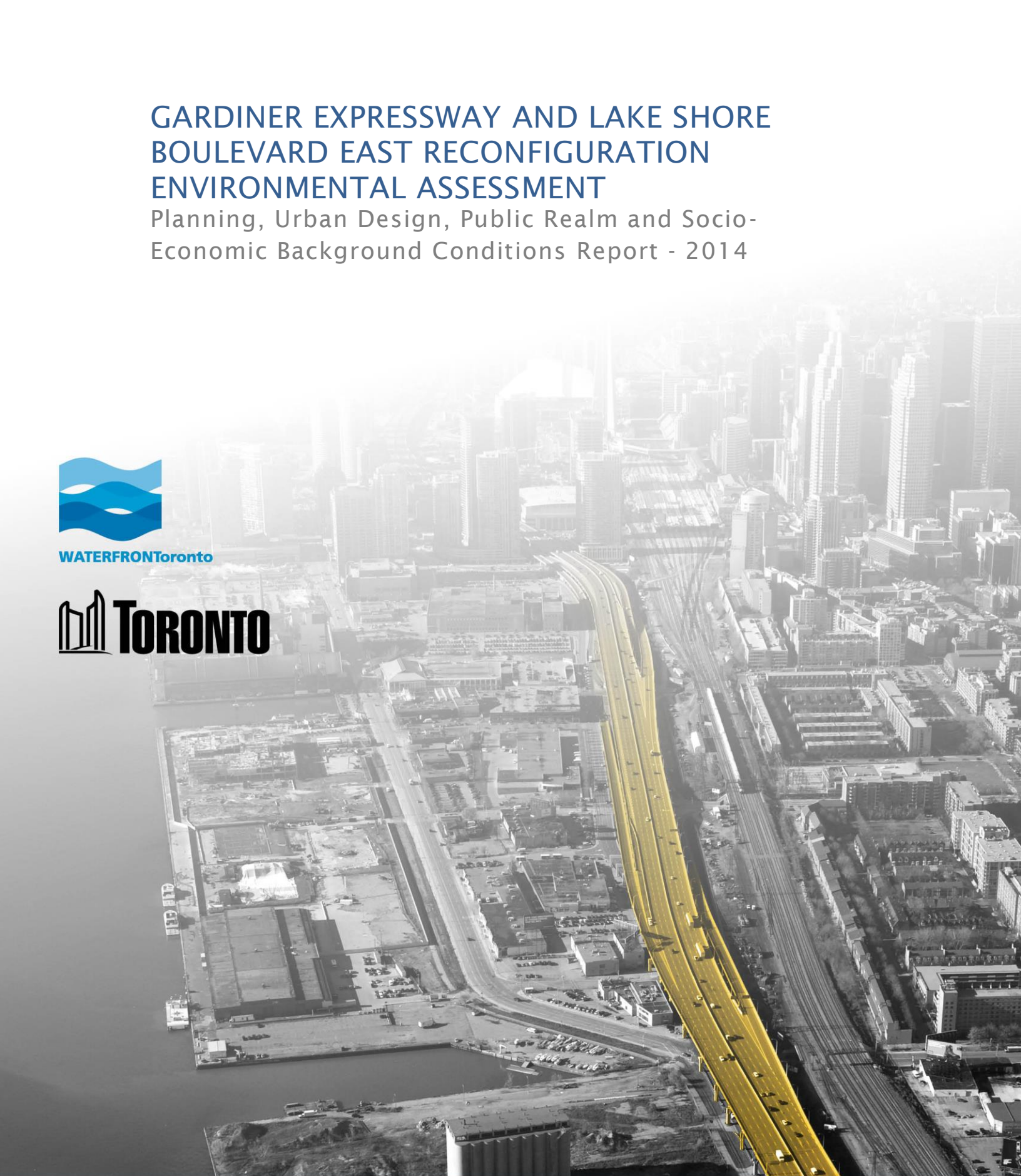


# GARDINER EXPRESSWAY AND LAKE SHORE BOULEVARD EAST RECONFIGURATION ENVIRONMENTAL ASSESSMENT

Planning, Urban Design, Public Realm and Socio-Economic Background Conditions Report - 2014



WATERFRONToronto



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## **1. INTRODUCTION**

Waterfront Toronto and the City of Toronto (City) have jointly undertaken an Individual Environmental Assessment (EA) to determine the future of the eastern portion of the elevated Gardiner Expressway and Lake Shore Boulevard from approximately Lower Jarvis Street to approximately Leslie Street (referred to as the Gardiner East EA). The EA is being completed pursuant to the Ontario *Environmental Assessment Act* (EAA).

As part of the Gardiner East EA, this report documents the Planning, Urban Design, Public Realm, and Socio-Economic baseline conditions of the study area. For ease of communication this report is referred to from this point on as the “Planning and Urban Design” Background Study Report. The information in this report was considered in the development, assessment and evaluation of the alternatives considered in the EA.

### **1.1 Report Outline**

This report provides a description of the following:

- Existing conditions in the study area in order to understand important assets and constraints from planning and urban design perspectives;
- Future changes and city-building initiatives planned for the study area in order to articulate the planned context for reconfiguration of the Gardiner Expressway and Lake Shore Blvd East; and
- Challenges and opportunities of the Gardiner Expressway and Lake Shore Boulevard Reconfiguration and articulate the planning and urban design context within which alternatives can contribute to place-making.

This report forms part of the supporting documentation for the EA Study.

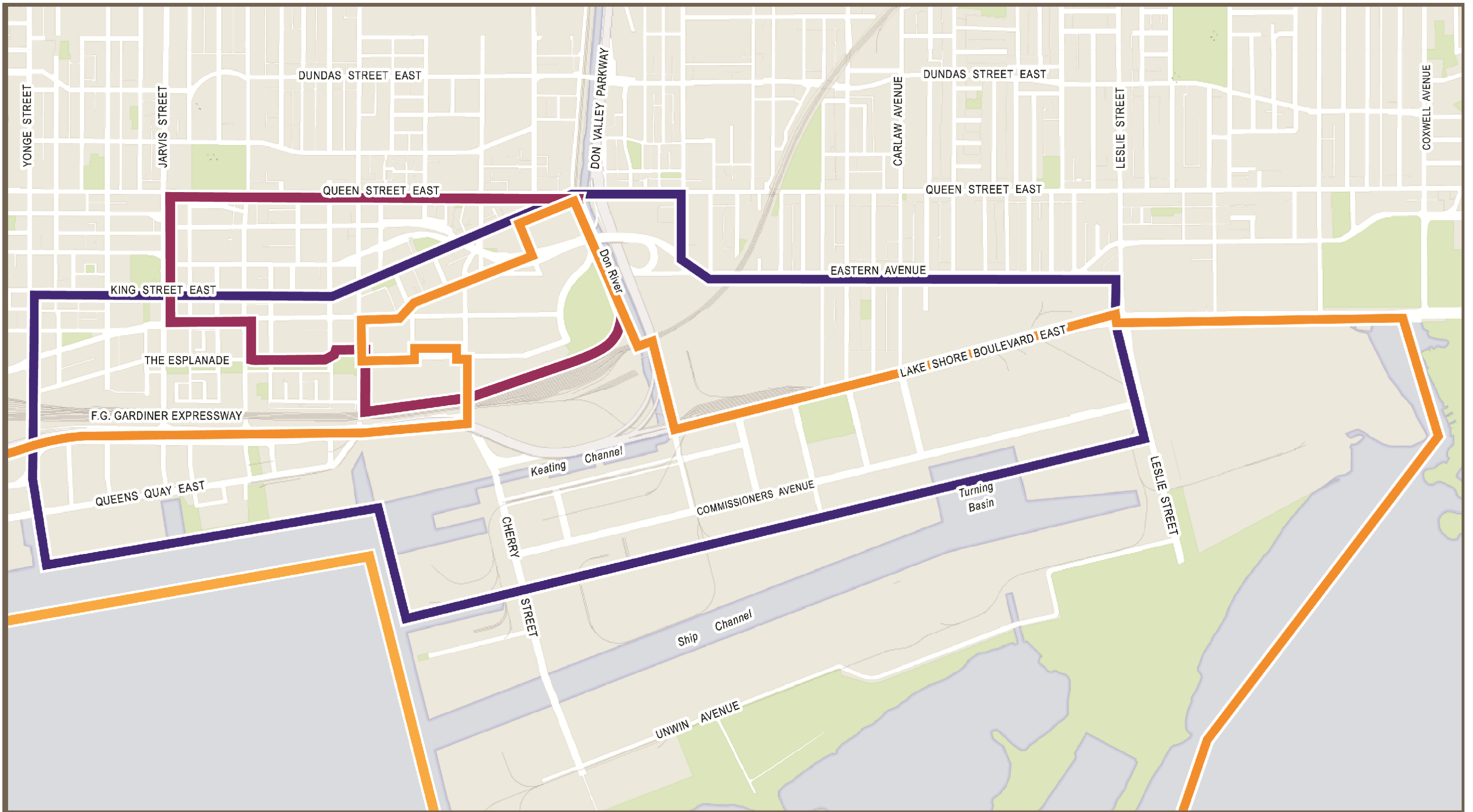
### **1.2 Study Area**

In 2009 the study area for the EA was defined in the Terms of Reference (ToR) as the section of the Gardiner Expressway and Lake Shore Boulevard East that extends 2.4 km from approximately Lower Jarvis Street to Logan Avenue. Since 2009 this study area has been revised to a slightly greater area in order to capture transition areas to the east and west and the Richmond/Adelaide interchange with the Don Valley Parkway (DVP). The study area now extends from approximately Lower Jarvis Street to approximately Leslie Street. This study area is referred to as the Environmental and Urban Design Study Area. It includes the lands in the vicinity of the section of the Gardiner Expressway and Lake Shore Boulevard East that are being considered for reconfiguration. These are the areas that could potentially experience disruption effects and be transformed through redevelopment opportunities.

The planning and urban design baseline conditions review also examined a larger context area for the EA study. The higher level context area provides perspective as to how the more detailed environmental and urban design study area fits within a greater geography of the City. The primary role of the context area is to illustrate the surrounding geography in which the study area discussion occurs. The boundaries of the context area are generally as follows:

- Queen Street (northern boundary);
- Leslie Street (eastern boundary);
- Lake Ontario (southern boundary); and
- Spadina Avenue (western boundary).

**Figure 1.1** illustrates the planning and urban design context area and the environmental and urban design study area highlighted within that.



**Legend**  King-Parliament  
Secondary Plan Limit

Central Waterfront  
Secondary Plan Limit

Primary Urban Design  
Study Area Limit

### Study Area Boundary

Figure 1.1



## 2. STUDY METHODOLOGY

In order to complete the analysis of the baseline conditions, the scope of work included a review of the Official Plans (OPs) and Secondary Plans; available historical records; previous planning and urban design studies in the area; Urban Design Guidelines; Community Improvement Plans; other relevant environmental assessments and investigation reports, and census data from Statistics Canada. The documents that have been reviewed are provided in the reference section. To review and assess the information identified above on a localized basis, the study area was divided into the following ten sub-areas, as shown in **Figure 2.1**.

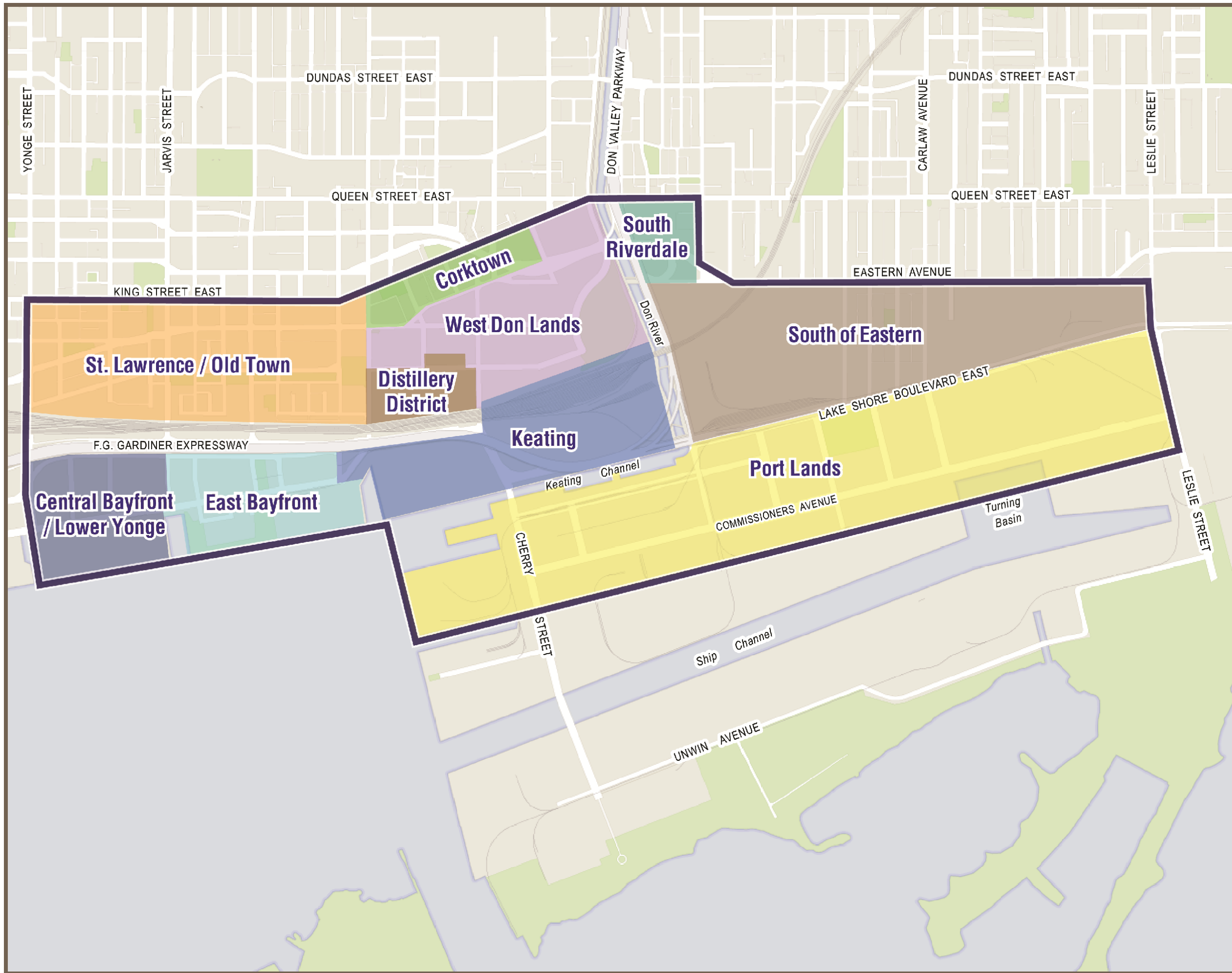
- St. Lawrence / Old Town
- Corktown
- Distillery District
- West Don Lands
- Central Bayfront / Lower Yonge
- East Bayfront
- Keating Channel
- Port Lands (includes the Lower Don Lands, Film Studio and East Port)
- South of Eastern
- South Riverdale / Riverside












Chapter 7 of this Report assesses the planning and urban design conditions for each of the above-noted sub-areas.

### 2.1 Data Gaps

No significant data gaps were identified. However, it should be noted that not all parts of the study area have received the same planning attention in recent years and different areas have varying amounts of planning documentation.





- Legend**
-  Study Area Boundary
- Urban Design Context Boundaries**
-  St. Lawrence / Old Town
  -  Central Bayfront / Lower Yonge
  -  East Bayfront
  -  Corktown
  -  West Don Lands
  -  Distillery District
  -  Keating
  -  South Riverdale
  -  South of Eastern
  -  Port Lands

**Study Sub-Areas**

Figure 2.1



### **3. OVERVIEW OF THE TORONTO PLANNING AND URBAN DESIGN FRAMEWORK**

#### **3.1 Provincial Policies**

The *Planning Act* establishes the ground rules for land use planning and decisions in Ontario. The *Planning Act* requires Toronto City Council to have regard for land use planning matters that are of Provincial interest. These matters are outlined in Section 2 of the *Planning Act*, and include:

- 2(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- 2(h) the orderly development of safe and healthy communities;
- 2(j) the adequate provision of a full range of housing, including affordable housing;
- 2(k) the adequate provision of employment opportunities; and
- 2(p) the appropriate location of growth and development;

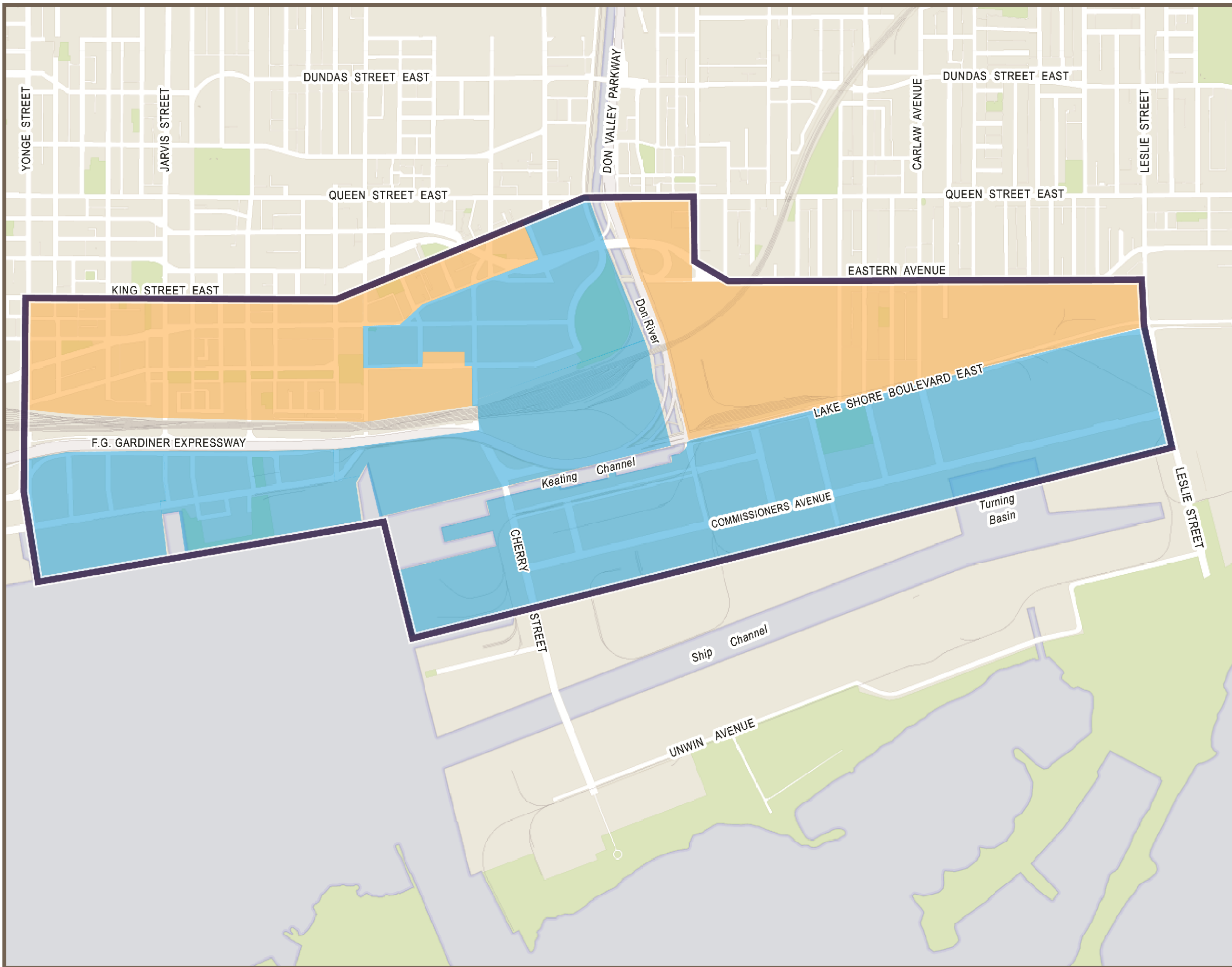
The *Provincial Policy Statement (PPS)* came into effect in 2005. The PPS provides policy direction on the development and use of land within the Province of Ontario. Municipal land use planning policies and decisions are required to comply with the policies outlined in the PPS. Key objectives of the PPS include: building strong communities; efficient use and management of resources that are of provincial interest; and protecting public health and safety.

The *Growth Plan for the Greater Golden Horseshoe (GGH)* was released in 2006. The Plan provides a framework for managing growth in the GGH including: directions for where and how to grow; the provision of infrastructure to support growth; and the protection and conservation of natural systems. As with the PPS, planning decisions are required to conform, or not conflict, with the Growth Plan.


#### **3.2 Official Plan**

The study area is subject to several City of Toronto planning and urban design policies and guidelines, as described in sub-sections 3.3 to 3.8 below. As identified in **Figure 3.1**, both the City of Toronto OP and the former City of Toronto OP are applicable to respective portions of the study area.



The City of Toronto OP was adopted by City Council in 2006. The OP is a comprehensive land use plan that provides a vision for future development in the City, and policies for growth and transportation management. The OP specifies that growth will be directed towards four key areas identified on Urban Structure Map 2, specifically to the *Centres, Avenues, Employment Districts*, and the *Downtown*. An excerpt of the existing Urban Structure Map for the study area is shown in **Figure 3.2**.



**Legend**

-  Study Area Boundary

**Official Plan Authority**

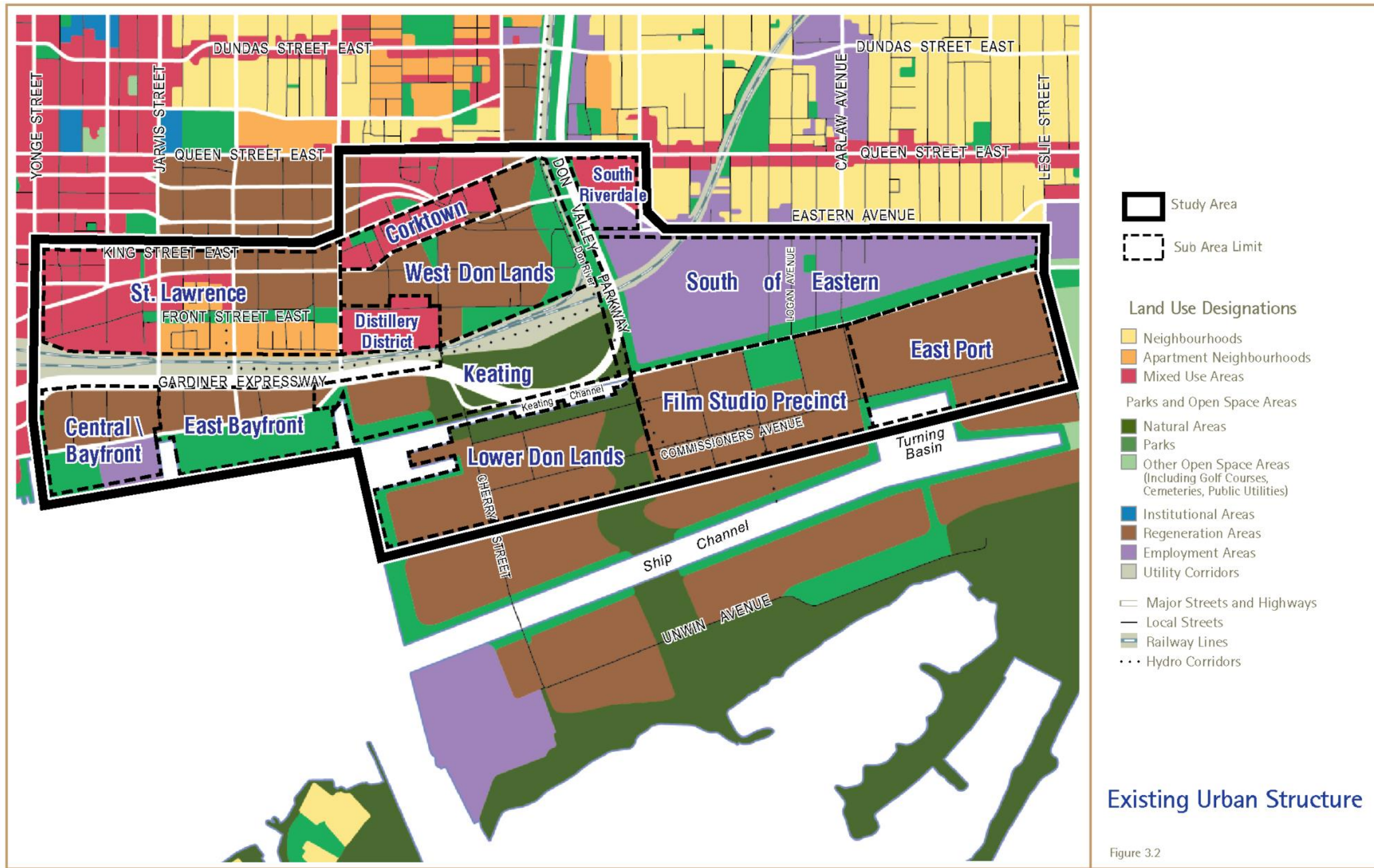
-  City of Toronto 2006
-  Former City of Toronto Official Plan

**Official Plan Authority**

Figure 3.1







The *Downtown* area includes the *Central Waterfront*, which has been designated as an area for substantial regeneration. Section 2.3.2 of the OP outlines policies to preserve and enhance the waterfront as part of the overall Green Space System within the city.

The former City of Toronto OP is in force with respect to the lands in the Central Waterfront area. City Council adopted the Central Waterfront Secondary Plan (CWSP) in 2003 as amendment 257 to the former City of Toronto Official Plan. The CWSP was appealed to the Ontario Municipal Board (OMB), and was excluded from the city-wide OP. Some of the appeal matters have been resolved and those sections of the Secondary Plan are in effect. The CWSP represents City Council's position regarding appropriate planning policies in this area.

### ***Land Use Designations***

The OP includes the following land use designations within the study area: *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas*, *Parks and Open Space Areas*, *Regeneration Areas*, *Employment Areas*, and *Utility Corridors*. As described above, the OP also includes policies regarding areas such as *Avenues*, which are designated for growth. A brief description of the land uses and *Avenues* are found below.

*Neighbourhoods* are physically stable areas that include a range of low-rise residential uses. These areas generally include local institutional, small-scale commercial, cultural and recreational facilities, as well as service and office uses that serve the immediate community. New development within established *Neighbourhoods* is required to respect and reinforce the existing physical character of buildings, streetscapes, and open space patterns in the area. Significant growth is not anticipated within areas designated *Neighbourhoods*. Refer to Section 4.1 of the OP for more information regarding *Neighbourhoods*.

*Apartment Neighbourhoods* generally consist of a cluster of mid- to high-rise residential apartment buildings. Other uses within these areas include institutional and commercial uses like those permitted in *Neighbourhoods*. Similar to *Neighbourhoods*, new development within *Apartment Neighbourhoods* must fit with existing built form of the area. New development in these areas must provide a transition between areas of different intensity and scale. Significant growth is not anticipated within areas designated *Apartment Neighbourhoods*. Refer to Section 4.2 of the OP for more information regarding *Apartment Neighbourhoods*.

*Mixed Use Areas* include a broad range of commercial, residential and institutional uses. In addition, office, entertainment, and recreational and cultural uses are also permitted within *Mixed Use Areas*. These areas include both low- to mid-rise main streets, and mid-to high-rise areas like the *Downtown*. New development in *Mixed Use Areas* is required to create an appropriate transition down towards lower scale development, and a balance between different uses that reduces automobile dependence. Large-scale stand-alone retail stores are not

permitted in *Mixed Use Areas* within the *Central Waterfront* and the *Downtown*. Refer to Section 4.5 of the OP for more information regarding *Mixed Use Areas*.

*Parks and Open Space Areas* consist of parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries. These areas contribute to the overall green space network of the city and serve the local and broader communities. Development is generally prohibited within *Parks and Open Space Areas*, with the exception of uses such as recreational and cultural facilities, conservation projects, and public transit and essential public works / utilities. Refer to Section 4.3 of the OP for more information regarding *Parks and Open Space Areas*.

*Regeneration Areas* are generally vacant or under-utilized areas that provide an opportunity for reinvestment, redevelopment, and new construction. These areas of the City are no longer in productive urban use due to a shift in the local or global economies. Large-scale stand-alone retail stores are not permitted in *Regeneration Areas*. Refer to Section 4.7 of the OP for more information regarding *Regeneration Areas*.

*Employment Areas* are clusters of employment uses including offices, manufacturing, warehouses, research and development, hotels, and media facilities. New development within *Employment Areas* is required to encourage the establishment of key clusters of economic activity and avoid excessive car and truck traffic on the road system. Large-scale stand-alone retail stores are not permitted in *Employment Areas*. Refer to Section 4.6 of the OP for more information regarding *Employment Areas*.

*Utility Corridors* consist mainly of rail and hydro corridors and serve as corridors for the transmission of energy, communication, and the movement of people and goods. Many of the *Utility Corridors* also function as parklands, sports fields, and pedestrian and cycling trails. Refer to Section 4.4 of the OP for more information regarding *Utility Corridors*.

### **3.3 Secondary Plans**

Secondary Plans are area-specific policies and principles that are to be applied in conjunction with the broader policies from the OP to guide growth and change in a particular area of the city. The Secondary Plans provide key objectives for the respective area, including: urban structure and built form; transportation and parking; heritage features; and community services. The Plans generally include urban design guidelines to reinforce the physical character and identity of the area. The study area includes Secondary Plans for the Central Waterfront and King-Parliament.



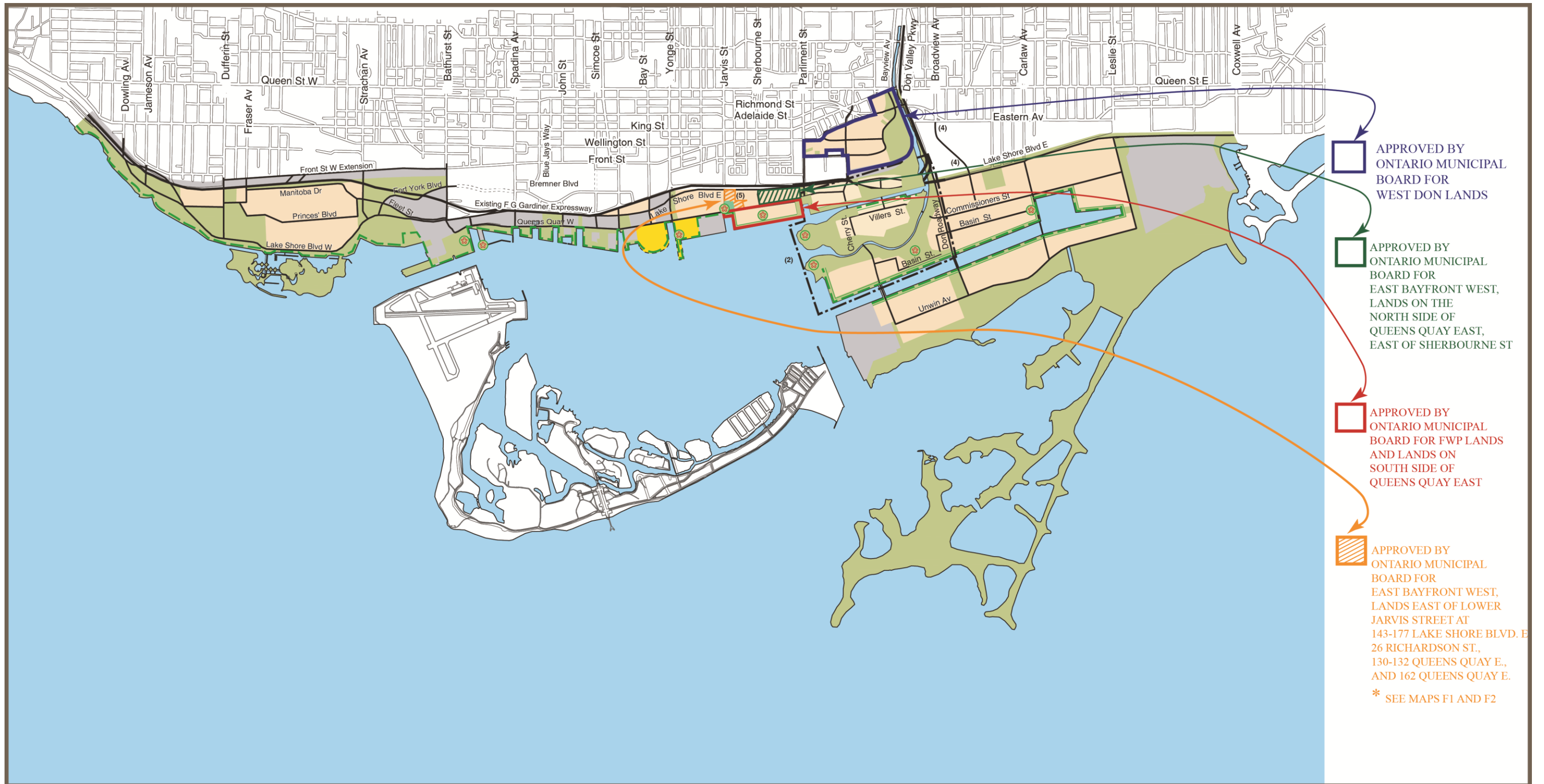
### 3.3.1 Central Waterfront Secondary Plan

The CWSP (2003) applies to Central and East Bayfront, Keating Channel, West Don Lands and Port Lands. The CWSP is a strategy for waterfront renewal built on four core principles:

- A. Removing Barriers/Making Connections
- B. Building a Network of Spectacular Waterfront Parks and Open Spaces
- C. Promoting a Clean and Green Environment
- D. Creating Dynamic and Diverse New Communities

The CWSP includes a series of initiatives or “Big Moves” intended along with implementing policies to promote waterfront renewal. The Plan designates the lands *Regeneration Areas*. A broad mix of commercial, residential, industrial, parks and open space, and institutional uses are permitted in *Regeneration Areas*. The CWSP requires high quality design on development sites adjacent to the water’s edge promenade, that views of the water be protected, and that buildings be of low to moderate scale. In addition to the land use designation, the Plan also reserves land at the water's edge of the site for the *Public Promenade*. The boundaries of the CWSP and the areas that remain under appeal at the Ontario Municipal Board (OMB) are shown in **Figure 3.3**.

The CWSP anticipates over 40,000 new dwelling units, approximately 68,000 people, and over 900,000 square metres of commercial uses to be developed in the area. This growth is anticipated to generate over 35,000 jobs.



APPROVED BY ONTARIO MUNICIPAL BOARD FOR WEST DON LANDS

APPROVED BY ONTARIO MUNICIPAL BOARD FOR EAST BAYFRONT WEST, LANDS ON THE NORTH SIDE OF QUEENS QUAY EAST, EAST OF SHERBOURNE ST

APPROVED BY ONTARIO MUNICIPAL BOARD FOR FWP LANDS AND LANDS ON SOUTH SIDE OF QUEENS QUAY EAST

APPROVED BY ONTARIO MUNICIPAL BOARD FOR EAST BAYFRONT WEST, LANDS EAST OF LOWER JARVIS STREET AT 143-177 LAKE SHORE BLVD. E, 26 RICHARDSON ST., 130-132 QUEENS QUAY E., AND 162 QUEENS QUAY E.

\* SEE MAPS F1 AND F2

**Legend**

- Areas Approved by
- Ontario Municipal Board

NOTE: (1) SEE MAP C FOR FURTHER DETAIL  
 (2) NEW MOUTH OF DON RIVER SHOWN CONCEPTUALLY  
 (3) SEE DEFINITIONS SECTION FIVE: MAKING IT HAPPEN, 1) A SIMPLIFIED APPROACH TO LAND USE REGULATION  
 (4) INTERSECTION AND / OR ALIGNMENT CONFIGURATION SUBJECT TO FURTHER STUDY  
 (5) SEE MAPS F1 AND F2 FOR FURTHER DETAILS

**Map Index**

- Parks and Open Space Areas <sup>(1) (3)</sup>
- Regeneration Areas <sup>(3) (5)</sup>
- Regeneration Areas <sup>(3) (5)</sup> (Qualified)

- Existing Use Areas <sup>(3)</sup>
- Foot of Yonge Special Study Area
- Public Promenade (Dockwall/Water's Edge)
- Inner Harbour Special Places
- Area of Amendment for Lower Don Lands

**Central Waterfront  
 Secondary Plan  
 Land Use Plan Map E**

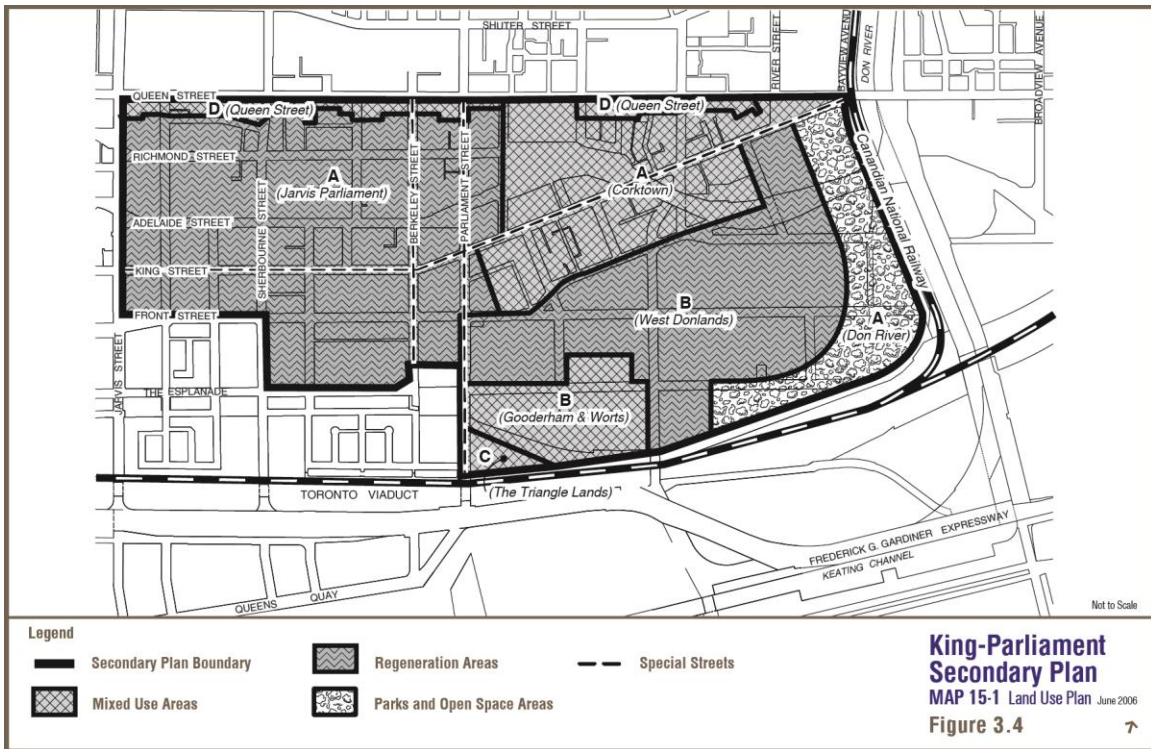
Revised June 2014

Figure 3.3



### 3.3.2 King-Parliament Secondary Plan

The King-Parliament Secondary Plan (KPSP) was adopted by City Council in 2007 and applies to Corktown, Distillery District, West Don Lands, and the eastern portion of St. Lawrence / Old Town. The KPSP provides a framework for reinvestment and development, intended to encourage a wide range of mutually compatible residential, commercial, and employment uses, while re-using existing buildings (especially heritage buildings) and retaining King-Parliament's physical character. The Plan includes policies for Areas of Special Identity within King-Parliament. The boundaries of the KPSP are show in **Figure 3.4**.



