



Port Lands Zoning Review

Community Consultation Meeting

The City of Toronto, in partnership with Waterfront Toronto, is undertaking a zoning review of employment lands to **update and modernize** the zoning for the Port Lands, **implement** the Council-adopted Port Lands Planning Framework through zoning, and provide greater **flexibility** so that fewer rezonings and minor variances are required in the Port Lands.

The purpose of today's Community Consultation Meeting is present the outcomes of the Port Lands Zoning Review.

Please feel free to explore the information and share your comments. City staff are on hand to answer your questions..

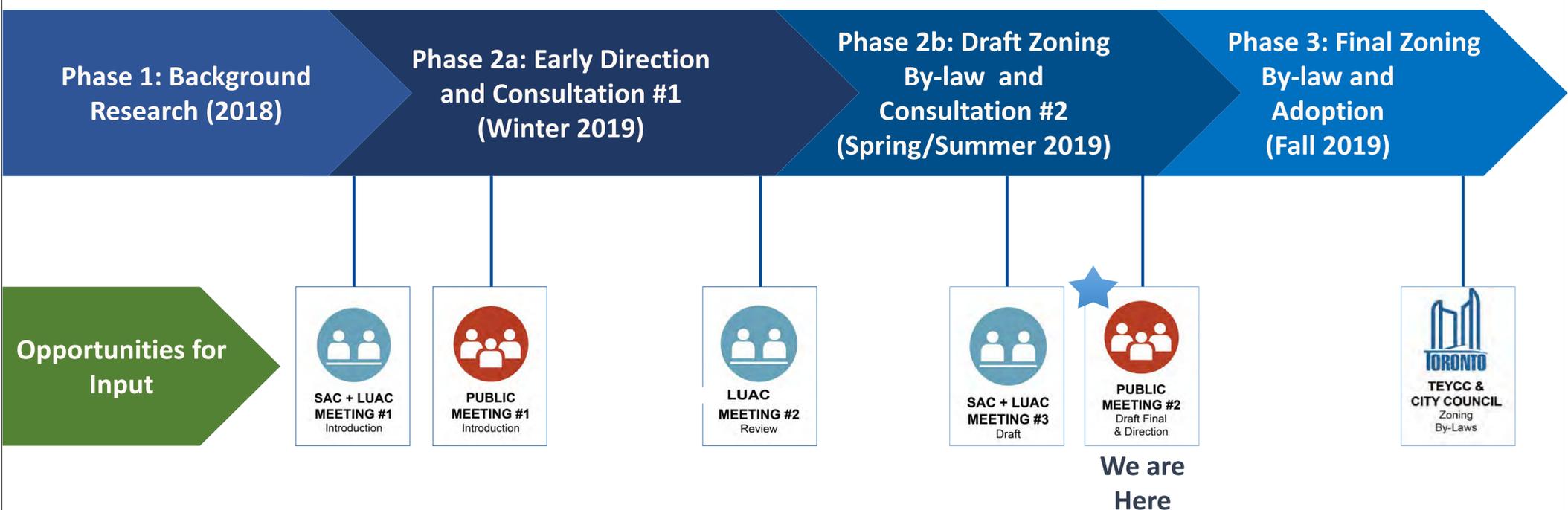
Your input will help us refine the draft Zoning By-laws as we conclude the Zoning Review.

Please read the display boards, ask questions of staff, and fill out a feedback form. You can also submit feedback online by sending your comments to portlands@toronto.ca by August 14th, 2019.

Thank you for attending. We appreciate you participation and comments.

Opportunities for Public and Stakeholder Consultation

The Port Lands Zoning Review process has been undertaken as an iterative process with many public and stakeholder input opportunities. Past input has been very helpful in developing and refining the zoning bylaws.





Zoning Review Summary

The City is undertaking a Zoning Review for the Port Lands, with the objectives of:

MODERNIZING PORT LANDS ZONING

- The current zoning for the Port Lands is over 35 years old, with the last comprehensive zoning review for the Port Lands undertaken in the mid-1990s to align zoning with the 1993 Former City of Toronto Official Plan.
- Outdated regulation results in rezoning or minor variance applications for many land uses. Many desirable land uses are not currently permitted, whereas some unwanted uses are allowed.
- The Zoning Review will modernize the Zoning By-law and clarify uses and definitions.

IMPLEMENTING THE PORT LANDS PLANNING FRAMEWORK

- The Port Lands Planning Framework, adopted by City Council on December 8, 2017, provides direction on land use in the Port Lands Districts.
- Each Port Lands District has a unique character and function. The zoning review focuses on the districts that will not undergo precinct planning in the foreseeable future.
- The Zoning Review will enable the land uses that Council endorsed for each of the Districts within the Study Area.

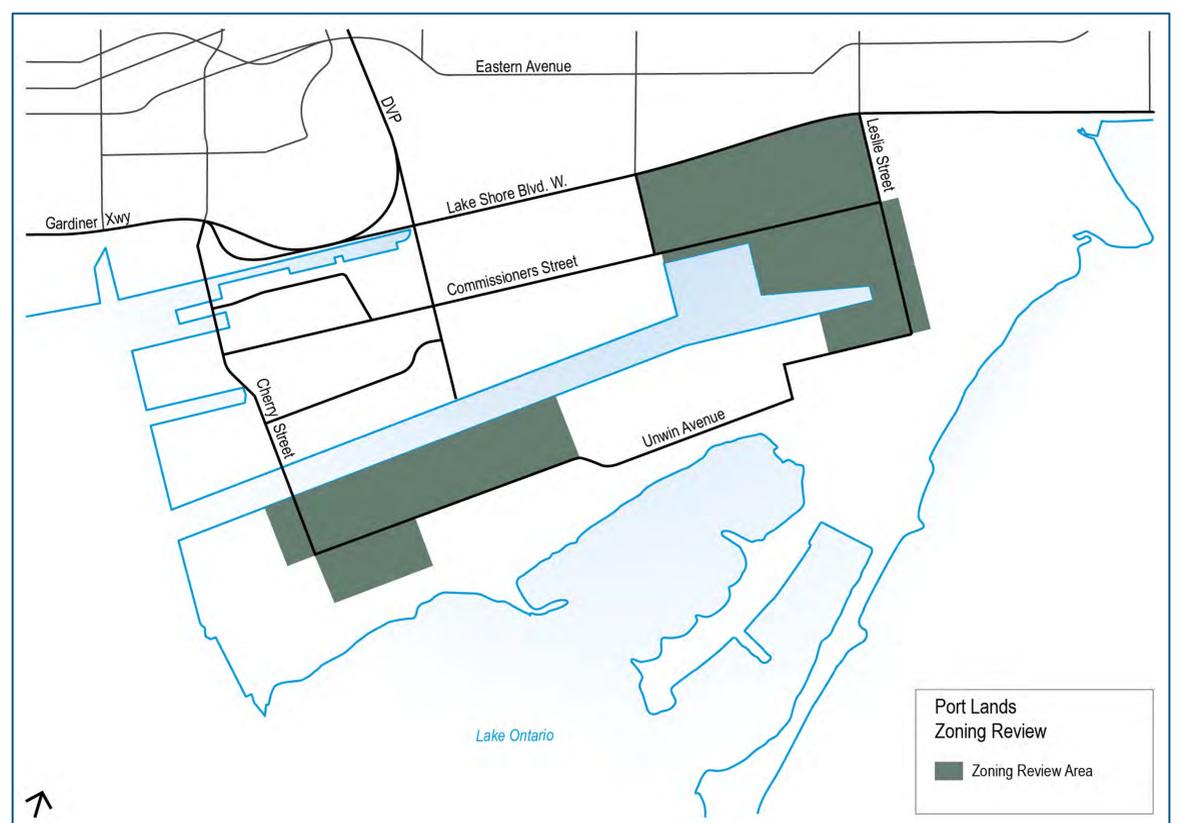
CREATING GREAT FLEXIBILITY, CLARITY AND ACCESSIBILITY

- The Zoning Review will introduce greater flexibility, transparency and accessibility by using modern zoning.
- The Zoning Review will improve consistency with City policies and plans, including the Port Lands Planning Framework. This will make it easier for landowners and the public to understand the City's requirements and intent for these areas.

