

2150 LAKE SHORE COMPATIBILITY / MITIGATION STRATEGY

2150 - 2194 - LAKE SHORE
BOULEVARD WEST
23 PARK LAWN ROAD

TORONTO

1.1/ **COMPATIBILITY / MITIGATION STRATEGY**

This Compatibility/Mitigation Strategy has been prepared by Urban Strategies Inc. on behalf of the land owners, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc., in support of an Official Plan Amendment application for the redevelopment of 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (“the site” or “2150 Lake Shore”). This document is also intended to provide input into the City’s Secondary Plan for the site and immediately adjacent lands.

Site and area specific policy 15 (SASP 15) establishes a framework for introducing a vibrant and compatible mix of residential, retail, employment and community services and facilities on the 2150 Lake Shore site. At a high level, this framework includes positioning new residential uses along Park Lawn, Lake Shore and the interior of the site, and maintaining a portion of the site as a *General Employment Area* along the northern edge of the site where it interfaces with the rail corridor, Gardiner Expressway, and Ontario Food Terminal. SASP 15 also considers the potential for the inclusion of strata residential areas above employment uses within the *General Employment Area*, subject to further consideration through the development of a Secondary Plan. The following strategy considers land use compatibility both within the site and with its surrounding context.

PARK LAWN & LAKE SHORE INTERFACE

Existing residential uses opposite 2150 Lake Shore Boulevard to the south, east and west were designed to mitigate impacts and ensure an acceptable relationship between sensitive residential uses and the former industrial food manufacturing use on the site. While this relationship was appropriately mitigated, it still represented a challenging interface between industrial and residential uses. This resulted in Park Lawn and Lake Shore effectively being developed as one sided streets, instead of a more urban configuration with retail and residential uses lining both sides.

The introduction of residential uses and a dynamic mix of street-related retail along the Park Lawn and Lake Shore frontages on the site works to complete these two streets, creating a much improved interface with existing uses opposite the site. The proposed relief road along the northern edge of the site also works to direct significant vehicular traffic coming on and off the Gardiner away from the Park Lawn / Lake Shore intersection, allowing both of these streets to take on a more urban and pedestrian-oriented character. New built form and public realm improvements on the site and in the adjacent public right of way will follow urban design guidelines and best practices to ensure compatibility and an improved interface with existing development along Park Lawn and Lake Shore.