The KPSP requires special consideration when reviewing development proposals to ensure that new development reinforces and enhances the historic built form that is distinct to this area of the city. The heritage and community improvement policies of Section 4 recognize heritage buildings as essential elements of the physical character of King-Parliament. Section 4.4 provides that new buildings should achieve a compatible relationship with heritage buildings in their context, through consideration of matters such as: building height; massing and scale; setbacks and stepbacks; roofline and profile; and architectural character and expression. Policy 10.11.3 of the Plan also requires the fulfillment of specific criteria such as plans and studies prior to the lifting of the holding symbol.

### **3.4 Precinct Plans**

The CWSP requires area-specific precinct plans for lands designated Regeneration Areas in the CWSP. Section 2.1 of the CWSP explains that the purpose of the precinct plan is to establish a planning context for comprehensive and orderly development prior to further development in the area. The relevant policies pertaining to the development of precincts in the CWSP are in effect, and are not part of the OMB appeal.

Within the study area there are three endorsed Precinct Plans and two emerging Precinct Plans that informed the EA study. These include:

- Precinct Plans that are approved and are in the process of detailed design, implementation and, in some cases, are constructed, include:
  - West Don Lands Precinct Plan;
  - East Bayfront Precinct Plan; and,
  - Keating Channel Precinct Plan (the implementation of this Precinct Plan is on hold pending the results of this EA).
- Precinct Plans that are in progress include:
  - Lower Yonge Precinct Plan; and,
  - Villiers Island Precinct Plan (which is the first detailed precinct plan to be undertaken to further the Lower Don Lands plans).

The plans are outlined in more detail in Section 7 of this Report. The City and Waterfront Toronto are also completing land use and public realm studies for the redevelopment of the Port Lands and South of Eastern sub-areas located east of the Don Roadway. Due to the confluence of planning projects underway in the study area that are occurring simultaneously, it is acknowledged that the Gardiner East design will need to consider the directions of these other studies and make efforts to compliment the urban design and public realm directions throughout the study area as plans are confirmed.

### **3.5 Zoning**

The City Council enacted city-wide Zoning By-law (ZBL) 569-2013 in May 2013, which is a harmonization of the ZBL's from the former municipalities. Certain lands have been excluded from ZBL 569-2013, such as lands that were subject to an active development application at the time the city-wide ZBL was enacted. In such cases, the zoning requirements of former City of Toronto Zoning By-law 438-86, as amended, would continue to apply.

The development proposals that required amendments to Zoning By-law 438-86 and were approved by City Council resulted in site-specific zoning regulations for their respective sites. In those cases, the site-specific zoning requirements are applicable to future development proposals for those lands.

Both ZBL's regulate the use of land, the bulk and location of buildings, parking and loading space requirements, and other matters related to the City of Toronto. The provisions of the ZBL's are intended to provide numeric values with respect to floor area, setbacks, height, landscaping, amenity space, and parking (amongst other criteria) that complement the policies set out in the OP.

There are various zoning categories that apply to the study area. Refer to Section 5 of the Report for a description of the zoning categories and provisions for each of the sub-sections of the study area.

### **3.6 Urban Design Guidelines**

The City has developed a series of Urban Design Guidelines to clarify the urban design objectives of the OP and ZBL's. The guidelines are generally characterized as either 1) District or Area-based Guidelines; or 2) City-wide and Specific Building or Development Guidelines. Both types of guidelines exist within the study area.

The District or Area-based Design Guidelines generally apply to large sites, phased-developed sites, and nodes or specific portions of *Avenues* or major streets. These guidelines are often generated as a result of site-specific amendments to the OP or ZBL. The policies of OP Section 2.2.6 for the *Downtown* indicate that design guidelines specific to districts of historic and distinct character will be created to ensure new development respects the context of such districts in terms of its fit with existing streets, setbacks, heights and relationship to landmark buildings.

The City-wide and Specific Building or Development Guidelines apply to urban design matters throughout the city. There are guidelines for: infill townhouses; mid-rise buildings; tall buildings; streetscape; 'greening' of surface parking lots; drive-through facilities; bicycle parking facilities; universal accessibility; and bird-friendly development. The tall building and mid-rise design guidelines, in particular, will apply to the study area and are described below.

#### **3.6.1 Tall Buildings Design Guidelines**

The city-wide Tall Building Design Guidelines were approved by City Council in May 2013. The Design Guidelines are a consolidated set of performance measures for all tall building development applications city-wide. Development applications for lands located within the *Downtown* are evaluated using the city-wide guidelines as well as the Downtown Tall Buildings: Vision and Supplementary Design Guidelines. The latter was previously named the Downtown Tall Buildings Vision and Performance Standards Design Guidelines, which was approved by City Council in 2012.

A tall building is generally defined as a building that is taller than the adjacent street right-of-way. The Design Guidelines provide policy recommendations for tall buildings on issues

including: building placement and orientation; entrances; heritage conservation; massing of base buildings; tower floor plates; tower separation distances; pedestrian realm; sustainable design; and transition. The intent of the city-wide urban design guidelines is to ensure that tall buildings fit within their existing and/or planned context and limit local impacts.

### **3.6.2 Avenues and Mid-Rise Design Guidelines**

*Avenues* are linear corridors along major streets that are anticipated for growth in the OP, and are identified on Urban Structure Map 2 of the OP. Mixed-use re-urbanization is anticipated to occur incrementally along *Avenues* to include a range of commercial, residential and employment uses. Section 2.2.3 of the OP requires that new development along *Avenues* be informed by an Avenue Study for strategic mixed-use segments of the *Avenue*. These studies will involve community engagement with local residents, businesses, the Toronto Transit Commission (TTC) and other stakeholders. In the absence of an Avenue Study, an applicant is required to complete an Avenue Segment Study for a segment of the *Avenue* in the vicinity of the proposed development.

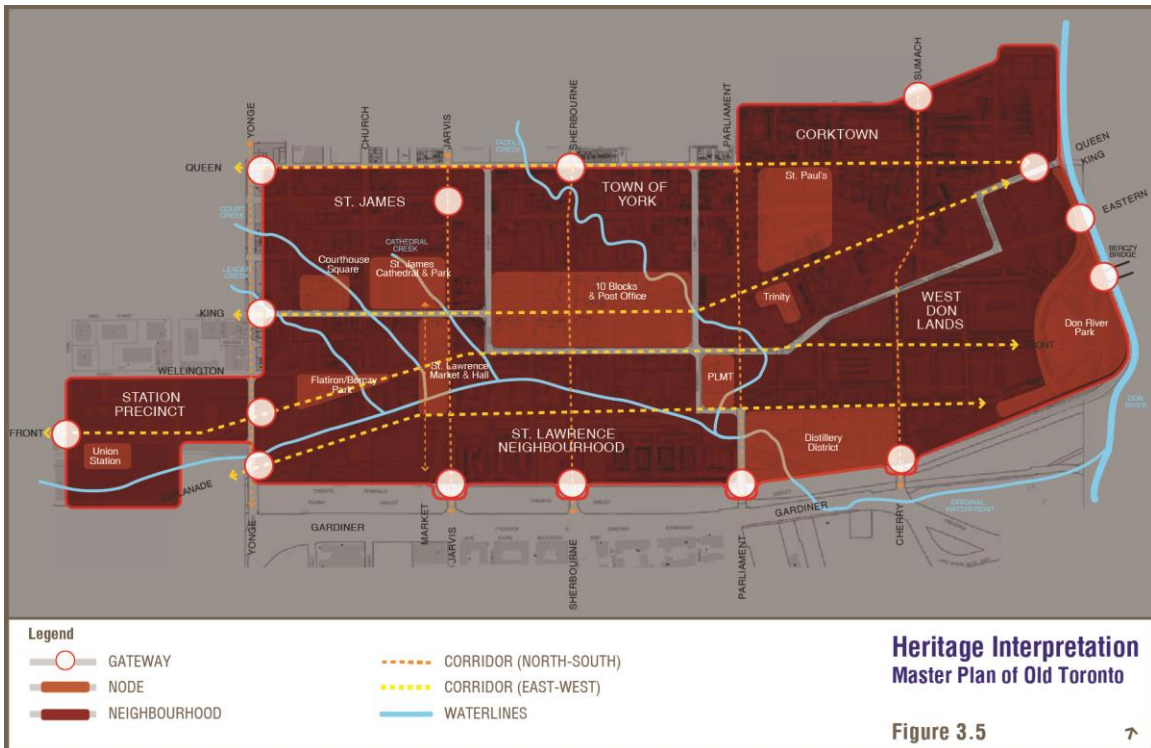
The Avenues & Mid-Rise Design Guidelines are the result of the Avenues and Mid-Rise Building Study that was adopted by City Council in July 2010. The Guidelines provide performance standards and recommendations for evaluating proposed mid-rise buildings on *Avenues*. The Guidelines are also used to guide the review of development proposals for mid-rise buildings in Mixed-Use Areas that are not located on an *Avenue* on Map 2 of the OP.

Mid-rise buildings are the predominant built form planned for the City's *Avenues*, which are areas designated for growth. The performance standards include building heights no taller than the *Avenue's* right-of-way, transition to adjacent *Neighbourhoods*, and vehicular access from flanking streets where possible. With regard to the study area, Distillery District, Corktown and South Riverdale/Riverside are designated Mixed-Use Areas. South Riverdale/Riverside includes the Queen Street East *Avenue*.

### **3.7 Heritage Interpretation Master Plan for Old Town Toronto**

The Heritage Interpretation Master Plan (HIMP) for Old Town Toronto was developed in the late 2000's concurrently with the Heritage Lighting Master Plan, and was revised in 2012. The key objectives of the HIMP included: develop a detailed inventory of heritage resources; recommend methods of heritage interpretation; and identify specific installation locations. **Figure 3.5** shows the HIMP boundaries, as well as the respective nodes and neighbourhoods of Old Town Toronto.





The HIMP establishes a thematic framework through which the interpretation of the Old Town is organized. The Plan describes the manner in which the heritage of Old Town should be showcased through efforts such as interpretative installations, lighting, plaques and markers, and public art. Old Town Toronto is identified in the Master Plan as a "distinct cultural landscape of historical and architectural values developed at the estuary of the Don River". The HIMP is applicable to the St. Lawrence/Old Town and Corktown sub-areas, as well as additional areas beyond the Gardiner East EA study area.

### 3.8 Implementation Plans and Guidelines

Section 5.3.2 of the OP explains that action-oriented implementation plans and guidelines will be required to implement the vision of the Plan. Implementation plans and guidelines include: transportation plan for new transit investment; urban design guidelines; wet weather flow; management guidelines; percent for public art program guidelines; parkland acquisition program; green design guidelines; and pedestrian and bicycle networks. Although the implementation plans and guidelines are adopted to advance the principles of the OP, they do not have the status of policies in the OP adopted under the Planning Act unless the OP has been amended to include them.

### 3.9 Community Improvement Plans

Section 28 of the Planning Act outlines provisions for the creation of Community Improvement Plans (CIP's). City Council has the authority to initiate and approve CIP's for specific areas of the

City that have been identified as Community Improvement Project Areas. Section 28(1) outlines potential community improvement efforts, including the provision for: affordable housing; a range of land uses; reconstruction and rehabilitation of declining uses or buildings.

Section 5.2.2 of the OP provides policies with respect to lands in Community Improvement Project Areas and the creation of CIP's for those areas. Once City Council has identified a Community Improvement Project Area, a CIP is prepared to actively stimulate reinvestment and revitalization in that particular area. The selected areas are chosen for reasons including: a physical decline in local building stock; conflicts between incompatible lands uses; deficient or deteriorated public infrastructure; redevelopment barriers such as contaminated soil; and declining social, environmental and/or economic conditions.

CIP's provide direction for matters such as: strategic public investment to repair or upgrade municipal infrastructure, community services and/or public amenity; allocation of public funds for the physical rehabilitation or improvement of private land and/or buildings including rehabilitation of contaminated properties; and municipal acquisition of lands or buildings and subsequent rehabilitation, redevelopment or resale of these properties.

The following is a list of CIP's that are applicable to the study area:

- City-wide for Brownfield sites (By-law 466-2012)
- City-wide for commercial façade improvements (By-law 499-2010)
- Waterfront (By-law 1325-2012)\*
- South of Eastern (By-law 1324-2012)\*
- King-Parliament (By-law 383-2002)
- St. Lawrence Historic District (By-law 607-79)
- St. Lawrence Neighbourhood (By-law 125-2006)
- South Riverdale and Lakeshore Boulevard East (By-law 384-2002) \*\*

*\* Formerly East Bayfront, West Don Lands, Port Lands and South of Eastern CIP*

*\*\* Formerly Leslie-Eastern CIP*

Refer to Section 7 of this report for more detail about the individual CIP's.

### **3.10 Other Policies and Plans**

#### **3.10.1 Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment**

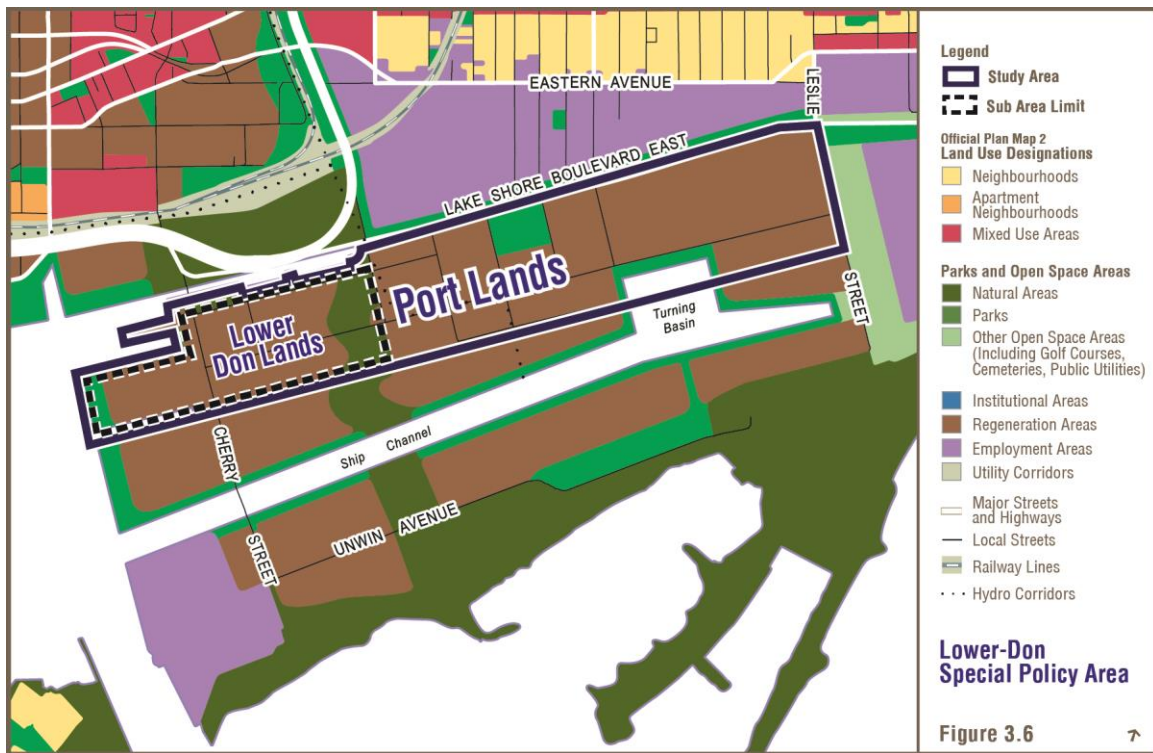
The Toronto and Region Conservation Authority (TRCA), WT and the City have completed the Don Mouth Naturalization and Port Lands Flood Protection Project (DMNP) EA. The EA was submitted to the MOE in March 2014. The EA will result in the emerging planning framework and floodplain mapping for the study area.

The DMNP EA was jointly initiated in 2004 to naturalize the mouth of the Don River. The purpose of the EA is to develop a preferred alternative to transform the existing mouth of the Don River including the Keating Channel, into a healthier, more naturalized river outlet to Lake Ontario. This project will provide flood protection measures for 240 hectares (593 acres) of land to the south and east of the Don River

Key objectives of the DMNP EA include: establishing and sustaining the functions of the natural river mouth; integrating existing infrastructure functions that could not be reasonably moved such as roads, rails and power; encourage additional recreational and cultural heritage opportunities; and contribute to the revitalization and sustainability of the waterfront

#### **3.10.2 Special Policy Areas**

The study area is located within the Don River floodplain. The PPS regulates floodplain policies and generally prohibits development in areas that could be affected by natural hazards, with the exception of lands located within a Special Policy Area (SPA) in the OP. The SPA policies of the new OP have not been approved by the Province. Therefore, the Lower Don SPA policies of the former City of Toronto OP remain in effect and apply to the study area. Lands within the Lower Don SPA identified on Map 3 of the former City of Toronto OP currently require flood proofing measures for new development proposals. **Figure 3.6** identifies the boundaries of the Lower Don SPA.



Section 3.1.3 of the PPS indicates that any changes or modifications to the site specific policies or boundaries of an SPA must be City-initiated, and approved by the Ministry of Municipal Affairs and Housing (MMAH) and the Ministry of Natural Resources (MNR). Further consultation with the TRCA is also required.

The City has initiated amendments to the new and former City of Toronto OP's to remove the *Downtown Spill Zone* from the Lower Don SPA. The *Downtown Spill Zone* is an area in the *Downtown* and within the Don River floodplain that is at risk of flooding. The area is generally located north of Keating Channel, west of the Don River, south of Front Street, and east of York Street. Development within the area is only permitted if the building is flood-proofed to a level of a 350 year flood.

As part of the redevelopment of the West Don Lands, a Flood Protection Landform (FPL) has been constructed to provide flood mitigation. The landform was constructed using fill and was the result of TRCA's Lower Don River West Remedial Flood Protection Project EA. The construction of the FPL eliminates the potential for flooding in the *Downtown Spill Zone*, removing the area from the floodplain of the Don River. The landform is the site of Corktown Common, which is a large public space and essential flood protection feature for the surrounding area.

### **3.10.3 Transportation Master Plan**

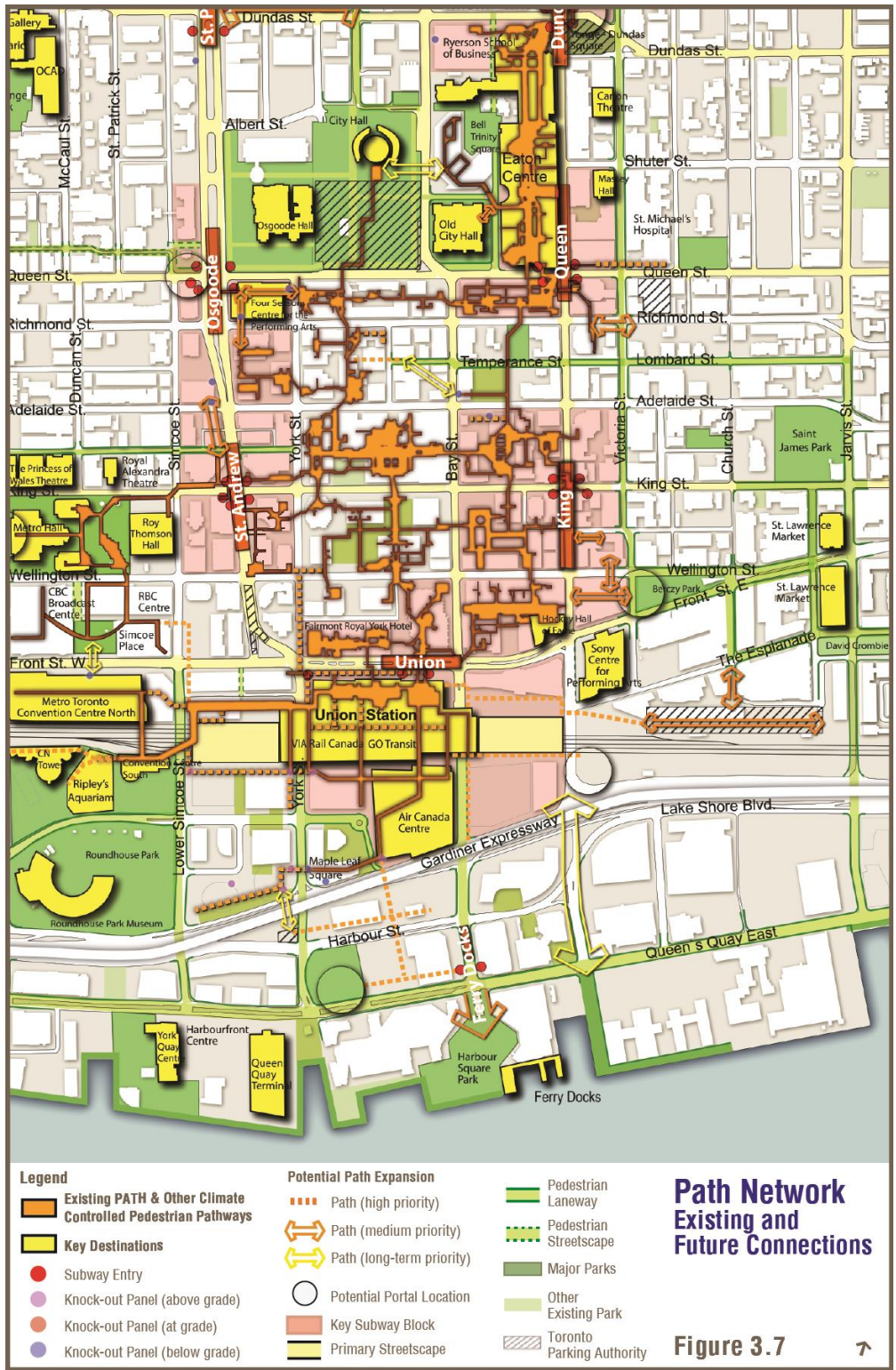
A Transportation Master Plan (TMP) is a long-range plan for an area that identifies transportation infrastructure requirements and that is integrated with environmental planning principles. The Central Bayfront/Lower Yonge Precinct Plan will be informed by the TMP for the York/Bay/Yonge Gardiner Interchange Reconfiguration EA Study that is currently being completed. For the Port Lands and South of Eastern areas, a Transportation and Servicing Master Plan is being completed, which includes the eastern end of the Gardiner East EA Study Area, from the Don Roadway to Leslie Street.

### **3.10.4 PATH Pedestrian Network Master Plan**

The PATH Pedestrian Network Master Plan was released in January 2012. The Plan is the result of a study initiated by the City to improve the operation of the existing PATH network, and provide guidance for its future development and growth. The overall objectives of the study were to: encourage new connections; anticipate future linkages; focus on waterfront linkages; preserve view corridors for any above-grade connections; and support active street-life. The Plan is complemented by the Design Guidelines for PATH and Other Climate-Controlled Pedestrian Networks, which was released in February 2012.

The current revitalization of Union Station will result in high-priority future PATH connections south of the station towards Queens Quay. These connections are being secured through development applications in the southern Financial District and Central Waterfront. As shown in **Figure 3.7**, the Plan also identifies future PATH extensions east of Union Station, and on Yonge Street south of the railway corridor. These extensions would connect the PATH network to St. Lawrence and Central Bayfront, respectively.







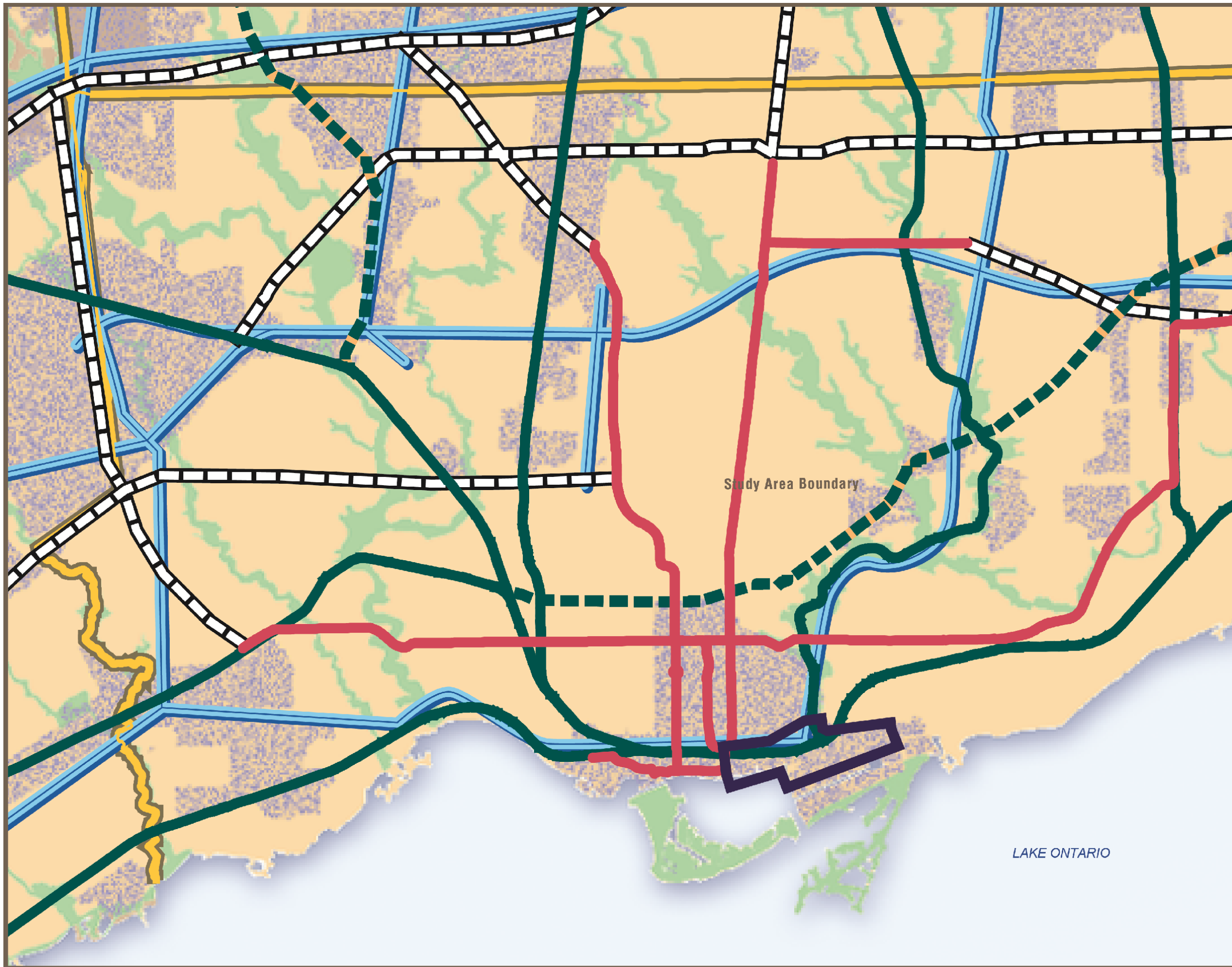
#### 4. TORONTO OFFICIAL PLAN CONTEXT

The OP policies provide opportunities and challenges with respect to the Gardiner East EA. The Plan addresses a range of topics and policy areas that guide city-building in Toronto. Seven recurring themes in the Plan are particularly relevant to the future of the Gardiner Expressway and Lake Shore Boulevard East.

##### 4.1 Regional Connections

The OP underscores the role that Toronto has in the larger urban region. **Figure 4.1** is an excerpt of Map 1 of the OP, which illustrates regional connections, identifying the *Downtown* and *Central Waterfront* as an *Employment District* and Gardiner Expressway as part of the regional network of major highways.

The policies of Section 2.1 of the Plan promote Toronto's role in building a more liveable urban region, and direct Toronto to work with neighbouring municipalities and the Province to develop a framework for dealing with growth across the Greater Toronto and Hamilton Area (GTHA). Among other matters, this framework is to make better use of existing urban infrastructure and services, reduce auto dependency and improve air quality, increase the efficiency and safety of the road and rail freight networks improve the competitive position of the Toronto regional economy; and to protect, enhance and restore the region's system of green spaces and natural heritage features.



- Legend**
-  Study Area Boundary
- Excerpt of Official Plan Map 1**
-  Regional and Municipal Boundaries
  -  Oak Ridges Moraine
  -  Niagara Escarpment Planning Area
  -  Employment Districts
  -  Valleylands
  -  Existing Urban Areas as of 1999
  -  Rural Areas
  -  Potential GTA Transit Corridor
  -  Existing GO Line
  -  Potential GO Line
  -  Existing Subway/LRT Line
  -  Major Highways

Source: City of Toronto, York Region

Note: For information purposes only  
Boundaries are schematic  
Employment Areas and Valleylands  
for Hamilton-Wentworth are not  
represented on this map.

**Regional Connections**  
dated June 2006

Figure 4.1 

#### **4.2 Growth Supported by Integrated Planning for Land Use and Transportation**

Toronto's OP anticipates significant growth across the city and thus provides a policy framework to manage growth and change. The Plan is consistent with the Growth Plan for the Greater Golden Horseshoe, which identifies a number of Urban Growth Centres within Toronto, including the *Downtown*.

The OP includes an Urban Structure map, which sets out locations where growth is targeted. Both the *Downtown* and *Employment Districts* are areas where growth is targeted – both residents and employees *Downtown* and employees in *Employment Districts*.

A basic principle of the OP is connectedness. Chapter 1 recognizes that some of the important types of connections include a fast, convenient and high-quality transit system linking areas of housing and employment and also providing access to goods and services, health care, education and recreation and delivery of City services through a growth-supportive infrastructure system.

Reflecting the principle of connectedness, the OP explicitly integrates policies addressing growth and transportation. Section 2.2 of the Plan provides policies to ensure that the City's transportation network will be maintained and developed to support the growth objectives of the Plan.

#### **4.3 Sustainability**

Principles of sustainability are integrated throughout the OP, which explicitly recognizes in Chapter 1 that "all aspects of our daily lives are linked and that we have to understand relationships and interdependencies to ensure future success."

The Plan also specifically addresses the natural environment. Its basic principles envision the conservation and nurturing of ecological diversity for future generations; nature within easy reach throughout the city; the protection, enhancement and restoration of the city's natural features and watercourses, all of which form a vital and integral part of the urban landscape.

Policies of Section 3.4 of the OP address the natural environment, including policies to ensure that city-building activities, including public works, are environmentally friendly in order to support strong communities, a competitive economy and a high quality of life. Map 9 of the OP identifies the city's Natural Heritage System. **Figure 4.2** is an excerpt from Map 9 as it relates to the study area.

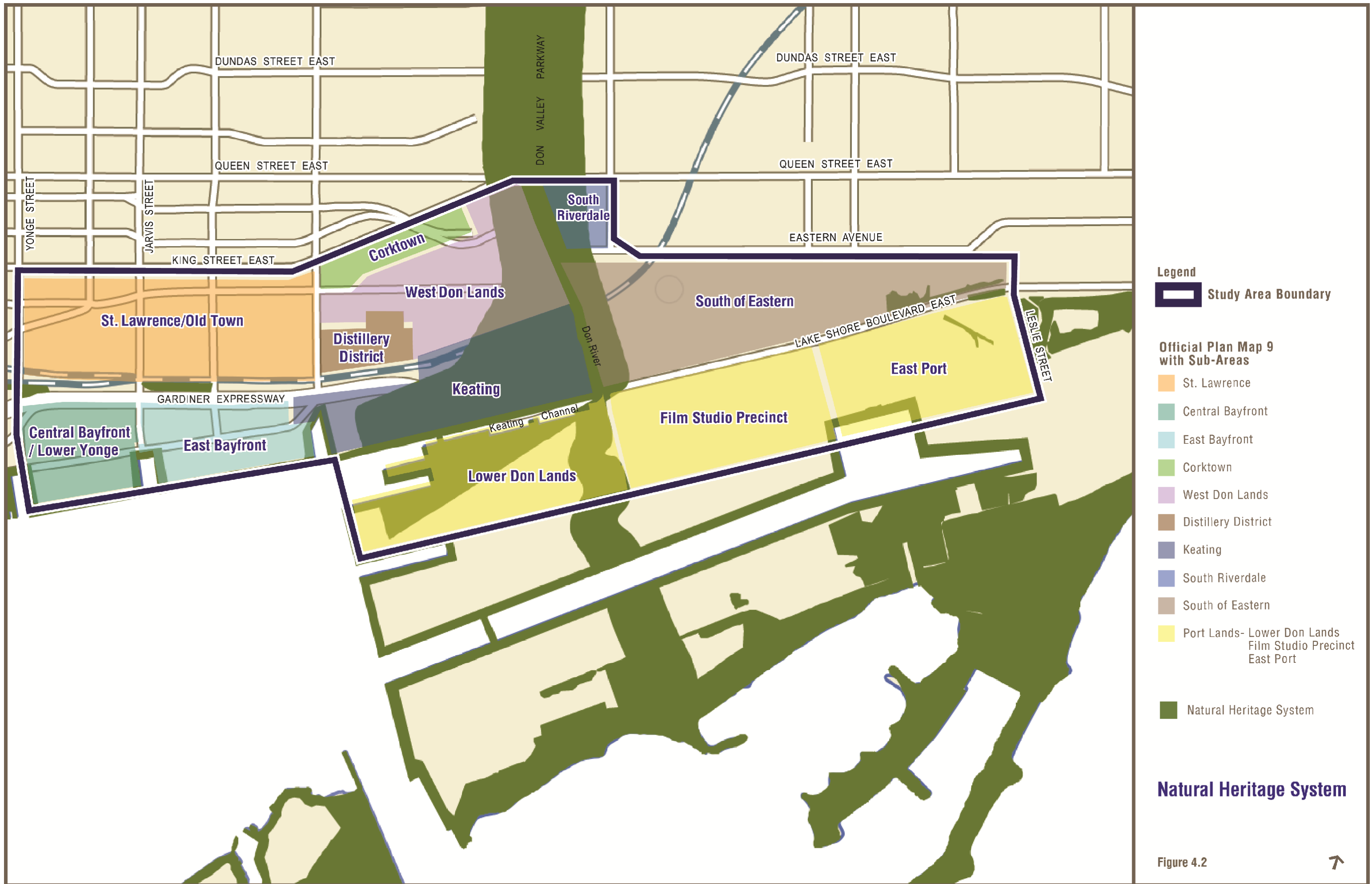


Figure 4.2



#### 4.4 Public Realm

A successful public realm is at the heart of much of the vision for the city that stems from the OP's basic principles. The OP provides a range of policy direction, which promotes improvements to the quantity, quality, and access to a system of public spaces in Toronto.

Policies of Section 3.1.1 guide the development of Toronto's public realm, recognizing that beautiful, comfortable, safe, and accessible streets, parks, open spaces and public buildings are a key shared asset which convey Toronto's public image to the world and create strong social bonds at the neighbourhood, city and regional level.

Policies of Section 3.2.3 of the OP state that Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the city grows and changes. Policies also set out strategies to acquire new parkland. **Figure 4.3** is an excerpt of Map 8B/C of the OP, illustrating areas of low parkland provision in the city on a per capita basis.

#### 4.5 Employment and Economic Competitiveness

The OP places emphasis on employment. To support the basic principle of diversity and opportunity, the vision for the city's future includes diverse employment areas that can adapt to changing economic trends and are poised to capture new business opportunities. Well-paid, stable, safe and fulfilling employment opportunities will both support diversity and opportunity and improve the competitive position of the Toronto regional economy.