Zoning Review Study Area

The Study Area includes Warehouse District, East Port and South Ship Channel.

PIC Core Districts and Districts where a Precinct Plan needs to be completed before rezonings are outside of the scope of the Zoning Review.



Port Lands Planning Context

The in-force planning instruments for the Port Lands are over 25 years old, dating from the last former City of Toronto Official Plan, reflecting the Port Industrial Area policies. The Central Waterfront Secondary Plan, 2006 Official Plan, and Zoning By-law No. 569-13 are currently not in force for the Port Lands, although they are City Council's policy direction.

Former City of Toronto Official Plan (1993)

- Port Lands is identified as a Port Industrial District, with supporting policies
- Port Lands land use designation is *Industrial and Open Space*
- Waterfront, Industrial, Environment and Parks policies apply to the Port Lands
- In-force for the Port Lands



Central Waterfront Secondary Plan (2003)

- Adopted by City Council in 2003 as an amendment of the 1993 Official Plan
- Appealed to the Local Planning Appeal Tribunal (LPAT)
- Port Lands are largely designated *Regeneration Areas*, which allow for a wide variety of land uses, and *Parks and Open Space*
- Not in-force in the Port Lands, but guides waterfront revitalization



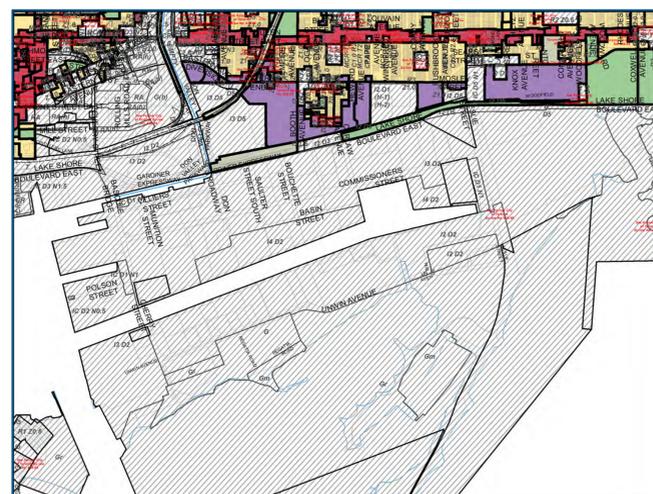
Former City of Toronto Zoning By-law No. 438-86

- In-force within the Port Lands
- Zoned I2 (light industrial), I3 (medium industrial) and I4 (heavy industrial).
- No longer reflects City policy and plans in the Port Lands
- Will no longer be used for Port Lands rezonings



City of Toronto Zoning By-law No. 569-13

- Enacted by City Council on May 9, 2013 to replace the various pre-amalgamation zoning by-law and antiquated zoning categories, uses, definitions, and performance standards
- Modernized approach to zoning that applied across the City of Toronto
- Will be used for all future Rezoning in the Port Land





Planning Framework Implementation

Over the coming decades, the Port Lands will transform from predominately industrial district into a modern and vibrant extension of the urban fabric of Toronto. A number of new districts will develop with unique local identities that will promote social interaction, cultural enrichment, ecological health, a low-carbon future, and a prosperous local economy. To guide this transformation, the Council-adopted Port Lands Planning Framework establishes a comprehensive 50-year vision for the area. It provides a context for positive changes and establishes new and enhanced policy and land use direction for the Port Lands.

To guide revitalization of the Port Lands in the near, medium, and long-term, the Planning Framework is implemented by a number of plans, strategies, initiatives, and *Planning Act* tools. The diagram below provides a road map to the many ways the Council-adopted vision is being enacted.

The Zoning Review and Production, Creative and Interactive (PIC) Urban Design Guidelines are two early implementation projects, undertaken with several others include flood protecting the Port Lands and planning for the Broadview Extension.

TORONTO OFFICIAL PLAN

Long-Term Vision for the City

CENTRAL WATERFRONT SECONDARY PLAN

Four Core Principles and Big Moves for the Central Waterfront Area

PORT LANDS PLANNING FRAMEWORK

More detailed, context specific framework for the Port Lands to guide precinct planning, Zoning By-laws or Development Permits and site planning

STRATEGIES

More detailed strategies for specific elements that apply across the Port Lands geography e.g. Truck Management Strategy or a Low-Carbon Energy Strategy

PRECINCT OR CONTEXT PLANNING

Finer-grained, detailed planning for sub areas prior to enacting Zoning By-laws, Development Permits or site planning

ZONING BY-LAWS/ DEVELOPMENT PERMIT SYSTEM

The precision or detailed controls over the use of land that implements Official Plan policy and precinct planning directions. Holding provisions may be utilized to ensure orderly development.

PLANS OF SUBDIVISION/ SEVERANCES

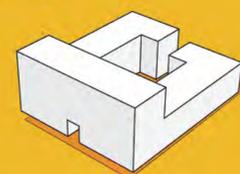
Orderly servicing and development of large parcels

SITE PLANS

The detailed design and technical aspects of a proposed development, including sustainability elements.

BUILDING PERMITS

Formal permission to begin the demolition, construction, addition or renovation of a building



