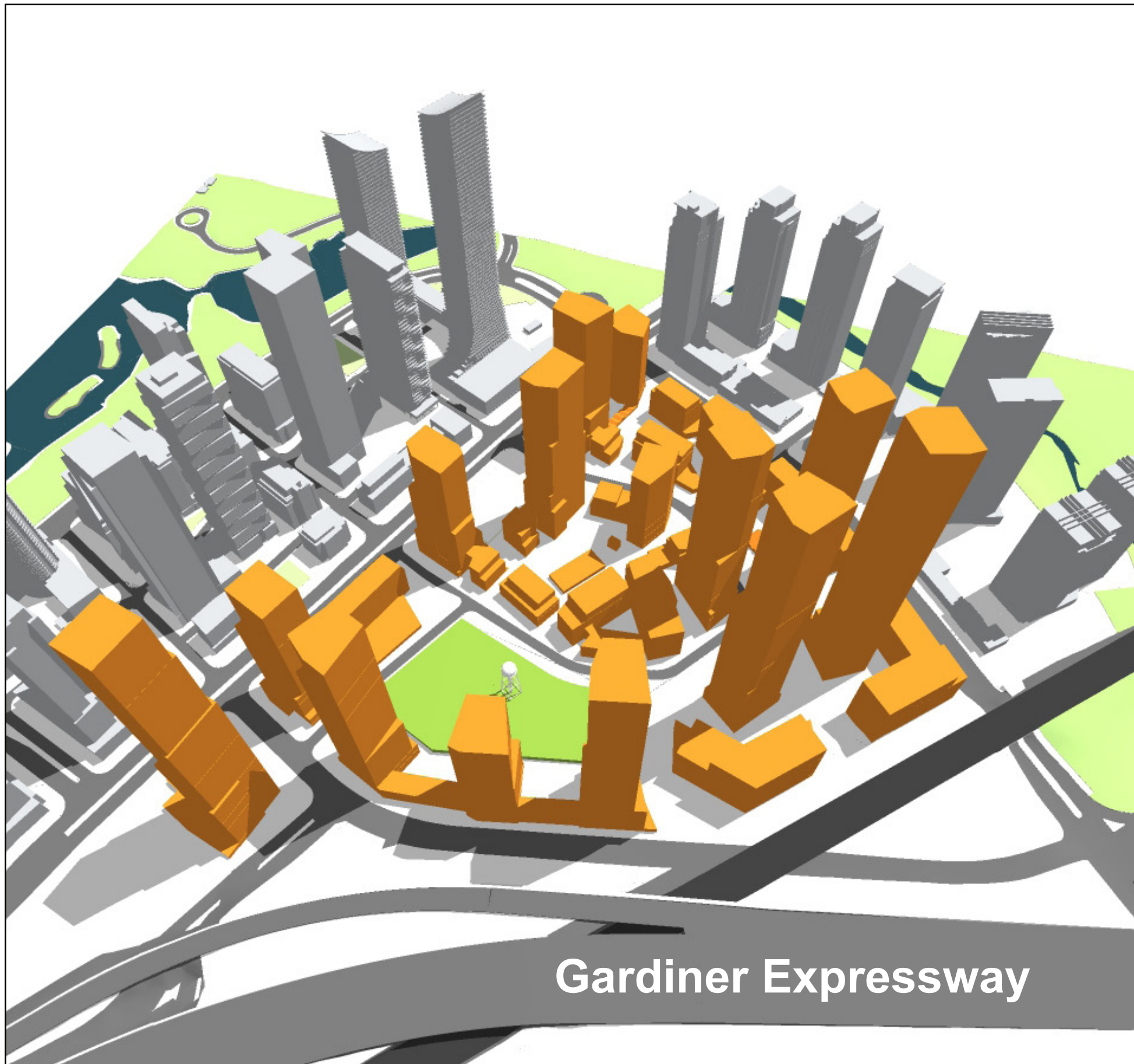
Note: These density numbers represent the Gross Construction Area, (which includes the area of functional spaces such as elevators and hallways) not the Gross Floor Area.

Secondary Plan Area: 12.1 hectares (11.1 hectares owned by First Capital Realty)

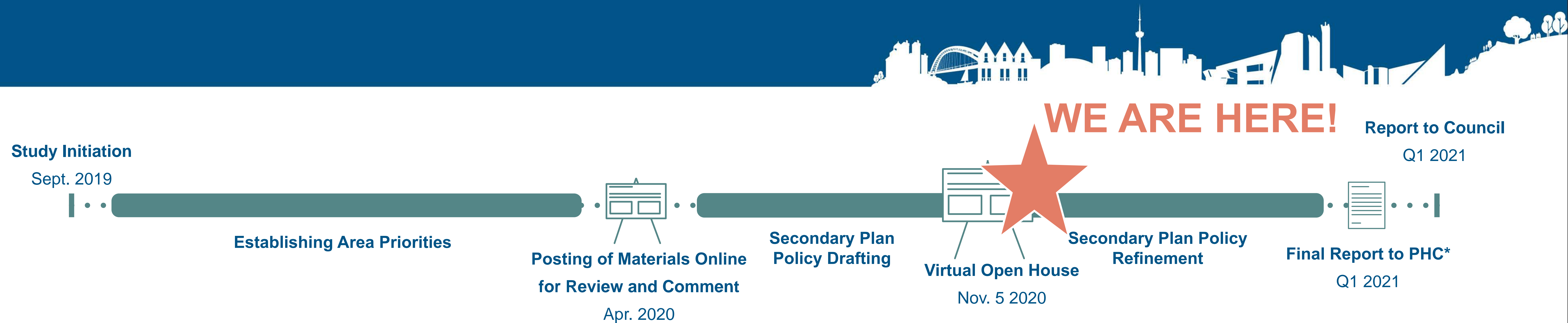
Secondary Plan



Development Applications



Thank You



Contact Us

To review background materials, previous reports and sign up for regular e-updates visit: www.toronto.ca/christies.

For further information about the Park Lawn Lake Shore Transportation Master Plan, please visit <http://www.toronto.ca/parklawnlakeshore> or contact Robyn Shyllit at Robyn.Shyllit@toronto.ca.

Christie's Planning Study

Laura Pfeifer
Strategic Initiatives, Policy & Analysis
Laura.Pfeifer@toronto.ca
416-395-7059

Development Applications

Sabrina Salatino
Community Planning, Etobicoke District
Sabrina.Salatino@toronto.ca
416-394-8025

Area Councillor

Mark Grimes
Ward 3 Etobicoke-Lakeshore
councillor_grimes@toronto.ca
416-397-9273