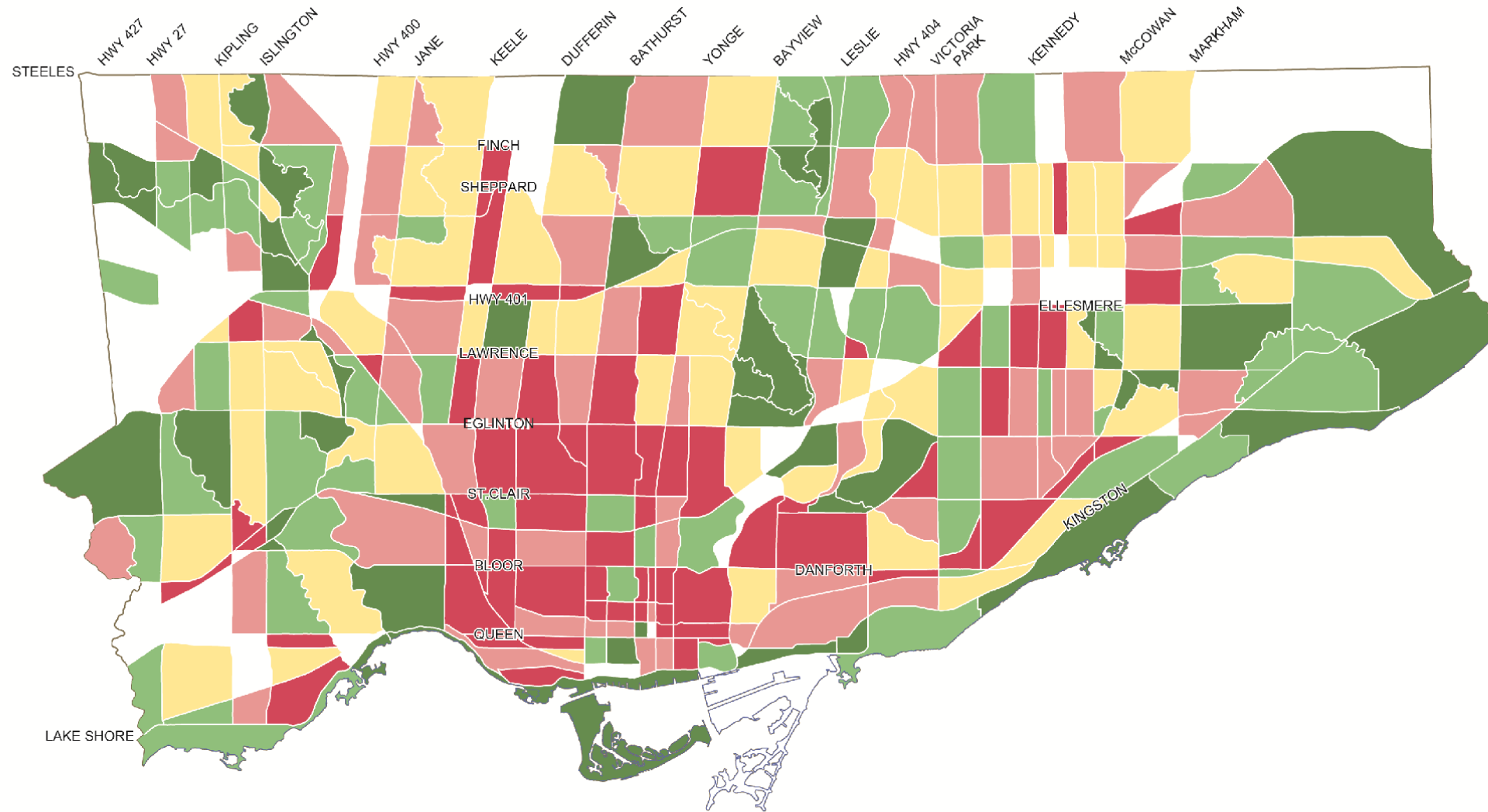
The OP addresses economic competitiveness and employment in a number of ways. Examples pertinent to the Gardiner East EA include:

- The Downtown is identified as the premier employment centre in the GTHA;
- *Employment Districts* are identified within the urban structure of the city and lands are designated *Employment Areas*; both are protected and promoted exclusively for economic activity; and
- The OP supports the foundations of competitiveness, and policies in Section 3.5.1 seek to ensure that key competitive infrastructure will be maintained, improved and extended in areas including roads and public transit.

The Gardiner Expressway and Lake Shore Boulevard are geographically located within and adjacent to areas of the city that the OP relies on meet its employment and economic development objectives, including the *Downtown* and the South of Eastern *Employment District*.



Local Parkland Provision  
Map B



Hectares of local parkland per 1,000 people

- 0 to 0.42
- 0.43 to 0.79
- 0.80 to 1.56
- 1.57 to 2.99
- 3.00 +
- Areas with less than 300 people

There are five colours on Map 8(B) excluding the white areas. Each of the colours covers an area that is equal to 20 percent of the geographic park planning areas of the City. The colours are used to represent the level of parkland provision in each local park planning area.

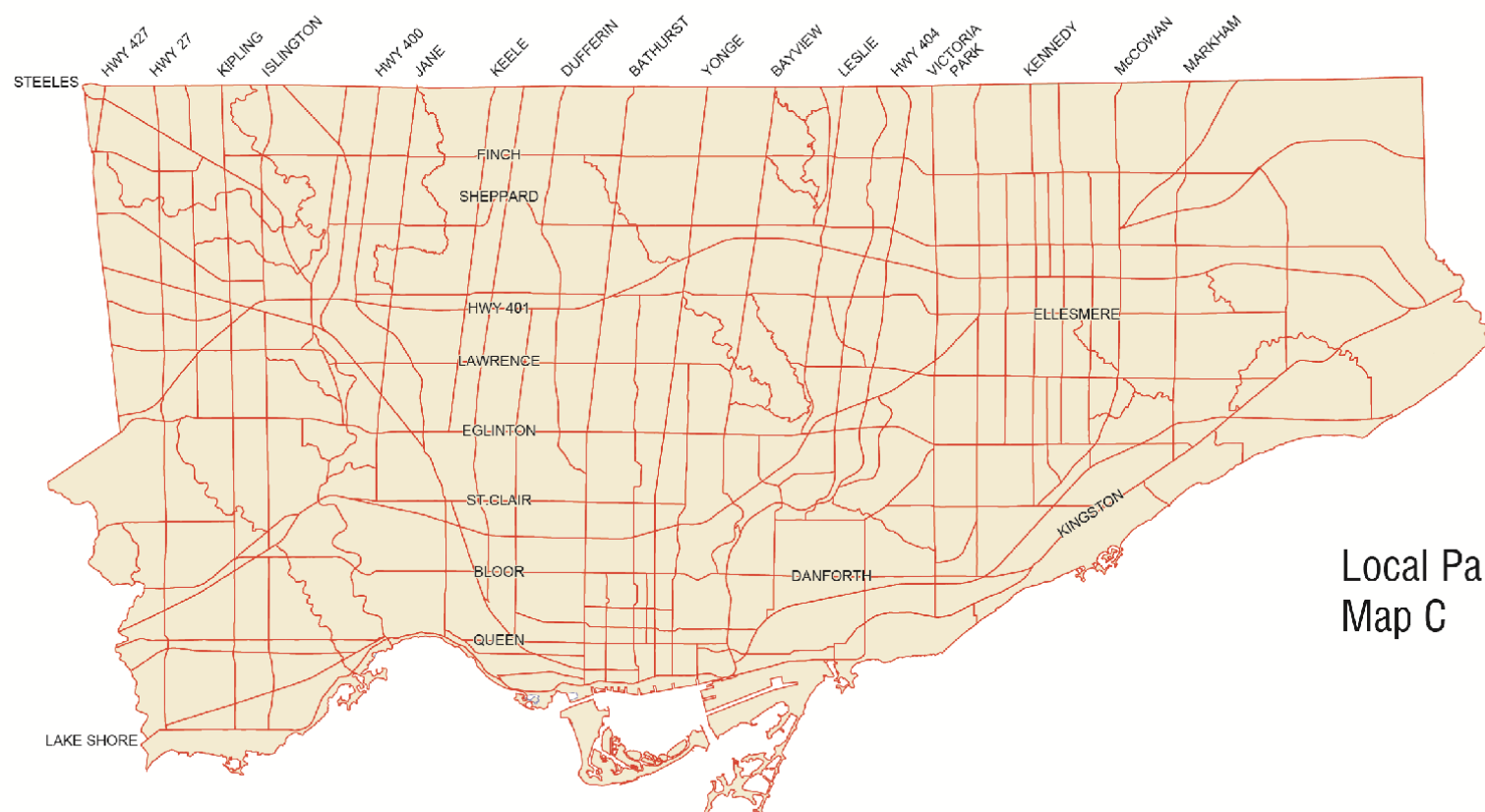
Map B shows local parkland provision across the City, indicating relative per capita provision levels. The map shows areas whose boundaries are based primarily on physical barriers relating to safe and convenient pedestrian access to parks.

Local parks are one of several park categories that comprise the public parkland within the City of Toronto. While all categories of municipal parkland make a contribution to meeting the needs of residents, access to Local parkland is important in meeting community park needs.

In its portrayal of Local parkland provision levels across the City, Map B takes into consideration the contribution of all categories of municipal parkland, as shown on Map A. It was developed as part of the Parkland Acquisition Strategic Directions Report that was endorsed by City Council in January 2002.

Note: For information purposes only

### Local Parklands Provisions



Local Park Planning Boundaries  
Map C

Figure 4.3



#### **4.6 Downtown**

The OP anticipates and encourages growth to occur in the *Downtown*, albeit not uniformly in all areas. Many parts of *Downtown* will see development to house new residents and jobs.

Section 2.2.1 of the OP underscores the importance of the *Downtown* to Toronto's success. Policies describe the types of development and investment that are sought for the *Downtown* and strategies to ensure that the *Downtown* is a desirable place to live. The Plan notes that economic success and accessibility go hand-in-hand. Policies place priority on improving transit access to the *Downtown* while discouraging and reducing automobile dependency and all-day parking.

#### **4.7 Waterfront**

The OP explicitly promotes the revitalization of Toronto's waterfront. The policies of Section 2.3.2 of the Plan direct private development and public works on lands in the vicinity of the water's edge to: improve public spaces; maintain and enhance the physical and visual continuity of the waterfront corridor; provide public access; and support a sense of belonging to the community. The policies also discourage the sale or disposal of publicly owned lands on the water's edge.

The Plan recognizes that well designed connections between the core of the city and the central waterfront are important to the vitality of the *Downtown* as a great place to live and as an attractive and competitive business location. A renewed central waterfront will:

- Create new opportunities for business development;
- Contribute in an important way to the image of Downtown and the entire city; and
- Be the location of new neighbourhoods that provide homes for *Downtown* workers.

Chapter 1 of the Plan notes that the basic city-building principle of beauty requires that the city's waterfront is a vital, healthy and beautiful asset.

## 5. URBAN DESIGN & PUBLIC REALM ANALYSIS

The redevelopment potential of the underutilized industrial lands adjacent to Toronto's waterfront stems from their waterfront setting, downtown location in close proximity to the Financial District, the large amount of land in public ownership, and the previous relocation of industrial uses from the waterfront.

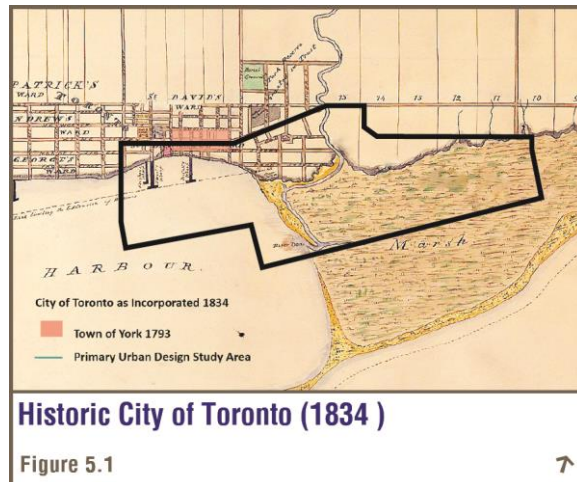
In order to analyze the existing and anticipated urban design features of the area, Section 5 describes the historical context of both the context and study areas. This section also reviews the study area with regard to the evolution of the public realm, connections, and waterfront views.

### 5.1 Historical Context

#### 5.1.1 Context Area – Yonge Street to Spadina Avenue

In the late 18<sup>th</sup> Century, the Garrison Reserve and Fort York became prominent features of the larger context area. Development between the eastern boundary of Garrison Reserve at Peter Street and York Street generally began in the early 19<sup>th</sup> Century with the introduction of a street grid pattern and the construction of various public buildings. Following the Battle of York in 1813, the Garrison Reserve lands were divided into smaller lots and included a proposed public park (Clarence Square) at Wellington Street and Spadina Avenue.

During the mid-19<sup>th</sup> Century, the area between Yonge Street and Spadina Avenue contained a mix of industrial, commercial and residential uses. Although industrial buildings became more prominent in the latter part of the century, some of the industrial uses had relocated from the area by the early 20<sup>th</sup> Century. Various industrial buildings in the area have been converted to commercial, residential, theatre-related and nightclub uses. The King-Spadina area in particular is known as Toronto's entertainment district and includes the Royal Alexandra Theatre.

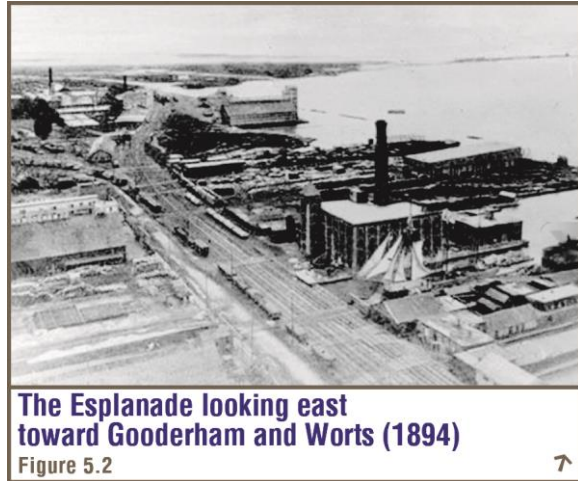


#### 5.1.2 Study Area - West of the Don River

The northwest corner of the study area contains large portions of the oldest part of the city. The study area radiates southward from the site of the original settlement of York, and contains the commercial and institutional core of the city as it was incorporated in 1842, as shown in **Figure 5.1**.

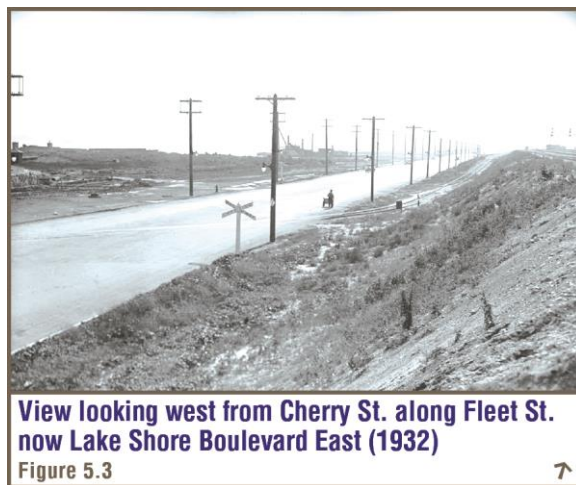


From the start of the 19<sup>th</sup> Century, the adjacent shoreline was dominated by commercial and transportation uses that separated the shoreline from the city for all residents not engaged in these occupations. These activities intensified during the second half of the 19<sup>th</sup> Century, with the construction of large and small factories, including Gooderham and Worts Distillery, piers and wharfs, and the railway corridor, which was concentrated on The Esplanade and created a barrier between the city's core and its waterfront. **Figure 5.2** is a photo of the Esplanade looking east towards Gooderham and Worts in 1894.



Lake filling created waterfront lands to accommodate expanding port activities and industrial uses. The shoreline crept southward from its original location on the south side of Front Street, to south of Queens Quay in the 1930s, and its final configuration in the 1950s.

As the railway corridor grew, its increased spatial requirements and activity were an impediment to traffic moving to and from the Harbour. As a result, the 1912 Harbour Plan proposed the construction of the railway embankment extending from Bathurst Street to the Don River. The embankment, which was completed in its current location by 1929, eliminated at-grade crossings of the rail corridor and is crossed through punctures in its structure at Cherry, Parliament, Sherbourne, Jarvis and Yonge Streets within the study area. Despite earlier efforts to connect the city with the shoreline, the railway embankment severs the city from the waterfront. **Figure 5.3** shows newly constructed Fleet Street (now Lake Shore Boulevard East) along the south side of the railway embankment at Cherry Street in 1932.

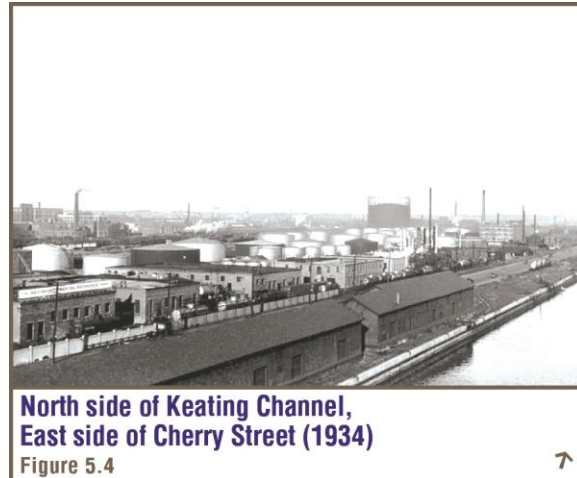


**Figure 5.3** shows newly constructed Fleet Street (now Lake Shore Boulevard East) along the south side of the railway embankment at Cherry Street in 1932.

The Gardiner Expressway was constructed between 1955 and 1966. In 1964, the segment from York Street to the Don River was constructed along the south side of the railway embankment above Fleet Street (now Lake Shore Boulevard). The section from the Don Valley to Leslie Street was completed in 1966. Ideas rejected during the design process included constructing a tunnel for the Gardiner Expressway through the downtown, and a cloverleaf interchange where the Gardiner Expressway meets the Don Valley Parkway (DVP).

### 5.1.3 Study Area - Don River, Keating Channel and Port Lands

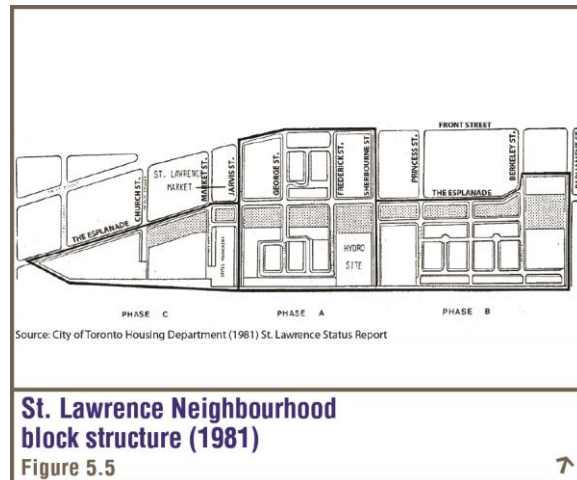
During the latter part of the 19th Century, silt flowing down the Don River clogged the Harbour and became an ongoing problem. Efforts to permanently address the issue were unsuccessful and dredging became an ongoing requirement. Beginning in 1893, the Don River was reconfigured, moved eastward, channelized and extended to the Keating Channel. Land was filled around the relocated Don mouth using municipal garbage and naturally accumulating silt. Permanent retaining walls were constructed along both the Don River and the Keating Channel in 1914. The new land on the north side of the Keating Channel became the site of the National Iron Works (west of Cherry Street) and the British American Oil Company (east side of Cherry Street). **Figure 5.4** shows the British American Oil Company in 1934.



The Port Lands were constructed on marsh to the east of a sand spit at the foot of Cherry Street, in accordance with the expressed wishes of Toronto's Board of Trade in 1910 and the Toronto Harbour Commission's (THC) 1912 Plan for Toronto Harbour. The area was to accommodate warehousing and heavy industry, with British Forgings being constructed in 1917. However, despite 41 industries operating in the Port Lands after World War I, most of the land was occupied with the storage of fuel (coal and oil) and building materials. The Hearn Thermal Electric Power Station was built in 1950 and the THC built extensive dock facilities in anticipation of increased port activity with the completion of the St. Lawrence Seaway.

The decline in industrial and port activities resulted in large areas of underutilized land adjacent to the Harbour without standard municipal services and infrastructure. Since the 1970s, the City has been incrementally planning the conversion of these brownfield areas. The St. Lawrence Neighbourhood surrounding The Esplanade was an early example of comprehensive repurposing of industrial lands for a socially-mixed community of residential and commercial uses.

The St. Lawrence/Old Town sub-area benefited from its proximity to the downtown, lack of physical barriers to surrounding developed portions of the city, and lower susceptibility to flooding. The CWSP outlines the City's intent to apply the same approach to other former industrial waterfront lands. However, unlike the St. Lawrence Neighbourhood, these future precincts have physical barriers that must be overcome in order for redevelopment to connect these areas with the city fabric.



**Figure 5.5** illustrates the block structure of St. Lawrence Neighbourhood, organized on either side of David Crombie Park, the community's central spine.

## 5.2 Evolution of the Public Realm

The large-grained street and block pattern within the study area reveals its industrial past. A pattern of more frequent streets and smaller development blocks as found in the St. Lawrence/Old Town sub-area has already been extended through the West Don Lands and is moving incrementally through the East Bayfront. The redevelopment of the Port Lands and South of Eastern sub-areas will include new smaller blocks that extend south of Queens Quay and Lake Shore Boulevard East, and eastward into the Port Lands. At this time the detailed block plans and fine grained road network for these areas is still being confirmed and refined. **Figure 5.6** and **Figure 5.7** illustrate the existing and anticipated block structure for the study area.

Each sub-area has been or is being comprehensively planned. Streets, parks and publicly-accessible privately-owned open spaces are being carefully arranged into attractive and cohesive public realm frameworks that define circulation routes for pedestrians, cyclists, vehicles and transit.

Similar to the St. Lawrence/Old Town area, the vision for the West Don Lands includes a fine-grained pattern of blocks, organized around open spaces and the wider streets. Another similarity between the St. Lawrence and West Don Lands neighbourhoods is the road that is the central spine of each community is designed to primarily accommodate local, rather than through-traffic. Each community was planned to include necessary community amenities and a mix of uses as a means of reducing automobile dependency. As a result, the character of these two neighbourhoods could be adversely impacted by unanticipated increases in vehicular infiltration. **Figure 5.8** from the West Don Lands Precinct Plan illustrates the design context for the precinct including the organization of the public realm.





Legend  Study Area

### Existing Block Structure for Study Area

Figure 5.6





Legend  Study Area

### Future Block Structure for Study Area (2031)

Figure 5.7







### 5.3 Connections through the Study Area

The street grid within the western portion of the study area between Yonge Street and the Don River is interrupted by an intensive transportation corridor that includes Lake Shore Boulevard East and the Gardiner Expressway. As the City has initiated the reclamation of its waterfront, the interruption in the street grid has become an impediment to city building objectives that include extending a fine-grained city grid to the shoreline and creating a high quality pedestrian environment that includes continuous, attractive and interesting built form edges along north-south streets.

Each new waterfront precinct is planned to be complete with its own public realm framework, community services, and employment uses including businesses that serve the community. The CWSP also directs that connections between the precincts will be of a high quality and tie the precincts to each other, the water's edge and the surrounding urban fabric.

Due to the limited number of existing street connections and the expectations outlined in the CWSP, improving connections through the study area could be challenging. For example, the CWSP envisions all rights-of-way to include design elements that allow for sufficient space to accommodate travel lanes, transit, pedestrian and cycling routes, and landscaping elements. However, some existing rights-of-way have insufficient widths to accommodate all of these elements. Where expanded rights-of-way can be achieved, one of the urban design considerations should be whether the street has become so wide that it feels like a regional transportation corridor rather than a pedestrian-friendly street.

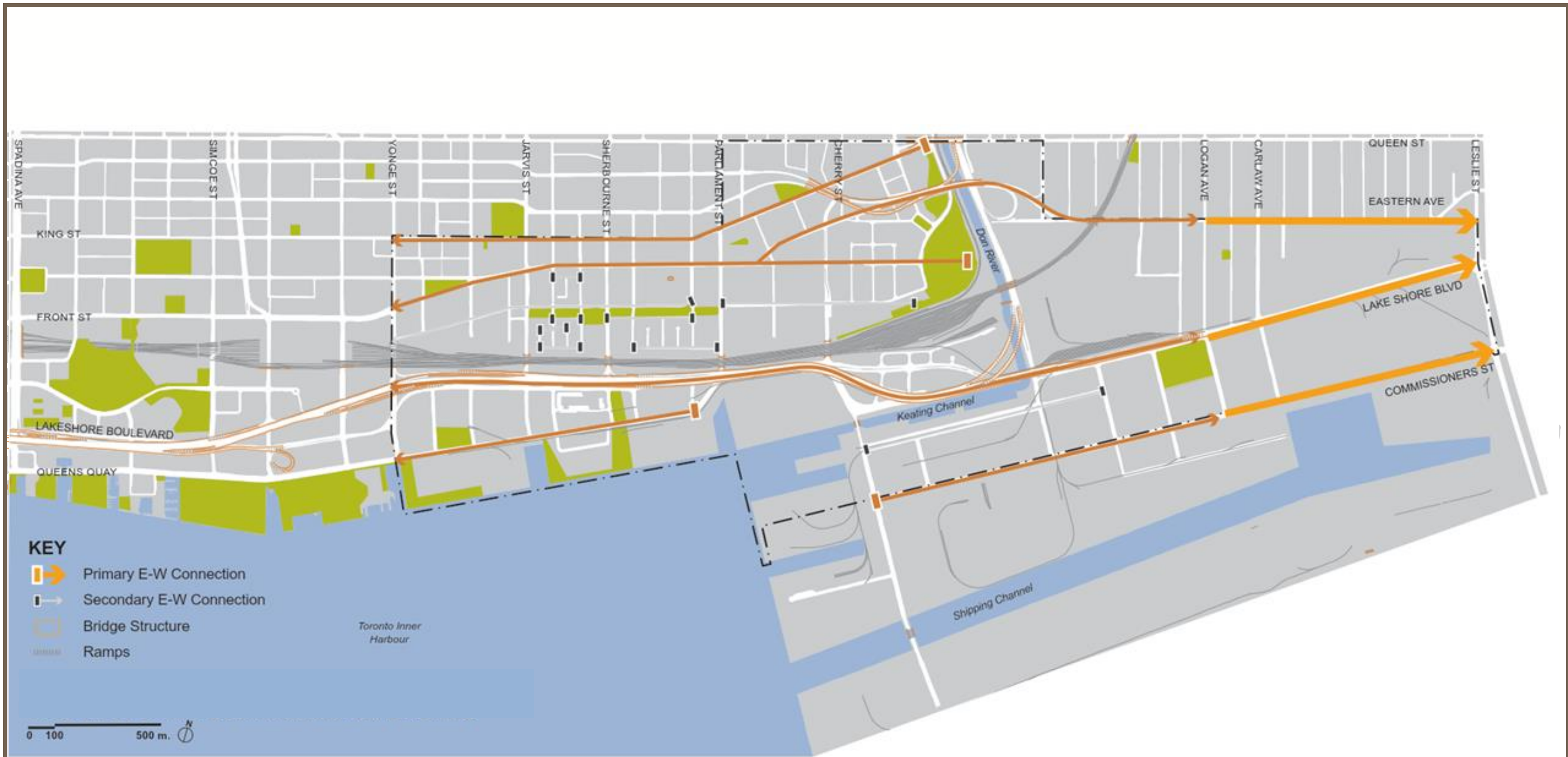
### ***East-West Connections***

The east-west street connections throughout the study area are limited, broadly spaced and lengthy. For this reason, several will eventually serve as rapid transit linkages including Queens Quay and potentially Commissioners Street. Although these connections are also potential routes for commuter cyclists, their length and scarcity encourages higher speed vehicular traffic, which conflicts with cycling and undermines the quality of the pedestrian environment where it exists. In order to mitigate the impact of vehicular traffic along these connections, east-west cycling facilities should be constructed, sidewalks should be improved and widened, and the adjacent boulevard should be landscaped to create a buffer between the sidewalk and vehicular traffic. **Figure 5.9** illustrates the east-west connections in the study area.





### ***North-South Connections***

Within the eastern portion of the study area, between the Don River and Leslie Street, there are few connections between the Port Lands and the city to the north across Lake Shore Boulevard East. Within the western portion of the study area, between Yonge Street and the Don River, there are more north/south connections, but they are restricted to major north/south streets that cut through the railway embankment. This restricts their width. **Figure 5.10** illustrates the north-south connections in the study area.





**KEY**

-  Primary E-W Connection
-  Secondary E-W Connection
-  Bridge Structure
-  Ramps

Legend  Study Area

**East-West Connectivity at Grade**

(SOURCE: Waterfront Toronto)

Figure 5.9





Legend  Study Area

### North-South Connectivity at Grade

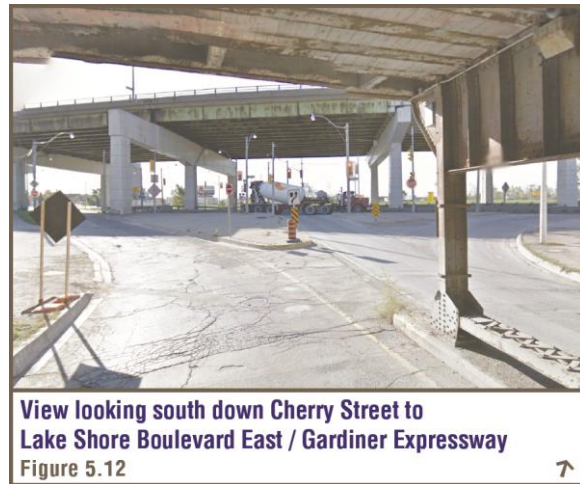
(SOURCE: Waterfront Toronto)

Figure 5.10





The quality of the pedestrian environment is hindered by the combination of the rail embankment, Lake Shore Boulevard East and the Gardiner Expressway, which causes a sequence of disruptions for pedestrians on Yonge, Lower Jarvis, Sherbourne, Parliament and Cherry Streets. **Figure 5.11** shows the existing condition beneath the Gardiner Expressway looking east along Lake Shore Boulevard East from Lower Jarvis Street. The pedestrian's route is undermined at this point by the scale and activity of the east-west corridor it intersects. While the pedestrian's route southward is functionally accommodated, it is often interrupted by large radius turning lanes to/from Lake Shore Boulevard East. Beneath the Gardiner Expressway viaduct, the space is dominated by the east-west orientation of the overhead structure and the scale of Lake Shore Boulevard East. **Figure 5.12** shows a view from beneath the embankment to Lake Shore Boulevard East/Gardiner Expressway looking south on Cherry Street.



Yonge Street is the exception, where a concerted effort has been made to counteract this effect. Sidewalks have been widened to 7.5 metres on the west side and 9 metres on the east side. Low planters were built at the back of sidewalks and the pedestrian scaled light fixtures installed along the Yonge Street sidewalk continue uninterrupted beneath the Gardiner viaduct. **Figure 5.13** shows a view from beneath the embankment to Lake Shore Boulevard East/Gardiner Expressway looking south on Yonge Street.



**View looking south down Yonge Street to  
Lake Shore Boulevard East / Gardiner Expressway**

Figure 5.13



The pedestrian environment is also enhanced by the planting of street trees and the development at 18 Yonge Street extending very close to the Gardiner Expressway. Together these improvements define the pedestrian's route with generous proportions, consistent detailing including vertical elements that pull the eye forward, and development inserted where possible to create better built form enclosure for the street. **Figure 5.14** shows a view from beneath the Gardiner Expressway viaduct and 18 Yonge Street looking west from Yonge Street.



**View looking west from Yonge Street between  
the Gardiner Expressway and 18 Yonge Street**

Figure 5.14



The East Bayfront Precinct Plan outlines another approach to enhancing north-south connections. The Plan includes the expansion of the public realm south of the railway embankment with parks and open spaces that improve conditions for pedestrians by opening up and attractively framing views to the Lake. A significant portion of the public realm improvements identified in the East Bayfront Precinct Plan have been implemented, and solutions proposed for the Gardiner Expressway should be compatible with these improvements and the concepts of the East Bayfront Precinct Plan. **Figure 5.15** is an image from the East Bayfront Master Plan showing improved visual and physical access to the water.



Within the eastern part of the study area from the Don River to Leslie Street, connections between the north side and south side of Lake Shore Boulevard East are restricted west of Logan Avenue due to the presence of the Gardiner Expressway ramps. In 2001, the eastern portion of the Gardiner Expressway beyond the Don River was removed. Lake Shore Boulevard East through this area is now framed by landscaped boulevards (primarily on the north side) that incorporate two kilometres of bike trails, sidewalks (the Martin Goodman Trail), and public art fashioned from remaining elements of the removed expressway, and at-grade pedestrian crossings on Lake Shore Boulevard East at Carlaw Avenue and Leslie Street.

Although the railway embankment and elevated expressway are not impediments in the eastern portion of the study area, Lake Shore Boulevard East permits high speed through-traffic, which remains a significant interruption to the street grid and an impediment to the future redevelopment of Port Lands. However, it is a useful example to be considered when reviewing solutions for the portion of the Gardiner Expressway currently under review. The Port Lands and South of Eastern Transportation Servicing Master Plan will consider opportunities to enhance the character of this section of Lake Shore Boulevard East.

Leslie Street is one of the main routes into the Port Lands, east of the Don River. Thus, Leslie Street takes on an importance that is not evident in its current design and proportions. It is now the subject of a streetscape improvement project as part of work to build tracks that will connect the new Leslie Barns TTC light rail transit (LRT) facility at Lake Shore Boulevard East and Leslie Street to Queen Street East. Streetscape improvements will be co-ordinated north and south of the Lake Shore Boulevard East/Leslie Street intersection to reinforce Leslie Street's identity as a route to the waterfront and a pedestrian priority street in a manner consistent with other public realm improvements planned for the Central Waterfront. **Figure 5.16** shows the pedestrian streetscape improvements to be completed at Lake Shore Boulevard East and Leslie Street.

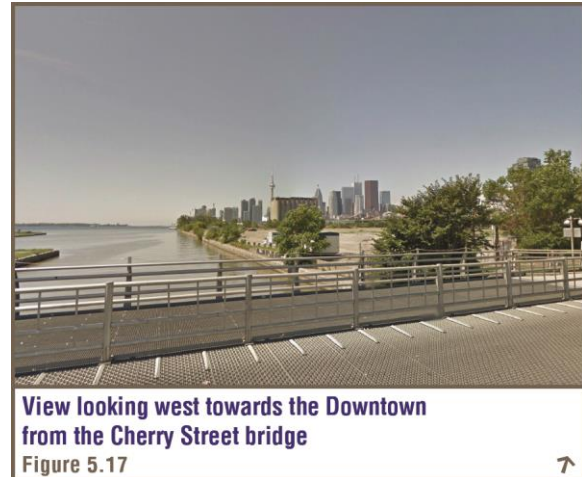




## 5.4 Views

The OP and the CWSP each contain policies that require development on public lands, including new streets, to maintain and increase views from the city to Lake Ontario. These policies are intended to achieve a variety of objectives including:

- Help reinforce Toronto's identity as a waterfront city;
- Contribute to the character of the new precincts being planned in accordance with the CWSP by reinforcing their relationship to the water's edge; and
- Beautify the city.



**Figure 5.17** shows a view looking west from Cherry Street towards the Downtown.

While views of Lake Ontario from the Port Lands are comparatively easy to provide or preserve, the portion of the study area west of the Don River has obstructed views due to the railway embankment and the Gardiner Expressway. The impact of the Expressway varies as one emerges from beneath the railway berm. The structure is higher at Cherry Street, thus the visual impact is considerably less than at Sherbourne Street, where the eastbound Jarvis Street on-ramp obstructs the view to the waterfront by dropping below the prevailing height of the Expressway. Viewed from further north, the Gardiner Expressway is often seen above the railway berm and enlarges the visual obstruction.

The City and WT continue to make significant investments in streetscape improvements, parks and open spaces at the foot of these north-south streets. The visual obstructions that intervene when these spaces are approached from the north undermine these efforts.

Other potential waterfront views that should be protected include views:

- To the ESSROC silos looking south along Cherry Street; and
- Along Queens Quay East towards the Victory Soy Mills silos.

## 5.5 Conclusion

The majority of the study area is in a state of physical transition; only the portion between the city's financial core and the northern portion of the West Don Lands is largely built out around a complete network of public space that includes a fine-grained pattern of streets, blocks and parks. The City's vision for the remainder of the study area is for this city fabric to radiate south and east to the water's edge where possible without interruption, connecting the lands in transition with the city, and the city with Lake Ontario.

The CWSP envisions Lake Shore Boulevard to be redesigned in order to improve north-south routes for pedestrians and cyclists, and to create improved physical connections between the Central Waterfront and adjacent neighbourhoods.

A successful solution for the Gardiner Expressway will acknowledge, support and build upon the work already undertaken throughout the study area, and do its part to contribute to the successful revitalization of Toronto's waterfront.

## **6. SOCIO-ECONOMIC ANALYSIS**

As the largest city in Canada with a growing population, the City of Toronto is an active development centre with a relatively consistent flow of investment. The following section documents the existing baseline socio-economic conditions and future conditions anticipated in the study area by 2031. Included are descriptions of population, employment, business activity, tourism, recreation and social infrastructure. Social infrastructure refers to such facilities as schools, social housing, social service centres, daycares, medical facilities or community centres.