Port Lands Land Use

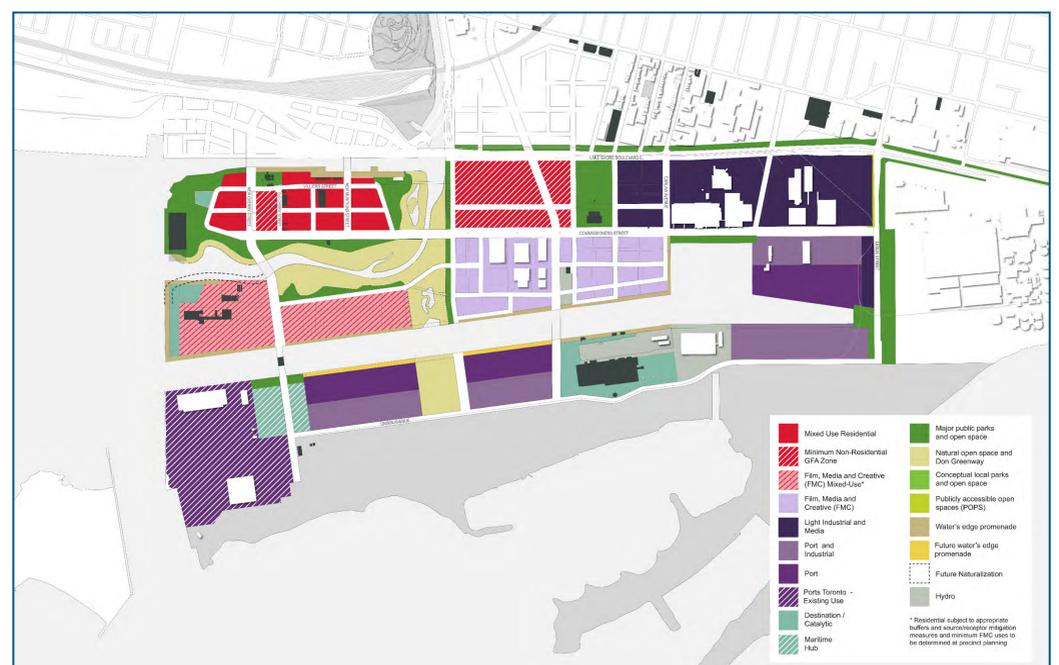
Current Land Use

The Port Lands is a 325 hectare (800 acres) area (excluding natural areas south of Unwin Avenue) created through lake-filling activities in the late 19th and early 20th century to support Toronto's industrial growth. It is a large, underutilized resource; however, it is not a blank slate. In 2018, there were 5,500 people working in the Port Lands. The Port Lands is home to many existing commercial, port, industrial and film/creative industries.



Port Lands Planning Framework Land Use

The Port Lands will become an extension of the Downtown, with a full, balanced mix of uses. There will be new complete mixed-use communities, districts that support the growth of the City's production, interactive and creative sectors, and areas for continued port and industrial uses. The Framework defines a series of **land use typologies** to clarify the land use permissions in the different districts in the *Regeneration Areas* land use designation. The Port Lands' districts are planned to evolve over time, with residents and employees able to enjoy nature and recreation, the vibrancy of the public realm, diverse employment and housing opportunities, and the industrial activity of the Port, all within a 5 to 10 minute walk.



Enabling Land Use Typologies into Zoning

The Port Lands Planning Framework developed a profile of uses (which is called a land use typology) for each District that reflects the character and function of each area. These land uses were included within Appendix 2 of the Planning Framework and provide guidance during the Zoning Review, reflecting the general intent of the Land Use Direction.

Land Use Typologies

PIC Mixed-Use

- o McCleary District
- o South River
- o Polson Quay

PIC Core

- o Media City
- o Turning Basin



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.

Villiers Island



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.



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**.

Warehouse District



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.

East Port South East Port



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.

East Port South Port East South Port



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.



Port Lands Districts and Land Use Typologies

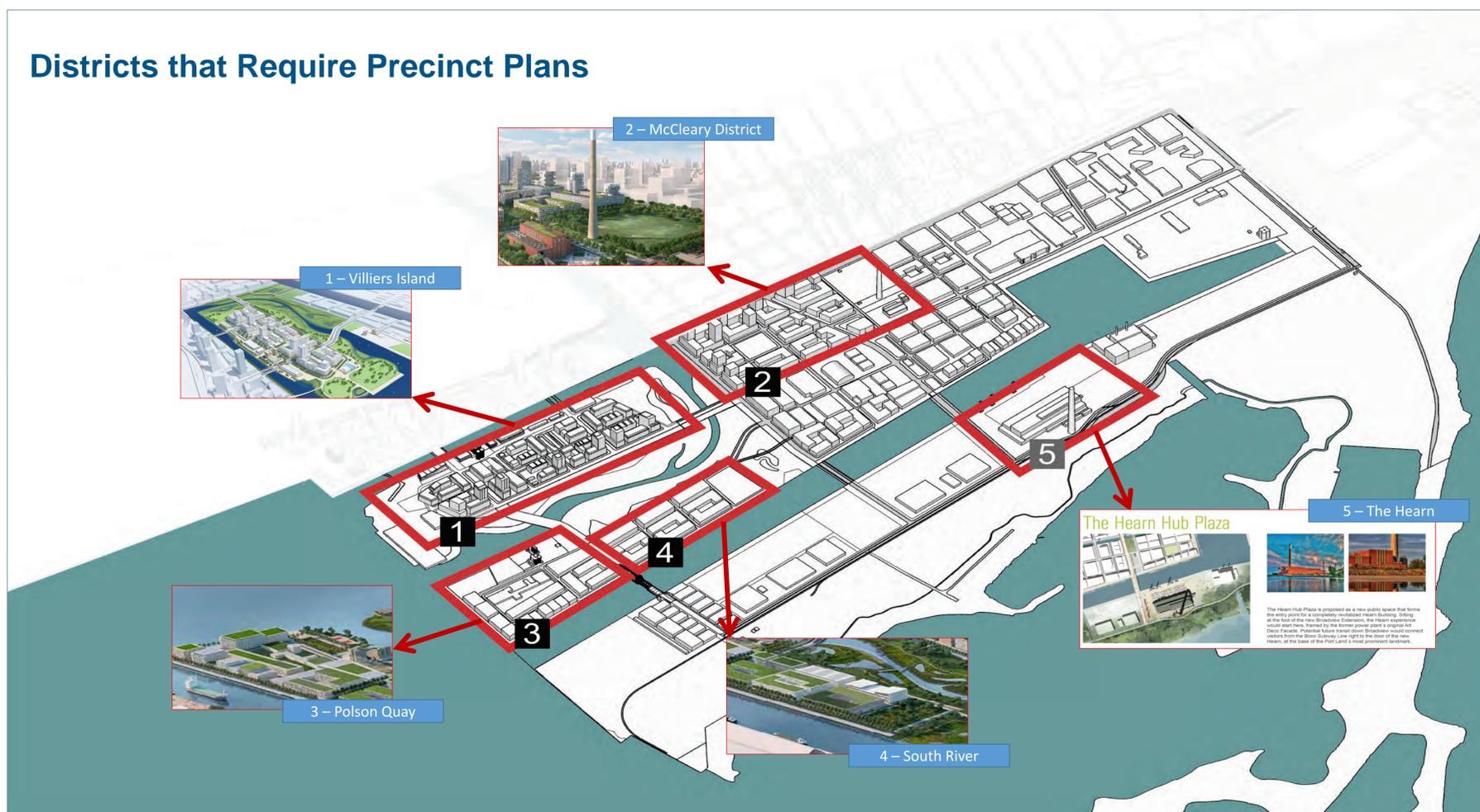
Precinct Planning

Areas that require precinct plans are outside of the scope of the Zoning Review Study. A precinct plan must be completed prior to rezoning districts with residential uses.

