





SECTION 4

DIRECTIONS + RECOMMENDATIONS

Directions in twelve key areas collectively form the blue print for achieving the vision. Enhanced policy direction and guidance is provided in each area. The policy directions form the basis for amendments to the Central Waterfront Secondary Plan (CWSP). Additional guidance is also identified for continued, more detailed, planning.

Directions + Recommendations

ENHANCED POLICY DIRECTION AND
GUIDANCE FOR ACHIEVING THE VISION

LAND USE
DIRECTION

PARKS + OPEN
SPACES

CULTURAL
HERITAGE

COMMUNITY
INFRASTRUCTURE

INCLUSIVE
COMMUNITIES

MOVEMENT +
ACCESS

FRAMING THE
PUBLIC REALM

ARTS +
CULTURE

INNOVATION +
SUSTAINABILITY

BIODIVERSITY

LINEAR + GREEN
INFRASTRUCTURE

EARLY ACTIVATION
PROJECTS

4.1

LAND USE DIRECTION

The Port Lands is valued for different purposes. For some, it is valued for the potential it possesses for creating new neighbourhood districts and spectacular waterfront parks. Others see it as a city-wide asset that can create destinations for all Torontonians. But it is also valued for its role as a working harbour and hub of media production activity. The challenge in developing enhanced direction from a land use perspective was how to allocate land in a way that balances the multiple competing objectives while ensuring an appropriate interface between the various land uses. Remarkably, the Port Lands scale and unique attributes offer different opportunities for transformation that can encapsulate the myriad perspectives of what the Port Lands ought to be. The possible mix of uses can and will serve many varied purposes, including harnessing the successes of existing enterprise and contributing to the continued prosperity of the city.

Over the fullness of time, the Port Lands will be unlike any other area in Toronto. It will be a city within a city with a full, balanced mix of uses. New, inclusive mixed-use communities will

provide great places for people to live and work. Industry and the working port will be celebrated and embraced, offering exciting contrasts and a 'positive friction'. It will be a film-friendly place where our city's film and television production, media and creative sectors are able to grow and thrive. New destinations and catalytic uses will enrich the cultural and recreational offerings in the city for all Torontonians.

Realization of this land use vision will occur over many years. Some areas will undergo comprehensive renewal in initial phases, others will transform more organically. Great potential exists for seeding a future that leverages and capitalizes on the opportunities and challenges of the geography and motivates positive change to strategically achieve broader city-building objectives. Infusing new uses, whether interim or end state, will create new experiences and target key employment sectors. Thoughtful and careful curation of land uses in the near, medium, and longer-terms that effectively integrate with the underlying urban structure will be crucial to give coherence, shape innovation, and preserve potential.

4.1.1 A Regeneration Area with Enhanced Direction

The Central Waterfront Secondary Plan (CWSP) currently designates the majority of the Port Lands as **Regeneration Areas**. **Regeneration Areas**, as defined in the CWSP, are intended to provide for a broad mix of commercial, residential, industrial, parks and open space, and institutional uses in an urban form.

More specifically for the Port Lands, the CWSP calls for its transformation into a number of new urban districts amid the “hustle and bustle” of a working port. It identifies a number of uses desirable in the Port Lands, such as new mixed-use residential developments, knowledge-based industries, film and new media activities, “green” industries, recreational, cultural and tourist amenities, city-serving uses, and marine-related industries. The CWSP, however, does not identify where these uses should be located, nor does it resolve how these land uses will co-exist.

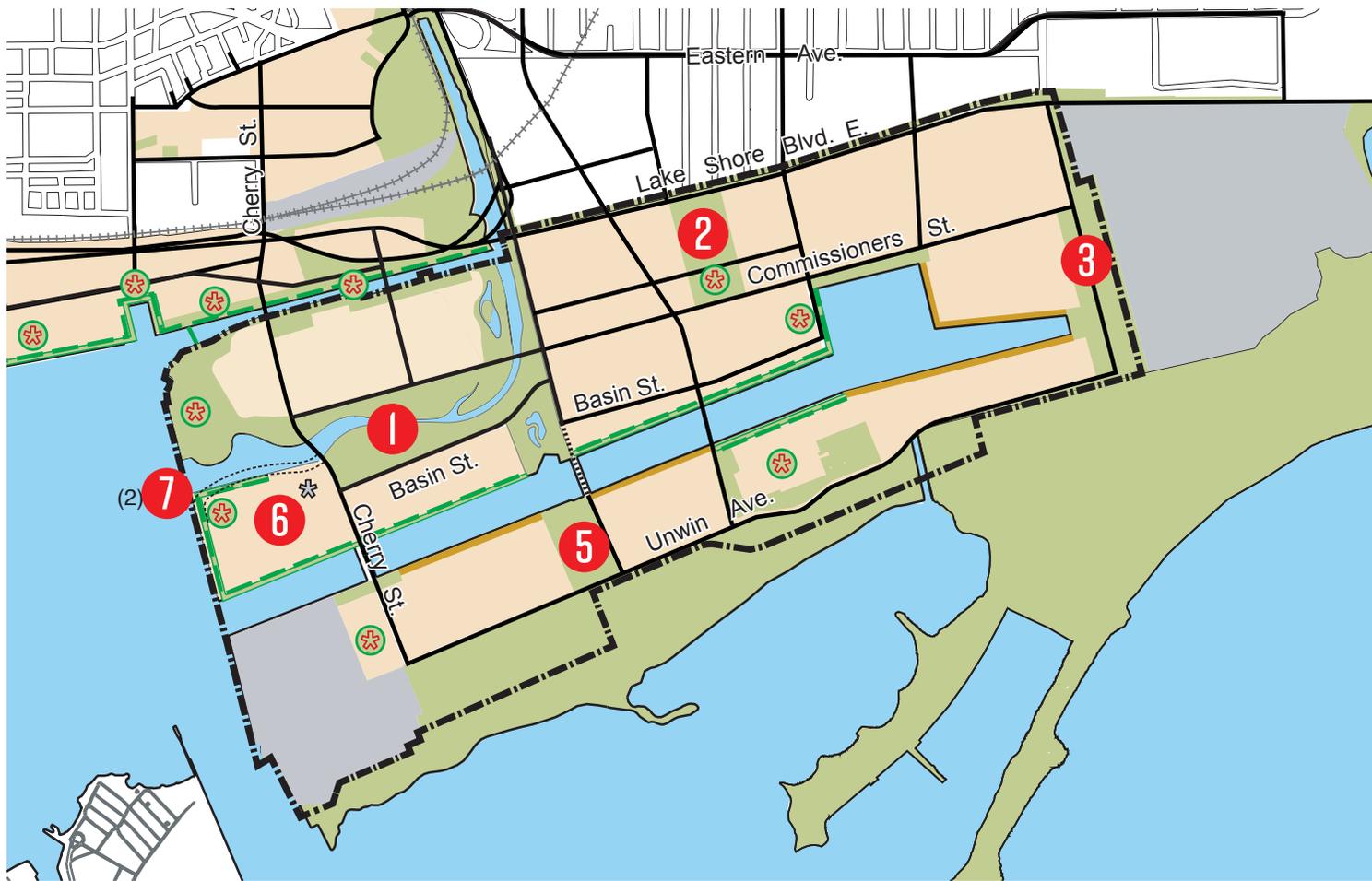
The Port Lands will continue to be largely designated as **Regeneration Areas** while continuing to recognize its role as an important area for key employment clusters in close proximity to Toronto’s downtown. Minor amendments to Map E Land Use Plan (Figure 30) are proposed that adjust the **Regeneration Areas** boundaries to reflect the recommended parks and open space system. The Land Use Plan also continues to identify public

promenades, but introduces a new classification for promenades - future public promenades. The different types of promenades are discussed in more detail in **Section 4.2** of this Framework. Lastly, additional Inner Harbour Special Places are identified, capturing the **seven destinations transformational move**.

A key aspect of this Framework is the provision of more detailed land use direction to provide clarity for where the different land use typologies are appropriate and desirable and to clearly set out expectations associated with the underlying **Regeneration Areas** land use designation. The Land Use Direction recognizes and further defines the desirable economic clusters and uses, and specifies where these uses are to be located and actively pursued, as well as areas suitable for residential uses.

This enhanced direction will assist in guiding the transformation over the coming decades. Direction is provided for the near-, medium- and longer-terms, while recognizing that some areas may undergo further detailed assessment at the precinct planning stage to provide more specificity on the range and intensity of permitted uses. In some instances, flexibility is provided to enable a progressive agenda of change. In other instances, it is more prescriptive to ensure a suitable framework to effectively manage potential land use conflicts.