### **6.1 Existing Conditions**

#### **6.1.1 Overview of Population and Employment**

The Toronto waterfront has a long history of industrial development. With changes to commercial activity in the city, the majority of the historic industrial development no longer serves its original purpose and many sites are underutilized brownfields. Toronto is now focusing on revitalizing its waterfront to include a mix of commercial and residential development, cultural and institutional amenities, and signature public spaces.

##### ***6.1.1.1 Population in the Study Area***

The 2011 Census revealed a study area population of approximately 12,000 people.

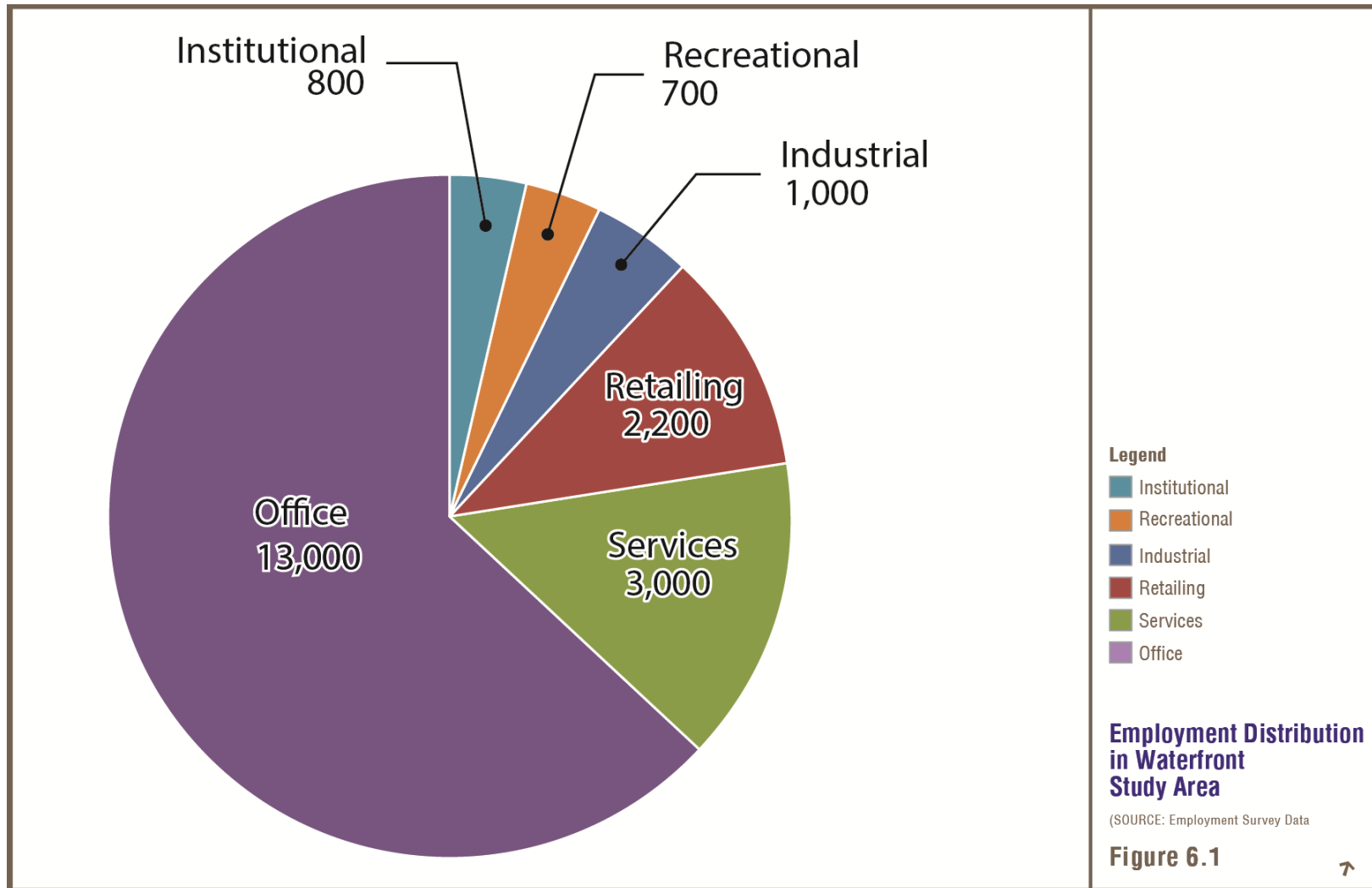
##### ***6.1.1.2 Employment in the Study Area***

This Report should be read in conjunction with the Economics Technical Study Report (TSR) produced by HR&A (2012).

Toronto's Waterfront area is home to a small, but growing population of businesses. The study area contained 20,600 jobs in 2012, about the same number as in 1993.

Some of the most significant employment sites in the study area include properties operated by the Toronto Port Authority (TPA). The TPA was established for the purpose of operating the Port and has legislated responsibility for all of its port activities related to shipping, navigation, transportation of passengers and goods, and the handling and storage of cargo.

The Port handles over 2 million tons of goods annually. In 1999, an economic impact study indicated that the Port employed (both as direct employees and contractors) the equivalent of 1,500 full time jobs in cargo, tourism and recreation. **Figure 6.1** illustrates the distribution of waterfront employment by sector.



### **6.1.2 Business Activity, Tourism, Recreation and Social Infrastructure**

The following section provides socio-economic profiles for the study area, including business activity, tourism, recreation and social services/infrastructure. For the purpose of the socio-economic profiles, the study area has been divided in three sub-areas. The sub-areas are: west of the Don River, north of the rail corridor; west of the Don River, south of the Gardiner Expressway (including the Port Lands); and east of the Don River, north of Lake Shore Boulevard East. **Figures 6.2** through **6.6** (located at the end of this Section 6.1.2) illustrate existing and planned land uses and infrastructure facilities immediately along the Gardiner – Lake Shore Boulevard corridor (area outlined in white) as of 2013. The planned uses and infrastructure are discussed in greater detail in Section 6.2. The exact extents of the planned facilities (such as the Don Mouth Sediment Management Facility) may vary from what is indicated on these figures as the plans for these features evolve with detailed design and implementation.

#### ***6.1.2.1 West of the Don River, North of the Rail Corridor/Gardiner Expressway***

This socio-economic profile applies to the portion of the St. Lawrence/Old Town, Corktown, the Distillery District and the West Don Lands areas that are within the study area.

Business activities in this socio-economic sub-area range from art galleries, boutiques and theatres to workshops, restaurants, offices, and residential and commercial uses. These businesses include:

- The St. Lawrence Market;
- Toronto Sun office building;
- Historic banking buildings that have been adaptively re-used for offices (Yonge Street);
- Historic King Edward Hotel (south side of King Street East, west of Church Street);
- Young Centre for the Performing Arts (Soulpepper Theatre Company and George Brown College's Theatre School);
- The Mill Street Brewery;
- Automotive-related uses (new and used car dealerships, parking lots, gas stations);
- Garden centres;
- Small cafes and restaurants; and
- Various small local businesses including a pharmacy, graphic designer, and scattered boutique professional offices.

The St. Lawrence Neighbourhood is identified by the City as a Business Improvement Area (BIA). The St. Lawrence BIA office is located at the St. Lawrence Market and it provides input and support to the community through resources and recommendations for business development.

The West Don Lands contain a few historic industrial buildings that remain in the western portion of the site, which house active film production companies, storage facilities and automotive-related industries. The area is undergoing significant redevelopment and will be the location of the Pan Am Athletes Village for the 2015 Pan/Parapan games.

The Distillery District and the St. Lawrence/Old Town areas provide year-round destinations for tourists for shopping, dining and cultural attractions in a highly urban, pedestrian-oriented setting. The nearby Corktown area contains many of Toronto's oldest heritage buildings, including historic row houses and townhouse residences, the Little Trinity Anglican Church and the Enoch Turner School House. However, apart from the historic sites in Corktown, this area is not known as a tourism destination and is not equipped with significant recreational spaces.

There are various arts and entertainment centres located in the area, including:

- The Lorraine Kimsa Theatre for Young People (formerly Young Peoples Theatre) which draws residents and youth from across Toronto;
- The St. Lawrence Centre for the Performing Arts, which is the main stage for many Canadian Stage (CanStage) Company performances;
- The Canadian Stage Company head offices and arts centre, which includes the Berkley Street Theatre space; and
- The Joey and Toby Tanenbaum Opera Centre, which is part of the Canadian Opera Company and is also the location of the Canadian Children's Opera Chorus.

Recreational and community facilities in this area include:

- David Crombie Park, which contains strolling and sitting gardens, a water feature, children's play area, a handball court, and a basketball court;
- The St. Lawrence Community Recreation Centre located on The Esplanade, across from David Crombie Park, which includes squash courts, a swimming pool, a gymnasium, a piano room, a weight room, and a games room;
- Berczy Park provides additional passive recreational park space on the north side of Front Street, east of Victoria Street;
- Lauren Harris Square (West Don Lands);



- Underpass Park (weather-protected recreational area adjacent to and beneath Eastern Avenue overpass and Richmond-Adelaide Street ramps), which includes basketball courts, skateboarding areas, public art, a community garden and a children's play area;
- Corktown Common; and
- The Don River Trail (abutting the eastern edge of the West Don Lands, adjacent to the Don River), which is an active multi-use trail for pedestrians and cyclists, connecting to the broader waterfront trails east and west of the Don River.

Residential uses in the area consist of a mixture of private and non-profit housing, market rental buildings, and luxury condominiums. The non-profit housing includes co-operative housing, which is a cornerstone the St. Lawrence community's character and experience. Some co-op households pay a reduced monthly rent geared to their income, with government funds covering the difference between this payment and the co-op's full charge. Other households pay full market rents. The advantages include a community where residents look after the neighbourhood and the housing stays affordable because it's run on a non-profit basis and is never resold. This mixture of housing is an identifying feature of the neighbourhood, welcoming a variety of income and ethnic groups.

With the exception of the West Don Lands, which are currently undergoing substantial redevelopment, residents in the remainder of this socio-economic sub-area generally use the St. Lawrence/Old Town and Corktown social infrastructure, which include:

- Market Lane Junior and Senior Public School;
- The St. Lawrence Cooperative Day Care;
- The St. Lawrence Neighbourhood Association;
- St. Lawrence Library;
- A number of community churches and religious centres;
- A Neighbourhood Link Downtown Toronto office which provides access to individual and family social services;
- The Inglenook Community School, which is an alternative school in the Toronto District School Board; and
- The Toronto Police Service 51 Division building.

**6.1.2.2 West of the Don River, South of the Gardiner Expressway (including the Port Lands)**

This socio-economic profile applies to Central Bayfront/Lower Yonge, East Bayfront, the Keating Channel Precinct and the Port Lands.

Business activities in this socio-economic sub-area are primarily industrial and commercial, several of which include large surface parking lots. Businesses include:

- Loblaw's Super Store located on the north side of Queens Quay East, between Cooper Street and Lower Jarvis Street;
- Redpath Sugar plant located on the south side of Queens Quay, west of Lower Jarvis Street. This is the largest operating factory remaining on the waterfront and includes a museum for visitors;
- Toronto Star building located at the northeast corner of Lower Yonge Street and Queens Quay East;
- LCBO Head office and distribution centre;
- Corus Entertainment Inc. building (Canada's largest integrated media and entertainment company) located south of Queens Quay East, east of the Jarvis Street Slip;
- George Brown College's Waterfront Campus at Queen's Quay East and Dockside Drive;
- Automotive businesses and dealerships, furniture shops, couriers, mechanical/electrical businesses, and production companies;
- FedEx offices and warehouses, The Dock Shoppe, The Government and Koolhaus night clubs, EDS Canada Inc. (a technology solutions group part of HP), and West Marine;
- The Royal Canadian Yacht Club (RCYC) ferries, which operate from the east end of the East Bayfront water's edge, taking RCYC members and guests to the club on the Toronto Island. The operation includes a loading dock, waiting house, and parking area;
- TPA container shipping facility and ship terminal (Keating Channel);
- Small film and production related businesses;
- Greyhound Canada's transit facility;
- Commissioners Street Waste Management Facility at 400 Commissioners Street, operated by the City. This includes a waste incineration stack, which is an identifying landmark of the Port Lands; and

- Various operations such as warehouses, outdoor storage facilities, and small scrap and waste operations.

Due to the current and future redevelopment in East Bayfront, Keating Channel Precinct and the Port Lands, this socio-economic sub-area does not include significant tourism or social infrastructure. West of the study area boundaries is the access dock for the Toronto Island ferries. As a result, Yonge Street provides key north-south access between the Toronto Harbour tourism and recreation activity, and the downtown tourism and recreation activity.

Recreational facilities/routes in this area include:

- Jarvis Street Slip;
- Sherbourne Park (East Bayfront);
- A portion of the Martin Goodman Trail, which is primarily used by cyclists;
- An off-road trail that extends eastward from the Martin Goodman Trail at Cherry Street (this path also connects to the Don River Trail);
- Revitalization of Queens Quay (on-going);
- Water's edge promenade, which extends through the Central Waterfront; and
- McCleary Park at Lake Shore Boulevard East and Logan Avenue, which contains two baseball diamonds (Port Lands).

The Martin Goodman Trail and the off-road trail listed above are multi-use recreational pathways that are part of the Greater Toronto and waterfront multi-use trail system.

#### ***6.1.2.3 East of the Don River, North of Lake Shore Boulevard East***

This socio-economic profile applies to the South of Eastern and South Riverdale area. Key operating business enterprises in this socio-economic sub-area include:

- Cinespace Film Studio on Booth Avenue, north side of Lake Shore Boulevard East;
- A multi-purpose City-owned site with Works and Emergency Services, Urban Development Services, and Economic Development offices. This includes large parking lots for City works trucks;
- Various smaller businesses on Logan Avenue and Booth Avenue including production, sound and music, and photography;

- Scattered auto related businesses including dealerships, parking lots storing shipping trucks and other automobiles;
- Various restaurants and coffee shops primarily on Queen Street; and
- Small number of boutique professional service businesses.

There are three additional large business operations located in this portion of the study area:

- BMW and MINI dealerships (including showrooms, sales centre and office space) both located at Broadview Avenue and Sunlight Park Drive; and
- Downtown Toyota at 677 Queen Street East.

There are residential clusters in the South Riverdale portion of the study area. Logan Avenue has a string of residential properties, primarily consisting of historic and traditional row houses, and newly developed townhouses. There are also old industrial buildings that have been converted into residential and live-work spaces.

Recreation and tourism facilities are not well developed in this portion of the study area, although the surrounding Riverdale neighbourhood contains many more community amenities, recreational spaces, social services, and tourism destinations. The Don River presents a recreational green space that is accessible on the west side of the Don River.

Figure 6.2: Existing Land Uses Along Corridor





Figure 6.3: Existing Land Uses Along Corridor

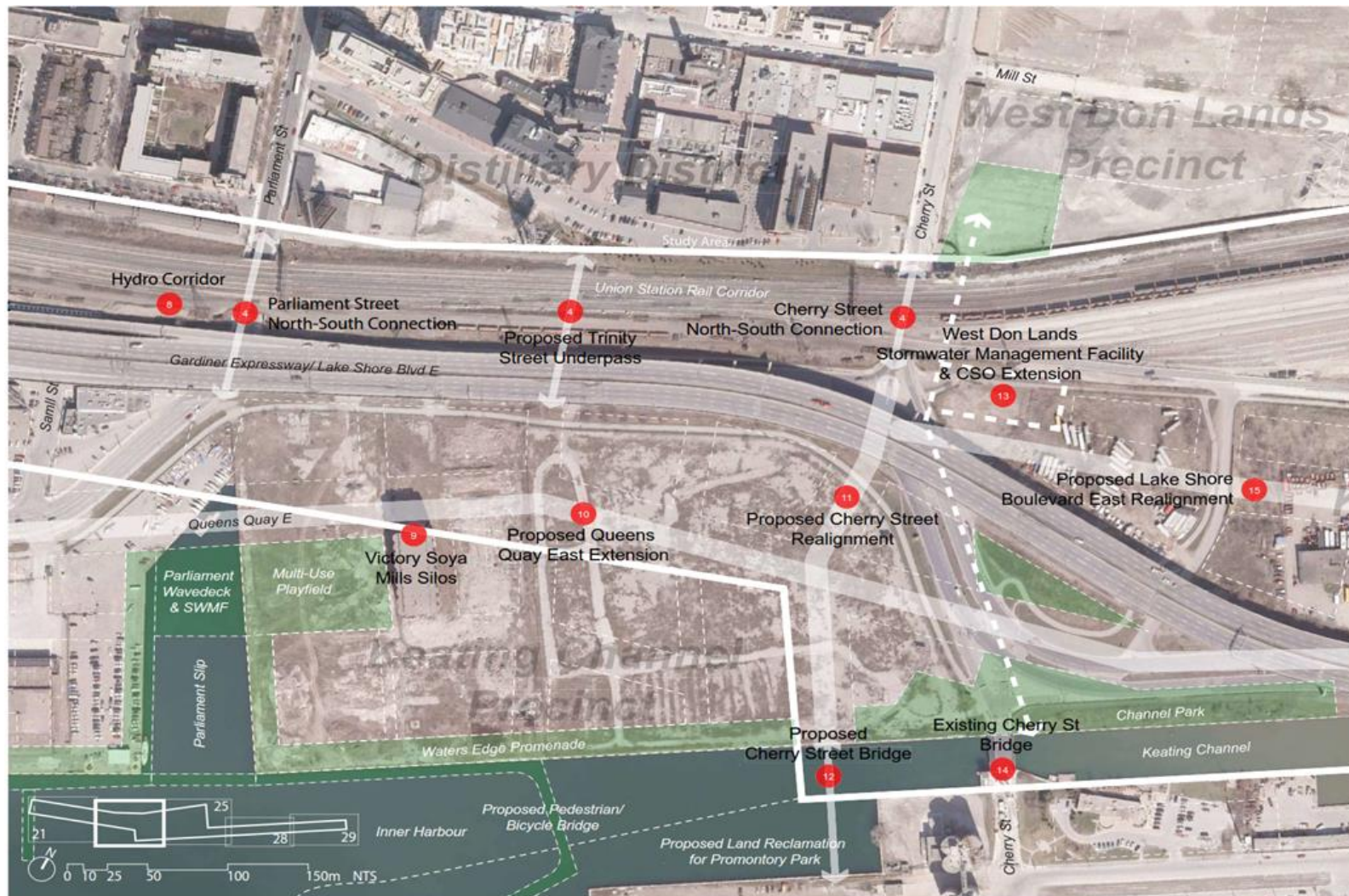




Figure 6.4: Existing Land Uses Along Corridor

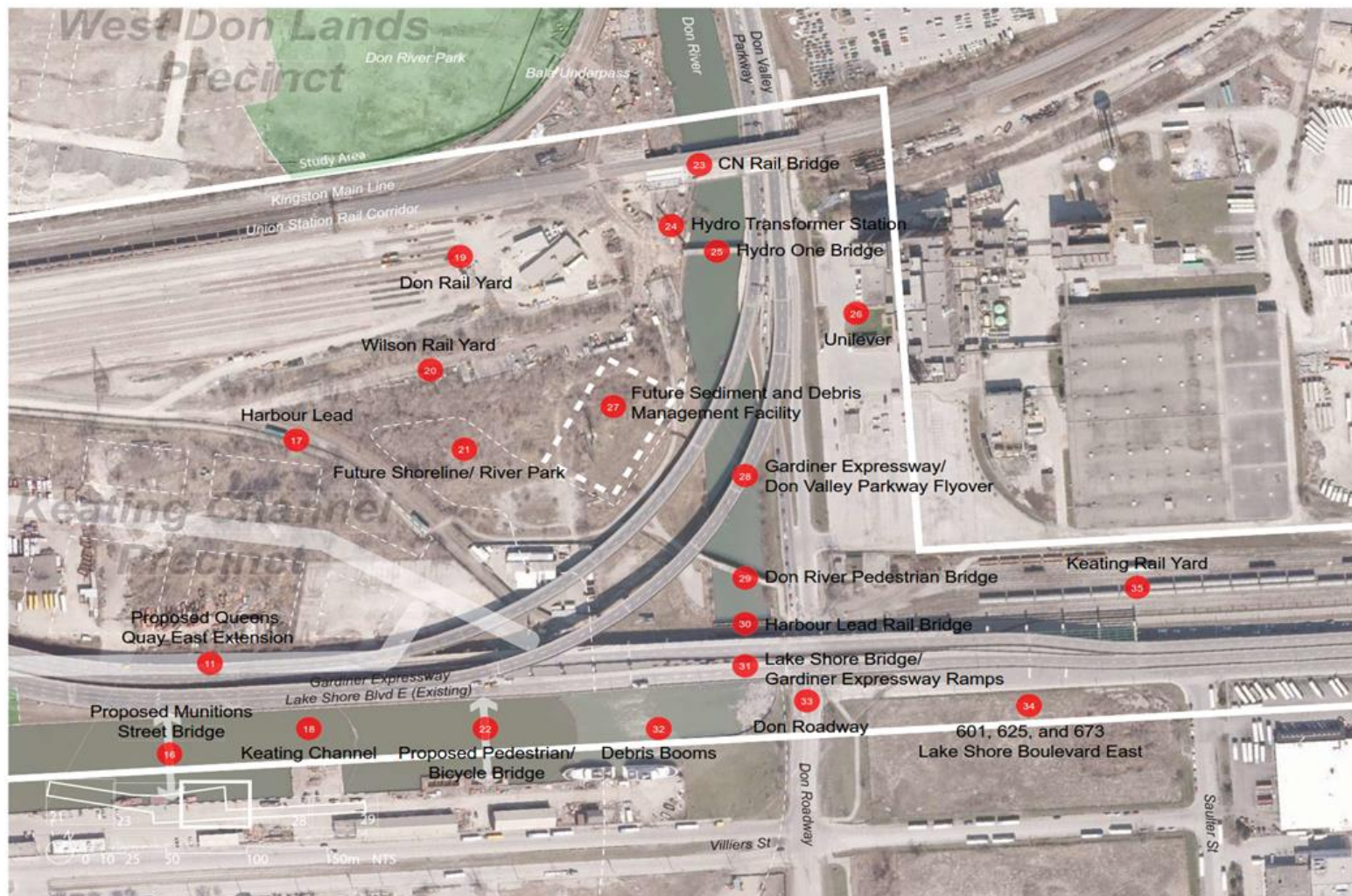


Figure 6.5: Existing Land Uses Along Corridor





Figure 6.6: Existing Land Uses Along Corridor



## **6.2 Future Conditions (2031)**

The following section describes future (2031) conditions for the study area according to approved and proposed precinct plans, and development plans for the study area. Particular attention was given to the planning policy framework for the waterfront precincts of West Don Lands, Central Bayfront/Lower Yonge, East Bayfront, and Keating Channel Precinct, as these are the areas that will undergo the greatest transition within the study area. The DMNP and the Port Lands Flood Protection Project were also reviewed for the analysis of future conditions in the study area. Further consideration was given to initiatives that are being proposed by transit agencies including the TTC and GO Transit.

The future conditions in the waterfront are not static. The nature of this area in transition is such that changes could occur to planned development between now and 2031. Therefore, the future conditions represent the best reasonable representation of the area. The following reflects the development information for the study area that is known as of the date of this Report. Included in the previous Section 6.1.2, **Figures 6.2** through **6.6** illustrate existing and planned land uses and infrastructure facilities immediately along the Gardiner – Lake Shore Boulevard corridor (area outlined in white) as of 2013. The planned uses and infrastructure are discussed in this Section 6.2. The exact extents of the planned facilities (such as the Don Mouth Sediment Management Facility) may vary from what is indicated on these figures as the plans for these features evolve with detailed design and implementation.

### **6.2.1 Overview of 2031 Population and Employment**

Study area conditions will change significantly by 2031. This is primarily due to waterfront redevelopment in the West Don Lands, Keating Channel, East Bayfront, and the Port Lands. The established communities including St. Lawrence/Old Town, Corktown, the Distillery District and South Riverdale are unlikely to change dramatically in the coming years. Although the City has created plans and recommendations for development in these well-established areas, growth is projected to be gradual and will primarily consist of infill development. South Riverdale development will also include residential and commercial infill with the conversion of former industrial buildings.

#### **6.2.1.1 Anticipated Population in the Study Area (by 2031)**

The Growth Plan for the GGH forecasts that the GTHA will grow by 2.2 million residents. Of this, the City of Toronto will increase by 465,000 residents. The West Don Lands, East Bayfront and Keating Channel precincts are expected to be redeveloped and revitalized to accommodate nearly 50,000 new residents. The forecasted population estimates for the Port Lands indicate that the area could include 16,000 residents by 2041.

### **6.2.1.2 Anticipated Employment in the Study Area (by 2031)**

The Growth Plan forecasts an increase of 0.9 million jobs in the GTHA by 2031, of which 143,000 jobs will be created in Toronto. However, a recent study of employment growth prepared for the City by Malone Given Parsons estimated that job growth may be much higher than the Growth Plan forecasts, increasing by as much as 408,000 by 2031. Upon completion of the waterfront precinct redevelopment, full-time employment in the study area is estimated at over 28,000 jobs. This is based on 0.06 jobs for every 93 square metres (1,000 square feet) of residential development, and 4 jobs for every 93 square metres (1,000 square feet) of commercial development. The forecasted employment estimate for the Port Lands indicates that the area could include 21,000 jobs by 2041.

Overall socio-economic patterns may alter to reflect the changes in the precincts. As the precincts are redeveloped and attract increased investment, demographic conditions may alter as the area becomes more competitive and desirable as a place to live and work.

### **6.2.1.3 West of the Don River, North of the Rail Corridor/Gardiner Expressway**

The eastern portion of this socio-economic sub-area is expected to experience the most change by 2031. The Distillery District is expected to continue to evolve as a major arts and entertainment destination. In addition to the residential and office development that is already considered in the existing conditions, there will be additional growth in this area. However, the most significant revitalization has already occurred and the socio-economic conditions here are not anticipated to alter drastically. As this is a newly revitalized area, the existing conditions are anticipated to be consistent through to 2031.

Upon completion, the West Don Lands will be a mixed-use community composed of approximately 6,000 housing units (including affordable units) and 70,000 square metres (750,000 square feet) of commercial development. A portion of the residential component will also contain affordable dwelling units. Recreational spaces will be provided through a variety of parks and open spaces, recreational sports field, and a recreation centre that will be part of the proposed elementary school for the precinct. This centre will include meeting rooms, a pool and a gymnasium.

Cycling paths will be extended throughout the West Don Lands and through Corktown Common, which is nearing completion and which will attract visitors from beyond the precinct. These new cycling paths will also extend along a pedestrian/cycling bridge over the Don River connecting to the Don River Trail and South Riverdale. Tourism is expected to increase in this area after build out due to parks and open spaces, as well as design, architecture and sustainability features in the precinct.



Further social infrastructure is not currently planned as much of it will depend on the needs of the community once the area is built out and occupied. However, precinct plans note that these additional social facilities may include a library and a child care centre. It has been determined that emergency services can be met through existing facilities serving the surrounding neighbourhoods.

Future development in the St. Lawrence/Old Town and Corktown areas will be primarily infill redevelopment that maintains the existing socio-economic conditions. Residential demand is expected to increase due to the area's diverse urban fabric and proximity to the financial district, the Distillery District and the waterfront, which make it a desirable place to live. Planning policies for these areas recommend contextual development that respects the existing character. Public realm improvements will include the westward extension of David Crombie Park, and other improvements are being considered to preserve and enhance the historic character, increase access to open space, and improve the pedestrian and cyclist experience.

There are opportunities to consider social infrastructure improvements in the future if the population and employment surpasses the capacities of existing social infrastructure serving these areas. However, additional social infrastructure that will exist in the West Don Lands upon build out may attract users from these neighbouring communities and actually provide capacity at the existing facilities, particularly for the St. Lawrence and Corktown communities.

#### ***6.2.1.4 West of the Don River, South of the Rail Corridor/Gardiner Expressway (includes the Port Lands)***

The western portion of this socio-economic sub-area is undergoing some mixed-use development, and further development is anticipated on the north side of Queens Quay East. However, redevelopment in the East Bayfront, Keating Channel and the Port Lands areas is expected to have a significant impact on the socio-economic conditions by 2031

The redeveloped waterfront area is expected to be a prime location for new employers and new residents. Upon build out of the East Bayfront and Keating Channel precincts, approximately 18,700 new residential units and 575,000 square metres (6.2 million square feet) of commercial space are anticipated. The Port Lands are in the earlier stages of developing a planning framework for the area. Thus, population and employment estimates have not been finalized.

Public realm and recreational improvements in the area by 2031 are expected to include:

- Naturalization of the mouth of the Don River, which will provide flood protection along with the FPL in the West Don Lands;
- Cycling route along Cherry Street;

- The development of the waterfront promenade and park space at the Yonge and Jarvis Street Slips;
- A community facility at Sherbourne Park;
- The reconfiguration of Queens Quay;
- Further improvements to the Martin Goodman trail through the area and eastward along Commissioners Street for multi-use bicycle and pedestrian activity; and
- Green corridors that will connect the Port Lands with the broader city.

Planned social infrastructure improvements in the area are currently limited to a proposed elementary school and community centre adjacent to planned park space along the Parliament Street Slip. It is recommended that the school include a daycare centre. The community centre is also recommended to contain meeting space and potential satellite healthcare facilities. There is currently no plan to develop a public library space in the area. The existing St. Lawrence library is considered sufficient at this time, but there is provision in the East Bayfront Precinct Plan to consider a new library to serve St. Lawrence, West Don Lands and East Bayfront. This would not be determined until the precincts are built out and capacity of the existing St. Lawrence library is reviewed.

The naturalization of the Don Mouth and improvements to the Keating Channel area will create approximately 2,300 linear meters of open space for new development. This could activate the areas both north and south of the Keating Channel with a mix of commercial and residential uses, which may require further social infrastructure once the area is built out.

Waterfront revitalization will result in increased tourism activity in the area. As the waterfront is built out with quality urban design, public realm, and recreational areas, visitors will increase. Cultural events, festivals, markets and meetings may occur in the public open spaces such as Sherbourne Park, supporting additional tourism activity.

### **6.2.2 East of the Don River, North of Lake Shore Boulevard East**

Based on current development plans, there are no plans for significant new residential development in the South Riverdale. Although there are some residential properties in the area where infill development may occur, the South of Eastern *Employment District* is expected to experience a growth in employment uses. The OP encourages employment intensification in *Employment Districts*, and there are currently three development applications under review by City staff (refer to section 7.9) that could include approximately 800 new jobs if the proposed 20,000 square metres of non-residential GFA are approved by City Council.

Any future development in the South of Eastern area is limited by the soil conditions, which will require remediation. A Community Improvement Plan (CIP) for this area provides financial

incentives for remediation. Future economic conditions are anticipated to reflect current conditions.

As the South of Eastern area redevelops, it is anticipated that there may be additional north-south connections between Eastern Avenue and Lake Shore Boulevard East. These connections could provide opportunities for public realm improvements.

There are currently no plans for recreation or tourism spaces in this socio-economic sub-area.

### **6.3 Constraints and Opportunities**

Existing and future socio-economic conditions in the study area vary widely depending on the precinct/neighbourhood. Some areas contain, or will contain an array of social infrastructure, recreation, tourism, arts and entertainment facilities, while others currently have few or no facilities and will likely continue this way through to 2031. This provides both opportunities and constraints.

The current configuration of the Gardiner Expressway and Lake Shore Boulevard East constrains the full potential for planned development in adjacent waterfront precincts and limits their connection with existing neighbourhoods. This includes the development of social infrastructure, business activity, entertainment and recreational space. The future conditions, although offering greater socio-economic facilities, may provide constraints to roadway reconfiguration as the study area is built out.

Opportunities exist where reconfiguration provides space for socio-economic facilities to be developed and enhanced. There is room to improve tourism, business activity, pedestrian street life, recreational activity and living spaces throughout the study area. Socio-economic conditions could be improved through the benefits provided to surrounding communities through reconfiguration. Making communities accessible and attractive to development in turn reflects positively on socio-economic conditions as these areas develop to meet the needs of increased residents and visitors.

## 7. LOCAL AREA REVIEWS

This section describes existing conditions, planning policy framework, and future conditions with respect to planning and urban design in each of ten sub-areas of the study area. For each sub-area the planning and policy context is considered including applicable secondary plans, precinct plans, master plans, environmental assessments, urban design guidelines, zoning by-laws and any other relevant planning documents pertaining to each sub-area. There are a wide range of policies, plans and guidelines that apply to each sub-area. This section summarizes planning and urban design conditions in a fine-grain manner to highlight the opportunities and constraints at a localized level.

Some sub-areas are stable and have an established urban structure and development context. Other areas have been or are being comprehensively planned for change and revitalization. The ten sub-areas are:

- St. Lawrence / Old Town
- Corktown
- Distillery District
- West Don Lands
- Central Bayfront / Lower Yonge
- East Bayfront
- Keating Channel
- Port Lands (includes the Lower Don Lands, Villiers Island, Film Studio and East Port)
- South of Eastern
- South Riverdale / Riverside

**Figure 7.1** illustrates the precinct plan and planning study areas.

Figure 7.1: Precinct Plan and Planning Study Areas





## 7.1 St. Lawrence/Old Town

St. Lawrence and Old Town are names that are often used to describe various areas of Toronto between Yonge Street and the Don River and between the rail corridor and Queen Street East. For the purpose of this Report, the St. Lawrence/Old Town sub-area is bounded by King Street to the north, the rail corridor to the south, Parliament Street to the east, and Yonge Street to the west. **Figure 7.1.1** illustrates the St. Lawrence/Old Town sub-area boundaries.

St. Lawrence/Old Town is a mature and vibrant district of the city that includes some of Toronto's most significant historic sites. The area includes the noteworthy St. Lawrence Neighbourhood, the southeastern edge of Toronto's Financial District, parts of the original ten blocks of the Town of York, and other urban fabric associated with Toronto's early history. The area is highly mixed with respect to land use, built form, and housing. The area has experienced substantial redevelopment in the last 30 years and the City's planning framework for the area recognizes the heritage significance of the urban fabric while encouraging appropriate opportunities for development, often in the form of mid-rise infill development.

Development in this area began in 1793 with the lay-out of the original ten blocks of the Town of York bounded by Adelaide Street East, Front Street East, George Street, and Berkeley Street. Front Street was located slightly north of the original Lake Ontario shoreline; lakefilling that began in the 1840s gradually extended the shoreline southward. Rail yards, factories and warehouses that once occupied much of the land south of Front Street were comprehensively planned and redeveloped beginning in the 1980s into the St. Lawrence Neighbourhood. Other parts of the Old Town/St. Lawrence area have thrived in recent decades based on local shopping and cultural attractions. Significant development activity has occurred in the area.

### FUTURE SOCIO-ECONOMIC SNAPSHOT

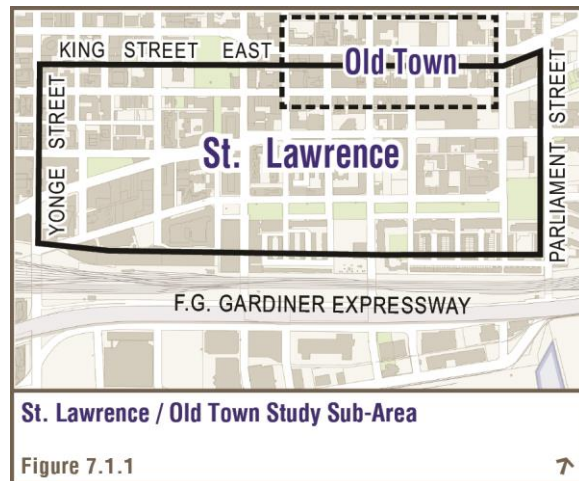
#### St. Lawrence/Old Town (2031)

*The information below reflects anticipated changes to existing socio-economic conditions based on development proposals that have been approved or are currently under review.*

**Residential:** 4,000 new units

**Employment:** 6,500 new jobs

**Tourism:** New Sony Centre for the Performing Arts

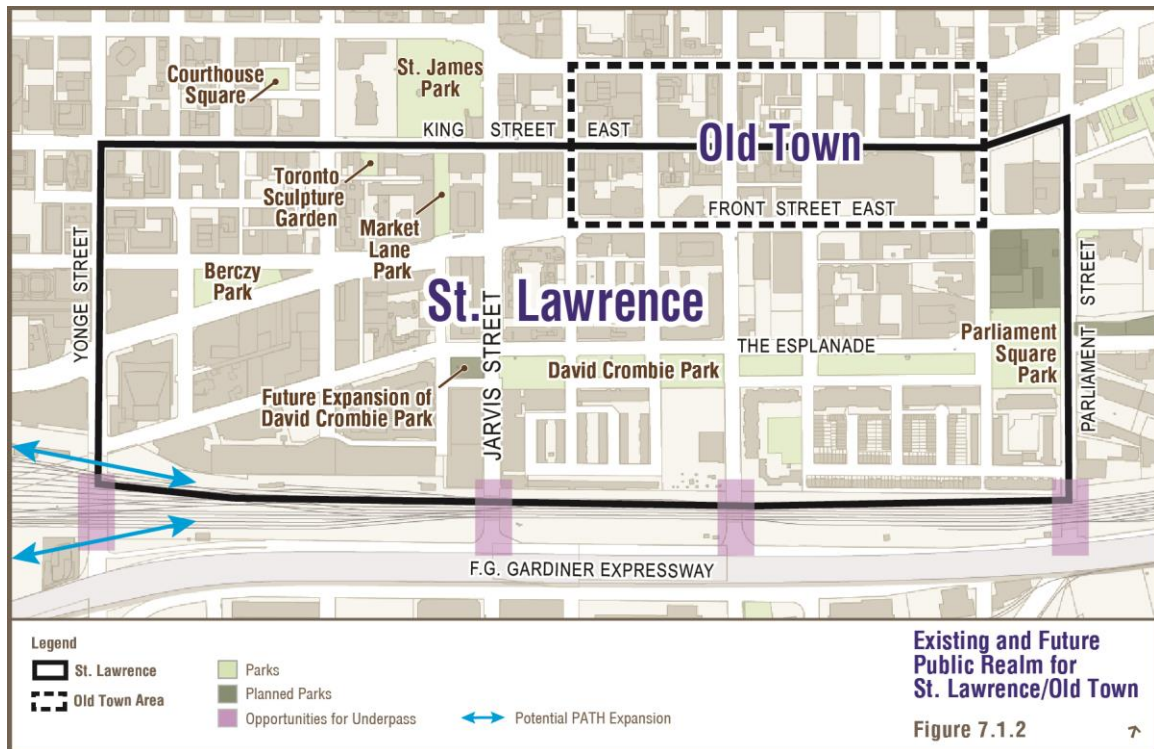


### 7.1.1 Existing Conditions

The urban structure of the St. Lawrence/Old Town area is a fine-grained organic grid that includes blocks on its northern edge that were laid out as part of the original Town of York. King Street East, Yonge Street, and Parliament Street are the major streets that define the edges of this study sub-area. Jarvis Street, Sherbourne Street, and Front Street East/Wellington Street are other major streets in the area. A fine grain of local streets and blocks fills in the urban fabric between the area's major streets. Of these local streets, The Esplanade may be the most important; together with Crombie Park, it forms the spine of the St. Lawrence Neighbourhood.