The Port Lands includes four mixed-use precincts and one catalytic area that require precinct plans. The Central Waterfront Secondary Plan sets out key elements that must be addressed in a precinct plan, including, but not limited to:

- Local streets and blocks structure
- Heights and massing of buildings
- Parks and community facilities
- Urban design standards
- Affordable housing strategy
- sustainability + environmental standards
- Heritage conservation approach
- Public art strategy

The Villiers Island Precinct Plan (#1) was completed in 2017 and the McCleary District Precinct Plan process (#2) is scheduled to begin in 2020. Polson Quay (#3) and South River (#4) precinct planning will not be undertaken in the near term. Although the Hearn (#5) is a catalytic/destination site without residential permissions, a precinct plan is required for any rezonings.





Zoning Review Elements

The Zoning Review is modernizing zoning regulations for the employment-focused districts in the Port Lands.

What we are presenting at this Community Consultation Meeting

Performance Standards

- Open and Enclosed Storage – approaches to screen open storage from view from the street
- Port-priority Uses – uses that need the dock wall to operate
- Built form standards

Setbacks and Build-to Lines

- Establishing setbacks - how far back from the lot line a building can be located
- Defining build-to lines – defining the location where the building must be constructed to

Parking Rates

- Minimum and maximum off-street parking rates for Industrial uses
- Bicycle parking rates for industrial uses

Zoning Map

What we are presented at the March 2019 Community Consultation Meeting

Permitted Uses

- Enabling the Port Lands Planning Framework Uses, by District
- Permitting uses that the City encourages
- Removing uses that are not compatible or not encouraged in the Framework
- Recommending activation uses that will create a modern employment area with services, retail and amenities for visitors , residents, and employees

Height and Density

- Maintaining the existing density permissions (2 times the lot coverage)
- Setting a minimum height along major streets

Off-street Parking Rate Study

- Overview of the first principles approach to:
 - Set maximum parking rates
 - Establish bicycle parking rates

Overview of Zoning Review Districts

The Port Lands Zoning Review is modernizing the zoning regulations for employment-focused districts, which are summarized below.

A Modern Urban District



Supports and responds to an evolving modern economy with employment spaces
Diverse, flexible, active

City-Servicing and Port-oriented



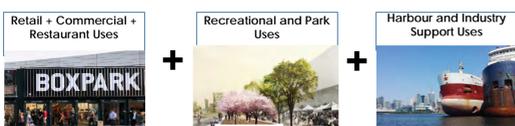
City-servicing and City-building industries
Enhancing the public realm
Dock-wall priority

City-Servicing and Port-oriented

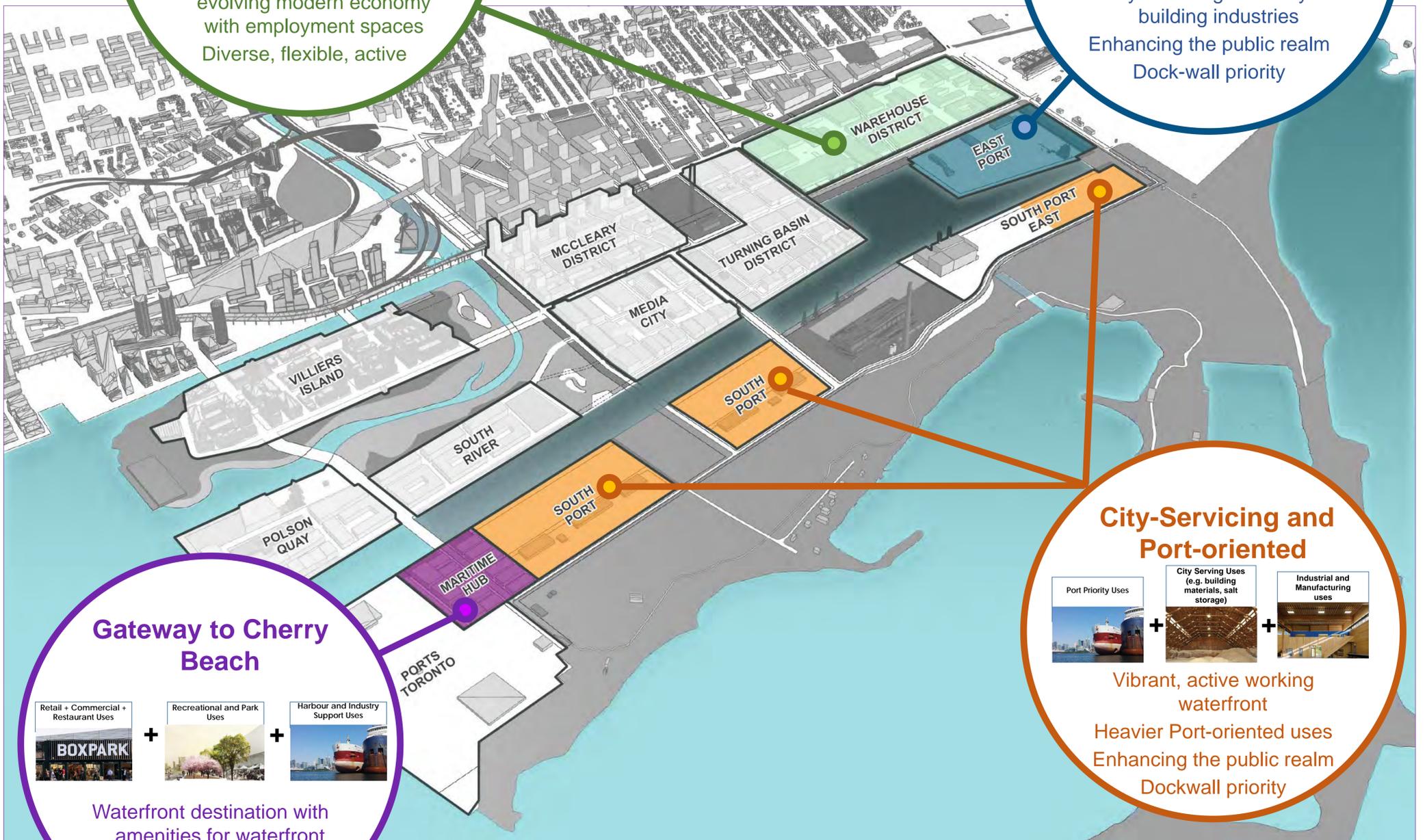


Vibrant, active working waterfront
Heavier Port-oriented uses
Enhancing the public realm
Dockwall priority

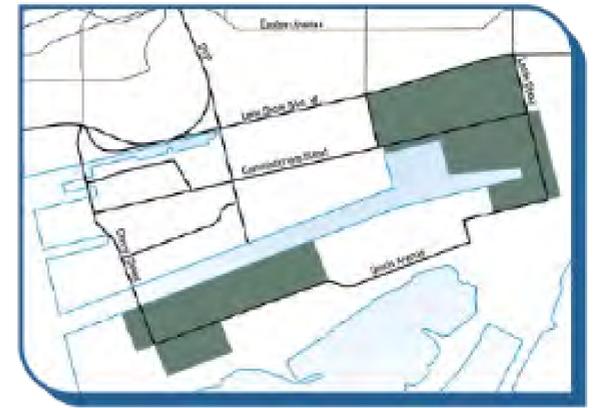
Gateway to Cherry Beach



Waterfront destination with amenities for waterfront workers and recreationalists



What We Heard



City planning have engaged with the public, landowners, industries, community stakeholders and the public over the last six months to present progress on the Zoning Review and provide opportunities for input.