Figure 30: Official Plan Designations



- 1** Recognition of the naturalized river mouth and Don Greenway as approved
- 2** Expanded McCleary Park boundary (Lake Shore to Commissioners)
- 3** Parks and Open Space Areas on west side of Leslie and reflect open space areas realized through Leslie Barns
- 4** Introduction of the Future Public Promenade classification
- 5** Refined and expanded Don Greenway South
- 6** Recognition of existing Cement Terminal
- 7** Recognition of future naturalization per the DMNP EA if Cement Terminal relocates
- 8** Introduction of additional Inner Harbour Special Places

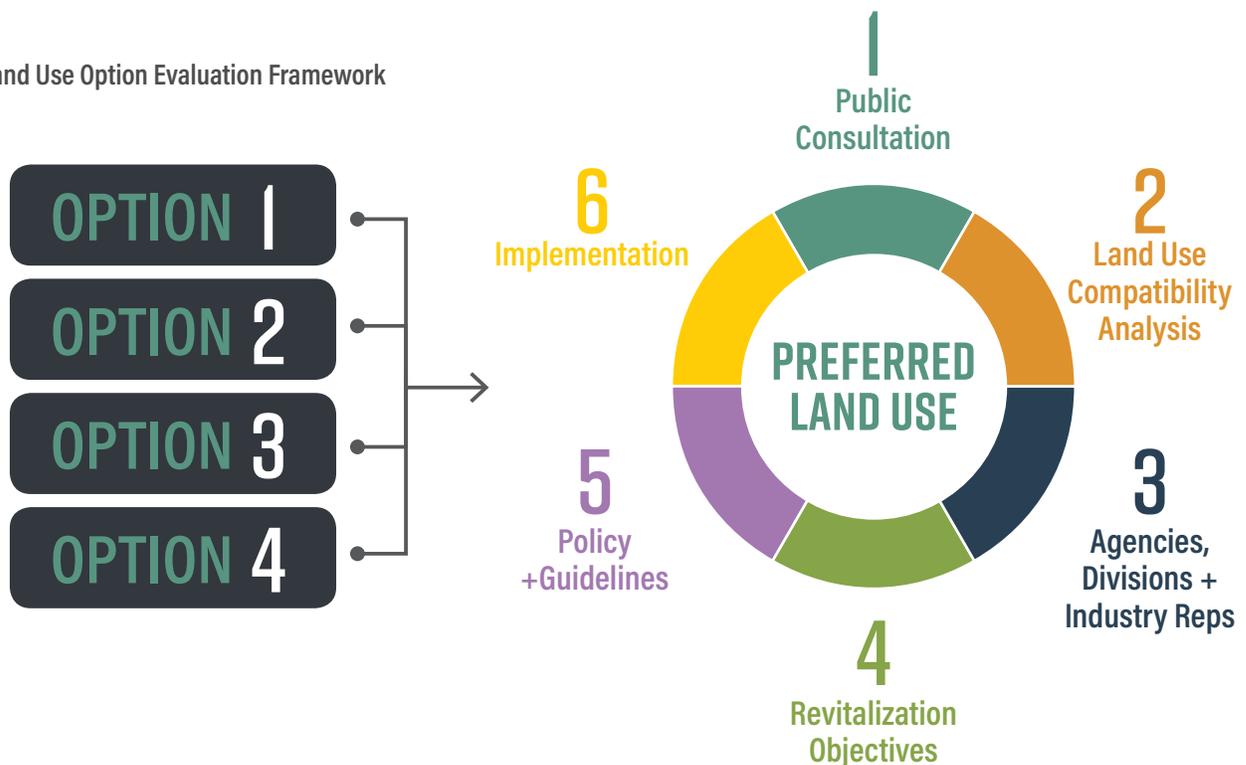
- Regeneration Areas
- Parks and Open Space Areas
- Existing Use Areas
- Public Promenade (Dockwall / Water's Edge)
- Future Public Promenade **4**
- Foot of Yonge Special Study Area
- Existing Industrial Operation
- Future Naturalization
- Inner Harbour Special Places **8**

Developing the Land Use Direction

The Land Use Direction for the Port Lands has been informed by extensive analysis and consultation carried out over the course of developing this Framework. It involved:

- Analysis of the value of key industries to the city's economy and workforce and role of the Port Lands;
- Research on key industries and consultation with landowners, users, and operators to understand the fundamental operational needs of the industries;
- Development of land use options, followed by a comprehensive evaluation of the options;
- Analysis and precedents of the land supply and densities needed to support the desired land use mix, including ensuring a sufficient critical mass for new neighbourhoods;
- Advice from a market perspective on the outlook for residential, retail, office and film and television uses in the Port Lands;
- Detailed technical analysis to understand impacts of key industries to not only inform where certain land uses should be located, but also other potential development controls that may be needed;
- Consultation with many stakeholder groups and the broader public; and
- Incorporation of feedback and advice received from the Expert Review Panel.

Figure 31: Land Use Option Evaluation Framework



A Brief Chronology

The process to develop the Land Use Direction started with completing background analysis and developing land use options that were consistent with the intent of the CWSP. These options were presented to the public for feedback in early 2014. The options were comprehensively evaluated using six lenses with a preferred direction identified and referred to as the Port Lands Planning Framework: Land Use Direction. This was adopted by City Council in July 2014 to be used as the basis for continued planning in the Port Lands.

Five themes underscored and informed the land use vision in the Council-adopted Land Use Direction. The themes were:

- Supporting naturalization of the Don River and accelerating development;
- Creating vibrant new mixed-use communities and employment clusters alongside a working port;
- Consolidating and relocating uses to create opportunities and improve public access;
- Creating synergies with the South of Eastern area; and
- Future-proofing and creating a strategic land reserve.



Some areas of the Land Use Direction required further refinement and more detailed study. It was recommended that a noise and air quality study be undertaken to better understand potential land use conflicts and approaches to mitigate conflicts where appropriate. City Council also directed staff to consult with film studio owners and operators. Refinement to the Land Use Direction occurred from July 2014 to November 2015. The refinement concentrated on four key activities:

1. Ensuring a critical mass to ensure complete, mixed-use communities;
2. Consulting the film sector to enable a film-friendly future;
3. Ensuring land use compatibility such that port and industry thrives; and
4. Achieving city-building objectives to grow and sustain Toronto's economy.

The revised Land Use Direction was presented to the public and stakeholders for feedback and input in November 2015. The revisions centred on:

- The identification of discrete land use areas, defined by major streets, parks and open spaces and/or features with sufficient land supply to accommodate the intended land uses and aspirations for the districts;

A WORKING
PORT NEEDS...

DOCKWALLS



SPACE



EQUIPMENT



ACCESS

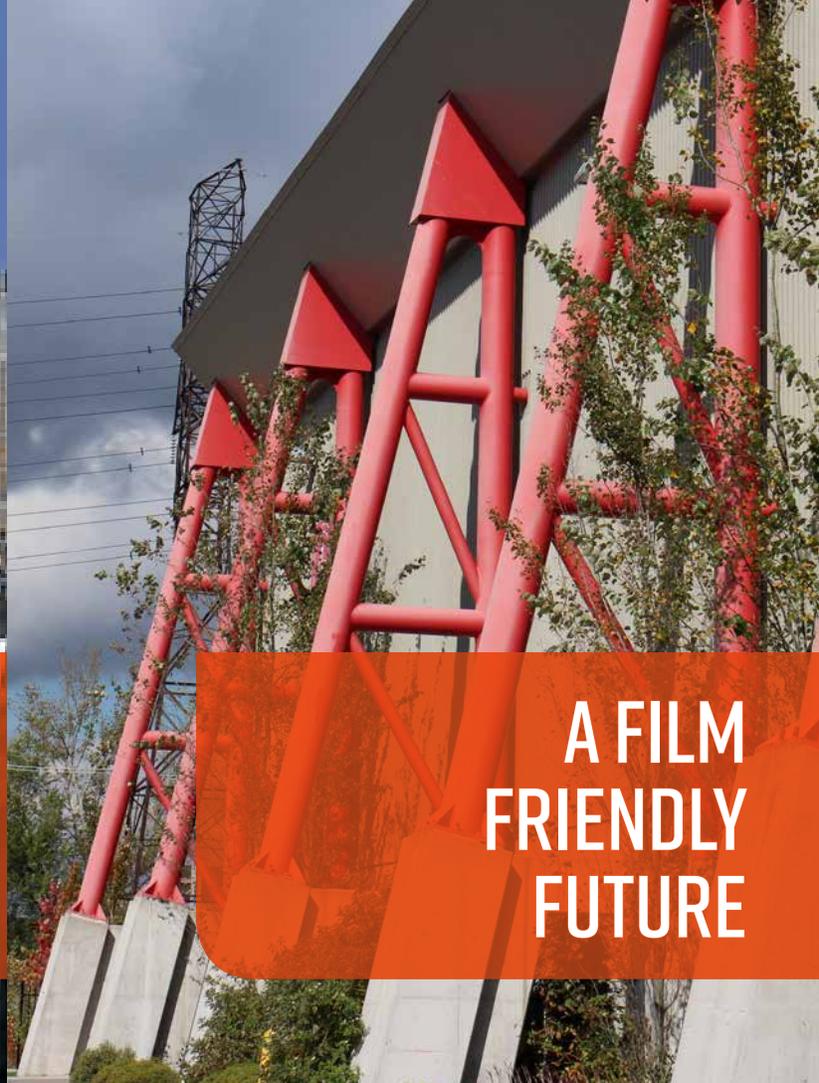


SEPARATION

- More detailed definition of land use expectations, in part informed by the consultation with the film sector and the development of land use typologies. The term Film, Media and Creative was initially coined to refer to the wide variety of activities that would support key economic sectors, provide good jobs for residents, strengthen and diversify Toronto's local economy, and maintain Toronto as a place for creativity and innovation;
 - The continued recognition of the importance of the city-serving and port uses in the Port Lands that are integral to building and maintaining the broader city;
 - The recognition that the Port Lands is strategically located within close proximity to Downtown Toronto and major transportation infrastructure, which has significant benefits for the port and industrial uses, but also other high-value economic sectors, such as the film sector that shoots both in the Port Lands studios and on Downtown Toronto's streets.
 - The incorporation of findings from the noise and air quality feasibility study, and setting in place a structure for land use distribution largely predicated on buffering more sensitive land uses from heavier port and industrial uses;
 - Consideration of adjacencies and opportunities for creating synergies with emerging communities and office destinations, as well as existing employment areas to the north and east. Areas identified for new mixed-use communities were primarily focused north of Commissioners Street across from the Keating Channel precinct and the Unilever precinct to both foster close community ties, but also live-work proximities to support active transportation objectives;
 - Orderly development, achieving a true mix of uses Port Lands wide and maintaining a land base to accommodate the uses of current value, but also those uses and activities that may emerge in the future that are impossible to predict. Ample land supply was allocated for mixed-use residential purposes sufficient for the foreseeable future and that exceeded market outlooks; and
 - Longer-term aspirations associated with the major civic investment associated with naturalizing the mouth of the Don River, while at the same time ensuring the continued viability of existing port and industrial operations. Any consideration of more sensitive land uses in the Polson Quay and South River Districts were identified as requiring more detailed study at precinct planning and subject to appropriate buffers, and source and receptor mitigation. In the interim, these lands would support continued growth of the film and creative sectors.
- Following the November 2015 consultation, further refinement to the Land Use Direction occurred based on advice provided by the Expert Review Panel and feedback received during the consultation, including from Film Ontario and the Toronto Film, Television and Digital Media Board.



