

Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2016

Enacted by Council: ~, 2016

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~ -2016

To adopt an amendment to the Former City of Toronto Official Plan respecting the Port Lands, known municipally in the year 2016 as XXX.

WHEREAS authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

- 1. The attached Amendment No. __ to the former City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.**

The Council of the City of Toronto HEREBY REPEALS as follows:

- 2. Official Plan Amendment No. 388 to the former City of Toronto Official Plan is hereby repealed pursuant to the Planning Act, as amended.**

ENACTED AND PASSED this ~ day of ~, A.D. 2016.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. __ TO THE FORMER CITY OF TORONTO OFFICIAL PLAN

RESPECTING THE PORT LANDS, KNOWN MUNICIPALLY IN THE YEAR 2016 AS XXX

The former City of Toronto Official Plan is amended as follows:

1) Amend the Central Waterfront Secondary Plan (Official Plan Amendment 257) as follows:

a) Delete Paragraphs B11, B13, B18, and C21 and renumber the subsequent Paragraphs accordingly.

b) Amend Policy P9 as follows:

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.

c) Amend Policy P12 as follows:

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, 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.

d) Replace Paragraph D22_OPENING UP THE PORT LANDS TO URBAN DEVELOPMENT with the following:

D22_TRANSFORMING THE PORT LANDS

The Port Lands will transform into a number of new, vibrant districts with unique and memorable local identities and character, offering diverse opportunities for Torontonians to live, work and play that promote a low-carbon future, social interaction, cultural enrichment, ecological health and a prosperous local economy.

Each district will take its cue from the naturalized river valley and wild natural areas, spectacular waterfront parks and open spaces, cultural heritage, and the energy, vibrancy and theatre of the working port and creative and innovative industries.

A resilient urban structure will be set in place, connecting the Port Lands to the city and providing sustainable options for moving in and through the area. The urban structure will provide a robust

legacy of fine-grained streets and blocks to allow the Port Lands to continue evolve and transform over time.

e) Amend Paragraph D23 as follows:

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 and their historic roots as part of the original town of York, as well as the Don River’s new environmental health.

f) Replace Policy P42 with the following:

P42_PORT LANDS AREA SPECIFIC POLICY

Development in the Port Lands will be in accordance with the vision established in Big Move D22 and the Port Lands Area Specific Policy attached as Schedule C.

g) Amend Policy 7.1 as follows:

The Central Waterfront Secondary Plan consists of the Core Principles, Big Moves and Policies, Maps A to E and Schedules A to C.

h) Amend Policy 7.5 as follows:

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 final configuration of the future naturalized mouth of the Don River to be established through detailed design and the Queens Quay East alignment at its current intersection with Cherry Street and Lake Shore Boulevard East.

i) Amend SCHEDULE A – PROPOSED RIGHTS OF WAY (ROW) FOR MAJOR ROADS as follows:

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Basin St (new)	Cherry St	Don Roadway (new)	23 m	No
Basin St (Realigned)	Don Roadway	Carlaw Av	20m	No
Broadview Av (new)	Eastern Av	Commissioners St	35 m	Yes
Broadview Av (widening and new)	Commissioners St	Ship Channel	35m	Protected
Broadview Av	Ship Channel	Unwin	35m	Protected

Roadway ⁽¹⁾	From	To	ROW	Streetcar in own ROW
Carlaw Av (new)	Basin St.	Commissioners St	30.5 m	No
Cherry St	CN Railway Corridor	Ship Channel	38 m	Yes
Cherry St	Ship Channel	Unwin Av	30.5 m	No
Commissioners St	Cherry St	Don Roadway	38 m	Yes
Commissioners St	Don Roadway	Leslie St	42 m ⁽³⁾	Yes
Caroline (new)	Eastern Av	Commissioners St	23 m	No
Don Roadway	Lake Shore Blvd E	Commissioners St	40 m	Protected
Don Roadway (new)	Commissioners St	Ship Channel	40 m	Protected
Don Roadway (new)	Ship Channel	Unwin Av	35m	Protected
East-West north of Commissioners St (new)	Don Roadway	Carlaw Av	23m	No
Leslie St	Unwin Av.	Commissioners St	26 m	No
Unwin Av	Cherry St	Leslie St	22 m	No

(3) Includes a wide, landscaped stormwater management and linear open space feature

j) Introduce a new Schedule as follows:

Schedule C

Port Lands Area Specific Policy

1. General

This Port Lands Area Specific Policy applies to the lands shown on Map 3A, herein referred to as the Port Lands. The Port Lands Area Specific Policy will be read in conjunction with the Port Lands Planning Framework, dated [date], 2017 to provide context and to assist in clarifying intent and purpose.

2. Vision

In addition to Big Move D22_Transforming the Port Lands, the vision for the Port Lands includes:

2.1 Seven Big Moves that will unlock the Port Lands potential:

2.1.1 The River and Don Greenway:

- a) The mouth of the Don River will be renaturalized and rerouted through the Lower Don Lands, south of the Keating Channel. It will restore and improve the ecological function of the river; provide flood protection, a variety of active and passive recreational uses, and wildlife and aquatic habitat; enable appropriate sediment management; and complement the broader city's ravine system. It will provide a comprehensive system of open spaces, with municipal parkland located above top of bank, and will be integrated with adjacent development areas, the Inner Harbour and Don Greenway.
- b) A new green, Natural Heritage corridor will be created adjacent to the Don Roadway from Lake Shore Boulevard south to Unwin Avenue, referred to as the Don Greenway. The Don Greenway will function as an important natural area

and open space connection, linking the Don River to the future Lake Ontario Park, Tommy Thompson Park and Lake Ontario.

- 2.1.2 Six signature north-south streets will connect the Port Lands to the city. Each street will have a distinctive character and function within the overall street network:
- a) Cherry Street will be a gateway street into the Port Lands and to the recreational area and beach south of the Ship Channel. North of the Ship Channel, Cherry Street will be a key transit spine into the Port Lands and will provide a comfortable pedestrian environment and continuous multi-use trail. South of the Ship Channel, the street will be activated and complemented by the proposed Maritime Hub. The design of the street in this area should reinforce the character of the historic sand bar and integrate innovative stormwater management practices. It will also complete the multi-use trail and include enhanced streetscaping.
 - b) The Don Roadway will be extended to the Ship Channel and provide a continuous linear park along the western edge of the street overlooking the naturalized mouth of the Don River and Don Greenway. A portion of the linear park may be utilized for future dedicated, transit expansion. An extension of the street across the Ship Channel will be protected for.
 - c) The extension of Broadview Avenue will be a centrally-located civic spine into and through the Port Lands that extends across the Ship Channel, linking destinations along its way. It will include dedicated transit to Commissioners Street, with dedicated transit protected for south to the Hearn. The street will be aligned on axis with the Hearn chimney stack, framing this iconic piece of Toronto history.
 - d) Carlaw Avenue will extend southward to the Basin Street extension as a promenade street that capitalizes on its adjacency to the Turning Basin.
 - e) The Caroline Extension will terminate at the Turning Basin. The street will be designed to perform diverse functions as a primarily employment street, while also minimizing potential impacts to existing stable residential areas to the north. The design of the street will incorporate wide pedestrian clearways, raised, separated cycle tracks, on-street parking that could accommodate production crews, street trees and urban bioswales.
 - f) Leslie Street will be a green portal to Tommy Thompson Park with expanded green space on either side. The wild, natural qualities of the Leslie Spit and Tommy Thompson Park will extend up through the street and adjacent green spaces. South of Commissioners Street, the street will be configured to enable an expanded public realm.
- 2.1.3 Four east-west connections will stitch the Inner Harbour to the natural areas in the eastern Port Lands:
- a) An urbanized Lake Shore Boulevard with a wide, landscaped multi-use trail east of the Don River and the Keating Channel Promenade west of the Don River will unite Toronto east and west of the Don River. Additional north-south porosity will be created across Lake Shore Boulevard.
 - b) Commissioners Street is the Port Lands' oldest street and will evolve to become its main street. It will connect key public spaces and provide address to the naturalized mouth of the Don River. The street will be redesigned and widened into a complete, tree-lined street that integrates transit in a dedicated right-of

way, a wide, open stormwater channel east of the Don Roadway, enhanced pedestrian and cycling amenity and appropriate conservation of cultural heritage landscapes.

- c) The Ship Channel is a unique waterfront amenity. It is a powerful focal point around which new communities and areas of employment will be built. The needs of existing port uses requiring dockwall space will be balanced with the opportunity to capitalize on the Channel as a public, recreational amenity and transportation spine.
- d) Unwin Avenue is, and will continue to be, the seam between industry and natural areas to the south. The street's existing 'wild' quality will be enhanced with new pedestrian, cycling and stormwater infrastructure that hugs the treed edge and integrates existing rail lines, while accommodating continued truck traffic. The street will be realigned in the vicinity of the Hearn and Port Lands Energy Centre to provide improved access, better engage with the Hearn and create a net environmental gain. The final alignment in this area will be determined through the completion of Phases 3 and 4 of the Municipal Class Environmental Assessment process.

2.1.4 A blue-green park network will be established that creates new and varied public spaces and capitalizes on the numerous adjacent water bodies and features. The blue-green park network will consist of:

- a) Large areas of multi-functional, public parkland (located above top-of-bank) and other open spaces as identified on Map C. These major parks and open spaces will be city-wide destination parks that will fulfill a variety of functions;
- b) A series of continuous, publicly-accessible water's edge promenades that capitalize on the historic channels, the Turning Basin and Inner Harbour;
- c) Natural areas which integrate sensitively designed passive recreation opportunities to ensure the integrity of natural functions and habitat;
- d) Water recreation features that capitalize on the various water features, while also ensuring the safety of recreational users and enabling continued port functions;
- e) Local public parks in *Mixed-Use Residential* and *Productions, Interactive and Creative Mixed Use* districts. Local parks will also be pursued for non-residential districts to supplement and complement major parks and open spaces and provide amenity for area workers.
- f) Linear open spaces that expand on the major and local public parkland and/or create green linkages between parks and open spaces; and
- g) Publicly accessible, privately owned open spaces within developments to supplement and further contribute to the Port Lands public realm.

2.1.5 The Port Lands will offer a number of destinations (Inner Harbour Special Places). These destinations will provide a wide range of cultural infrastructure, attractions, events and activities, both permanent and experimental. These destinations will exploit surrounding open spaces and heritage buildings and structures to create unique draws that will attract international tourism and enable local enjoyment.

2.1.6 A series of unique and memorable places will be created in the Port Lands that take their cue from the Port Lands exceptional qualities and assist in achieving broader city building objectives. New mixed-use communities and areas of employment, each

with their own distinctive qualities and character, will be set amid the hustle and bustle of continued port activities.

- 2.1.7** An urban structure, consisting of the major public streets, and the varied urban, open and natural spaces, will be set in place that will create a high quality physical environment with a coherent spatial structure. The urban structure will support the series of unique and memorable places and enable the establishment of a more fine-grained and resilient local street and block pattern capable of supporting a wide variety of uses well into the future.

3. Objectives

The following objectives will guide public works and development in the Port Lands:

- 3.1. Ensure land use and associated development is diverse with beautifully designed buildings and, where appropriate, capable of adaptive reuse;
- 3.2. Actively pursue land uses that will shape prosperity and increase Toronto's global competitiveness and drive a strong, production oriented, digitally- connected, innovative and diverse economy;
- 3.3. Optimize maritime industries and celebrate the working port while managing the neighbourhood interface;
- 3.4. Create a diverse and multi-functional public realm with activated public spaces, the highest caliber of urban design and that showcases stormwater as a resource;
- 3.5. Celebrate and conserve the unique history of the Port Lands to create new experiences and bolster character both within and from afar;
- 3.6. Stitch the Port Lands to the city and achieve a fine-grained public street network over time for easy, seamless access with an emphasis on transit and active transportation while maintaining goods movement;
- 3.7. Create inclusive, social places with housing choice, rich amenity and activity for healthy, prosperous and resilient lifestyles for all Torontonians;
- 3.8. Embrace the wild, natural areas and provide access for wildlife to enable abundant biodiversity;
- 3.9. Ensure the transformation is globally significant and showcases approaches embodying the cultural and technological shifts necessary for climate change resiliency and mitigation;
- 3.10. Ensure orderly development in lock-step with infrastructure improvements while advancing short-term actions for enhanced public access;
- 3.11. Create destinations for Torontonians, building on legacies and providing for early foci to kick-start the transformation; and
- 3.12.** Strategically consolidate and relocate existing uses to create opportunity, improve public access and future proof portions of the Port Lands.

4. Land Use

- 4.1 Land use permissions and direction within the different districts in the Port Lands (as identified on Map 3B – Port Lands Districts) will be in accordance with the following:
 - 4.1.1 Villiers Island
 - a) *Mixed-use Residential* land uses are permitted in Villiers Island.

- b) A *Destination and/or Catalytic* use will be encouraged and permitted in Promontory Park, and as part of the adaptive reuse of the historic silos.
- c) Source mitigation at the Cement Terminal on Polson Quay and appropriate receptor mitigation will be required prior to permitting sensitive land uses in Villiers Island. Appropriate source mitigation will be determined through a detailed noise and air quality assessment and in agreement with the operator of the Cement Terminal on Polson Quay.
- d) A minimum of 20 percent of the total gross floor area of all uses within Villiers Island will consist of non-residential uses, of which retail and service uses will not exceed 5 per cent. The precise location of non-residential uses will be determined when comprehensive zoning is advanced for the Island.

4.1.2 Polson Quay and South River Districts

- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on priority retail frontages are permitted in the Polson Quay and South River districts.
- b) The Cement Terminal on Polson Quay is an important operation for the broader city. The Terminal provides cement powder delivered by vessel for distribution throughout the city and region, reducing truck traffic on the city's and region's streets and contributing to building and maintaining the city. Expansion of the operation is permitted in accordance with the *Planning Act* and subject to appropriate technical studies and meeting regulatory requirements. In the event that this Cement Terminal operation relocates elsewhere, new *Port and Industrial* uses on the site will not be permitted.
- c) Residential and other sensitive uses will only be considered in the Polson Quay and South River districts subject to completing a detailed noise and air quality assessment at the precinct planning stage and provided it can be demonstrated to the satisfaction of the City that:
 - i. there will be no undue negative impacts on the Cement Terminal located in Polson Quay or other continued industrial operations within the vicinity of the districts and;
 - ii. a high-quality living environment can be attained.
 Source and receptor mitigation will be required at a minimum.
- d) Appropriate source mitigation will be determined through the detailed noise and air quality assessment and in agreement with the operator of the Cement Terminal on Polson Quay and other existing industrial operators south of the Ship Channel.
- e) Should residential uses be permitted, a minimum of 30 per cent of total gross floor area within a block will consist of *PIC* non-residential land uses in order to receive any residential permissions, of which retail and service uses may not exceed 5 per cent.
- f) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the land area associated with the studio use and application of a comparable floor area based on other non-residential uses.