We have received quite a number of comments that have been considered in the development and refinement of the zoning by-laws. In addition, we have met with landowners, Port Lands industries and stakeholders to discuss issue -specific comments and potential solutions.

The following comments have been considered during the development of the final draft of the zoning by-laws.

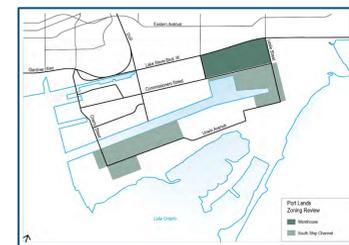
- Need a diverse mix of uses in Warehouse District – flexibility to respond to market opportunities
- Zone park spaces that were identified in the Port Lands Planning Framework
- Don Greenway South wildlife access challenges
- Mix of activation uses needed to achieve activation objectives
- More access points and openings are needed as part of the activation strategy
- Mix of uses need to support activation and ground floor objectives
- Reconcile new parking standards in the interim, before the transit infrastructure is built (temporary parking)
- Parking maximums are a positive step – do not incite demand by over-providing parking
- Maritime Hub should have marine recreation and docks for water taxis
- Landscape requirements should include performance standards
- Consider pocket parks.

- Increase height and density in Warehouse District
- Blank walls on street frontages need to be addressed
- The main entrance to a building should be from the street
- Enclosed storage of aggregate, soil and salt and the need to consider operational requirements
- Need to recognize existing uses and reduce legal non-conformance situations
- The Don Greenway South needs to accommodate industrial and port uses until developed as a park
- Land use compatibility concerns
- Allow self-storage to support industrial and commercial uses
- Adequate setbacks to provide a buffer to secure perimeters
- Explore shared parking that is accessible to the public
- Align the Open Space- Naturalized Zone permitted use with the existing Gr Zone (438-86)

Many additional comments were received during public and stakeholder consultation that are outside of the scope of the Zoning Review – focusing on Port Lands Planning Framework policies or PIC Core Urban Design Guidelines. These concerns should be considered through the appropriate planning or Local Planning Appeal Tribunal processes.

Performance Standards

Performance standards are tools within a zoning by-law that provide detailed direction on how a parcel of land will build out. This guidance helps to achieve the council-endorsed vision for the area.



‘Good Neighbour’ Standards & The Public Realm

As industry continues to modernize over time, key city-serving uses that require storage of materials, such as aggregate, salt, concrete powder, construction materials or shipping containers, will feature **opaque visual barriers, landscaping or enclosed structures**. This will contribute to an attractive public realm while allowing industrial operations to thrive.



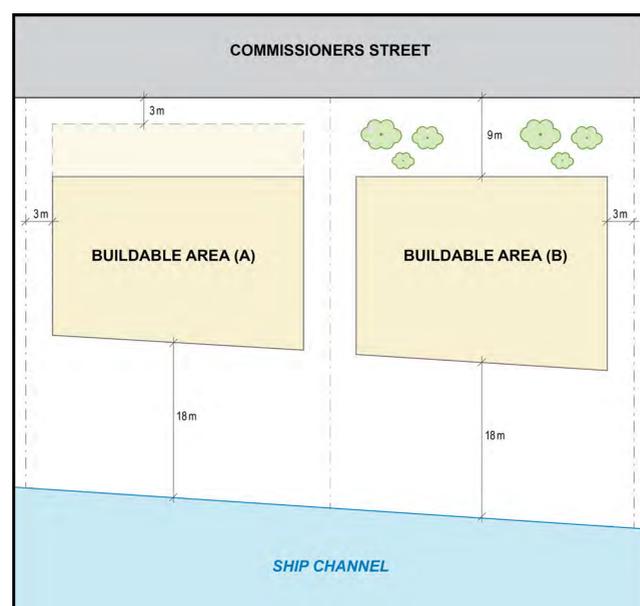
Port-Priority Areas

Marine dockwall access is essential to a working port. **Port-priority uses only are permitted within 130 metres of the dockwall**, recognizing the unique and limited opportunity of this resource. This ensures the continued vitality of the port for industrial activities that require it.

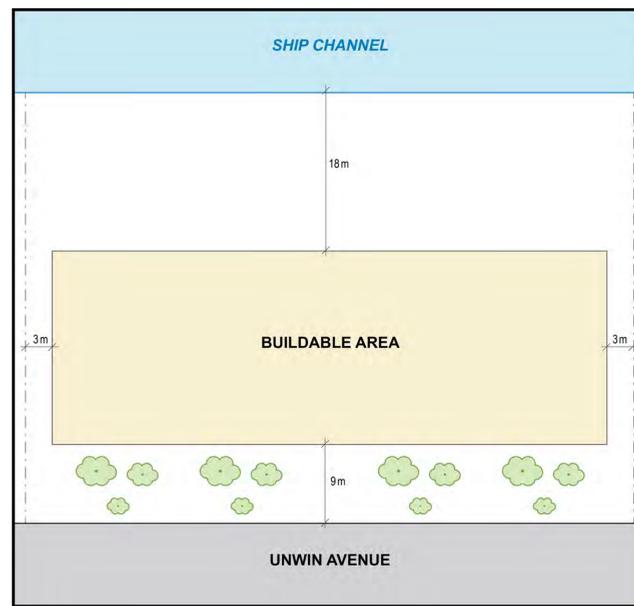


Setbacks

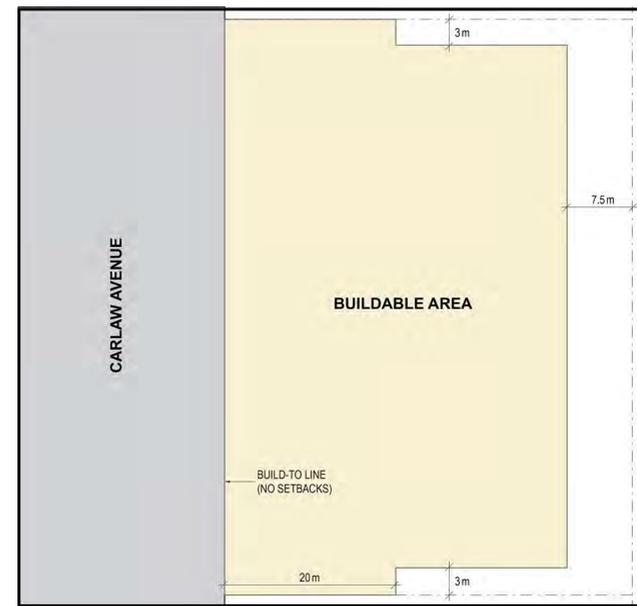
Setbacks in East Port and South Port are preserving the dock wall for future public water’s edge promenade if these docks are no longer used for port uses. Setbacks from Unwin Avenue and Commissioners Street accommodate a landscaped setback to provide public realm enhancement and screening. The setbacks in Warehouse District work toward creating a consistent street wall along major streets and facilitate adaptive reuse over time.