**COMPLETE
MIXED-USE
COMMUNITIES**



**A FILM
FRIENDLY
FUTURE**



**PORT +
INDUSTRY
THRIVES**



**GROWING AND
SUSTAINING OUR
ECONOMY**

4.1.2 Land Use Direction

The Land Use Direction (Figure 33) represents an ambitious land use vision for the Port Lands. It balances current and future interests, while maximizing the potential of the Port Lands. Over time, the Port Lands will have a full spectrum of uses that will be carefully choreographed to support broader city-building objectives, minimize negative impact and contribute to the rejuvenation of the area.

On one end of the spectrum, portions of the Port Lands will provide new market and affordable housing in a mixed-use form in close proximity to Toronto's downtown and evolving business districts in the South of Eastern area. The new housing will increase the supply and diversity of housing in the city.

On the other end of the spectrum, the working port will continue to provide accessible, convenient marine transportation that is important to the overall economy and environment.

These uses require large, contiguous tracts of land adjacent to the dock wall, and employ fewer workers and generate heavier truck activity. Other essential city functions, such as energy generation and city works yards, are able to continue to provide their essential services within the catchment area they currently serve.

In the middle of the spectrum are lands where the city's creative sectors are able to grow and thrive, providing an interface between heavier intensity port and industrial activities and new mixed-use communities. Desired uses are focused on film and television production and other design-related activities, but other light-intensity manufacturing and warehousing can occur. These areas will be places where the sounds and images for movies and digital media are produced, where our furniture is manufactured, where the food we consume is able to be prepared, or the books and magazines we read are printed.

Figure 32: Land Use Breakdown

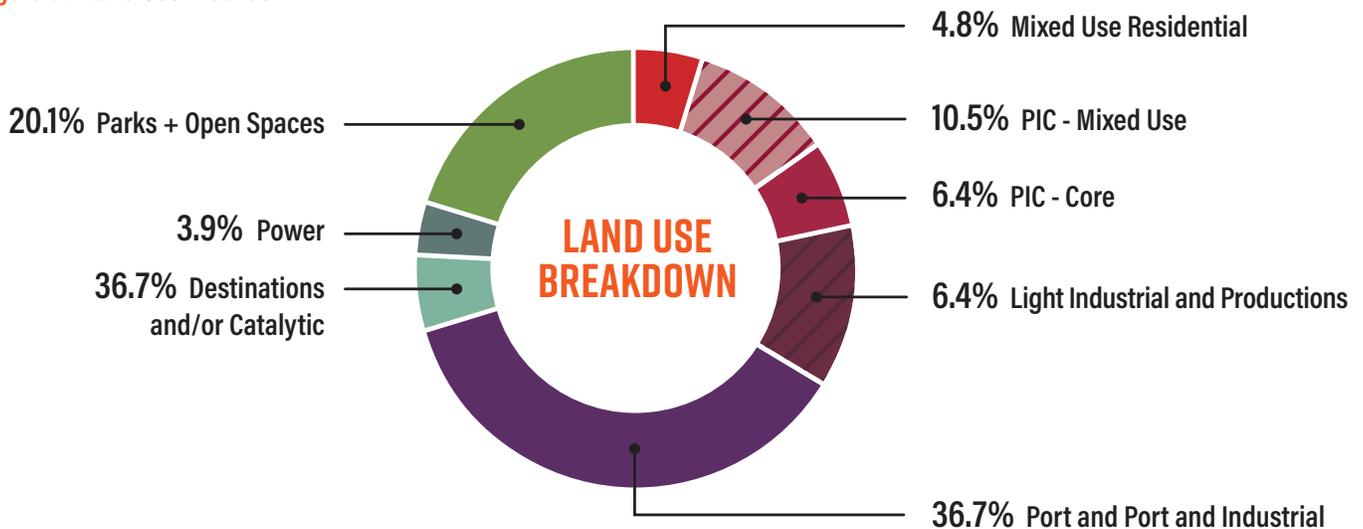


Figure 33: Land Use Direction



- Mixed Use Residential*
- Productions, Interactive and Creative (PIC) - Mixed Use*[^]
- Production, Interactive and Creative (PIC) - Core
- Light Industrial and Productions
- Port and Industrial
- Port
- Ports Toronto - Existing Use
- Destination / Catalytic
- Maritime Hub
- Major Public Parks and Open Spaces
- Natural Open Space and Don Greenway
- Water's Edge Promenade
- Future Water's Edge Promenade
- Future Naturalization
- Power

*Residential in Villiers Island subject to appropriate source/receptor mitigation measures and a minimum amount of non-residential uses.

*Residential in Polson Quay and South River to be determined subject to more detailed study at precinct planning and appropriate buffer uses and/or source/receptor mitigation measures.

[^] Minimum amount of PIC uses required for residential permissions

Land Use Typologies

The Land Use Direction uses a series of land use typologies to clearly articulate the intentions and expectations for land uses within the **Regeneration Areas** designation.



Mixed-Use Residential

Mixed-use Residential areas will achieve a multitude of objectives

by ensuring a broad range of uses such as residential, offices, retail and services, institutional and recreational and cultural activities. People are able to live, work, shop and play in the same area, reducing auto dependency. There will be a day-to night vibrancy by ensuring ample non-residential development and new spectacular waterfront parks, open spaces and amenity to attract people and enliven the area. Pedestrian-oriented, community commercial uses, such as banks, cafes, pharmacies, and grocery stores, will be provided in accessible areas. Destination restaurants and cafes, shops and boutiques, galleries and public event spaces can also be accommodated to provide urban and year-round activity.



Productions, Interactive and Creative (PIC)

PIC areas include a wide range of uses that support

key economic sectors, provide good jobs for residents, strengthen and diversify our local economy, and maintain Toronto as a place for creativity and innovation. A full range of employment uses in a compact urban form mixed with active ground floor uses on key frontages will be pursued. The focus in these areas will

be on growing Toronto's screen-based industries, interactive and digital media, and arts and design activities.

There are two types of **PIC** areas - **Core** and **Mixed Use**. **PIC Core** areas are reserved for desired production, interactive and creative uses and other permissible uses. These areas would accommodate larger floor plates and more intense production activities. They are the ideal locations for new production complexes. **PIC Mixed Use** areas will require a minimum amount of **PIC** uses, but in a form that is, or has the potential to be, integrated with residential uses. In Polson Quay and South River, residential uses may be permitted subject to more detailed assessment and appropriate buffers/mitigation from adjacent and nearby industrial and port uses.



Light Industrial and Productions

Light Industrial and Productions areas permit a wide range of light

industrial and production-related uses like warehousing, small-scale manufacturing, green industries, furniture manufacturing, printing, publishing and digital media firms, film and television studios and ancillary uses, artist studios, workshops, service commercial, and offices in single and/or multiple use buildings.



Port

In **Port** areas, a full range of port and maritime uses would be permitted such as new marine

terminals for the unloading and storage of cargo, container storage, ferry

terminals, and ship building and repair. Lands adjacent to the dock wall will be optimized for port and maritime purposes and existing uses will be modernized over time with on-site power sources.



Industrial

Industrial areas will permit the full range of uses identified for **Port** areas, but would also include additional permissions for heavier industrial uses like public works yards, warehousing, medium-intensity manufacturing, concrete-batching with attractive screening and mitigation, and packaging and distribution. These areas will continue to provide important city-serving uses.



Destination and/or Catalytic

Destination and/or Catalytic areas provide people drawing uses, whether on a civic or community scale. The range of permitted uses could include event space, cultural centres, institutional organizations or community hubs. **Destination and/or Catalytic** uses in some of the areas, like Villiers Island, are intended to be realized early in the build-out of the Port Lands to create interest and support further regeneration.



Parks and Open Space Areas

Consistent with the CWSP, **Parks and Open Space Areas** are areas for use as parks, open spaces, natural areas and plazas, and can include compatible community, recreation, cultural, restaurant, and some

entertainment facilities. The major parks and open spaces are reflected in Figure 33. Additional local public parks and privately-owned, publicly accessible open spaces would be identified during precinct planning or during development review. These are also addressed in Section 4.2.



Power

Some lands will continue to be utilized for hydro-electric purposes. A site in the Turning Basin District has also been identified for the relocation of the Basin Transmission Station. This site will be protected for. Additionally, existing lands used for transmission and/or electricity generation are recognized. Redevelopment of these areas with other uses would need to align with the directions in this Framework.



Existing Use Areas

The CWSP includes an **Existing Use Areas** designation. In the Port Lands, the Ports Toronto Marine Terminals district south of the Ship Channel was, and continues to be, identified as an **Existing Use Area**. **However, additional clarity is provided given the importance of lands as a key area for Port uses.** Existing permissions in the Zoning By-law will largely continue to govern these lands with additional permissions for **Port** specific uses. Should additional or new uses be requested requiring municipal services, comprehensive planning will need to be undertaken. Further, any proposals for non-**Port** or **Industrial** uses will need to demonstrate the lands are not required for **Port** or **Industrial** purposes over the long-term.

