





SECTION 5

MAKING IT HAPPEN

This Framework lays out a comprehensive plan and vision for the transformation of the Port Lands into a city within a city. The delivery of this Framework will not be instantaneous. Significant investment is required over the coming decades in a series of sequential and overlapping episodes to make it happen. The timing of the episodes will focus on delivering the transformational moves and infrastructure that will result in the greatest possible outcomes and that are cost-effective for Torontonians while ensuring orderly development.

A fundamental purpose of this Framework is ensuring that development does not outpace or advance ahead of the necessary infrastructure. Market analysis has indicated the areas with the most potential to accommodate the residential demand over the next twenty to twenty-five years, starting with Villier's Island and then moving eastward to the McCleary District. Not all such costs need to be incurred at once and can be in step with the demand for development.

Additional considerations for the timing of infrastructure will relate to other city-building initiatives contemplated in this Framework, such as relocating certain uses and improving public access in areas, which would necessitate upgrading infrastructure elsewhere in the Port Lands.

There are also other prerequisites to allowing many of the new uses contemplated in the Land Use Direction requiring additional investment, such as mitigation at the source of many of the existing port and industrial operations that are anticipated to remain for the foreseeable future. As such, development for certain uses will

not be permitted until the necessary infrastructure investments or other required investment is in place and, in some instances, more fully understood.

A variety of tools will be utilized to manage and control development and reduce the burden on public funding. In all instances, development will protect for, and not impede, the City's ability to deliver the necessary infrastructure.

While this Framework is comprehensive in its nature and provides enhanced policy directions to guide the Port Lands transformation, more detailed planning and study is still needed in order to craft Zoning By-Laws or Development Permit Systems that implement the outcomes of this Framework and Official Plan policy direction. Areas requiring more detailed planning and additional study are summarized throughout this Framework, either in policy directions or identified as future follow-on work.

This Section outlines key considerations related to the provision of infrastructure to support development, as well as the toolbox the City will utilize to deliver the necessary infrastructure and ensure orderly development.

5.1

THE PROVISION OF INFRASTRUCTURE

The provision of infrastructure in the Port Lands will occur through a series of overlapping and/or sequential episodes. The most critical of these is implementing the necessary flood protection infrastructure.