East Port



South Port



Warehouse District

**Setback diagrams are not to scale.*

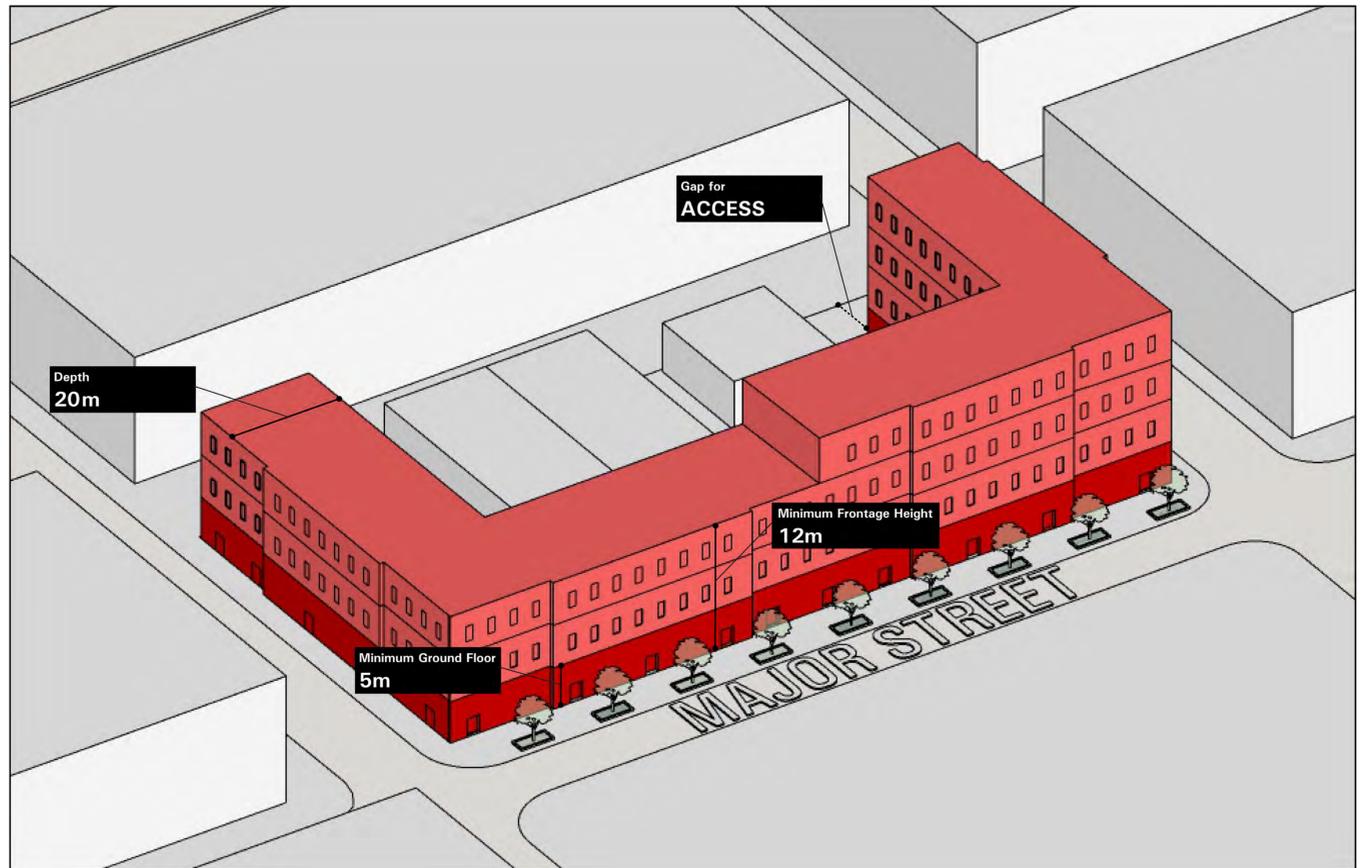
Built Form

A Modern Urban Industrial Approach

The Warehouse District will develop into a finer-grained urban low-rise district with an active and engaging ground floor. An urban street edge creates an interesting pedestrian experience while allowing flexibility for the 'back of house' uses.

Adaptive Re-Use

Built form in the Port Lands will be resilient and able to respond to technical, social and economic changes. Requirements for minimum heights, storeys and ground floors create the conditions for the re-use of buildings over time. A building that begins its life as a manufacturing use or warehouse transition over time, housing a diversity of employment, industrial or creative uses.



Port Lands Planning Framework Built Form Principles

The principles in the graphic above are designed to strengthen the character and sense of place in the Port Lands as it develops over the coming decades. These principles form the basis for many of the directions in the by-law.

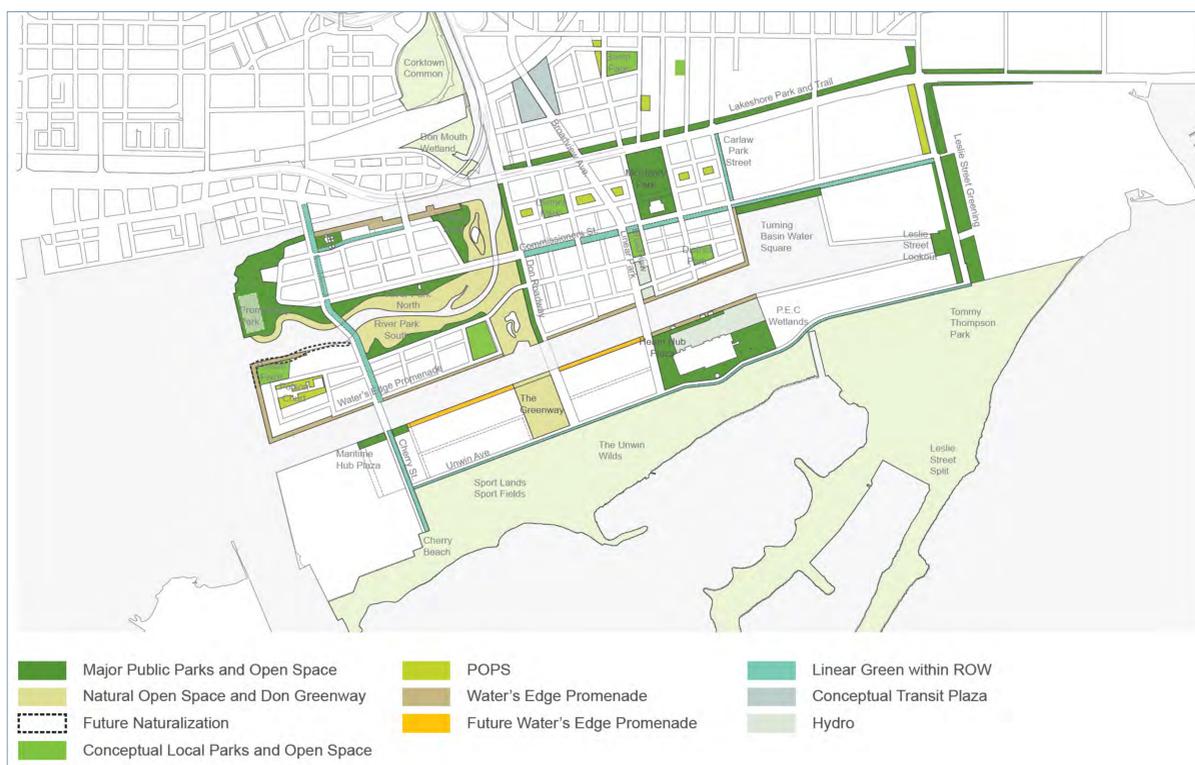
IDENTITY	LEGIBILITY	DIVERSITY	ADAPTABILITY	ACTIVITY	SKYLINE TOPOGRAPHY
<p>Buildings Will Respond To Surrounding Context And Character Defining Features</p>	<p>Buildings heights and placement will preserve, create and accentuate views</p>	<p>Diversity through different building heights and height shifts</p>	<p>Urban street-edge relationships with buildings framing the public realm</p>	<p>Activate with high ground floor ceiling heights and a wealth of details</p>	<p>Buildings will contribute to the creation of a distinct and dynamic skyline</p>
<p>Wide, naturalized, landscaped setbacks required adjacent to key streets</p>	<p>Building placement will permit the extension of the public street network</p>	<p>Diversity through strong, repeating vertical articulation and facade designs</p>	<p>Minimum building heights and floor to floor ceiling heights for non-residential on key frontages</p>	<p>Ground-level facades should be 70% transparent</p>	<p>New buildings will not detract from or dominate the port lands existing skyline</p>