Seeding the Right Mix

Within the different land use typologies, uses that are desirable, permissible and open for consideration are identified to further clarify intentions with respect to permitted land uses using uses identified in the City’s Zoning By-law. These are included in Appendix 2 and will be utilized to provide a guide to inform Zoning By-law Amendments. Precinct planning, where applicable, would further refine the different land uses for each district, provided the general intent of the underlying Land Use Direction is maintained and achieved.

Desirable uses are uses that are akin to achieving the overall vision for the Port Lands. Within this category are uses that should be strategically sought out to locate in the Port Lands.

Permissible uses are uses that are compatible to the desired uses. They would not detract from broader economic imperatives or vision for the area, rather they would add to the complement of permitted uses and contribute to achieving a mix of uses. These uses would also represent suitable transitional uses that could be

developed while the market takes shape over the coming decades.

Uses open for consideration are uses that may be permitted where it has been demonstrated that the uses would be compatible with the overall policies and objectives of this Framework and would not have undesirable effects on lawfully existing port and industrial uses. Conditions may be imposed to allow for such uses, such as completing additional detailed study prior to permitting residential uses in Polson Quay and South River.

Other land uses that would typically be permitted in certain zoning categories, like self-storage warehousing and auto repair shops in light industrial zones, are not desirable long-term uses in the Port Lands. These uses contribute little to overall employment objectives. With auto-repair shops or other auto-oriented uses, the street edge is often used for vehicular parking or loading, resulting in sites being dominated by vehicular parking. The use often results in excessive curb cuts that impede the pedestrian realm.

Population and Employment Estimates

The Land Use Direction, coupled with other directions outlined in this Framework, provides for up to 9,500 residential units in Villiers Island and the McCleary District, resulting in a potential residential population of 16,500 to 21,000 people. Additional residential units have the potential to be accommodated in Polson Quay and South River in the longer-term.

These areas have the potential of contributing a similar number of units to Villiers Island. There are currently 5,500 people working in the Port Lands. The number of jobs is anticipated to grow significantly over the long-term. Between 25,000 to 30,000 jobs are estimated, consisting of a diverse array of different employment opportunities.



25-30K
JOBS



16.5-30K
PEOPLE



10-15K
HOUSING
UNITS



4.1.3 Land Use Considerations

A Critical Mass

The new mixed-use communities have been planned to ensure a sufficient density of residents, visitors and employees to sustain efficient public transport networks, a viable mix of uses and support locally-oriented retail and community facilities. Each mixed-use community consists of contiguous land areas capable of fostering and accommodating close community ties, centrally located community facilities, sufficient pupils to justify and support an elementary school, and neighbourhood serving retail and mid-sized grocery store.

Overall, Villiers Island will achieve 340 to 415 residents and jobs combined per hectare. This population and employment density will be supplemented by the destinations, both large and small and the signature parks and open spaces planned within the Island. These will not only provide amenity for area residents and employees, but also provide attractions for all Torontonians, tourists, and

recreationists. The McCleary District, envisioned as a dense, live-work area with a minimum of 30 per cent non-residential uses, has the potential to achieve between 685 to 825 residents and jobs combined per hectare.

By comparison, the Southeast False Creek neighbourhood in Vancouver, which is similar in overall size to Villiers Island, is anticipated to have a total estimated residential population between 11,000 to 13,000 people (2.2-2.6 people/unit), but little by way of employment and retail uses. Its residential density would be in the range of 345 to 405 people per hectare. Mission Hill's residential community in San Francisco, comparable in size to both Villiers Island and the McCleary District, is estimated to be in the range of 230 to 270 residents per hectare once completed, with the majority of non-residential uses concentrated in the university campus and commercial/industrial area.



Southeast False Creek neighbourhood, Vancouver



Mission Hill, San Francisco

Socio-Economic Supports

While the amenity that will be offered within the new communities will serve the employment clusters, additional amenity is needed and provided for within, or in close proximity to, the clusters themselves. A mix of uses is generally proposed in each of the districts. The districts identified for **PIC Core** and **Light Industrial and Productions** include land use permissions for commercial, cultural uses and other services conducive to attracting creative talent.

Additionally, the Maritime Hub south of the Ship Channel on either side of Cherry Street will not only serve as a gateway to Cherry Beach, it will also provide places for employees on either side of Cherry Street to get a cup of coffee, eat lunch, or enjoy the area's surroundings. The adaptive re-use of the Hearn will be a hub of activity for area employees south of the Ship Channel offering a host of services and amenities.

Synergies

The Land Use Direction will create synergies that will not only contribute to liveliness in the Port Lands, but also assist in overcoming a sense of potential physical and social isolation within some areas. Taken as a whole, the Port Lands will be a mixed-use area. The Port Lands will redefine inner city living and working in Toronto and future residents and workers will be provided with a host of options and choice within walking or cycling distance.

Synergies will also be created with adjacent areas. Much has changed since the Central Waterfront Secondary Plan was adopted by City Council in 2003 and initial planning undertaken for the Lower Don Lands. The Land Use Direction responds to those changes and recognizes the potential that exists to not only physically connect the Port Lands to the broader city, but also socially and economically connecting the area as well. Redevelopment in the Port Lands will support a major new employment destination, by

encouraging live-work proximities and maintaining the Port Lands and South of Eastern areas as full-service hubs for the city's screen-based industries in close proximity to Toronto's downtown.



The Keating Channel will be a central feature and public gathering space that will define both the Keating Channel precinct to the north and Villiers Island. It will be a spine or “living room” for the two areas, providing a focal point for cultural venues, cafés and

restaurants that open onto and engage with water. With the recent decision by City Council on the Gardiner Expressway, the potential for the Keating Channel as a unifying element is heightened even further.

Figure 34: Surrounding Land Use Context



A Film-Friendly Future

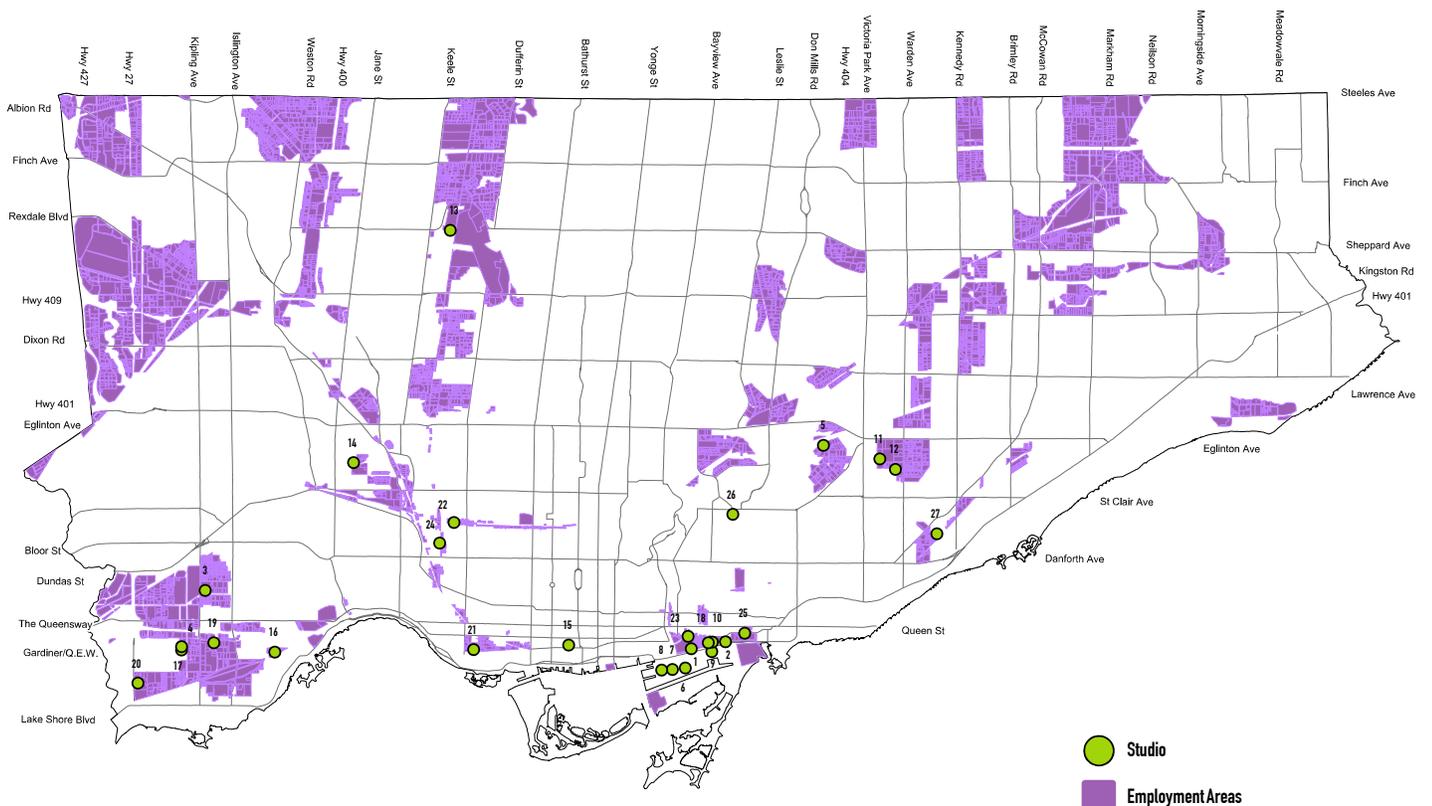
Toronto ranks with Los Angeles, New York and Vancouver as North America’s centres of screen industry. The sector employed about 30,000 full-time employees in 2016, and is also linked to the tech sector through digital media and technology advancements. The industry also contributed a record \$2 billion to the City’s economy in 2016. There are approximately 100,000 square metres of dedicated studio and stage space available across Toronto. Figure 35 shows the distribution of production studios across the city. The majority of the production studio space is located in areas designated **Employment Areas**

in the City’s Official Plan. Notably, the Port Lands and South of Eastern areas have a concentration of production studio space. Figure 36 highlights the location of existing production studios as well as other related activities.