Yonge, Jarvis, Sherbourne and Parliament Streets all cross under the rail corridor through underpasses and define the connection for much of Toronto's eastern downtown to the waterfront.

Two important park spaces are located within St. Lawrence/Old Town. Crombie Park is a linear park extending from Jarvis Street eastward to Parliament Street. As noted above, Crombie Park is a defining structural element of the St. Lawrence Neighbourhood. Berczy Park is a triangular shaped park formed by the divergence of Front Street East and Wellington Street East. It is framed by heritage streetscapes and by the famous Flatiron Mural by Derek Michael Besant on the rear of the historic Flatiron building. **Figure 7.1.2** illustrates the existing and future public realm for the St. Lawrence/Old Town area.



The southern portion of St. Lawrence/Old Town sub-area comprises the St. Lawrence neighbourhood. The neighbourhood contains a mix of ownership and rental housing, under both private and social housing tenures. Development in St. Lawrence comprises low-rise, house-form buildings and multi-unit residential buildings in mid-rise and taller slab buildings.

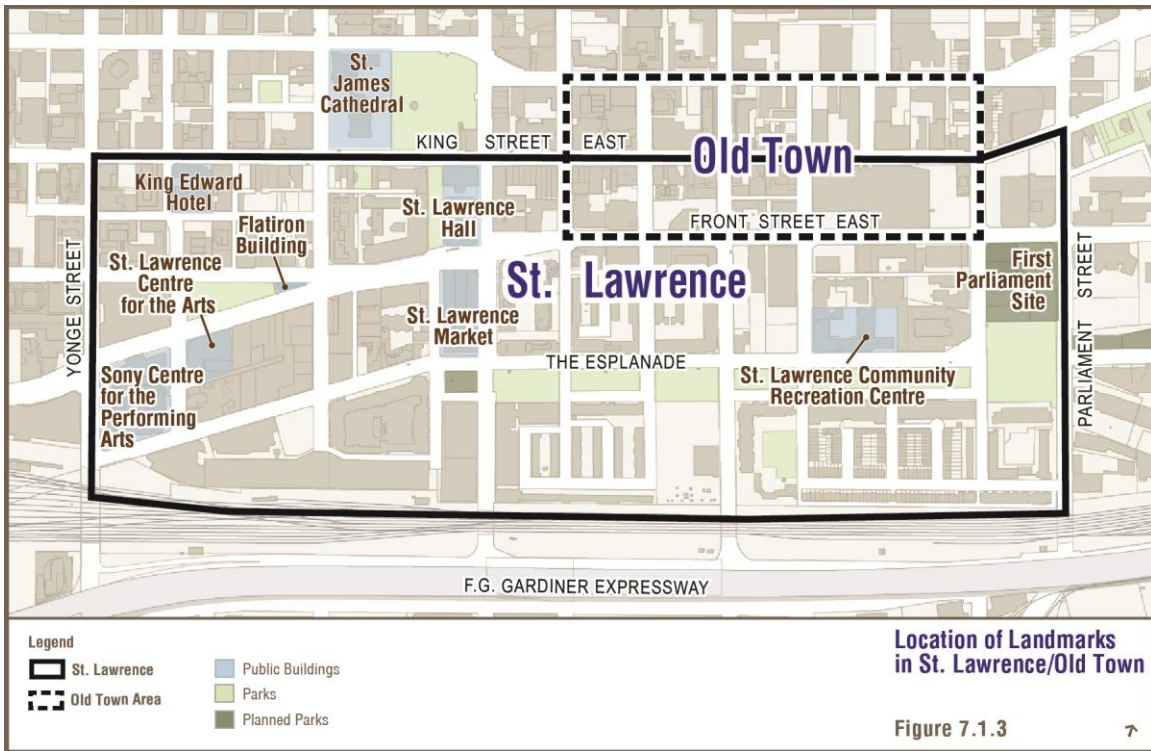
The western edge of St. Lawrence/Old Town is part of Toronto's Financial District. Development in the area includes dense office commercial development in tall built form.

Other areas of St. Lawrence/Old Town are developed with heritage commercial and industrial buildings, newer development scaled to nearby heritage buildings, mid-rise development, usually displaying a strong expression at the eighth storey, and in the western portion of the area taller buildings that create a physical transition in built form from the tall buildings of the Financial District. Land uses reflect a strong mix of commercial and residential.

St. Lawrence/Old Town is the location of a number of important Toronto landmarks. St. Lawrence Market is arguably an anchor for the area, drawing significant numbers of visitors to the neighbourhood and retail activity. **Figure 7.1.3** shows the location of other Toronto landmarks and notable uses in the area, specifically:

- St. Lawrence Hall
- The Flatiron Building
- The Flatiron Mural by Derek Michael Besant
- The First Parliament site
- The Sony Centre for Performing Arts
- The King Edward Hotel
- St. Lawrence Community Centre
- St. Lawrence Centre for the Arts

Other important buildings that influence the area by virtue of close proximity include St. James Cathedral and the downtown campus of George Brown College.

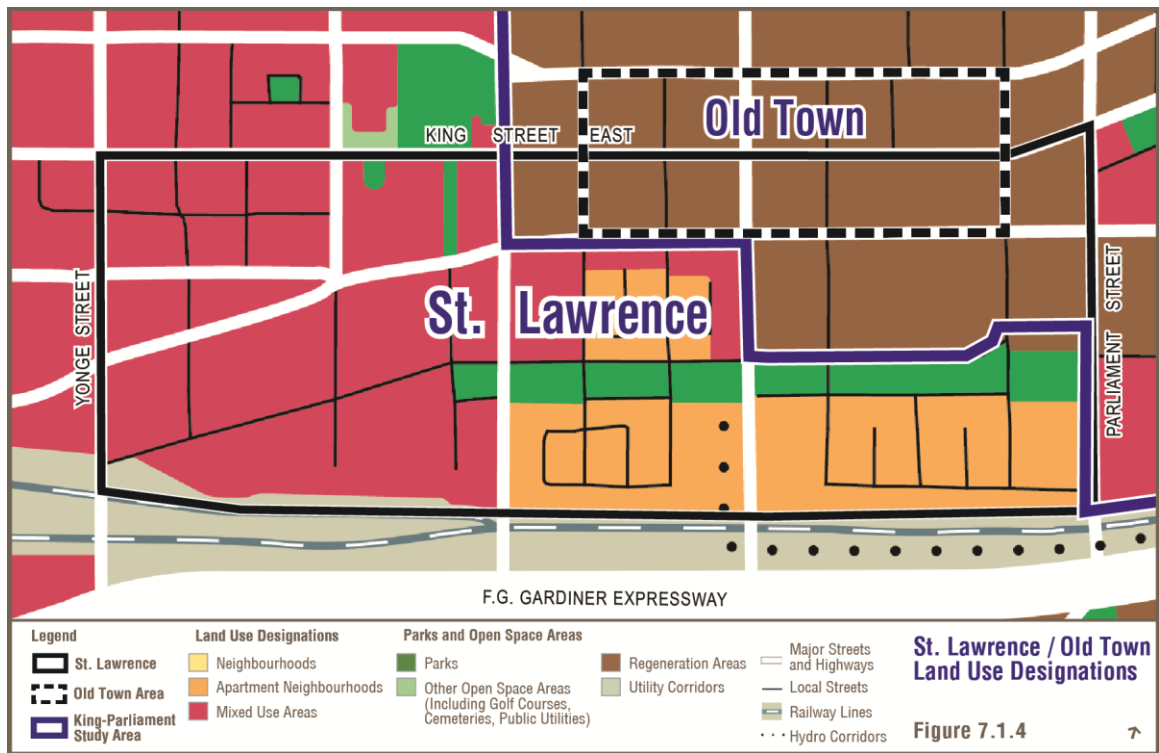


## 7.1.2 Local Policy Framework

### 7.1.2.1 Official Plan

The St. Lawrence/Old Town sub-area is within the *Downtown*. In addition, those blocks on the area's western edge located between Yonge and Scott Streets are part of the Financial District.

As shown in **Figure 7.1.4**, the OP land use designations reflect the diversity of uses and built form in the area. *Mixed Use Areas* are primarily west of Jarvis Street and on edges of the St. Lawrence Neighbourhood that are more intensely developed. Most of the St. Lawrence Neighbourhood east of Jarvis Street is designated *Apartment Neighbourhoods*, reflecting the existing mix of multi-unit residential buildings, stacked townhouses and townhouses. Other parts of the area west of Jarvis Street and north of the St. Lawrence Neighbourhood are designated *Regeneration Areas*, and are part of the planning policy initiatives incorporated into the KPSP.



**7.1.2.2 King-Parliament Secondary Plan (KPSP)**

The KPSP applies to those portions of the St. Lawrence/Old Town area that are east of Parliament Street and north of the St. Lawrence neighbourhood. The policy approach of the Secondary Plan in *Regeneration Areas* is to permit a range of uses, while putting in place rigorous performance standards for built form rather than regulatory limits on density. The Plan does not contemplate changes to the pattern of streets and public spaces within the St. Lawrence/Old Town Area.

**7.1.2.3 Zoning**

The Zoning By-law designations for properties within St. Lawrence/Old Town are consistent with OP land use designations. Areas designated *Regeneration Areas* in the OP are designated Reinvestment Areas in the Zoning By-law. Lands west of Jarvis Street and higher-density areas of the St. Lawrence neighbourhood are generally designated Commercial-Residential with permitted densities ranging from 4.0 to 7.8 times the area of the lot. Lower density areas of the St. Lawrence neighbourhood developed are zoned Residential with permitted densities ranging from 1.0 to 2.5 times the area of the lot.

There are numerous examples in this area of development constructed under site-specific zoning by-law amendments.

**7.1.2.4 Urban Design Guidelines**

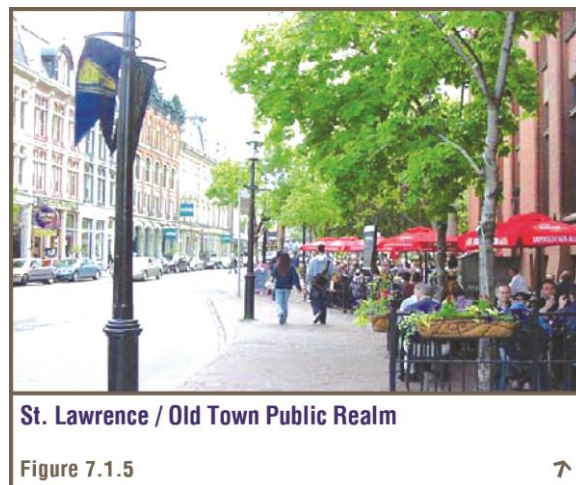


The King-Parliament UDG apply to much of the St. Lawrence/Old Town area outside of the St. Lawrence Neighbourhood. The Guidelines identify the Old Town of York, bounded by George, Berkeley, Adelaide and Front Streets as an Area of Special Identity, with a special pattern of small square blocks. The Guidelines also identify Parliament Street, Berkeley Street and King Street East as Special Streets, each with design objectives which generally reinforce patterns of built form and streetscape established by heritage buildings and existing urban fabric.

The St. Lawrence Neighbourhood Focused Area UDG were adopted in 2005 and apply to an area bounded by Yonge Street, King Street East, George Street and the rail corridor. The goal of these guidelines is to improve the quality of the environment in the Focused Area of the St. Lawrence Neighbourhood and to ensure that the elements that contribute to the special character of the diverse parts of the area are retained and enhanced. The main planning and urban design objectives for achieving this goal include: the enhancement of the areas of special character; enhancement of historic buildings and how they are viewed; and improvements and expansion of public realm areas such as parks, plazas and sidewalks. One function of the guidelines is to help direct the City and prioritize public realm enhancements, streetscape improvements and the creation of new parks and open spaces.

#### **7.1.2.5 Other Plans and Policies**

The King-Parliament CIP was adopted by Council in 1997 (By-law 1997-0483 as amended by 383-2002 and 359-2007). The CIP was prepared to accompany the planning initiatives of the KPSP and related zoning by-law. It includes a number of community projects, primarily related to public realm improvements. Among other projects, Parliament Street is identified as a corridor for decorative paving, trees and lights. The rail underpasses are targeted to be "greatly improved by the introduction of additional space for pedestrians and cyclists, improvements to the general lighting levels, new sidewalks, and where appropriate, public art installations". **Figure 7.1.5** shows the existing public realm in St. Lawrence/Old Town.



The St. Lawrence Neighbourhood CIP was adopted by City Council in 2006 and amended in 2007 (By-law 125-2006 as amended by By-laws 352-2007 and 85-2008). The CIP includes a Public

Realm Strategy that addresses the area bounded by King Street East and St. James Park to the north, Jarvis Street to the east, the Gardiner Expressway to the south, and Young Street to the west. The Public Realm Strategy identifies opportunities for improvements to the public realm, including among others:

- Extension of Crombie Park westward across to Market Street;
- Pedestrian improvements to the Yonge Street and Jarvis Street railway underpasses;  
and
- Connections to the PATH system under Yonge Street.

#### ***7.1.2.6 Emerging Plans and Policies***

The City's Heritage Preservation Services staff have initiated a Heritage Conservation District (HCD) study for the area encompassing the St. Lawrence/Old Town sub-area and extending north to Adelaide Street East. If the study determines that an HCD is warranted, a Heritage Conservation Plan for the area will be prepared pursuant to the Ontario Heritage Act, which will establish parameters for development in the area that is consistent with heritage objectives.

### 7.1.3 Future Conditions

The local policy framework summarized above provides direction to the anticipated future conditions in the St. Lawrence/Old Town area. Land uses in the area will continue to reflect a broad mix. The area will continue to experience incremental growth through infill development that respects and reinforces the existing built-form context and heritage character of the area. Existing patterns of streets and blocks and open spaces will be maintained, with public realm improvements implemented over time.

**Table 7.1** below identifies development proposals in the area that are approved and/or under construction, which reflect more than 2,000 new residential units and more than 130,000 square metres of non-residential GFA.

**Table 7.1: Development Proposals Under Review or Under Construction**

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
1 Front St E (now 8 The Esplanade)	07 114857	57-storey residential building, incorporating relocated Sony Centre for Performing Arts uses.	593	5,819 (theatre uses)
5-7 The Esplanade (now 1 The Esplanade)	07 274204	36-storey mixed-use building. Majority of the parking will service the adjacent development (1 Front St E.). Includes 4-storey above grade parking for tower on site.	287	24,517
40 Scott St	11 190645	53-storey tower on a 5-storey base building; retail and office uses in base building.	525	6,434
70 The Esplanade	05 105693	13-storey mixed-use building; retail at grade.	166	1,243
154 Front St E	11 146719	Two 26-storey towers on a 9-storey base building, with retail at grade.	452	1,127
331-333 King St E	12 144494	17-storey and 12-storey office buildings; retail at grade (former Toronto Sun).	n/a	95,464

**Table 7.2: Development Applications Under Review in the St. Lawrence / Old Town Sub-Area**

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
101 King Street East and 54-70 Colbourne Street	12 130075	25-storey mixed-use building; retail at grade	251	890
21 Lower Jarvis Street	11 296503	Two-storey GO Transit operation support facility (office and maintenance/storage)	n/a	2,682
177-197 Front Street East, 15-21 Lower Sherbourne Street & 200 The Esplanade	12 141911	Three 34-storey towers on an 8-10-storey podium; retail at grade	1,349	6,731
71–95 King Street East	12 145905	47-storey mixed-use building on 4-storey base building; retail, office and institutional uses in base building.	355	8,135
92 Front Street East	13 280729	5-storey building; market-related, retail, judicial and civic uses (St. Lawrence Market – North Building).	n/a	8,970

Public realm initiatives in the St. Lawrence/Old Town area which have the potential to impact the area's structure of public spaces include: the westward extension of Crombie Park to incorporate 125 The Esplanade; and the City/Provincial acquisition of the First Parliament site, anticipating future development of a park and a 2,300 square metre (25,000 square foot) regional library and cultural centre.

Additionally, public realm improvements to Lower Jarvis, Lower Sherbourne, and Parliament Streets may have synergies with public realm proposals resulting from changes to the Gardiner Expressway.

## 7.2 Corktown

The portion of Corktown that is within the study area is bounded by King Street East to the north, Front Street/Eastern Avenue to the south, St. Lawrence Street to the east, and Parliament Street to the west (**Figure 7.2.1**). The area contains mostly low-rise residential, commercial, industrial and cultural uses, including several heritage buildings. Some of the original three-storey mixed-use buildings on King Street East continue to provide commercial uses for the local community. Residential side streets such as Trinity Street and Gilead Place contain some of the original rowhouses that were once common throughout Corktown. The distinctive street pattern includes some of the original built fabric from the 19<sup>th</sup> Century and newer roadways introduced in the latter part of the 20<sup>th</sup> Century.

### FUTURE SOCIO-ECONOMIC SNAPSHOT Corktown (2031)

*No major socio-economic changes are anticipated in Corktown.*



### 7.2.1 Existing Conditions

Corktown developed as a residential enclave of Irish immigrants in the early 19<sup>th</sup> century. Corktown includes several of Toronto's first schools and churches, which were constructed by the mid-19<sup>th</sup> century. Little Trinity Church is located at 417 King Street East, east of Parliament Street and is the first Protestant church in the City. South of the church is Enoch Turner Schoolhouse at 106 Trinity Street, which was Toronto's first ward school. The former schoolhouse now operates as a museum by the Ontario Heritage Trust.

There are several heritage buildings in Corktown that are designated under the Ontario Heritage Act. These buildings include: the Consumers' Gas Co. Station A Building at 51 Parliament Street (now 63 Parliament Street); Sackville Street Public School at 19 Sackville Street; and the mixed-used Wilkins Buildings at 457-463 King Street East. In addition, several of the rowhouses on Ashby Place, and Percy Street are also designated heritage buildings.

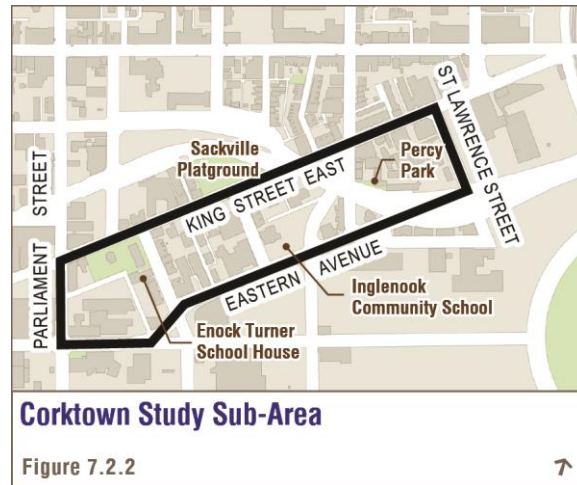
Some of the noteworthy landmarks and public spaces that are located within Corktown, but beyond the sub-area boundaries are St. Paul's Basilica and St. Paul's Catholic School, which are Toronto's first Roman Catholic church and school. Sackville Playground is located on the north side of King Street East at Sackville Street. **Figure 7.2.2** illustrates the existing public realm in the Corktown sub-area.



Corktown underwent a period of demolition during the 1960s to accommodate a series of elevated roadways. In particular, the DVPs Richmond Street East and Adelaide Street East ramps, and the Eastern Avenue overpass dissected the once-established neighbourhood.

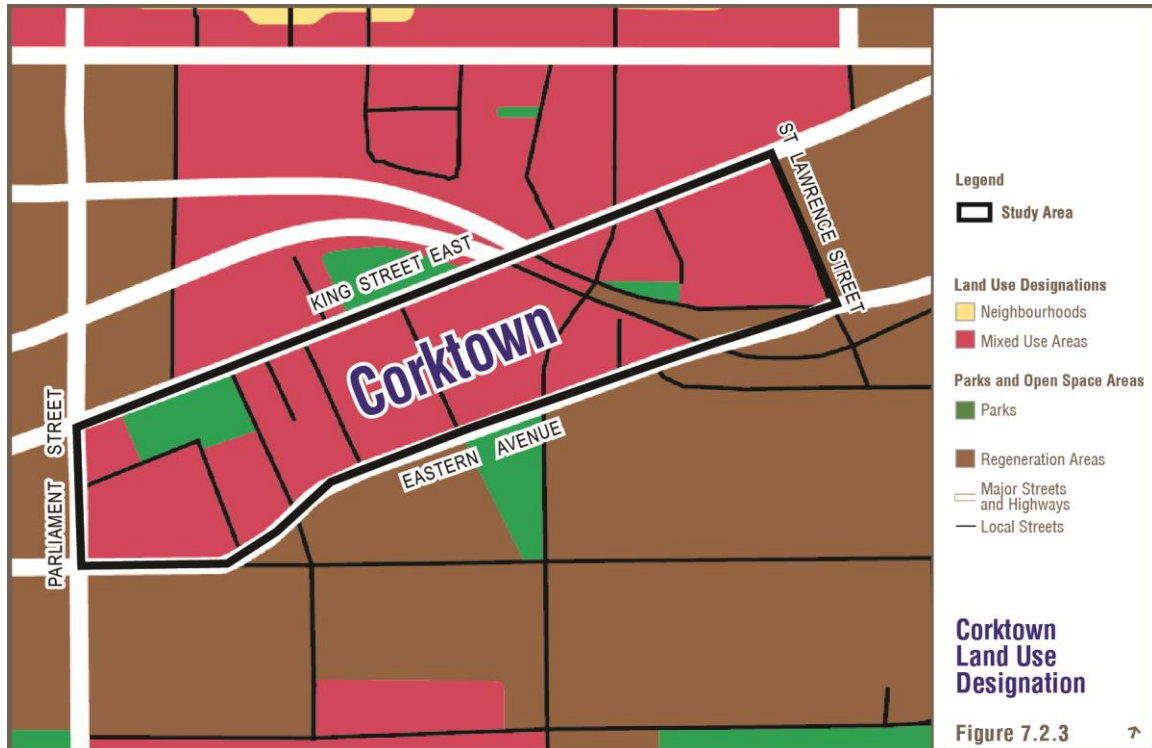
### 7.2.2 Recent Development Trends

Several former industrial properties in Corktown have been redeveloped with new mid-rise mixed-use buildings, particularly on King Street East. The properties at 549 and 569 King Street East, and 33 and 52 Sumach Street were part of a mixed-use redevelopment that was completed in the 2010. The King Street properties were each redeveloped with six-storey buildings and commercial uses at grade. A five-storey residential building was constructed at 52 Sumach Street. The development consists of a total of 134 residential units and seven 3-storey townhouses. More recently, an eight-storey building was completed at 510-530 King Street East, which contains commercial uses at grade and 182 residential units above.



### 7.2.3 Local Policy Framework

Corktown is predominantly designated *Mixed-Use Areas* in the OP, as shown in **Figure 7.2.3**. The exception is an irregular parcel of land bound by Richmond Street East to the north, St. Lawrence Street to the east, Adelaide Street East/Eastern Avenue to the south, and Sumach Street to the west. The parcel is designated Regeneration Areas.



The area is subject to the criteria contained in the KPSP. Corktown is identified as an Area of Special Identity on Map 15-3 of the KPSP. The policies in Section 9 for Mixed Use Area A (Corktown), require that any change of use on a lot from industrial or light industrial to residential or live/work uses is permitted, provided it meets specific criteria. Some of the key criteria include: new buildings must comply with the height limits identified in the Plan; conversions from industrial uses to residential or live/work uses must be wholly confined to the building as it existed in 1995; and design of new buildings must be consistent with and reinforce the physical and heritage character of the area.

The eastern-most portion of Corktown is located within Lower Don SPA, as well as the DMNP EA study area. Upon completion of the EA and the associated flood remediation work, the area may no longer be within the Don River floodplain and would thus be removed from the Lower Don SPA.

### **7.2.3.1 King-Parliament Urban Design Guidelines**

The King-Parliament CIP was adopted by City Council in 1997. The King-Parliament UDG's seek to reinforce the physical character and identity of the area. The Plan provides several themes for redevelopment within the King-Parliament area, particularly with respect to improving physical identity and pedestrian amenity through improved paving materials and lighting.

### **7.2.3.2 Heritage Interpretation Master Plan for Old Town Toronto**

Corktown is subject to the Corktown Neighbourhood and Trinity Node of the HIMP for Old Town Toronto. The St. Paul's Node is located north of King Street East. In addition to the architectural heritage elements in the area, the HIMP identifies the Corktown Neighbourhood as a home to Irish immigrants and escaped Black slaves, which emphasizes its importance in relation to early immigration in the City. The focal points of both the Trinity and St. Paul's Nodes are the religious and education buildings.

### **7.2.4 Future Conditions**

Corktown is undergoing a moderate process of regeneration into a mixed-use area. The proximity of the West Don Lands and the Distillery District, combined with the heritage elements are attracting more developers to Corktown. Unlike the West Don Lands, the road/block network in the Corktown sub-area is not anticipated to undergo any reconfigurations. However, redevelopment is anticipated and expected to occur within existing properties.

**Table 7.1** identifies the only development that is under construction in the Corktown sub-area. Active applications in Corktown that are currently being reviewed by City staff are beyond the boundaries identified in Section 6.2.1 of this report.

<b>Address</b>	<b>File Number</b>	<b>Proposal</b>	<b>Residential Units</b>	<b>Non-res. GFA (m<sup>2</sup>)</b>
443-445 King St E	08 177634	Three-storey mixed use building with commercial uses at grade and office uses above.	n/a	225

### 7.3 Distillery District

The Distillery District is bounded by Mill Street to the north, Cherry Street to the east, the CN railway corridor to the south, and Parliament Street to the west (**Figure 7.3.1**). The area extends to the north side of Mill Street, east of Trinity Street to include the properties at 60, 70 and 80 Mill Street. The area contains a mix of residential, retail, cultural, and office uses. The Distillery District is known throughout North America for its large and well-preserved collection of Victorian industrial architecture. The area consists of several adaptively re-used historic buildings, as well as some newer contemporary buildings. The buildings range in scale from mid-rise to high-rise.

#### 7.3.1 Existing Conditions

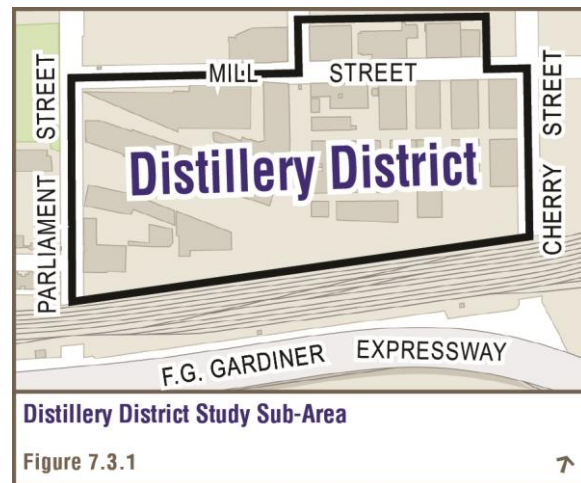
The Gooderham and Worts building is synonymous with the Distillery District. The building is in fact one of approximately 40 remaining buildings associated with the 5.3 hectare (13 acre) distillery that remained in operation for 153 years until 1990. The property was first established in 1832 when James Worts and William Gooderham built a windmill and grist mill on the shores of Lake Ontario near the mouth of the Don River. The distilling operation began in 1837 with subsequent expansion between 1860 and 1880. At its peak, the Distillery consisted of more than 70 buildings.

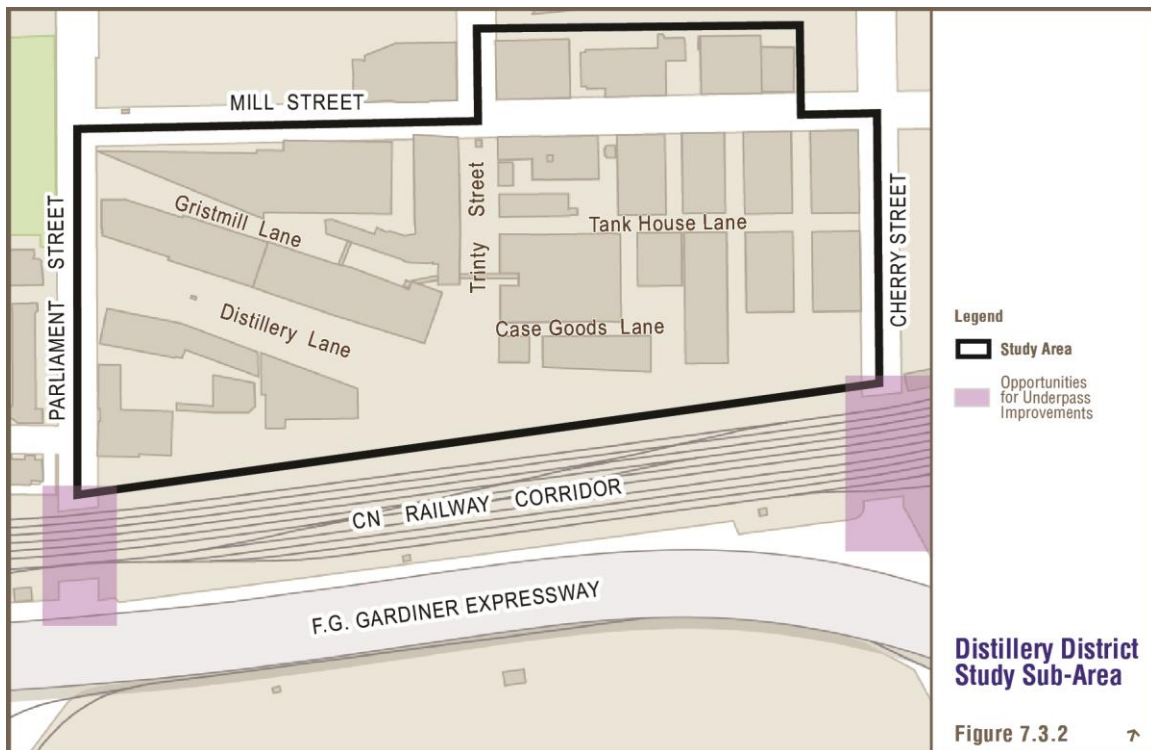
Upon closure, the Gooderham and Worts site was used as a film set for more than 1,700 films in the 1990's. The property was sold in 2001, and redevelopment began by restoring the Distillery and creating a car-free, pedestrian-oriented interior area, with an intricate network of landscaped lanes and courtyards. The Distillery District was opened to the public in May 2003.

The main entrance to the Distillery District is located on the south side of Mill Street at Trinity Street. Trinity Street is framed by heritage buildings that are subject to heritage easement agreements. The purpose of the agreements was to secure the preservation, renovation and re-use of the buildings. The agreements also include the Trinity Street overhead bridges, overhead pipes and chutes. Public benefits were secured for public art, non-profit arts, affordable housing, daycare, and heritage site interpretation. New buildings in both tower and mid-rise forms have been constructed within the heritage fabric. **Figure 7.3.2** illustrates the existing and future public realm in the Distillery District.

#### FUTURE SOCIO-ECONOMIC SNAPSHOT Distillery District (2031)

*(Pending decision regarding development application for 60 Mill Street).*





### 7.3.2 Recent Development Trends

Since the Distillery District was opened to the public in 2003, the area has evolved with on-going restoration to heritage buildings, new sidewalks, landscaping, pedestrian benches and lighting. In addition, several new mixed-use buildings have been constructed in the area. The Young Centre for the Performing Arts was constructed at the southwest corner of Mill and Cherry Streets (50 Tank House Lane). The 32-storey Pure Spirit building located at the south east corner of Parliament and Mill Streets (33 Mill Street) was completed in 2009 and contains retail/commercial uses at grade and 378 residential units above.

A phased mixed-use development is nearing completion south of Tank-House Lane and west of Cherry Street (390 Cherry Street). The development consists of a 40-storey Clear Spirit building and a 37-storey Gooderham building. Each building will contain office/retail at grade and a total of 669 residential units above. The development also includes a four-storey office/retail Ribbon building, and retention of historic Rack Houses G and J.

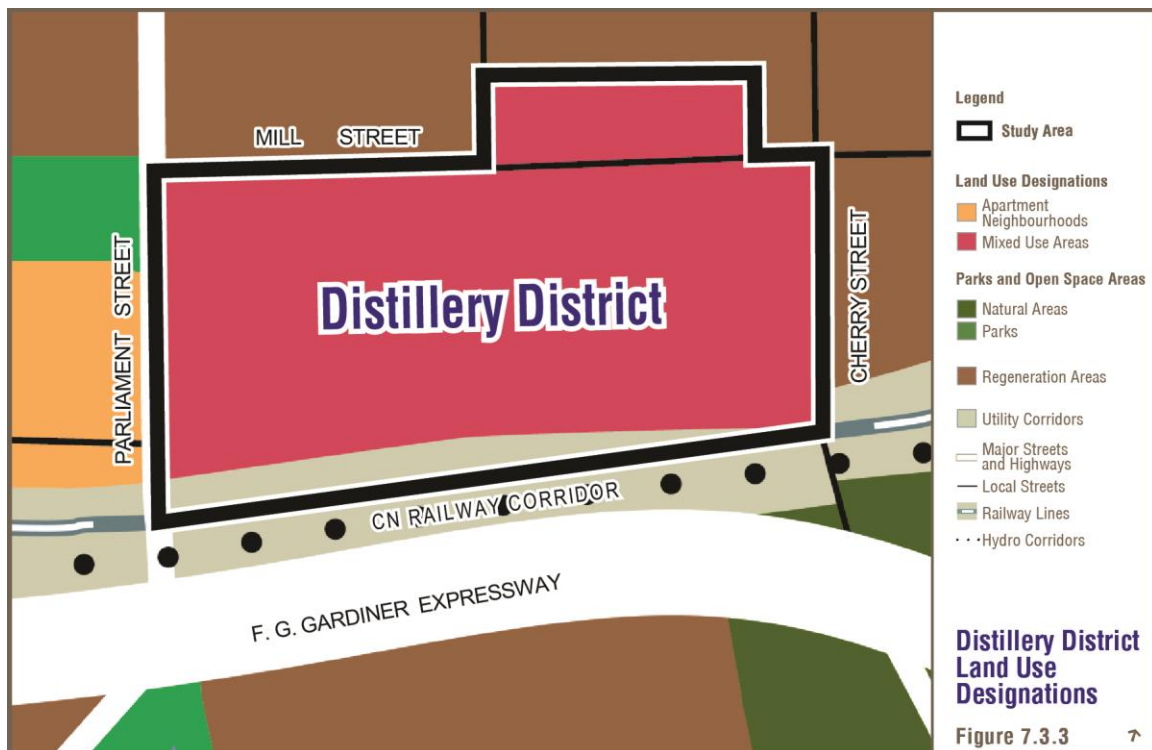
Some of the Rack House buildings that were part of the former distillery are located on the north side of Mill Street. In the late 1990's, the properties at 70 and 80 Mill Street were redeveloped. The south and east façades of 70 Mill Street (Rack House I) were incorporated into a new 12-storey building containing 95 residential units. The south and west façades of 80 Mill Street (Rack House H) were incorporated into a new 14-storey building containing 144 residential units.



### 7.3.3 Local Policy Framework

The Distillery District is designated *Mixed-Use Areas* in the OP, as shown in **Figure 7.3.3**. *Mixed-Use Areas* permits a range of residential, commercial and industrial uses. Section 2 of the OP encourages a range of housing opportunities through residential intensification and the preparation of design guidelines specific to districts of distinct character, such as the Distillery District. New development is required to fit with existing setbacks, heights and relationship to landmark buildings. With regard to Heritage Policies, Chapter 3 states that buildings listed on the City's Inventory of Heritage Properties will be conserved and that development adjacent to heritage properties will respect the scale, character and form of the heritage resources.

The area is subject to the criteria contained in the KPSP. The KPSP policies require new development to provide adequate light, view and privacy for neighbouring properties; achieve a compatible relationship with the existing built form context including height, massing and scale, setback and setbacks, and roof line and profile, and architectural character and expression; and conserve heritage resources.