Zoning for Parks and Open Spaces

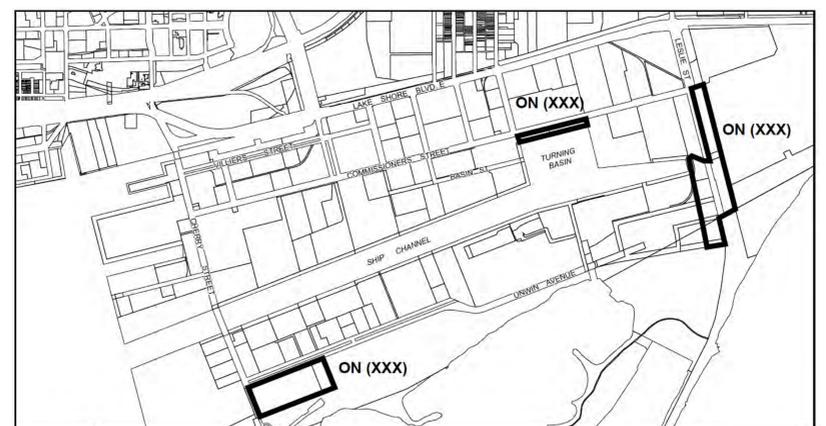
The Port Lands Planning Framework identified 48.6 hectares of Natural Areas and Major Parks and Open Spaces that would be developed as the Port Lands evolved over the next 50 years. New parks will be constructed over the next 5 years in Villiers Island Precinct and the new Don Mouth as part of flood protection, and additional future parks will be created as the Port Lands intensified. The Zoning Review is proposing to zone parks and open spaces that are anticipated to be delivered in the near- to mid-term.

Proposed Zoning for Parks and Open Spaces



Port Lands Planning Framework – Parks and Open Space

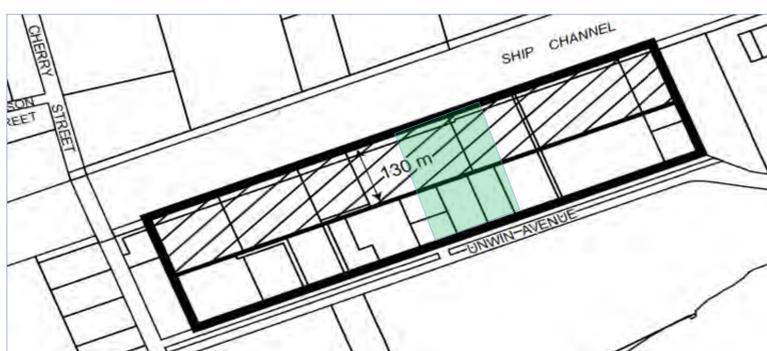
The Leslie Green Portal and the lands south of Unwin are proposed to be zoned Open Space – Naturalized (ON), which has a focus on naturalized landscapes, urban agriculture and passive recreation.



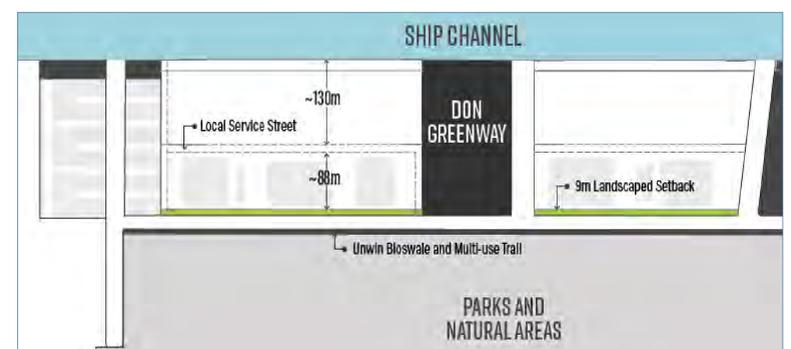
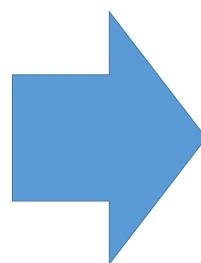
Proposed Zoning

Don Greenway South

- With the development of major new parks as part of Port Lands Flood Protection, the Don Greenway South is a long-term (10+ years) unfunded parks project.
- To ensure that the existing industrial and City-servicing uses can be maintained in the interim at this location, Don Greenway South is proposed be **zoned Employment (E) with park use permissions**.
- Industrial uses will be permitted in the interim until the City is ready to proceed with design and construction of the Don Greenway South.



Interim



Future

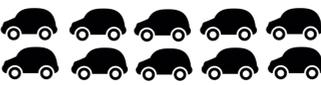
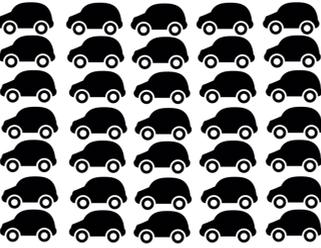
Right-Sizing Parking

The current parking standards for the Port Lands reflect the heavy industrial vision of the 1993 Official Plan, with few transportation options except private vehicles.

As the Port Lands redevelops and transit options increase, there will be a **shift toward safe, enjoyable and sustainable ways of getting around**, with less reliance on private vehicles. The Zoning Review Study recommends **new modern parking standards** that reflect transit and active transportation becoming the primary means of moving in and through the area.