The industry in Toronto is currently doing exceedingly well. Toronto is set to have yet another record-breaking year with major feature films and television shows shooting on our streets and in our studios.

The industry is competitive. Toronto is an attractive location for productions and is in direct competition with other

Figure 35: Production Studios in Toronto



international cities. A major city-wide objective is to continue to nurture and grow this industry both now and well into the future. A Strategic Plan is currently being developed which will identify recommendations to improve Toronto's competitiveness as a global film market, and encourage continued investment and growth within this important sector. The City also recently completed a study that demonstrates the importance of the Port Lands and South of Eastern area to accommodate continued growth in the industry.

Film sector consultation was undertaken throughout 2014 to 2016 to better understand the industry, but also the potential trajectory the industry is headed in and the role the Port Lands could play in enabling near- and long-term growth of the industry. The consultation included meeting with location managers, production managers and producers, one-on-one interviews with production studio owners and operators, seeking advice and input from the City's Film and Entertainment

Figure 36: Existing Production Studios and Related Uses/Activities



Office, as well as presenting the emerging directions to Film Ontario representatives and the City's Toronto Film, Television & Digital Media Board. See Appendix 3 for a detailed summary of the consultation.

Highlights of the feedback received during this consultation included:

- Productions of all sizes are filmed in Toronto (television, major motion pictures etc.);
- The Port Lands is a key production location today. The industry has historically been pushed out of other locations near Downtown Toronto such as East Bayfront and the West Don Lands;
- Demand for production space is outpacing the supply of studios currently available in the city;
- Shooting in Toronto often happens on location, in studios and outside studios;
- There are tensions between outdoor shooting and residential, but some operators interviewed felt a mixed-use environment would benefit the industry;
- Privacy was cited as a key concern with the introduction of tall buildings;
- There is need for reasonably priced purpose built studios, but also larger, contiguous parcels of land to accommodate new studios and ancillary uses to continue to support the growth of the industry;
- One studio operator noted the need to use land more judiciously and infill adjacent to their existing studios with ancillary support space and to introduce structured parking to accommodate parking needs;
- Workshop/wardrobe space is integral to productions and needs to be located in close proximity to production studios;
- A package of amenities/support spaces clustered in close proximity that minimizes the need for packing up trucks would benefit Toronto in attracting productions;
- The proximity of Port Lands to the downtown core and regional roads (DVP/Gardiner) is a significant benefit;
- The industry in Toronto needs flexibility and adaptability. There is also a certain amount of spontaneity that occurs when shooting a production;
- The industry operates 24 hours and seven days a week;
- Toronto's industry was built on adaptively reusing warehouse and industrial buildings. This provided relatively inexpensive space, but with some limitations such as a lack of sound proofing. Purpose built studios in the Port Lands, on the other hand, are more expensive to use but are sound proof and can be designed for accommodating productions of all sizes;

- Technology is changing rapidly, but Toronto is adapting and is considered leading edge;
- Different media have different needs such as lighting and ceiling heights;
- Parking is critical for both talent, as well as production vehicles. The industry typically uses larger transport trucks and these are staged within surface parking lots adjacent to the studios during filming. The transport trucks are also used for location shooting; and
- Shooting streets, which are streets that mimic other locations such as Paris, London or other remote locations, would be a benefit. Additionally, backlots are an important piece of infrastructure for a well-functioning industry.

The Land Use Direction for the Port Lands sets the stage to enable the continued growth of the film, television and media economic sector in this area of the city both in the nearer- and longer-terms. It provides for a film-friendly future predicated on:

- Establishing a mix of uses to contribute to the vitality of the Port Lands that will provide amenity for desired economic sectors within walking distance, while reserving sufficient space for core production, interactive and creative activities to support long-term growth of screen-based industries;
- Implementing land use controls that allow mixed-use residential development in suitable areas subject to providing a minimum density for PIC uses in a compact urban form and in multi-storeyed buildings, similar to Pinewood Toronto Studios existing four-storey mixed use office and studio building and other emerging developments in North America;
- Recognition of the need for a wide variety of support services preferably within integrated, multi-storeyed developments or in close proximity to production studio space;
- Recognition of the need for secure access given the sensitive nature of movie and television productions, balanced against other public priorities through the provision of innovative street designs for major public streets and clear delineation of publicly accessible areas;
- Buffering studio complexes with non-residential uses;
- Clustering of desirable uses within discrete geographies to foster a modern approach to the traditional “media city” and given the fractured land ownership within the Film Studio District;
- Capitalizing on destinations for location shooting opportunities and lands earmarked Light Industrial and Production and Port and Industrial uses for more intense production-related activities, such as backlots, that are adequately separated from more sensitive uses; and
- Protecting for the ability to achieve a fine-grained local street and block structure over time through the appropriate siting and orientation of development, and in a form suitable to adaptive re-use.

- A key constraint in the Port Lands is the limited number of large, contiguous parcels under one ownership suitable and available for any new large, secure perimeter production studio complexes. The

immediate need for production space is further challenged due to the need to flood protect the lands that require constructing the river valley and associated flood protection features.

Figure 37: A Film-Friendly Future



-  Production, Interactive and Creative (PIC) - Mixed Use
-  Production, Interactive and Creative (PIC) - Core
-  Light Industrial and Productions
-  Destination / Catalytic
-  Power

*Residential in Polson Quay and South River to be determined subject to more detailed study at precinct planning and appropriate buffer uses and/or source/receptor mitigation measures.

^ Minimum amount of PIC uses required for residential permissions

Consolidating and Relocating Uses to Create Opportunity

There are a number of existing uses in areas of the Port Lands slated to redevelop in the initial phases including port uses, industrial uses and screen-based industries. Moreover, many of the existing port and industrial uses are dispersed across the Port Lands' landscape, lacking a cohesive structure. There are also a number of municipal yard uses geographically distributed across the Port Lands and in the South of Eastern area.

Some of the yard uses are critical to City operations and the functioning of the broader city and may be required to be located within the geographic area they serve, such as the Commissioners Waste Transfer Station and transportation yards that maintain downtown Toronto's streets and expressways. Other existing yard uses require substantial capital investment, and as such, relocation in new, purpose-built facilities may be required.

The Land Use Direction strategically considered the consolidation of functions and relocation of existing port, industrial, municipal yard, and film-related uses to not only open up opportunities and assist in achieving

the regeneration and renewal of the Port Lands, but also assist in minimizing potential impacts on the new communities.

The naturalized Don River provides the flood protection needed to unlock development potential. However, some existing production studios, such as the Jumbo Stage, are located where the future river valley will be constructed. There are opportunities elsewhere in the Port Lands to accommodate these uses, particularly within the **PIC Core** districts. Consolidating these existing uses in close proximity to other similar uses in turn could have the added benefit of further solidifying Toronto and Port Lands as a major production centre by continuing to provide a hub and clustering of screen-based and other creative uses in close proximity to one another.

Other opportunities will be possible with the relocation and rationalization of port and industrial uses. These include improving public access to the multitude of water's edges found in the Port Lands and creating new parks and open spaces distributed across the Port Lands landscape.



Booth Yard

Motivating Positive Change

Motivating positive change is about carefully choreographing land uses and targeting key employment sectors to provide places and spaces that are people attractors, encourage innovation and attract the types of jobs that will enable Toronto's economy to flourish and diversify. The City's Official Plan has always prioritized the importance of our **Employment Areas** and creation of manufacturing and industrial jobs. The Land Use Direction and the identification of desirable and permissible uses is intended to actively seed uses in key areas to motivate this positive change, while intensifying and optimizing existing port and industrial areas.

Certain districts provide for the establishment of green and knowledge-based industries. These consist of businesses that create economic value through the knowledge they generate, but also innovations advanced. They can include financial services,

professional services, information technology, publishing, digital media, multimedia, life sciences (including biotechnology), and research and development of environmental products and technologies.

The concrete batching and aggregate operations in the east end of the Port Lands are important operations for the continued growth of the city. There are few alternative locations for these types of operations in the downtown, allowing for just-in-time delivery of concrete and aggregate products that are building and maintaining the city. Over time, lands adjacent to the dockwall will become increasingly important for port operations. These lands will be optimized for port and maritime uses. New marine terminals for the storage of cargo to modernize operations and reduce outdoor storage will be encouraged. Modern practices for concrete batching will also be advanced that minimize impacts.

Land Use Compatibility

As part of the refinement of the 2014 Land Use Direction, a Noise and Air Quality Feasibility study was undertaken by Golder Associates on behalf of the City. A key objective of the study was to ensure high-quality living and working environments, while protecting the important, city-serving and existing port and industrial operations (Figure 38).

Many of the port and industrial operations have the potential to operate 24 hours a day and seven days a week. The vessels that deliver cargo

to the Port Lands can arrive at all times of the day and night and can take upwards of seven hours to unload their cargo. It was assumed in the study that any new, and/or relocated, port and industrial operations would be required to appropriately design their operations to ensure compatibility with surrounding land uses.

Noise impacts were assessed in accordance the Ministry of Environment and Climate Change's (MOECC) NPC 300 Guidelines. Existing stationary, impulse and transportation noise

sources were measured and quantified using MOECC accepted modeling software. Detailed noise measurements were also undertaken at Lafarge Canada's Polson Street operation.