#### **7.3.4 Gooderham and Worts Special Identity Area**

The KPSP includes a Site and Area Specific Policy for the Distillery District. The Policy provides the planning framework for the area known as Gooderham and Worts Special Identity Area, and permits a mixed use redevelopment of the area. This includes the retention and adaptive re-use of a majority of the heritage buildings, and construction of new buildings for residential, commercial and modern industrial uses.

The Gooderham and Worts Special Identity Area planning framework identifies five districts: Trinity Street Heritage District; Southern Open Space District; Cherry Street Commercial District; Parliament Street Residential District; and Mill Street Residential District. Each sub-area has specific development permissions such as land use, building height, massing and density, and design guidelines. The Policy permits additions to existing heritage buildings, provided the additions respect the three dimensional integrity of the heritage building, and the quality and character of the subject and adjacent historic buildings.

The Gooderham & Worts Heritage Master Plan outlines matters including the registered Heritage Easement Agreement. The Master Plan identifies the components of the existing buildings, equipment and fixtures.

The Distillery District is located within the DMNP EA study area. Upon completion of the EA and the associated flood remediation work, the area may be removed from the Lower Don SPA and no longer within the Don River floodplain.

#### **7.3.5 King-Parliament Urban Design Guidelines**

The King-Parliament UDG seek to reinforce the physical character and identity of the area. The Distillery District is within the Old Town of York Area of Special Identity. This area is recognizable as having a special pattern of small, square blocks within generally larger, more rectangular blocks. The Guidelines state that new development must respect the historical and urban design significance of the area. One of the key objectives of the guidelines is that new buildings will reinforce the scale and continuity of street wall enclosure along the street.

The King-Parliament CIP was adopted by City Council in 1997. The CIP describes the cultural significance of the Gooderham and Worts redevelopment, and the importance of appropriately commemorating this site through a heritage interpretation program. The CIP also outlines streetscape improvements for the Gooderham and Worts area.

**7.3.6 Future Conditions**

The Distillery District is expected to continue to evolve as a mixed-use area. The pedestrian-only streets, the preservation of heritage buildings, and the construction of new residential and commercial uses are emphasized throughout the planning framework for the former Gooderham and Worts site. Recent development in the area has been generally consistent with the planning policies, although there is increased development pressure for additional height and density on sites such as 60 Mill Street.

**Table 7.3.1** below identifies the only active development proposal that is currently under review in the Distillery District sub-area:

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
60 Mill St	11 219591	28-storey tower on six-storey podium; retail at grade, 88 hotel suites (former Rack House 'D')	246	6,977

**7.4 West Don Lands**

The West Don Lands Precinct is 32 hectares (80 acres) in the southeast corner of the downtown. The area is bounded by King Street East and the Richmond/Adelaide overpasses to the north, the rail corridor to the south, the rail lines and the Don River to the east, and Parliament Street to the west (**Figure 7.4.1**). These former underutilized industrial lands are owned by the Province and currently in the process of redevelopment. Existing buildings have been demolished with the exception of the heritage buildings that are being retained.

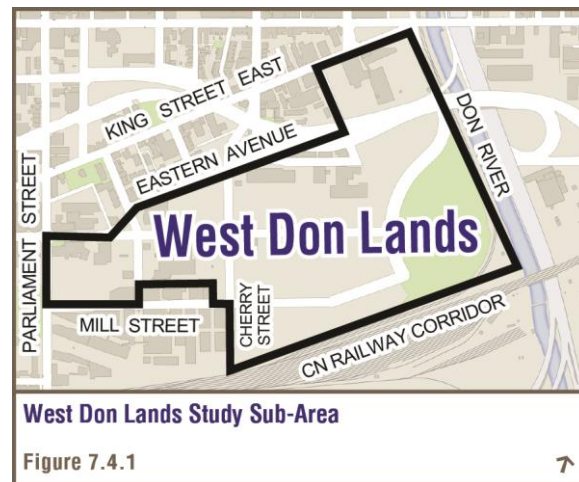
The West Don Lands occupy the original mouth of the Don River. The lands were originally set aside for crown reserve upon Toronto's founding in 1793 for public purposes. The area remained intact until the 1830s when it was subdivided. Early commercial, industrial and residential uses existed in the area, followed by railway expansion and heavier industry. The area

**FUTURE SOCIO-ECONOMIC SNAPSHOT  
 West Don Lands (2031)**

*The information below reflects anticipated changes to existing socio-economic conditions based on the West Don Lands Precinct and Block Plans.*

**Residential:** 6,000 new units

**Employment:** 3,000 new jobs



remained a low lying river delta that has been encircled by elevated rail tracks and road ramps. Between 1960 and 1980, local industries moved out, vacating some of the area.

#### **7.4.1 Existing Conditions**

The recently constructed FPL forms the eastern boundary of the West Don Lands. The risk of flooding in the area has been eliminated as a result of the FPL. Maintaining the structural integrity of the landform is necessary to prevent flooding in the downtown.

In the northeast corner of West Don Lands, several key transportation routes intersect. The Richmond Street and Adelaide Street ramps provide access to the DVP. This is also where the Eastern Avenue and Queen Street bridges cross the Don River to South Riverdale. The area is well connected in the east-west direction, but poorly connected in the north-south direction. Cherry Street at the west end of the precinct is a key north-south connection between the West Don Lands and North Keating. The area is well situated to connect to the downtown via routes such as Queen, Richmond, King and Front Streets.

Elevated portions of Richmond, Adelaide and Queen Streets bisect the northeast portion of the West Don Lands and form a significant physical barrier. The rail viaduct forms the southern boundary to this area and forms another physical barrier. **Figure 7.4.2** illustrates planned public realm for the West Don Lands.

Heritage-listed buildings and features in the West Don Lands include:

- The CN Police Building;
- The Canary Restaurant;
- The Dominion Foundry; and
- 18 Trinity Street (52 Mill Street);
- The Consumers Gas Bridge;
- The Eastern Avenue Bridge; and
- The Rail Switching Station.



**7.4.1.1 Recent Development Trends**

Phase 1 of the redevelopment in the West Don Lands has been completed, which includes the Toronto Community Housing (TCH) development at 589 King Street East and the phase one of the Urban Capital River City development at 635 King Street East being completed and occupied in 2013. Underpass Park, located below the Richmond and Adelaide overpasses, and Lauren Harris Square were completed in 2012. The 7.3 hectare (18 acre) Corktown Common is complete.

Phase II for the West Don Lands includes the 2015 Pan Am/Para Pan Am Athletes Village which is complete. Construction of five of the blocks commenced in 2012. Construction of the local roads, the 340 metre eastward extension of Front Street East with the Diamond Jubilee Promenade, and most of the redesigned Cherry Street are complete.

**7.4.2 Local Policy Framework**

**7.4.2.1 Central Waterfront Secondary Plan**

As described in Section 3.3.1 of this Report, the CWSP was appealed to the OMB. However, the West Don Lands portion of the Plan was approved by the OMB in December 2005. With the exception of the housing policies, the West Don Lands are subject to the policies of the CWSP.



#### **7.4.2.2 King Parliament Secondary Plan**

KPSP Policy 10.1 identifies the West Don Lands as a *Regeneration Area*. This designation provides for a broad mix of residential, live/work, commercial, industrial, light industrial and institutional uses, including recreational and open space uses in an urban form in order to revitalize areas that area largely vacant or under-utilized.

#### **7.4.2.3 West Don Lands Precinct Plan**

The West Don Lands Precinct Plan was endorsed by City Council in May 2005. The Precinct Plan provides a framework for the development of the West Don Lands including the built form, public realm plan, parks and open spaces, sustainability measures, transit, public infrastructure, phasing and implementation.

#### **7.4.2.4 West Don Lands Block Plan and Design Guidelines**

The West Don Lands Block Plan and Design Guidelines reinforce the vision of the Precinct Plan by defining the height and massing of development including setbacks, setbacks and the character of building facades.

#### **7.4.2.5 Environmental Assessments**

A Class EA Master Plan was prepared to address the infrastructure required by the future communities in the West Don Lands and addresses roads, water, stormwater and sewer systems. The provision of transit was done under an individual EA. **Figure 7.4.3** illustrates the West Don Lands Stormwater Treatment Facility at Lake Shore Boulevard East and Cherry Street.



#### **7.4.2.6 Zoning**

The West Don Lands are zoned RA - Reinvestment Area. The RA zone permits a range of uses including industrial, light industrial, residential, non-residential, commercial, parks and institutional.

#### **West Don Lands Phase I Zoning By-law No. 588-2006**

The zoning for Phase I was adopted in 2006 (By-law 588-2006). The lands included in this by-law are generally on the eastern and northern edges of the West Don Lands with the majority of the lands zoned for park space including the Corktown Common, Lauren Harris Square, Underpass

Park and the FPL. The remainder of the lands that are being developed are zoned RA and allows for residential units that range in heights from 26 metres to 36 metres for the taller building locations as indicated in the precinct plan.

*West Don Lands Phase II Zoning By-law No. 1131-2011*

The Phase II includes the middle portion of the West Don Lands sub-area. The zoning was passed in 2011 in order to proceed with the development of the Pan Am Athlete's Village. The village will later be converted to condominiums, non-profit housing, a recreational facility and a student residence. The zoning generally allows for heights between 15 metres, 24 metres and 36 metres with lower heights in areas containing heritage structures between 5 and 13 metres. Areas where towers are permitted are set in Map B, where heights permitted are either 48 or 78 metres. Ground floor animation areas are specified in Map D and include areas along Cherry Street and Front Street East.

### **7.4.3 Future Conditions**

The vision for the West Don Lands is for a mixed-use downtown community that will provide a connection between downtown Toronto and the Don River Valley corridor. Extensive planning for redevelopment in the West Don Lands has occurred comprehensively during the past few decades. Since the 1980's, the area has been undergoing studies to rehabilitate, redevelop and repopulate the lands.

The West Don Lands area is in the process of being redeveloped, with the FPL forming Corktown Common, a major park in downtown Toronto. Retail, office, live/work, residential and institutional uses are now in place and/or planned for the area. Redevelopment is occurring at a relatively high density, but will contain a range of scales and land uses. Taller buildings are only permitted at strategic locations and will have a maximum height of 24-storeys. The majority of the area is planned to be a mix of mid-rise buildings up to 10-storeys, with some lower scale 3-4 storey buildings on many of the north-south streets.

The pre-existing street network for the West Don Lands has remained largely intact. The main changes include: the re-alignment of Bayview Avenue; the extension of River Street from King Street East; and the addition of several local streets. The redevelopment of Cherry Street allows a connection via Sumach Street with the redevelopment of Regent Park to the north.

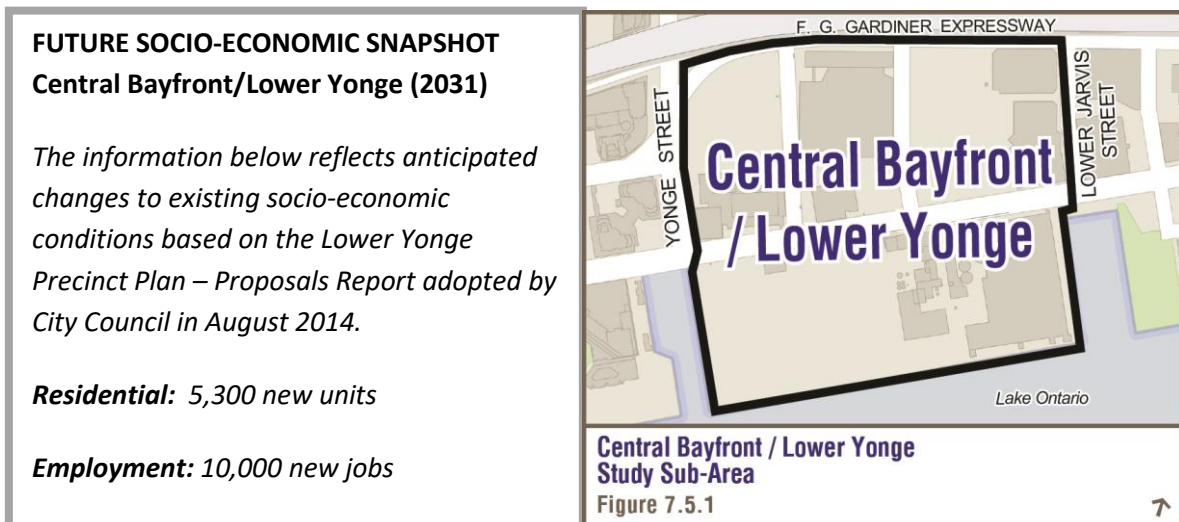
The Front Street East extension and Diamond Jubilee Promenade provide additional public space in the area. This space also allows adjacent retail stores, cafes and restaurants to spill out on to the sidewalk. The widened boulevard acts as a linear park and will be landscaped with a significant tree canopy, seating, play areas and public art.

Cherry Street will be a transit-oriented thoroughfare with a new streetcar line within a dedicated transit corridor on the east side of Cherry Street, south of King Street East. This transit corridor will eventually connect to Queen's Quay Boulevard East and the Port Lands.

When complete, the West Don Lands will contain nearly 9.3 hectares (23 acres) of parks and public spaces, will feature approximately 6,000 new residential units (including affordable rental and a student residence), 73,990 square metres (2.6 million square feet) of non-residential uses, one elementary school and two child-care centres.

## 7.5 Central Bayfront / Lower Yonge

The portion of Central Bayfront/Lower Yonge that is within the study area is bounded by Lake Shore Boulevard East to the north, Toronto Harbour and Lake Ontario to the south, Lower Jarvis Street to the east, and Yonge Street to the west (**Figure 7.5.1**). The area contains commercial, office and industrial uses located on large blocks. Residential uses within the Central Bayfront area are generally located west of Yonge Street. The portion of this area north of Queens Quay East is subject to the on-going Lower Yonge Precinct Plan Study and a Lower Yonge Transportation Master Plan EA, which are described in more detail in Section 7.5.2



### 7.5.1 Existing Conditions

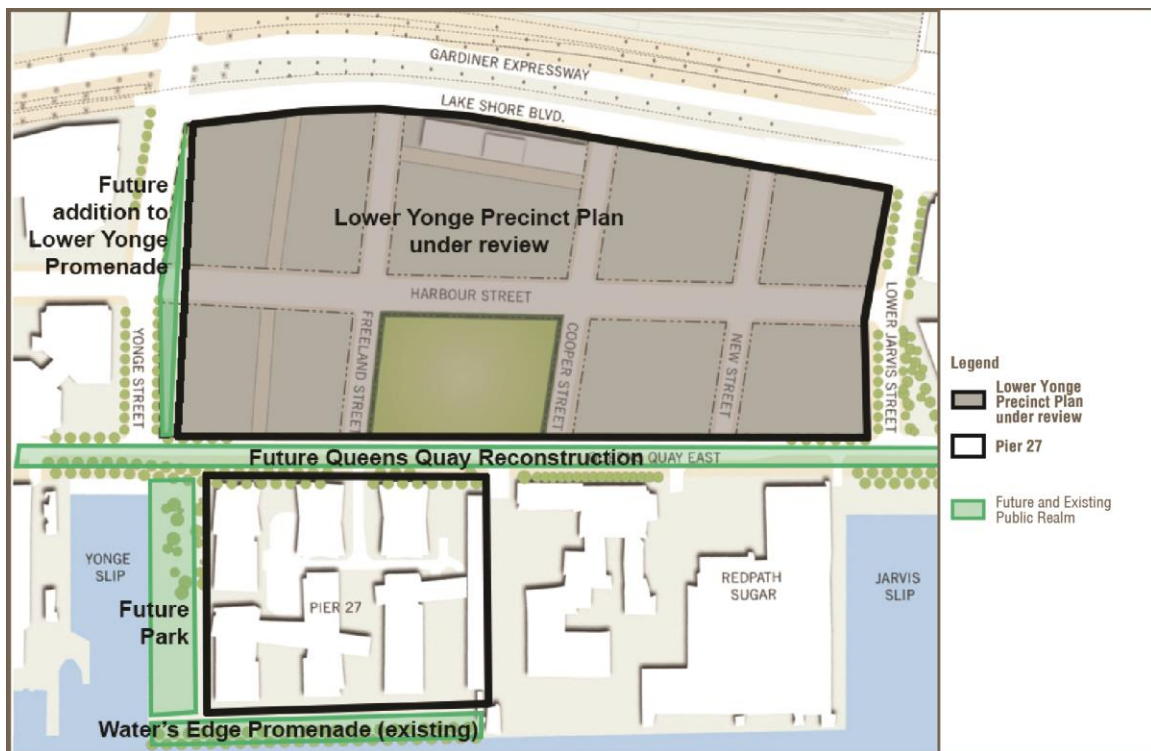
The Central Bayfront/Lower Yonge area consists of four large blocks, each with its own noteworthy building/use. The blocks contain the following buildings:

- 25-storey Toronto Star office building at 1 Yonge Street;
- Provincially-owned LCBO warehouse, office and retail building at 55 Lake Shore Boulevard East (the warehouse and office are heritage-listed);
- Loblaws grocery store and adjacent parking garage at 10 Lower Jarvis Street; and

- Three- to four-storey heritage-listed Redpath Sugar plant and related office uses at 95 Queens Quay East.

All of the blocks north of Queens Quay East include large surface parking areas. A portion of the LCBO and Loblaws blocks are diagonally bisected a City-owned rail spur.

The property at 25 Queens Quay East, west of Redpath Sugar is the former Marine Terminal 27 site (MT 27). Abutting the site to the west is the Yonge Street slip, beyond which is the Westin Harbour Castle Hotel and the Toronto Island Ferry Terminal. Several tall buildings containing residential uses are located on the west side of Yonge Street. The hotel, terminal and residential buildings are beyond the boundaries of the Central Bayfront/Lower Yonge area. **Figure 7.5.2** illustrates the existing and future public realm for the Central Bayfront/Lower Yonge sub-area.



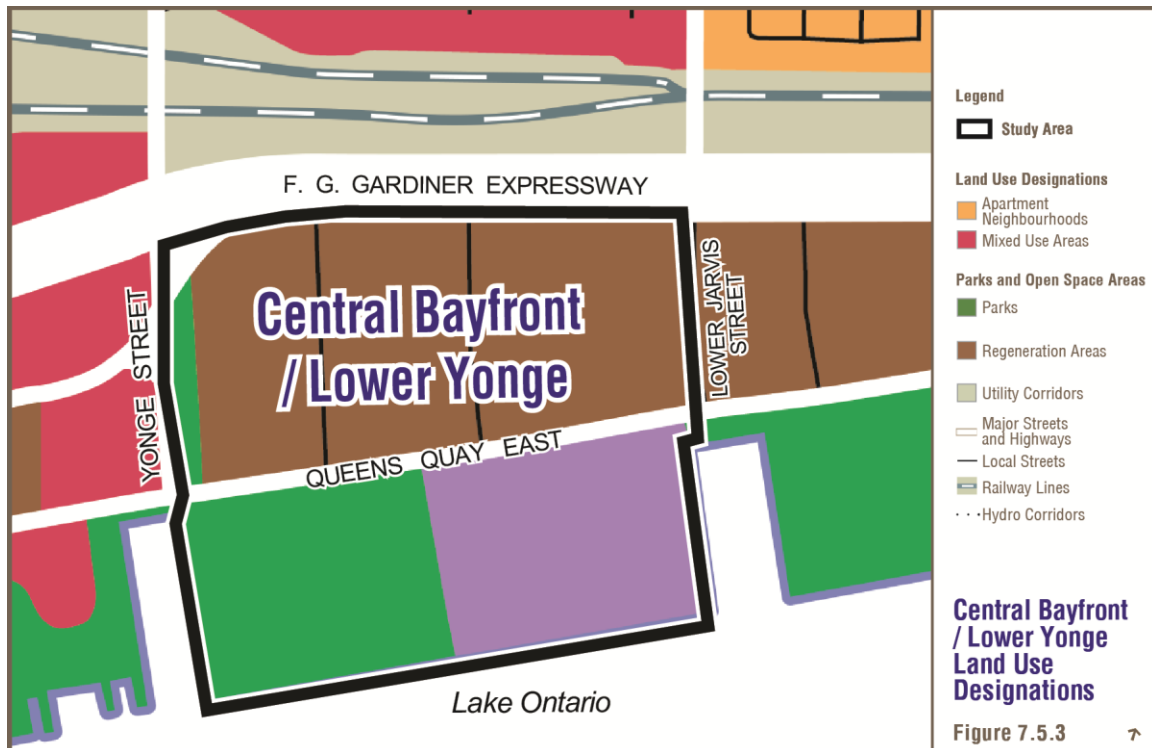
#### 7.5.1.1 Recent Development Trends

The property at 25 Queens Quay East (new municipal addresses: 7, 15, 29, and 39 Queens Quay East) is currently under construction for a two-phase redevelopment project known as Pier 27. The site was vacant for many years following the demolition of the MT 27 building in 1988. Prior to the current redevelopment, the site was used as a commercial surface parking lot and also accommodated parking for cruise ships and boat tours which moor along the adjacent dock wall to the west.

## 7.5.2 Local Policy Framework

### 7.5.2.1 Official Plan

As shown in **Figure 7.5.3**, the lands north of Queens Quay East are designated *Regeneration Areas* in the former City of Toronto OP, while the lands to south are designated *Employment Areas* and *Parks and Open Space Areas*. The east side of Yonge Street between Lakeshore Boulevard and Queens Quay East is designated *Parks and Open Space Areas*.



The former City of Toronto OP includes site-specific policies for the 25 Queens Quay East/ MT 27 lands. The policies allow for mixed-use development and require new buildings to be moderate to high intensity with medium heights stepping down to the Toronto Harbour; and preserve the expansive views from the downtown to the water. The Redpath Sugar lands are designated *Existing Use Area* in the OP. New buildings in the area are required to be compatible with the Redpath lands and any development and/or public realm initiatives in the surrounding area. Adequate buffering and separation distance are required between Redpath and any proposed residential uses, and new development is required to minimize potential issues such as noise, vibration, dust, odour and air quality impacts to the Redpath site that might affect its ability to conduct existing operations and to expand.



### **7.5.2.2 Lower Yonge Precinct Plan Study**

Although portions of the CWSP remain under appeal at the OMB, the relevant policies for the development of precinct plans have not been challenged. In addition, the former City of Toronto OP supports the precinct planning approach and level of analysis set out in the CWSP. Section 2.1 of the CWSP outlines the precinct implementation strategy, which is required to provide for comprehensive and orderly development. One of the key requirements of the Plan is the development of area-specific Precinct Plans in advance of development to implement the core principles of the CWSP. The Lower Yonge Precinct Plan Study area is bounded by Lake Shore Boulevard to the north, Lower Jarvis Street to the east, Queens Quay East to the south, and Yonge Street to the west.

The objective of the Precinct Plan Study is to establish the planning context required to guide future development in the area. The Precinct Plan must be complete prior to the approval of any zoning by-law amendment applications for lands designated *Regeneration Areas*. Aspects of the Study include: a street and block structure plan; building heights and massing; balancing residential and employment uses; parks and open space; and securing the necessary roads, transit, trails and bicycle paths.

The Study is on-going, and will be informed by the Lower Yonge Precinct Urban Design Guidelines and Transportation Master Plan EA studies. The studies could result in amendments to the CWSP, and will result in the development of the Lower Yonge Precinct Plan.

### **7.5.2.3 Lower Yonge Transportation Master Plan EA Study**

The on-going Lower Yonge Transportation Master Plan (TMP) EA Study will assess the existing transportation infrastructure. Through the Study, opportunities and constraints will be identified regarding connectivity; safety at intersections; and the additional infrastructure required to support development within the Lower Yonge Precinct. The Study will include observations and analysis of the current street, pedestrian, cycling, and transit networks. The TMP provides an opportunity to consider the transportation network in a comprehensive manner prior to further development in the area.

The TMP EA Study for the Lower Yonge Precinct will be informed by other recent/on-going transportation initiatives in the surrounding area, including the Queens Quay EA, York-Bay-Yonge Interchange Reconfiguration EA, the Transportation Visioning Study for Central and East Bayfronts, and the PATH Master Plan. The City Council-approved modifications to the elevated York-Bay-Yonge interchange from the Gardiner Expressway will result in modifications to Harbour Street west of Yonge Street. Harbour Street will become a four-lane eastbound roadway that will have implications for the development of the future easterly extension of Harbour Street east of Yonge Street. The results of the above-noted transportation initiatives

will be used to evaluate development proposals in the area, in particular the active application for 1-7 Yonge Street.

#### **7.5.2.4 Lower Yonge Precinct Urban Design Report**

The Lower Yonge Precinct Urban Design Guidelines will describe the organization of blocks, streets, parks and publicly accessible open spaces in the area. The Guidelines will provide recommendations for the organization and design of open spaces and built form elements including a site planning, building heights, and the relationship of buildings to the adjacent street.

#### **7.5.2.5 Site Specific Urban Design Guidelines**

The Toronto Star site at 1-7 Yonge Street is subject to the 1 Yonge Urban Design Guidelines, which illustrate the easterly extension of Harbour Street east of Yonge Street. The extension would result in the division of the block and the creation of a mid-block street between Yonge and Freeland Streets. The Guidelines provide direction regarding the phasing of development, parkland and building entrances.

The 25 Queens Quay East site is subject to the 25 Queens Quay East (MT 27) Urban Design Guidelines. The Guidelines emphasize that the public realm is expected to achieve openness, public access, and enhance views to the water. The public realm will consist of: a 20-metre public easement through the site; and a 25-metre public promenade abutting the Toronto Harbour and Yonge Street Slip.

The site specific urban design guidelines for the Toronto Star and 25 Queens Quay East sites encourage the use of canopies along Queens Quay East and the Yonge Street Slip. The canopies will enhance the public realm by providing shelter from sun, wind and rain parallel to the public sidewalk and open spaces.

#### **7.5.2.6 Site Specific Zoning**

The blocks within Central Bayfront/Lower Yonge are subject to site-specific zoning by-laws, which were amendments to former City of Toronto Zoning By-law 438-86. The site-specific zoning regulations complement the site-specific urban design guidelines described above.

The property at 1-7 Yonge Street is subject to site-specific Zoning By-law 1995-0545, which is exception 12(2) 297 in Zoning By-law 438-86. The site-specific zoning provisions permit a range of commercial and office uses, although residential uses are prohibited. The By-law outlines the concept for the block including: the division of the block with a future street (Harbour Street extension); height and massing that steps down from west to east; and the preservation of views to the water.

The property at 25 Queens Quay East is subject to site-specific Zoning by-law 1996-0483, as amended, which permits a mix of commercial and residential uses. The by-law establishes height restrictions and provisions to buffer the Redpath Sugar operation to the east and regulates matters including: wall locations, type of construction, window openings and phasing, which are intended to address the interface of the property with the Redpath Sugar operation.

#### **7.5.2.7 Lower Don SPA**

As described in Section 7.4.2, the construction of the FPL in the West Don Lands resulted in the removal of lands from the Don River floodplain. The Central Bayfront/Lower Yonge Precinct includes lands that were within this floodplain. Given the flood remediation works that have been completed, the Central Bayfront/Lower Yonge Precinct is no longer within the flood plain. As such, this area is among the areas that are in the process of being removed from the Lower Don SPA.

#### **7.5.2.8 Waterfront Community Improvement Plan**

Although the Waterfront CIP (By-law 1325-2012) specifically addresses East Bayfront and not Central Bayfront/Lower Yonge, the community improvements proposed for East Bayfront will influence the community enhancements envisioned for the latter. In particular, the transit and public realm improvements along Queens Quay East will be extended through the Lower Yonge Precinct in the future.

#### **7.5.3 Future Conditions**

The Central Bayfront/Lower Yonge area is experiencing significant redevelopment that will enhance the public realm. The redevelopment of the 25 Queens Quay East site will result in public access to the waterfront via a new City park on the east side of the Yonge Street slip, and a waterfront promenade adjacent to the Toronto Harbour. In addition, residential uses are being introduced to the area to create a mixed-use urban neighbourhood.

The redevelopment of Queens Quay is underway as a result of the implementation of the Queens Quay EA. The alterations to Queens Quay include: a two-lane two-way roadway; an adjacent two-way dedicated light rail line; and a continuous separated multi-use path. The works are currently occurring west of Bay Street and in East Bayfront. Pedestrian and cycling improvements are being carried out for the Martin Goodman Trail, which will connect to waterfront promenade and park associated with the redevelopment of 25 Queens Quay East.

The results of the on-going Lower Yonge Precinct Plan Study, the TMP EA and other related transportation initiatives for the surrounding area will provide the framework for comprehensively planned redevelopment in the Central Bayfront/Lower Yonge area. The

framework will include the Lower Yonge Precinct Plan, which will be used to evaluate future development proposals. The Precinct Plan Study is timely, particularly due to the development pressure on sites such as the Toronto Star lands at 1-7 Yonge Street. In addition, the Province has declared the LCBO building surplus and the property will be sold.

**Table 7.5.1** below identifies development proposals in the area that are approved and/or under construction, which reflect more than 1,250 new residential units and more than 3,244 square metres of non-residential GFA.

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
25 Queens Quay East	10 147083	Four 14-storey residential buildings (Pier 27 Phase 1). Two 13-storey buildings and a 35-storey building (Pier 27 Phase 2, <i>pending OMB decision</i> ).	1,295	3,244

**Table 7.5.2** below identifies the only active development proposal that is currently under review in the Central Bayfront/Lower Yonge sub-area:

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
1-7 Yonge St		New north block to contain four mixed-use buildings with heights that range from 75 to 88 storeys. New south block to contain a 10-storey addition to the existing 25-storey Toronto Star building, a 70-storey building with hotel and residential uses, and a 40-storey office building. A PATH extension is proposed between the site and Union Station ( <i>pending OMB decision</i> ).	4,137	238,846

## 7.6 East Bayfront

The East Bayfront sub-area is bounded by the Gardiner Expressway and Lake Shore Boulevard East to the north, Lake Ontario to the south, Cherry Street to the east, and Jarvis Street to the west (**Figure 7.6.1**). East Bayfront is a key central waterfront revitalization area in the downtown core. It is an important link between the downtown, the Port Lands, the Gardiner Expressway, Lake Shore Boulevard and the rail corridor. The major east-west transportation corridor of the Gardiner Expressway and the rail corridor forms its northern boundary. The area comprises 23 hectares of underutilized former industrial lands that are in close proximity to the downtown core and situated on the water's edge. The area was created from landfill activities in the early 1900s.

### 7.6.1 Existing Conditions

The area is comprised of former industrial lands that have been redeveloped recently or are in the process of redevelopment. The lands north of Queen's Quay Boulevard East are mainly in private ownership and the lands south of Queen's Quay are generally publicly owned with the exception of the lands east of Parliament Street.

The first area in East Bayfront to undergo redevelopment was Dockside, which is located south of Queens Quay East and east of the Jarvis Street Slip. Two non-residential buildings and two parks have been constructed in Dockside including: the new headquarters for Corus Entertainment, which is a 46,500 square metre building containing offices, television studios and radio stations; George Brown College's Waterfront Campus which consists of 31,581 square metres and contains education facilities for Health Sciences; Sugar Beach, a park that is located on the east side of the Jarvis slip, west of the Corus Entertainment building and is 8,500 square metres, consisting of an urban beach, plaza and tree-lined promenade; and Sherbourne Common, a 1.5 hectare park that spans from the water's edge to Lake Shore Boulevard East, on both sides of Queens Quay East and integrates a stormwater treatment facility into its public art and park design. **Figure 7.6.2** shows the existing conditions within the East Bayfront with improvements.

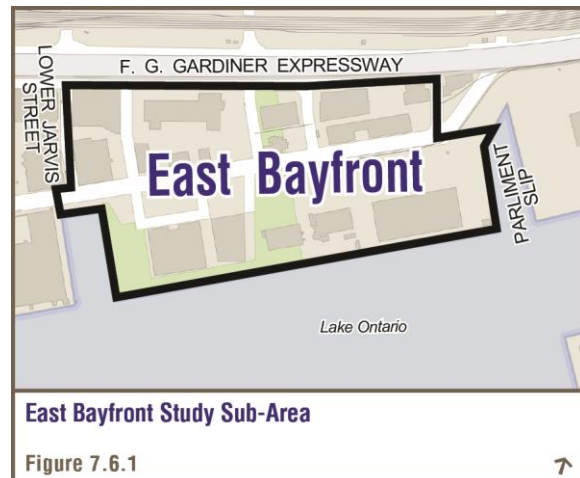
### FUTURE SOCIO-ECONOMIC SNAPSHOT

#### East Bayfront (2031)

*The information below reflects anticipated changes to existing socio-economic conditions based on the East Bayfront Precinct Plan.*

**Residential:** 6,300 new units

**Employment:** 8,000 new jobs







The Gardiner Expressway/rail corridor acts as a barrier to north-south movement to East Bayfront. Development sites on the north side of Queens Quay East must mitigate the impact of the elevated Gardiner Expressway in their site and building design.

## 7.6.2 Local Policy Framework

Existing plans and policies for East Bayfront include the CWSP, an East Bayfront Precinct Plan and By-law 1049-2006 which implements the precinct plans for the West Precinct portion of East Bayfront.

### 7.6.2.1 Central Waterfront Secondary Plan

During the OMB appeal process for the CWSP, a portion of East Bayfront south of Queens Quay East was approved by the OMB in 2007. The CWSP envisions East Bayfront to transform into new urban districts amongst Toronto's port activities. The area is being redeveloped mixed-use communities with mid, lower and higher scale buildings.

### 7.6.2.2 Precinct Plans

The East Bayfront Precinct Plan (2005) provides the vision of the East Bayfront and outlines more detailed development principles and guidelines. The design concepts and development guidelines in the Plan provide for the implementation of public infrastructure including streets,

parks, trails and community facilities as well as the built form principles for new development. **Figure 7.6.3** illustrates the East Bayfront Precinct Plan.



The key principles in the East Bayfront Precinct Plan include:

- Strengthen north-south connections through the site and from St. Lawrence, the Distillery District and West Don Lands to the north;
- Create a publicly accessible, vibrant and magnificent water's edge promenade;
- Design streets and public spaces to encourage and support pedestrians, cyclists and transit users; and
- Queens Quay East will be an active, beautiful east-west urban boulevard, creating the "main street" for East Bayfront and connecting to the Port Lands.

North-south streets terminate at the southern edge with public venues at the water's edge and the waterfront promenade. The built form principles are that the buildings will rise in tiers from the water's edge with taller buildings to frame entry points and mark important locations. There will be a series of distinctive public spaces including Queen's Quay, the Water's Edge Promenade and integrated public parks.

The Plan envisions that East Bayfront will accommodate approximately 6,300 residential units, including 1,200 affordable housing units; 185,800 square metres of non-residential development to support a target of 8,000 jobs; and will also be a hub for retail, entertainment and cultural amenities.

#### **7.6.2.3 Environmental Assessments**

Three EAs have been undertaken and one is ongoing. The East Bayfront Class EA Master Plan was completed in 2006. This EA addresses water, sanitary, stormwater and transportation infrastructure servicing requirements necessary to support the proposed land uses. It was considered along with the East Bayfront Precinct in December 2005.

The Queens Quay Revitalization EA was completed in December 2009 and provides for a variety of users including pedestrians, transit, cyclists, automobiles and recreation while enhancing landscaping and the public realm. A companion EA for transit on Queen's Quay determined transit facilities for East Bayfront and future waterfront communities in the Port Lands and was completed in July 2010. The City also initiated the Waterfront Sanitary Servicing Master Plan EA in October 2012.

#### **7.6.2.4 Zoning**

The area-specific ZBL for East Bayfront-West Precinct (By-law No. 1049-2006) was approved by the OMB in 2007, in conjunction with the approval of part of the CWSP. By-law 1049-2006 applies to the lands south of Queens Quay East, and implements the East Bayfront Precinct Plan by outlining the permitted uses and built form including: maximum heights and floor plate dimensions, setbacks, and building separation distances.

#### **7.6.2.5 Urban Design Guidelines**

The UDG's for East Bayfront – West Precinct was endorsed by City Council in March 2014. The Guidelines are a companion to the East Bayfront Precinct Plan to further elaborate on the design principles for the area.

The key urban design principles of the Precinct Plan address public spaces, primary roads, destinations and pedestrian links with the Jarvis Street Slip, Sherbourne Common and the waterfront promenade being the key public spaces. The design principles include:

- Strengthen physical and visual connection to the water from the city;
- Establish Queens Quay East as the main east-west spine;
- Create focal points around public open spaces;
- Develop a continuous and active public water's edge;
- Promote active ground floor uses along main public corridors; and
- Create an overall built form which steps down to the water's edge.

Important features include the open spaces in the East Bayfront that are designed as view cones to maximize connectivity and open views to the Lake front. The waterfront promenade is a city-wide destination that has brought people from other parts of the city to the waterfront.

#### **7.6.2.6 Public Art Master Plan**

A draft of the East Bayfront Public Art Master Plan was presented to the City's Public Art Commission in January 2014. The Plan identifies opportunities for public art at gateway linkage and destination sites. Many of the opportunity locations are potentially located under or adjacent to the Gardiner Expressway/Lake Shore Boulevard East. These locations are intended to enhance connections that will draw people across and through the barrier created by these transportation corridors. The destination locations serve as focal points and are at the water's edge and in Sherbourne Common. The Public Art Master Plan will be further refined and will be brought to City Council for final approval.

#### **7.6.2.7 Community Improvement Plan**

The CIP for the Waterfront (2006) provides financial incentives to encourage brownfields remediation and the development of employment uses in order to encourage waterfront revitalization. To meet these objectives, the city is offering brownfields remediation tax assistance; development grants; land acquisition and disposal; and financial incentive agreements.