Flood Protection Infrastructure

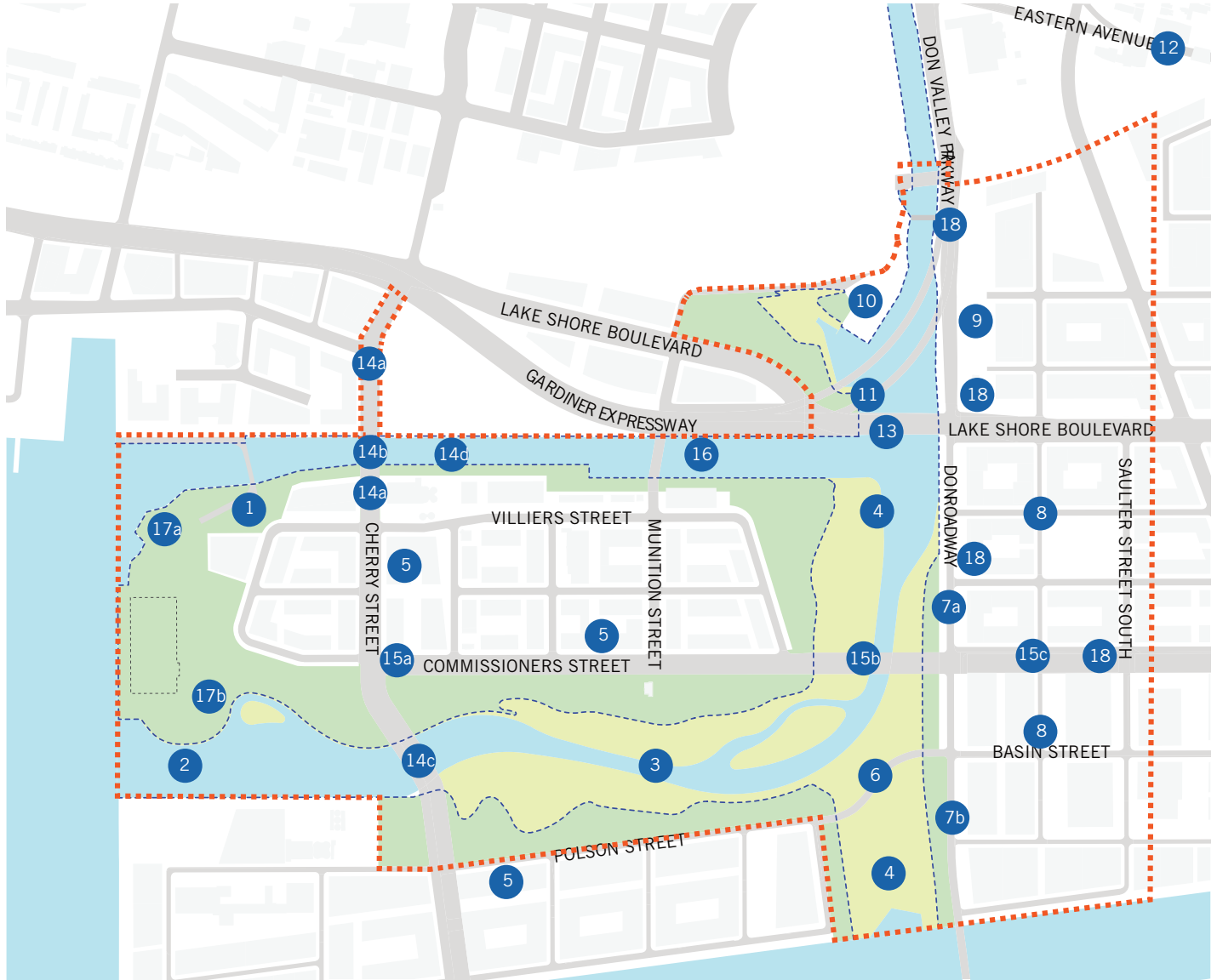
The Don Mouth Naturalization Project Environmental Assessment (DMNP EA) approved in January 2015 is a comprehensive, three-pronged approach to providing flood protection for the Port Lands and surrounding area. It is foundational for unlocking development potential in the Port Lands. It includes the retention of the historic Keating Channel while also carving out a new naturalized river, which will traverse through the Lower Don Lands outletting into the Inner Harbour. The final prong is the Don Greenway, a naturalized open space that connects the new river valley with the Ship Channel to the south. The Greenway's primary function is as a naturalized area, but it will also function as a spillway that provides additional flood water conveyance capacity when needed.

A valley wall feature is also required to form the perimeter of the river valley and Greenway along the Don Roadway. A valley wall feature is created through

the placement and fill and grading that is stable from its toe to the top of bank. This will serve to eliminate the risk of flooding for lands east of the Don Roadway. Additional flood protection measures are required north of Lake Shore Boulevard East in the Unilever Precinct and within the river valley area itself.

The DMNP EA initially identified a phased approach spanning several decades for constructing the necessary flood protection. Portions of the Port Lands would have been unlocked as each phase of infrastructure was implemented. More recently, through extensive due diligence assessment, significant cost savings and efficiencies in constructing the renaturalized river as one infrastructure project were shown to be possible. As such, the City and Waterfront Toronto requested all three levels of Government fund the flood protection infrastructure in the DMNP EA in its entirety.

Figure 84: Flood Protection Infrastructure



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|--------------------------------------|---|---|----------------------------------|
| 1 Essroc Quay Lakefilling | 7b Don Roadway South | 14a Cherry Street Re-alignment | 16 Keating Channel Modifications |
| 2 Polson Slip Naturalization | 8 Don Roadway Valley Wall Feature | 14b Cherry Street Bridge North | 17a Promontory Park North |
| 3 River Valley System | 9 First Gulf/Unilever Site Flood Protection Land Form | 14c Cherry Street Bridge South | 17b Promontory Park South |
| 4 Don Greenway (Spillway & Wetland) | 10 Sediment and Debris Management Area | 14d Old Cherry Street Bridge Demolition | 18 Hydro One Integration |
| 5 Site Wide Municipal Infrastructure | 11 Flow Control Weirs | 15a Commissioners Street West to Cherry Street | ⋯ Project Boundary |
| 6 Basin Street Bridge | 12 Eastern Ave. Flood Protection | 15b Commissioners Street Bridge | |
| 7a Don Roadway North | 13 Lake Shore Road & Rail Bridge Modifications | 15c Commissioners Street East to Saunter Street | |

In June 2017, the three levels of Government announced the full \$1.25 billion funding commitment to advance and complete the necessary flood protection infrastructure by 2023. Construction is set to begin in 2017 on an initial sub project, referred to

as the Cherry Street Stormwater and Lake Filling Project. This will enable the relocation of Cherry Street and the removal of the existing bridge and its abutments across the Keating Channel. In the process, it will also create new land associated with Promontory Park.

The Balance of Infrastructure in the Port Lands

In the process of constructing the flood protection infrastructure, many of the new, relocated and improved streets and municipal servicing in the Lower Don Lands will likewise be constructed. However, this is only one part of the Port Lands' story. Additional investment is required to deliver the balance of streets, transit, municipal servicing, community infrastructure and other aspects of this Framework, irrespective of land use. Further, there are interdependencies with infrastructure projects outside the Port Lands, such as extending streetcar service east and south into the Port Lands.

Funding for much of this additional infrastructure will come from a variety of sources. Initial infrastructure investment to kick-start the transformation will be included in the City's Development Charge By-law. The infrastructure projects that will be included in the City's background study will support Villiers Island, the Unilever Precinct and the McCleary District. These, in turn, will result in improvements for other areas in the Port Lands supporting economic development and major public realm moves.

Additional funding will be required over and above the Development Charge contributions to both support

initial development and the full realization of the vision. Potential sources for the funding could include additional contributions from provincial and federal governments, cost-sharing, land sales revenue from the sale of City-owned land and contributions from development itself. The precise phasing and timing for the provision of the infrastructure, and how it will get paid for, remains to be developed.

A Business and Implementation Plan will be advanced for the entire Port Lands geography that builds on the work completed to date for this Framework, the Port Lands and South of Eastern Transportation and Servicing Master Plan and detailed work advanced as part of the due diligence for the flood protection.

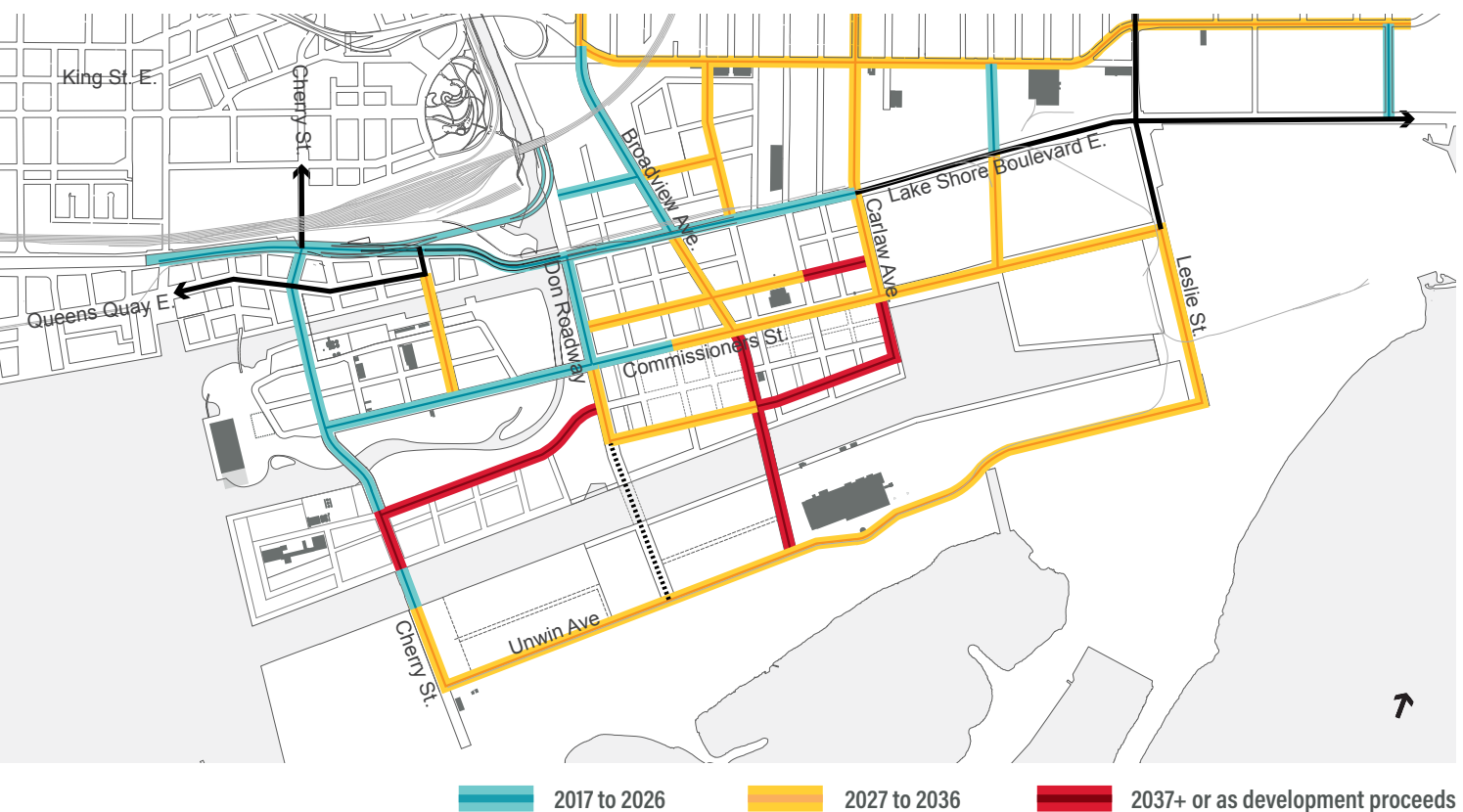
The Business and Implementation Plan will explore and identify, among others:

- A comprehensive financial forecast;
- The anticipated phasing and timing for the infrastructure in consideration of both advancing comprehensive renewal for the mixed-use communities and advancing economic development objectives elsewhere in the Port Lands; and
- Potential funding sources.

The Business and Implementation Plan will need to address key consideration related to the timing and phasing of infrastructure. This will include:

- The provision of complete communities and timely provision of community infrastructure and affordable housing;
- Minimization of unnecessary throwaway costs or additional expenses to the City;
- The strategic relocation of certain uses to open up opportunities elsewhere in the Port Lands and to facilitate the transformation;
- Recognition of the need to integrate the relocation and/or undergrounding of major hydro infrastructure in the major street network and to accommodate streetcars in dedicated rights-of-ways;
- Upgrades to Unwin Avenue and servicing south of the Ship Channel to accommodate the optimization and intensification of port and industrial uses, including the potential for relocating existing municipal yards. This will require coordination with upgrades to streets and servicing north of the Ship Channel; and
- The Early Activation Projects identified in this Framework.

Figure 85: Major Street Network Preliminary Phasing



5.2

IMPLEMENTATION TOOLBOX

Making this Framework happen will require a number of different planning tools to move from plan, to redevelopment, to a successful, vibrant, mixed-use city district. Some of these tools are provided through the legislative authority of the **Planning Act**, some are guidelines and more detailed plans to be adopted by City Council, and others are actions to be taken to measure the success of the transformation.

Precinct Planning

Precinct Plans (referred to as Precinct Implementation Strategies) are an implementation tool identified in the Central Waterfront Secondary Plan (CWSP). They establish a context for co-ordinated development, providing the necessary precision needed to move from Official Plan policy to Zoning By-law provisions and standards. Precinct Plans typically identify or provide:

- The location and character of streets and blocks, parks and public spaces and community infrastructure;
- Strategies to ensure a balance between residential and employment-based development;

- Detailed urban design guidelines for buildings, including minimum and/or maximum standards regarding the height and massing of buildings and environmental performance standards;
- An approach for parking, including any minimum or maximum parking standards;
- Public art and affordable housing strategies; and
- Anticipated phasing in consideration of the provision of infrastructure and orderly development.

Precinct planning was advanced for Villiers Island concurrently with the development of this Framework. This Framework also advances and addresses a number of aspects that were previously addressed through precinct planning processes, such as land use, major streets, parks and open spaces, and design guidance for built form. City-initiated Precinct Plans (inclusive of a Precinct Plan prepared by Waterfront Toronto in partnership with the City) will continue to be required for

the **PIC Mixed-use** districts, or for any adaptive re-use of the Hearn Generating Station site given the proposition offered by the re-use of this significant heritage building, prior to, or concurrent with, applications to rezone lands.

The precinct planning in these areas will elaborate on the vision for each particular district established by this Framework and provide a context for evaluating development proposals. They will generally establish local street and block patterns, locally-oriented parks and open spaces, the preferred location for community infrastructure, detailed urban design and streetscape guidelines, and specific strategies for parking, public art and, where applicable, affordable housing.

Additional requirements identified in this Framework will also need to be addressed in precinct planning exercises following the adoption of this Framework, and undertaken as part of any area wide and/or site specific rezonings for Villiers Island. The requirements include:

- Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
- Heritage Evaluation Reports for the potential cultural heritage resources identified in this Framework and to establish the values and attributes of the resources;
- View studies to demonstrate how the proposed siting and scale of proposed buildings maintain views to important heritage resources and remain prominent elements within the overall skyline of the Port Lands; and
- Naturalization Plans that address the requirements specified in Section 4.10 of this Framework.

Context Area Planning

Context area planning will be utilized for the balance of districts in the Port Lands that generally do not require rezoning for sensitive uses or intensity of development. Context area planning will be used in the **PIC Core, Light Industrial and Productions, Port and Industrial** districts. The submission of a Context Area Plan will be required as part of a complete application and prior to permitting development to demonstrate how the pattern of development and proposed built form will implement the requirements of this Framework. The Plans will:

- Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
- Identify the location of public streets and pedestrian and cycling connections that link to the broader networks, or how the development would protect for a fine-grained public street network and connections;
- Strategies for parking; and
- Demonstrate consistency with any City-initiated urban design guidelines (city-wide or specifically for **PIC Core** areas).

The Context Plans will also be accompanied by the additional supporting studies and requirements

required specifically for the Port Lands, as well as:

- On-site mitigation plans to manage the interface between future residential neighbourhoods; and
- Infrastructure strategies where a development will proceed in advance of implementation of infrastructure determined through an Environmental Assessment process.

Zoning By-law Amendments

A Zoning By-law establishes permitted land uses, development rights, and performance standards for new buildings.

Mixed-Use Residential and PIC Mixed-Use Districts

The new mixed-use communities will require comprehensive rezoning to both reflect the breadth of new uses contemplated and the design guidance in this Framework. Zoning By-law amendments will also reflect any detailed urban design guidelines developed during precinct planning.

In other parts of the waterfront, Zoning By-law amendments were implemented for the new communities prior to subdividing land. This resulted in the need to vary or further amend the By-laws following their adoption. A more incremental, phased approach to rezoning the mixed-use communities in the Port Lands is anticipated that would coincide with the anticipated phasing of development and any required subdivision processes.

Amendments in the Balance of the Port Lands

Zoning By-law amendments will also be required in the balance of the

Port Lands to reflect the desired and permissible uses identified in this Framework. The zoning in these areas was last reviewed and amended in the late 1990s. Much of the zoning is now outdated and does not align with the Land Use Direction and land use typologies identified in this Framework. Further, performance standards also need to be modernized to both reflect the policy directions for specific areas, such as minimum buildings heights and the nine metre landscape setback adjacent to Unwin Avenue. There is also the opportunity to implement performance standards for new and/or relocated port and industrial uses to better manage the interface between the future mixed-use communities and areas where industry will continue.

Holding Provisions

Pursuant to Section 36 of the **Planning Act**, City Council can pass a Zoning By-law and append a hold or “H” designation to that By-law which specifies conditions that must be met before the “H” symbol is removed and the lands can be developed.

A holding provision By-law can only be used when the principle of development has been clearly established, meaning at the time of passing a Zoning By-law the precise conditions required for a site to redevelop are known and achievable (e.g. land use, heights, siting and orientation of buildings). For instance, the specific source mitigation measures to allow for any residential development in Villiers Island and the McCleary District will need to be established, as well as decisions about how the source mitigation will be implemented, prior to approving a Zoning By-law amendment and utilizing holding provisions. Likewise, the final grading associated

with flood protecting a site or area will need to be established prior to utilizing a holding provision.

The new and/or intensified land use permissions provided for in the Mixed-Use Residential and PIC Mixed-Use land use typologies require the implementation of the flood remedial protection works in the DMNP EA, either in whole or part depending on the particular context and site location, prior to permitting development. However, the DMNP EA consists of a package of different flood protection remedial works, including the need to regrade some lands in order to fully flood protect a site and/or area. As such, there may be instances where development could proceed in lock-step with the completion of some of the required works. The City may consider requests to remove a holding provision in these situations provided:

- Occupancy of the building can be legally controlled until the required works are complete and functional from a floodplain management perspective;
- Building Code requirements can be met to the satisfaction of the Chief Building Official; and
- Life safety risks are adequately addressed to the satisfaction of the City in consultation with the Toronto and Region Conservation Authority (TRCA) and any other applicable regulatory body.

Development consisting of PIC Core, Light Industrial and Productions, Port and Industrial land uses in advance of the implementation of the required

flood remedial protection works may require the implementation of appropriate flood-proofing measures in accordance with the policies of the Lower Don Special Policy Area and to the satisfaction of the City in consultation with the TRCA. Any flood-proofing measures may not preclude the implementation of the required flood remedial protection works.

Development Permit System

The Province implemented a Development Permit System (DPS) for the Central Waterfront as a pilot area when the CWSP was in process. The CWSP included policies enabling this type of development control system. This Framework further primes areas of the Port Lands for a DPS, and as an alternative to the typical Zoning By-law amendment process. As such, the City may opt to implement a DPS in one or more of the mixed-use communities.

A DPS offers an opportunity for an alternative approach to the site specific rezoning, minor variance, and site plan processes. It encompasses area-based planning at a neighbourhood scale and provides an effective means of securing certainty of outcome that reflects local character and distinctiveness.

A Development Permit By-law includes a list of permitted uses and development standards similar to Zoning By-laws. However, it also enables the City to impose additional, specified evaluation criteria and conditions of approval, effectively removing the need to use other tools in the Planning Act, such as holding provisions and Section 37.

Section 37

Section 37 of the **Planning Act** enables a municipality to secure community benefits in exchange for increased height and density of development otherwise permitted by a Zoning By-law. The **Mixed-Use Residential** and **PIC Mixed-Use** land use typologies introduce residential permissions in parts of the Port Lands. As such, Section 37 will be utilized to secure:

- Equitable monetary contributions from privately-owned land towards the locally-oriented community infrastructure priorities in each district identified in Section 4.4 of this Framework and required to ensure complete communities; and
- The affordable rental housing requirements specified in Section 4.5 of this Framework and any additional affordable housing provided over and above the minimum requirements.

The equitable monetary contributions towards community infrastructure priorities would equal the costs of the community infrastructure over and above Development Charge contributions and be calculated uniformly across all residential gross floor area within a district. These contributions will assist the City in constructing and furnishing the locally-oriented community infrastructure in preferred locations, ensure complete communities, and provide transparency and certainty for all residential development in the Port Lands.

Section 37 will also be used where a private land owner elects to participate in the City's **Percent for Public**

Art Program and to secure public art contributions for development on municipally-owned land. Other matters, as a legal convenience, may also be secured in a Section 37 agreement, such as ensuring the appropriate conservation of heritage buildings and resources.

Plans of Subdivisions/Consents

Each phase of redevelopment in the **Mixed-use Residential** or **PIC Mixed-use districts** may require one or more plans of subdivision or consents to sever under Section 51 or 53 of the **Planning Act**, as appropriate. There may also be instances in other districts where plans of subdivisions or consents may be required. A plan of subdivision establishes development parcels, ensures the necessary infrastructure and provides a mechanism to convey new public streets and parkland to the City. Consents can likewise be utilized to secure public streets and servicing. A consent to sever process may be utilized where the City is satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of a particular site.

Site Plan Control

Development proposals on individual sites will be subject to Site Plan Approval under Section 41 of the **Planning Act** and Section 114 of the **City of Toronto Act**. Site Plans reflect the detailed design and technical aspects of a proposed development, including sustainability elements. The Site Plan Control process will be an important tool to ensure buildings are beautifully designed and contribute to the objective of abundant biodiversity.

Urban Design Guidelines

The City, with Waterfront Toronto, may advance Urban Design Guidelines for the **PIC Core** areas. These would provide enhanced direction for the built form of buildings and relationship of buildings to adjacent public spaces. The urban design guidelines would establish additional performance standards to inform Zoning By-law amendments needed to implement the desired and permissible uses within a district.

Design Review Panel

Design Review Panels consist of design professionals who provide independent, objective advice to staff and proponents aimed at improving matters of design that affect the public realm. All development in the Port Lands will be required to achieve design excellence, irrespective of land use. Development will be required to go before a Design Review Panel prior to approval. The Design Review Panel will consider, among other matters, the policies and objectives outlined in this Framework.

Monitoring and Reviews

The full realization of the vision for the Port Lands is a long-term prospect. This Framework will need to be reviewed over the course of its implementation, coinciding with the 10-year Official Plan review periods specified in the **Planning Act**. This will enable the City and its partners to reflect on the successes and achievements reached with this Framework, but also areas that would benefit from additional direction.

The Port Lands represents a unique revitalization opportunity for the city. As the area transforms, new solutions to pressing challenges facing cities may emerge. This Framework advances a progressive agenda for change, but also recognizes that there are continuous technological improvements and innovations that emerge. The City may initiate an amendment(s) to the policy directions identified in this Framework to address these pressing issues and where the solution(s) would provide demonstrative positive contributions in meeting the vision and long-term objectives for the Port Lands. This will also ensure that this Framework continues to meet the highest legislated standards.

5.3 Recommendations

This Section outlined the key considerations related to the provision of infrastructure to support development, as well as the toolbox the City will utilize. The recommendations below will enable the City and Waterfront Toronto to deliver the necessary infrastructure and ensure orderly development.



City-initiated Precinct Implementation Strategies (commonly referred to as Precinct Plans) will be developed for **Mixed-Use Residential** and **PIC Mixed-use** districts, as well as for any adaptive re-use of the Hearn Generating Station site, prior to, or concurrent with, applications to rezone lands.



In addition to the requirements set out in Policy 2.2 of the Central Waterfront Secondary Plan, the following will be addressed in Precinct Implementation Strategies (or Precinct Plans), or concurrent with area wide rezonings and/or site specific rezonings for the Villiers Island:

- Detailed noise and air quality studies, or other environmental studies as may be required, where sensitive uses are proposed;
- Heritage Evaluation Reports for potential cultural heritage resources identified on Figure 45;
- View studies in accordance with Section 4.3 of this Framework; and
- Naturalization Plans in accordance with the requirements identified in Section 4.10.



Development for **PIC Core** uses, **Light Industrial and Productions** uses, **Port** uses and **Industrial** uses may proceed without the need for a Precinct Implementation Strategy (or Precinct Plan). The submission of a Context Area Plan will be required as part of a Complete Application and prior to permitting development to demonstrate how the pattern of development and built form will implement the requirements and provisions of this Framework. Context Area Plans will:

- Include an area of sufficient size to provide the relationship of the location and massing of the proposed development to surrounding buildings, streets, parks, open spaces, natural heritage features and heritage resources;
- Identify the location of public streets and pedestrian and cycling connections that link to the broader networks and support the objectives of this Area Specific Policy, or how the development would protect for a fine-grained public street network and connections;



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation



- Demonstrate consistency with any City-initiated urban design guidelines with city-wide application or developed specifically for **PIC Core** areas;
- Include supporting studies and materials to support the objectives of this Area Specific Policy, including, but not limited to:
 - a) Heritage Evaluation Reports and/or Heritage Impact Assessments where development is on or adjacent to a heritage resource or potential heritage resource;
 - b) View studies in accordance with Section 4.3 of this Framework;
 - c) Naturalization Plans in accordance with the requirements identified in Section 4.10 of this Framework;
 - d) On-site mitigation plans for new production studios uses, and **Port** and **Industrial** uses detailing, through accepted practices, the potential impacts and identification of measures proposed to manage the interface between future residential neighbourhoods; and
 - e) Infrastructure strategies where a development will proceed in advance of implementation of infrastructure determined through an Environmental Assessment process. The strategies will identify how a development will be serviced, maintained and operated, and demonstrate that the ultimate infrastructure as identified in any Environmental Assessment, as may be amended, will not be precluded.



All development applications will submit relevant drawings, plans and supporting studies and materials to support the policies and objectives of this Area Specific Policy. In addition to the typical studies and materials, development applications will be required to submit:

- View studies in accordance with policy directions in Section 4.3 of this Framework;
- Sustainability strategies prepared by qualified individuals that describe and demonstrate how the proposed development meets the sustainability policy directions of this Framework;
- Housing issues reports for residential developments;
- Fiscal impact analysis and/or phasing plans where a major development is considered to have impacts on the cost of the provision of infrastructure. The fiscal impact analysis will be reviewed by Corporate Finance and/or peer reviewed at the expense of the applicant; and
- Detailed noise and air quality studies, and/or other environmental studies as appropriate. The studies will be peer reviewed at the expense of the applicant.





Plans of subdivision or rezoning applications for new and/or intensified land use permissions in **Mixed-Use Residential** or **PIC Mixed-use** districts will not be considered until:

- A firm funding commitment has been secured for the necessary flood remedial protection measures and associated enabling infrastructure;
- A Development Charges By-law has been adopted that includes the necessary infrastructure to support the proposed uses; and
- A City-initiated Business and Implementation Plan has been developed and adopted by City Council that outlines the funding mechanisms and timing for the provision of necessary infrastructure to support the proposed uses.



Section 37 of the Planning Act will be required for any area-wide or site-specific rezonings for residential uses, and used to secure:

- Equitable monetary contributions towards, or the construction and outfitting of, the eligible locally-oriented community infrastructure priorities for each district identified in Section 4.4. and as may be refined through the precinct planning process or through a city-wide review. Contributions towards community infrastructure will be determined on a district basis and by:
 - a) establishing the capital cost of the facility(s) and the total value of the monetary contribution after Development Charge contributions are determined; and
 - b) proportionately distributing the total value of the monetary contribution on a per square metre of residential gross floor area; and
- The implementation of the **affordable rental housing** policies of this Framework, and securing any additional affordable housing over and above the minimum affordable housing rental requirements where provided.



Section 37 of the Planning Act will also be used to secure:

- Permanent public art installations and/or contributions provided as part of the City's **Percent for Public Art Program**; and
- Other matters as a legal convenience.



Established monetary contributions will be increased over time in accordance with the Non-Residential Construction Price Index for Toronto published by Statistics Canada.





Where a landowner elects to construct and outfit a community infrastructure priority that benefits the entire district within which the facility is located, or front-ends growth-related infrastructure, fair and equitable cost-sharing arrangements will be secured in a landowner agreement and/or front-ending agreement with the City.



A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in this Area Specific Policy or by-law are satisfied. In addition to the matters listed in Policy 2.6 of the Central Waterfront Secondary Plan, conditions to be met prior to the removal of the holding provision may include:

- The remedial flood protection works necessary to flood protect a site and/or area as required in the approved Don Mouth Naturalization and Port Lands Flood Protection EA are deemed complete and functional from a floodplain management perspective with the effect of permanently removing the flooding hazard to the satisfaction of the City in consultation with applicable regulatory bodies. The City may consider requests to remove a holding provision in situations where the construction of buildings are proposed to proceed concurrent with the completion of required remedial flood protection works provided occupancy of the building can be legally controlled until the required works are complete and functional from a floodplain management perspective, Building Code requirements can be met to the satisfaction of the Chief Building Official, and life safety risks are adequately addressed to the satisfaction of the City in consultation with applicable regulatory bodies.
- The provision of adequate street, transit, and municipal servicing infrastructure, and that parking supply is commensurate with development;
- The specific source and/or receptor mitigation/attenuation measures required to enable sensitive land uses as determined in noise and air quality studies, or other environmental studies, accepted by the City during the development approval process, including provisions related to how the mitigation/attenuation measures will be implemented;
- Measures to satisfy the biodiversity objectives of this Framework, and to protect a natural heritage area or environmentally sensitive natural features;
- Measures to protect heritage buildings, properties with archaeological potential and archaeological sites;
- The provision, timing and appropriateness of affordable rental housing;
- The provision of, confirmation of, and/or contributions towards, the necessary parks and open spaces and community infrastructure; and/or
- Entering into any agreements under the Planning Act, or to secure equitable sharing of associated costs for any of the required matters, or to front-end any required infrastructure.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation

The Port Lands represents a unique revitalization opportunity for the City. As the area transforms, new solutions to pressing challenges facing cities may emerge. The City may also initiate an amendment(s) to address these where the solution(s) would have positive contributions in meeting the vision and objectives for the Port Lands as set out in this Framework.



Updated zoning will be advanced for the **PIC Core, Light Industrial and Productions, Port and Industrial Districts** following adoption of this Framework.



The City, with Waterfront Toronto, may advance Urban Design Guidelines for the **PIC Core** areas.



All development in the Port Lands will be required to achieve design excellence, irrespective of land use. Development will be required to go before a Design Review Panel prior to approval.



Official Plan Policy Direction



Future Follow-on Work



Continued Consultation