The MOECC introduced a new class of development - Class 4 - in the NPC-300 guidelines. These areas are intended for development of new noise sensitive uses in proximity to existing lawfully established industrial operations. Portions of the Port Lands meet the guidelines criteria and are suitable for the introduction of a Class 4 designation. Noise restrictions are relaxed for these areas, and both source and receptor mitigation may be used. However, separation distances, buffer uses, and source mitigation continue to be preferred means for managing potential adverse impacts.

From an air quality perspective, an air quality dispersion model was developed using annual emission inventory data, monitoring data, publicly available assessments, the City's ChemTRAC data and meteorological data to assess potential air quality related impacts of industrial operations in the Port Lands. Particulate matter and other contaminants/emissions, such as nitrogen oxides and dioxides, were evaluated. The study found that the major air contaminants in the area are as a result of the proximity to major transportation corridors such as the DVP and Gardiner Expressway. Some industrial operators, however, do emit emissions.

The study demonstrated the potential impacts associated with existing port and industrial operations. From a noise perspective, Polson Quay and South River are most impacted from

a combination of sources given the location of the Cement Terminal and port and industrial uses south of the Ship Channel. Villiers Island is impacted by the Polson Street Cement Terminal. Portions of the McCleary District would also require some mitigation associated with impulse noise sources generated by the Cement Terminal, particularly along the Don Roadway.

The study concluded that from a noise perspective, there is potential to mitigate impacts. Both source and receptor mitigation would be required. Any source mitigation for the port and industrial operations would need to be determined in cooperation with existing operators to ensure the continued viability of the operations. Some districts would require more mitigation than others, such as Polson Quay and South River. More detailed study and assessment is needed at precinct planning prior to permitting sensitive land uses in these areas. In the near- and medium-terms, these areas can accommodate a mix of non-residential uses to support the growth of creative industries.

From an air quality perspective, emissions from the Port Lands Energy Centre (PEC) will generally limit the height of buildings within the Port Lands, unless measures were taken to reduce emissions at the PEC. Areas closest to the PEC would not be able to exceed 20 storeys in height. Other areas, including portions of Villiers Island and the McCleary District, would create issues if heights exceed 30 storeys. There could be opportunities that could be further explored with the PEC to minimize emissions emanating from the facility, with the potential for relaxing height restrictions. However,

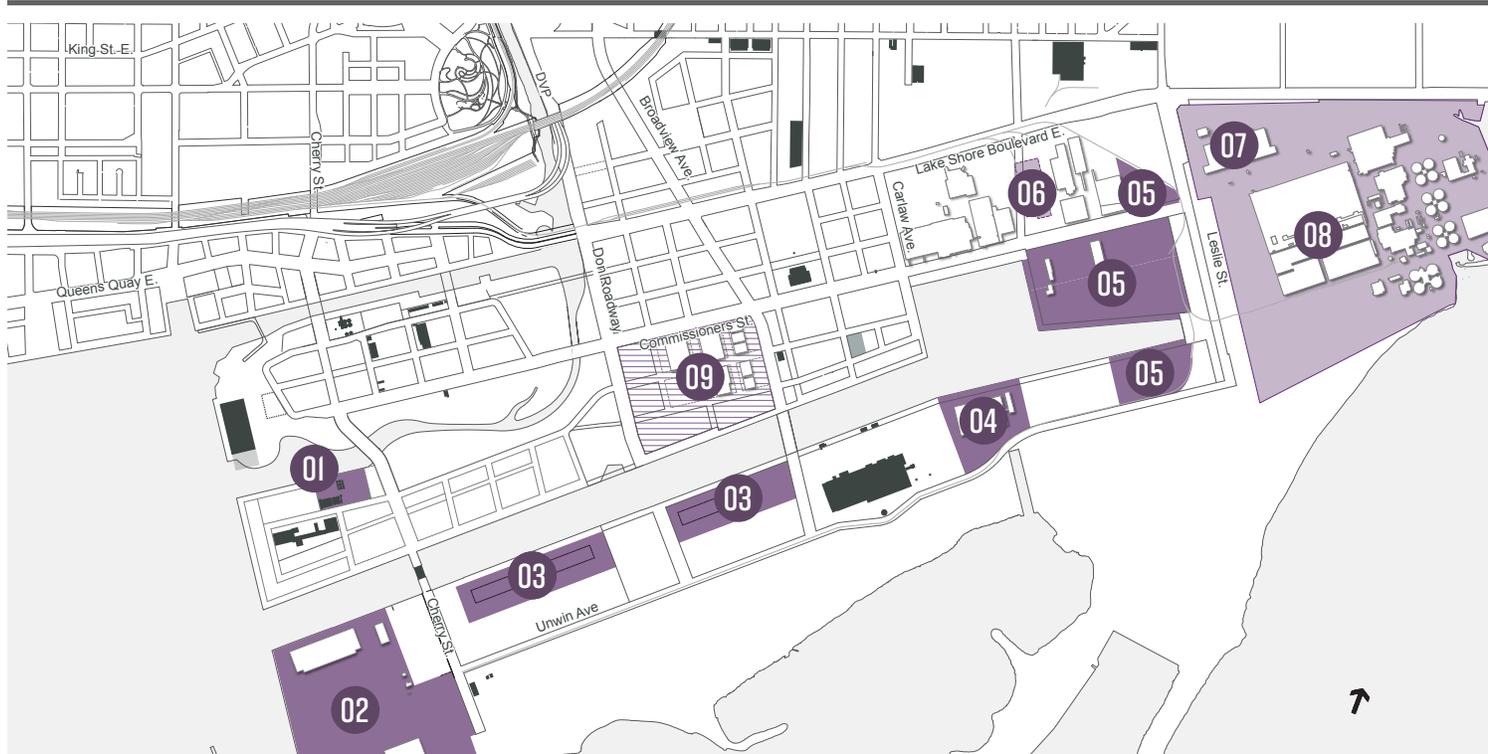
more detailed study and technologies would need to be assessed and pursued in cooperation with the PEC.

The study also reviewed potential impacts from production studios. Production studios, and particularly those with backlots, have noisy activities such as explosions and gunfire. However, this activity is infrequent and is not required to meet the NPC 300 guidelines. Nonetheless, as a precautionary measure, backlots should have a separation distance from residential areas, and a warning clause should be included in purchase and sale agreements that would

advise future residents of the potential for noise exposure associated with production studios.

Air quality and noise emissions from current operations associated with the Billy Bishop Airport were taken into consideration in the modeling for the study. The Noise Exposure Forecast (NEF) contours are below the limits presented in NPC-300. However, warning clauses should likewise be included in purchase and sale agreements advising residents of potential air quality and noise emissions from current operations associated with the Billy Bishop Airport.

Figure 38: Noise and Air Quality Impacts Assessed



- | | | |
|-----------------------------------|------------------------------------|--|
| 01 LaFarge Polson Terminal | 04 Port Lands Energy Centre | 07 Leslie Barns |
| 02 Ports Toronto | 05 Concrete Operations | 08 Ashbridges Bay Treatment Plant |
| 03 Port Uses | 06 Can Roof | 09 Rapid Gunfire |

Future Proofing, Adaptability and Creating a Strategic Land Reserve

Toronto is a large, complex, mature urban centre that continues to grow through intensification, rebuilding and reurbanization. It is a diverse and dynamic city with a range of land uses and activities. The Port Lands will play an important role in the city's continued prosperity and growth over the coming decades.

Villiers Island and the McCleary District are sufficient to accommodate residential growth in the Port Lands for at least the next two to three decades, if not longer. These areas are well-suited for residential growth given their proximal location to the other emerging waterfront communities and the Unilever Precinct.

The working port provides accessible, convenient marine transportation that is important to the overall economy and environment. While we may not compete with other international port cities, or even regional ports, our city will continue to grow over the coming decades, and in so doing, will continue to need the raw products that are delivered via ship to the Port Lands. As such, the Land Use Direction maintains a reserve of lands to meet these needs.

It is also prudent to 'future proof' parts of the Port Lands to ensure that decisions made now do not preclude future opportunities that are difficult to predict. Future proofing is about retaining some lands in public ownership to ensure long-term

flexibility. It is about continuing to manage lease commitments in areas that will be retained for port and employment purposes such that we maintain a land bank within close proximity to the downtown that could be drawn upon to capitalize on opportunities that may arise that are not yet fully imagined, such as the potential for a major international event. Future proofing is also about making wise decisions about streets, transit and other infrastructure today, in a manner that will permit extension and expansion to meet future needs economically and effectively.

Lastly, the land use vision, while long-term in nature, is but a snap shot in time for the life of a city. Recognizing the evolutionary nature of cities, land uses that do develop in the next 20, 30 or 40 years, may undergo further change beyond the horizon of this plan. This is a future we cannot yet conceive, nor would it be practical to. Ensuring adaptability is a fundamental aspect to this Framework. A building developed for a particular land use in the near-term needs to be conceived with longevity in mind and with how that building could be reused by a host of different land uses in the future. For example, initially a building may be a new warehouse or serve a manufacturing use, then it may be converted into a studio, followed by a conversion to post-production offices and ultimately into places to live.

4.1.4 Retail and Animation

A vital aspect for successful waterfront revitalization is ensuring lively, active streetscapes and water's edge promenades. Animated ground floor uses, such as narrow frontage shops and cafes, office foyers, residential lobbies and community and cultural uses, provide eyes on the streets, makes walking more pleasant and add interest along the waterfront. Further, the **PIC** areas are intended to be places where there is a convergence of creative industries. To attract these industries to the Port Lands, an amenity-rich environment is needed. This would include cafes, restaurants, galleries, theatres, shops, music venues, and bars, but also the provision of the local services any new neighbourhood needs, including grocery stores, convenience stores, hardware stores, hairstylists, and clothing shops (Martin Prosperity Institute et al., 2010).