4.1.3 McCleary District

- a) *Productions, Interactive and Creative (PIC) Mixed-Use* land uses in a compact urban form with active ground floor uses on priority retail frontages are permitted in the McCleary District.
- b) Residential and other sensitive uses may only be permitted in the McCleary District subject to the relocation of the Commissioners Waste Transfer Station. Additionally, appropriate mitigation of impulse noise sources associated with the Cement Terminal on Polson Quay may be required for residential or other sensitive land uses adjacent to the Don Roadway and for buildings that exceed a height of 25 metres in the district.
- c) A minimum of 30 per cent of total gross floor area within a block will consist of *PIC* non-residential land uses in order to receive any residential permissions, of which retail and service uses may not exceed 5 per cent.
- d) Production studio uses, as defined in the Zoning By-law, proposed as part of satisfying the minimum non-residential gross floor area requirement will have the floor area pro-rated based on the land area associated with the studio use and application of a comparable floor area based on other non-residential uses.
- e) In order to buffer the film studios to the south, non-residential *PIC Mixed-Use* land uses will only be permitted directly adjacent to Commissioners Street.

4.1.4 Media City and the Turning Basin Districts

- a) *PIC Core* land uses are permitted in the Media City and Turning Basin districts. Residential uses are not permitted. The focus in these districts will be on growing Toronto's screen-based industries, interactive and digital media, and arts, design and other creative enterprises. Other employment uses compatible with the desirable *PIC* uses will also be permitted.
- b) Active and animated ground floor uses will be required along the Don Roadway and water's edge promenade. Commissioners Street is a priority retail frontage. Retail at grade or other active uses along the Broadview Extension and Carlaw Avenue will be required as properties redevelop.

4.1.5 Warehouse District

- a) The Warehouse District will transition to an area with *Light Industrial and Production* uses as properties redevelop to complement the South of Eastern *Employment Area* to the north. New medium- and heavy-intensity industrial uses will not be permitted. Production Studios and green and knowledge-based industry uses will be encouraged in this area.
- b) Retail and service uses, in accordance with other policies in this Area Specific Policy, will be permitted on Leslie Street north of Commissioners Street, and fronting Commissioners Street.
- c) Existing large scale, stand-alone retail stores and "power centres" legally established through a rezoning prior to the enactment of this Area Specific Policy are recognized. Redevelopment of any sites with existing large-scale retail uses will be in accordance with the policies of this Area Specific Policy.

4.1.6 East Port, South Port East and South Port Districts

- a) *Port* uses are permitted in the East Port, South Port East and South Port Districts.

- b) *Industrial* uses may be permitted adjacent to the Ship Channel's dockwall in the East Port and South Port Districts provided that it is demonstrated to City Council's satisfaction that lands are not required for port functions over the long-term.
- c) *Industrial* uses are permitted on lands that are not located directly adjacent to the Ship Channel's dockwall and in the South Port East District.

4.1.7 The Hearn Generating Station

- a) *Destination and Catalytic* uses will be permitted as part of the adaptive-reuse of the historic Hearn Generating Station. A full range of *Destination and Catalytic* uses will be provided. Sports facilities are also permitted.
- b) Retail and service uses up to a maximum floor area of 20 per cent of the total floor area will be permitted. Large-format retail stores (exceeding 3,500m² in gross floor area) is not permitted.

4.1.8 Maritime Hub

- a) Active uses and amenities, such as small-scale retail stores, restaurants, outdoor patios, cafés, at grade will be permitted to create a gateway to Cherry Beach and provide amenity for the public, area businesses and employees.
- b) Other supportive, ancillary uses to the *Port and Industrial* uses in the South Port area are also permitted in multi-storeyed buildings with active uses at grade.

4.2 The land uses for the districts identified in the policies above have the following meanings:

4.2.1 Districts identified for *Mixed-Use Residential* land uses will include a broad range of office, retail, residential, local parks and open spaces and institutional uses.

4.2.2 Districts identified for *Production, Interactive and Creative (PIC)* land uses will support the growth of key economic sectors and maintain Toronto as a place for creativity and innovation. Desirable and permitted uses consist of production studios, carpenter's shops, workshops, artist and performing arts studios, galleries, museums and offices. Other permissible uses include light manufacturing, warehouses (excluding self-storage warehousing), printing and binding, retail and service (excluding drive-through facilities), financial, community infrastructure, laboratory, computer-related and educational uses. Some entertainment uses may be permitted:

- a) Areas identified for *PIC Mixed-Use* land uses permit the full range of desirable and permissible *PIC* uses in a compact urban form and multi-storied buildings. Residential uses are permitted subject to achieving a minimum amount of floor area for *PIC* uses as identified in policies 4.1.2 e) and 4.1.3 c).
- b) Areas identified for *PIC Core* land uses are reserved for *PIC* uses. Residential uses are not permitted. *PIC Core* areas can accommodate larger floor plates and more intense *PIC* activities.

4.2.3 *Light Industrial and Production* land uses permit *PIC Core* uses and the full range of land uses within light industrial areas, excluding uses that are vehicle related such as vehicle dealerships, service shops and drive-through establishments. Ancillary uses to *Light Industrial and Production* uses are also permitted.

4.2.4 *Port* land uses are maritime uses that require dockwall access, and include, but are not limited to, marine terminals, silos and container terminals for the loading/unloading and storage of cargo by vessel, ferry or marine passenger

terminals, and ship building and repair. Ancillary uses to *Port* uses are also permitted.

- 4.2.5 *Industrial* land uses include a range of medium-intensity industrial land uses and some heavy-intensity industrial land uses:
- a) Desired and permitted medium-intensity industrial uses include warehouses, public works yards or waste transfer stations, cogeneration or renewable energy and medium-intensity manufacturing uses.
 - b) Permitted heavy-intensity industrial uses include asphalt plants, cement plants, or concrete batching plants;
 - c) Ancillary uses to *Port and Industrial* uses are permitted.
- 4.2.6 *Destination and/or Catalytic* land uses are uses that are intended to entertain, educate or elevate culture. Desired uses include galleries, museums, performing arts studios, entertainment places of assembly and education uses. Residential uses are not permitted. Nightclubs and casinos are not *Destination and/or Catalytic* uses.
- 4.3 *PIC Core, Light Industrial and Production, Port, and Port and Industrial* districts are areas for clusters of business and economic uses and are essential cornerstones for a diverse and thriving civic economy required for the foreseeable future. Conversion of these districts or individual sites to non-employment uses will only be considered through a municipally-initiated comprehensive review of this Area Specific Policy and the preparation of a precinct plan. Temporary events, such as an EXPO, may be permitted subject to City Council's direction and appropriate accommodation of existing operations.
- 4.4 Managing Land Use Compatibility
- 4.4.1 The Port Lands are an important location for *Production, Interactive and Creative (PIC)* uses, with a focus on screen based industries, as well as an important location for *Port and Industrial* uses that assist in growing and maintaining the broader city. These uses will be protected from displacement, where possible. Strategies for relocation elsewhere in the Port Lands will be developed where existing *PIC, Port and Industrial* uses are required to be relocated to accommodate major civic works and the Parks and Open Space system.
- 4.4.2 Land-use compatibility issues between industrial uses anticipated to remain and sensitive land uses have been identified. Receptor mitigation is insufficient to appropriately mitigate noise and air quality impacts. Prior to permitting sensitive land uses, a package of measures, including but not limited to separation distances, buffer uses, source mitigation and receptor mitigation, will be required.
- 4.4.3 Detailed noise and air emissions reports will be required, and vibration and illumination reports may be required, in support of development approval requests. Such environmental reports are to specify how compatibility will be achieved and maintained between existing industrial operators and the proposed development while also ensuring high quality living and working environments. They are to detail measures to mitigate impacts.
- 4.4.4 Sensitive land uses in proximity to continued industrial operations may be prohibited in implementing zoning by-laws, or limited by imposing restrictions to heights, massing and/or siting of development; requiring buffering of sensitive land uses with non-sensitive uses; or through the use of other source/receptor mitigation measures as appropriate to ensure compatibility.

- 4.4.5 The City will consult with industrial operators during the development approval process for any sensitive uses to ensure compatibility between development proposals and industrial operations.
- 4.4.6 Where sensitive land uses are permitted, suitable warning clauses will be included in purchase and sale agreements advising residential purchasers of:
- a) the proximity of film and television production studios, where sound levels associated with gunfire, explosions and/or other noisy activities occurring within studio compounds may at times be audible within the development;
 - b) the proximity of the Billy Bishop Airport and potential impacts; and
 - c) the proximity of continued port and industrial uses.
- 4.4.7 All new and/or relocated *Port and Industrial* uses will be required to submit a detailed noise and air quality, or other environmental reports as appropriate, at the development review stage and implement source mitigation measures to reduce/minimize impacts on future mixed-use areas.
- 4.5 Retail and Animation
- 4.5.1 At-grade street-related retail and service uses will be required in the Priority Retail Frontage areas shown on Map 3C.
- 4.5.2 At-grade street-related retail and services uses will be protected for and encouraged on Secondary Retail Frontage areas and water's edge animation areas shown on Map 3C by requiring minimum 5 metre at grade floor to ceiling heights.
- 4.5.3 To encourage the establishment of grocery stores in each of the new communities, as well to promote a healthy retail mix in a compact urban form across the Port Lands, a retail store use will be limited to 3,500m² of gross floor area.
- 4.5.4 Large-format retail (stand-alone, in mixed-use buildings or in a power centre format and exceeding 3,500 m² of gross floor area) is not permitted.

5. Parks and Open Spaces

- 5.1 The parks and open system for the Port Lands will not only beautify the Port Lands landscape, but also contribute to enhancing the environment and natural heritage in the Port Lands.
- 5.2 The major public parkland and other open spaces identified for the Port Lands consists of:
- 5.2.1 River and Promontory Parks which will be key signature public parks. They will include a wide variety of park programming and amenities, including paths, planted woodlands, water's edge promenades, upland prospects, playgrounds, as well as active recreation such as beach volleyball, basketball and multi-purpose courts and fields.
 - 5.2.2 Silo Square will consist of an *urban square* that will feature the adaptive reuse of the existing historic silos and a potential *Destination and/or Catalytic* use sensitively designed to conserve the silo's industrial legacy. The square will be integrated with the Keating Channel promenade.
 - 5.2.3 McCleary Park will be expanded and reconfigured subject to the relocation of the existing waste transfer station. Any reconfiguration of the existing park will ensure no net loss of park space, and achieve a net overall increase in park size. McCleary

park will continue to be utilized for active recreational uses and be designed to facilitate regulation-sized sports fields.

- 5.2.4 An apron of generous open space will be provided adjacent to the west and south facades of the Hearn Generating Station building and any associated adaptive reuse of this building. The open space will provide, but not be limited to:
 - a) Public event gathering space;
 - b) Space for naturalized plantings, particularly adjacent to Unwin Avenue
 - c) Other features such as passive green lawns and/or seating areas.
- 5.2.5 The Turning Basin will provide space for gatherings, special events and a green space for peaceful respite. Any stormwater management facilities (e.g. pumping stations or treatment facilities) to be located within the Turning Basin Square will be designed to have a minimal footprint and ensure high-quality finishes and landscaping are incorporated to enhance the beauty and utility of the space. Any new or reconfigured, below-grade infrastructure will enable landscaping within the square; and
- 5.2.6 Leslie Green Portal will be a green spine on either side of Leslie Street and major gateway to Tommy Thompson Park with different conditions:
 - a) Between Commissioners Street and the Leslie Slip Outlook, the width of park on either side of Leslie Street will be a minimum of 50 metres wide;
 - b) Between the Leslie Slip Outlook and Unwin Avenue, the width of the park on the west side of Leslie Street will be a minimum of 50 metres. The width of the existing park on the east side of Leslie Street will be maintained at its current width; and
 - c) Permitted uses will include agricultural uses, park and recreational uses, and cogeneration energy uses associated with the Ashbridges Bay Treatment Plant and provided the use is not within a wholly enclosed building and the design complements the Portal. A small retail store and restaurant may be considered on the west side of Leslie Street subject to demonstrating that the use will complement the overall park design.
- 5.2.7 The Leslie Lookout will provide a naturalized plaza and lookout down the Ship Channel at the terminus of the Leslie Street Slip; and
- 5.2.8 The Cherry Lookout which will be a public park space on either side of Cherry Street on the south side of the Ship Channel will have a minimum depth of 30 metres and be designed to accommodate public uses.
- 5.3 Public Promenades identified on Map C will be destination open spaces for active, year-round use. The Public Promenades will have varied conditions, and in particular for the continuous Public Promenade along the Ship Channel:
 - 5.3.1 Promenades that will act as broad terraces for a range of activities such as, but not limited to, outdoor dining, strolling, festivals and special events. The promenades will be no less than 18 metres wide with landscaping, seating and multi-use pathways. Additional depth may be required and would be determined during precinct planning; and
 - 5.3.2 Promenades that will integrate with streets in the overall design and be lined with buildings with active uses at grade. The combined promenade and public street width will be no less than 28 metres and depending on the role and function of the public

street. Open space amenities adjacent to the dockwall within these promenades will be no less than 15 metres on Carlaw Avenue and 12 metres for promenades with local or shared streets.

- 5.4 Future Water's Edge Promenades are lands adjacent to water features that will continue to have *Port* uses for the foreseeable future. These areas will be protected for water's edge promenades. Development will not be permitted within 18 metres of the dockwall. In the event that a non-*Port* use is proposed adjacent to the dockwall, a water's edge promenade in accordance with Policy 5.3 will be secured.
- 5.5 Within *Mixed-Use Residential* and *PIC Mixed Use districts*, local public parkland will be:
 - 5.5.1 Configured to accommodate a range of locally-oriented active and passive recreation;
 - 5.5.2 The size and configuration of the local parkland within each district will be determined during precinct planning, but should be no less than 7,500 m² and configured to enable a range of local parkland opportunities such as playgrounds, passive lawns, seating areas, mid-sized multi-use play fields and local active amenity;
 - 5.5.3 Located so as to provide a central neighbourhood feature or located to enable an expansion of open space adjacent to the naturalized river or Inner Harbour; and
 - 5.5.4 Programmed for neighbourhood use and to enable community gatherings and socializing.
- 5.6 Local parkland and publicly-accessible, privately-owned open spaces will also be pursued in the *PIC Core* and *Light Industrial and Production* districts to provide amenity for area workers.
- 5.7 The design of parks and open spaces will:
 - 5.7.1 Take advantage, incorporate and appropriately conserve any cultural heritage resources and their associated values and attributes as established through Heritage Evaluation Reports;
 - 5.7.2 Incorporate areas for native, naturalized tree and understorey plantings to support the biodiversity objectives of this Area Specific Policy, and particularly within major parks and open spaces;
 - 5.7.3 Include other amenities and features to support high-quality living and working environments; and
 - 5.7.4 Consider adjacencies in the design of the parks and open spaces. In particular, parks and open spaces adjacent or within close to proximity to Environmental Sensitive Areas or Natural Heritage Features will be sensitively designed to minimize any impacts to wildlife or habitat.
- 5.8 Development will be set back by a minimum of 10 metres from the stable top of bank of the naturalized mouth of the Don River and Don Greenway north of the Ship Channel.
- 5.9 On municipally-owned land as of the date of adoption of this Area Specific Policy:
 - 5.9.1 Parkland dedication will be provided by way of the dedication of land. Cash-in-lieu will not be accepted. Lands dedicated for parkland will be utilized to support the establishment of local parks;
 - 5.9.2 Irrespective of the size of a net development site, the parkland provision rate for residential development and the residential portion of mixed use development will not be less than 20 per cent of the area of the development site, or the rate as determined through any city-wide review of parkland dedication provisions.

- 5.9.3 Major parks and open spaces and water's edge promenades, as shown on Map C, will:
 - a) Be excluded from net development sites for the purposes of calculating parkland dedication rates; and
 - b) Not be counted towards satisfying the parkland dedication provision in Policy 5.9.2.
- 5.10 On privately-owned land as of the date of adoption of this Area Specific Policy:
 - 5.10.1 Parkland dedication will be in accordance with provisions in the respective in-force Official Plan; and
 - 5.10.2 Cash-in-lieu may be accepted at the sole discretion of the City and will only be applied towards the acquisition, design and construction of parks within the Port Lands.

6. Cultural Heritage

- 6.1 Heritage resources will be appropriately conserved as vital to the cultural heritage landscape of the Port Lands, Toronto waterfront and symbols of the waterfront's industrial heritage:
 - 6.1.1 Properties on the Heritage Register will be conserved and maintained consistent with the **Standards and Guidelines for the Conservation of Historic Places in Canada**, as revised from time to time and as adopted by Council;
 - 6.1.2 Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City; and
 - 6.1.3 When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the *Ontario Heritage Act*. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible.
- 6.2 Buildings, structures and/or landscapes with cultural heritage value or interest are identified on Map 3D and 3E and will be appropriately conserved and celebrated as important features of the Port Lands. This will include, but not be limited to:
 - 6.2.1 Evaluating the cultural heritage values, attributes and character of a site, resource or landscape in accordance with relevant legislation and City policies and practices to establish the values and attributes of the resources and, if appropriate, conserving the site and/or resource;
 - 6.2.2 Ensuring transitions of new development adjacent to or in proximity to a resource through setbacks of buildings to heritage resources, generous setbacks of tall building elements where tall buildings are permitted, and stepping down and tapering the heights of new buildings in order to protect and mitigate negative impacts to heritage properties and/or corridors;
 - 6.2.3 Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register and/or identified on Map 3D, the conservation of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged;

- 6.2.4 Reinforcing views and viewsheds of heritage resources and their attributes, that includes, among others, the silos and chimney stacks as prominent landmarks and termini of long views, through the thoughtful placement, orientation and control of buildings and building heights.
- 6.2.5 View studies are to be completed during precinct planning and the development application review process to demonstrate how the proposed siting and scale of buildings:
 - a) Maintain views to important heritage resources;
 - b) Enable heritage resources to be prominent elements within the overall skyline of the Port Lands as viewed from the promenade of the Central Waterfront between Yonge Street and Sherbourne Common; and
 - c) Ensure the existing scale, character and attributes of the heritage resources and landmarks are not negatively impacted by development within the view corridors.
- 6.2.6 Giving silos, chimney stacks and other port/industrial artifacts address or frontage on/in major public open spaces and streets;
- 6.2.7 Ensuring that the character of the Cherry Street Cultural Corridor and the Keating Channel Public Promenade in Villiers Island is respected and complemented by maintaining the low-rise character in any proposed development on the east side of existing Cherry Street and lining the Keating Channel Public Promenade; and
- 6.3 Heritage Evaluation Reports to the City's satisfaction will be prepared:
 - 6.3.1 Prior to redevelopment or alternation of places and/or landscapes of cultural heritage value identified on Map 3D and 3E not currently listed on the City's Heritage Registrar or designated under the *Ontario Heritage Act*. The boundaries of the cultural heritage landscapes on Map 3D are general and solely based on the street network and/or existing property limits. They are not to be interpreted as the boundaries associated with the values and attributes of the landscapes; and
 - 6.3.2 Prior to detailed design of the River and Promontory Park for the Marine Terminal 35 site to identify the heritage values and attributes of the site consistent with provincial regulations and City practices to inform an appropriate conservation and mitigation strategy.
- 6.4 Heritage Impact Assessments will be required prior to alteration of heritage buildings, structures and/or landscapes identified on Map 3D and 3E. The Heritage Impact Assessment will evaluate the impact of a proposed alteration (e.g. grade change, addition, alteration, displacement or relocation) to a property on the Heritage Register, potential cultural heritage resource and/or development adjacent to properties on the Registrar or potential cultural heritage resource, to the satisfaction of the City.
- 6.5 Heritage buildings and/or structures should be conserved in their original location, including minimization of any grade changes needed to flood protect lands. A heritage building and/or structure, where technically possible, may be relocated to accommodate a major public work project, such as the naturalization of the mouth of the Don River or widening major public streets to accommodate transit in dedicated rights-of-way, subject to a completed Environmental Assessment process and securing appropriate conditions in a Heritage Easement Agreement prior to relocation.

- 6.6 The 2008 Waterfront Toronto Archaeological Conservation and Management Strategy (ACMS) will serve as the basis for future planning decisions with respect to the archaeological assessment process, including:
- 6.6.1 Documentation during construction monitoring for identified Grade 2 resources in the ACMS; and
 - 6.6.2 Interpretation and commemoration of all archaeological resources identified, and in consultation with any First Nations/Aboriginal community that may be interested in identifying opportunities to commemorate the historical relationship that First Nations/Aboriginal communities have with the waterfront and the Port Lands.
- 6.7 In the event that First Nations/Aboriginal archaeological sites are encountered, consultation with First Nations communities will take place during the archaeological assessment process when site parameters and significance are determined.

7. Community Infrastructure

- 7.1 New *community infrastructure* will be developed in the Port Lands in a timely manner to achieve the amount and range of community infrastructure necessary to serve future growth.
- 7.2 The provision of community infrastructure in the Port Lands will be guided by:
- 7.2.1 Recognizing that community infrastructure in the Port Lands needs to meet both local and some city-wide needs. It can also serve as emergency reception centres during emergencies;
 - 7.2.2 Conveniently locating locally-oriented community infrastructure to promote walkability and create hubs of activity;
 - 7.2.3 Geographically distributing community infrastructure across new communities, but also strategically locating some community infrastructure in employment areas to promote animation and activity;
 - 7.2.4 Providing locally-oriented community infrastructure to coincide with new development and ensuring the infrastructure is designed to be multi-functional;
 - 7.2.5 Siting community infrastructure to front on public streets and ensuring good visibility and access;
 - 7.2.6 Locating and designing community infrastructure to ensure compatibility with future neighbourhoods. Community infrastructure with a more regional draw and substantial vehicular parking requirements should be located in non-residential areas;
 - 7.2.7 Ensuring that community infrastructure will have a compact, urban form, be integrated in mixed-use buildings and utilize innovative delivery models;
 - 7.2.8 Ensuring community infrastructure will have the highest quality of design and/or leverage unique resources to contribute to placemaking in the Port Lands; and
 - 7.2.9 Recognizing the high-costs required to redevelop the Port Lands and consideration of future operational costs of service providers by ensuring efficient and cost-effective delivery of community infrastructure.
- 7.3 Innovative approaches for providing the necessary community infrastructure will be explored, including shared use of schools, vertical integration of community infrastructure in mixed-use buildings, and the co-location of multiple services and facilities in a community hub format.

- 7.4 Schools situated adjacent to public parks will provide their own outdoor play space. The play space will not be counted towards satisfying parkland dedication requirements. Some access for school use to adjacent parks may be accommodated.
- 7.5 The community infrastructure priorities, based on population and employment estimates, for the Port Lands are as follows:
- 7.5.1 Villiers Island:
- a) One (1) small 3,250 m² Community Recreation Centre containing an indoor pool and multi-purpose space;
 - b) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
 - c) One 1,850 m² centre for human services space; and
 - d) One (1) public (TDSB) elementary school.
- 7.5.2 McCleary District:
- a) One (1) large 4,650m² Community Recreation Centre with multipurpose space and a double gymnasium that will both serve the McCleary District, entire Port Lands area, but also potentially the broader city;
 - b) One (1) 1,850 m² centre for human services space;
 - c) One (1) public (TDSB) elementary school; and
 - d) Two (2) licensed non-profit child care facilities with a minimum of 62 spaces each;
- 7.5.3 Emergency Services:
- a) One (1) Fire Station integrated into a mixed-use development in either Villiers Island or the McCleary District; and
 - b) One (1) Emergency Medical Services building in the Warehouse District or East Port area.
- 7.5.4 Other city-wide community infrastructure priorities for the Port Lands include:
- a) Cultural facilities in Villiers Island, and as part of the adaptive re-use of the Hearn and Commissioners Waste Transfer building; and
 - b) A twin-pad arena and/or sports complex in a compact, urban form consisting of a multi-storeyed building and limited surface parking at grade.
- 7.5.5 Other facilities that will be encouraged as either transitional or permanent community infrastructure include:
- a) A discovery centre to showcase and educate residents, employees and visitors on the naturalized river valley and other natural features in the Port Lands;
 - b) A destination or cultural facility as part of the Polson Point and Turning Basin Plazas identified as Inner Harbour Special Places on Map E;
 - c) Institutional and post-secondary uses; and
 - d) Public boat clubs and launches.
- 7.6 Should residential uses be permitted in the Polson Quay and South River Districts, a full range of community infrastructure will be required. Priorities would include:

- a) One (1) public (TDSB) elementary school;
- b) One (1) public (TCDSB) elementary school;
- c) One (1) 1,850 m² centre for human services space;
- d) One (1) 1,595 m² public library with multi-purpose space; and
- e) Two (2) licensed non-profit child care facilities (one in Polson Quay and one in South River) with a minimum of 62 spaces each.

7.7 The specific type of community infrastructure may be refined and/or revised at precinct planning or through a city-wide review of recreational facilities without the need to amend this Area Specific Policy and at the sole discretion of the City. Refinements to the community infrastructure priorities during precinct planning will be determined based on:

- a) the actual land uses and densities proposed, or that has been developed, in each district;
- b) the identification of any changes in need and demand; and
- c) consultation with service providers and the public.

8. Housing

- 8.1 New mixed-use communities in the Port Lands will be complete, inclusive communities that accommodate a range of housing opportunities in terms of type, size, tenure and affordability.
- 8.2 Housing will be provided that accommodates larger households, families, seniors, students, and people with low and moderate incomes and other special needs.
- 8.3 Residential developments will provide:
 - 8.3.1 10% of the total residential units as three-bedrooms or larger with a minimum unit size of 100 square metres, of which at least half of the residential units will be built with all bedrooms on an exterior wall with glazing in each bedroom to provide overlook of common public or private outdoor amenity areas; and,
 - 8.3.2 25% of the total residential units built as two-bedroom units or larger, with a minimum unit size of 90 square metres, inclusive of the 10% requirement for three-bedroom or larger units in policy 8.3.1.
- 8.4 The delivery of affordable rental housing will be guided by:
 - 8.4.1 Delivering affordable rental housing units at the pace of market development;
 - 8.4.2 Securing affordable units as a durable community benefit, with a primacy placed on securing permanent affordable rental housing;
 - 8.4.3 Utilizing a combination of different delivery options to achieve a mix of units and housing tenures and to provide flexibility; and
 - 8.4.4 Providing clear and transparent criteria for affordable rental housing requirements and the use of different delivery methods.
- 8.5 Residential development on private and public lands will provide the equivalent of 20 per cent of the total residential gross floor area as *affordable rental housing*, inclusive of land and the cost of delivering the housing, in accordance with the policies in this Area Specific Policy.
- 8.6 Additional public effort will be made to ensure that the *affordable rental housing* in the Port Lands will also include supportive and special needs housing, and rent geared to income housing to accommodate households of lower incomes.

- 8.7 On publicly owned land, as of the date of adoption of this Area Specific Policy, and in *Mixed Use Residential and PIC Mixed-Use* areas where residential uses are permitted, land sufficient to accommodate 20 per cent of the residential gross floor areas will be set aside for *affordable rental housing*. Land can consist of a site identified specifically for an affordable housing project, or a strata arrangement in a mixed-use development. Funding to construct the *affordable rental housing* on said land will be proactively pursued to ensure that affordable rental housing is developed concurrently with market development.
- 8.8 On privately owned land, as of the date of adoption of this Area Specific Policy, and in *Mixed Use Residential and PIC Mixed-Use* areas where residential uses are permitted, *affordable rental housing* will be provided in the form of one of the following methods or a combination thereof:
- 8.8.1 residential rental units:
- a) provided and owned by a private owner, and/or
 - b) provided to the City; and/or
- 8.8.2 land dedicated to the City for development of *affordable rental housing*; and/or
- 8.8.3 cash-in-lieu of *affordable rental housing* units, to be allocated to the development of *affordable rental housing* in the Port Lands.
- 8.9 Priority will be given to affordable rental housing delivered as units or land, or a combination of both. Acceptance of *affordable rental housing* provided as units in accordance with policies 8.8 b), 8.7.2 or through cash-in-lieu will be at the City's sole discretion. Cash-in-lieu of *affordable rental housing* is not intended to be a significant delivery option and may comprise no more than the 10 per cent of the total *affordable rental housing* requirement.
- 8.10 The requirements for *affordable rental housing* on privately owned land will be implemented in accordance with the following:
- 8.10.1 residential rental units:
- a) provided and owned by the private market at limited term of affordability and at a rate of 10 per cent of the total residential gross floor area; or
 - b) constructed and conveyed to the City for permanent affordability by the owner at a rate of 5 per cent of the total residential gross floor area.
- 8.10.2 land dedicated to the City at a rate sufficient to provide not less than 20 per cent of the total residential gross floor area as *affordable rental housing*.
- 8.10.3 cash-in-lieu of *affordable rental housing* gross floor area based on the value of any such units that the owner would otherwise be required to provide, calculated in the amount of all public contributions that would be required for the City to provide such rental housing at affordable rents;
- A combination of the above may be considered to satisfy the overall *affordable rental housing* requirement in which case the overall percentage would be pro-rated depending on the proposed combination of delivery options.
- 8.11 The required amount of *affordable rental housing* in policy 8.10 represents minimum requirements when being provided by private land owners at their own cost. The amount of these requirements, or the length of the affordability, and/or rental tenure periods for such units, may be increased if any public incentives or funding are provided for affordable rental housing by any level of government, or if any other legislative requirements for affordable housing apply.

- 8.12 Land dedicated to the City for *affordable rental housing* will be delivered, ready and available for development, including provisions for any needed soil remediation.
- 8.13 The affordable housing requirements in policies 8.7 and 8.10 will be:
 - 8.13.1 calculated as a percentage of total permitted residential gross floor area; and
 - 8.13.2 secured in zoning by-laws including through the use of Section 37 provisions, holding provisions or a development permit system, and one or more legal agreements, which may include an overall agreement as well as site-specific agreements with additional and more detailed implementation provisions.
- 8.14 Where affordable rental housing is to be owned and operated by the private market, the City may require provisions to ensure that such housing is promoted and able to be accessed by tenants on waiting lists for affordable housing or otherwise referred by the City, and may also require that a portion of the units be reserved to receive rent subsidies for further rent reductions, if such funding is offered by the City.
- 8.15 The City will work with private landowners to identify and secure appropriate locations for *affordable rental housing* delivered as units or as land.
- 8.16 The City will explore opportunities with the private landowners for the provision of *affordable ownership housing*.
- 8.17 A Housing Issues Report, as well as plans and drawings for affordable rental housing proposed to be delivered as units or land, will be required for a complete development application, as well as for the lifting of any holding provisions. The report will provide information on the affordable housing and other housing policy matters in the context of the residential developments on the lands.
- 8.18 High-quality living environments will be created to support physical and mental health and active living that include:
 - 8.18.1 Indoor and outdoor amenity spaces suitable for a range of unit types, including amenity for families;
 - 8.18.2 Living space adequate in size and appropriate in layout to facilitate contemporary living for all and for a range of different households;
 - 8.18.3 Storage spaces both within units and common areas that are convenient, secure and fully accessible;
 - 8.18.4 Access to natural light and windows, and preferably operable windows where this can be accommodated, particularly for living rooms and bedrooms.

9. Transportation

- 9.1 The following complete street principles will be used to inform the design of streets in the Port Lands, recognizing that different streets will have different purposes, constraints and character. The overall objective is to create a well-functioning street network that is designed to provide a vibrant public realm, safe access and efficient operation for all street activities:
 - 9.1.1 Transit will be prioritized, where appropriate, with an emphasis on dedicated transit right-of-ways on key major streets;
 - 9.1.2 Lane widths will be minimized in consideration of the role and function of an individual street to assist in making streets safer and more pedestrian friendly;

- 9.1.3 Physically separated cycle tracks and multi-use trails will be prioritized on key major streets to create a well-connected, robust and safe cycling network. Raised cycle tracks will be encouraged on all other major streets;
- 9.1.4 Wide sidewalks with unobstructed, accessible pedestrian clearways will be provided to encourage walking and contribute to the overall public realm vibrancy of the Port Lands;
- 9.1.5 Goods movement will be accommodated to ensure the continued economic vitality of industry. Critical goods movement corridors will be identified and designed with suitable conditions for truck access balanced with other complete street objectives;
- 9.1.6 Stormwater and green infrastructure will be integrated in street design to improve air quality, provide habitat corridors and add visual interest;
- 9.1.7 Permeable surfaces for roadways and sidewalks will be encouraged and pursued, where possible, to reduce flooding, preserve capacity in storm drains and sewers and add visual interest;
- 9.1.8 Street trees and understorey plantings will be provided on all streets with adequate room to grow and suitable soil conditions/ techniques;
- 9.1.9 Pedestrian and cycling amenities will be provided on all streets, including, but not limited to, bike parking infrastructure, street furniture, pedestrian scaled lighting, weather protection, waste management infrastructure and public art;
- 9.1.10 Place-making features, such as, but not limited to, public art, cultural heritage landscapes and sustainability features, will be incorporated in street design to contribute to the character of the area.
- 9.2 New and/or improved segments of the public street network as identified on Map A will be provided to support development and maintain the functional integrity of the transportation system to the satisfaction of the City.
- 9.3 The section of street that extends through the extended McCleary Park will be further reviewed during precinct planning. The design of the street will be integrated into the overall design of the park and prioritize pedestrians.
- 9.4 A potential future extension of the Don Roadway across the Ship Channel to Unwin Avenue will be protected for.
- 9.5 A fine grain of local public streets will be required in *Mixed-use Residential* and *PIC Mixed-Use* areas to provide address, access and amenity for development. Development will be located and sited to enable the long-term objective of achieving a fine-grained network of streets. In other districts, a network of local public streets will be secured as appropriate, and in consideration of land use.
- 9.6 The location, alignment and design of local public streets within a particular district will be determined at the precinct planning stage or during development review. Considerations for their location and alignment will include:
 - 9.6.1 alignment with streets in other districts to enhance visual connections and facilitate future physical connections between districts;
 - 9.6.2 reinforce visual connections between the city and the water, and to provide visual connections of important natural or human-made features; and
 - 9.6.3 avoid block lengths greater than 150m. Where a block exceeds a length of 150 metres, development will be sited and configured to enable permeability and porosity through the block.

- 9.7 Shared local streets are specially designed streets where pedestrians, cyclists and motorists share the street, will be provided in key locations and identified during precinct planning.
- 9.8 Laneways will be provided as appropriate for loading and servicing access for buildings, and to serve as secondary pedestrian and cycling routes. Locations for laneways will be determined during precinct planning or during development review. They will be well lit with space allocated for both vehicles and pedestrians/cyclists.
- 9.9 City Divisions will be consulted on the use of permeable materials for green streets and the design of shared streets and laneways to balance the objective of providing high-quality, pedestrian-friendly streets with operational and maintenance considerations.
- 9.10 Streets will be public streets, and owned and maintained by the City. Land conveyed to the City for public streets will:
- 9.10.1 be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements; and,
- 9.10.2 meet the City’s policy for “Accepting Potentially Contaminated Lands to be Conveyed to the City under the *Planning Act*”.
- 9.11 Transit
- 9.11.1 Cherry Street (New), Commissioners Street and Broadview Avenue will have dedicated public transit right-of-ways.
- 9.11.2 The precise location of a dedicated transit right-of-way within the streets will be determined through the completion of the Environmental Assessment process and identification of a preferred design.
- 9.11.3 The expansion of bus service within portions of the Port Lands will be encouraged to provide enhanced transit access for employment uses, future destinations and recreational amenity.
- 9.11.4 Transit hubs will be provided in key locations where transit routes converge. These hubs will have a pedestrian friendly design and will be integrated with streetscaping and/or plaza design.
- 9.11.5 Sufficient space in the design of streets will be provided for:
- a) Curb side bus stops;
 - b) Space for on-street streetcar loops; and
 - c) Ducts, hand-wells and turn-ups for transit signal prioritization.
- 9.12 Pedestrians and Cyclists
- 9.12.1 A well-connected network of on- and off-street cycling routes will be provided for in accordance with Map D. The location and design of these routes and facilities may be further refined at the precinct planning stage without amendment to this Area Specific Policy.
- 9.12.2 Publicly accessible mid-block connections will supplement the network of streets in the Port Lands. Mid-block connections will:
- a) be positioned to form a comprehensive network of linkages with the system of streets;
 - b) complete pedestrian and cycling linkages;
 - c) be conceived as part of an overall parks and open space system;

- d) be wide enough to also accommodate the installation of street furniture, lighting and identity features that reinforce the character of the particular district; and
 - e) have activated building frontages along the edges for informal surveillance.
- 9.12.3 Additional pedestrian and cycling bridges across key water features will be protected for as shown on Map D with further assessment to be undertaken to ensure no impacts to flood conveyance or high-quality wetlands.
- 9.13 Goods Movement
- 9.13.1 The Port Lands will continue to be a location for port and industrial uses. Accommodating goods movement in and through the area is required, while ensuring that potential conflicts associated with the mix of industrial and new mixed-use communities are minimized. Dedicated truck routes that enables convenient and reliable routes for the movement of goods in and through the area will be advanced in consultation with industrial operators.
- 9.13.2 In *PIC, Light Industrial and Production, Port and Port and Industrial* areas, the design of streets will serve the needs and access requirements and the staging of trucks while maintaining a safe pedestrian environment and minimizing rights-of-way widths.
- 9.14 Parking and Loading
- 9.14.1 Parking policies and standards developed at precinct planning or during development will improve the quality of districts, and strive to reduce congestion and private vehicle trips by encouraging travel by non-auto modes.
- 9.14.2 Maximum parking standards are to be developed and introduced for all uses permitted in the Port Lands. Minimum parking standards, if provided, will support achievement of shifts to transit and active transportation as primary means of moving in and through the area.
- 9.14.3 Parking arrangements will be encouraged and pursued in all developments that make efficient use of space, particularly where cars will not be used on a daily basis.
- 9.14.4 On-street parking will be managed to:
- a) more efficiently use street parking space and increase turnover and parking availability supporting access to parks and open spaces;
 - b) provide an adequate amount of short-term, on-street curbside freight loading spaces; and
 - c) accommodate the staging of production vehicles, particularly in *PIC* and *Light Industrial and Production* districts.
- 9.14.5 Opportunities to provide shared transportation options, such as car-pooling and car-sharing, will be encouraged.
- 9.14.6 At grade parking lots will generally be prohibited. Parking, to the extent possible, will be accommodated in below-grade parking structures, parking structures internalized within a development or shared multi-storey parking structures. Where at grade parking is proposed, the parking area will be designed as an extension of the public realm and will incorporate sustainable design features.
- 9.14.7 Structured parking will efficiently use space, have a high-quality design, be faced with active uses at grade, and be designed to enable adaptive re-use.
- 9.14.8 Parking, servicing and loading facilities will be located to:

- a) minimize their visual and functional impact on street edges, on surrounding properties, open spaces and pedestrian routes;
- b) located in the interior of development blocks and accessed from laneways or local public streets. Generally, access will not be taken from major public streets identified on Map A. Where this is not possible, accesses to sites will be consolidated to minimize interruptions to the public realm.

10. Built Form

- 10.1 Development in the Port Lands will contribute to the identity of the Port Lands by:
- a) Responding to surrounding context and character defining features, including but not limited to, heritage resources, water features and the large tracts of renaturalizing wilderness;
 - b) Framing the naturalized mouth of the Don River adjacent to Commissioners Street and the Basin Street extension with a coherent mid-rise built form;
 - c) Providing a naturalized, landscaped setback adjacent to Unwin Avenue of not less than 9 metres in the Port East and South Port districts.
- 10.2 A legible environment will be created that will enable ease of movement and orientation by:
- a) Ensuring the heights and placement of buildings will preserve, create and accentuate views to specific focal points and heritage resources, as identified on Map 3F. Accentuating views is not to be interpreted to mean tall buildings are permitted outside of tall building zones or allow for heights regimes greater than those identified in this Area Specific Policy.
 - b) Organizing and siting all development to permit the extension of the public street network, and in particular to break-up large sites and increase permeability in and through the area.
 - c) Providing on-site landscaping that complements the built form, and to contribute to an overall consistent character of any particular district and assist in achieving the biodiversity objectives of this Area Specific Policy.
- 10.3 Development will contribute to creating diverse places in the Port Lands, but also achieve variation and visual interest at the block scale by:
- a) Utilizing strong, repeating vertical articulation for building mass to relieve the expansiveness of large and undifferentiated blocks and sustain pedestrian interest and activity.
 - b) Providing shifts in the heights of buildings within the development blocks and adjacent to the water's edge promenade up to any height limits established in other policies of the Area Specific Policy to create non-uniform building height within blocks and avoid long expanses of the same building heights adjacent to the water's edge.
 - c) Providing a varied façade rhythm, building materials and/or colours, among others, to support architectural variety and achieve visual interest.
 - d) Providing attractive, enclosed storage structures, where possible, or screening for new and/or relocated bulk storage of salt, aggregate or other materials in *Port* and *Port and Industrial* districts to provide another layer of visual interest. Utilization of enclosed structures would have the added benefit of reducing environmental problems associated with the run-off of substances determined toxic by Environment Canada and minimize nuisances to proximate sensitive land uses.

- 10.4 Buildings, irrespective of use, needs to leave a legacy and be capable of adaptive reuse. This will be achieved by:
- a) Requiring buildings to be a minimum of three-storeys adjacent to major public streets, with the exception of:
 - i. Sites adjacent to Cherry Street south of the Ship Channel as part of the Maritime Hub where alternative building/structures will be encouraged to contribute to the character of the Hub; and
 - ii. Sites adjacent to the east side of Cherry Street (Old) in Villiers Island where building heights may be one- or two-storeys to complement the scale of heritage resources.
 - b) Designing buildings with high quality architectural finishes and landscaping.
 - c) Using robust and durable materiality for buildings that enables longevity of the buildings, to withstand deterioration and contribute to the sustainability of buildings. Salvaged materials from demolition in new building construction, avoiding the waste and pollution of new production, will also be encouraged. Development proposals will be required to demonstrate how the building materiality supports longevity and sustainability objectives.
 - d) Providing an urban street-edge relationship for buildings in the McCleary, Media City and Turning Basin Districts and for buildings in the Warehouse District with buildings built to the lot line adjacent to public streets.
- 10.5 Activity at grade will be provided to enliven areas, and provide day-to-night vibrancy and eyes on the street. This is will be achieved by:
- a) Animating the public realm with retail and other active uses at grade with narrow frontages, a wealth of details and recessed entrances;
 - b) Making the ground-level facades as transparent as possible to allow for a two-way visual exchange. Facades should be 70% transparent to permit a clear view inward from the street.
 - c) Providing a minimum ground floor height of 5 metres from floor to ceiling on Priority Retail Frontages as shown on Map 3C, and protecting for at-grade street-related retail and services uses on Secondary Retail Frontages and Water's Edge Animation areas shown on Map 3C. To protect for retail in these areas:
 - i. Floor to ceiling heights will be a minimum of 5 metres in height; and
 - ii. Ground floors will be designed to enable conversion to narrow frontage retail and be provided with a suitable depth to accommodate retail and service uses.
- 10.6 Development will positively contribute to the creation of a distinct and dynamic skyline topography for the Port Lands for the views identified on Map 3F. This will be achieved by sculpting built form to:
- a) Reinforce and showcase the Port Lands existing skyline to ensure the continued prominence of the collage of heritage buildings and structures within the Port Lands as viewed from prominent locations along the central waterfront and to promote an understanding of the historic contribution of the Port Lands to Toronto's working waterfront as new uses and contemporary buildings are introduced;
 - b) Contribute to the objective of diversity and the creation of unique and memorable places by applying different approaches to tall buildings, where these are

permitted, in the different districts, including, but not limited to, distinct height regimes for each particular district; and

- c) Include a variety of building types within the districts that are full of contrasts – high and low, dense and open – that both differentiate the Port Lands from the rest of the city and the different districts from each other that will also in part be informed by the land use mix permitted in the Port Lands and diverse street and block patterns.

10.6.1 New buildings will not detract from or dominate the Port Lands existing skyline. Heights and placement of buildings will be carefully controlled and reviewed through the submission of view studies required in Policy 6.2.5 and review by a Design Review Panel.

10.7 Tall buildings are buildings that exceed the mid-rise heights identified in this Area Specific Policy. Where tall buildings are permitted:

10.7.1 Residential tall building floorplates are to have slender proportions and will not exceed a floorplate of 750 m², except where new building typologies are advanced as part of precinct planning to achieve sustainability objectives and/or differentiating built form both within the different districts in the Port Lands and from the rest of the city. Where new typologies are advanced they will:

- a) ensure the high standards for sunlight on the public realm will be achieved;
- b) result in commensurate reductions in the height regime for the particular district; and
- c) be demonstrated to the satisfaction of the Chief Planner that the impacts of a larger floorplate, such as reduction of sunlight, increase in shadow, transition, skyview and wind can be sufficiently mitigated.

10.7.2 Their design will be elegant and contemporary, and in terms of form and profile, will make a positive contribution to the Port Lands skyline topography;

10.7.3 They will be oriented to minimize shadow impacts on the public realm,

10.7.4 In order to achieve excellent sky view, light penetration and a predominant mid-rise character, a minimum separation distance of 40 metres between tall buildings is required. Additional separation distance will be encouraged to maximize skyview;

10.7.5 A minimum separation distance of 40 metres is required between tall buildings and the predominant face of heritage buildings/structures;

10.7.6 The tall building will be stepped back from the base building frontage by a minimum of:

- a) 10 metres adjacent to Villers Street in Villiers Island,
- b) 6 metres adjacent to Cherry Street (Old) and Centre Street in Villiers Island; and
- c) at least 3 metres on all other public streets, or as determined through precinct planning to limit shadowing on key parks and open spaces and to minimize the perception of tall buildings at from the public realm.

All potentially enclosable or roofed space, such as balconies, must be clear of the setback requirements.

10.7.7 Tall buildings will be located, oriented and massed to:

- a) Maximize sunlight access on streets, and parks and open spaces;

- b) Not shadow the Don Greenway and naturalized river valley below top of bank during the spring and fall equinoxes between 10:18 am and 4:18pm;
- c) Mitigate pedestrian wind impacts to enable comfortable climatic conditions in all seasons. Adjustments to building design may relate to the form, additional setbacks or stepbacks and/or cut outs of building mass to mitigate impacts. Protective screens and other incidental add-ons or landscaping within public spaces may be utilized, but should not be relied upon as the preferred wind mitigation resulting from buildings.

10.8 Villiers Island

- 10.8.1 The overall character of Villiers Island will be mid-rise in nature, punctuated by a limited number of tall buildings in strategic locations
- 10.8.2 Buildings adjacent to the Keating Channel and on the east side of Cherry Street (Old) will be low-rise and will not exceed a height of five storeys. Buildings will be sited and articulated to reinforce and showcase the heritage character of these areas.
- 10.8.3 Mid-rise buildings and base buildings of tall buildings will ensure an appropriate human-scale and will be designed to enable high standards of sunlight on public streets, solar gain and daylighting within the interior of blocks. They will have a height no greater than:
 - a) Ten storeys for mid-rise buildings and eight storeys with a tall building on the south side of Villiers Street;
 - b) Eight storeys on Cherry Street, Munitions Street and Centre Street;
 - c) Seven storeys on Commissioners Street.
- 10.8.4 To achieve additional variation in built form, mid-rise building heights should be six storeys for portions of buildings flanking north-south local streets. Mid-rise building flanking north-south local streets will not exceed a height greater than a 1:1 ratio of building face to building face.
- 10.8.5 Tapering of buildings heights and/or stepbacks will be utilized to:
 - a) Ensure high standards of sunlight on public streets;
 - b) Enable sunlight penetration to interior outdoor amenity spaces and south facades of buildings within a development block in support of liveability and sustainability objectives; and
 - c) Contribute to a human-scaled street wall condition (generally 5 to 6 storeys).
- 10.8.6 Tall buildings will only be located within the development blocks bounded by Centre Street to the south and Villiers Street to the north. Additional considerations for locating tall buildings within this zone include:
 - a) Marking the New Cherry Street and Munitions Street gateways;
 - b) Staggering tall buildings within the tall building zone to reduce the negative impacts of closely spaced tall buildings, the perception of tall buildings at grade and to prevent the appearance of a wall of towers;
 - c) Marking Promontory Park and Villiers Park at either end of the Island;
 - d) Situating the highest permitted tall buildings in areas closest to transit stops within the tall building zone;
 - e) Providing a sensitive transition in scale and form to heritage buildings;

- f) Ensuring there is high standards of sunlight on east-west streets, the Keating Promenade, Promontory Park, Villiers Park and the River Valley Park
 - g) Mitigating pedestrian wind impacts
 - h) Leveraging passive solar gain and enabling sunlight/daylighting within interior spaces
- 10.8.7 A variety of tall building heights will be provided to punctuate the skyline within the low- to mid-twenty storeys, or as determined to limit shadow impacts on parks and open spaces in accordance with the policies of this Area Specific Policy.
- 10.8.8 Notwithstanding the policy above, one tall building may be permitted in the high twenties at New Cherry Street and Villiers Street without amendment to this Area Specific Policy to contribute to overall built form variability of the Island and provided the building has exceptional architectural features such as further reducing the floorplate above the 26th floor, additional sculpting or varying architectural form, and additional attention to materials and details of the tall building to positively reinforce the building identity within the overall Port Lands skyline.
- 10.9 McCleary District
- 10.9.1 The overall character of the McCleary District will be a lively, dense, mixed-use area with an overall mid-rise character that contributes to broader economic objectives for the Port Lands and complements the employment destination north of Lake Shore Boulevard.
- 10.9.2 Development in the District will be organized around a centrally-located local park.
- 10.9.3 Tall buildings are permitted within the development blocks adjacent to the Don Roadway and Lake Shore Boulevard.
- 10.9.4 A height peak that is not to exceed 39 storeys (90 metres) is permitted at the Don Roadway and Lake Shore Boulevard East and subject to appropriate source and receptor mitigation of industrial operations. South and east of the height peak, the heights of tall buildings will taper down to a mid-rise height at Commissioners Street and Bouchette Street respectively.
- 10.9.5 Mid-rise buildings and the base of tall buildings will have a height no greater than:
- a) Ten (10) storeys immediately adjacent to the Lake Shore Boulevard and the Don Roadway;
 - b) Eight (8) storeys immediately adjacent to Commissioners Street, the Broadview Extension and on the north side of Villiers Street; and
 - c) Six storeys on all remaining streets.
- 10.9.6 The siting of tall buildings adjacent to the new east-west street north of Commissioners will ensure long-views to the Commissioners Stack from Centre Street in Villiers Island and skyview around the stack.
- 10.10 Polson Quay and South River
- 10.10.1 Building type and form will be differentiated between Polson Quay and South River to assist in achieving diversity and variety.
- 10.10.2 Buildings will be massed and sited so as not to obstruct views to the Hearn chimney stack or silos, as well as to maintain a high degree of visibility surrounding the Hearn chimney stack as viewed from the public promenade at the foot of Yonge and eastward to Sherbourne Common.

- 10.10.3 Should residential uses be permitted, additional considerations for the placement, height and location of mid-rise and tall buildings at precinct planning will include:
- a) Maintaining the visual prominence and dominance of heritage landmarks, and in particular, the Hearn's chimney stack, by ensuring heights complement and do not excessively exceed the perceived height of the stack as viewed from the public promenade at the foot of Yonge Street;
 - b) Creating distinct identities that differentiate the two districts both from themselves and other districts within the Port Lands; and
 - c) Assessing noise and air quality impacts and, where required, limiting building heights accordingly.

11. Arts and Culture

- 11.1 Development on privately-owned sites, as of the date of adoption of this Area Specific policy, will be encouraged to participate in the City's Percent for Public Art Program. Additionally, public art contributions will be encouraged to be pooled toward a larger coordinated public program within publicly owned parks and spaces and streets given the significant public investment associated with these.
- 11.2 Permanent public art installations and/or contributions will be secured for all development on municipally-owned land as of the date of adoption of this Area Specific Policy, and for major public works projects in accordance with the City of Toronto's Percent for Public Art Program.
- 11.3 Public art is to be located on sites visible from public streets, intersections, public plazas, parks or other publically accessible civic spaces.
- 11.4 Where appropriate, public art should reflect the history of the Port Lands, including First Nation's history and culture, and will use sustainable materials and/or practices.
- 11.5 Public Art Strategies developed during precinct planning will:
- a) Define a public art vision for the district;
 - b) Outline goals, principles and themes for public art for the district;
 - c) Identify locations for permanent public art installations within the district; and
 - d) Identify potential alternative funding sources and/or partnerships for any non-permanent art installations that are proposed.
- 11.6 Public Art Plans, in accordance with the City's Percent for Public Art Guidelines, will be required for:
- a) district-wide coordinated public art programs. The Plan will be developed when development will occur and prior to the issuance of the first building permit within the district; and
 - b) permanent public art installations on privately owned sites secured through the development review process. The Plan will be developed at the time of Site Plan Control or prior to the issuance of above-grade building permits.
- 11.7 The City will encourage and facilitate:
- a) The development of a range or tourist attractors, high profile events, street festivals, permanent destinations, venues for performing arts, and cultural attractions and centres capable of drawing visitors both in large and small numbers;

- b) New cultural facilities in the Port Lands that both complement the desired mix or uses and activate areas; and
- c) *Affordable rental housing* that caters specifically to artists or other creative sector employees/entrepreneurs to attract creative practitioners to live in the new communities;
- d) Arts and cultural companies to locate in the area.

12. Innovation and Sustainability

- 12.1 The objective for the Port Lands is for the area to be a net zero energy district. A net zero energy district is a district where no more energy is consumed than is supplied by non-fossil fuel sources. All development and public works will support this objective through the application of passive and low-impact site, building and street design.
- 12.2 All development on privately-owned land will be passively designed and meet the minimum requirements in the applicable Toronto Green Standards. Development on publicly-owned land, as of the date of the adoption of this Area Specific Policy, will be required to exceed the City's minimum requirements in the Toronto Green Standards and include new and emerging approaches for advancing a progressive sustainability agenda and showcasing innovation.
- 12.3 Passive design approaches and low-impact site design employed in a development will include:
 - 12.3.1 Providing an efficient building shape, location and orientation while continuing to ensure excellent sunlight conditions in the public realm in accordance with this Area Specific Policy;
 - 12.3.2 Incorporating shading strategies or devices applied to south and west facades to reduce the solar heat gain in the summer and reduce cooling loads;
 - 12.3.3 Minimizing the ratio of windows on a façade. Windows should not exceed 50% of a façade and a minimum sill height should be provided unless otherwise demonstrated through achieving passive design;
 - 12.3.4 Utilizing advanced windows, such as triple glazed windows, to minimize heat loss;
 - 12.3.5 Minimize incidences of thermal-bridging that create pathways for heat to move from the inside of a building to the outside. Approaches could include continuous insulation, thermally-broken balconies and careful window detailing; and
 - 12.3.6 Retaining stormwater on site through naturalized, low impact approaches both at grade and on rooftops and to the extent possible in an urbanized context.
- 12.4 Passive design approaches and other measures that will be encouraged in development, or required should legislation enable such elements, include:
 - 12.4.1 Providing high levels of insulation and thermal mass performance to minimize heat loss through the selection and use of appropriate building materials;
 - 12.4.2 Enabling natural ventilation (such as operable windows) where possible and in consideration of any receptor mitigation required to ensure compatibility with industrial operations;
 - 12.4.3 Providing dedicated car share parking spaces, autonomous vehicles and electric vehicle (EV) infrastructure;
 - 12.4.4 Providing on-site renewable energy, such as solar photovoltaics (PV) and other low-carbon on-site energy generation and back-up power, while ensuring residential amenity and greening potential

- 12.4.5 Ensuring a high level of airtightness to minimize heat loss from air infiltration.
- 12.5 Linear infrastructure and energy production facilities needed to support the introduction of a low-carbon thermal network or electrical microgrid and intelligent city infrastructure will be protected for and/or incorporated in the design of buildings, parks and open spaces, streets, fixed bridges and/or municipal servicing during precinct planning, Phase 3 of the Municipal Class Environmental process for streets and municipal servicing and/or at detailed design.
- 12.6 The following will be incorporated into the design of streets where technically feasible:
 - 12.6.1 locations for bike parking, and in particular, at transit stops and major destinations;
 - 12.6.2 the provision of dedicated, on-street electric vehicle parking and charging stations;
 - 12.6.3 the provision of dedicated, on-street car-share parking locations.
- 12.7 The Port Lands is an area with a convergence of energy generating infrastructure. Any new power plants developed in the Port Lands to either replace existing facilities or to provide additional power will be encouraged to utilize renewable energy sources and to support achieving the long-term net zero energy district objective and will be required to go through the site plan approval process.

13. Biodiversity

- 13.1 The following will be required to ensure a biodiverse Port Lands:
 - 13.1.1 protecting, restoring and enhancing natural heritage features and Environmentally Sensitive Areas;
 - 13.1.2 creating new, connected natural areas and greenways and net environmental gains associated with Environmentally Sensitive Areas;
 - 13.1.3 integrating large, naturalized plantings and/or habitat as a component of the design for larger parks and open spaces;
 - 13.1.4 supporting wildlife movement through the port lands by creating habitat linkages, built landscapes and y retaining decommissioned rail corridors as landscape features;
 - 13.1.5 providing habitat at the site level, including retention or replacement of existing natural cover, enhanced landscaped setbacks, naturalized planting and/or integrated stormwater management;
 - 13.1.6 ensuring buildings contribute to biodiversity through measures such as, but not limited to, biodiverse green roofs designed to meet the City’s Guidelines for Biodiverse Green Roofs, green walls and enhanced bird collision deterrence measures.
 - 13.1.7 providing dedicated spaces within new communities for dog off-leash areas that are physically separated from natural areas; and
 - 13.1.8 exterior site lighting, street lighting or lighting for any recreational uses within or adjacent to natural areas that is fully cut-off and designed to minimize excess light, skyglow, glare and light spillage.
- 13.2 At precinct planning or prior to rezoning land in a precinct, or at Site Plan Control where a rezoning is not required, a Naturalization Plan will be prepared.
- 13.3 Infrastructure and capital projects, such as new streets, street reconstruction, bikeways, and multi-use trails, will have consideration for habitat and wildlife corridors, and will include, but not be limited to eco-passages, wildlife crossings and naturalized landscaping including

understorey plantings and enhancements to the tree canopy. Interpretative signage will also be incorporated.

14. Municipal Servicing, Utilities and Green Infrastructure

- 14.1 The provision of municipal servicing, utilities and green infrastructure will be coordinated with the design of streets and open spaces, and ensure the integrity of flood protection features is maintained.
- 14.2 The future design of municipal servicing systems will need to ensure space for the provision of utilities, protecting for thermal networks and/or microgrids, smart-city networks and undergrounding of hydro transmission wires located along the Don Roadway, Commissioners Street and Bouchette Street.
- 14.3 The potential site in the Turning Basin District for the relocated Basin Transmissions Station will be reserved. Temporary uses may be permitted.
- 14.4 Development, new utilities or new hydro electric infrastructure will not impede achievement of any planned infrastructure corridors or preferred alignments determined through the Environmental Assessment Act process and identified on Maps A or B.
- 14.5 Development will be required to:
 - 14.5.1 Contribute to the sustainable design of streets;
 - 14.5.2 Provide and pay for local municipal servicing, utilities and green infrastructure to service proposed redevelopments; and
 - 14.5.3 Provide proper fit-outs, including necessary above and below-grade infrastructure in accordance with the City of Toronto's Thermal Network-ready Design Guideline, to ensure connection to future low-carbon thermal energy network, such as deep lake water cooling, geo-exchange systems, sewer heat recovery and/or combined heat/power plants,
- 14.6 Development will be encouraged to:
 - 14.6.1 Install dual plumbing systems that allow use of harvested rainwater and gray water for landscape irrigation, toilet and urinal flushing and other uses, as permitted from a public health perspective and Building Codes, to reduce the use of potable water.
 - 14.6.2 Utilize native and low water-use vegetation that does not require permanent irrigation systems to reduce the requirement for irrigation.
 - 14.6.3 Utilize harvested rainwater for landscape irrigation and other uses, as permitted from a public health perspective and Building Codes, rather than a potable water source. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse, which could include, but are not limited to green roofs and equipment to harvest, filter and/or store rainfall.
- 14.7 Where possible and in consideration of existing soil conditions, developments will use permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater.

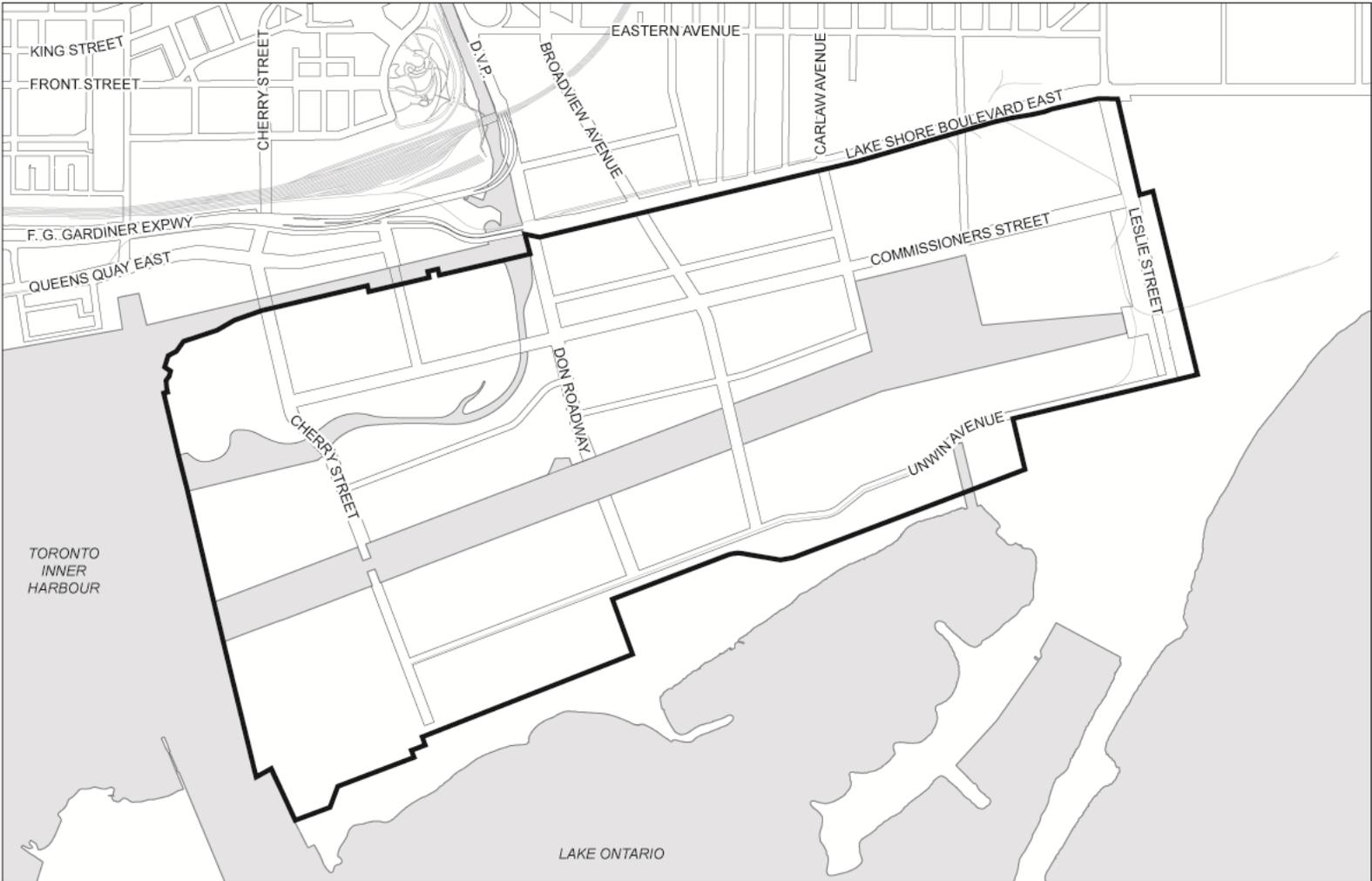
15. Implementation

- 15.1 This Area Specific Policy should be read as a whole with the Central Waterfront Secondary Plan to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

- 15.2 In the case of a conflict between this Area Specific Policy and the policies in the Central Waterfront Secondary Plan or former City of Toronto Official Plan, the policies in this Area Specific Policy will prevail.
- 15.3 Precinct Implementation Strategies (or Precinct Plans) will be developed for *Mixed-Use Residential* and *PIC Mixed-use* areas prior to, or concurrent with, applications to rezone lands.
- 15.4 The Port Lands represents a unique revitalization opportunity for the city. As the area transforms, new solutions to pressing challenges facing cities may emerge. The City may consider amendments to this Area Specific Policy for new and creative solutions where it can be demonstrated to City Council's satisfaction that the solutions would provide positive contributions in meeting the vision and long-term objectives for the Port Lands as set out in this Area Specific Policy.
- 15.5 In addition to the requirements set out in Policy 2.2 of the Central Waterfront Secondary Plan, the following will be addressed in Precinct Implementation Strategies (or Precinct Plans), or concurrent with area wide rezonings for the Villiers Island Precinct:
- 15.5.1 Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
 - 15.5.2 Heritage Evaluation Reports for listed and/or potential cultural heritage resources identified on Map 3D and 3E;
 - 15.5.3 View studies in accordance with Policy 6.2.5 of this Area Specific Policy; and
 - 15.5.4 Naturalization Plans in accordance with the requirements identified in the Port Lands Planning Framework.
- 15.6 Development for *PIC* uses that do not require a rezoning, *Light Industrial and Production* uses, *Port* uses and *Port and Industrial* uses may proceed without the need for a Precinct Implementation Strategy (or Precinct Plan). The submission of a Context Plan will be required as part of a Complete Application and prior to permitting development. Context Plans will:
- 15.6.1 Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
 - 15.6.2 Identify the location of public streets and pedestrian and cycling connections that link to the broader networks and support the objectives of this Area Specific Policy;
 - 15.6.3 Include supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
 - a) Heritage Evaluation Reports and/or Heritage Impact Assessments where development is on or adjacent to a heritage resource or potential heritage resource;
 - b) View studies in accordance with Policy 6.2.5 of this Area Specific Policy;
 - c) Naturalization Plans in accordance with the requirements identified in the Port Lands Planning Framework;
 - d) On-site mitigation plans for new *production studios*, *Port* and *Industrial* uses detailing, through accepted practices, the potential impacts and identification of measures proposed to manage the interface between future residential neighbourhoods; and

- e) Infrastructure strategies where a development will proceed in advance of implementation of TSMP infrastructure. The strategies will identify how a development will be serviced, maintained and operated, and that the ultimate servicing as identified in the Port Lands and South of Eastern Transportation and Servicing Master Plan, as may be amended, will not be precluded from being achieved.
- 15.7 All development applications will submit relevant drawings, plans and supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
- a) A Planning Rationale;
 - b) Sun/shadow and pedestrian-level wind studies;
 - c) Building mass model and view studies;
 - d) Green Development Standards Checklist and any other reporting required to meet the requirements of the Toronto Green Standard;
 - e) Energy Strategies;
 - f) Sustainability Strategies, prepared by qualified individuals and to supplement reporting requirements associated with the Toronto Green Standard, that describe and demonstrate how the proposed development meets the sustainability policies of this Area Specific Policy;
 - g) Housing issues reports for residential developments;
 - h) Natural heritage impact studies for development proposals adjacent to lands identified as Natural Heritage;
 - i) Arborist Tree Preservation Reports;
 - j) Servicing and stormwater management reports;
 - k) Detailed Noise and Air Quality Studies, or other environmental studies as appropriate;
 - l) Transportation impact studies and/or traffic operations assessments; and
 - m) Parking and loading studies.
- 15.8 Section 37 of the *Planning Act* will be required for any area-wide or site-specific rezonings for residential uses, and used to secure (but not limited to):
- 15.8.1 Equitable monetary contributions towards, or the construction and outfitting of, the community infrastructure priorities identified in Policy 5.5 and as may be refined through the precinct planning process.
 - 15.8.2 Contributions towards community infrastructure will be determined on a precinct basis and by:
 - a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after development charge contributions are determined; and
 - b) proportionately distributing the total value of the monetary contribution on a per square metre of residential gross floor area; and
 - 15.8.3 the implementation of the Affordable Housing policies of this Area Specific Policy;
 - 15.8.4 contributions towards the design and construction of major public parkland;
 - 15.8.5 Permanent public art installations and/or contributions; and
 - 15.8.6 Other matters as a legal convenience.

- 15.9 Where a land owner elects to construct and outfit a community infrastructure priority that benefits the entire district within which the facility is located, or front-ends growth-related infrastructure, fair and equitable cost-sharing arrangements will be secured in a landowner agreement and/or front-ending agreement with the City.
- 15.10 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the Plan or by-law are satisfied. In addition to the matters listed in Policy 2.6 of the Central Waterfront Secondary Plan, conditions to be met prior to the removal of the holding provision may include:
- a) The remedial flood protection works necessary to flood protect a site and/or area as approved in the approved Don Mouth Naturalization and Port Lands Flood Protection EA are complete and in effect, to the satisfaction of the Toronto and Region Conservation Authority;
 - b) The provision of adequate street, transit and municipal servicing infrastructure, and that parking supply is commensurate with development;
 - c) The submission of, and acceptance by, the City of noise and air quality studies, or other environmental studies, prepared by qualified professionals demonstrating the development will have no undue adverse impacts to existing industry or sensitive uses, as the case may be, and ensuring compatibility with existing industrial operations, including mitigation/attenuation measures and any agreements and/or provisions to secure such mitigation/attenuation measures;
 - d) measures to satisfy the biodiversity objectives of this Area Specific Policy, and to protect a natural heritage area or environmentally sensitive natural features;
 - e) measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
 - f) the provision, timing and appropriateness of *affordable rental housing*;
 - g) special design features as required;
 - h) the provision of, confirmation of, and/or contributions towards, the necessary parks and open spaces and community infrastructure; and/or
 - i) entering into any agreements under the *Planning Act*, or to secure equitable sharing of associated costs, for any of the required matters.



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Port Lands Area Specific Policy

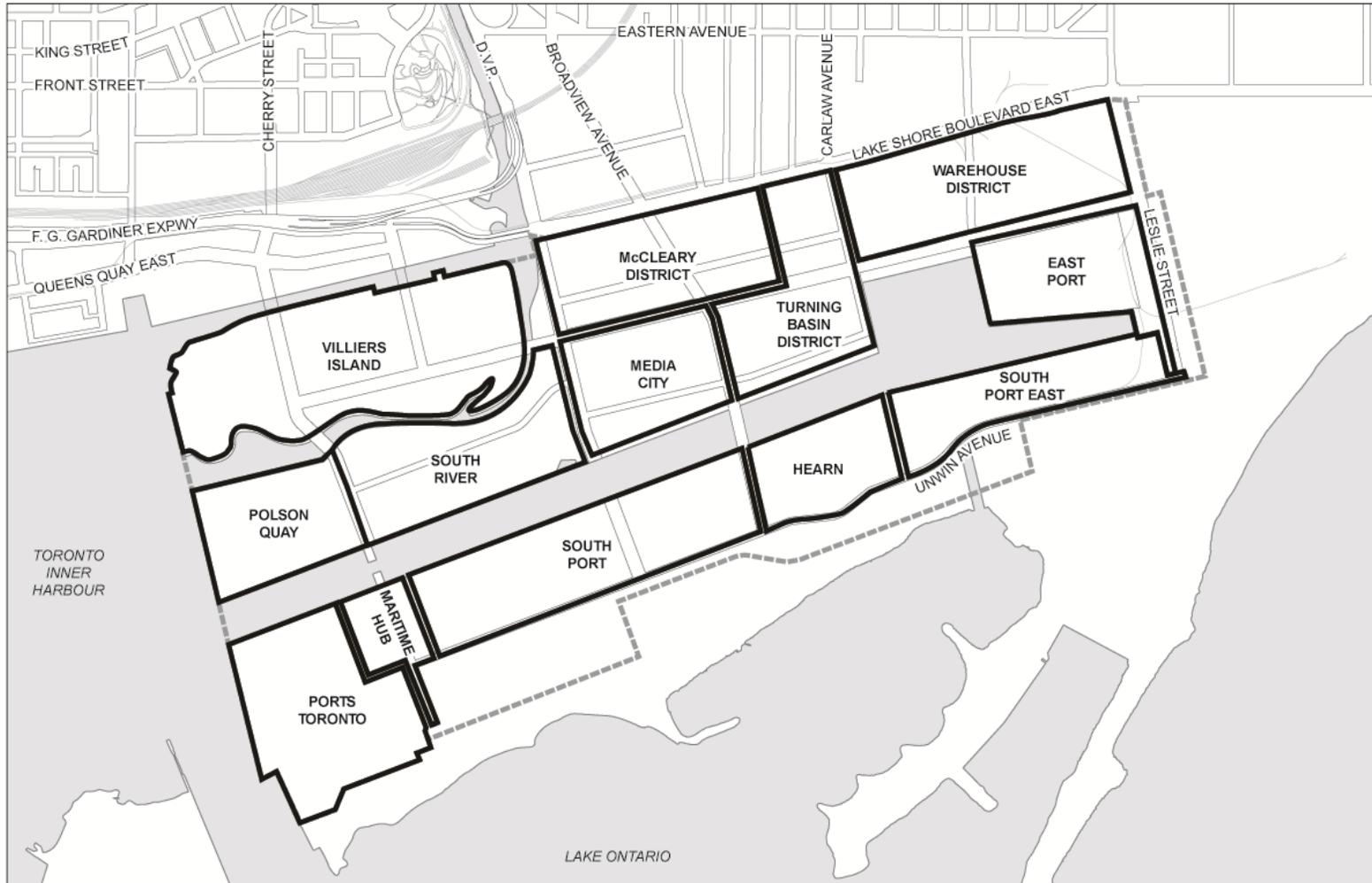
**Port Lands
Map 3A - Port Lands Area**

File # 17_XXXXXX STE 30 XX

— Port Lands Area Specific Policy Boundary



Note to Scale
03/29/17



Official Plan Amendment # XXX

Port Lands Area Specific Policy

**Port Lands
Map 3B - Port Lands Districts**

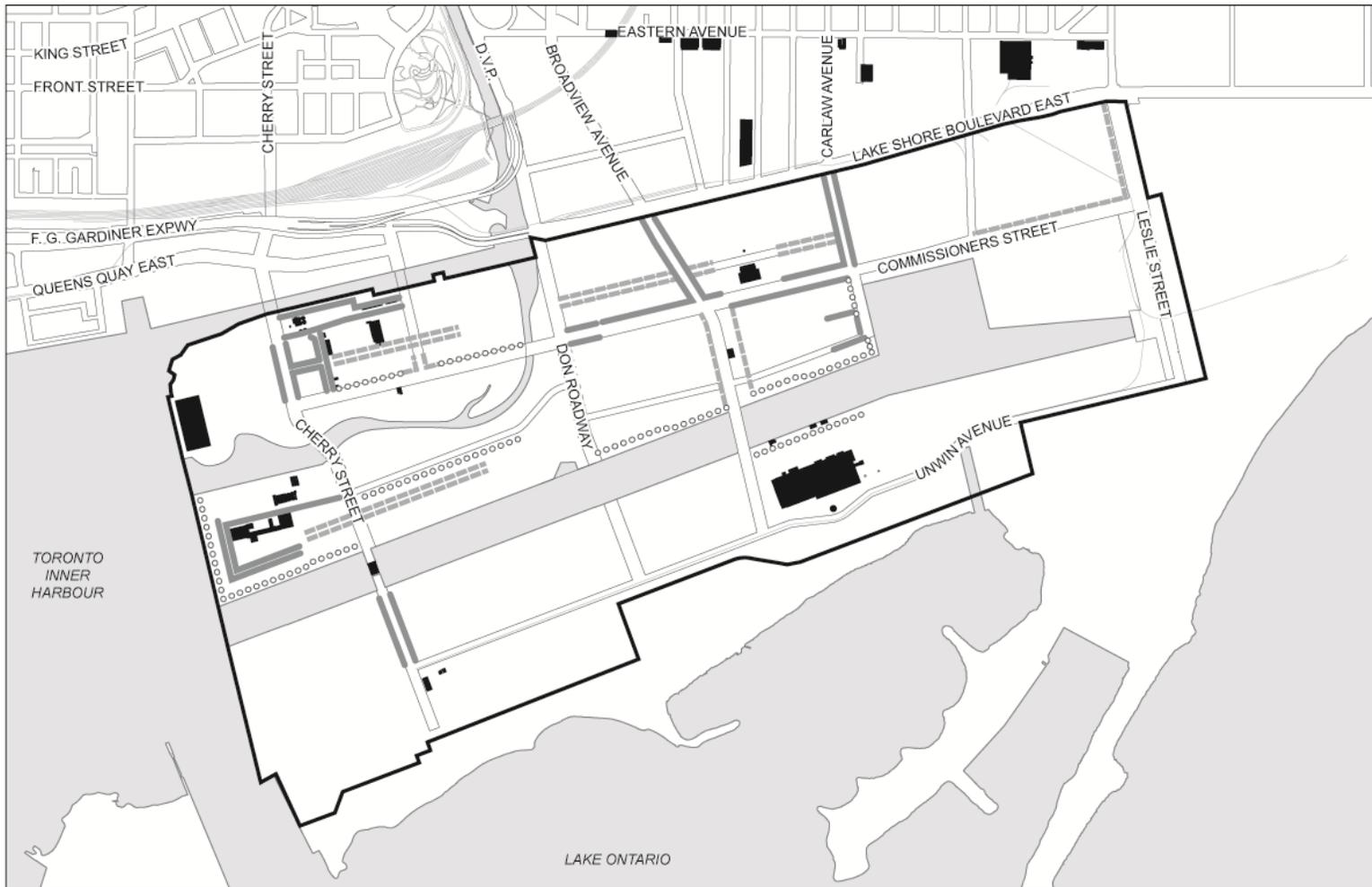
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----- Port Lands Area Specific Policy Boundary

— Districts



Note to Scale
03/29/17



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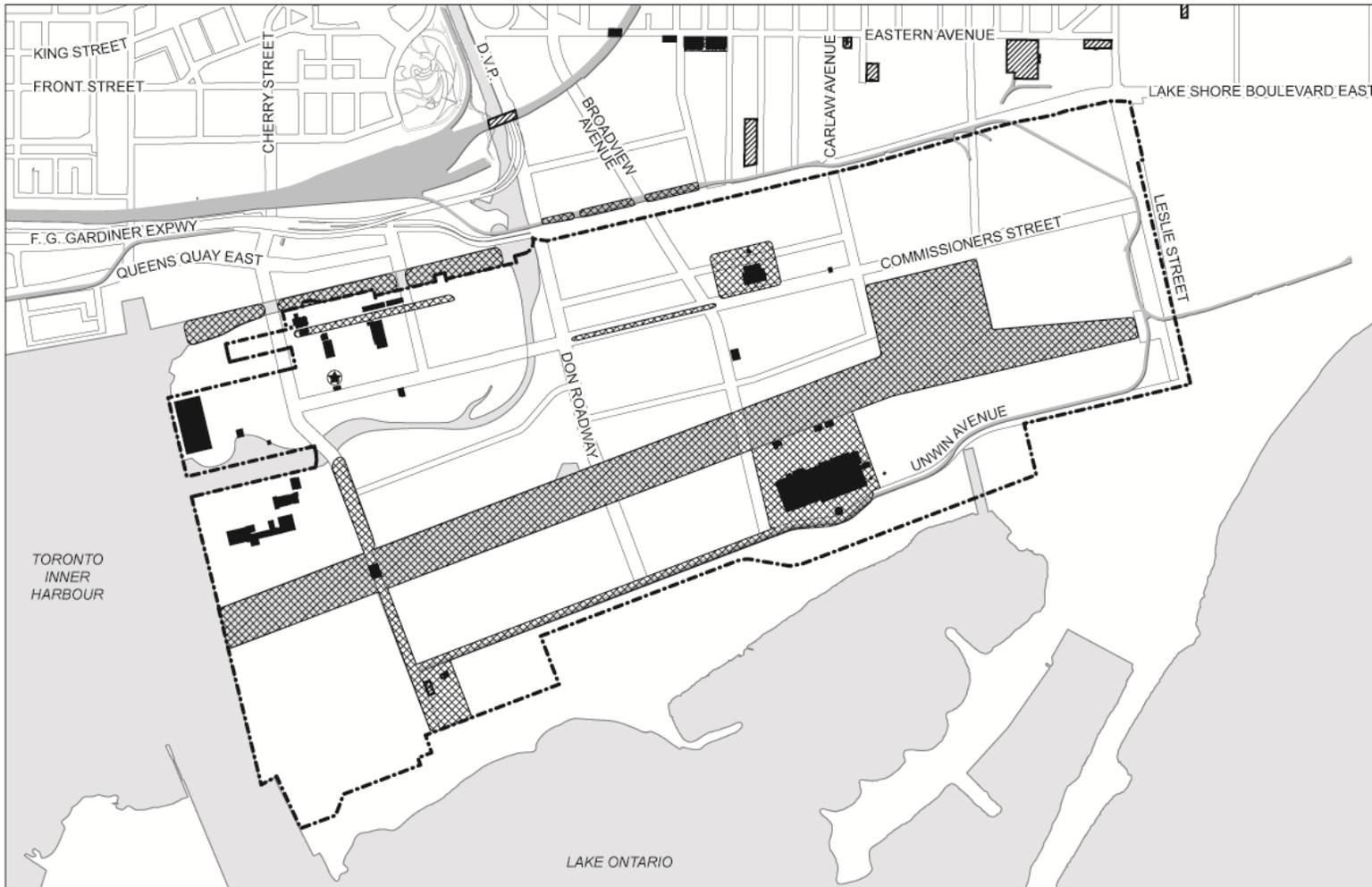
Port Lands Area Specific Policy

Port Lands Map 3C - Priority Retail Frontages

File # 17_XXXXXX STE 30 XX

- Port Lands Area Specific Policy Boundary
- Priority Retail Frontage
- - - - Secondary Retail Frontage
- ○ ○ ○ Water's Edge Animation
- Heritage Buildings/Structures





Toronto City Planning

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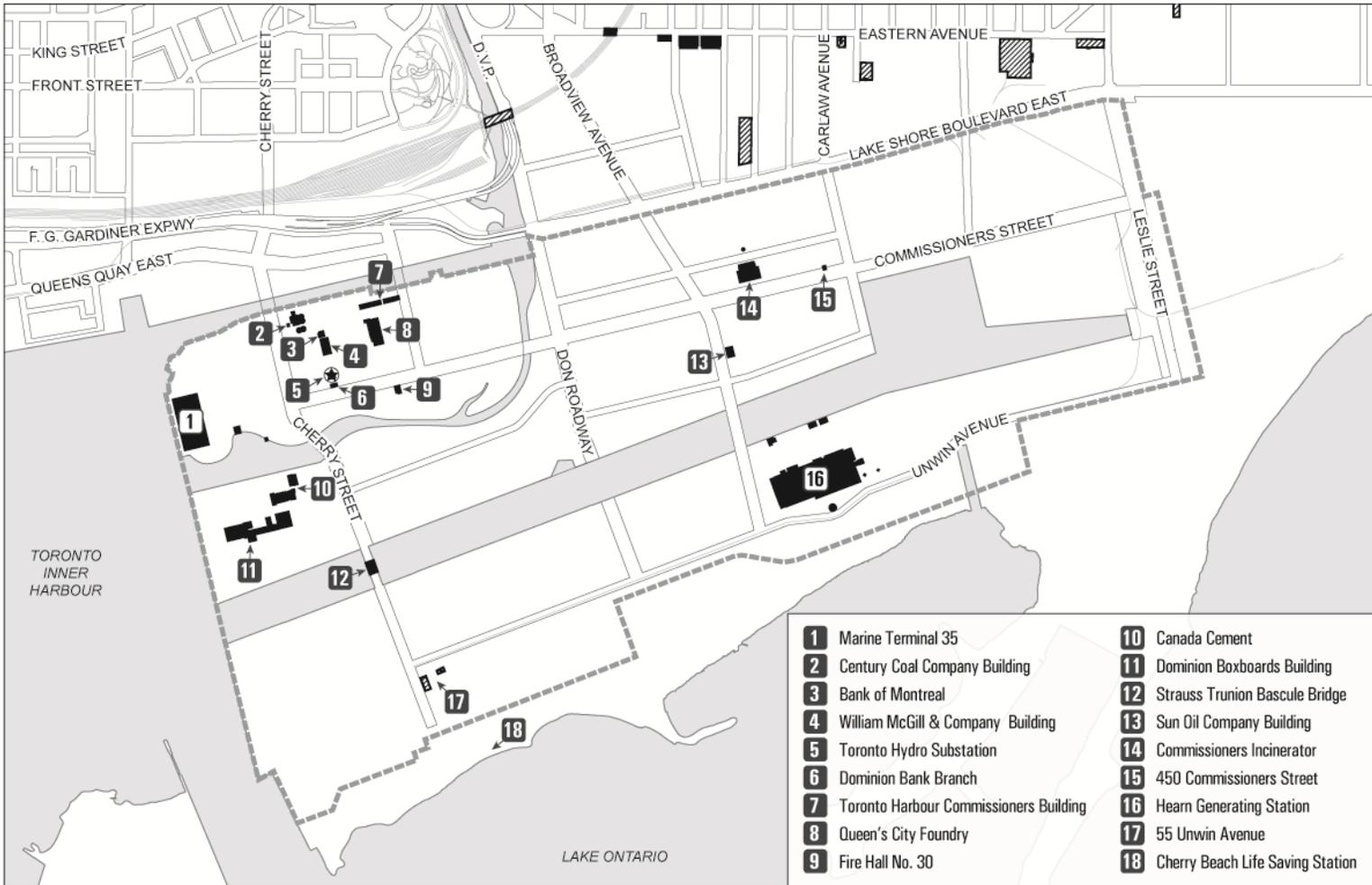
Port Lands Map 3D - Cultural Heritage Resources

File # 17_XXXXXX STE 30 XX

- Port Lands Cultural Heritage Landscape
- Listed Heritage Structures/Buildings
- ★ Designated Heritage Structures/Buildings
- ▨ Cultural Heritage Landscapes
- ▧ Potential Heritage Structures/Buildings
- ▬ Rail Corridors



Note to Scale
03/29/17



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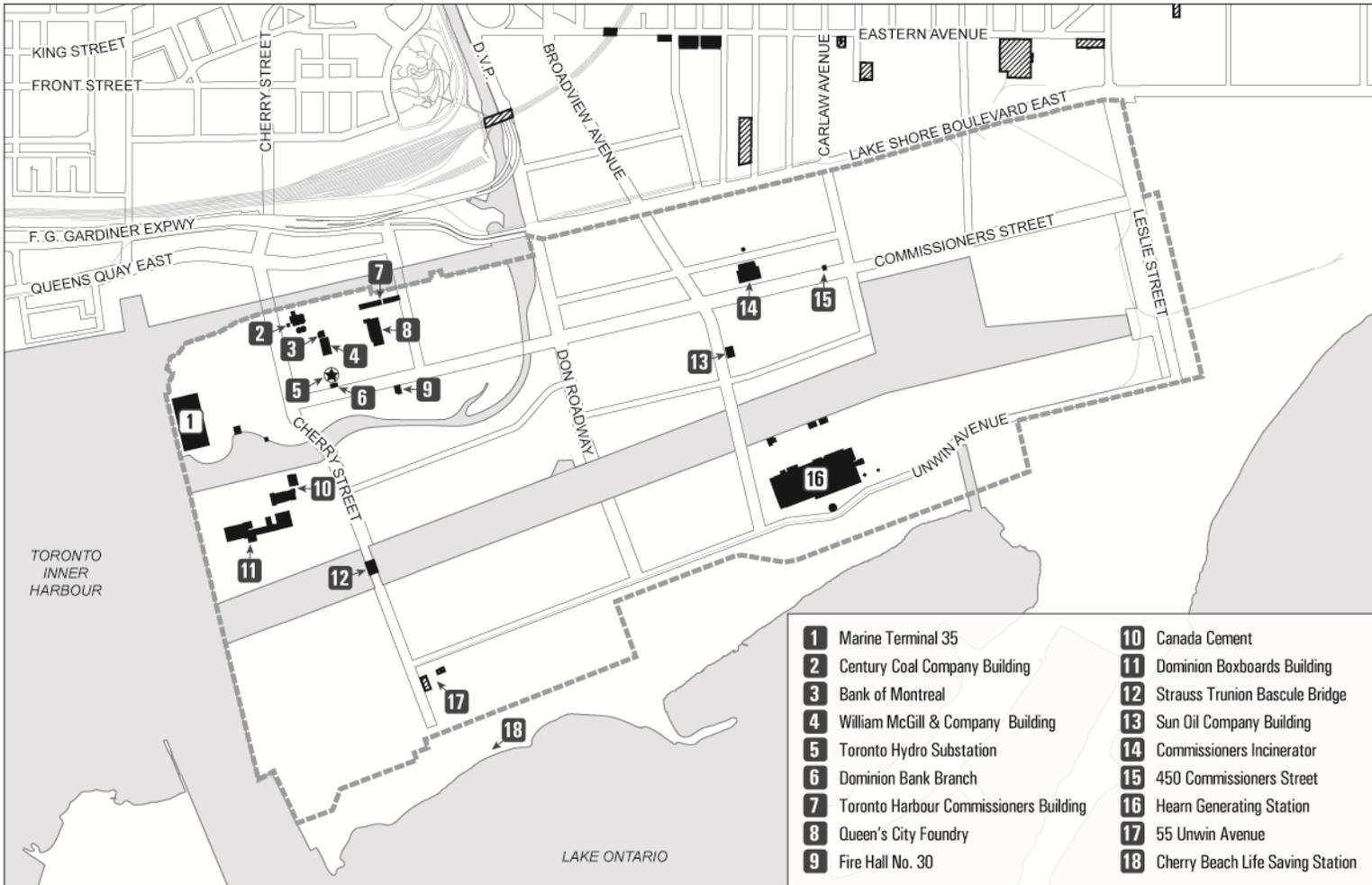
Port Lands Area Specific Policy

Port Lands Map 3E - Heritage Buildings/Structures

File # 17_XXXXXX STE 30 XX

- Port Lands Area Specific Policy Boundary
- Listed Heritage Structures/Buildings
- ★ Designated Heritage Structures/Buildings
- ▨ Potential Heritage Structures/Buildings

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Note to Scale
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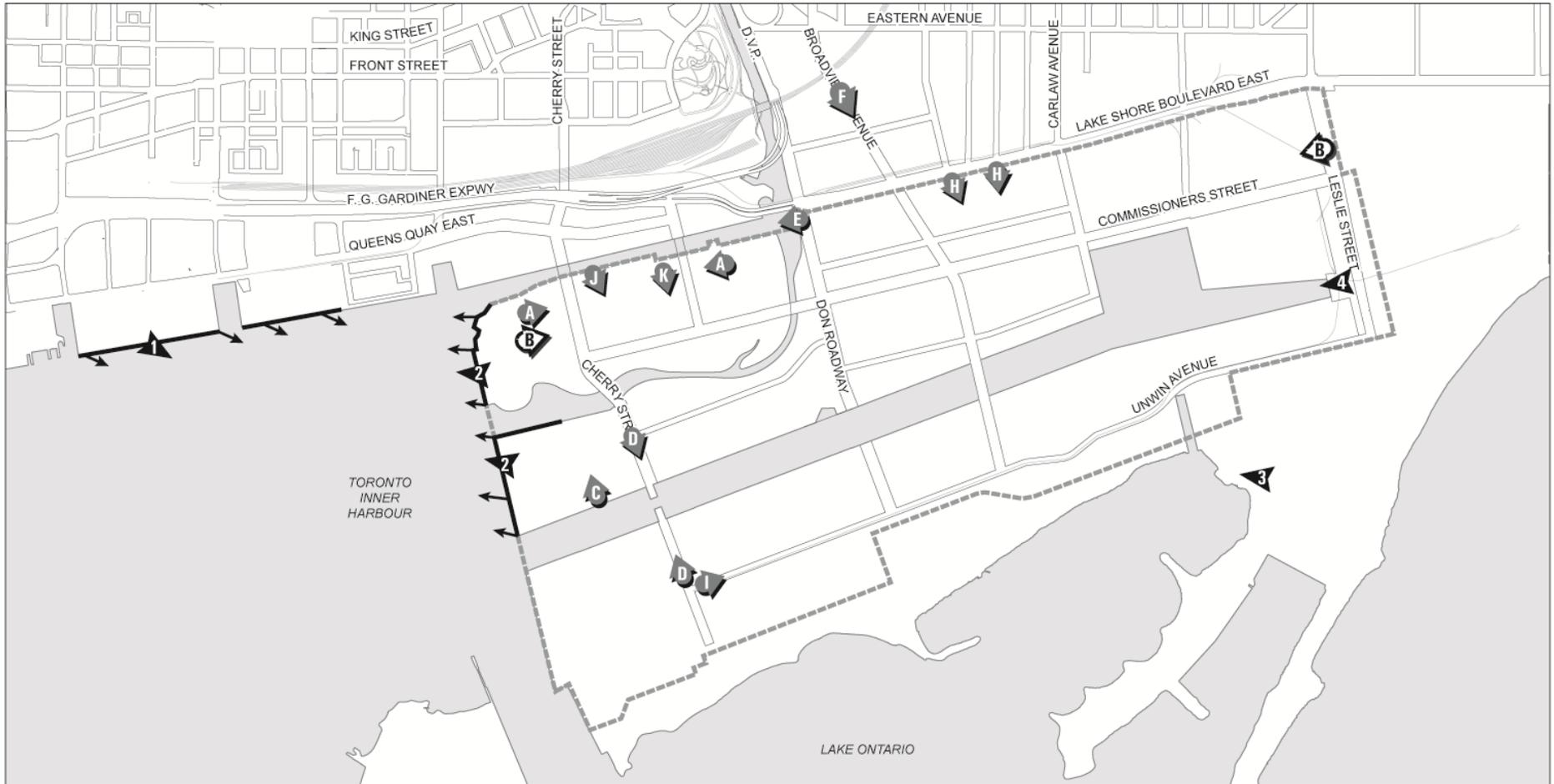
Port Lands Area Specific Policy

Port Lands Map 3E - Heritage Buildings/Structures

File # 17_XXXXXX STE 30 XX

- Port Lands Area Specific Policy Boundary
- Listed Heritage Structures/Buildings
- ★ Designated Heritage Structures/Buildings
- ▨ Potential Heritage Structures/Buildings





- Port Lands Area Specific Policy Boundary
-  Skylines
-  Prominent and/or Heritage Buildings, Structures and Landscapes
-  Protect view corridor through any redevelopment

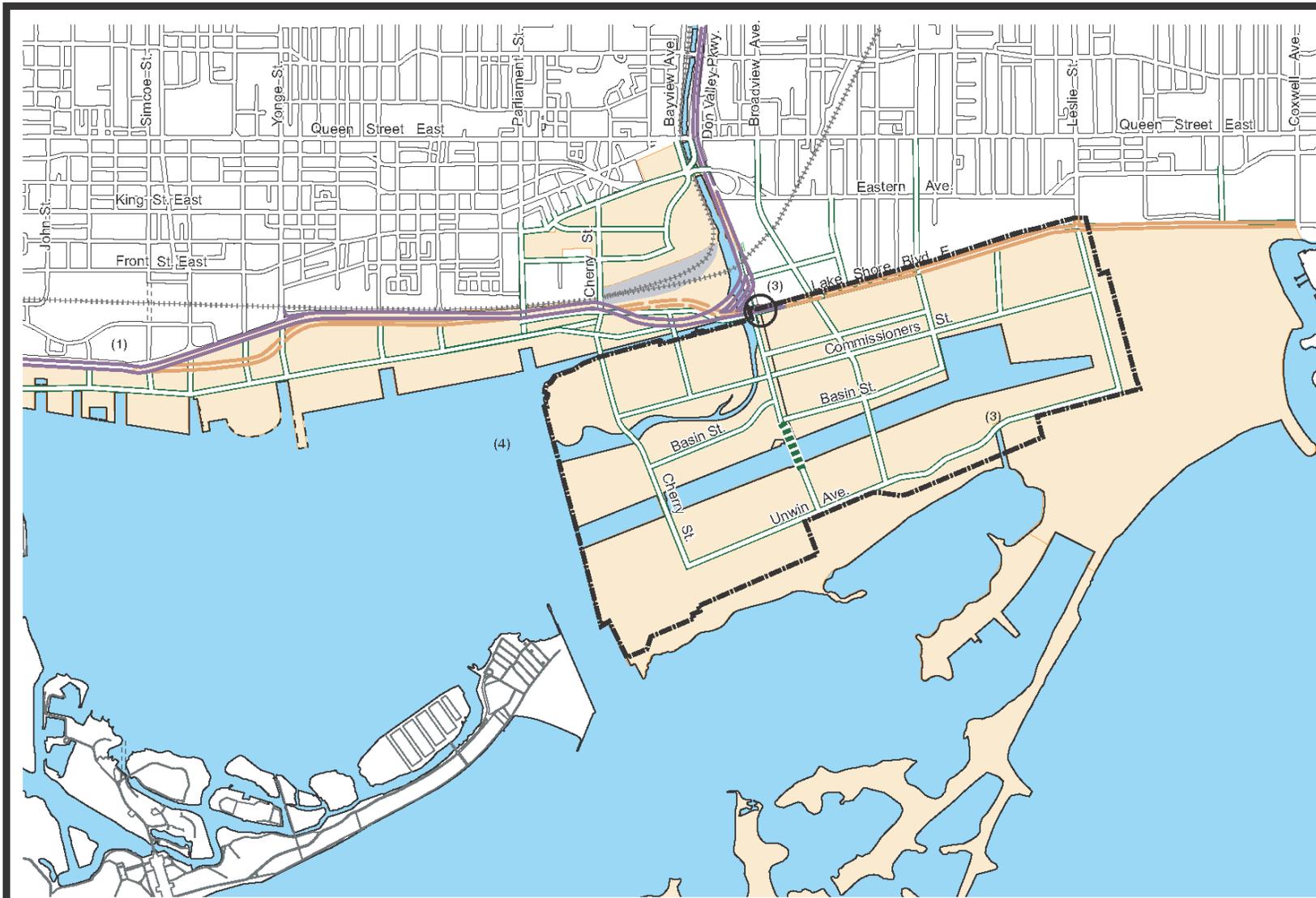


 Note to Scale

 03/29/17

- k) Amend MAP A CENTRAL WATERFRONT SECONDARY PLAN ROADS PLAN as shown on the attached Schedule 1.**
- l) Amend MAP B CENTRAL WATERFRONT SECONDARY PLAN TRANSIT PLAN as shown on the attached Schedule 2.**
- m) Amend MAP C CENTRAL WATERFRONT SECONDARY PLAN PARKS AND OPEN SPACE AREAS PLAN as shown on the attached Schedule 3.**
- n) Amend MAP D CENTRAL WATERFRONT SECONDARY PLAN PEDESTRIAN, CYCLING AND WATER ROUTES PLAN as shown on the attached Schedule 4.**
- o) Amend MAP E CENTRAL WATERFRONT SECONDARY PLAN LAND USE PLAN as shown on the attached Schedule 5.**

Schedule 1



MAP A
ROADS PLAN

MAP INDEX

-  EXISTING FREDERICK G. GARDINER EXPRESSWAY
-  REDESIGNED LAKE SHORE BLVD
-  PROTECTED FOR FUTURE CROSSING
-  MAJOR ROADS (2)
-  MAJOR ROADS (2) (LONG TERM)
-  AREA OF AMENDMENT FOR LOWER PORTLANDS
-  PROTECTED FOR A FUTURE CROSSING

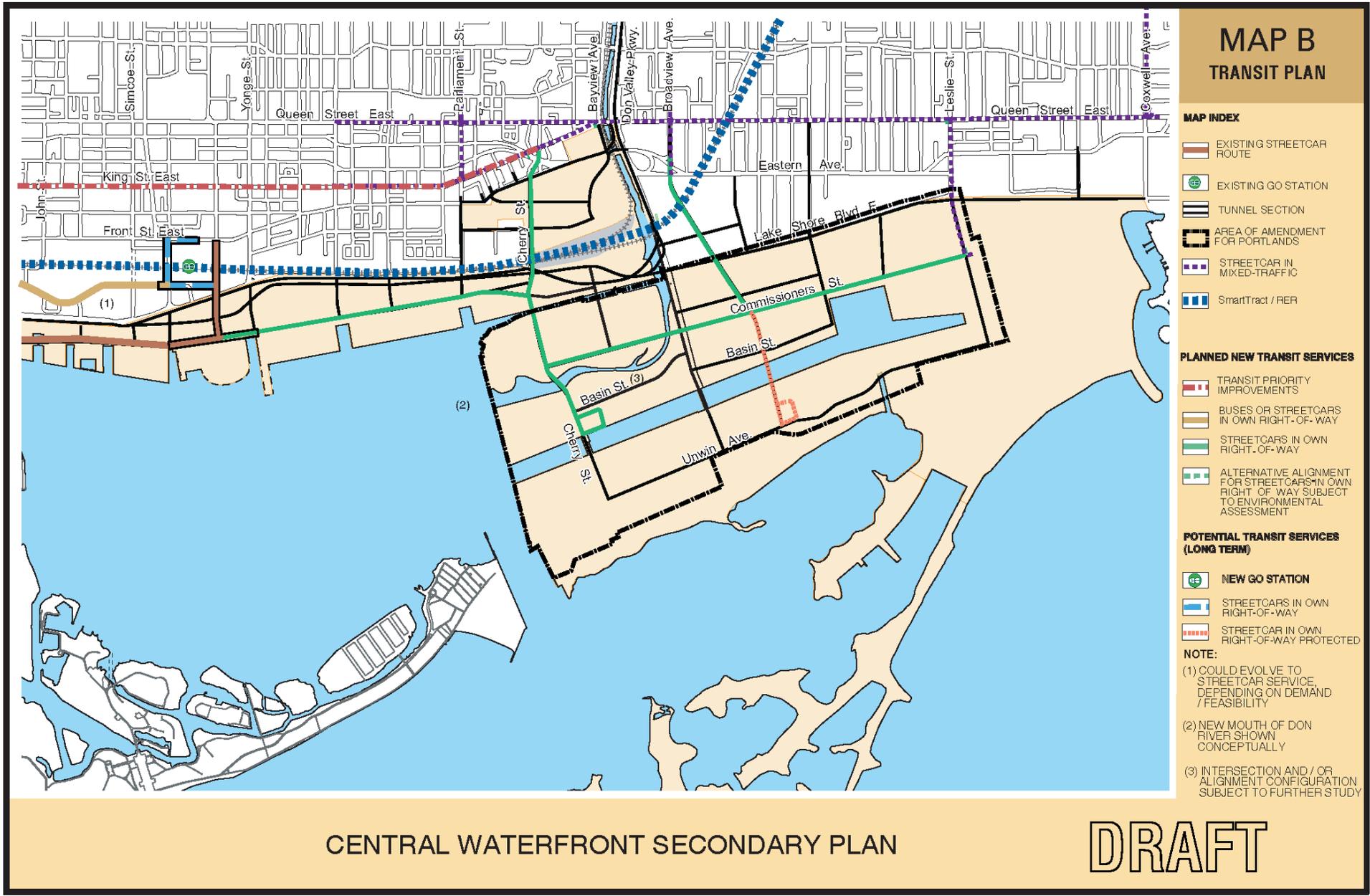
NOTE:

- (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 SHOWN CONCEPTUALLY
- (5) ADDITIONAL BRIDGE NEEDED

CENTRAL WATERFRONT SECONDARY PLAN

DRAFT

Schedule 2



**MAP B
TRANSIT PLAN**

- MAP INDEX**
- EXISTING STREETCAR ROUTE
 - EXISTING GO STATION
 - TUNNEL SECTION
 - AREA OF AMENDMENT FOR PORTLANDS
 - STREETCAR IN MIXED-TRAFFIC
 - SmartTract / RER
- PLANNED NEW TRANSIT SERVICES**
- TRANSIT PRIORITY IMPROVEMENTS
 - BUSES OR STREETCARS IN OWN RIGHT-OF-WAY
 - STREETCARS IN OWN RIGHT-OF-WAY
 - ALTERNATIVE ALIGNMENT FOR STREETCARS IN OWN RIGHT-OF-WAY SUBJECT TO ENVIRONMENTAL ASSESSMENT
- POTENTIAL TRANSIT SERVICES (LONG TERM)**
- NEW GO STATION
 - STREETCARS IN OWN RIGHT-OF-WAY
 - STREETCAR IN OWN RIGHT-OF-WAY PROTECTED
- NOTE:**
- (1) COULD EVOLVE TO STREETCAR SERVICE, DEPENDING ON DEMAND / FEASIBILITY
 - (2) NEW MOUTH OF DON RIVER SHOWN CONCEPTUALLY
 - (3) INTERSECTION AND / OR ALIGNMENT CONFIGURATION, SUBJECT TO FURTHER STUDY

CENTRAL WATERFRONT SECONDARY PLAN

DRAFT

IN PROCESS

IN PROCESS

Schedule 5