Proposed Off-Street Parking Standards

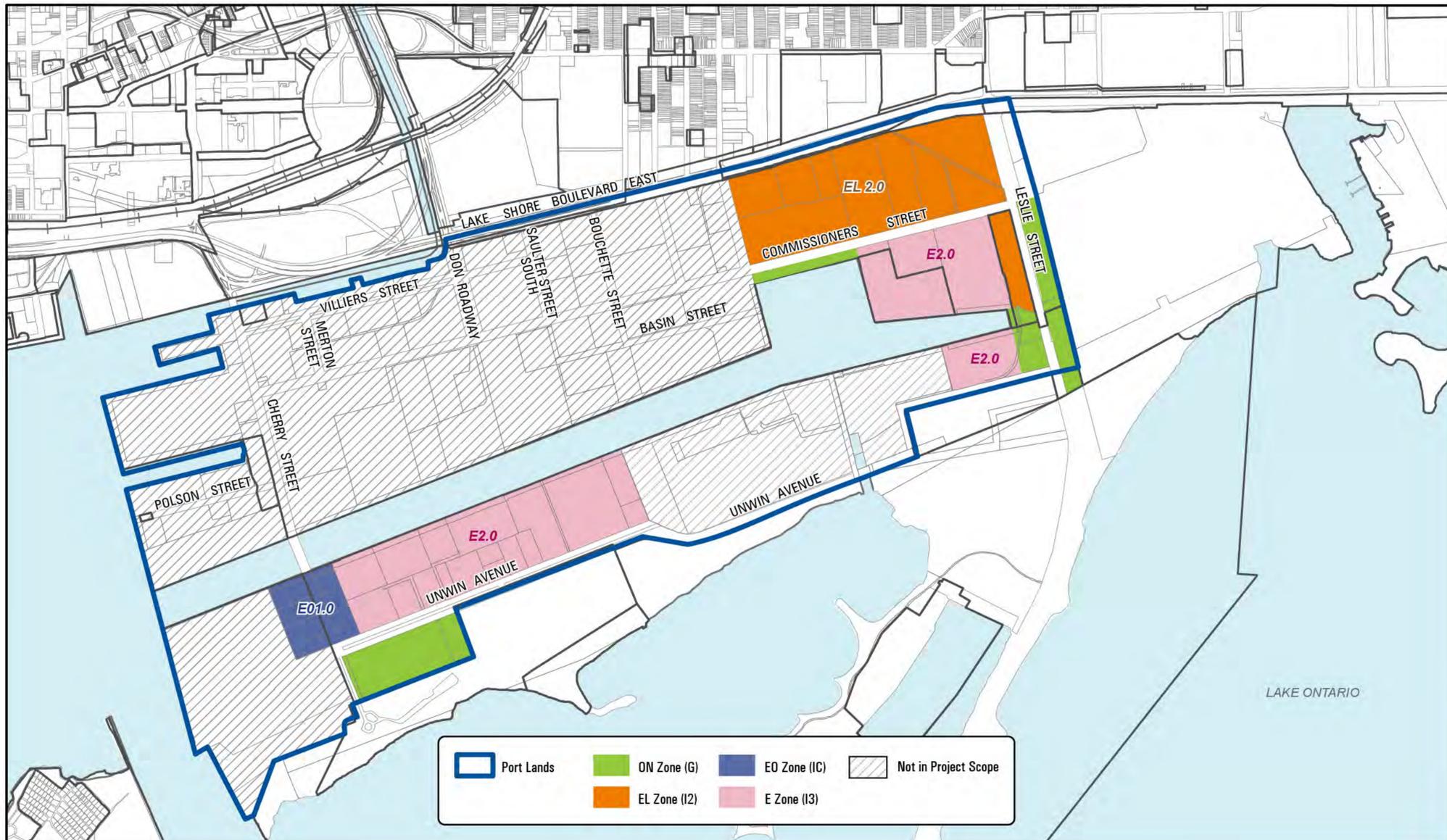
Below is a comparison of the industrial parking rate recommendations of the Zoning Review, current rates in By-law 438-86, and the Downtown rates in Zoning By-law 569-13, for a 1,000 square metre Gross Floor Area (GFA) industrial development .

	Min (438-86)	Min (569-13)	Min. (Proposed in Zoning Review)	Max (438-86)	Max. (569-13)	Max. (Proposed in Zoning Review)
Artist Studio				∞		
Light Manufacturing				∞		
Warehouse				∞	∞	
Production Studio				∞		

Proposed Bicycle Parking Standards

There are currently **no bicycle parking requirements, under Zoning By-law 438-86**, for any use in the Port Lands. **Zoning By-law 569-13 includes bicycle parking rates for many uses**, including office, retail store, educational, and eating establishments, **but does not require bicycle parking for most industrial uses**. The Zoning Review is proposing **0.25 bicycle parking spaces per 100 square metres of GFA for industrial uses**.

Draft Zoning Overlay



Zoning By-law 569-13 Zoning Categories

- Employment Industrial Office (EO) – Maritime Hub
- Employment Light Industrial (EL) – Warehouse District
- Employment Industrial (E) - East Port, South Port
- Open Space - Naturalized (ON) – Future Parks and Open Space

Height and Density:

- Minimum heights of **12 metres** along major streets.
- Maximum heights for Warehouse District is **18.5 metres**; East Port and South Port is **20.0 metres** and Maritime Hub is **30.0 metres**.
- Density is proposed to be **2 times lot coverage** for Warehouse District, East Port and South Port, which is current permitted. The density of Maritime Hub is **1.0 times** lot coverage.

How Does the Zoning Review Affect Existing Landowners and Users

- The Zoning Review is not intended to displace existing land uses and industrial operators.
- **Many existing uses** in the Port Lands employment-focused lands **are currently not permitted by Zoning By-law No. 438-86**
- In general, we have worked to **minimize negative impacts to existing business, where possible**, through the Zoning Review
- The new zoning regulations for Warehouse, East Port and South Port **better align with the PLPF direction**, and are **more reflective of the existing uses that the City is encouraging**
- In **a few cases**, zoning changes will make properties **non-conforming**, meaning that they can continue operating and can renovate, repair and maintain the buildings and business, but not substantially expand their business nor building.

Next Steps

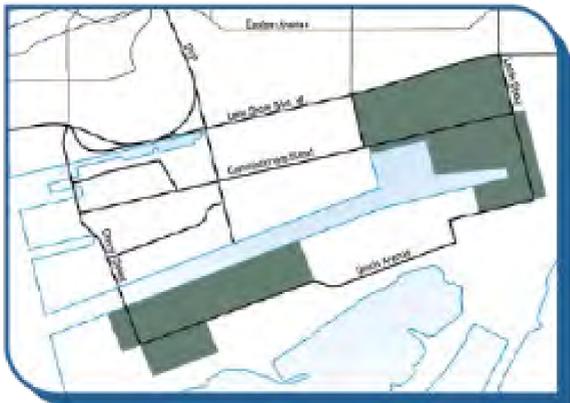


August 2019

- Consider public and stakeholder comments during the finalization of the Zoning By-law
- Legal Review
- Revision and Final Zoning By-law

September + October 2019

- Statutory Public Meeting – September 16, 2019
- Recommendations to Toronto and East York Community Council
- City Council



THANK YOU for attending!

Please return your completed comment sheet to City of Toronto Community Planning by August 14th, 2019 via:

- The **Comment Box** at the Community Consultation Meeting
- **Fax:** 416-392-1330
- **Mail of Drop-off** in person to :
Attention: Anthony Kittel, Project Manager
Community Planning
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To view the display boards or presentation from this evening, please request a copy of these materials from anthony.kittel@toronto.ca.

We look forward to receiving your feedback and engaging with you as we complete the Zoning Review.