Figure 39 indicates the frontages and areas targeted explicitly for active, animated ground floor uses. Ideally, retail and service uses would be located along all major pedestrian routes and at transit stops. However, experience elsewhere in the city, including within other waterfront areas, is that it takes time for retail to solidify and flourish. Toronto's most successful retail streets evolved over generations. They have a mix of old and new buildings, catering to innovators, trendy boutiques and stores, as well as larger franchises. Some areas in the Port Lands will be better suited for accommodating active uses at grade than others in initial phases of

development. The Keating Channel Promenade, for instance, will be a unique amenity in the city. It will have an intimate character and will be lined with low-rise buildings.

Single-sided retail, while quite successful in some areas of Toronto, is also more challenging. Many areas in the Port Lands will only have single-sided retail opportunities such as along Commissioners Street in Villiers Island and the Don Roadway. If retail is to be located on one side only, then studies have found it must be compelling and serve as an attractive destination to stand on its own, such as a restaurant row. Further, for single-sided retailing to succeed there needs to be focus, intensity, and a concentration of goods and services into specific areas with high visibility and traffic. This creates critical mass and draws consumers to particular areas (Avenues & Mid-Rise Buildings Study, 2010).

In recognition of this, certain ground floor frontages have been prioritized for retail and service uses to capitalize on assets and provide a high-quality and animated public realm in initial phases. These **Priority Retail Streets and Frontages** are identified near transit stops, along major streets, destinations, community focal points, and other public activity centres and nodes.

Lessons from other waterfront revitalizations were also applied in developing the retail and animation strategy. In HafenCity, Hamburg, initial phases of development did not include retail and service space along the

promenades and streets. While the promenades are pleasant, they lack the vitality possible with cafes and patios spilling out onto the promenades. Later phases of development ensured the inclusion of retail and active uses at grade as development proceeded.

As such, in other areas, known as **Secondary Retail Streets**, the right conditions needed to nurture grade-related retail and service uses will be required to enable the evolution of ground floor uses in time. This includes both physical building conditions, as well as maintaining flexibility in the tenure of ground floor uses. Adequate dimensions in floor to ceiling heights, as well as narrow frontages with display windows, glazing, canopies and entrances will allow conversion to other uses as market demand evolves to support uses which may not be viable on their own in initial phases of development.

Water's Edge Animation areas are areas where particular care and attention

needs to be paid to ensure lively and activated promenades. There is approximately two kilometres of water's edge promenade along the north side of the Ship Channel. Buildings that address the promenade need to offer uses of public service and interest, and ground floor uses in buildings along these edges should be designed with active programmed space.

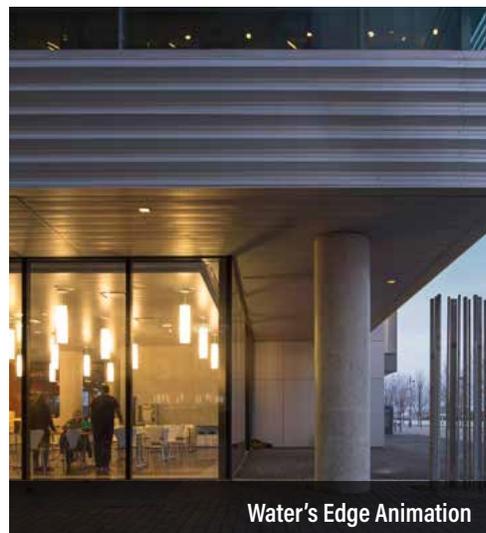
The CWSP restricts large-format retail and power centres in the central waterfront. These continue to be undesirable in the Port Lands. Any redevelopment of existing large-scale stand-alone retail will be in accordance with the direction in this Framework. Additionally, further restrictions are being imposed on the size of retail stores to assist in encouraging competition and appropriately framing the public realm. Retail stores will not exceed a gross floor area of 3,500 square metres. Floor area will also be encouraged to be distributed on multiple levels while continuing to ensure active uses at grade.



Pedestrian Shopping Street

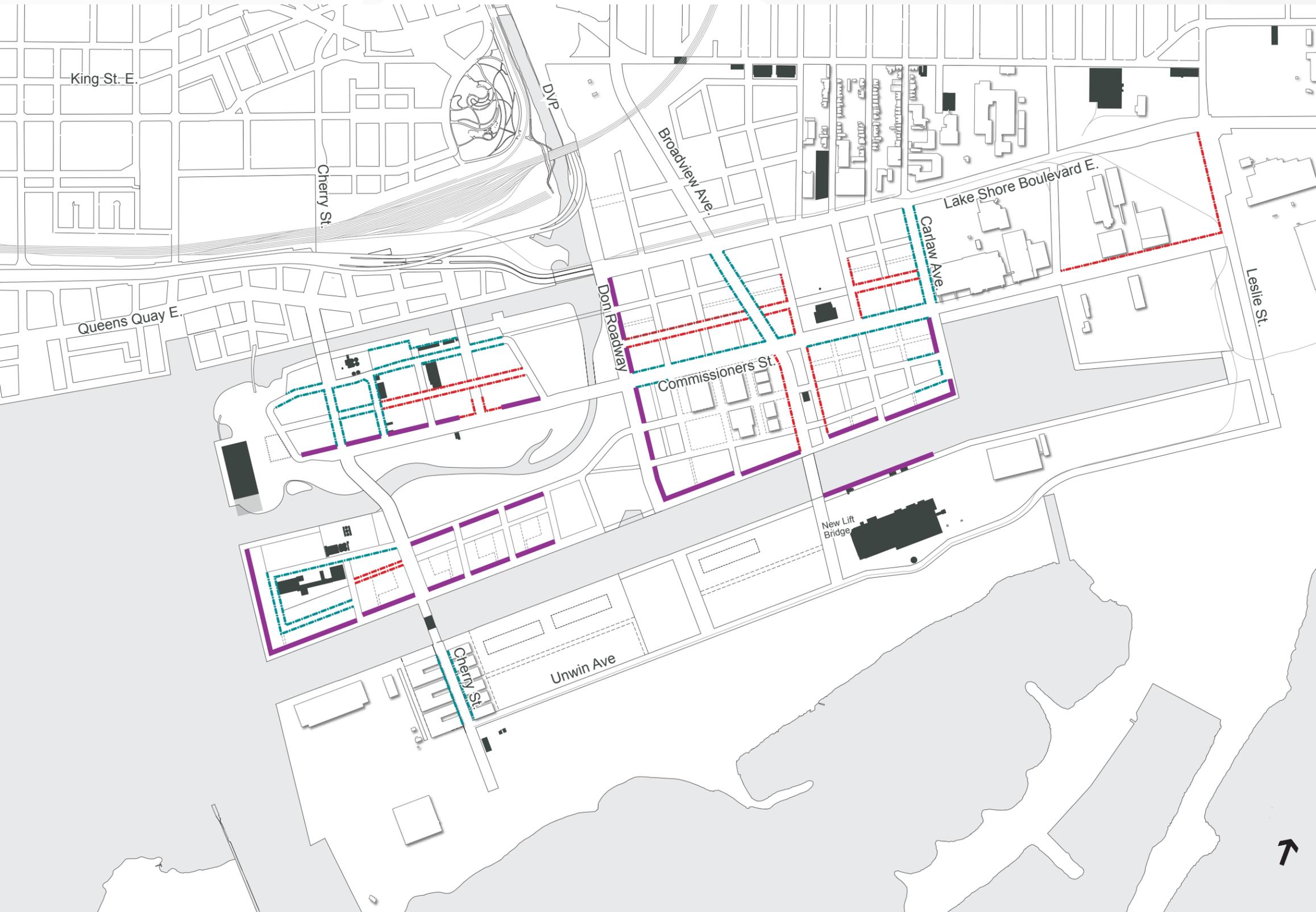


Neighbourhood Grocery Store



Water's Edge Animation

Figure 39: Retail and Animation



- Priority Retail Streets and Frontages
- Secondary Retail Streets
- Water's Edge Animation
- Heritage Buildings/Structures

4.1.5 Recommendations

The Port Lands will continue to largely be designated as a Regeneration Areas. This designation permits a full spectrum of land uses, from mixed-use residential to port and industrial uses. Recommendations for enhanced land use direction are identified below. These recommendations clarify where certain land uses are desirable and permitted within the Regeneration Areas land use designation. They also provide further direction for additional analysis required prior to permitting sensitive land uses in recognition of the continued use of portions of the Port Lands for port and industrial uses for the foreseeable future. Additional guidance on the uses that are desirable, permissible and open for consideration are included in Appendix 2.



Amend the Land Use Plan (Map E) of the Central Waterfront Secondary Plan for the Port Lands in accordance with Figure 30.



The Port Lands are an important location for **Productions, 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 public works and the Parks and Open Space system.



Land use permissions and direction within the different districts in the Port Lands will be in accordance with the following:



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 to be confirmed prior to rezoning lands for sensitive uses in Villiers Island. Appropriate source and receptor mitigation will be determined through the submission of detailed noise and/or air quality assessment(s). Any on-site source mitigation proposed at the Polson Street Cement Terminal on Polson Quay will require the agreement of the operator of the Cement Terminal.



Future Follow-on Work



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- d) A mix of residential and non-residential uses will be required in Villiers Island. A minimum of 15 per cent of the Island's total gross floor area will consist of non-residential uses excluding retail and service uses. In addition, a minimum of five per cent of the Island's total gross floor area will consist of retail and service uses or other non-residential uses. Combined, the minimum non-residential requirements will result in at least 20 per cent of the Island's gross floor area. The precise location of the required non-residential uses is not prescribed by this policy and will be determined as zoning is advanced for the Island.