### **7.6.3 Future Conditions**

The vision for East Bayfront is of an urban waterfront community characterized by design excellence, high levels of sustainability and a strong relationship to the water's edge. The area has been designed to accommodate a range of uses and building types with an emphasis on giving definition to the public realm by framing it with appropriately scaled buildings.

#### **7.6.3.1 Planned Development**

The primary goals for the waterfront area are: to establish a positive relationship between the downtown and the waterfront; to become a water-related public destination; and to create a neighbourhood within which to both live and work. East Bayfront is intended to be a community that is attractive to a wide range of households and incomes. A new school and community services are planned, as well as a mix of affordable and market housing. Redevelopment of East Bayfront is planned to occur in phases over a 10-15 year timeframe.

The first private sector development application is the "Monde" development at 12 Bonnycastle Street, north of Queens Quay East and east of Sherbourne Common. The development is a mixed-use proposal with residential, retail and office uses. The largest development parcel is Bayside (261 Queens Quay East), which is being redeveloped by Hines and consists of a 5.3

hectare (13 acre) site with 185,800 square metres of residential and commercial uses and public spaces. Construction of public streets and services is underway in the Bayside subdivision.

### **7.6.3.2 `Streets**

The existing north-south streets of Lower Jarvis, Sherbourne and Parliament extend into the precinct and terminate at the heads of the slips along Queens Quay East. Queens Quay East is being reconstructed as the major east-west urban boulevard along the waterfront with a 38 metre right-of-way. It is planned as the commercial spine for the waterfront and will also contain a future LRT, bicycle lanes, ample sidewalks and landscaping.

Local streets are planned to establish a more traditional Toronto grid within the East Bayfront to allow for a finer-grain of development parcels, and provide vehicular and service access for businesses and residents.

### **7.6.3.3 Parks and Open Spaces**

Parks and open spaces are key components of waterfront renewal and have been planned as an integrated system of continuous waterfront parks and public spaces. The policies of the CWSP ensure that the strategically located parks and plazas in East Bayfront relate to the water's edge and create unique public places at the south terminus of north-south streets that are intended as focal points for the neighbourhood.

New public parks are planned at the foot of Jarvis, Sherbourne and Parliament Streets. Sugar Beach located at the foot of Jarvis Street, and Sherbourne Common North and South Parks have been constructed.

The waterfront promenade is a key component of the planned open space network for the area. One of the key principles of the CWSP is that the water's edge be reserved for public use, which is accommodated through the establishment of a continuous waterfront promenade. The East Bayfront Precinct Plan envisions a 19-metre wide promenade, with an adjacent 5-metre wide boardwalk. This has been achieved in the western portion of East Bayfront adjacent to the George Brown Health Sciences and Corus Entertainment buildings. The promenade width will vary adjacent to the Bayside site and the Parliament Street Slip.



## 7.7 Keating Channel Precinct

The Keating Channel Precinct sub-area is bounded by Lake Shore Boulevard East to the north, the Keating Channel to the south, the Don River to the east, and Small Street/the Parliament Street Slip to the west (**Figure 7.7.1**). The area is known as the Keating Channel Precinct and is adjacent to the East Bayfront Precinct to the west and the Distillery District and the West Don Lands to the north.

The construction of the Gardiner Expressway in the 1950's had a major impact on the lands surrounding the mouth of the Don River. Ramps, bridges and abutments to the Gardiner Expressway covered and visually obstructed the mouth of the river.

There are two noteworthy structures remaining in the Keating Channel Precinct that reflect the area's industrial heritage: the Victory Soya Mills silos and the ESSROC silos. The latter is located south of the Keating Channel, and for the purpose of this Report is part of the Lower Don Lands sub-area of the Port Lands (Refer to Section 7.8).

### 7.7.1 Existing Conditions

The Keating Channel Precinct area is an underutilized former industrial area that surrounds the Keating Channel, a concrete channel that redirects outflow from the Don River into Lake Ontario. Besides the infrastructure portions, the area is largely vacant or populated by transitional uses.

This area is expected to be one of the first precincts to undergo redevelopment in the Lower Don Lands. The lands are predominantly privately owned, although the City and WT own 480 Lake Shore Boulevard East and the lands adjacent to the Parliament Street Slip, respectively. The existing road network in the Keating Channel area consists of the east-west streets of Lake Shore Boulevard East and Villiers Street on the south side of Keating Channel. The main existing

#### FUTURE SOCIO-ECONOMIC SNAPSHOT Keating Channel (2031)

*The information below reflects anticipated changes to existing socio-economic conditions based on the Keating Channel Precinct Plan.*

**Residential:** 4,000 new units

**Employment:** 4,500 new jobs



north-south street is Cherry Street. Both Lake Shore Boulevard East and the elevated Gardiner Expressway are significant obstacles and physical barriers in Keating Channel.

## **7.7.2 Local Policy Framework**

### **7.7.2.1 Central Waterfront Secondary Plan**

The Keating Channel portion of the CWSP is currently under appeal at the OMB. Negotiation sessions are currently taking place and an OMB hearing is anticipated to be scheduled for Spring and Fall 2014.

The CWSP envisions this sub-area to be transformed into a new urban district amongst Toronto's port activities. The area is being redeveloped with new major neighbourhoods that will consist of a range of buildings heights. Higher scale buildings will be constructed at identified locations with retail and community uses.

Much of the Lower Don Lands is within the floodplain and designated as a SPA where flood protection measures are required.

In July 2010, City Council endorsed the Lower Don Lands Framework Plan, the Lower Don Infrastructure Environmental Assessment Master Plan, the Keating Channel Precinct Plan and the Municipal Class EA for North Keating Neighbourhood (west of Cherry Street).

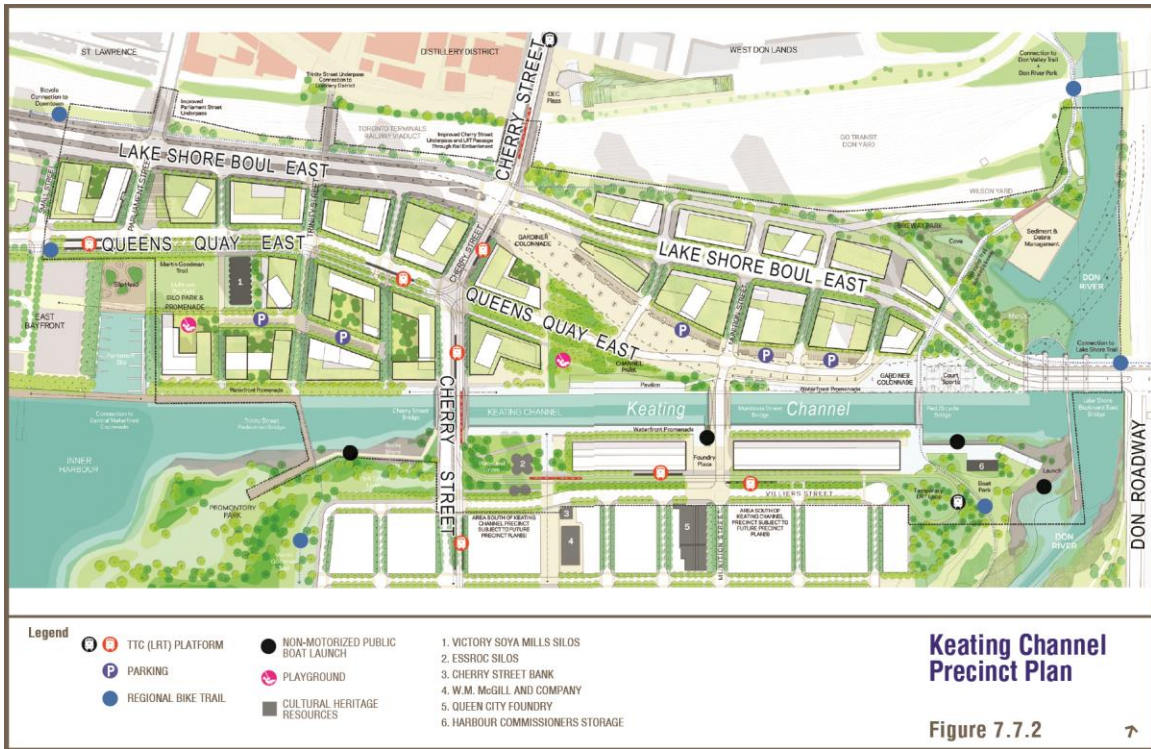
### **7.7.2.2 Lower Don Lands Framework Plan**

The Lower Don Lands Framework Plan provides broad objectives and planning elements for the area so that more specific studies and planning approvals can be completed. The purpose of the Framework Plan is to provide context and justification for changes to the CWSP. The main components of the Framework Plan include the naturalization of the Don River, the new urban neighbourhoods and the open space system that provides for flood protection and natural habitat.

### **7.7.2.3 Keating Channel Precinct Plan**

The Keating Channel Precinct Plan is based on the assumption that the elevated Gardiner Expressway structure that traverses the precinct will remain in place, but also allows for the plan to be modified with potential reconfigurations to the Gardiner Expressway and Lake Shore Boulevard East. The Plan consists of 25 blocks and a combined land area of 9 hectares (22 acres). The Plan anticipates the retention of Victory Soya Mills silos and the ESSROC silos, and their integration into future developments. **Figure 7.7.2** illustrates the Keating Channel Precinct Plan.

The 1.1 kilometre Keating Channel is the main physical feature of the area and provides a waterfront setting for the areas north and south of the Keating Channel. The Channel will be lined by public spaces and traversed by new bridges for pedestrians, vehicles, transit and cyclists.



**7.7.2.4 Environmental Assessments**

EAs have been conducted to address infrastructure needs to support redevelopment in the Lower Don Lands. The DMNP EA will result in the naturalization of the mouth of the Don River, most of which will occur in the Lower Don Lands area. Parkland is proposed on the Keating Channel lands directly west of the Don River and north of the Gardiner Expressway. The Precinct Plan acknowledges that the Gardiner East EA process may result in a different configuration of the block pattern, transportation system and the parks and public spaces in the Keating Channel Precinct.

**7.7.2.5 Zoning**

The majority of the area is zoned for industrial uses. In August 2010, City Council approved ZBA 1174-2010 for the portion of Keating Channel, west of Cherry Street. By-law 1174-2010 set out development standards to implement the Keating Channel Precinct Plan for this portion of Keating Channel. The by-law was appealed to the OMB. Although the OMB did not allow the appeal, the decision allowed for further negotiations to occur. Negotiations are under way and

an OMB hearing has been scheduled for Spring/Fall 2014 to address appeals to the CWSP and other outstanding matters including Zoning By-law 1174-2010.

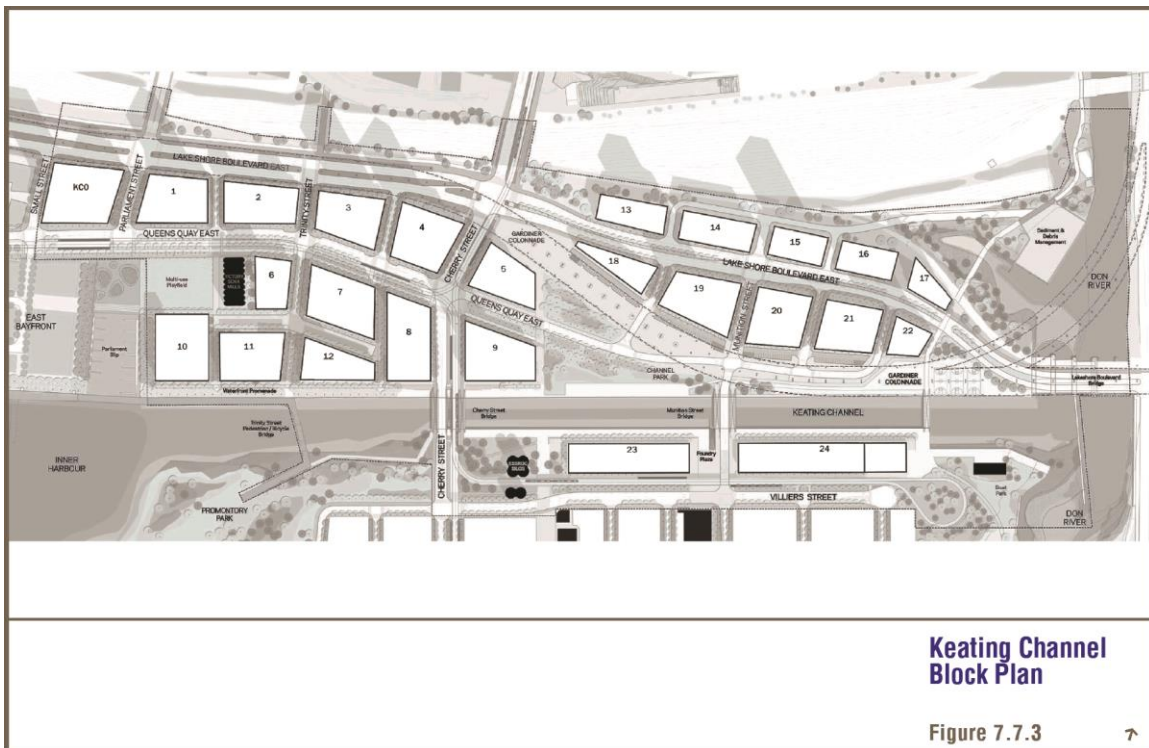
### 7.7.3 Future Conditions

#### 7.7.3.1 Planned Development

The City-initiated ZBA allows for a mixed commercial/residential development with a total of 419,230 square metres of development. The total development is premised on a combination of 75% residential uses (approximately 314,350 square metres or 4,000 residential units) and 25% non-residential uses (approximately 104,880 square metres). At grade retail is envisioned along Queens Quay East, Lake Shore Boulevard East and Cherry Street. A consistent base height is envisioned for buildings along Queens Quay East with tower heights at specific locations.

#### 7.7.3.2 Transportation

The Keating Channel is an area of the City that has been cut off from the existing fabric of the City by the rail corridor, the Don Valley Parkway/Don Roadway pair, and the existing configuration of Cherry Street, the Gardiner Expressway, and Lake Shore Blvd through the area. A main feature in the proposed redevelopment of the area is to better connect this area to the rest of the waterfront with integrated streets and blocks, and removing barriers wherever possible. **Figure 7.7.3** illustrates the future block plan for the Keating Channel Precinct.





The DMNP EA process has refined the location of road alignments in the CWSP and the proposed plan contains a configuration of roads, transit, pedestrian and cycling routes. Queens Quay East will be extended to Cherry Street as a major boulevard, which will reinforce its function as the waterfront's "main street" with the integration of transit, vehicles, pedestrian and cycling uses. Lake Shore Boulevard East will be transformed into an urban avenue to accommodate an arterial road function. **Figure 7.7.4** illustrates the future roadway network in the Keating Channel Precinct Plan.

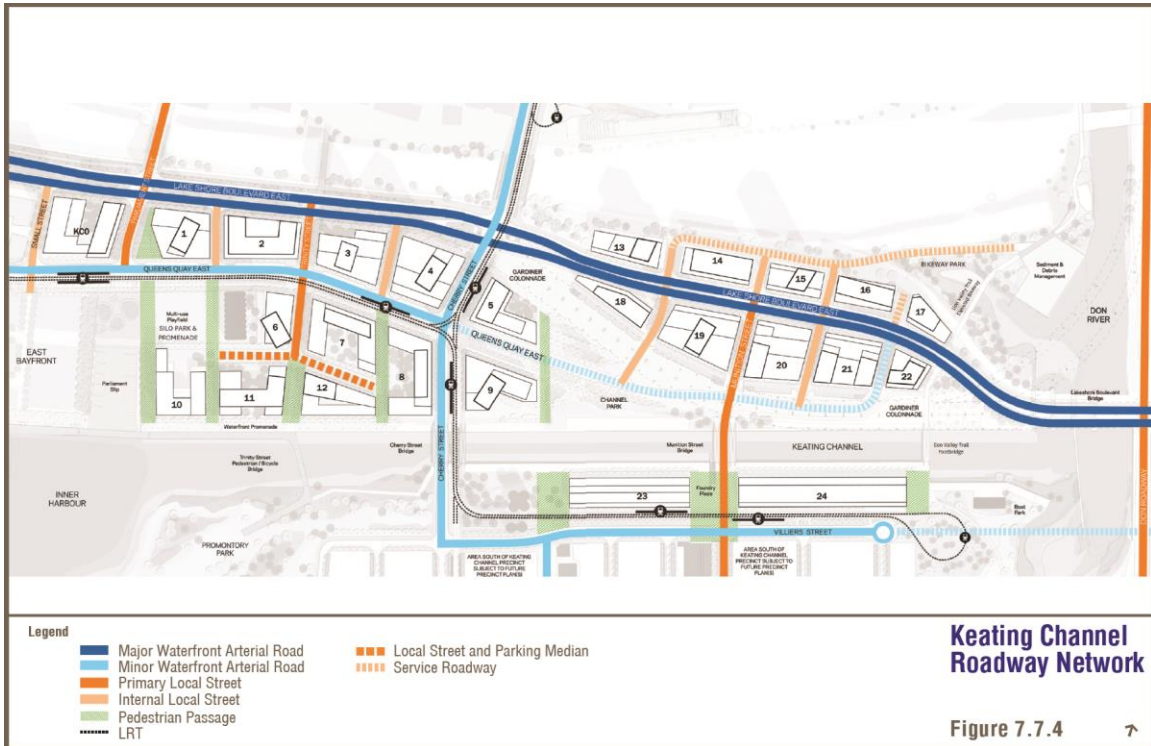


Figure 7.7.4

It is anticipated that Lake Shore Blvd East would remain in its present alignment in this section of the Precinct from Parliament to Cherry Streets. Cherry Street will be an important access street from the Keating Channel Precinct into the Lower Don Lands and the Port Lands. The existing connection to the north under the rail viaduct is proposed to be improved through a widening of the existing tunnel to accommodate cyclists and transit.

The re-alignment of Cherry Street to the south will be moved slightly westward to resolve some outstanding issues in the area. This new re-alignment will improve the crossing of Lake Shore Boulevard East through the Gardiner Expressway columns; increase the space between Lake Shore Boulevard East and Queens Quay East to provide more efficient traffic operation and better block widths; and increase the distance between Queens Quay East and the harbour edge to allow for the future LRT to turn south and cross the Keating Channel. LRT routes are also planned for Queens Quay East and Cherry Street.

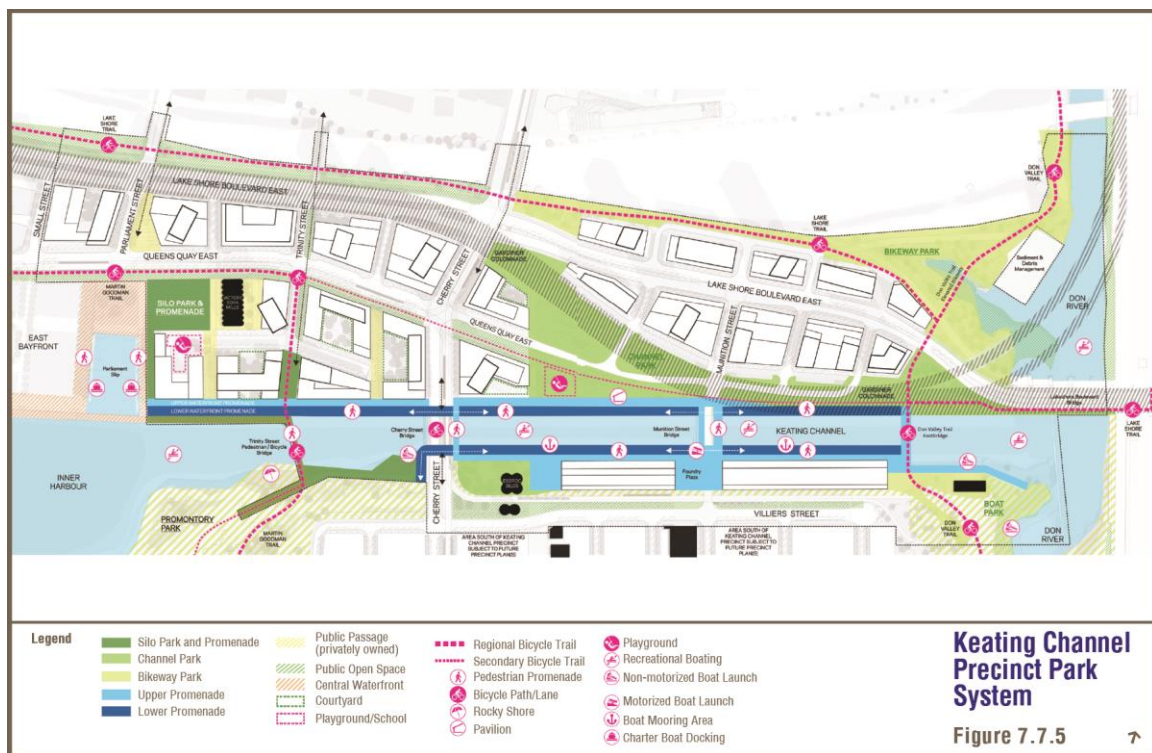


Additional pedestrian and bicycle trails are planned to provide new connections from the east along the north side of Lake Shore Boulevard East, which will cross the Don River. Pedestrian and bicycle trails are also planned along Parliament, Trinity and Cherry Streets. The Martin Goodman Trail continues through the Lower Don Lands and continues westward into the downtown.

Crossings along the Keating Channel are planned as: a pedestrian bridge at Trinity Street; a vehicular, pedestrian, cycling and transit bridge at Cherry Street that would accommodate the future LRT that continue into the Port Lands; and another bridge at Munition Street to accommodate pedestrian and vehicular movement.

### 7.7.3.3 Parks and Open Spaces

An extensive park and open space system has been planned for Keating Channel and the Lower Don Lands to integrate new neighbourhoods with open space flood protection measures of the Don River (**Figure 7.7.5**). A total of 2 kilometres of new waterfront open space is planned. This includes a park planned on the west side Victory Soya Mills Silos adjacent to the Parliament Street Slip to highlight this heritage feature. The parks and open space system flows through the area and provides for flood protection that works with the naturalization of the mouth of the Don River and provides amenity to the future urban neighbourhoods, providing a system of open spaces.

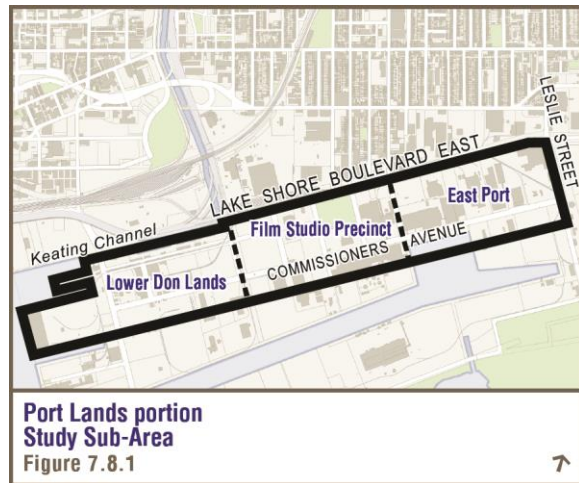


## 7.8 Port Lands

The Port Lands consist of a 356 hectare (880-acre) underutilized industrial district bounded by the Keating Channel and Lake Shore Boulevard East to the north, Basin Street to the south, Leslie Street to the east, and Lake Ontario to the west (**Figure 7.8.1**). The Port Lands were created by fill in a previous natural wetland – the Ashbridges Bay Marsh. The portion of the Port Lands within the study area for the Gardiner East EA consists of three sub-areas: the Lower Don Lands, the Film Studio District and the East Port. The Lower Don Lands are located west of the Don Roadway and include Villiers Island (also known as Cousins Quay) and Polson Quay. The Film Studio District extends eastward from the Don Roadway to Carlaw Avenue, and the East Port area consists of the lands east of Carlaw Avenue to Leslie Street.

### FUTURE SOCIO-ECONOMIC SNAPSHOT Port Lands (2031)

*(Pending outcome of the Port Lands Planning Framework)*



### 7.8.1 Existing Conditions

Properties in the Port Lands are mostly held by public agencies. With the exclusion of streets, the City and Toronto Port Lands Company (TPLC) own the majority of the lands. There are a number of long-term leases on TPLC lands within the Film Studio District, East Port, and south of Commissioners Street in the Lower Don Lands. The Province of Ontario (through Ontario Power Generation) owns 1.2 hectares (3 acres), and WT owns 1.5 hectares (3.7 acres). Approximately 22 hectares (55 acres) of the lands are privately owned. **Figure 7.8.2** shows the land ownership within the Port Lands.

The existing road network in the Port Lands lacks the fine-grain network of public streets required for revitalizing the lands, and there are limited connections to the city. Most streets do not have sidewalks and there are few pedestrian amenities.

Lake Shore Boulevard East is a major arterial and forms the northern boundary of the lands east of the Don Roadway. Commissioners Street is a four-lane collector street which runs east-west and extends from Cherry Street to Leslie Street. It is a central organizing spine and one of the earliest streets established by the Toronto Harbour Commission. In the centre of Commissioners Street, between the Don Roadway and Bouchette Street, there are three hydro towers with overhead high-tension transmission wires. Commissioners Street is the setting for a

number of significant heritage buildings, including Fire Hall #30 and the former City of Toronto Incinerator.

Cherry and Leslie Streets provide access to the area south of the Ship Channel, although the historic Bascule Bridge across the Ship Channel on Cherry Street is under repair. There is currently one lane open for both directions of travel. Cherry Street represents the continuation of Toronto's historic street grid from the urban core to the waterfront. Leslie Street was improved in 2010 through a greening initiative undertaken by WT and is currently undergoing further transformation with the introduction of streetcar tracks as part of the new Leslie Barns streetcar yard at the southeast corner of Lake Shore Boulevard East and Leslie Street. The Don Roadway and Carlaw Avenue provide additional north-south connections into the Port Lands. These streets terminate at Commissioners Street. There are a number of local north-south streets, including Saulter Street South, Bouchette Street, Logan Avenue, Munitions Street, as well as two local east-west streets, Villiers and Basin Streets.

The dock walls along Villiers Island and Polson Quay define the western edge of the Port Lands, with the Ship Channel and Turning Basin located to the south of the study area.

McCleary Park, located on the south side of Lake Shore Boulevard East between Bouchette Street and Logan Avenue, is the only municipal park in the Port Lands sub-area.

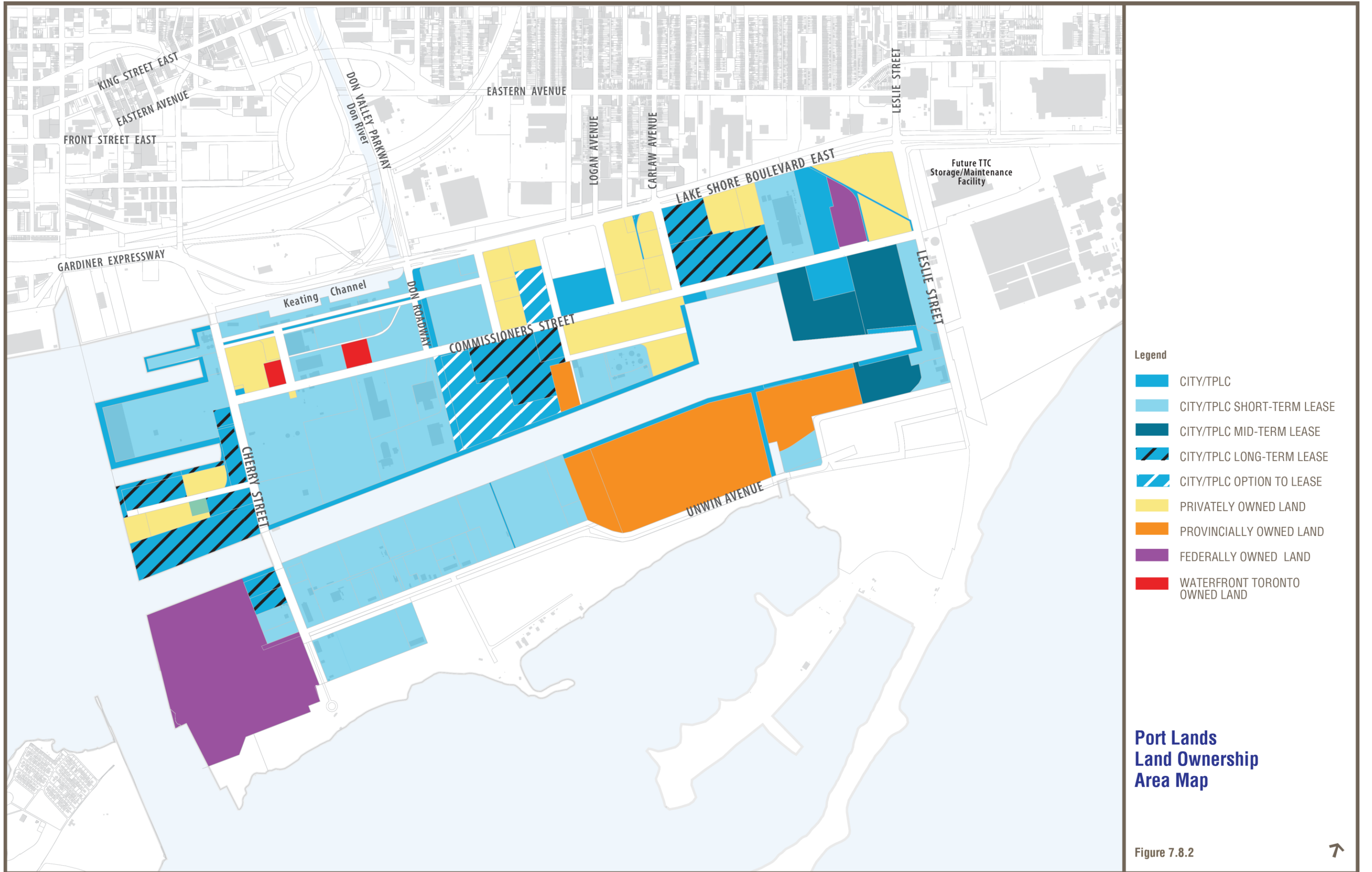


Figure 7.8.2



### **7.8.1.1 Land Use and Development**

#### **Lower Don Lands**

Current land uses in the Lower Don Lands consist of primarily one- to two-storey commercial/industrial uses with some recreational, entertainment, food, transportation, telecommunications, finance and internet technology services. ESSROC Italcementi Group's concrete distribution facility is currently located on ESSROC Quay. To facilitate the revitalization of the Lower Don Lands, ESSROC is in the process of relocating its operation to the East Port.

The Keating Channel is considered a significant cultural heritage resource. There are a number of heritage structures in the Lower Don Lands including the:

- ESSROC silos;
- former Coopers Iron and Metal Office and plant;
- former Darling and Pearson Architects; and
- Bank of Montreal building.

#### **7.8.1.2 Film Studio District**

The Film Studio District has a mix of industrial and commercial uses. The most significant recent development in the area is the Pinewood Film Studios at 225 Commissioners Street, which is a catalyst/anchor for the area and a world class facility with two special effects stages and 11 purpose built soundstages on 8 hectares (20 acres) of land. The studio complex includes the largest soundstage in North America, offices that can accommodate several productions simultaneously and a variety of support facilities.

Other active industrial uses in the Film Studio District include building supplies, Greyhound Canada's transit facility, and municipal waste collection. Most of the buildings in this area are one- and two-storeys in height.

#### **7.8.1.3 East Port**

The lands north of Commissioners Street have industrial and commercial uses including film and entertainment, a Canada Post distribution centre, retail and office uses. The lands south of Commissioners Street are primarily utilized by concrete and cement facilities.



## **7.8.2 Policy Framework**

### **7.8.2.1 Official Plan and CWSP**

The long-term vision for the Port Lands is guided by the principles and policies of the City's OP and the CWSP. While neither is in force and effect in the Port Lands, both articulate City Council's planning direction for the area. The OP and CWSP designate the majority of the study area as *Regeneration Areas*. Portions of the Lower Don Lands are also designated *Parks and Open Space*.

The CWSP envisions that the Port Lands will transform into a series of new urban districts and neighbourhoods amid the "hustle and bustle" of ongoing port activities. The Plan anticipates the preparation of precinct plans to address issues such as soil cleanup, servicing, urban design, community improvement, heritage and environmental performance.

### **7.8.2.2 Zoning**

The majority of the lands in the study area are zoned Industrial, allowing for a mix of industrial uses including warehousing and storage, transportation and manufacturing uses. The area west of Cherry Street and Polson Quay is zoned Industrial-Commercial, allowing for a mix of industrial and commercial uses. A small property on Polson Street close to the Inner Harbour is zoned 'G' for Park District. Residential uses are not permitted.

### **7.8.2.3 Emerging Policies and Plans**

#### ***Lower Don Lands***

A significant amount of detailed planning has occurred in the Lower Don Lands. In 2001, when the three levels of government created the Toronto Waterfront Revitalization Initiative (TWRI), naturalizing of the mouth of the Don River and flood protection of the Port Lands was identified as one of four priority projects. This priority was reflected in the CWSP as a "big move".

In 2004, the TRCA, on behalf of WT, initiated the DMNP EA, to facilitate the transformation of the existing, channelized mouth of the Don River into a naturalized river channel that also provides the main flood protection solution. In the absence of an implemented flood protection solution, the Port Lands cannot be developed to its full mixed-use potential.

In 2007, in order to integrate the river with the desired future urban context, WT held an urban design competition for the Lower Don Lands. The winning design concept formed the basis for an alternative assessed by TRCA during the DMNP EA. The design concept was refined and following a rigorous review process was selected as the preferred alternative. WT, in collaboration with the City, subsequently prepared a framework plan for the Lower Don Lands which had the naturalized river mouth as a key focal point for the area. WT and the City also

undertook, and completed, the first two phases of the Municipal Class EA process for streets and servicing for the entire Lower Don Lands. A Precinct Plan was prepared for the Keating Channel Precinct, which included lands on the south side of the Keating Channel.

Toronto City Council endorsed the preferred alternative from the DMNP EA, and the EA was submitted to the Ministry of the Environment (MOE) for approval in December 2010. City Council also endorsed WT's framework plan, the Keating Channel Precinct Plan, the Class EA Infrastructure Master Plan for the Lower Don Lands, and approved amendments to the City's CWSP (OPA 388) to reflect associated changes resulting from the detailed in-depth studies.

#### **7.8.2.4 Port Lands Acceleration Initiative (PLAI)**

The DMNP EA approval process was paused in 2011 to address additional considerations that emerged in the EA. The PLAI was initiated in September 2011 to refine the Don River valley and associated flood protection works, and to develop a business and implementation plan with the objective of accelerating development opportunities in the Port Lands. The PLAI was completed in October 2012 and the conclusion of the review was that development of the Port Lands can be advanced in a direction consistent with previous objectives. The PLAI ensures effective flood protection and naturalization of the new mouth of the Don River in a phased approach, and the creation of a generous system of waterfront public spaces within a great new city district while minimizing requirements for significant additional public investment.

Findings from the PLAI process were endorsed by City Council in October 2012. At this meeting, Council also directed the City, WT and TRCA to undertake the following:

- Finalize and amend the DMNP EA;
- Update, as required, of the Lower Don Lands Infrastructure Master Plan;
- Develop a high-level planning framework for the Port Lands;
- Complete precinct planning for Villiers Island, Polson Quay, and the Film Studio District;
- Report on introducing Higher-Order Transit on Commissioners Street;
- Develop an Infrastructure Financing Plan for the Port Lands; and
- Initiate the development of recreational and ecological opportunities in parks including Lake Ontario Park and Tommy Thompson Park.

The DMNP EA was amended and finalized, and was submitted to the Province. Amendments to the Lower Don Lands Infrastructure Master Plan, of Phases 3 and 4 of the Municipal Class EA process, have also been completed.

Key infrastructure requirements associated with the DMNP EA within the vicinity of Gardiner Expressway and Lake Shore Boulevard East include the construction of the new river valley, the widening of the Don Greenway, modifying the Eastern Avenue underpass, extending the Lake Shore Boulevard East bridge across the naturalized river valley, and constructing a sediment and debris management area north of Lake Shore Boulevard East. **Figure 7.8.3** illustrates the preferred alternative for the DMNP EA and Lower Don Lands Master Plan.



**Preferred alternative for  
the DMNP EA and  
Lower Don Lands  
Master Plan**

(2014 Environmental Assessment  
Master Plan Addendum  
& Environmental Study Area)

Figure 7.8.3



#### **7.8.2.5 Port Lands Planning Framework**

The PLAI will result in changes to the Port Lands, and the Port Lands Planning Framework (PLPF) will result in a comprehensive amendment to the City's OP for the area. In October 2012, City Council directed the Deputy City Manager, WT and the Chief Planner to develop a high-level planning framework for the Port Lands. The planning framework will be based on the Land Use Direction presented to City Council in July 2014 and will include:

- An overall vision for the Port Lands;
- A street network, accompanied by pedestrian and cycling facilities;
- Generalized land use direction and interim land use guidance;
- Identification of character areas;
- A heritage inventory;
- Urban design principles and a structure plan;
- A high-level community facilities strategy;
- Parks and open space plan; and
- Guidance for the phasing and orderly development of the lands.

The planning framework will set a context for precinct planning in the Port Lands and will incorporate the vision established for the Lower Don Lands through the DMNP EA and Lower Don Lands EA. As part of the development of the planning framework, the City is also undertaking a Municipal Class EA. The Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) EA will address connections to/from the Port Lands through the South of Eastern area.

#### **7.8.2.6 Precinct Planning**

City Council directed that Precinct Plans be prepared for Villiers Island, Polson Quay and the Film Studio District. The City and WT are currently developing the Precinct Plans for Villiers Island and the Film Studio District.

#### **7.8.3 Future Conditions**

Revitalization of the Port Lands requires significant investment for flood protection requirements, soil remediation, new streets, transit and servicing.



The DMNP EA, the Port Lands Planning Framework (PLPF) and the Lower Don Lands EA provide the foundations for the revitalization of the Lower Don Lands and will provide the flood protection solution for the Port Lands. The future conditions of this area include a dramatic increase in population and employment. The PLPF articulates a more detailed future condition for the entirety of the Port Lands. Precinct planning will provide further detailed direction for how Villiers Island and the Film Studio will develop.

### **7.8.3.1 Streets**

Commissioners Street will continue its role as a central organizing spine for the Port Lands and it will be reconstructed as a complete street with transit in its own dedicated right-of-way. Cherry Street will be realigned westward from its current location. Similar to Commissioners Street, it will be reconstructed as a complete street with transit in its own dedicated right-of-way.

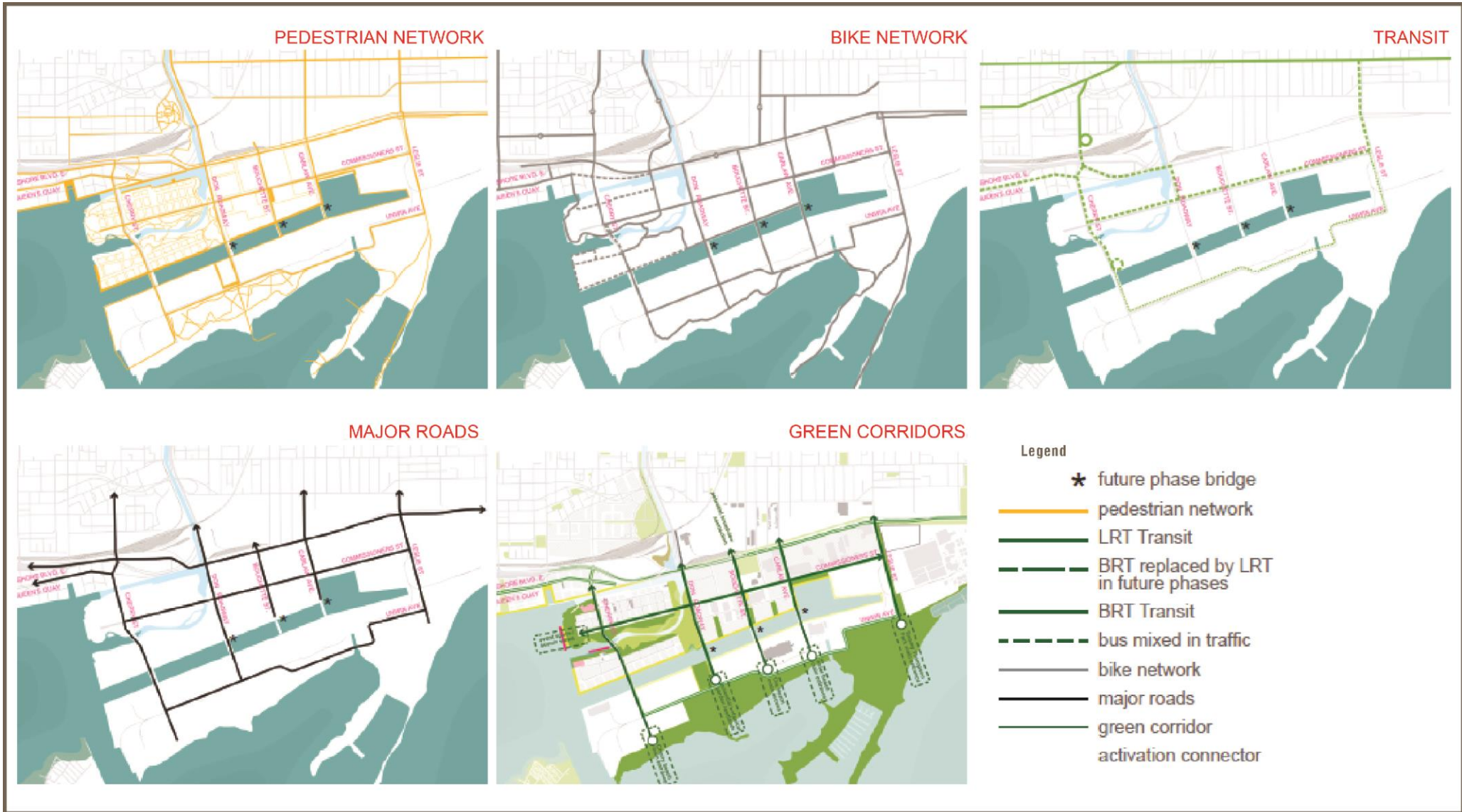
Basin Street would be extended west of the Don Roadway, across the new Greenway by way of a new bridge crossing. Villiers Street will be an east-west local corridor in the Lower Don Lands.

The CWSP contemplates the extension of Broadview Avenue southward from Eastern Avenue through the South of Eastern Employment District and into the Port Lands. The CWSP suggests that the extension would align with Bouchette Street, although other alignments could be possible and are being investigated through the Port Lands and South of Eastern Transportation and Servicing Master Plan.

Green Corridors are important elements for the Port Lands, provide connections to the broader city, and are being further explored through the PLPF. The PLAI identified the following green corridors:

- Cherry Street Green corridor – leading to and from Cherry Beach;
- The Don Roadway – leading to and from Lake Ontario Park;
- Bouchette Street – leading to and from The Hearn;
- Carlaw Avenue – leading to and from the Inner Beach; and
- Leslie Street – leading to and from Tommy Thompson Park.

The PLPF through the Port Lands and South of Eastern TSMP will examine and solidify opportunities for improved north-south connections and green corridors from Eastern Avenue southward to Lake Shore Boulevard East and into the Port Lands. **Figure 7.8.4** shows the proposed transportation network for the Port Lands.



**Port Lands  
 Acceleration Initiative  
 Transportation Network**

Figure 7.8.4



### **7.8.3.2 Land Use and Built Form**

Future development in the Port Lands is anticipated to reflect a broad mix of residential, commercial, recreation, and employment uses as provided for by the *Regeneration Areas* designation in the CWSP. The Port Lands are anticipated to be transformed and developed into a number of new urban districts and neighbourhoods generally in a mid-rise form, with taller elements at appropriate locations. Retail and community activities would be concentrated at accessible locations to form a focus for the area.

The Lower Don Lands are envisaged to redevelop into diverse mixed-use communities focused around the renaturalized Don River and historic Keating Channel. Over 12,000 residential units, approximately 3,000,000 sq. ft. of commercial and retail space, 30 hectares of naturalized area and over 12 hectares of parkland.

For the lands east of the Don River, the CWSP introduces the notion of creating a "Convergence Centre". The "Convergence Centre" concept focuses on knowledge-based businesses such as film/media, information technology, telecommunications, business and professional services, and biomedical and biotechnology sectors in a live-work environment.

Revitalization will occur incrementally. The Quays and the Film Studio District are anticipated to be redeveloped in initial phases, with the remainder of the Lower Don Lands and East Port redeveloping over the longer-term. Existing employment uses and port functions are being explored through the PLPF and will be confirmed in the Port Lands and South of Eastern TSMP.

### **7.8.3.3 Public Realm**

Planning that has occurred to date in the Port Lands has identified a number of significant public realm improvements. New and reconstructed public streets will be designed to serve pedestrians, cyclists, transit and vehicles. They will provide space for public utilities and services, trees and landscaping, building access, and are public gathering places. Key public realm initiatives resulting from the PLAI or that will be addressed more fully in the PLPF are described below.

### **7.8.3.4 Parks and Open Spaces**

The new naturalized mouth of the Don River and the creation of Promontory Park will be significant features around which redevelopment is contemplated. The Don River will be diverted to flow east-west towards the Inner Harbour. A greenway, with naturalized areas and high-quality wetlands will be developed along the Don Roadway to the Ship Channel. Passive and active open spaces are anticipated along the new river valley.

The Keating Channel will be preserved as an urban artifact and neighbourhood amenity, featuring new development, and public parks and promenades along its edge. The Don Greenway will run parallel to the Don Roadway and will link the Keating Channel to the Ship Channel.

The PLPF will identify other opportunities for parks and open spaces, including district/regional, water's edge promenades and principles for neighbourhood parks.

## 7.9 South of Eastern

South of Eastern is the area bounded by Eastern Avenue to the north, Lake Shore Boulevard East to the south, Woodfield Road to the east, and the Don Valley Parkway to the west (**Figure 7.9.1**). The employment district covers 135 hectares (255 acres). This area is part of the study area for the Port Lands and South of Eastern TSMP that is currently underway.

The physical dimensions of South of Eastern are long and narrow. Eastern Avenue and Lake Shore Boulevard East are the arterial streets that define the area's urban structure. The area is largely one property deep, with many lots abutting both Eastern Avenue and Lake Shore Boulevard East.

South of Eastern has historically served Toronto as the location of heavy industry and employment in manufacturing. Until recently, industrial operations in the area have included Unilever, Consumer's Gas, Canada Metal, Weston Bakeries, and the A.R. Clarke Tannery. Many residents of nearby neighbourhoods found employment in the area.

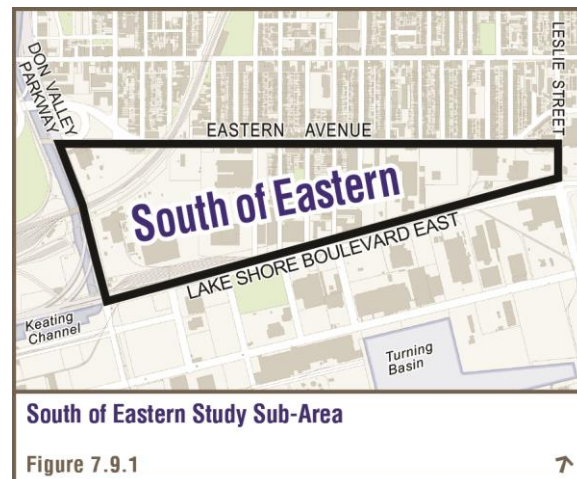
South of Eastern today has a mix of industrial, retail, service commercial and residential uses. The district is the location of a number of publicly-owned employment uses, including City and Toronto District School Board (TDSB) maintenance yards, and Canada Post, as well as utility infrastructure (Enbridge Gas). Film, media, and entertainment sectors are also prominent in the area, with Cinespace studios, the Revival 629 studio, post-production facilities, and

### SOCIO-ECONOMIC SNAPSHOT

#### South of Eastern (2031)

*The information below reflects anticipated changes to existing socio-economic conditions based on the South of Eastern Strategic Direction.*

**Employment:** 28,600 new jobs within the study area.



recording studios present in the area. While the nature of employment uses in the South of Eastern area has evolved, the district remains in close proximity to employment uses and utilities located south of Lake Shore Boulevard East include Ashbridges Bay sewer treatment plant, Toronto Hydro, Canroof, and a planned TTC yard.

Planning studies are underway for South of Eastern to provide strategic direction for future investment and growth of employment in the area. The area will continue to be dedicated to employment uses. In addition to traditional employment uses, the area may accommodate office uses and a variety of uses related to the film, media, and communications industries. Eastern Avenue and Lake Shore Boulevard East will continue to be important elements of the urban structure, supported by new north-south connections through the area to the Port Lands.

### **7.9.1 Existing Conditions**

As a result of previous planning review of the South of Eastern area, the district includes four sub-areas, each with a slightly different profile of employment uses:

- East: Retail and publicly-owned employment uses. A Loblaws Supermarket is located in this sub-area along with City & TDSB yards, the Toronto Fire and EMS Training Centre, and a major Canada Post postal station.
- Central/East: Industrial, film studios, supermarkets, fast food restaurants, vacant lands. The film studio located at 629 Eastern Avenue has recently re-opened.
- Central/West: Industrial, retail and film studios uses. A pocket of low-density residential uses exists fronting onto Logan Avenue, Morse Street, and Carlaw Avenue.
- West: Industrial, automotive, office and film studio uses, including the former Unilever soap factory, and Enbridge Gas distribution facility, a City of Toronto works yard, and a Cinespace Film Studios facility.

Existing development in the area is generally low-rise and low-density industrial buildings and warehouses. Large sites are often developed with substantial outdoor area dedicated to surface parking, transportation functions, or outdoor storage. The former Unilever soap factory is a five-storey factory loft and is the largest-scaled building in the area. Three other notable buildings in the area are heritage industrial buildings located at 405 and 433 Eastern Avenue. The residential buildings located in the Central/East area are generally two- and three-storey semi-detached houses and townhouses.

The physical structure of South of Eastern is defined by Eastern Avenue and Lake Shore Boulevard East, which form its north and south boundaries.



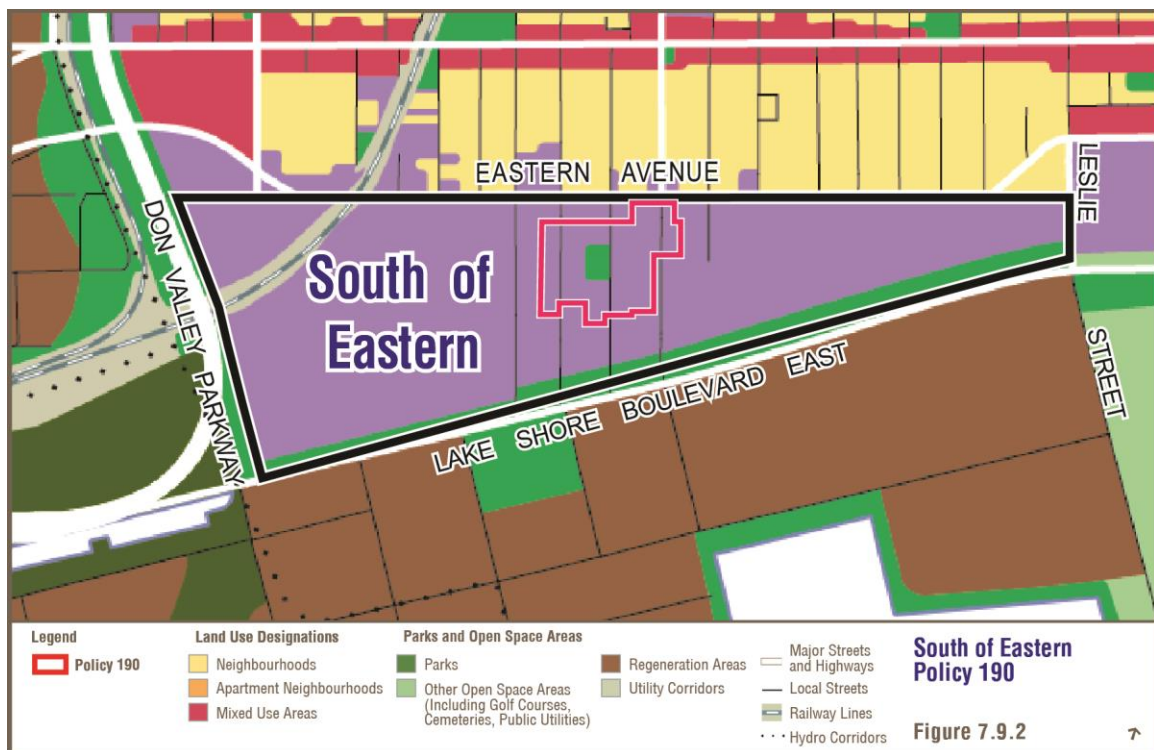
City policies generally prioritize non-residential uses in the area, thus there is not an integrated system of parks and open spaces. A small park on Morse Street serves area residents. A multi-use pedestrian and bicycle trail extends the full length of the area along the north side of Lake Shore Boulevard East.

Rail infrastructure also influences the area's urban structure. A railway berm crosses the northwest corner of South of Eastern abutting the former Unilever site and forming prominent feature. A small rail yard and industrial rail spur extends through the southern edge of the area from the Don Valley to Carlaw Avenue, where it crosses into the Port Lands.

## 7.9.2 Local Policy Framework

### 7.9.2.1 Official Plan

The Urban Structure Map of the OP identifies the South of Eastern area as an Employment District (**Figure 7.9.2**). Employment Districts are protected and promoted exclusively for economic activity and can accommodate growth in jobs and meet the needs of some of the key economic clusters that are the focus of the City's Economic Development Strategy.



Consistent with the planned urban structure, nearly all lands in the South of Eastern area are designated *Employment Areas* in the OP. A strip of land along the north side of Lake Shore Boulevard East accommodates the multi-use pedestrian and cycling trail and is designated *Parks* and *Other Open Space Areas*.

The Municipal Comprehensive Review of Toronto's employment lands was completed and Official Plan Amendment No. 231 was adopted by Council in December 2013. On July 9, 2014 the Ministry of Municipal Affairs and Housing approved, with some modifications the majority of OPA No. 231. A Decision was withheld for policy and land use designations changes applying to lands located within the flood plain of the Lower Don River Valley, of which the South of Eastern Employment Area is a part. Any ministerial decision to make changes to the SPA requires approval from both the Ministry of Municipal Affairs and Housing (MMAH) and Ministry of Natural Resources and Forestry (MNR).

Site and Area Specific Policy 190 provides area-specific permission for the pocket of residential uses in the South of Eastern area that have historically existed on properties generally fronting onto Logan Avenue, Morse Street, and Carlaw Avenue. The policy permits residential uses existing on November 26, 2002.

#### **7.9.2.2 Zoning**

Most properties in the South of Eastern area are zoned for employment uses, with permitted development densities ranging from 2.0 to 5.0 times the area of the lot. Residential properties located within the area of Official Plan Site and Area Specific Policy 190 are generally zoned with low-density residential designations.

Certain sites in the South of Eastern area remain subject to former City of Toronto Zoning By-law 438-86. These sites are subject to industrial zoning designations.

#### **7.9.2.3 Urban Design Guidelines**

South of Eastern UDG apply to the area bounded by Eastern Avenue, Lake Shore Boulevard East, Leslie Street, and Rushbrooke Avenue. The Guidelines provide guidance with respect to development site planning, the relationship of built form to the public realm, and potential public realm improvements. The document contemplates the extension of Larchmount Avenue and Rushbrooke Avenue southward from Eastern Avenue to connect to Lake Shore Boulevard East.

#### **7.9.2.4 Community Improvement Plans**

The South of Eastern area is subject to two CIP's. The *South of Eastern CIP for Brownfield Remediation and Development of Prescribed Employment Uses* (By-law 1324-2012) encourages brownfields remediation and support development of key businesses to assist in the implementation of the economic development strategy for the South of Eastern employment district. The Plan provides for various financial incentives to support economic development in the area.

The *South Riverdale and Lake Shore Boulevard East CIP* (By-law 384-2002) includes the South of Eastern area as well as neighbourhoods north of Eastern Avenue. The CIP identifies potential public realm and traffic management improvements for the area.

#### **7.9.2.5 Emerging Plans and Policies**

City Council has requested the City Planning Division to complete a planning framework for the South of Eastern area. The South of Eastern Strategic Direction will be a three-pronged plan to facilitate investment and economic development in South of Eastern, provide direction for urban design and public realm to support employment uses, and identify resulting transportation needs. Background studies for this planning framework began in Fall 2013, including a Transportation and Servicing Master Plan for both the Port Lands and South of Eastern Area, which will examine future transportation and servicing infrastructure for the area.

The TRCA has completed the DMNP EA, which is currently being reviewed by the MOE for approval. Once approved and implemented, the works proposed by the EA will remove much of the South of Eastern area from the flood plain.

#### **7.9.3 Future Conditions**

South of Eastern is planned to remain an employment district. As suggested by the local planning framework, including emerging plans and policies, the City has dedicated substantial resources to implement plans, strategies, and incentive programs that foster investment in and development of employment uses in the area. The South of Eastern Strategic Directions and the Port Lands and South of Eastern TSMP are two studies that will help define the future of this area.

Major infrastructure initiatives in the area include the construction of streetcar tracks on Leslie Street to reach the new Leslie Barns TTC facility (under construction) from Queen Street. While Leslie Street is not planned to become part of a streetcar route, the tracks and operations may impact traffic patterns.

Other infrastructure improvements and interventions are not fully planned but will likely be considered and evaluated as part of various planning work that is underway. These include:

- Extension of Broadview Avenue south to the Port Lands across the Unilever site, accompanied by an LRT line that extends the streetcar tracks on Broadview;
- North-south street connections between Eastern Avenue and Lake Shore Boulevard East, particularly in the area between Carlaw Avenue and Leslie Street. Larchmount and Rushbrook Avenues have been specifically identified in the area's Urban Design Guidelines;

- Downtown Relief Line subway, which could include a stop(s) in the South of Eastern area or nearby; and
- Reconsideration of transportation function and urban design character of both Eastern Avenue and Lake Shore Boulevard.

One development proposal has the potential to set a direction for significant investment and employment growth in the South of Eastern area. The owner of the former Unilever site at 21 Don Roadway is undertaking preliminary planning for a master planned employment precinct incorporating mid- and high-rise development. The owner is contemplating a development that would include approximately 740,000 square metres of office, studio, research and institutional facility uses, and 185,000 square metres of retail and service commercial uses. Development of this scale would require transportation improvements in the area to improve access. The owner has also suggested that a GO Transit station be located on or near the site. The Port Lands and South of Eastern TSMP underway will confirm the long term development, transportation and public realm in the South of Eastern area.

**Table 7.9.1** below identifies the active development proposals that are currently under review in the South of Eastern sub-area, which reflects more than 300 new residential units and more than 120,000 square metres of non-residential GFA.

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
459 Eastern Ave	12 148264	Three buildings (6, 4 and 2-storeys) for live/work, retail and office uses (Weston Bakery site). Being reviewed with the OP and Municipal Comprehensive Reviews.	71	7,883
462 Eastern Ave	12 148473	7-storey mixed-use building and 3-storey townhouse building; retail at grade (Weston Bakery site). Being reviewed with the OP and Municipal Comprehensive Reviews	266	1,432
629 – 675 Eastern Ave	13 195390	Non-residential mixed-use development to include office, film studio, hotel and retail uses in 9 existing and 6 new buildings (Studio Centre).	n/a	113,520

## 7.10 South Riverdale / Riverside

The portion of South Riverdale that is within the study area is bounded by Queen Street East to the north, Eastern Avenue to the south, Broadview Avenue to the east, and the Don River/DVP to the west (**Figure 7.10.1**). The area contains low-rise mixed use buildings along Queen Street East. The area south of Queen Street East includes mid-rise residential buildings on the west side of Broadview Avenue, and two industrial/office buildings on East Don Roadway.

Unlike Greater South Riverdale, this subsection of South Riverdale is a former industrial area that has generally been converted to residential and mixed-use buildings. These larger lots south of Queen Street East are not consistent with the fine-grain residential lots east of Broadview Avenue. Further, the lands north of Queen Street East, west of Broadview Avenue contain a range of employment and residential uses. With regard to the parks, community facilities, and notable landmarks of South Riverdale, they are located beyond the study area boundaries outlined in this Report.

### 7.10.1 Existing Conditions

By the late 19<sup>th</sup> century, Queen Street East had become the main east-west artery of Toronto. The Queen Street East bridge over the Don River was one of the few crossings at the time. As a result, Queen Street East began to develop as a residential area with some shops serving the surrounding residential properties. The street later evolved to a commercial main street, and currently includes several heritage buildings that are listed on the City's Inventory of Heritage properties; or are designated under the Ontario Heritage Act.

Queen Street East is experiencing some redevelopment, particularly in the South Riverdale sub-area between East Don Roadway and Broadview Avenue. City Council has authorised an HCD Study for Queen Street East between the Don River and De Grassi Street, which is underway.

### SOCIO-ECONOMIC SNAPSHOT

#### South Riverdale / Riverside (2031)

**Population:** 900 new residential units

**Employment:** 950 new jobs

**Recreation:** Potential park/open space as part of the development at 77-79 East Don Roadway and 661-677 Queen St E

*(Information above reflects anticipated changes to existing socio-economic conditions)*

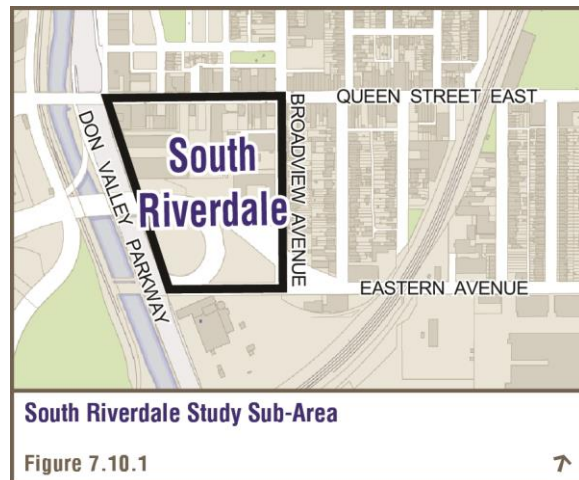


Figure 7.10.1



The purpose of the HCD study is to examine the architectural and historical significance of the buildings; define the heritage character; and develop guidelines to maintain and enhance that character. This segment of Queen Street East is also notable because it was the site of Sunlight Park, the City's first professional baseball stadium from 1886-1896. The entrance to Sunlight Park was generally located at 655 Queen Street East, and the former outfield extended southward beyond Eastern Avenue to what is now Sunlight Park Road.

The properties along Queen Street East, west of Broadview Avenue, are generally rectangular with narrow frontages. The exception is 677 Queen Street East, which is the site of the Downtown Toyota automobile dealership. The one-storey building occupies the eastern portion of the site, with the automobile sale-related surface parking on the west and south portions.

## **7.10.2 Recent Development Trends**

### ***7.10.2.1 Queen Street East***

Recent development on the north and south sides of Queen Street East includes 625 Queen Street East and 630-642 Queen Street East. The property at 625 Queen Street East on the southeast corner of Queen Street East on East Don Roadway was redeveloped with a six-storey mixed-use building containing commercial uses at grade and 67 residential dwelling units above. The property at 630-642 Queen Street East on the northwest corner of Queen Street East and Carroll Street was redeveloped with a nine-storey mixed-use building with commercial uses at grade and 98 dwelling units above.

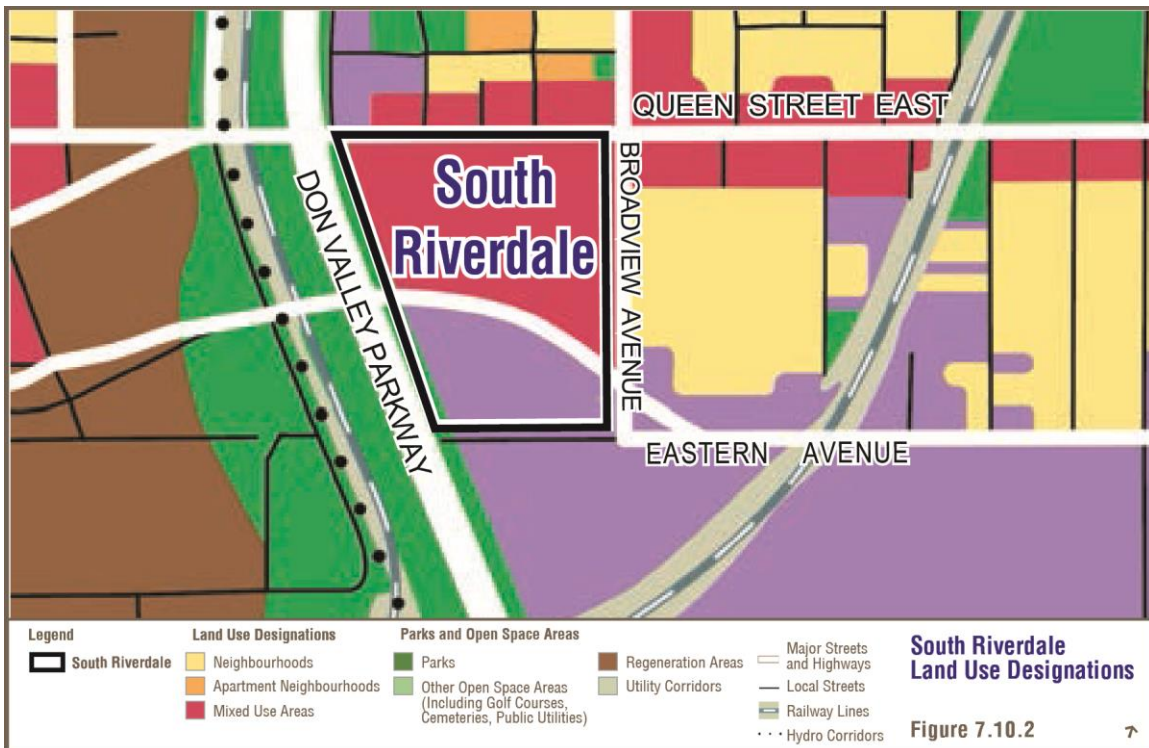
### ***7.10.2.2 South of Queen Street East***

The properties south of Queen Street East, west of Broadview Avenue are larger and have been recently redeveloped. The site at 60 - 68 Broadview Avenue was redeveloped in the early 2000's to convert the existing six-storey industrial building to residential units, and construct a two-storey addition above the existing building. The site is known as the Broadview Lofts and also included the construction of 24 townhouses on the western portion of the site. The site at 90-100 Broadview Avenue was redeveloped with a nine-storey residential building and a four-storey addition to the existing 3 ½ storey commercial/office building. The site is now known as The Ninety.

East Don Roadway extends southward from Queen Street East to 77 East Don Roadway, and does not provide a vehicular connection to Eastern Avenue. The property along East Don Roadway contains two industrial-style buildings. A three-storey industrial building at 77 East Don Roadway that contains no windows, and was most recently used as a storage warehouse facility. An office building at 79 East Don Roadway, commonly known as the Tippet-Richardson building, includes several office/warehouse tenants. The property also includes a laneway with access via Queen Street East adjacent to 677 Queen Street East.

### 7.10.3 Local Policy Framework

The lands in this subsection of South Riverdale are designated Mixed-Use Areas, as shown in **Figure 7.10.2**. Queen Street East is identified as an *Avenue* on Map 2 of the OP, which is an area generally designated for growth. The area south of Queen Street East is within the Don River floodplain and the Lower Don SPA. As discussed in Section 2, the TRCA is completing the DMNP EA, which will result in the emerging planning framework and floodplain mapping for the overall study area.



The properties along Queen Street East are zoned Commercial-Residential CR 2.5 under City-wide ZBL 569-2013. A range of grade-related commercial uses are permitted with residential units above. The maximum permitted density is 2.5 times the lot area, and the maximum height is 14 metres.

The properties at 60-68 and 90-100 Broadview Avenue were the subject of separate ZBL Amendment applications. The properties were previously zoned Industrial and Industrial-Commercial, respectively. City Council approved the ZBL amendments to permit residential uses, which were previously prohibited.

The property located at 77-79 East Don Roadway is subject to former City of Toronto ZBL 438-86. The lands are zoned Industrial I2 D3, which permits a variety of non-residential uses, a maximum density of 3.0 times the lot area, and restricts the building height to 18 metres.

South Riverdale is subject to the South Riverdale and Lakeshore Boulevard East CIP. The CIP identifies area enhancements such as tree planting, sidewalk widening and intersection improvements. However, there are no improvements slated for the lands west of Broadview Avenue and north of Eastern Avenue.

#### 7.10.4 Future Conditions

The HCD study process will inform the evaluation of future development proposals in the area. Queen Street East will remain a mixed-use area and continue to function as a main street. The west side of Broadview Avenue has been redeveloped over the last decade.

**Table 7.10.1** below identifies the active development proposals that are currently under review in the South Riverdale/Riverside sub-area, which reflects approximately 900 new residential units and more than 22,000 square metres of non-residential GFA.

Address	File Number	Proposal	Residential Units	Non-res. GFA (m <sup>2</sup> )
77-79 East Don Roadway	14 176221	Three mixed-use buildings (7, 13 and 24 storeys) to include retail, automobile dealerships and residential uses. Building at 79 East Don Roadway would be demolished.	555	16,519
661-677 Queen St E	14 176212	Mixed-use development (4-storey base and a height that ranges from 7 to 13 storeys) to include retail, grocery store, daycare and residential uses. Existing Downtown Toyota dealership would be demolished.	339	5,688

Although the east side of Broadview is beyond the boundaries of the study area, the properties at the northeast corner of Broadview and Eastern Avenues (21 and 35-53 Broadview Avenue) are noteworthy. The property at 21 Broadview Avenue is currently being considered for redesignation from Employment Areas to Mixed Use Areas. In December 2013, City Council approved the conversion as part of the OP and Municipal Comprehensive Review Process. Final approval for the conversion is required from the Minister of Municipal Affairs and Housing.

## **8. CONCLUSION**

The existing and planned urban design and land use context for the Gardiner Expressway and Lake Shore Boulevard EA suggests numerous opportunities to align with public policy and plans within the study area.

### **8.1 Official Plan**

The planned and future context for the Gardiner Expressway East and Lake Shore Boulevard study area is found in a range of planning documents. In many parts of the study area, OP and Secondary Plan policies are the most relevant policies to describe the planned context. In waterfront areas, these future conditions are in some cases further refined and articulated through precinct plans. In some cases, these precinct plans have resulted in area-specific zoning by-laws that provide a clear understanding of anticipated future development. However, in many parts of the study area, significant development generally proceeds by way of site-specific zoning amendments within the policy framework of OP's, Secondary Plans, and implementation plans and guidelines.

Review of the Toronto OP suggests seven themes to consider in development and design of alternatives and to reflect in evaluation criteria:

- Impacts of the alternatives not only locally, but also in a regional context;
- How the alternatives function as part of an integrated system of land use patterns and transportation networks that together support growth in Toronto;
- Impacts of alternatives on the natural environment and the potential contributions of the alternatives to sustainability;
- The potential of alternatives to unlock and implement opportunities to expand and improve the public realm;
- Impacts on employment and economic competitiveness for the city as a whole and for the study area;
- The contribution that alternatives can make to the success of the downtown; and
- Alignment of alternatives with Toronto's waterfront revitalization.

### **8.2 Urban Design: Structure, Connections, and Views**

The future of the Gardiner Expressway and the Lake Shore Boulevard East will have a place in the historical evolution of Toronto's waterfront and the relationship of the city to Lake Ontario. The EA will impact the study area's urban structure, connections and views.

Within the study area north of the Gardiner Expressway and west of the Don River are areas with comprehensively planned public realm frameworks, emphasizing inter-relationships of streets and parks and relying on the public realm as the organizing structure for urban fabric.

Creating connections in the study area requires consideration for the frequency and quality of connections, as well as the competing demands on those connections by different users. Views partly define the physical relationship between the city and Lake Ontario and the quality of views will complement connections between the city and the waterfront.

### **8.3 Alignment with local planned context**

For the purpose of understanding the existing and planned context of the study area on a localized basis, this report has identified 10 sub-areas within the study area. Existing and emerging plans for all of the sub-areas result in both challenges and opportunities for the future Gardiner Expressway East and Lake Shore Boulevard East solution to fit into; challenges to fit the solution within the planned context; and opportunities to advance the implementation of plans.

As waterfront redevelopment evolves and the implementation of precinct plans continues, physical changes to the Gardiner Expressway – Lake Shore Boulevard corridor should fit into these plans or be accompanied by strategies to adapt the plans to the new planned context proposed by the EA process.

### **8.4 Alignment with Public Realm Planning**

Previous planning decisions have identified initiatives to expand or alter the public realm in the study area. The Gardiner East EA may advance planning for changes or improvements to public realm elements in the study area, including:

- Improvements to rail underpasses at Yonge, Lower Jarvis, Lower Sherbourne, Parliament, Cherry and Trinity Streets to improve pedestrian conditions and create stronger connections from the city to the waterfront;
- The creation of context to further articulate implementation of CWSP policies;
- Determining implications for the feasibility of extending Broadview Avenue and the associated streetcar/LRT line southward from Eastern Avenue to Lake Shore Boulevard East;
- Defining opportunities for pedestrian crossings across the Don River connecting the West Don Lands with South of Eastern;
- Opportunities to implement PATH connections from the existing PATH system across Yonge Street in the waterfront; and
- Providing pedestrian and cycling connections to the West Don Lands FPL.



## 9. LIST OF REFERENCES

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- Brook McIlroy Planning + Urban Design/Pace Architects, Avenues & Mid-Rise Building Study (2010)
- City of Toronto, Central Waterfront Secondary Plan (2003, under appeal)
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- City of Toronto, Community Improvement Plan for the City of Toronto's Commercial Façade Improvements Program (2010)
- City of Toronto, Downtown Tall Buildings: Vision and Supplementary Design Guidelines (2013)
- City of Toronto, Former City of Toronto Official Plan (1994)
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Waterfront Toronto, Lower Don Lands Framework Plan (2010)

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Waterfront Toronto, Queens Quay Revitalization Environmental Assessment (2009)

Toronto Harbour Commission, Plan for Toronto Harbour (1912)

XCG, Sanitary Servicing for North Keating and East Bayfront East of Lower Sherbourne Street Preliminary Design Report (2013)

**9.1 On-going Studies or Environmental Assessments**

Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment

Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment

Lower Yonge Precinct Plan Study

Lower Yonge Transportation Master Plan Environmental Assessment

Lower Yonge Precinct Urban Design Guidelines

Port Lands Acceleration Initiative

Port Lands and South of Eastern Transportation and Servicing Master Plan, Municipal Class  
Environmental Assessment

South of Eastern Strategic Direction