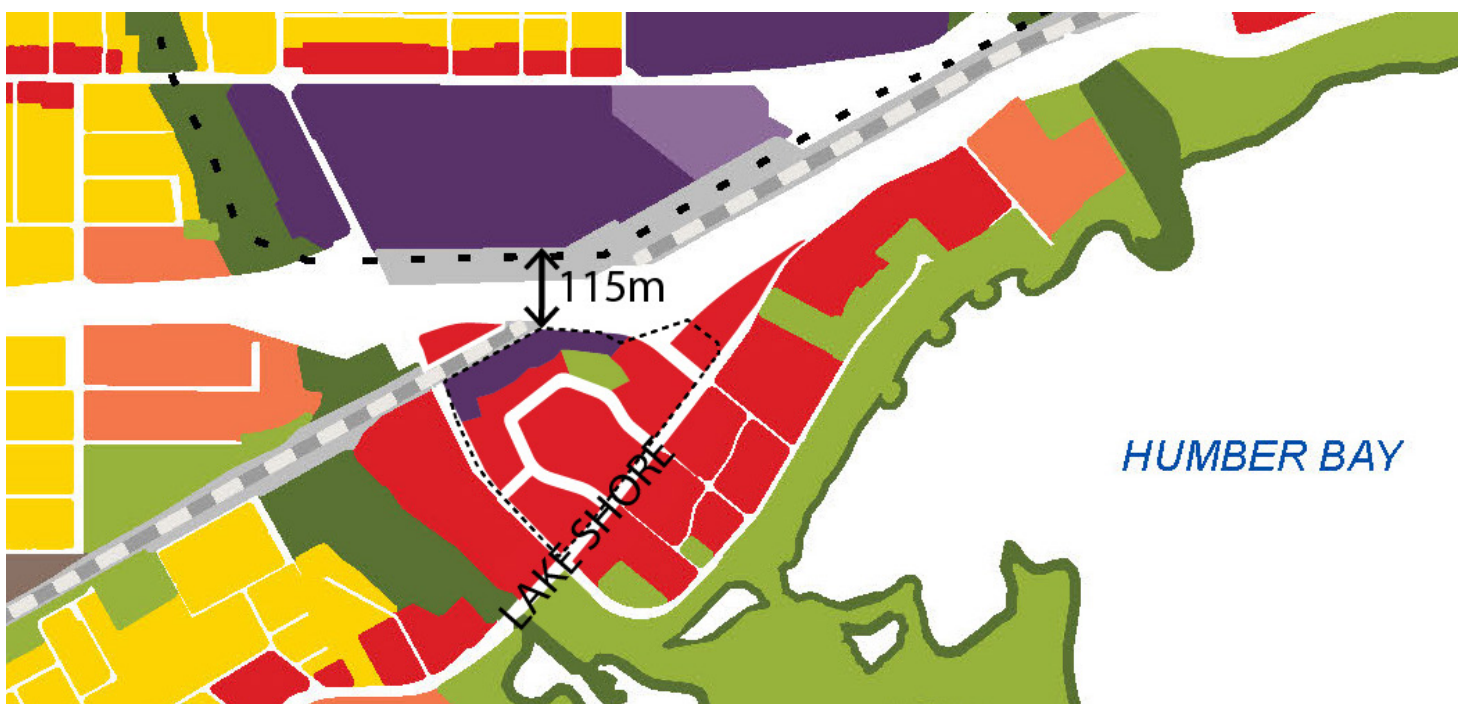
GARDINER EXPRESSWAY, RAIL CORRIDOR, & ONTARIO FOOD TERMINAL INTERFACE

New development positioned along the northern edge of the site in proximity of the Gardiner Expressway and Rail Corridor must be designed to address noise, vibration and light from these movement corridors, as well as any potential impacts from the Ontario Food Terminal further to the north. As detailed design and related planning approvals progress for the 2150 Lake Shore master plan, noise and vibration studies will be completed to address relevant MTO and MOECC guidelines. These studies will inform strategies to ensure the technical design of any affected buildings adequately mitigates potential impacts.

The Gardiner Expressway, Rail Corridor, proposed relief road and related changes in grade between the Ontario Food Terminal and 2150 Lake Shore site all work to create a substantive buffer between new residential uses at 2150 Lake Shore and the Food Terminal. To the extent that new residential uses may need to appropriately mitigate for noise, vibration, light and views, it is assumed that this will primarily be required in relation to potential impacts from the rail corridor and Gardiner Expressway given their closer proximity to the site. Any mitigation strategies required to address the relationship between new development and these movement corridors should also effectively mitigate the development's relationship with the more distant Food Terminal.

Should any impacts to proposed residential uses from the Food Terminal be identified through noise and vibration studies, these impacts will be mitigated through the technical design of new buildings. If necessary, utilization of the MOECC's NPC-300 guidelines can also be explored to protect the Food Terminal. These guidelines would direct that any necessary mitigation would be the responsibility of new development at 2150 Lake Shore, working to ensure that the introduction of new sensitive uses as part of the proposed development would in no way effect the continued regular operation of the Food Terminal.

In addition to technical noise and vibration mitigation, urban design strategies will also be explored to mitigate the relationship between new development on the site and the movement corridors and Food Terminal to the north. This may include the strategic location and orientation of buildings along the northern edge of the site, and configuration of residential units to avoid orienting primary windows [sensitive receptors] and views towards the Gardiner Expressway, rail corridor, and Food Terminal. These are common and known strategies that have been used in many other similar contexts, where residential development has occurred in closer proximity to the Gardiner and/or rail corridors in the City.



LAND USE COMPATIBILITY WITHIN THE SITE

SASP 15 clarifies permitted land uses on the site, both within the *General Employment Areas* and *Regeneration Areas*. This policy works to establish a dynamic mix of not only compatible, but rather fully complimentary uses on the site. The combination of retail and entertainment uses, community services and facilities, residential uses, public realm improvements and transit investment all work to create an environment that supports the viability of a range of compatible employment uses.

The permitted non-residential uses in Columns 1, 2 and 3 of Schedule B of Site and Area Policy 15 were carefully considered and permitted due to their general compatibility with the residential uses permitted on the remainder of the site. As the site is being developed according to a comprehensive master plan by a single owner, this provides an opportunity to ensure that any inclusion of employment uses such as high tech industrial, light manufacturing and/or warehouse, wholesaling and distribution uses will be sensitively integrated within the overall development.

It should be noted that because of the complimentary nature between permitted employment uses and residential uses, SASP 15 considers the potential for strata residential uses to be permitted above non-residential employment uses within the General Employment Area. The concept master currently explores the provision of a residential element above the proposed hotel and convention centre use along the northern edge of the park, which the project team looks forward to discussing with the City.