POLSON QUAY AND SOUTH RIVER

- a) **Productions, Interactive and Creative (PIC) Mixed Use** land uses in a compact urban form with active ground floor uses on Priority Retail Streets and Frontages are permitted in the Polson Quay and South River districts. Prerequisites for the future consideration and permission of any residential or new sensitive uses are addressed in policy c) below.
- 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. It is a symbol of the Waterfront's industrial heritage and an important economic activity relying on lake access and the dockwall for its operations. 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 the 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 permitted subject to completing comprehensive and detailed noise, air quality, vibration and traffic assessment(s) 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 existing port and 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. Site specific rezoning applications for residential and new sensitive uses will not be entertained until precinct planning demonstrates to the City's satisfaction the suitability of the districts for such uses.



- d) Appropriate source mitigation will be determined through the detailed noise and air quality, vibration and traffic assessments at precinct planning and in agreement with the operator of the Cement Terminal on Polson Quay and other existing industrial operators and port users south of the Ship Channel.
- e) Should residential uses be permitted, a minimum amount of **PIC Core** land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of **PIC Core** land uses excluding retail and service uses. In addition, a minimum of five per cent of the districts' total gross floor areas will consist of retail and service uses or other **PIC Core** land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the districts.
- f) The minimum 25 per cent PIC Core land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the PIC Core gross floor area will be permitted.
- g) 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 site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.



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 Streets and 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, or its reconfiguration into an urban format while appropriately conserving the heritage resource in a park setting and provided it can be demonstrated to the City's satisfaction that a high-quality of life in the McCleary District would be attained and impacts mitigated at the source. 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 amount of **PIC Core** land uses will be required to receive any residential permissions. A minimum of 25 per cent of the total gross floor area within a block will consist of PIC Core land uses excluding retail and service uses. In addition, a minimum of five per cent of the district's total gross floor area will consist of retail and service uses or other **PIC Core** land uses. Combined, the minimum non-residential requirements will result in at least 30 per cent of all gross floor area in the district.
- d) The minimum 25 per cent **PIC Core** land use requirement on a block may be transferred to another block in the district subject to demonstrating the receiving block is capable of accommodating the land uses from a built form perspective to the City's satisfaction and rezoning the receiving block prior to or at the same time as rezoning the donor block. Following the transfer, no amendments to the Zoning By-law for the receiving block that would have the effect of reducing the **PIC Core** gross floor area will be permitted.
- e) 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 site area associated with the studio use and application of a comparable floor area based on the typical floor area that would be generated for other non-residential uses.
- f) In order to buffer the film studios to the south, **PIC Core** land uses will be provided directly adjacent to Commissioners Street. Residential uses will not be permitted.



MEDIA CITY AND THE TURNING BASIN DISTRICT

- a) 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. **PIC Core** land uses are permitted in the Media City and Turning Basin districts. Residential uses are not 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 Street**. Retail at grade or other active uses along the Broadview Extension and Carlaw Avenue are required as properties redevelop.



WAREHOUSE DISTRICT

- a) The Warehouse District will transition to an area with **Light Industrial and Productions** 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, workshops, arts and design related uses, and green and knowledge-based industry uses are desirable uses and will be encouraged in this area.



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- b) Retail and service uses, in accordance with other policies in this Framework, 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 Zoning By-law Amendment prior to the endorsement of this Framework are recognized. Redevelopment of any sites with existing large-scale retail use permissions will be in accordance with the policies of this Framework.



EAST PORT, SOUTH PORT EAST AND SOUTH PORT

- 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 and that proposed uses would not impact the quality of life of residents in proposed neighbourhoods.
- c) **Industrial** uses are permitted on lands that are not located directly adjacent to the Ship Channel’s dockwall in the East Port and South Port districts, and are permitted in the South Port East district.
- d) Existing power production, storage and transmission facilities are permitted in the South Port East district. Any new power plants or transmission facilities to either replace existing facilities or to provide additional power will be enclosed by walls/attractive screening and will be encouraged to utilize renewable energy sources to support achieving the long-term net zero energy district objective. New power production and storage facilities will be required to go through the site plan approval process.



THE HEARN GENERATING STATION

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





- a) **Destination and/or Catalytic** uses and active uses and amenities, such as retail stores, service uses, 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 and/or 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.



PORTS TORONTO MARINE TERMINALS

The Ports Toronto Marine Terminals district is identified as **Existing Use Areas**. Port and Industrial uses will be permitted on these lands. Should additional or new uses be requested requiring municipal infrastructure and/or services, comprehensive planning will need to be undertaken to justify the proposed uses and a net gain to the Parks and Open Space system provided. Should any non-Port or non-Industrial uses be proposed, it will need to be demonstrated that the lands are not required for Port and Industrial uses over the long-term.



INTERIM USES

Interim uses may be considered on lands designated as **Parks and Open Space Areas** within the boundary of this Framework where the timing and funding of a future public park has not been determined, and provided that the interim use consists of a temporary structure; a special short term installation and/or event; or would temporarily support nearby uses.



LAND USE TYPOLOGIES

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

- Districts identified for **Mixed-Use Residential** land uses will include a broad range of uses in a compact urban form, including, but not limited to office, retail, service, residential, arts and design related uses, Destination and/or Catalytic uses, parks and open spaces and institutional uses.



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- Districts identified for **Productions, 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 office uses associated with productions or creative sectors. Other permissible uses include light manufacturing, offices, 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 where the uses align with the vision for the particular district and in accordance with any performance standards established or size limitations.
 - 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-storeyed buildings. Residential uses and other uses needed to directly support a complete community are permitted subject to achieving a minimum amount of floor area for **PIC** uses as identified in the policies above.
 - 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.
- **Light Industrial and Productions** land uses permit **PIC Core** uses and the full range of land uses within light industrial areas, excluding uses that are vehicle-oriented such as vehicle dealerships, service shops and drive-through establishments. Ancillary uses to **Light Industrial and Productions** uses are also permitted.
- **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, bulk or otherwise, of cargo by vessel, ferry or marine passenger terminals, and ship building and repair. Ancillary uses to **Port** uses are also permitted.
- **Industrial** land uses include a range of light and medium-intensity industrial land uses and some heavy-intensity industrial land uses:
 - a) Desired and permitted light and medium-intensity industrial uses include warehouses, public works yards, public utility uses enclosed by walls with a priority placed on cogeneration or renewable energy, and light and medium-intensity manufacturing uses.
 - b) Permitted heavy-intensity industrial uses include asphalt plants, cement plants, concrete batching plants or relocated municipal waste transfer stations;
 - c) Ancillary uses to **Port** and **Industrial** uses are permitted.
- **Destination and/or Catalytic** land uses are uses that are intended to entertain, educate or elevate culture. Desired and permitted uses include galleries, museums, artist and 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.





Development in accordance with the land use permissions in the PIC Core, Light Industrial and Productions, Port and Industrial land use typologies in advance of the implementation of the required flood remedial protection works may require the implementation of appropriate flood-proofing measures in accordance with the policies of the Lower Don Special Policy Area and to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority. Development consisting of new and/or intensified land use provided for in the **Mixed-Use Residential** and **PIC Mixed-Use** land use typologies requires the implementation of the flood remedial protection works in the approved Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment.



PIC Core, Light Industrial and Productions, 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 Framework and the preparation of a precinct plan. Temporary, major international events may be permitted subject to City Council's direction and appropriate accommodation of existing operations.



LAND USE COMPATIBILITY

Land-use compatibility issues between existing port and industrial uses and sensitive land uses have been identified. Unless otherwise noted in this Framework, 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. Where sensitive land uses are expressly permitted by this Framework and a development approval application submitted for sensitive land uses, the proponent of the sensitive land use is responsible for ensuring compatibility and for implementing any required mitigation measures.



Sensitive land uses, for the purpose of this Framework, are uses where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) generated by a port or industrial operation, and includes residential uses (e.g. apartment buildings, hotels and nursing homes) and any associated amenity or outdoor living areas; and community infrastructure (excluding emergency services and arenas).



Where residential and sensitive uses are expressly permitted by this Framework, detailed noise and air quality reports will be required, and vibration and illumination reports may be required, in support of development approval requests for residential or sensitive uses. Such environmental reports are to specify how compatibility will be achieved and maintained between existing port and industrial operators and the proposed development while



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also ensuring high quality living and working environments, including detailed provision of measures to mitigate impacts. The City will undertake to have the environmental reports peer reviewed at the cost of the applicant.



Sensitive land uses in proximity to existing industrial and port 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.



The City will consult, as necessary, with the Toronto Port Authority, and existing port and industrial operators during the development approval process for any new sensitive uses to ensure compatibility between development proposals and industrial operations.



Where sensitive land uses are permitted, suitable warning clauses will be included in purchase and sale agreements advising residential purchasers of:

- 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;
- the proximity of the Billy Bishop Airport and potential impacts; and
- the proximity of continued port and industrial uses, with associated heavy truck traffic.



All new and/or relocated **Port** and **Industrial** uses will be required to submit detailed noise and air quality reports, 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.



RETAIL AND ANIMATION

- At-grade street-related retail and service uses in new buildings will be required in the **Priority Retail Streets and Frontages** shown on Figure 39.
- At-grade street-related retail and services uses will be protected for and encouraged on **Secondary Retail Streets** and **Water's Edge Animation** areas shown on Figure 39 by requiring minimum five (5) metre at grade floor to ceiling heights for new buildings.
- To encourage the establishment of grocery stores in each of the new communities, as well as 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.
- 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.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation