# MASTER PLAN & PLANNING RATIONALE

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

CPPIB Park Lawn Canada Inc FCR (Park Lawn) LP

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# 1/ INTRODUCTION

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## 1.1/ INTRODUCTION, PURPOSE & HOW TO READ THE REPORT

This Planning Rationale Report has been prepared by Urban Strategies on behalf of the land owners, FCR (Park Lawn) LP and CPPIB Park Lawn Canada Inc., in support of an Official Plan Amendment (OPA) application to facilitate the redevelopment of 2150 Lake Shore Boulevard West ("the site"). The Master Plan that is the subject of the OPA is described herein as the "Master Plan", and has been prepared by Allies & Morrison.

The Master Plan establishes a vision and comprehensive development framework for the significant development opportunity present on the site of the former Christie Cookie factory site on the northeast corner of Park Lawn Road and Lake Shore Boulevard West. The Master Plan informed the development of the Draft Official Plan Amendment included in this application, which facilitates the redevelopment of the site, building on the current policies that apply to the site including Site and Area Specific Policy 15.

In addition to introducing the Master Plan, and providing a Planning Rationale in support of the proposed Draft Official Plan Amendment, this document is also intended to provide input into the City's Secondary Plan for the 2150 Lake Shore site and immediately adjacent lands. The resolution of the previous owner's Official Plan Amendment (OPA) 231 appeal resulted in modifications to the Council approved Site and Area Specific Policy (SASP) 15, including the redesignation of a portion of the site as a *Regeneration Area*, establishing the need for a Secondary Plan study for the area. This OPA application goes beyond typical submission requirements, and includes a number of inputs that respond to the terms of reference for the Secondary Plan study, listed in Policy 4 of SASP 15.

The owners and project team look forward to continuing to work with the City to respond to feedback received on this OPA application, to provide input into the Secondary Plan process, and to refine the Master Plan to support alignment with the policy directions that will emerge through the Secondary Plan study. This report includes the following sections:

**1.0 Introduction** outlines the purpose and structure of this document, the Master Plan proposal and requested approvals, project timelines and milestones, and 'big ideas' for the site that emerged during public consultation activities.

**2.0 The Master Plan** provides a detailed look at the work the owners' project team has completed to advance a vision and Master Plan for the proposed redevelopment of the site. This work has informed the proposed draft Official Plan Amendment, and is also intended to provide input into the City's Secondary Plan process.

**3.0 Planning Rationale** describes how the Draft Official Plan Amendment aligns with and advances fundamental directions within the provincial and municipal framework of planning and urban design policies and guidelines that apply to the site.

**4.0 Summary & Supporting Studies** provides a summary planning opinion, as well as summarizing key findings from all of the supporting studies submitted in support of the draft Official Plan Amendment.

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## 1.2/ THE MASTER PLAN PROPOSAL, APPLICATION & REQUESTED APPROVALS

#### The Master Plan Proposal

The owners are proposing a vibrant, mixed-use, transitoriented redevelopment of the site, 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road ("the site" or "2150 Lake Shore"). The Master Plan introduces a new Park Lawn GO Station, with the platform spanning Park Lawn Road and interfacing with the proposed redevelopment of the site. Built upon a fine grain network of new streets, connections, and open spaces, the Master Plan includes a range of residential units and typologies, substantive new employment, a diverse mix of retail, services, and entertainment uses, and a new park.

The Master Plan introduces range of new mixed-use and commercial/retail buildings across the approximately 27.7 acre / 11.2 hectare site, located on the northeast corner of Park Lawn Road and Lake Shore Boulevard West. Responding to the unusual shape of this large site, new internal streets extend from the surrounding street network, creating a loop road with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, and create a multi-modal transit node at the GO station. A new relief road is proposed along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. The proposed relief road works to divert vehicular traffic away from Park Lawn Road and Lake Shore Boulevard West to relieve congestion in the area. It also provides access to below grade parking and servicing areas within the site, minimizing the impacts of these activities on the public realm.

A range of new interconnected open spaces are proposed across the site, including a new public park, three large squares, a covered galleria, and a series of groves, largos (enlarged sidewalks), lanes and mews which together represent approximately 32% of the site. The internal galleria functions as a covered pedestrian street that is open to the elements while still offering protection from wind, rain and snow, extending opportunities for vibrant activity during all seasons. The galleria, groves, largos and mews form a network of connections between the park and three squares. Each of the three squares has a unique character, responding to adjacent uses that will spill out into and animate these civic spaces. Together, this intricate network of proposed public spaces will provide a vibrant place for a spectrum of public activities and allow for a creative synergy of living, working and cultural entertainment.

The Master Plan features a range of building types that blend forms and uses, and respond to the distinct geometry of the street and block pattern. Fifteen towers are proposed on the site with heights ranging from 22 to 71 storeys, with taller towers clustered around each of the three squares, and with the greatest heights generally focused at the GO Station. Towers feature generous separation distances, and are interspersed with a range of standalone mid-rise and low-rise building typologies. This approach breaks from Toronto's typical podium/point tower typology, allowing a distinct interplay between these different building typologies to create a sense of place and urban fabric that appears to have evolved over time. A low and mid-rise area is created at the heart of the site, to the south of the new park, to reduce shadows on this new public space.

The development includes a substantive residential component, including approximately 547,750 m2 of residential GFA, estimated as approximately 7,500 residential units. While detailed floor plans and unit design have not yet been completed, the Master Plan targets a range of unit sizes and typologies in keeping with related parameters in the Toronto's Growing Up Guidelines.

The Master Plan also includes a substantive new employment uses, which are integrated across the site with a critical concentration of primary office-type employment uses clustered in relation to the new GO Station. In total the current Master Plan incorporates approximately 41,900 square metres of commercial space, approximately 42,700 square metres of retail, entertainment, restaurants, and community-oriented shops, and an approximate 20,200 square metre hotel with affiliated commercial space. Together this diverse range of employment uses will drive transit ridership, and create opportunities for local living and working, supporting the creation of a complete community. It should be noted that while basic assumptions have been made about the types of uses within the Master Plan, these assumptions are still conceptual and the proposed location and quantum of these uses will continue to be refined throughout the

Secondary Plan and development approvals processes. The GFA numbers described here and on related drawings are approximate, tracking the overall quantum of uses within the Master Plan, and how the proposed development is responding to the required split between the non-residential uses in Columns 1, 2 and 3 of Site and Area Specific Policy 15, Schedule B. While a small increase in the extent of Column 1 uses will be required as the Master Plan is refined through the Secondary Plan and rezoning processes, the owners are committed to achieving the extent of office type uses required by SASP 15. As such, the Draft Official Plan Amendment filed with this application incorporates the required split between the uses in Columns 1, 2 and 3 of SASP 15 Schedule B, ensuring that the proposed development will achieve this split through the future rezoning process, as the level of design detail in the Master Plan is advanced.

#### The Application & Requested Approvals

Site and Area Specific Policy (SASP) 15 redesignates the significant majority of the subject site fronting Lake Shore Boulevard West and Park Lawn Road as Regeneration Areas, with the remaining portion of the site adjacent to the rail corridor and Gardiner Expressway as General Employment Areas, providing some flexibility on the exact configuration of the General Employment Areas so long as it maintains its approximate location and a minimum size of 1.4 hectares. While in full force and effect, the land use designations applied through SASP 15 have not yet been reflected on Official Plan Map 15.

The introduction of the Regeneration Areas designation on the site has triggered the need for a Secondary Plan study, which the City has recently initiated in October



2019. As per the Regeneration Area policies in Chapter 4 of the Official Plan, SASP 15 outlines a series of plans and studies that are required to inform a Secondary Plan study for the site, including consideration of more specific land use designations on the site to clarify the intentions for the Regeneration Area, in conjunction with providing a more specific vision for the redevelopment of the site.

As discussed and agreed with City Planning, this Official Plan Amendment application has been filed concurrently with the City's work on a Secondary Plan study. This document introduces the Master Plan and its vision for the site, which informed the Draft Official Plan Amendment that is the subject of this application. The Planning Rationale within this document has been provided in support of the Draft Official Plan Amendment, which provides for the appropriate redevelopment of the site, building upon the direction provided by SASP 15. This application is also intended to provide input into the City's Secondary Plan study. The owners look forward to engaging with the City and community through the Secondary Plan process to align the Master Plan and resulting policy framework, ultimately resulting in a mutually-supported vision for the redevelopment of the site.



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## 1.3/ THE PROJECT TEAM

- 1.2.1 The Owners
- 1.2.2 Consultant Team

## **1.3.1 THE OWNERS**

The site is owned by FCR (Park Lawn) LP (First Capital Realty, or "FCR") and CPPIB Park Lawn Canada Inc. ("CPPIB"). FCR is leading the redevelopment of the site in partnership with CPPIB. FCR is a long-term property owner committed to creating successful communities that enhance the life of residents. FCR is one of Canada's largest owners, developers and managers of grocery anchored, retail-focused urban properties where people live, work and shop for everyday life. We see each project as an opportunity to connect with the community to deliver on a variety of needs and greatly enhance the quality of life for residents.





King High Line, Toronto



Griffintown, Montreal



Yorkville Village, Toronto



3080 Yonge Street, Toronto



Edmonton Brewery District, Edmonton

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## 1.3.2 CONSULTANT TEAM

The owners have assembled an experienced team of specialized consultants to lead the development of a Master Plan for the site, and to provide input into the development of the Secondary Plan for the site.

### **ALLIES AND MORRISON**

ARCHITECTURE

### GROSS . MAX .

LANDSCAPE ARCHITECTURE

### ADAMSON ASSOCIATES

ARCHITECTURE

#### ARUP

ENGINEERING

### HATCH

RAIL

**DTAH** LANDSCAPE ARCHITECTURE

#### **URBAN STRATEGIES INC.**

PLANNING & URBAN DESIGN

### TATE ECONOMICS

EMPLOYMENT

**ERA** HERITAGE

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## 1.4/ PROJECT TIMELINE & MILESTONES

The owners have been engaging with the community and City staff since their purchase of the property in June 2016, including the following key milestones and activities.

#### June 2016

Owners' purchase of the 2150 Lake Shore Property

#### June 2016 - July 2019

OPA 231 Settlement Discussions with City Planning and Legal staff

#### September 2016

Meeting with Councillor Grimes & Humber Bay Shores Condominium Association

#### January – March 2018

International design competition to select Master Plan Architect (Allies & Morrison)

#### February 2018

Owners host Public Idea Fair #1

#### November 2018

Owners host Public Idea Fair #2

#### July 2019

City Council endorses OPA 231 settlement

#### August 2019

Local Planning Appeal Tribunal approval of OPA 231 settlement

#### October 2019

Official Plan Amendment Application

City of Toronto hosts Public Open House for the Secondary Plan

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## 1.5/ WHAT WE'VE HEARD: 8 BIG IDEAS

The owners held two Idea Fairs with the community in February and November 2018 to help the project team understand their key concerns, opportunities and priorities. Eight Big Ideas emerged through this process, which have helped to shape the owners' vision and Master Plan for the site.





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## **BIG IDEA #1**



## A NEW HEART FOR HUMBER BAY SHORES.

A mixed-use neighbourhood hub where you can live, work, play, shop and learn.

## **BIG IDEA #2**



#### A NEW TRANSIT HUB AND IMPROVED CONNECTIVITY.

Creating new transit infrastructure is critical to a growing community at Humber Bay Shores.

#### WHAT WE HEARD:

"Make this a destination"

"Keyword: mixed-use"

#### WHAT WE HEARD:

"Complete streets"

"Infrastructure is needed to support more growth"

"Faster connections to downtown"

"Parklawn GO station"



The 28-acre site is a significant city-building opportunity to create a new centre for housing, jobs, retail and public spaces near local and regional transit infrastructure.

Offering a mix of uses that are woven into the fabric of the waterfront community with significant public realm improvements, amenities and a transit hub will enhance the quality of life for current and future residents. As Humber Bay Shores continues to grow, a number of infrastructure improvements including regional transit will be needed to support a complete, vibrant community.

There is an important opportunity to create a transitoriented community at 2150 Lake Shore Boulevard West.

## **BIG IDEA #3**



## SHOPS, RESTAURANTS AND SERVICES.

Local retail that helps create a vibrant streetscape and community life.

## **BIG IDEA #4**



## COMMUNITY AMENITIES AND SERVICES.

Community amenities and services are an important feature of a complete neighbourhood and are places where people can come together.

#### WHAT WE HEARD:

"Retail that supports the surrounding neighbourhood"

"Great restaurants, great shopping"

"Variety of retail"

"Places to do daily errands"

#### WHAT WE HEARD:

"A community hub"

"A place to gather and meet with neighbours"

"Places for people to connect"



There is the potential to create a new heart for Humber Bay Shores by providing a vibrant and local shopping experience.

New shops, restaurants, and services for everyday life that will meet the needs of the community.



Interactive and accessible public and green spaces should be enjoyable features for the whole community.

Significant public benefits such as improved pedestrian connections, community facilities and enhanced public realm should be key components of the Master Plan.

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## **BIG IDEA #5**



#### ENVIRONMENTAL SUSTAINABILITY.

Future generations must be kept in mind by designing the site with leading environmental practices.

## **BIG IDEA #6**



#### **EMPLOYMENT SPACES**

Bringing new employment opportunities to the neighbourhood will help create a complete mixed-use neighbourhood.

#### WHAT WE HEARD:

- "Interconnected green spaces"
- "Electric charging stations or cars"
- "Green roofs"
- "Connected to transit"

#### WHAT WE HEARD:

"Co-working spaces"

- "Medical offices and services"
- "Offices"



Leading sustainability practices are an expectation of the community, including high quality and lasting design.

Transit-oriented developments are complete, sustainable communities that help reduce car traffic.

Bringing job diversity to the Humber Bay Shores community should be a key component of the Master Plan of the site to build and maintain economic sustainability.

Creating spaces for business and employment is essential to the success of a mixed-use development.

## **BIG IDEA #7**



#### VARIETY OF HOUSING.

Population growth and limited land supply are creating an enormous need for a mix of new housing in Toronto.

## **BIG IDEA #8**



#### HIGH-QUALITY ARCHITECTURE AND URBAN DESIGN.

High-quality design and unique built form that enhances the current neighbourhood.

#### WHAT WE HEARD:

"More diverse housing options"

"Affordable housing"

"Housing for families"

#### WHAT WE HEARD:

"Make it beautiful and exciting"

"Unique designs"

"Design that sets a high standard"



Development of 2150 Lake Shore Boulevard West should include a mix of options that consider the needs of current residents, as well as for future residents and generations.

A diversity of housing type and tenure, including affordable, rental, and family-sized condominiums can provide accessible and appropriate housing options for Torontonians. Integrating art with public realm spaces can offer residents an active and animated streetscape to enjoy.

A revitalized 2150 Lake Shore Boulevard West can contribute to the vibrancy of Humber Bay Shores through thoughtful design and community spaces that are woven into the landscape.

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## 2.1/ OVERVIEW OF THE SITE AND CONTEXT

- 2.1.1 Regional Profile
- 2.1.2 City-wide Context
- 2.1.3 Understanding the Site

2150 Lake Shore, municipally known as 23 Park Lawn Rd, 2150 Lake Shore Blvd W, and 2194 Lake Shore Blvd W, is located at the corner of Park Lawn Rd and Lake Shore Blvd W in southeast Etobicoke. The site is bounded by Park Lawn and Lake Shore Blvd W, the CN Rail Corridor, and the Gardiner expressway, forming a triangular site that is approximately 27.6 acres (11.2 ha). The site was formerly used as a large industrial bakery, which was closed in 2013 and has since been demolished in anticipation of the site's redevelopment.

The area immediately surrounding the site, known as Humber Bay Shores, is part of the larger Mimico neighbourhood. The Humber Bay Shores area has experienced a significant amount of development in the past decade, and continues to grow with a number of developments that are planned and under construction. This area is predominately characterized by high-rise residential condominiums, atop smaller two to four storey podiums with convenience retail and services oriented along Lake Shore and Park Lawn opposite the site. The public realm condition along Park Lawn and Lake Shore is characterized by narrow approximately two metre wide sidewalks, with street trees and a green boulevard of varying widths separating the sidewalk from Park Lawn and Lake Shore. Further to the south and east of the site, the Humber Bay Shores Park and the waterfront trail system are located along the shore of Lake Ontario, providing generous lakefront amenity space and recreational opportunities for the community. Further to the northwest, the Ontario Food Terminal is located beyond the rail corridor and Gardiner. The Food Terminal is the primary distribution centre for fruits and vegetables supplied to grocery stores and restaurants in Toronto. The terminal has a large footprint with a large cold storage, warehouses, wholesale farmers market, as well as parking lots and loading bays for large trucks. The Food Terminal is physically separated from the site by the highway and rail corridor, as well as significant changes in grade.



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## 2.1.1 **REGIONAL PROFILE**

#### A new urban cluster

Set within the context of the Greater Golden Horseshoe, Humber Bay Shores could provide a comparable range of amenities as other towns along the shores of Lake Ontario, such as Burlington, Oakville and Port Credit. The prospect of a new GO Train station elevates the profile of Humber Bay Shores beyond a local neighbourhood to a significant urban cluster, offering employment, retail, and cultural amenities to a wider catchment area.

A transport oriented and mixed use development could establish a new type of transit oriented urban centre for Toronto, a contemporary update to those found along the North Shore feeding into Chicago, up the Hudson River leading into New York City, or around the Bay area connecting to San Francisco.

#### A western gateway

Humber Bay Shores also serves as a western gateway to travellers entering the City from Lester B. Pearson Airport. A co-ordinated approach to the building typologies, land uses, and transport strategies could set up the area as a 'prelude to downtown,' extending the influence and prestige of the core to Humber Bay Shores.



Aerial photo of the site from Lake Ontario

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#### DOWNTOWN

visual connections to downtown skyline wil Torontonian identity c

#### The Marine Parade

the existing line of residential towers will be unified by our site into a new neighbourhood.

high park

#### **Ravine Extensions**

This was near a bard.

TAR RELITE

the greenery and ambience of Toronto's well-loved ravines will be invited into the site and engage with its streets.

humber river PARKS

#### Humber Bay convergence

traintracks, street car lines, expressway and boulevards converge at the site to create a hyper-connected mobility hub.

#### ONTARIO TERMINAL

an economic over 1,500 m businesses an jobs at the do the site.

**MIMICO CREEK PARKS** 

the prominent I reinforce the If the site.

#### a visible site 🛛 🕢

the site enjoys visibility from both the Gardiner Expressway and the GO Train line, marking the daily commute for hundreds of thousands of people.

#### waterfront trail 🕉

humber bay park

cycle along the shoreline all the way to downtown.

#### LAKE ONTARIO

#### FOOD

asset with elated ad 60,000 porstep of

 $\bigcirc$ 

### 2150 LAKE SHORE BOULEVARD WEST

Gardiner Expressway

excellent access to the regional highway network strengthens the prospects of investment.

#### GO Train

the prospective new station not only improves commutes into downtown Toronto, it also creates a new employment node easily accessed from across the Golden Horseshoe.

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## 2.1.2 CITY-WIDE CONTEXT

#### The best of two worlds

As a neighbourhood, Humber Bay Shores has an emergent quality when compared to others in the city. Not quite suburban, and not quite downtown, the character of the area enjoys advantages of both: relative proximity to the jobs and cultural buzz of downtown, and the fresh air and green space of the suburbs.

#### A hub for work

With the historic legacy of the cookie factory, jobs are on the mind of local leaders and residents. And with its proximity to the Ontario Food Terminal, the associated network of businesses and services may provide special employment opportunities on the site.

#### **Ripe for civic amenities**

The existing towers are already dominant presence along the Gardiner and on the waterfront skyline, yet civic and cultural amenities lag behind residential development.

#### From super-congested to super-connected

2150 Lake Shore sits at the convergence of streetcar, the expressway and three major surface routes, forming a bottleneck where the city grid is warped by Humber Bay. This brings about both high accessibility and high congestion. Sorting out the traffic and public transport situation will be a top priority for 2the site to create a desirable place to live.

#### On the waterfront

2150 Lake Shore occupies a prominent site on the waterfront, highly visible along the curve of the lake and across the bay from downtown. The Master Plan must handle this prominence with sensitivity, in the new skyline it creates and the impact it may have on wildlife and their migratory routes.

#### Along the ravines

Sitting at the mouth of the Mimico Creek, 2150 Lake Shore can connect positively with the natural ravine topography that Toronto is known for. By extending the reach of these green fingers, biodiversity and sustainable movement networks will be improved, both on site and in the surrounding neighbourhoods.

With the character of the area in flux, 2150 Lake Shore has a huge opportunity to cement the reputation of Humber Bay Shores, to rival those of Toronto's other great neighbourhoods.



View from Mimico Creek

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## 2.1.3 UNDERSTANDING THE SITE

#### Neighbouring lot configuration

2150 Lake Shore is the largest land parcel in the Humber Bay Shores by virtue of its former use as a cookie factory. Many of the building lots on Lake Shore are deep, elongated rectangles with the short side facing the road, an inheritance from the motels that once operated in the area.

The typical lot configuration has led to multi-tower developments, usually a taller element paired with a shorter one, connected at the base with a common podium. The shape of lots is reflected in the general orientation of buildings, with slab towers aligned perpendicularly to the Lake Shore to permit views to a greater number of units. Basements extend under Annie Craig Way to improve the efficiency of underground parking.

#### Accessibility

The site can seem either well connected or isolated, depending on the mode of transport one is using. Adjacent to the Gardiner Expressway and serviced by Park Lawn Road and Lake Shore Boulevard West, the site is easily accessible by car. However, these same roadways separate the site from the suburban fabric of Mimico further to the west, and the Queensway to the north, isolating the local pedestrian movement network and discouraging street level activity. The lake and the continuous waterfront park are also nearby. Yet, these amenities are separated from the site by the line of condominiums to the south.

Two significant tasks for the future Master Plan will be to reintegrate 2150 Lake Shore with the surrounding fabric and the lakeside park system and mitigate the dominance of the car to create a pedestrian-friendly neighbourhood.

#### Site approach

Driving west from downtown Toronto along Lakeshore Boulevard, a set of towers on the approaching shore anticipates a dynamic town centre at Humber Bay. On arrival, however, this proves elusive, as the towers turn their backs to Lakeshore Boulevard, imparting the inferior quality of a service route.

Turning onto Marine Parade Drive, one finds an attractive lakeshore corniche that welcomes a casual drive or stroll, but provides no places for resting or lingering. The promised urbanity of the towers never quite appears. 2150 Lake Shore aspires to change this, to make Humber Bay a place where people want to simply be.



Existing tower typologies around the site


Historic property divisions



estlake ge Three



In between lines

Nautilus

Jade Waterfront Condominium Condos

Ocean Club Waterscapes South Beach Condominiums Condominiums Ш

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#### LAKE SHORE BOULEVARD

On the site edge closest to Lake Ontario and containing most of the existing urban fabric, Lake Shore Boulevard is the primary street address for the Master Plan. Its importance is reinforced by the city classification as a Major Arterial, with a broad right of way, TTC street car tracks, and connections straight through to the downtown core.



Existing condition of Lake Shore Boulevard

#### PARK LAWN ROAD

The main north-south street bounding the western edge of the site, Park Lawn Road incorporates significant changes in elevation to navigate past train tracks and expressway, and respond to natural topography. The various overpasses create a sense of gateway approaching Humber Bay Shores from the north.











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#### GARDINER EXPRESSWAY

The main highway access to Toronto from the west with a significant shift in direction near the site, the Gardiner lends the development high visibility to passing motorists. Its bermed condition also presents a topographical and microclimate challenge to the northern edge of the site.



Aerial view looking towards the Gardiner Expressway

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#### MIMICO CREEK

Though not directly contiguous with the site, Mimico Creek is an important part of the ravine network that gives Toronto its special character, bringing biodiversity and sustainable transport networks to the site.



Mimico Creek

#### A new heart

2150 Lake Shore can become a focus for a community that already exists, helping complete the neighbourhood there by providing missing amenities and places for social exchange. Done well, twenty years from now the new town centre here will feel as though it preceded the lakefront towers – that this town centre was the spark that ignited the development of Humber Bay. This, in turn, will unlock its inherent value.

#### Existing building typologies

The developments surrounding the site are characterized by a podium and tower typology. 2150 Lake Shore can bring urbanity and a sense of place by going beyond this one architectural typology, through buildings that land on the ground, establish attractive streetscapes and set a robust urban grain capable of accommodating a wide range of uses and functions.

#### Be a good neighbour

The regeneration of post-industrial brownfield sites like Christie Cookies has enabled urban intensification to take root in growing metropolitan areas like Toronto.

2150 Lake Shore will avoid the tendency to treat industrial sites as tabula rasa, by actively looking for opportunities to create unique places from the site's distinctive history and character.

#### **Edge conditions**

The site is located in between a series of urban lines, defining both its natural borders and also its opportunities: the Gardiner Expressway, the GO Transit line, ravines and streets.

While at first sight some of these lines might be considered constraints - such as the proximity of the expressway - they also offer opportunities, such as the visual approaches and long views offered by the expressway. Water and parkland can also be drawn into the site as lines of green and blue, bringing vitality to the development.

Successful city-building is achieved when a high quality Master Plan results in a site boundary that cannot be identified after the project is complete.

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# 2.2/ VISION OVERVIEW

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- 2.2.2 Urban and green
- 2.2.3 **Completing a puzzle**
- 2.2.4 Spaces before buildings
- 2.2.5 Well connected
- 2.2.6 A place 'of the place'
- 2.2.7 **Putting it all together**

### 2.2.1 **VISION**

The vision for 2150 Lake Shore<sup>1</sup> distills the unique opportunities as well as challenges presented by the site to provide clarity of focus and direction throughout the long process of development. Less a set of technical parameters, and more a statement of principles and ambitions, the vision communicates a spirit for Humber Bay Shores that will hopefully animate the work of future participants towards the success of the place.

<sup>&</sup>lt;sup>1</sup>The address of the Master Plan is officially 2150 Lake Shore Boulevard West and 2194 Lake Shore and 23 Park Lawn. This has been shortened to 2150 Lake Shore in the document for ease of reading.

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# 2.2.2 URBAN AND GREEN

Positioned between downtown and suburbia, the Master Plan aims to deliver the best of the city with access to green and open spaces.

2150 Lake Shore sits between condominium towers and low-density development. It is in a special position to enjoy the best of both worlds: the access to outdoor amenities and green spaces common in the periphery, with the dynamic street-life and cultural buzz associated with the core.

The Master Plan seeks to capture the vibrancy of downtown as well as the vitality of Toronto's parks and ravines. It will do so through a careful balance of building typologies integrated with a landscape optimized for microclimate performance and biodiversity.

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## 2.2.3 COMPLETING A PUZZLE

### A void exists in the centre of Humber Bay Shores. 2150 Lake Shore aspires to be the heart for the new and existing community.

Surrounded by condominium towers to the south and to the east, and facing expressway and railway lines, the site of the former cookie factory will play a critical role in defining the future character of the area. As a large, consolidated property, 2150 Lake Shore has a unique opportunity to deliver a level of placemaking that has not been possible with the smaller lots and piecemeal developments around it.

2150 Lake Shore will be a convivial neighbour, looking to blur the boundaries along Park Lawn Road and Lake Shore Blvd West. Through a sensitive and inviting public realm along these edges, the Master Plan aims to uplift the pride of place across all of Humber Bay Shores.

Moreover, the Master Plan will provide the missing transportation options, amenities, community services and job opportunities needed to establish a full-fledged neighbourhood, serving the needs of people from all walks of life.

COLUMN STATES

MASTER PLAN & PLANNING RATIONALE = 2150 Lake shore boulevard west toronto

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### 2.2.4 SPACES BEFORE BUILDINGS

### At 2150 Lake Shore, buildings will prioritize their civic responsibilities and work together to create a great public realm.

Rather than competing for individual attention, buildings will collaborate to create a dynamic variety of new spaces, framing squares, parks, streets and promenades. The experience of pedestrians and cyclists will be paramount to the design of the Master Plan, with street alignments calibrated for interesting views and streetscapes.

The proportioning of space between buildings and the interconnection of these spaces will be baked into the structure of the Master Plan, through block patterns, building height limits, setbacks and public rights-of-way. Design guidelines will promote the conscientious detailing of street-level facades- encouraging a high quality public realm through attention to materiality, comfort, sociability and safety.





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### 2.2.5 WELL CONNECTED

### A new multi-modal transit hub integrated into the urban fabric of 2150 Lake Shore will be a fundamental component of the Master Plan.

A new GO Train station will bring downtown jobs closer to local residents, and help make Humber Bay Shores an attractive employment destination in its own right. The station will reduce transit time to the downtown core to 12 minutes, and make the site accessible to a larger commuter pool within the Golden Horseshoe of southern Ontario.

The design of the Master Plan street system and the transit hub have been co-ordinated to 'normalize' inter-modal transfers into the life of the city. Rather than isolating all exchanges within a single facility, connections to buses, streetcars, bikes, and pedestrian networks have been opened up to spread the benefits of street animation and footfall to the wider area.



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# 2.2.6 A PLACE 'OF THE PLACE'

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### Ultimately, the Master Plan aims to create a genius loci, a sense of spirit and identity for Humber Bay Shores.

2150 Lake Shore aspires to be more than a Master Plan and become a real piece of the city. Its gravitas, scale, and visibility will change the image of Toronto at large, from aerial approaches into Pearson Airport to commuter perceptions from the Lakeshore GO Train and the Gardiner.

Even more crucial than this outward image will be the local sense of place and the new quality of life it will bring. The Master Plan will pay careful attention to the experiential qualities of space – of what it really feels like being there – so that Humber Bay Shores will count its name amongst the other well-loved neighbourhoods of Toronto.

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# 2.2.7 PUTTING IT ALL TOGETHER

2150 Lake Shore will be a fresh urban community, integrating denser mixed-use buildings with an articulate public realm and green infrastructure. It will fill the void left behind by the closure of the cookie factory with new uses and opportunities, and reach across the site boundary to its existing neighbours with congenial urban design. Block layouts and building typologies will be choreographed towards a strong public realm, well serviced by a variety of open spaces and sustainable movement networks.

By clearly delineating these principles, we hope for a new spirit of place to be engendered into the Master Plan. Master Plans are complex undertakings, involving many people and institutions, requiring endurance, deliberation, collaboration and agreement. This vision hopes to smooth that process by capturing invested labour and thought, analysis and experience, into a touchstone for participants, present and future.



A PLACE 'OF THE PLACE'

WELL CONNECTED









COMPLETING A PUZZLE



**URBAN AND GREEN** 

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# 2.3/ STRUCTURING MOVES

- 2.3.1 A New Go Station
- 2.3.2 A New Relief Road
- 2.3.3 Blurred Boundaries
- 2.3.4 Public Open Space
- 2.3.5 Job Opportunities
- 2.3.6 A Covered Galleria

# 2.3.1 **A NEW GO STATION**

### Introduce the Park Lawn GO Station

The Master Plan proposes a new GO Station, with the platform spanning across Park Lawn Rd, enhancing transportation choice and relieving current and future vehicular traffic in the area.



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## 2.3.2 **A NEW RELIEF ROAD**

### Provide traffic relief for the neighbourhood with the new Relief Road

The proposed "Relief Road" is a service road and bypass route running along the northern edge of the site, connecting the Park Lawn Road Gardiner access ramp with the Gardiner ramp to the east. This diverts commuter traffic away from Park Lawn Road and Lake Shore Boulevard, also providing access to below grade parking and servicing areas within the site. Diverting new and existing traffic north of the site to calm Park Lawn and Lake Shore will allow these streets to take on a more pedestrian friendly, main street character.


# 2.3.3 **BLURRED BOUNDARIES**

# Repair site edges and extend connections into the site through an 'urban picturesque' street and block pattern

Proposed new internal streets extend from the surrounding street network, creating a Loop Road with spokes that will draw transit vehicles, cars, pedestrians and bikes into the site, creating a multi-modal transit node at the GO station.

The non-orthogonal street network mediates between the regular street grid of the surrounding context with the triangular shape of the site, creating picturesque street views from oblique angles and block compositions as one walks through the area. The irregular street network also enhances the microclimate at street level by deflecting wind coming through the channels of the surrounding block grid.

New development and ground level uses along the site edges will further improve the existing streets and integrate with the surrounding context.



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# 2.3.4 PUBLIC OPEN SPACE

# Deliver three new squares and a park for the community

Four proposed major open spaces are complemented by a series of smaller open spaces to create a dynamic community-oriented public realm experience spread across the entire site. The proposed new local park will provide outdoor space and greenery, with the three squares providing local places of gathering focused on different surrounding uses: retail, transport, and entertainment.



# 2.3.5 JOB OPPORTUNITIES

# Establish a new employment area to relate to the Gardiner, Rail Corridor and Ontario Food Terminal

A cluster of new employment uses are proposed along the northern edge of the site, concentrated around on the GO station and spanning between Park Lawn Rd and the new park. These uses contribute to a transition and buffer, supporting land use compatibility between sensitive uses to the south and the movement corridors and Food Terminal to the north. Proposed employment uses also round out the mix of residential, retail and community services and facilities anticipated on the site, creating a range of local, transit-oriented jobs – an important part of a complete community.



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# 2.3.6 A COVERED GALLERIA

# Create a system of publicly accessible covered spaces to draw pedestrians into and through the site

The proposed galleria is conceived as a covered pedestrian street, open to the elements but offering protection from wind, rain and snow, creating connections through the heart of the site. Creating a vibrant, all-season retail environment and place of encounter in the centre of the site, the galleria also provides key pedestrian connections to the site's major open spaces, the GO Station, and to clusters of new employment, residential, and retail uses across the full site.



#### FRAMEWORK/SUMMARY

These five structuring moves work together to create a physical framework for the Master Plan, proposing important community benefits for existing and new residents of Humber Bay Shores. These moves work to create a community node that will seamlessly integrate with the existing Humber Bay Shores neighbourhood, inserting the final puzzle pieces to create a complete, pedestrian-friendly and transit-oriented community around the new GO Station.



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The Master Plan in relation to downtown Toronto



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# 2.4/ MASTERPLAN INGREDIENTS

- 2.4.1 Urban Structure
- 2.4.2 **The Public Realm**
- 2.4.3 **Places**
- 2.4.4 Mobility
- 2.4.5 Land Use
- 2.4.6 **Built Form And Architecture**
- 2.4.7 Microclimate
- 2.4.8 Sustainability And Resilience
- 2.4.9 Being there

# 2.4.1 URBAN STRUCTURE

#### **1. DISTINCT BUT CONNECTED**

For us, a successful master plan blurs the site limits: if we have done our job well, one should not be able to find the project boundary. A good master plan is generous, reaching out and incorporating the existing context into a greater whole. As such, connections with existing movement networks, open spaces and buildings are a top priority\*. The streets in the Master Plan spring from existing junctions, and the roads at the edges of the development will be upgraded with high quality landscaping that connects and uplifts the whole area.

At the same time a successful master plan should be distinct and recognizable, with a strong urban character that differentiates it from its neighbours. The triangular shape of the 2150 Lake Shore site provides such an opportunity; rather than applying a generic orthogonal pattern over it, the site configuration suggests an irregular solution for the street layout. We have taken the actual shape of the site as a challenge to create specific grid and block configurations, following lessons from the picturesque urban fabric of historical cities such as London, Paris and Rome. Our use of the informal street grid will impart a flavour and identity to the development that is distinct from its neighbours yet well connected, in the views created and the pedestrian experience of the public realm.

\*The Master Plan will have a different task on the northern edge of the site; here a new relief road will help sort out the traffic congestion that currently plagues the area by providing a more efficient connection between the Gardiner off-ramp at Park Lawn Road and Lake Shore Boulevard heading downtown.



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# 2. TWO STREET TYPES

The bending of the grid in turn leads to a new street hierarchy, a loop road that provides internal access to the site, and a series of radiating connector streets that join up with the existing street pattern in the neighbouring blocks.

The loop road will be utilized as the alignment for streetcars. It will also serve as the primary circulatory spine of the development with generous provisions for cycling and walking.

The radiating connector streets will be of a secondary nature, providing access to individual buildings, creating permeability throughout the site, and connecting with existing streets beyond.



#### **3. THREE BLOCK TYPES**

The street layout generates three types of urban block: the 'Heart' block, connecting blocks, and the edge block.

The 'Heart' block is the core of the development that will contain the central feature space of the covered Galleria. The sense of centrality is accentuated by the loop road, and will be reinforced by the massing strategy of the buildings. Connecting blocks interface with existing streets and blocks to create a continuous urban fabric, reconciling the triangular site configuration with the existing street grid of the surrounding blocks.

The edge block will play a crucial role relating the development with the Gardiner Expressway and the GO train line to the north, ameliorating environmental impacts, traffic and site access requirements.



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Block Structure



Simple buildings

Figure Ground



Open Space



View from Shore Breeze Drive

View from Silver Moon Drive

View from The Marginal Boulevard

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# 2.4.2 THE PUBLIC REALM

#### **1. LANDSCAPE VISION**

The landscape vision for the Master Plan is to create a unique landscape setting for high-density metropolitan living. The scheme comprises an intricate network of public spaces which will provide a vibrant place for a spectrum of public activities and allow for a creative synergy of living, working and cultural entertainment.

The landscape will promote an environmentally friendly lifestyle with fantastic opportunities for both active and passive recreation framed by an iconic skyline. The concept of 'urban-picturesque' creates a dynamic interplay between landscape and built form. The public landscape of the ground plane visually extends upwards with landscaped podium decks and terraces at varying heights, blending architecture and nature into a panoramic skyline. Careful consideration has been given on the modification of the micro-climate and sunlight penetration. The view from the Gardiner Expressway will provide an iconic landmark image.

The landscape vision for the Master Plan is inspired by the City of Toronto's ambition to increase its tree cover. To achieve this, trees are not only integral to the public realm but also become part of the built development and are fully integrated into the podium, balconies and green roofs. This requires specific technical solutions in relation to loading and provision of soil-depth. To deliver the tree concept, consideration will be given to establish an onsite tree nursery as part of the meanwhile land-use of a phased development.

The Master Plan landscape will be expressed by the concept of a 'ravine' woodland in the sky with tree canopies stepped across the multi-level site; visually connecting the embankment with various podium gardens and extending onto a multitude of roof gardens, balconies and sky terraces. The aim is to maximize the tree canopy expressing the unique quality of Toronto as a city in a forest. Such a 'green skyline' will be more than the sum of its component parts and will be composed of an accumulation of public, semi-public and private green spaces. It should become a place for experimental and pioneering design – including urban food production - exemplifying a greener, more sustainable and resilient Toronto. Sustainability and 'city-nature' will be fully integrated and become the backbone of the area's future identity and urban life.



Expanding the tree canopy by creating a 'ravine in the sky' as trees are planted on podium and roof landscapes



View looking down at the Master Plan



Illustrative landscape plan

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#### 2. LANDSCAPE STRUCTURE

The landscape framework for the Master Plan will create a distinct sense of place based upon the site's unique setting and development opportunity. It expresses spatial hierarchy and will create cohesion, orientation and legibility between distinct urban districts. It envisions a system of interconnected green spaces orientated towards the Lake Ontario Waterfront and Mimico ravine ensuring a feeling of light, air and space throughout the Master Plan. The configuration of the site, sandwiched between infrastructure and ravine, allows the urban grid to be dissolved into a more organic composition creating a sense of gravity and centre. The resulting streetscape allows for a serial vision which may be expressed as shared spaces rather than traditional through-streets with sidewalks.

The site is situated at the confluence of natural, northsouth wooded river valleys and east-west rail and expressway corridors. The dynamics of this context is expressed in the overall landscape strategy which combines the natural and the man-made in a cohesive urban quarter which dissolves the traditional urban grid into a plan anchored around a central core with the galleria, and three key urban squares. The landscape structure is inspired by Toronto's topography, drawing fingers of green along the streets like the ravines that traverse the city. A green spine of trees connects the various districts echoing their individual identities whilst creating a network of public spaces, gardens and squares which will improve microclimate and also create wildlife corridors that promote biodiversity.

The landscape structure will form part of a wider green infrastructure which extends and connects to the natural landscape of the Mimico Creek ravine landscape and also the lake shore. The visual impact of major infrastructure will be reduced by incorporating ecological corridors with naturalised planting alongside the Gardiner Expressway and rail corridor.



Toronto's unique ravine system



Green ravines seep into the site



Shaped into 3 public squares and a public park



Iconic landmarks for a sense of place

Movement and connectivity



Roof terraces extend the woodland and park into the urban complex

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#### **3. A DIVERSITY OF SPACES**

Mature cities are animated by a large variety of buildings and uses. Likewise, a large variety of spaces bring richness to the experience of the public realm. The Master Plan proposes a diverse collection of spaces:

- The Park
- Three Squares
- The Galleria
- Groves
- Largos (angled setbacks that enlarge sidewalk space)
- Lanes and Mews











The proposed landscape structure stitching together the existing condition

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#### 4. A DIVERSITY OF STREETS

Assembled together, the variety of public spaces will result in a diversity of streetscapes. The rights-ofway in the Master Plan will furthermore employ two compositional concepts to create an improved Master Plan:

#### Streetwall Gaps and Continuities

The streetwalls of the Master Plan will be required to achieve an optimal level of continuity at ground floor to create a suitable sense of enclosure. However, this will be balanced by a requirement to introduce building gaps starting at the third or fourth floor, to improve sunlight penetration of streets and interior courtyards.

#### Variations on a Sidewalk

Sidewalks and pedestrian pathways in the Master Plan will actively contribute to the urban spatial composition, and not be a mere offset based on accessibility by-law minimums. Curb and building face alignments will vary by location, creating expansion and compression, deliberate framing of views, and additional space for the planting of groves and the provision of street furniture.







Lake Shore Boulevard



Loop Road: Largo



Loop Road: Groves



Mews

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#### Lake Shore Boulevard





Mid rise buildings and setbacks



Square and entrance to the galleria



Tree lined boulevard



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View looking west along Lake Shore Boulevard West

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# Park Lawn Road



Connected with streets and pedestrian paths

An undefined road



Diverse urban edge



With a generous green sidewalk



Diverse active uses



View looking south along Park Lawn Road

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# Loop Road



Neighbouring streets connect to the lake



The meandering street within the site



Connected to surrounding streets



With entrances to galleria

Linked to squares, park and largos



Diverse active uses







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#### 6. PLANTING AND ECOLOGY

#### TREE PLANTING

Extensive planting throughout the Master Plan will provide a wide range of environmental, ecological, social, cultural and economic benefits.

Trees are a big part of what makes Toronto a liveable city; often described as a 'city within a park'. Toronto has over 25% of tree cover; and City Council has adopted the goal of increasing the tree canopy.

Trees will be selected to give spatial structure, ameliorate the micro-climate, improve air quality and mediate between the scale of the towers and the on-ground experience of the site. Emphasis will be placed on native species to support habitat and bio-diversity. Careful attention will be given to select trees that are likely to perform well due to changing conditions of climate and contribute to the experience of the seasons creating interest and variety throughout the year.

Groves of trees will provide individual identity and character to each of the public squares and contribute to varied streetscapes. As such, tree planting will contribute to the orientation and legibility of the public realm. Trees will be categorized according to their attributes such as size and habitus. Trees of the first order are to be utilised for avenues and boulevards while trees of the second or third order will be utilised for smaller streets and podium gardens.

An important aspect of trees will be to contribute to the reduction of air pollution, such as carbon reduction and the capacity of absorbing fine particles and producing oxygen. Planting will also be be utilized to create a green buffer zone along the Gardiner Expressway and adjacent railway corridor.

Trees, where possible, will be planted in open ground with adequate soil volume and space for canopy development. Tree locations will be coordinated to avoid conflict with underground services. To support the growth of a large canopied tree, 30 cubic meters of soil will be required. Trees will be planted at an appropriate distance from façade and kerb lines.

Trees along Lake Shore Boulevard and Park Lawn Road will be planted in grass verges of 3m width. Trees planted streetscapes need tree surrounds of 2m diameter tree grating with facility for drainage, aeration and watering.

Throughout the public realm, semi -private podium gardens and private roof gardens mixed ground plantings of herbaceous, marginal and groundcover plants and wildflower meadows will be utilised to crate atmospheric and aesthetic affects while forming strong bio-diverse and ecological zones across the entire Master Plan.




## **ROOF TERRACE/ PODIUM TREES**









Red Maple

Acer rubrum

Acer rubrum



Black Oak

SQUARES

Quercus velutina

Corylus colurna



Betula nigra





Yellow wood Cladrastis kentukea

# THE EMBANKMENT TREES



White Pine

White Spruce Picea glauca Pinus strobus

## PARK ROUTE TREES



Red Maple Acer rubrum





Sugar Maple

Acer saccharum







Autumn Blaze Acer x freemanii Autumn





**Skyline Honey Locust** Gleditsia triacanthos

## **BOULEVARD TREES**



Little leaf linden Tilia cordata



Silver Maple

Acer saccharinum

Hackberry Celtis occidentalis

# PARK

Red Oak

Quercus rubra



Dawn redwood Metasequoia glyptostroboides





Kentucky coffe tree Red Maple Magnolia acumniate Acer rubrum

Sweet Gum Liquidambar styraciflua



Japanese katsura Cercidiphyllum japonicum



Sugar Maple Acer saccharum



Red Maple Acer rubrum



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Illustrative Roof Plan
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# 2.4.3 PLACES





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#### **BOULEVARD SQUARE**

Boulevard Square will serve as a space of civic gathering not only for the Master Plan but for all of Humber Bay Shores, formed by the setback of a family of towers working in conjunction with existing buildings across the road. Its location directly on Lake Shore Boulevard provides a distinct sense of place and a destination for those travelling along the arterial route by expanding the proportions of the streetwall enclosure and creating an urban room.

The square can be programmed for seasonal festivities, such as Christmas markets or summer fairs to enliven the space throughout the year. The edge of the square will be activated by restaurants and retail, and will be fronted by one of the primary entrances of the covered Galleria beyond.

The landscape will be co-ordinated with the surrounding building profiles to create a pleasant microclimate in the square, mitigating wind and urban heat island effects. All in all, Boulevard Square aspires to be the collective front porch for the area, a place to linger and connect with neighbours.





Lake Shore Boulevard Square





Lake Shore Boulevard: a monotonous line with no reason to stop



Connecting to the streets



A new space



Framed by buildings





Bringing the neighbours in

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View of the cluster of towers facing Boulevard Square



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A formal frontage towards Boulevard Square



An informal frontage towards the Park

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View of Boulevard Square



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## STATION SQUARE

Anchored by the new GO Train Station on the north end, Station Square provides a dignified setting for the daily commute of the residents of Humber Bay Shores. The transport hub will be the nucleus of bus and street car loops, and be at the convergence of pedestrian pathways and cycle routes. Site levels will be carefully graded to provide ease of transfer between transport modes, from train to streetcar, bus, bike or foot. The square will be framed by mixed-use buildings, with convenience retail activating the ground level frontages. Buildings to the north of the site will be focused on employment opportunities and commercial tenants in alignment with the proposed 'Employment Area' designation in the Official Plan. To the south will be a primary entrance to the Galleria for covered pedestrian access deeper into the development site. To the east will be a generously landscaped connection to the neighbourhood park.



Station Square

Linked to the galleria, the park and the streets



And framed by buildings



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A front court for the district



GO trains pass by everyday



And then stop

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#### Site levels

The existing average site level across the site sit at approximately 85.00 AOD, while Lake Shore Boulevard and Park Lawn Road rise gradually toward the north, away from their commen intersection.

Currently the site poses challenges in that it is divided and obstructed by infrastructural routes such as the Gardiner Expressway and the Rail corridor. An opportunity was sought to better connect the public realm with the rail corridor as part of Station Square and the proposed intermodal hub. Raising the landscape to meet the rail level offers an extension of the public realm and a seamless transition between Station Square and what will be a very active intermodal hub. This arrangement stretches the active use edges both along the Square but also along the proposed platforms.

The proposed levels are dictated by the primary connections from Lake Shore Blvd and Park Lawn connecting to the GO and TTC platform level.

The public squares across the site are kept as level as possible to allow for a variety of uses, while the connecting routes tie these together at appropriate gradients for both pedestrians and the LRT route.



Site Section flat



Site Section flat





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#### An integrated transport hub

The Master Plan will bring together train, streetcar, and buses into a convenient new transport hub. The stacking of GO & TTC routes offers a compact interchange hub, minimizing circulation routes for commuter and visitors to Humber Bay.

By strategically elevating the level of Station Square, the public realm extends seamlessly to the GO platform level and adjacent LRT stops. The Transit hub becomes an extension of Station Square and offers additional active edges framing the platforms for a more vibrant transit experience.



Axonometric view of the Transport Hub

#### MEZZANINENE LEVEL:

STATION SQUARE LEVEL:

GO Station

N-S connection

Cycle route Cycle storage

#### RELIEF ROAD LEVEL:

Bus Station Pick-up and Drop-ff GO & TTC Facilities



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View of Station Square



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### ENTERTAINMENT SQUARE

This square will deliver leisure amenities to the neighbourhood, gathering cinemas, entertainment venues and theatres into a lively area at the eastern edge of the site. The square serves as a vehicular gateway for the Master Plan as the connection to the Gardiner off-ramp will create visual exposure of the site to motorists.

As part of the broader pedestrian network of the Humber Bay Shores neighbourhood, Entertainment Square will be an important node connecting to open spaces further east, particularly Jean Augustine Park and Humber Bay Shores Park beyond.





**Entertainment Square** 

Framed by key uses





A welcoming space





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View of Entertainment Square



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## THE GALLERIA

At the heart of the Master Plan is a distinct figure: the Humber Bay Galleria. Throughout the world, covered markets and gallerias are an immediately recognizable building type; they project a strong urban character and provide historic resonance to retail space. The galleria takes its cues from these urban jewels, reinventing it for Toronto and for Humber Bay Shores.

The galleria does two things simultaneously. It creates a link to the three main squares, providing convenient pedestrian access across the site. At the same time it is a destination: the central space at the confluence of the pedestrian routes will be a place of meeting and encounter. As such the galleria should be both an icon and a passageway, both a foreground and a background element. Most significantly, the galleria aspires to be part of the city, and not a hermetically sealed, environmentally controlled mall. The covered but environmentally open nature of the galleria will be connected to the seasons, with an architecture that mitigates its most extreme conditions for a more hospitable public space that can be used year round.







#### The Galleria

Food Markets: character, animation, a place for people



















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## The Alleyway

Hidden within the galleria will be intimate walkways with smaller scale retail frontages and narrow exposures to the sky, to add variety and commercial range to the retail complex. The Alleyways are inspired by characterful secondary streets in places like London, Melbourne, Edinburgh, and Toronto itself, places that add to the complexity and the value of the overall urban experience.

## The Central Hall

Balancing the informality of the Alleyways will be a singular space in the middle, indisputably at the top of the Galleria spatial hierarchy. Providing a clear opening amidst the branching side routes, the Central Hall will provide an obvious place to meet 'at the Galleria' even if no detailed location is specified.

The Central Hall should be a surprise, disclosed only upon meandering through the approaching routes. The architecture will be straightforward yet complex, with incidental spaces formed by the surrounding buildings, but a clear, matter-of-fact constructional logic.





View looking down at the Alleyway

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View looking towards the Central Hall within the Galleria



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The central galleria space is a key factor in the year-round success for the entire neighbourhood. In summer this space is covered by a ventilated roof, allowing the space to be pleasantly chilled by a cooling breeze, while the roof will also provide sheltered, warm conditions during the harsh winter season, protected from the wind chill coming from Lake Ontario. As this public space will be used actively throughout the entire year, thermal comfort assessment is equally important as wind comfort. Early on in the design process the beneficial effects of the covered roof were proven evident in taking away the heat stress during summer and the coldest days in winter.





UTCI Thermal Comfort Index



#### UTCI Thermal Comfort Index - Assessment methodology



View of the back alley of the Galleria

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Section through the Galleria




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## THE PARK

# A Neighbourhood Park

The neighbourhood park will provide the experience of nature and public play grounds. The gradation of planting allows various and diverse plant communities to coexist: formal, semi-formal and wild. The complexity of this vegetation, coupled with topographic variation will create areas of different interest and character, access and interaction. A significant lawn area will be useful as a flexible event space for active outdoor programming, as well as passive recreational use for the residents of the community. Provisions will be made for casual sitting, picnicking, and other community programming. A park pavilion will be embedded within the topography of the park. Plantations will be carefully designed to accommodate storm water retention, and may also incorporate opportunities for community gardening, urban farming, and educational features. Suitable topography may also provide a neighbourhood sled run in the winter.

# Water Tower

The former water tower will be retained as an iconic heritage landmark. A key consideration will be its reactivation, making it a working asset rather than a simple billboard.

A series of inter linked water elements such as rills, ditches, cascades, retention pools and tidal gardens can animate the park, modify micro climate and form part of an integral system of water runoff and irrigation. Combined with the manipulation of ground form, this will create a dynamic new landscape with many spatial and programmatic possibilities.



The Park





MASTER PLAN & PLANNING RATIONALE = 2150 LAKE SHORE BOULEVARD WEST TORONTO



Streetcar / loop street



Framed by buildings



With the water tower

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Activating the Christie Cookie Tower



Cultuurpark Westergasfabriek, Amsterdam



Water for play and also hydrological feature

A public park integrating buildings to provide dramatic views





A public park for all seasons

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View of the Park



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# SMALL MOMENTS

A rich Master Plan must pay equal attention to both large scale moves and smaller ones, because the experience of a city is acquired one step at a time. The Master Plan will be seeded with many such "small moments", from lanes and mews that provide alternate routes for those who have local knowledge, to special pocket parks and groves that enrich a particular street corner or building.

- Groves
- Lanes and Mews
- Play spaces
- Residential Courtyards



Nursery within the groves

<image>

Mews



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Approaching the site from the Gardiner Expressway



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# 2.4.4 **MOBILITY**

# OVERVIEW

Transportation is a key factor when considering the redevelopment of the 2150 Lake Shore Boulevard West property (also referred to herein as "the site") and in resolving a number of long-standing weakness and challenges in the mobility network that currently supports the Humber Bay Shores area and South Etobicoke more generally, today.

While there are many aspects to the development of a Master Plan for the site from a transportation and mobility perspective, there are four major themes that are central to the successful development of a Master Plan for the 2150 Lake Shore Boulevard West property. These will, combined with other planning initiatives, serve to provide a truly workable and effective transportation and mobility context for future residents, employees, patrons and visitors and – importantly – address the needs of existing and other new residents in the surrounding rapidly developing areas in Humber Bay Shore and beyond. These four "major"" themes are centred around:

- 1. Advancing and providing "real" transit travel opportunities to the area and the creation of a new integrated GO / TTC transit hub for the area;
- 2. Addressing and improving current traffic congestion challenges in the area in a way that responds to, and addresses, the current level of tidal commuter motorist use of the area street system today as an alternate to the Gardiner Expressway corridor;
- 3. Implementation of excellence across a street and public realm network that creates a truly walkable, pedestrian first community that seamlessly extends along and across the area main-streets and adjacent developed / developing areas within Humber Bay Shores and beyond to maximize active-transportation and the potential for walking and cycling as primary modes of travel for short local trip-making.
- 4. Creation of a Master Plan and development programme that is focused – as an integral part of every step of its planning – upon a commitment to provide high quality sustainable mobility options serving both the Master Plan development itself and, equally as important, the growing broader Humber Bay Shores community as well that will minimize the reliance upon automobile usage and reduce related traffic impacts of the area as a whole.

# **Mobility Context**

The site is located at a critically important location in the western area of Toronto at the confluence of a number of regional transportation facilities as they cross the Humber River. These include – significantly – the Gardiner Expressway highway corridor (and its interchanges with Park Lawn Road), two arterial streets in Lake Shore Boulevard West and the Queensway, the Lakeshore West GO rail corridor and the Martin Goodman multi-use trail. This confluence provides a significant opportunity to support the redevelopment of the 2150 Lake Shore Boulevard West property as a complete community that can – with accompanying investment in new and modified transportation initiatives – be excellently served by a full range of mobility travel options.



Site Mobility Context

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# **Current Area Mobility Challenges**

Traffic congestion – particularly during peak periods - is a long-standing issue in the area given the proximity of the Lake Shore Boulevard West corridor to the Gardiner Expressway and the large volumes of long distance commuter traffic that "overflows" routinely from the highway onto the parallel Lake Shore Boulevard West corridor. This has led to congestion levels at key points along Park Lawn Road and Lake Shore Boulevard West that are detrimental to the character and functionality of both of these streets as main streets serving the Humber Bay Shores community. There is also a lack of quality transit options serving the area residents notwithstanding the presence of the Lakeshore West GO line. Existing (and new) are – currently - relying upon the 501 Queen streetcar service and surface bus routes for any level of transit connectivity which involves – for most trips – extended travel times. Travel undertaken in the Humber Bay Shores and surrounding area is predominantly car focused given this factor which serves to compound the levels of traffic congestion in the area.



**Traffic Congestion** 





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### Opportunity

Redevelopment of the site also has the potential – as planned - to greatly benefit the broader mobility needs of the surrounding, and growing, Humber Bay Shores and South Etobicoke area and address long-standing challenges facing existing residents of the area. This is particularly of consequence in the context that the emerging Humber Bay Shores area is planned to become the home – based upon current infrastructure - for over 25,000 people as it builds out over the next few years in addition to a broader area population of 50,000+ people.

The existing area mobility challenges can be addressed through the provision of new and improved transit service options, new street connections, urbanization opportunities of the existing street network and the expansion of the active transportation connections across the community.

Each of these elements can only realistically be delivered as part of, or in conjunction with, a redevelopment of the 2150 Lake Shore Boulevard West property. They are achievable through the coordination of effort by the City, provincial and municipal transportation agencies, the site owners as developers of the site, and area stakeholders to create the best outcome for the Humber Bay Shores, Mimico and South Etobicoke areas and, of course, for the development potential of the site itself



Humber Bay Shores Area



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# A MASTER PLAN FOR TRANSPORTATION & MOBILITY

A comprehensive Master Plan has been developed for the 2150 Lake Shore Boulevard West property. This development plan provides an overall vision guiding the redevelopment of the property to create a centre for the Humber Bay Shores community that provides for the full range of land uses, facilities, amenities, place, spaces, parks and destinations that sustain successful communities.

From a transportation and mobility perspective, it is recognized that the redevelopment of the 2150 Lake Shore Boulevard West property presents an enormous opportunity to not only address current mobility weaknesses and challenges in the area but to transform mobility in this area of South Etobicoke and the Humber Bay Shores.

The Master Plan has been conceived on this basis, and responds specifically to the existing area transportation challenges, to create a mobility context for the area focused upon establishing transit, cycling and pedestrian travel as the primary travel modes for the site and surrounding area that will enable the long term area transportation demands of the Master Plan and broader area to be met into the future. The Master Plan is also focused upon creating an environment that emphasizes the quality of place and the public realm as part of a complete community. This maximizes shorter trip-making opportunities through the provision of a wide range of amenities, destinations, facilities serving the site itself and the broader Humber Bay Shores area and in establishing sustainable travel options as the primary modes for "last mile" trips.

The following are the key unpinning elements of the Master Plan from a mobility and transportation perspective.

- Provision of transformational transit
- Addressing congestion
- Creation of a quality, fined grained area street network and public realm
- A focus on facilitating pedestrian and cycling mobility in the Humber Bay Shores
- A commitment to facilitating sustainable transportation
- Development of area transportation systems that will meet the future mobility needs of the Humber Bay Shores and surrounding area.





Master Block and Mobility Plan



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# TRANSFORMATIONAL TRANSIT

Central to any redevelopment of the 2150 Lake Shore Boulevard West property is the advancement of transit service in the area and – significantly – the introduction of a new Park Lawn GO Station on the Lakeshore West rail corridor and a new integrated TTC station at the new GO station.

# An Integrated GO / TTC Transit Hub

From a transit perspective, a redevelopment of the site can realize "a once in a generation" and unique opportunity to provide a new integrated Transit Hub and District focussed on a new Park Lawn GO Station.

The owners have been working with Metrolinx to advance and realize the introduction of a new Park Lawn GO Station as a central element of the Master Plan. This work has been extensive and has involved an update to the Initial Business Case (IBC) for the station and advancement of the next stages of design / approval necessary to bring the station to realization. Work has – in fact - begun on initiating the required transit environmental assessment process to enable the next stages of approval and implementation of the station by approximately 2025.





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Integrated Transit Hub



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#### **Enhanced Transit Network**

An integrated TTC LRT and bus terminal facility is seen as an instrumental element of the transit hub and in the delivery of excellent transit to the area in the future. The integrated facility will provide for convenient and efficient passenger transfers and inter-change between existing and new LRT / streetcar and bus services that will link this new transit hub facility to the surrounding communities.

This Hub will provide for long awaited and transformational transit service options to / from central Toronto and across the Greater Toronto Area for this part of South Etobicoke that will be - with the Transit Hub - accessible from the heart of the Humber Bay Shores community and beyond.

## **GO** Rail Transit

A two-way 30 minute, all-day GO rail service frequency is being contemplated at the Park Lawn GO Station which will greatly improve commuter rail travel options provided east and westbound along the Lakeshore GO corridor and provide travel times to downtown Toronto (any of the existing and planned downtown RER stations including Union Station), as an example, of less than 15 minutes which is a highly competitive and attractive travel time in the Toronto context. This level of accessibility will provide a level of transit service that has not been afforded to this area in the past and will attract the vast majority of travel needs of the future 2150 Lake Shore Boulevard West development and the Humber Bay Shores area.

## **TTC & Other Surface Transit**

The creation of the integrated transit hub provides a logical focus for new and existing area surface transit routes to converge as integrated feeder and distribution services to the GO rail service. The linkage of area surface transit services to the Park Lawn GO Station will offer significant benefit to a substantial number of residents (likely over 60,000 future residents)– beyond Humber Bay Shores – across South Etobicoke that fall within a convenient transit trip water-shed (or transit-shed) of the GO station. This has substantial potential to reduce auto-mode reliance across a wide area of South Etobicoke and the existing level of car usage in these areas.

### LRT Services

The 501 Queen streetcar service (future Waterfront West LRT) will logically be improved and route to / from the transit hub facility through the 2150 Lake Shore Boulevard West site to provide the desired connectivity between this service and the tributary areas it services. The LRT routing would be enhanced – as per current City plans – as a dedicated LRT right-of-way through the Humber Bay Shores area to maximize efficiency and service potential.

#### TTC Bus Services

There is a substantial opportunity to modify existing and add new surface bus routes in the area to respond and capitalize upon the transit accessibility afforded by the new Park Lawn GO station and serve large areas of South Etobicoke. The existing Prince Edward (route 66), Queensway (route 80) and Swansea (route 77) bus services are all candidates for extension and modification to service the GO station while other new local Humber Bay Shores and Mimico services may also be introduced in response to the transit opportunities in the area. These improved services would provide for a considerable level of transit connectivity within the GO station tributary area that would fully leverage and capitalize upon the capacity and convenience of the new GO train services that would be available within this area.

#### GO Bus

There is also opportunity to introduce GO bus services at the Hub to provide a range of more regional services to – for instance - Pearson International Airport and other key destinations.





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# The Transit Hub is Transformational from an Area Mobility Perspective

The concept of the Transit Hub is aligned with, and supports, planning initiatives recently undertaken by the City of Toronto as part of the City's Waterfront Transit Reset study and by Metrolinx as part of its review of potential new stations across the GTA. This includes the advancement of Environmental Assessment processes that enable the introduction of such large infrastructure projects.

The potential to anchor and integrate such a Hub (which would of great benefit to the Humber Bay Shores area today) with a new mixed-use and complete community, built upon a sustainable transportation philosophy, capitalizes and supports the significant capital investments being made by the Federal, Provincial and Municipal Governments in new transit infrastructure across the Region and that planned by the City of Toronto. The integration of new development and new and improved transit centres aligns directly with Provincial and Municipal policies and will – in this instance – be of considerable benefit to a large number of existing or prospective area residents within the rapidly emerging Humber Bay Shores area. The ability to enable the realization of an integrated TTC / GO Transit Hub as part of the 2150 Lake Shore Boulevard West property cannot be under-estimated in the context of addressing the transportation and mobility challenges facing this part of the City and creating new, sustainable mobility options for a substantial number of people.



The Transit Shed and Benefits



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# ADDRESSING AREA TRAFFIC CONGESTION

# A Responsive New Street Network for Humber Bay Shores

The Master Plan provides for a responsive street network that provides critical new major street linkages and improvements that will addresses current challenges and optimally provide for and manage new vehicular activity needs.

This network is centred around provision of a new bypass facility (the so-called "Relief Road") running along the northern site boundary that – significantly – provides a new crossing of the rail corridor and substantially benefits the area network as a whole. It also extends to improvements on the area arterial street network and creation of a network of smaller, pedestrian focussed streets within the 2150 Lake Shore Boulevard West site itself.

## **Relief Road**

The potential to provide the Northern Gateway link between Park Lawn Road and the Gardiner Expressway / Lake Shore Boulevard corridors over the Humber River is seen as a significant element of any traffic related solution in the area.

The Northern Gateway road would "offload" – acting as a bypass facility - through traffic from Park Lawn Road and Lake Shore Boulevard West enabling it to be re-established and re-imagined as a true "Main Street" within Humber Bay Shores and would address longstanding capacity constraints on Lake Shore Boulevard West at Park Lawn Road and Palace Pier Court. It would also, and significantly from a development perspective, also provide for excellent direct highway / arterial vehicular access for new development on the site and a significant opportunity to direct the major traffic and servicing activity to the northern periphery of the site.

While the Relief Road is a complex and significant piece of new infrastructure that involves construction of a new rail underpass adjacent to the new Park Lawn GO station, modification to City owned lands north of the rail corridor opposite the current Gardiner Expressway off-ramp on Park Lawn Road and modifications to the Gardiner Expressway / Lake Shore Boulevard West ramps at the east end of the site, the value it provides in addressing area congestion matters and optimizing traffic patterns in the Humber Bay Shores area is substantial.





Major Road Network Moves



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# **Other Arterial Street Improvements**

Other improvements to the area arterial street system are identified on Lake Shore Boulevard West, Park Lawn Road and the Queensway in the Master Plan to accommodate future traffic demands across the Humber Bay Shores area (including new site and other development activity) and to – importantly – integrate the planned Waterfront West LRT dedicated right-of-way on Lake Shore Boulevard West.

These streets will also be re-imagined – while considering traffic related needs - to integrate new cycling and pedestrian facilities and features as well as substantial enhancements to the streetscape and public realm provided along these streets.

The ongoing City's Park Lawn-Lake Shore Transportation Master Plan and Environmental Assessment process will – significantly – determine the ultimate set of improvements and changes to the broad area road network supporting Humber Bay Shores and the South Etobicoke area. It will also provide an implementation mechanism that will enable important and necessary City-scale infrastructure moves to be made in step with any redevelopment of the 2150 Lake Shore Boulevard West property.















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# CREATING MAIN-STREETS – LAKE SHORE & PARK LAWN

# Lake Shore & Park Lawn Today

The redevelopment of the 2150 Lake Shore Boulevard West property and the new street network opportunities that area presented as a result, will enable a renewal of Lake Shore Boulevard West and Park Lawn Road in the Humber Bay Shores area.

Both of these streets have long operated primarily as vehicular thoroughfares as a natural consequence of the connectivity afforded to the Gardiner Expressway and the presence of the former Christie Cookie factory on the 2150 Lake Shore Boulevard West property.

There was – up until relatively recently – little need for these streets to operate in any other fashion given the previous lack of residential development and the heavy presence of industrial uses.

# **Complete Main-Streets**

It is one of the Master Plan objectives to enable the renewal of both Park Lawn Road and Lake Shore Boulevard West in the Humber Bay Shores area as true complete "main streets" serving the local communities on both sides of them providing for all travel modes with a particular emphasis on the pedestrian realm created. The introduction of the Relief Road is central to off-loading current (and future) traffic activity from these streets and allowing them to operate as more locally focused corridors from a traffic function perspective.

The Master Plan proposes significant reconstruction along both of these streets to incorporate the long planned dedicated LRT right-of-way on Lake Shore Boulevard West, bicycle facilities on both streets and significant enhancements and improvements to the pedestrian and public realm. An emphasis has also been placed on creating a fine grain of formal signalized crossing opportunities as part of the overall focus to link the Humber Bay Shores community together at a pedestrian scale.

Cross Section - Lake Shore Boulevard













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# A NEW NEIGHBOURHOOD STREET NETWORK

# New Local Street Network

A fine-grained series of new public and private streets will be established within the 2150 Lake Shore Boulevard West property. This network will provide for public access to / from and through the new community, will create excellence in the public realm and pedestrian and nonautomobile travel environment and will also, necessarily, support the vehicular access and service needs of the emerging neighbourhood.

This street network will provide for building address, retailing opportunities, public realm spaces and places, landscape features and will form the connective tissue of the development plan for the site.

# **Complete Streets & The Public Realm**

The proposed new street network will integrate facilities supporting all travel modes including formal transit service (LRT and streetcar), cycling facilities (on / offstreet bike lanes, trails) and pedestrian boulevards that link and connect to the surrounding neighbourhood fabric.

They will be true complete streets focusing upon an excellence in the design and composition of this street network to create a vibrant and successful community.

# **Public & Private Streets**

A network of public and private local streets are proposed "looping" through the Master Plan and providing connections to both Lake Shore Boulevard West and Park Lawn Road. These form the "spine" connectors within the Master Plan and will accommodate the LRT routing to / from the Transit Hub.

The street network is intended to be primarily public and dedicated to the City with two portions being proposed as remaining private due to the integration of below grade servicing & parking facilities beneath them. The private linkages will – notwithstanding ownership – be designed to look and feel like public streets.

It is noteworthy that lateral tunnel connections are required at key locations beneath portions of the public street network to provide for the integrated servicing / parking basement facility.

# Connectivity

The proposed street network is focussed upon creating a significant level of multi-modal connectivity and interconnection with the bordering main streets and neighbouring communities within Humber Bay Shores.

Importantly, a series of signalized intersections are proposed at each of the main street connections to maximize neighbourhood pedestrian routing opportunities and provide formal and safe pedestrian crossing facilities as part of the emphasis on creating a complete community.



**Neighbourhood Street Connections** 



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# PEDESTRIAN MOBILITY

# A Mixed-Use Community

The Master Plan creates a true mixed-use community on the 2150 Lake Shore Boulevard West property that provides for a wide range of complementary land-uses that extend across retail, employment, service, recreational, entertainment, residential and institutional uses.

The introduction of such a broad and strong offering of uses distributed across the site provides a highly active and vibrant core to the Master Plan community that will provide for, not only the site itself, but the broader needs of the Humber Bay Shores community as well.

Significantly, the core elements of the plan, and wide range of amenities and services provided, can ALL be reached from across Humber Bay Shores on foot and without – for the vast number of trips – the use of a car.

# The Pedestrian Realm

The quality of the public realm created and the successful integration of broad array of great, practical, convenient, interesting, safe and attractive pedestrian-scale connections (including formal signalized street crossing facilities) that link across the Master Plan and beyond into Humber Bay Shores community, are significant factors in creating an environment that is highly supportive of pedestrian mobility.

# Walking as a Primary Local Travel Mode

The combined strengths, from a transportation perspective, of establishing a strong mixed-use plan supported by a well integrated and highly walkable pedestrian network on the 2150 Lake Shore Boulevard West property enable walking to be established as the primary travel mode for a significant proportion of trips made within the Master Plan and surrounding Humber Bay Shores area.

Key in this regard are the relationships created between component uses within a mixed-use environment that enable a significant proportion of trip-making needs (i.e. retail, services, amenities & recreation) of the site and broader community to be met within the local area itself.

The ability for area residents to travel – primarily on-foot – to a wide variety of local destinations (i.e. employment, recreational, institutional, retail and service) that meet the needs of a community is a significant factor in shortening trips made to / from an area, internalizing trip-making to a significantly greater degree than occurs today in the Humber Bay Shores and eliminating the need for a substantial component of car-borne trip-making that would occur without such relationships.
### Transit & "Last Mile"

The proposed Transit Hub is located within the heart of, not only the Master Plan, but the Humber Bay Shores community as a whole.

Notably, all of the Master Plan area falls within a 5 minute walk of the Transit Hub while the vast majority of the broader Humber Bay Shores area is located within a walk of less than 10 minutes. The so-called "last mile" of any transit based journey can – as such - be readily be made on-foot within an attractive environment. This further augments the convenience and attractiveness of transit as a travel mode for the Master Plan and broader Humber Bay Shores community.



Pedestrian Mobility

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### **ENABLING CYCLING**

### Cycling as a Strong Travel Mode

The redevelopment of the 2150 Lake Shore Boulevard West property provides a substantial opportunity to augment, extend and complete the existing area bicycle trail / path network.

The Master Plan has been developed to create a local environment that will establish cycling as a strong and viable travel option for a wide range of travel needs across Humber Bay Shores and surrounding area. This – notably - includes trips made to / from the planned Transit Hub (i.e. "Last Mile") and the commercial centre of the Master Plan.

At the same time, the Master Plan and the connectivity afforded to the broader area cycling network, offers substantial support for longer distance recreational and commuter travel particularly across the Lake Ontario waterfront towards downtown Toronto.

### An Expanded Cycling Network

The Master Plan provides for a network of protected bicycle facilities with the site itself and on the adjacent arterial street system.

This network will connect with, extend and complete the broader trail / path network in the area and offer connectivity to the Martin Goodman Trail on the Lake Ontario waterfront, new / planned linkages along Mimico Creek and the trail network that extends up Humber River.

### **Key Network Elements**

New bicycle connections are planned throughout the Master Plan and surrounding network which will provide linkages between all of the key facilities, destinations and recreational spaces within the Master Plan area. These include:

- An off-street bicycle track along the north side of the Relief Road linking from the Mimico Creek trail network, beneath the rail corridor, to Lake Shore Boulevard West and the Martin Goodman Trail
- Protected cycle tracks on Lake Shore Boulevard West and Park Lawn Road
- Bicycle lanes on the proposed Master Plan "Loop Road"
- Direct cycle connections to the major bicycle parking facilities to be provided at the Transit Hub from the Relief Road cycle track and from the Loop Road facilities

### **End User Facilities**

A range of long and short term bicycle parking facilities and supporting facilities (i.e. showers repair stations) will be provided across the Master Plan and provide for the needs of all user groups including residents, employees, visitors and commercial patrons. Access convenience and quality will be a significant focus of the detailing of the Master Plan. A major contemporary bicycle parking facility will be integrated into the Transit Hub as part of the overall strategy to establish cycling as a strong commuting "Last Mile" travel option.

### **Bike Share & Sharing Services**

Bicycle Sharing and other related mobility services (i.e. scooters) will all form part of the overall Master Plan cycling strategy to maximize cycle-use opportunities.



**Cycling Connections** 

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### SERVICING AND ACCESS

# A Comprehensive Strategy & Public Realm Considerations

The Master Plan has been developed to take advantage of the potential – with a single ownership - to consolidate vehicular systems and access across multiple blocks and buildings to minimize the intrusion of servicing, loading and higher traffic activity at grade within the heart of the Master Plan. More specifically, the ability to consolidate vehicular access, servicing and parking facilities removes the need to provide multiple separate facilities for each building or development block which affords substantial benefit to the overall Master Plan.

This comprehensive approach to planning and integrating such vehicular systems into the fabric of the Master Plan is, in fact, central to the creation of an excellence in the public realm provided across the site.

### A Responsive Vehicular Access System

The primary vehicular parking and loading access facilities have been consolidated to 4 locations distributed across the Master Plan.

The Master Plan strategically places these primary accesses on perimeter of the Master Plan to most directly "capture" arriving and departing traffic, to maximize use of the Relief Road as a direct entrance to the below grade levels and – importantly - avoid large concentrations of traffic within the heart of the plan area.

Access to the servicing network is provided via the Relief Road taking advantage of the beneficial grade differences provided along that routing. Vehicular access to parking is provided from each of the 4 access locations.



Access Arrangements



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# An Integrated Consolidated Below Grade Servicing Plan

The Master Plan integrates all loading and parking facilities below grade within a consolidated basement.

Servicing and loading for each development parcel and building is provided for via a system of distributed below grade loading / service areas and connecting linkages. The distribution of loading facilities provides an effective and efficient series of facilities that will meet the loading and delivery needs of each area of the Master Plan and the land uses above.

Parking is provided on a consolidated basis beneath each development parcel and will support the buildings above. Commercial parking supporting the employment, retail and visitor parking needs will be located on the upper portions of the garages while residential parking will be provided on the lower levels. Parking supply needs will be determined through the approvals process but are intended to be minimized as part of the overall sustainability strategy through the adoption of reduced base parking standards and a sharing of parking between uses.

Vehicular pick-up / drop-off facilities for the main Transit Hub and commercial uses are also provided below grade to accommodate the most intense "front door" needs off of the area street system within appropriately designed facilities.

### **Connections Below Public Streets**

The below-grade parking and servicing facilities are located beneath the Master Plan development parcels and outside of the proposed public road network and park to be dedicated to the City. However, it is necessary, to achieve the level of consolidation sought, to provide a number of below-grade connections at strategic locations beneath the proposed public streets.



Consolidated and Connected Below-Grade Servicing

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### A COMMITMENT TO SUSTAINABLE TRAVEL

### The Changing Mobility Context

Travel and mobility across the City is changing with an increasing reliance now being placed upon transit and other sustainable forms of transportation.

This shift in behaviour across the City is being supported by considerable investments being made by all three levels of government in transit and other mobility infrastructure initiatives.

Importantly for the Humber Bay Shores and South Etobicoke area, these investments include for substantial increases in service along the Lake Shore West GO rail corridor that will provide fast and frequent service to downtown Toronto and elsewhere. Significantly, these service improvements, combined with other local transit improvement initiatives such as the Lake Shore LRT service, unprecedented levels of new transit capacity and accessibility for South Etobicoke across the Greater Toronto Area.

This increase in transit accessibility, combined with the Park Lawn integrated Transit Hub and new commercial centre within the 2150 Lake Shore Boulevard West property, has the potential to offer significantly enhanced mobility options for both established and new emerging communities across South Etobicoke.



### Influence of the GO Station & Mode Share

The ability to locate a new GO station at Park Lawn as part of an integrated transit hub within the 2150 Lake Shore Boulevard West Master Plan is "game changing" for – not only the 2150 Lake Shore Boulevard West site itself, but also for the surrounding area.

The new GO station, and network of enhanced LRT and bus services that would converge upon the new transit hub, will offer significantly enhanced and viable travel options for many thousands of people who would be within a short walk or a short bus / LRT ride of the new Park Lawn station. Residents within the tributary "transit-shed" of the new Park Lawn GO Transit Hub would be able to capitalize upon the vastly reduced travel times afforded across the Greater Toronto Area including to / from downtown Toronto (12 minutes), Liberty Village (8 minutes), East Harbour (16 minutes) and beyond.

While the reduction in transit travel times will capture / re-direct existing (TTC) transit riders in the area, a significant proportion of existing area car-borne travel has the potential to shift to utilize these enhanced transit services. This will serve to reduce current car reliance and usage levels and suppress area traffic activity level growth.





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### DEMAND MANAGEMENT

### Facilitating Multi-Modal Travel

The Master Plan is conceived based upon facilitating non-automobile based travel, reducing the overall travel demands of the development, assisting in reducing demands of the neighbouring existing and developing areas and take advantage of off-peak travel capacity on area transportation systems.

The mixed-use foundation of the plan and the provision of significant non-residential uses provides a number of inter-connected benefits. These include:

- the beneficial relationships a mix of uses creates between the component land-uses,
- the way such a grouping of uses creates destination trips to the site that are counter-flow to traditional "peak-direction" residential trip-making patterns; and
- the opportunities for people to travel to a significant extent within their local community for a wide variety of purposes without the use of car.

Significantly, employment and retail / entertainment / recreational uses are generators of activity either outside of the traditional commuter peak periods and / or - primarily in the off-peak travel direction. This off-peak travel will, desirably, be able to make use of available transportation capacity on the area transit and street system.

All of the above will assist in minimizing off-site travel demands of the Master Plan and – in fact – the surrounding area, promote non-automobile focussed travel and mitigate impacts of increasing future travel needs of the area.



### A Commitment to Sustainable Travel

Sustainable transportation strategies are integrated into all aspects of the Master Plan development and supporting infrastructure planning and will continue to develop as the Master Plan evolves to include the future operation and management of its buildings, land uses and supporting facilities.

A complementary Demand Management Plan has been developed that will evolve further as the Master Plan is advanced. This Plan aims to provide a framework for three broad frames of reference guiding:

- 1. broad infrastructure decision making,
- 2. site systems and facility design / operation; and
- 3. user behaviour.

This Demand Management Plan has influenced all aspects of the Master Plan and provides a parameters to be advanced moving forward including:

- the physical plan including its design, organization, mobility systems, infrastructure provisions and building facilities;
- operational measures that will be deployed on-site such as eco-mobility focussed services (i.e. carshare, bike-share, vehicle rentals, scooter rental, app development, centralized delivery logistics) and the way they are deployed through the creation of clusters where all such uses / facilities would be provided;
- ongoing and active promotional and management strategies designed to effectively maintain, evolve and optimize the site Demand Management systems.





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### TRAVEL DEMAND FORECASTS

### Master Plan Travel Demand Forecasts

Future travel demands for the Master Plan development plan have been assessed on a first principles person trip making basis.

Peak hour travel demand forecasts are derived using person trip making parameters for each of the component land uses within the Master Plan taking into account occupancy patterns, trip intensity, trip purpose, landuse interaction and multi-purpose trip making as well as internalization and local trip capture potential.

The distribution of person trip making across the Greater Toronto Area was derived for each land-use (residential, commercial and employment) from a review of Transportation for Tomorrow (TTS) survey information and retail trade area factors distribution. This distribution was used to inform likely travel mode choice for residents, employees, visitors and retail / entertainment patrons based upon the relative availability, travel time and convenience of transit and other travel options for each specific origin – destination set.

### Other Area Development Forecasts

The travel demands of future and emerging area development in the South Etobicoke area have been assessed on a comprehensive basis adopting the same person trip-making based approach as that taken for the 2150 Lake Shore Boulevard West property.

Future trip-making to / from emerging area development within the area influenced by the planned Park Lawn GO Station "transit-shed" area have been assessed reflecting the changing (and vastly improved transit) travel options that will be available to prospective area residents and their visitors.

### Existing Travel and the Changing Travel Context

Furthermore, and importantly, existing trip making characteristics of the Humber Bay Shores area and other areas tributary to the new Park Lawn GO Station have been adjusted to reflect, as referred to previously, the increased:

- internalization of trip making within the Humber Bay Shores area and extended local area given the expanded range of local trip destinations planned; and
- level of transit accessibility provided for area residents and visitors to / from central Toronto and other key transit accessible destinations.

Existing area automobile use – and traffic volumes – have been adjusted (reduced) to reflect this positive shift in travel behaviour.



Site Travel Distribution Summary



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### **MEETING FUTURE MOBILITY NEEDS**

# A Complete Plan to Accommodate Future Mobility Needs

The 2150 Lake Shore Boulevard West Master Plan has been developed on a comprehensive basis to address the future travel needs of – not only the site itself – but of the surrounding area also as it evolves into the future. Consideration has – significantly - been given to addressing capacity and opportunity needs across all travel modes.

Significant transportation improvements are proposed across the area to address the future mobility demands of this area of South Etobicoke. These include the introduction of:

- 1. the new Transit Hub,
- 2. new public street connections / links,
- 3. a series of area street modifications; and
- new and expanded integrated new bicycle and pedestrian networks.

This integrated series of new and improved transportation mobility initiatives will enable future travel demands of the 2150 Lake Shore Boulevard West development and broader surrounding area to be appropriately met over time.

### Assessment and Analysis

Detailed traffic operations and other transportation assessments have been undertaken as part of the evaluation of area mobility improvement needs and determination of the proposed transportation networks.

### Intersection Level of Service Analyses

Street intersection level of service (LOS) assessments have been undertaken on the planned area street system for future weekday and weekend peak hour periods. These assessments provide an indication of intersection performance under future conditions based upon average delays experienced by motorists and available capacities when travelling through an intersection.

### **Micro-Simulation Assessments**

Detailed micro-simulation assessments of network operations have been developed based upon the City's future "do-nothing" conditions model integrating the proposed area network improvements and new site traffic activity generated by the 2150 Lake Shore Boulevard West Master Plan and area development. These detailed assessments provide a wide range of network performance measures including vehicles speeds, delays and travel times that offer indications of network performance.

The range of assessments undertaken confirm – based upon the results provided by these analyses – the adequacy of the proposed network to appropriately accommodate future traffic demands. These assessments will continue to be refined through the approvals process.



Summary of Synchro Analysis (Future)



Summary of Micro-Simulation Assessment (Future)

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# 2.4.5 LAND USE

### SUMMARY OF LAND USES

It should be noted that while basic assumptions have been made about the types of uses within the Master Plan, these assumptions are still conceptual and the proposed location and quantum of these uses will continue to be refined throughout the Secondary Plan and development approvals processes. The diagrams included here are approximate, tracking how the proposed development is responding to the required split between the uses in Columns 1, 2 and 3 of SASP 15 Schedule B. While a small increase in the extent of Column 1 uses will be required as the Master Plan is refined, the owners are committed to achieving the required split, which will be confirmed with greater certainty as the level of detail of the Master Plan and proposed development is refined.







Residential component

Community uses

Non- Residential uses (Employment)

Non- Residential uses (Employment/Retail)

Landscape

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# 1. EMPLOYMENT

Though job opportunities will be distributed throughout the site, a cluster of new employment uses will be focused on the north-western edge of the site to take advantage of its proximity to the new GO Train station and the Gardiner Expressway. This part of the site enjoys high visibility to the daily ridership of 60,000 passengers on the Lakeshore West GO line and the commuters on the Gardiner, and may be attractive for larger commercial tenants seeking urban presence.

A mix of building typologies will also be explored to provide a range of workspaces catering to the needs of employers today. Emerging trends in workspace flexibility, social amenity, and environmental quality will inform the design and layout of employment areas in the Master Plan. These uses will also create a transition, supporting land use compatibility between the movement corridors and Food Terminal to the north-west and sensitive uses to the south and east. Employment uses also round out the mix of residential, retail and community services and facilities anticipated on the site, creating a range of local, transitoriented jobs. The presence of jobs on site will improve the vitality of the neighbourhood, and contribute to a fuller community.



#### Column 1 - Non Residential components

### 2. RETAIL

Retail plays a central role in the placemaking of the Master Plan. It will serve locals as the heart of the neighbourhood, and will also be a destination providing experiences and services unmatched by e-commerce and other competitors. A unique retail offering can be crafted through synergy with the Ontario Food Terminal, tapping into the ecosystem of related businesses and its strategic importance to the province. Offices and incubators could be set up alongside retail to create a food hub of regional significance. The owners have also identified food as a resilient retail sector, seen in its business model and tenant portfolio.

Retail is fundamental to the urban design. The market galleria forms the primary connection between the train station, the urban squares, and the tower clusters, providing services conveniently in an attractive promenade, while the centre of the galleria establishes a sense of arrival and creates a natural place to meet others.

A wide range of retail unit size, heights and locations provides flexibility and diversity of offer: high-visibility showrooms along the boulevard, character-setting units on prominent corners and around urban squares, and smaller retailers strategically located between the larger anchors. The site will contain over 1.8 km of retail frontage, with half of this in the market galleria.



Column 2 - Non Residential components

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# **3. COMMUNITY SERVICES AND AMENITIES**

Community services help bind together neighbourhoods: such potential uses as daycares, libraries, community centres and other elements of social infrastructure give residents the opportunity to form relationships with one another, extend their networks, and strengthen local identity.

The Master Plan will provide community services uses currently missing from Humber Bay Shores to make it a complete community. It will also introduce uses that help improve general health and wellbeing, through amenities and programs that nurture physical, mental and emotional fitness. The Master Plan will be designed to encourage social cohesion, giving diverse communities the opportunity for expression and active citizenship; there should be a logical and intuitive place to locate polling stations, hold "town hall" meetings, and celebrate holidays. A playfulness should also find its way into the urban fabric, through an integrated approach to public art and play spaces that endears a place to its residents.



Column 3 - Non Residential components

### 4. HOUSING

The nature and the type of buildings proposed for new homes will fundamentally shape the identity and the quality of life in the Master Plan, as well as for the surrounding neighbourhood.

Sensitive housing design can contribute to both public and private life, forming the social infrastructure for new communities. New residential developments must take into consideration the sensitivity of high-density building types, and the impact they make to existing places. Getting the housing equation right will also be fundamental to the financial viability of the development. The Master Plan will provide diverse building types to help create a full urban ecosystem, rather than a monoculture made up of a singular building type. A strategic range of residential products should be set to create an inclusive and diverse community, embracing all ages and cultures. Affordable housing will play a key role in achieving this ambition. Individual homes should have the potential to grow and change along with their residents, useful and meaningful today and in decades to come. The spaces between homes should be deliberately crafted to promote communal life and informal social interaction. And the construction of the homes should be technologically progressive and environmentally sensitive, with positive benefits to local ecosystems.



#### Residential component

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# 2.4.6 BUILT FORM AND ARCHITECTURE

# **1. BLOCK TYPOLOGY**

The development blocks will each be a deliberate exercise in urban assemblage, the choreographing of individual buildings to create an attractive and engaging public realm, as well as a dynamic and civil relationship between neighbouring structures.



Proposed block typology





### **Distinct Buildings**

The strategy used for the Master Plan results in an extra layer of granularity in the block structure lacking in many of the latest developments in Toronto. 2150 Lake Shore Boulevard is a piece of the city and as such it behaves like one. Cities are made of blocks and they are made of buildings which frame the public realm. By differentiating the buildings that compose the blocks the Master Plan achieves an urban feeling and a variety of public spaces.

## **Increase Double Aspect Units**

While building the entire lot using a 'podium plus tower' approach results in an elevated number of single-aspect units (of which a percentage is north facing leading to poor indoor environment for residents), the approach used in the Master Plan exponentially increases the number of dual aspect units.

The result is better homes for the residents which will enjoy higher levels of daylight throughout the day.





The introduction of steps, setbacks and variation in the height of the buildings improves the solar exposition of the internal courtyards which are an important shared amenity for the residents.



### Sun Towards Sidewalks

At the same time, this strategy allows for a better environment for pedestrians on sidewalks.

The articulation of the mass means that, while some parts of the buildings are tall, others are much lower. This improves solar exposition throughout the day.

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### **Diversity of buildings**

The Master Plan seeks to ameliorate the jump in scale from traditional neighbourhood streets with the high towers of more recent developments. One approach common in Toronto is to place tower elements on top of 'street-scaled' podiums. However this creates a particular placemaking challenge: the horizontal stratification makes it difficult to mentally establish a sense of address for building, and can also create jarring architectural juxtapositions. The Master Plan resolves the scale differential by including a whole range of building sizes to create an urban gradient, letting buildings land naturally, while still using local setbacks to address microclimate concerns.





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Block A1

Block A2

Block A3



Block C

Block D1

Block D2

Block D3

Catalogue of the urban blocks in the Master Plan







Block A4

Block B1

Block B2





Block D4

Block E

Block F

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Floating gardens as a result of the stepped form and different building typologies



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# 2. BUILDING TYPOLOGY

The Master Plan will deliver a large variety and range of building types, not just 'office buildings,' 'retail centres,' or 'condominium towers.' Rather, buildings will belong to a spectrum of blended forms and uses, with the overall massing and public realm structure taking precedence over the individual architectural project.



Divesity of buildings typology



Tall Buildings



View showing the relation between small, medium and tall buildings

master plan & planning rationale  $\blacksquare$ 

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### **3. FAMILY OF BUILDINGS**

Towers are normally seen as objects, distinguished by their height and form. Composing towers as a group creates a new opportunity and a different role for them: framing the space in-between.

To foster a sense of identity and community, three clusters of recognizable 'characters' sit harmoniously next to each other as a convivial family of buildings. Each cluster is distinguishable by its materiality, colour, form and location. At the same time, they share features such as their modular structure, which contribute to their



Families of tall buildings to frame open spaces

perception as a balanced family rather than a series of competing individuals.

The towers not only will mark the presence of the 2150 Lake Shore Redevelopment in the skyline, but will shape the space between, creating a spectacular frame for the newest public squares in Toronto. As such, the shape of the space defined in-between is as important as the shape and form of each of the towers.

The clusters not only create a sense of place but engage in a dialogue with the existing surrounding developments to establish a wider neighbourhood, presenting itself with a different character.



Families of buildings to frame he Park



Families of buildings to define edges



Families of lower buildings to complete street edges

MASTER PLAN & PLANNING RATIONALE = 2150 Lake shore boulevard west toronto



Towers framing the sky above



Towers framing the square below

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# Station Square cluster

Setbacks aim to maximise views and minimise shadows. Folded massing principle Aim to maximise views to the park Aim to maximise views to the lake

Angled facades help avoid direct overlooking

High concentration of movement



View of Station Square cluster

master plan & planning rationale  $\equiv$ 

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# Lake Shore Boulevard cluster

Setbacks aim to maximise terraces overlooking the park



Main civic square

Addresses Lake Shore Boulevard


View of Lake Shore Boulevard Square cluster

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# Entertainment Square cluster



The gateway to the site

The arrival from Toronto



View of Entertainment Square cluster

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# 4. STEPPED FORMS

Taller elements in the Master Plan will respond to both ground and sky through the stepping of forms. This strategy will mitigate downdraft effects, improve daylight access at street level, and provide variety in tower floorplates as well as special outdoor amenity spaces at upper levels.



Stepped forms



Elevations of the urban blocks in the Master Plan



Stepped forms also allow for greet terraces at different levels

master plan & planning rationale  $\blacksquare$ 

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# **5. SPECIAL ELEMENTS**

City-scapes present an urban dialectic of background and foreground buildings. Where an environment is dominated by one or the other, anonymity or cacophony ensues. The Master Plan attempts to balance the two, recognizing special conditions and sites where architectural exceptions may take place, set in contrast to a welltempered, high-quality background.



Special moments within buildings and spaces

MASTER PLAN & PLANNING RATIONALE = 2150 LAKE SHORE BOULEVARD WEST TORONTO

Pin 

Special moments within buildings and spaces

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# 6. BUILDINGS THAT LAND

A peculiar outcome of modern architectural expressionism is the disregard for gravity. Conceived of in the weightless space of computer screens, many contemporary buildings float uneasily above the ground plane or are propped up by hidden structural gymnastics. The Master Plan aims to establish a literal sense of gravitas to the neighbourhood by encouraging buildings to be rooted in the ground in a straightforward and intuitive manner.





Lake Shore Boulevard elevation

# 6. MATERIALITY

The material strategy for the Master Plan will be to utilize a palette that reflects robustness, durability, local character, and environmental performance. Material selection should be conscientious of geological and local history, and be designed to reduce energy consumption in the future.



Buildings to frame spaces and activate the ground floor

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# 2.4.7 **MICROCLIMATE**

#### PEDESTRIAN WIND COMFORT

#### **Existing site**

The results in this section show the pedestrian wind comfort grades at ground level, first looking at the wind conditions on the existing site in plan view (summer season and winter season). For this scenario the current situation on site has been considered, with the Christie Cookie factory already demolished.

As the site is very open and exposed to the elements, it shows as quite windy. Most of the site during the summer season falls within the Leisurely Walking category, with significant patches to the south west falling in the Fast Walking category.

In addition, it is clear that the neighbouring grid-like streets on the north east of the site, such as Brooker Lane and the next street to the south, are creating wind canyons, with strong winds shooting perpendicular over Lake Shore Boulevard, with uncomfortable conditions coming into the site.

During the winter season, which naturally gives worse conditions as the wind speeds are higher, these effects are pronounced even further. Now large areas of the site fall into the Fast Walking category, with some significant areas highlighted as Uncomfortable. These conditions do not take account of any temperature effects, and will therefore be pronounced even further when the effects of wind chill are considered.

The effect of the grid-like street on the north east of the site are clearly visible, as well as an area to the south west which is directly caused by the collection of tall condominiums to the south side of Park Lawn Road.

The south corner of the site, where Park Lawn Road meets Lake Shore Boulevard West, is particularly windy. As the wind currently gets funnelled between the opening on this corner, approaching over Lake Ontario and Humber Bay Park West, it shoots freely into the 2150 Lake Shore site, with a large area during the winter showing uncomfortable conditions.

#### Suitable Activity





Pedestrian wind comfort - Summer Season - Existing site



Pedestrian wind comfort - Winter Season - Existing site

#### **Proposed Master Plan**

The results in this section show the pedestrian wind comfort grades at ground level for the final Master Plan layout in plan view (summer season and winter season). The Galleria and station canopies are included within the simulation models, but shown transparent here for clarity.

During the summer season, large areas of the site fall within the most comfortable category which make these areas suitable for all activities including long-term sitting. These areas would be an ideal location for restaurant and cafe terraces, parks and picnic places and other activities for which people will spend a longer period of time in the outdoor space. Notable areas where this would be possible are most of the Galleria space, which is very well sheltered by the surrounding clusters of tall and mid-rise buildings, most of the park area, large areas on Boulevard Square and significant areas of the green spine routes.

As expected, during the winter season conditions on the Site are less comfortable since this is the coldest and windiest season of the year. Therefore the outdoor space will be used less frequently and for shorter time intervals. The presented results do not take account of any temperature effects, and will therefore be pronounced even further when the effects of wind chill are considered. The areas of stronger wind speed are mostly visible around the corners of the tallest buildings. Large areas of the galleria and park area still fall within the most comfortable grade and prove to be suitable for long-term activities.

Some areas show uncomfortable conditions, most notable in Entertainment Square, Station Square, the north east edge of the park and areas along Park Lawn Road and across Lake Shore Boulevard West. These areas will need further attention during the detailed design phase of the Master Plan. Although some of these are visible along Park Lawn Road and Lake Shore Boulevard West, these are a significant improvement compared to the conditions found in the existing situation (see previous spread). The clusters of tall towers actually provide good shelter against the strongest wind conditions, creating calmer conditions in the areas between them.

Investigations are ongoing as to how any areas of uncomfortable conditions within the Master Plan can be mitigated.

#### **Suitable Activity**

Sitting - long exposure	
Standing - short exposure	
Leisurely Walking	
Fast Walking	
Uncomfortable	



Pedestrian wind comfort - Summer Season



Pedestrian wind comfort - Winter Season

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# Non Gridded street pattern

Gridded street patterns are typically a legacy of speculative land division, utilized for their geometric rationality and the ease of their legal description. An unintended by-product of this process are the wind channels produced by unobstructed, parallel streetwalls.

The Master Plan takes the irregular shape of the site to explore a more informal street layout, not only for a picturesque townscape, but for the shielding effect and the wind speed reduction that oblique building blocks can provide.



Non-gridded street pattern dissipates wind speed

Gridded street pattern accelerates wind speed



112.5

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# SHADOW STUDIES

In order to design a successful outdoor public spaces it is essential to design with the sun and the shadow it casts in mind, generated by the geometry of the proposed development. During the concept design stage a number of design iterations were tested, optimising the geometry and location of the towers for a better sun penetration into proposed public spaces

The images on this spread show the shadows generated at specific dates (21 March, 21 June, 21 September, 21 December), which shows the effect of the existing surrounding buildings in a 24h 'butterfly' diagram. These diagrams are called butterfly diagrams as they visualise all of the individual hourly shadow plots, all overlaid on top of each other. This shows the variation of existing shadows during the day, which informed the location of the proposed public park and overall public realm design.

Detailed shadow analysis of the Master Plan is provided later in the Planning Rationale section of this document, and in the Shadow Study included in this application.



Shadow patterns - Existing shadows (red) - 21 June



Shadow patterns - Existing shadows (red) - 21 March



Shadow patterns - Existing shadows (red) - 21 September

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## SOLAR RADIATION

It is important to look at the total solar radiation received by the ground, façades and roof top areas. This will inform about the intensity of radiation that falls into specific areas throughout the Master Plan. This informs many aspects of the further design, such as the electrical potential of surfaces to determine where to locate photo voltaic panels, what is the ideal apartment layout and where to put living rooms, bed rooms, etc, but also for the further outdoor thermal comfort analysis. The more solar radiation on a surface, the more it will warm up.

The image below shows the total annual direct solar radiation received from the sun on the ground plane, whereas the images on the opposite page are split in the different seasons. These seasonal images clearly show that most of the radiation is received during the spring and summer season, with lower light levels (light blue) during the winter and autumn season.

We can also see the large variation in colours during spring and summer, which shows the effect of the direct sun light. In winter and autumn the contribution to the overall light levels due to the indirect solar radiation (reflections of visible light from the sky) is much greater, compared to a much greater effect of the direct solar radiation (direct sun light coming in) during spring and summer. For that reason the geometry of the towers has a much greater effect on the light levels in summer and spring.



Total direct solar radiation - annual cumulative



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Total direct solar radiation - spring season

Total direct solar radiation - summer season



Total direct solar radiation - autumn season



Total direct solar radiation - winter season

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# 2.4.8 SUSTAINABILITY AND RESILIENCE

The owners' 2150 Lake Shore Master Plan seeks to be an exemplar, raising the benchmark for urban developments.

In response, an ambitious sustainability vision has been developed and translated into the Master Plan's sustainability strategy. The vision is delivered through tailored objectives and criteria that comprehensively address sustainable development at both the Master Plan and building level. Consisting of seven themes, the strategy contextualizes all of the criteria to be adopted by design teams in the coming stages.

The strategy is underpinned by the United Nation's Sustainable Development Goals and a global call to act towards the achievement of these goals. Adoption of this universal framework was vital to ensure the strategy has the breadth of impact necessary for a Master Plan that is pioneering in its design and construction, and long into the future.

The project's sustainability strategy is a living document which will continue to evolve during the following stages of design.



View looking towards downtown Toronto

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# **GUIDING PRINCIPLES**

We live in a time of unprecedented global change and challenge, with threats that include climate change, biodiversity loss, and resource scarcity – all of these issues are urgent, large scale and interconnected.

Legislative responses to these challenges are being developed at global, national and regional scales, helping us to define how each project can contribute positively, whilst balancing environmental, social and economic needs.

# COP 21 and the Paris Agreement

The 2015 Conference of the Parties ('COP21') saw the negotiation of the Paris Agreement, subsequently signed by almost all of the earth's nations. The agreement commits each nation to setting targets to reduce their carbon emissions, in order to keep global average temperature increase 'well below 2°C above pre-industrial levels'. Additionally, all signatories have committed to 'pursue efforts to limit temperature rise to 1.5°C'.

# **UN Sustainable Development Goals**

The United Nation's Sustainable Development Goals (SDGs) consist of 17 goals, and 169 targets, setting out a vision of a 'better world' could look like by 2030. The SDGs have been adopted worldwide as a framework for driving sustainable development at the highest level across countries, industries, companies, and projects. They set out a global common purpose, to mobilise efforts to end poverty, fight inequalities and tackle climate change.

# Toronto Resilience Strategy

The City of Toronto Resilience Office recently delivered Toronto's First Resilience Strategy, which sets out their vision of a resilient Toronto. Equity is a top priority alongside the challenges of flooding and extreme heat which pose the greatest and fastest growing risk to residents.

# Toronto Green Standards

The City of Toronto's Zero Emissions Buildings Framework sets out a pathway to achieve net zero carbon buildings by 2030. The Toronto Green Standard (TGS) is used to implement the framework. TGS v3 (the current version) consists of four Tiers, with the upper tiers representing increasingly ambitious thresholds against a range of sustainability issues.

# TransformTO

In line with the Paris Agreement, the City of Toronto is committed to reducing Greenhouse Gas emissions by 80% (compared to a 1990 baseline) by 2050. Toronto's community-wide GHG emissions were 44% below 1990 levels, exceeding the short-term 2020 target of 30%. The City's climate action strategy for achieving these targets is outlined in the 'TransformTO' document.



Countries aligned with the Paris Agreement, 2018.

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Toronto's first resilience strategy, 2019.



United Nation Sustainable Development Goals

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# **DEVELOPING THE SUSTAINABILITY STRATEGY**

## OVERVIEW

The sustainability strategy has been developed following two distinct phases of work: the Basis of Design and Concept Design. These are highlighted in the process diagram along with the high-level components of each stage.

# **OVERALL PROCESS**

The overarching sustainability vision for the Master Plan was developed during the Basis of Design phase, running from October 2018 through to January 2019. The United Nations Sustainable Development Goals (UN SDG's) were used to identify project aspirations and opportunities within a series of workshops held with the planning and design team. The outputs of these workshops were translated into a site-specific vision to guide the Concept Design.

By aligning to the UN SDG's the Master Plan shows unity to a global vision and offers a platform to highlight the broad contribution the Master Plan makes to the global sustainability agenda. The decision reflects the owners' international outlook, and offers a platform to highlight the contribution the Master Plan makes to a broad sustainability agenda.

## **BASIS OF DESIGN**

As well as the SDG workshops, the Basis of Design stage included a review of numerous environmental certification schemes and evaluated their suitability for the Master Plan sustainability strategy. LEED Neighbourhood Development (ND) and LEED Building Design and Construction (BD+C) frameworks aligned closest with the Master Plan's sustainability aspirations.

# CONCEPT DESIGN

The Concept Design stage has taken the vision and detailed how it is to be achieved in practice. The strategy has been developed to deliver the breadth of positive actions possible alongside the pioneering aspirations of the owners.

Planning requirements, environmental certification schemes and bespoke criteria have been incorporated in the Master Plan-specific sustainability strategy.

A set of specific targets have been drawn together from these three components following extensive collaboration with the design team. These targets, calibrated to the project site, are realistic and also ambitious. Targets are categorized at the building scale and at the Master Plan scale.



Process diagram

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# DESIGN METHODOLOGY

The Master Plan sustainability strategy has been developed with the established double diamond design process. This guiding structure emphasises a holistic approach to problem analysis. It has enabled the team to creatively and intuitively develop a strategy that is ambitious and context specific.

The repetition of the divergent and then convergent phases is a key feature of the design process. Initially it was vital to explore and confirm the project opportunities and design team aspirations from the perspective of the SDGs. The second phase then addressed the 'how' component to the delivery of the vision. It is through this second stage that the approach to realising the Master Plan's specific strategy is developed. This began with the adoption of seven themes to frame sustainable development for the Master Plan:

## SUSTAINABILITY THEMES

- Biodiversity and access to nature
- Site-wide water management
- H Towards zero carbon
- ℑ Materials and resource efficiency
- 💑 Transport and mobility
- $\bigcirc$  Wellbeing and social value
- Adaptable and climate resilient



# Lake Shore Boulevard West Design Methodology

#### **OVERALL TARGETS**

The Master Plan sustainability strategy comprises numerous targets; some are achieved across the site (i.e. Master Plan targets) and others are attained by each building (i.e. building targets).

The development must achieve the minimum Toronto Green Standard (TGS) targets to progress through planning. These targets are minimum requirements for individual buildings; they have been considered by the planning and design team and will be surpassed to ensure that the Master Plan is futureproofed.

In addition to the planning requirements, the Master Plan will use internationally-recognised environmental frameworks for both building and Master Plan design. The study of environmental frameworks during the Basis of Design stage highlighted that LEED for Neighbourhood and Development (ND) and LEED Building Design and Construction (BD+C) are the most appropriate frameworks for the Master Plan. These frameworks will drive the sustainability performance with their extensive range of criteria.

A set of bespoke criteria have also been defined to provide targets that reflect the context and nuances of the site beyond the capabilities of TGS and the LEED frameworks.

The following schemes are being considered to demonstrate the Master Plan's sustainability credentials.

- LEED ND Gold rating
- LEED BD+C (Building Design and Construction)
- TGS



People riding bikes at Toronto Centre Island

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# THE STRUCTURE OF THE SUSTAINABILITY STRATEGY

The Master Plan sustainability strategy has been developed to respond to the specific opportunities and challenges of the site. The structure of the strategy is set out in the chart on the right.

The structure consists of distinct layers, developed sequentially. Each layer reflects a greater level of detail, starting with an overarching vision and culminating in a set of targets, developed to reflect the Master Plan's specific circumstances.

The layers are described as follows.

# Vision

The highest level of the strategy is the defining vision – setting out the sustainability ambition for the Master Plan.

This was developed during the Basis of Design phase through a set of workshops with the design team, using the UN Sustainable Development Goals as a framework.

## Themes

The vision has been articulated in seven themes, drawn out from analysis of the Master Plan's impact on each of the 17 UN sustainable development goals. These seven themes capture the breadth of the Master Plan's response to the ambitious sustainability aspirations, and provide the fundamental structure of the Master Plan sustainability strategy.

# **Objectives**

Each theme is further defined by a series of objectives, setting out what success would look like for that theme. Recognition of the site context and unique opportunities was a key driver in defining the objectives.



# Lake Shore Boulevard West sustainability structure



The strategy draws from existing frameowrks and uses bespoke targets so that it is tailored to the Masterplan.

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# SUSTAINABILITY STRATEGY

The Master Plan sustainability strategy uses a hierarchy of themes, objectives and criteria to articulate and define how the vision will be achieved. The breadth of the strategy is given structure by the Themes. Objectives describe the Vision and provide a way to describe success in terms of sustainability. The strategy reflects a comprehensive and ambitious approach, capturing the specific opportunities unique to the Master Plan due to its location and context.

The established and internationally recognised assessment methods of LEED ND and LEED BD+C deliver baseline performance criteria and drive the Master Plan towards best practice. Bespoke criteria have been developed to go beyond these frameworks, and deliver exemplary performance.





# THE MASTER PLAN SUSTAINABILITY VISION

"The 2150 Lake Shore development will set a benchmark for sustainability and will inspire new master plans in Canada and around the world that are resilient to a changing climate. It supports the City of Toronto's Resilience Strategy and contributes to its ambitious sustainability vision.

The sustainability measures embedded in the Master Plan design will minimise the development's environmental impact, encourage biodiversity, enhance the wellbeing of residents, and contribute to the creation of a sense of place, and of a community connected to the local area"

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# **BIODIVERSITY AND ACCESS TO NATURE**

Create a green oasis in the city, providing residents and visitors with access to nature and forming a biodiverse haven for local species.

# **Masterplan Objectives**

- Maximize tree cover across the site.
- Prioritise local, adaptive, climate-resilient planting across the landscaping, providing habitats for native species.
- Provide pedestrian/cyclist connectivity between Lake Shore Boulevard West and Mimico Creek, Humber Bay, encouraging access to wildlife.
- Create wildlife corridors from LSBW to green spaces across Toronto.
- Support the revitalisation of the local green infrastructure.
- Cause no negative impact on the lake from construction activity and Master Plan operation.

# **Building Objectives**

- Design to minimise fatalities for migrating birds.
- Incorporate biodiverse green roofs and walls on all buildings, and provide amenity space on roofs, terraces and podia.





Mourning Warbler bird at Toronto's popular Ashbridges Bay Park during spring migration

Vegetated Facade, Frasers Property.

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# SITEWIDE WATER MANAGEMENT

Use site-wide strategies to capture, attenuate, treat and re-use water. Conserve water in buildings by minimising demand and capturing grey and rain water.

#### **Masterplan objectives**

- Deliver a water strategy that is resilient throughout all seasons.
- Provide free drinking water stations across the site, with some available in all seasons.
- Deliver a site-wide sustainable urban drainage system which maximises water capture, treatment and re-use across the site. Manage water pollution on site.
- Utilize native and adapted planting species to minimise irrigation demand. Meet residual demand from a non-potable network
- Monitor and report on construction stage water use, control of pollution prevention and water run-off from the site.

#### **Building objectives**

- Provide free drinking water stations in office buildings and retail areas.
- Every building to specify low flush and flow fittings, and to harvest grey and/or rain water.







Water efficient fixtures and fittings

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# TOWARDS ZERO CARBON

Combine a site-wide energy strategy with stringent performance requirements for building envelope and building systems, to target near zero carbon operation by 2030.

## Masterplan objectives

- Design to target a near zero carbon development by 2030.
- Incorporate a site-wide energy strategy to allow load sharing/diversification between buildings
- Incorporate energy storage for resilience.
- Support the 'TransformTO' climate action strategy
- Reduce carbon emissions associated with transport and waste management.

## **Building objectives**

- Consider passive design approach first (free cooling, natural ventilation, thermal mass, daylight, shading)
- Specify buildings to deliver best-practice operational energy savings (TGS or LEED threshold/benchmark) through a fabric-first approach: High performance envelopes / Selection of HVAC systems / Lighting efficiency / Incorporation of renewables.
- Incorporate energy smart metering and demand management.



PV arrays in winter

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## MATERIALS AND RESOURCE EFFICIENCY

Design to minimize the use of materials, to prioritise the use of low-impact materials where possible, and to maximize the lifespan of all built assets. Seek to prioritize materials sourced and manufactured in the Toronto area.

# Masterplan objectives and Building objectives

- Minimize the volume of materials used in construction, prioritise low embodied impact materials, and maximize the potential lifespan of the infrastructure and public realm.
- Prioritise materials and products that are extracted, processed and manufactured in and around Toronto.
- Minimise construction waste, and maximise re-use, recycling and recovery.
- Implement circular economy principles to reduce construction and operational waste.



Arup designed Circular Building which was built for the London Design Festival in 2016

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# TRANSPORT AND MOBILITY

Create a people-oriented, vibrant, inclusive, accessible community at 2150 Lake Shore. Create new links across the site boundary, to connect to surrounding communities and to the waterfront.

## Master Plan objectives

- Prioritise pedestrians, cyclists and public transport users across the 2150 Lake Shore development. Low carbon transport modes should be visible and attractive.
- Emphasise links to surrounding communities, and create attractive routes to the waterfront for pedestrians and cyclists.
- Use public transport nodes to create economic hubs, acting as a catalyst for commerce and service opportunities.
- Provide electric charging points for every car parking space, and for scooters.
- Develop a vehicle servicing strategy.
- Minimise air pollution.

# **Building objectives**

- Include secure, visible bicycle storage in all buildings.
- Provide electric charging points for car parking space, scooters and bicycle.





Bike sharing scheme in Toronto

# $\bigcirc$

## WELLBEING AND SOCIAL VALUE

Establish a community that encourages and supports healthy, active lifestyles, delivers spaces that promote wellbeing for residents and visitors, and supports a sustainable local economy.

#### Masterplan objectives

- Create and manage space for local food growing during the construction phase, and in operation.
- Develop a partnership with Ontario Food Terminal, providing outlets for produce such as food markets, access to healthy food for residents, and supporting local small businesses.
- Deliver quality local employment opportunities in both construction and operation.
- Provide support for local educational programmes.
- Include amenities to support eductation, physical activities and community spaces.
- Deliver a mix of affordable housing.
- Create high quality environment for the public realm and streets which have considered wind, acoustic, daylighting and views.

- Provide a mix of 'restful' and 'playful' spaces.
- Deliver an inclusive public realm that reflect the needs of vulnerable members of society, and is designed to consider safety during the day and night.

#### **Building objectives**

- Deliver high quality internal environments, especially in terms of acoustic performance, natural daylight, views, thermal comfort and air quality.
- Design buildings to be accessible to those with disabilities.
- Incorporate biophilic design elements.



Roof gardens

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## ADAPTABLE AND CLIMATE RESILIENT

The Master Plan must be able to thrive in all conditions and be resilient to the shocks and stresses Toronto faces. The buildings must be adaptable to meet future needs with minimum reconfiguration.

## **Master Plan objectives**

- Design infrastructure to be resilient to key climate hazards: Flooding events; Extreme weather; Heat waves and blizzards; Power outages.
- Enhance user experience in all conditions (both day to night and seasonal) so that the site is always safe and inclusive.
- Design public realm to be adaptable to changing demographics and future drivers.
- Reduce urban heat island effect through urban greening and incorporating light coloured finishes for the hardscape.
- Reflect future climate scenario analysis for water management.

## **Building objectives**

- Design buildings to be adaptable to changing demographics and future drivers.
- Reduce urban heat island effect through incorporating light coloured finishes at roof levels or green roofs.
- Design HVAC systems to deliver thermal comfort in future climate scenarios.
- Design building fabric and services to be resilient to climate hazards.



Design for ageing population



Bentway skate trail, Toronto
#### SUMMARY

The Master Plan themes respond to the UN Sustainable Development Goals. This has been mapped below and highlights which of the 17 goals each theme responds to.

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TOWARDS ZERO CARBON	7 STORARE AND DEAM INERT	9 ACCEPTIONNELLON ACCIPTIONNELLON CONFECTIONNELLON	12 EXPONENT INCOMPANY INTO INTO INTO INTO INTO INTO INTO INTO	
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#### MASTER PLAN HIGHLIGHTS

Throughout the Concept Design the sustainability strategy has been developed and calibrated to the site; it sets out targets that are realistic but pushes the design team to achieve exemplary performance.

An appraisal has been completed for each of the themes presented below based on the concept Master Plan design. The design team reviewed and commented on the achievability of the proposed sustainability strategy. The strategy will be further investigated by the design team and implemented as the design progresses. For each theme a brief overview of current performance has been provided, indicating current design considerations and aspirations.

#### Biodiversity and access to nature

The Master Plan is maximising the provision of greenspace across the development, with tree-cover being a key priority. Additionally, there have been specific efforts to ensure bird-friendly design and collaboration with the non-profit FLAP is ongoing. Pioneering performance can be achieved in subsequent stages with greater emphasis on native and adapted plant species, and the commitment to a long-term habitat management plan.

#### Site-wide water management

The flood-risk and drainage strategy has an ambitious retention target for rainfall from across the site through infiltration, evapotranspiration, and water harvesting and reuse. Water efficiency measures and non-potable water supply for indoor and outdoor water use will be further developed in Detailed Design.

#### Towards zero carbon

With a 'fabric first' approach the energy strategy has targeted the highest level of the TGS for Greenhouse Gas (GHG) reduction and energy performance. The allelectric approach is a pioneering strategy and one that is futureproofing the development, whilst also minimising the development's emissions and improving air quality. To enhance the energy strategy further, energy storage, backup power and the potential contribution of renewables is going to be investigated at the next stage.

#### Materials and resource efficiency

At this stage, the operational waste strategy has been developed to meet the highest TGS requirements. It includes best practices for circular economy with the reuse of compost on the site and implementation of 'sharing hubs'. The material selection of the Master Plan elements will be further developed at Detailed Design. The design team will then investigate opportunities to reduce the embodied carbon of materials in line with circular economy principles.

#### 🐼 Transport and mobility

The proposed design aims to enhance the cyclist and pedestrian experience with pedestrianised areas, safe cycle lanes and facilities, and healthy street design. The Master Plan incorporates a new public train station on site and promotes transportation sharing schemes. It will seek to deliver first class mobility options by reducing car usage and enhancing the sense of community.

#### $\bigcirc$ Wellbeing and social value

Wellbeing is a key priority for the Master Plan and the inclusion of sports facilities, parkettes, public artwork and food growing areas will foster community cohesion and improve liveability for residents and visitors. Specific consideration is given to accessibility and safety to ensure that the public realm is an inclusive environment. Designing spaces to be flexible and adaptable to changing community uses and forming potential partnerships with local assets such as the Ontario Food Terminal will help to deliver greater breadth of sustainability impacts and enhance social value.

#### Ø Adaptable and climate resilient

Embedding resilience is critical for the future success of the Master Plan. Addressing the key issues of the urban heat island effect and reducing flood risk directly align to the new Toronto Resilience Strategy. Servicing strategies are to be considered in the next design stage along with the creation of community resilience centres such as cool spaces. Playful and engaging spaces that provide benefits for residents on a day-to-day basis and can adapt during extreme events are going to be further considered in the Detailed Design to deliver a pioneering approach.

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### 2.4.9 **BEING THERE**

#### A WALK AROUND THE SITE

A series of eye-level perspectives walking from Boulevard Square, up through the Galleria, to Station Square

Starting from an eastern approach to the site on Lake Shore Boulevard, this walk turns up the western arm of Loop Road and ends in the neighbourhood park.



I. Lake Shore Boulevard



3. Entertainment Square Tower cluster



2. Lake Shore Boulevard



4. Eastern intersection with the Relief Road





5. Lake Shore Boulevard, Block E



7. Boulevard Square and Galleria entrance



6. Eastern entry to the loop road



8. Western entry to the loop road

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9. Heading north on the loop road



11. Looking towards Station Square



13. Station Square, turning east towards the Park



10. Loop road



12. Station Square



14. Galleria north entrance





15. The Park



17. Inside The Park



16. The Park, by loop road



18. Inside The Park, by the water feature

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#### GALLERIA WALK

Starting from Boulevard Square, this walk turns into the Galleria and ends in Station Square.



1. Boulevard Square



3. Galleria south



2. Galleria south entry



4. Galleria south







5. Galleria south



7. Central Hall



6. Walking towards the Central Hall



8. Central Hall, turning north

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11. Station Square



10. Galleria north looking towards Station Square



11. Station Square



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#### **GROVE WALK**

This walk explores the interior streets of the Master Plan, starting from Entertainment Square and heading towards the Park



**Entertainment Square** 



2.



3. Eastern street



4. Eastern entrance to the Galleria



5. Turning north towards the Park



7. The Park, by the water tower





8. The Park, towards Station Square



9. On Loop Road, toward Station Square



10. Looking south down Loop Road from Station Square

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#### LIVING THERE



View from the Mews



View from a podium



View within an apartment





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# 3/ PLANNING RATIONALE

- 3.1 / Introduction
- 3.2/ Planning Act
- 3.3/ Provincial Policy Statement (2014)
- 3.4/ A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)
- 3.5/ City of Toronto Official Plan
- 3.6/ City of Toronto Zoning By-laws
- 3.7/ Responding to Toronto's Guidelines: Tall Building Guidelines, Midrise Building Performance Standards, Growing Up Guidelines
- 3.8/ Shadow Analysis

MASTER PLAN & PLANNING RATIONALE = 2150 LAKE SHORE BOULEVARD WEST TORONTO

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# 3.1/ INTRODUCTION

The following planning rationale has been provided in support of the Draft Official Plan Amendment (OPA) filed with this application. It includes consideration and discussion of the Draft OPA in relation to the following applicable legislation and policies:

- 3.2 Planning Act
- 3.3 Provincial Policy Statement
- 3.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- 3.5 City of Toronto Official Plan
- 3.6 City of Toronto Zoning By-laws

The planning rationale also introduces a conceptual Master Plan and its vision for the site, which is detailed in the preceding section. The Master Plan is conceptual and illustrative in nature. It illustrates how development could unfold under the Draft OPA, and as such has been provided to inform the OPA, to also inform the City's Secondary Plan study, and to initiate a discussion with the City and community on the detailed design of future development proposals for the site. To help understand and analyze Master Plan in relation to applicable designrelated policy objectives that go beyond the general design-related policies in the Official Plan and in the proposed Draft OPA, the following sections of the Planning Rationale engage directly with the design of the Master Plan:

- 3.7 Toronto's Guidelines: Tall Building Guidelines, Mid-Rise Building Design Parameters, Growing-up Guidelines
- 3.8 Shadow Analysis

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# 3.2/ PLANNING ACT

The Planning Act establishes the overall regulatory framework for land use planning in Ontario.

Section 1.1 provides that the purpose of the Act is:

- a. To promote sustainable economic development in a healthy and natural environment within the policy and by the means provided under this Act;
- b. To provide for a land use planning system led by provincial policy;
- c. To integrate matters of provincial interest in provincial and municipal planning decisions by requiring that all decisions conform with the Provincial Policy Statement and all other provincial plans;
- d. To provide for planning processes that are fair by making them open, accessible, timely, and efficient;
- e. To encourage co-operation and co-ordination among various interests; and
- f. To acknowledge the decision-making authority and accountability of municipal councils in planning.

**Section 2** of the Act discusses matters of provincial interest that decision makers shall have regard to. The matters of provincial interest most relevant to the Draft Official Plan Amendment (OPA) include:

d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

e. the supply, efficient use and conservation of energy and water;

f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

- g. the orderly development of safe and healthy communities;
- h. the orderly development of safe and healthy communities;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- the protection of the financial and economic wellbeing of the Province and its municipalities;

m.co-ordination of planning activities of public bodies;

- n. the resolution of planning conflicts involving public and private interests;
- o. the protection of public health and safety;
- p. the appropriate location of growth and development;
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- r. the promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii.provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The Act integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement when decision makers exercise their planning authority or provide advice on planning matters.

The Draft OPA has regard to the provincial interests described in Section 1 and 2 of the Planning Act. In particular the Draft OPA respects the policies of the Planning Act by:

- Implementing policy directions that will require leadership in sustainability and resilience;
- Supporting the development of a complete, safe, and healthy community in a settlement area with a variety of residential, institutional and employment uses;
- Increasing the supply of community facilities and services, including parks, and open spaces;
- Including a distribution of residential unit types and sizes consistent with the policy requirements of the Site and Area Specific Policy (SASP) 15, including provision of family size and affordable residential units;
- Intensifying an underutilized parcel of land, completing the neighborhood by providing missing public amenities, services and job opportunities that establish a full-fledged neighbourhood while leveraging the existing municipal and provincial resources;
- Focusing growth in an appropriate location, served by multiple transit routes including street car, bus and future GO rail transit; and

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- Mitigating impacts of, and respecting adjacent major infrastructure such as rail and the highway as well as adjacent employment uses, such as the Ontario Food Terminal;
- Having a built form that is sensitive to the site's different contexts to the south and north, supporting land use compatibility and enhancing connectivity by integrating a series of new streets and connections that integrate with the surrounding context.

#### PLANNING ACT SUMMARY OPINION:

The Draft OPA meets the purpose of the Planning Act outlined in Section 1 and has regard to the provincial interests in Section 2, such as where to locate growth, providing a full range of housing, making efficient use of transportation infrastructure, preserving employment, addressing existing infrastructure, and is consistent with the Provincial Policy Statement and other applicable policies described on the following pages.

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## 3.3/ PROVINCIAL POLICY STATEMENT (2014)

- 3.3.1 Section 1.1 Managing and Directing Land use to achieve efficient and resilient development and land use patterns
- 3.3.2 Section 1.3 Employment
- 3.3.3 Section 1.4 Housing
- 3.3.4 Section 1.5 Public Spaces
- 3.3.5 Section 1.6 Infrastructure and Public Service Facilities
- 3.3.6 Section 1.7 Long-term Economic prosperity
- 3.3.7 Section 1.8 Energy Conservation Air Quality and Climate Change
- 3.3.8 Section 4.0 Implementation & Interpretation
- 3.3.9 **Provincial Policy Statement Summary Opinion**

The Planning Act requires that all decisions affecting land use planning matters "shall be consistent with the Provincial Policy Statement" (PPS). The PPS promotes complete communities, a clean and healthy environment and a strong economy. It encourages development patterns that support diverse, healthy and liveable communities by promoting intensification, efficient use of land, and investment in infrastructure and public services to support growth. The sections from the PPS most relevant to the proposed development are outlined below. As of the date of this Rationale, the provincial government is in the process of updating the PPS to reflect its top priorities, including increasing housing supply, supporting jobs and promoting transit oriented development. Proposed updates to the policy are not in force at the time of writing, with consultation on these updates underway from July 22 to October 21, 2019.

### 3.3.1 SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

The PPS outlines several key objectives for sustaining healthy, liveable and safe communities including:

- The promotion of "efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term" (Policy 1.1.1a);
- The accommodation of "an appropriate range and mix of residential, employment, institutional, recreation and park and open space uses to meet long-term needs" (Policy 1.1.1.b); and
- The promotion of "cost-effective development patterns to minimize land consumption and servicing" (Policy 1.1.1.e);
- Ensuring that necessary "infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs" (Policy 1.1.1 g). and,
- Encouraging development and land use patterns that promote biodiversity and consider the impacts of a changing climate (Policy 1.1.1 g).

Policies 1.1.3.1 and 1.1.3.2 state that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, minimize air quality and climate change impacts, support transit, active transportation, and include a range of uses and opportunities for redevelopment and intensification.

The PPS directs planning authorities to outline sufficient locations and facilitate opportunities for intensification and redevelopment where this can be accommodated. As part of this direction, planning authorities should consider existing building stock or areas, such as brownfield sites, as well as the availability of adequate existing or planned infrastructure and public service facilities that are required to accommodate anticipated needs. (Policy 1.1.3.3).

Policy 1.1.3.5 states that planning authorities shall determine and implement minimum targets for intensification and redevelopment within appropriate areas, based on local conditions. Policy 1.1.3.6 and 1.1.3.7

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state that new developments taking place in appropriate growth areas should occur adjacent to existing built-up areas and have a compact form, mix of uses, densities and implement phasing policies to ensure for efficient land use and timely provisions of infrastructure.

Policy 1.2.6.1 indicates that major facilities and sensitive land uses should be appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability for major facilities.

The Draft OPA seeks to create a mixed use community hub in an area appropriate for intensification, including a range of employment, housing, and community amenities, aligning with and advancing many of the policy objectives in the PPS, 2014. The site is within a settlement area, and the Draft OPA provides for the efficient use of the site and nearby infrastructure, including planned investment in public transit, active transit, and vehicular infrastructure, and a vibrant mix of transit-oriented development and uses proposed on the site. In doing so, the Draft OPA establishes a policy framework that will contribute to the longevity of a healthy, liveable, and safe community, directly responding to the objectives identified in the PPS (Policy 1.1.1 & 1.1.3.2). The Draft OPA also supports the redevelopment of a former industrial site in accordance with the PPS (Policy 1.1.3.3) and the directions found within the City of Toronto's own policy documents.

In introducing sensitive land uses adjacent to a major expressway and railyard, the Draft OPA requires strategies to mitigate or prevent adverse effects and minimize the risk to public health and safety This further acknowledges the PPS (Policy 1.2.6.1). The Draft OPA also requires consideration of development phasing to ensure the orderly and coordinated development of the site (Policy 1.1.3.5).

### 3.3.2 SECTION 1.3 EMPLOYMENT

Policy 1.3.1 details the strategies through which planning authorities shall promote economic development and competitiveness:

- a. "Providing for an appropriate mix and range of employment and institutional uses to meet long-term need;"
- b. Providing opportunities for a diversified economic base, including maintaining a range of suitable sites for employment uses which support a variety of economic activities and ancillary uses, while considering the needs of existing and future businesses;
- c. Encouraging compact, mixed-use development that leverages compatible employment uses to support livable and resilient communities; and
- d. Ensuring the appropriate infrastructure is provided to support current and projected needs.

By introducing a range of compatible, higher density, transit-oriented employment, the Draft OPA provides a framework for development which is consistent with the directions of the PPS on employment and long term economic prosperity.

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### 3.3.3 SECTION 1.4 HOUSING

Section 1.4 states that planning authorities shall provide for a range and mix of housing types and densities that will accommodate projected requirements of current and future residents of the regional market area. This target for accommodating residential growth is based on a minimum of 10 years of residential intensification and should include land with servicing capacity sufficient for at least a three-year supply of residential units.

Section 1.4.3 illustrates the methods whereby planning authorities can ensure this appropriate range and mix of housing types. These provisions include policies that address housing for transit-supportive communities. This section explicitly states that planning authorities shall:

"Provide for a range of housing types and densities to accommodate projected requirements of current and future residents by:"

- a. Permitting and facilitating all forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements; and all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3.;
- b. Directing the development of new housing towards locations where infrastructure and public service facilities are or will be able to support current and projected needs; and
- c. Establishing development standards for residential intensification and redevelopment that minimize the cost of housing and facilitate compact built forms, while maintaining public health and safety.

The Draft OPA provides for the introduction of a diverse mix of new residential units, including requirements for family size units and affordable units, consistent with related direction in the PPS Policy 1.4.3 which speaks to facilitating all forms of housing and residential intensification in areas where infrastructure and public service facilities will be available to support them.

### 3.3.4 SECTION 1.5 PUBLIC SPACES

Policy 1.5.1 promotes healthy, active communities by planning public streets, spaces, and facilities to be safe and facilitate pedestrian and non-motorized movement. In particular, 1.5.1 b indicates that these spaces should contribute to a variety and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, trails and linkages.

The Draft OPA requires a significant contribution to the health of the community with a new neighbourhood public park located at the heart of the site. The Draft OPA also speaks to additional diverse open spaces, public streets, and pedestrian and cycling connections, to ensure a vibrant public realm that intuitively connects the various land uses and adjacent neighbourhoods. Draft OPA direction on creating new internal public streets and private mid-block connections will increase connectivity to main streets, transit, and will improve access to the public park for surrounding residential areas and new community members, creating a highly porous site. These public realm conditions acknowledge the PPS's directions towards creating vibrant and inclusive public realms that foster healthy and active communities.

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### 3.3.5 SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Policy 1.6.5 provides that public service facilities should be concentrated in community hubs, where possible, to support cost-effectiveness and enable service integration, access to public transit, and active transportation.

Policy 1.6.6 encourages planning for sewage and water services that accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal services.

Section 1.6.7 calls for the efficient use of existing and planned infrastructure, as well as the consideration of transportation and land use in all stages of the planning process. The PPS promotes a land use pattern, density, and mix of uses that reduces the length and number of vehicle trips and encourages the use of transit and active transportation today and in the future. In particular, policy 1.6.7.3 indicates that projects involving multimodal transportation systems should enhance connectivity within and among transportation systems in addition to the first and last mile trips. Policy 1.6.7.4 outlines a land use pattern, density and mix of uses that minimize the length and number of vehicle trips while supporting current and projected use of transit and active transportation. The Draft OPA addresses the PPS Infrastructure and Public Service Facility policies by requiring the creation of an integrated transportation hub that integrates a GO station and other public and active transportation improvements. This will facilitate seamless movement both within the community and the surrounding region. The Draft OPA also establishes a framework and land use patterns that support the integration of a transit-oriented mix of uses and densities, consistent with PPS direction on minimizing the length and number of vehicular trips and supporting the use of public and active transit.

### 3.3.6 SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Section 1.7.1 states that long-term economic prosperity should be supported by optimizing the availability and use of land, resources, infrastructure, and public services (1.7.1.b). Policy 1.7.1.c refers to sustaining and where possible, improving the vitality and viability of downtowns. Policy 1.7.1.e promotes the redevelopment of brownfield sites. Policy 1.7.1.f refers to the provision of an efficient, cost-effective, reliable multi-modal transportation system that is connected to nearby systems and accommodates projected needs for the movement of goods and people.

The Draft OPA is consistent with the Long-Term Economic Prosperity policies in Section 1.7 of the PPS. The Draft OPA will enhance the vitality of the Humber Bay Shores community by providing a framework for development that will connect a range of residential and employment uses to a planned multi modal transit hub through the redevelopment of an underutilized former industrial site. In keeping with Site and Area Specific Policy 15 and more general directions in the PPS, the Draft OPA requires the introduction of a minimum of 98,000 m2 of non-residential uses on the site, over half of which must be primary employment uses such as commercial office. Whereas the former use of the site for a 58,000 m2 industrial bakery provided approximately 550 jobs at the time of its closure, typical employment densities for the types of uses required by the Draft OPA will result in an exponential increase in the number of local jobs on the site, in addition to an overall increase in the range and quantity of non-residential uses on the site.

The Draft OPA also works to create improved multi-modal transportation network, enhancing connectivity to nearby systems through the introduction of GO Station, along with new infrastructure for vehicles, pedestrians and bikes, consistent with related PPS policy direction.

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### 3.3.7 SECTION 1.8 ENERGY CONSERVATION AIR QUALITY AND CLIMATE CHANGE

Policy 1.8.1 directs planning authorities to encourage land use and development patterns that promote energy efficiency, enhanced air quality, decreased greenhouse gas emissions, and climate change adaptation. The policy provides a number of ways to address energy conservation, air quality, and climate change including facilitating a mix of employment and housing uses to lessen commute times and reduce transportation congestion, encouraging compact built form and a structure of nodes and corridors, and using design to maximize energy efficiency and incorporate renewable and alternative energy systems. The Draft OPA is consistent with Section 1.8.1 of the PPS, with policy directions that require new development to incorporate sustainability strategies and best practices, related to stormwater management, green infrastructure, tree planting, transportation demand management, and energy conservation strategies and design measures.

### 3.3.8 SECTION 4.0 IMPLEMENTATION **& INTERPRETATION**

Policy 4.7 states that "the Official Plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and longterm planning is best achieved through Official Plans". Policy 4.7 goes on to identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

The Draft OPA provides an added level of local policy direction for the site, building on the more general policies outlined in the City of Toronto Official Plan and the overall PPS to ensure that the Official Plan policies that provide for the redevelopment of this important site are consistent with the PPS, protecting provincial interest through future redevelopment.

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### 3.3.9 PROVINCIAL POLICY STATEMENT SUMMARY OPINION

By requiring a range of more compatible, higher density, transit-oriented employment on the site, the Draft OPA is consistent with the PPS's policy directions on employment and long term economic prosperity. These and related policy objectives in the Draft OPA also work to improve land use compatibility, requiring mitigation as necessary to ensure an appropriate relationship with adjacent infrastructure including the Gardiner and rail corridor as well as the Ontario Food Terminal.

The Draft OPA requires the introduction of a park as well as a range of other open spaces and connections, consistent with PPS direction on public spaces, recreation, parks, trails and open space. The Draft OPA also provides a framework requiring comprehensive planning for a range of infrastructure on the site, similarly consistent with PPS policies that speak to the provision of infrastructure and public service facilities.

In Summary, the Draft OPA is consistent with, and specifically advances many of the policy objectives of, the PPS.
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# 3.4/ A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

- 3.4.1 Section 2.1 Context
- 3.4.2 Section 2.2.1 Managing Growth
- 3.4.3 Section 2.2.4 Transit Corridors and Station Areas
- 3.4.4 Section 2.2.5 Employment
- 3.4.5 Section 2.2.6 Housing
- 3.4.6 Section 3. Infrastructure to support Growth
- 3.4.7 Growth Plan Planning Opinion

The Growth Plan for the Greater Golden Horseshoe 2019 ('the Growth Plan') was prepared and approved under the Places to Grow Act, 2005 and took effect on May 16, 2019. The Growth Plan builds on the PPS, providing more specific direction on where and how to grow across the region. It is based on a vision and series of guiding principles which speak to achieving complete communities, prioritizing intensification to make efficient use of land and infrastructure, providing flexibility to capitalize on new economic and employment opportunities, supporting a range and mix of housing options, and improving the integration of planning for land use, infrastructure and public services, among others. Further pertinent challenges that the Growth Plan seeks to address include reducing automobile dependency, population growth, a changing climate, and the need for age-friendly development. The Draft OPA is in conformity with the policy directions of the Growth Plan.

### 3.4.1 SECTION 2.1 CONTEXT

Section 2.1 of the Growth Plan outlines the approach for accommodating a growing population through strategic development. In order to build healthy, complete communities with a mix of uses and full range of housing the Growth Plan directs intensification to settlement areas with a focus on strategic growth areas, including urban growth centres and major transit station areas. In particular the Growth Plan highlights the importance of transit supportive development and densities to enhance connectivity. This section emphasizes the Growth Plan's regional vision for transit, underlining the importance of aligning transit with growth by directing growth to major transit station areas and other strategic growth areas, and promoting transit investment in these locations. This section discusses utilizing strategic focal points for accommodating the region's population and employment growth.

Section 2.1 also addresses housing affordability and socioeconomic patterns in the region. The plan specifically states that a range and mix of housing options should be located in areas supported by transit, jobs and other day to day amenities, including second units, affordable housing, and higher density housing options that accommodate a range of household sizes.

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### 3.4.2 SECTION 2.2.1 MANAGING GROWTH

This section of the Growth Plan discusses population and employment forecasts and management methods used to ensure the growth is accommodated in a sustainable manner that fosters healthy and complete communities. In particular this section highlights that growth will be directed to settlement areas that have delineated built boundaries, municipal water and wastewater systems and that within these settlement areas growth will be focused in delineated built-up areas and locations with existing or planned transit.

Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to establish a hierarchy of settlement areas, support planning for infrastructure and public service facilities and provide direction for an urban form that will optimize infrastructure particularly along transit corridors.

Section 2.2.1.4 further describes the socioeconomic elements that achieve complete communities which includes convenient access to a variety of transportation options, a diverse range and mix of housing including housing that accommodates the needs of all household sizes and incomes, and ensuring the development of mixed use buildings comprised of compact built forms that facilitate vibrant public facilities. The Growth Plan emphasizes that complete communities offer opportunities for people to easily access necessities for daily living including a mix of jobs, local stores, a full range of housing, transportation options and public service facilities. Section 2.2.3 Directs all municipalities to develop a strategy to achieve the minimum intensification target including where the strategic growth will occur, the type of uses, the form and scale and that sufficient public services facilities will be provided to ensure a complete community.

In accordance with the Growth Plan policies 2.2.1 and 2.2.2, the Draft OPA directs population growth to an appropriate site and requires investment in higher order public transit, significant employment, a range of housing types and a variety of public amenities. The Draft OPA requires coordinated planning for transportation, a full range of servicing infrastructure and public service facilities to address local needs, in conformity with the Growth Plan.

### 3.4.3 SECTION 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

The Growth Plan establishes minimum density targets for Major Transit Station Areas. For Major Transit Station Areas or priority transit corridors served by light rail transit or bus rapid transit, the minimum density target is 160 residents and jobs combined per hectare and 150 residents and jobs combined per hectare for sites served by the Go Transit rail network.

Section 2.2.4.1 of the Growth Plan discusses how Major Transit Station Areas on priority transit corridors will be prioritized in a manner that implements the policies within the GGH.

Policy 2.2.4.2 details that single-tier municipalities will delineate the boundaries of Major Transit Station Areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Policy 2.2.4.5 outlines that upper- and single-tier municipalities can delineate the boundaries of major transit station areas and identify minimum density targets for major transit station areas ahead of the municipal comprehensive review only if is done in accordance with subsections 16(15) or (16) of the Planning Act.

Policy 2.2.4.6 outlines that major transit station areas on priority transit corridors must provide land uses and built forms that allow for accommodation of the minimum density targets in the GGH.

Policy 2.2.4.8 indicates that Major Transit Station Areas should be planned to support transit, to achieve multimodal access to stations through connections to local and regional transit services and infrastructure to support active transportation. Further, development within Major Transit Station Areas will be supported by a mix of uses and reduced parking standards (Section 2.2.4.9). Moreover, lands adjacent to frequent transit should be planned so that they are transit-supportive, encourage active transportation, and incorporate a variety of uses and activities (2.2.4.10) The Draft OPA provides for an appropriate level and form of intensification, recognizing that the site is part of a planned priority transit corridor, and supporting the level of planned and existing transit services in conformity with Section 2.2.4 of the Growth Plan.

The Draft OPA provides a framework for the development of the site that can support the achievement of a minimum 150 people and jobs per hectare for areas served by GO transit, which supports the Growth Plan's aim to introduce transit supportive uses and densities surrounding transit stations. Furthermore, the bike and pedestrian connections provided for within the Draft OPA seek to integrate the site and GO station with surrounding networks, conforming with the Growth Plan's direction to towards reducing automobile dependency.

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### 3.4.4 SECTION 2.2.5 EMPLOYMENT

Section 2.2.5 of the Growth Plan promotes economic development and competitiveness in the GGH through enhancing more efficient use of existing employment areas, underutilized employment lands and increasing employment densities. Additionally, efforts should be made to ensure availability of sufficient land for future employment growth and that it has sufficient transportation connections to other areas of forecasted employment. Policy 2.2.5.1 also indicates that land use planning should be aligned with economic development goals and strategies to retain and attract investment and employment.

The Growth Plan indicates that retail and office uses should be located to support active transportation and existing and planner transit (Section 2.2.5.3). In addition, the Growth Plan states that: "In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated" (Section 2.2.5.4). Section 2.2.5.7 discusses how employment areas should prohibit residential uses that are not ancillary to the primary employment use as provide an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility. The Growth Plan prioritizes intensification, directing growth to 'major transit station areas' and establishing minimum density targets for these areas. By requiring investment in the creation of an inter-modal transit hub, the Draft OPA positions the site as a major transit station area. The Draft OPA conforms with the Growth Plan, allowing for substantive residential development and requiring a minimum of 98,000 m2 of non-residential GFA, including more specific provisions to ensure an appropriate mix of commercial office and other primary employment uses alongside a diverse range of retail uses. Additionally, the Draft OPA outlines a detailed land use plan and policy direction on ensuring compatibility, establishing a framework that will ensure future development achieves an appropriate interface between employment areas and adjacent non employment areas.

### 3.4.5 SECTION 2.2.6 HOUSING

Section 2.2.6 provides that municipalities, in consultation with the province and other appropriate stakeholders, will identify intensification and density targets that conform to the Growth Plan and provide a diverse range and mix of housing options and densities, including second units and affordable rental and ownership housing. Furthermore, municipalities will maintain where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units (Section 2.2.6.4). In keeping with the relevant policies of the Growth Plan the Draft OPA provides direction on achieving a range of housing options, including requirements on family size units and affordable units. It also contributes to Toronto's planning for available serviced land to provide for the future development of residential units.

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### 3.4.6 SECTION 3. INFRASTRUCTURE TO SUPPORT GROWTH

Section 3 of the Growth Plan provides a framework to guide and prioritize infrastructure planning and investments to support and accommodate forecasted growth. This is emphasized in the form of new infrastructure being integrated with long-range land use planning, environmental planning and financial planning. Section 3.2.2 outlines the general transportation system goals which includes providing a connected network of transportation modes for moving people and goods that offer a balance of choices which complement each other in a way that reduces reliance upon the automobile.

Section 3.2.3 sets out policies involving moving people with planned transit infrastructure specifically that can shape growth and accommodate high density residential and employment areas. Policy 3.2.3.2 b-d highlight the need for prioritizing, increasing and expanding transit service to areas that can achieve transit supportive densities, a mix of uses and connect to other modes of transit. Section 3.2.3.4 speaks to the need to ensure that active transportation networks are integrated into transportation planning. Linking major goods movement facilities and corridors with employment areas to facilitate efficient goods movements along established priority routes will be a key component of the Growth Plan.

The Draft OPA conforms with the policy direction in Section 3 of the Growth Plan, providing a framework for future development to include a range of employment, residential and commercial land uses with a planned GO Station and related public and active transit improves. These Draft OPA policy directions provide for the creation of a connected network of transportation modes for moving people to their places of work, home and recreation. The Draft OPA also requires traffic congestion, such as a relief road along the northern edge of the site, which works to ensure seamless connections from the site to surrounding infrastructure, enhancing the mobility network for the movement of both people, and goods and services.

### 3.4.7 GROWTH PLAN PLANNING OPINION

The Draft OPA conforms to the Growth Plan, which seeks to manage future growth in a way that promotes efficient and transit-oriented development patterns, maintains a healthy natural environment, and fosters economic competitiveness.

The Growth Plan includes policy direction to make more efficient use of existing employment lands, particularly vacant and underutilized employment lands, as well as increasing employment densities. The Growth Plan directs retail and office uses within major transit station areas, and areas that support active transportation, with direction on minimizing surface parking. The Draft OPA conforms to and implements these policies providing a framework for high density, mixed use, transit oriented development, including residential, office and retail uses served by an intermodal public transit hub, efficient shared parking and loading, and a vibrant public realm on a vacant former industrial site.

Housing policies in the Growth Plan speak to supporting housing choice by achieving the intensification and density targets in the plan, and supporting the achievement of complete communities by requiring multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The Draft OPA complies with this direction, providing requirements for future development to include a significant proportion of family sized units, and affordable units.

Finally, the Draft OPA is also well aligned with the Growth Plan's policies for infrastructure to support growth. Existing rapid development in the Humber Bay Shores area has primarily relied on arterial streets and the Gardiner Expressway, resulting in area residents relying heavily on private vehicles as their primary mode of transportation. The Draft OPA provides direction on introducing a full range of mobility choices for the community, including a new GO Station, integrated transit improvements, and new pedestrian and cycling connections.

In conclusion, the Draft OPA provides an area specific policy framework that incorporates all of the components of a 'complete community' as defined in the Growth Plan by providing a mixture of residential, employment, retail, and community services and facilities, integrated with transit and infrastructure improvements and a vibrant and interconnected public to ensure a healthy and vibrant neighbourhood.

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# 3.5/ CITY OF TORONTO OFFICIAL PLAN

- 3.5.1 Chapter 2: Shaping the City
- 3.5.2 Chapter 3: Building a Successful City
- 3.5.3 Official Plan Amendment 231 & Site & Area Specific Policy 15
- 3.5.4 Chapter 4: Land Use Designations
- 3.5.5 Humber Bay Shores Precinct Plan
- 3.5.6 Official Plan Summary Opinion

The Official Plan for the City of Toronto ('Official Plan') is the primary planning tool used to guide the overall growth and development in the City over the decades to come, implementing and building upon provincial policy direction within the Planning Act, Provincial Policy Statement, and the Growth Plan. The Official Plan was adopted by Toronto City Council in November 2002. The Minister of Municipal Affairs and Housing approved the Plan, in part, with modifications. On July 6, 2006 the Ontario Municipal Board (OMB) issued an Order which brought the majority of the Official Plan into force, with further approval for the Official Plan provided by the OMB in June 2015. As part of the most recent Municipal Comprehensive Review (MCR), the City of Toronto Council adopted Official Plan Amendment (OPA) 231 in 2013, which revised the City's Official Plan Employment Policies. OPA 231 designated the site as *Core Employment Area*. The previous land owner appealed this decision to the former Ontario Municipal Board (OMB), now known as Local Planning Appeal Tribunal (LPAT). The resolution of the OPA 231 appeal in 2019 resulted in modifications to the Council approved Site and Area Specific Policy (SASP) 15.

### 3.5.1 CHAPTER 2: SHAPING THE CITY

The Official Plan sets out the urban structure to direct the City's growth and manage change. Chapter 2 of the Official Plan describes the City's growth management strategy, identifying areas where growth should be directed and areas that should remain stable. Growth is directed to *Centres, Avenues, Employment Areas*, and the *Downtown* in order to concentrate population and jobs to areas well supported by public transit.

### SECTION 2.1 BUILDING A MORE LIVEABLE URBAN REGION

Policy 2.1 sets out the overall framework to manage growth and reurbanization in the City, including high-level objectives related to compact growth, efficient transit, housing provision in mixed use environments, water conservation, improvement of regional economy, and protection of green spaces and natural heritage. The Draft OPA contributes to various aspects of this framework, first and foremost through focusing growth to places in the city where it is considered appropriate. Lake Shore Boulevard W is designated as *Avenues* in the area surrounding the site and the portion of the site that is beside the Gardiner Expressway remains an employment area. The Official Plan considers both *Avenues* and *Employment Areas* as places of growth.

The Draft OPA helps achieve the objectives of Policy 2.2.2 by:

- Making an efficient use of municipal land, infrastructure, and services (2.2.2.a)
- Concentrating jobs and people within an area appropriate for growth that is well served by existing surface transit, which will be also be served by the proposed transit hub with a GO stop (2.2.2.b)
- Creating assessment growth and contributing to the City's fiscal health (2.2.2.c)

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- Promoting mixed use developments to increase opportunities for living close to work and encouraging walking and cycling for local trips (2.2.2.d)
- Offering opportunities for people of all means to be affordably housed through the provision of purposebuilt affordable rental units (2.2.2.e); and
- Facilitating social interaction, public safety, and cultural and economic activity through the provision of services and amenities that will work to complete the existing and planned community, providing a new social centre for the larger Humber Bay Shores area (2.2.2.f).

### SECTION 2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

Section 2.2 speaks to the critical integration of land use and transportation planning to increase accessibility throughout the City. Policy 2.2.1 provides that "a better urban environment, a competitive local economy and a more socially cohesive and equitable city" will be created by "a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure" and "c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity." Policy 2.2.2 maintains that growth will be directed to *Centres, Avenues, Employment Areas* and the *Downtown*.

The Draft OPA helps achieve the objectives of Policy 2.2.2 by:

- Making an efficient use of municipal land, infrastructure, and services (2.2.2.a)
- Concentrating jobs and people within an area appropriate for growth that is well served by existing surface transit, which will be also be served by the proposed transit hub with a GO station (2.2.2.b)
- Creating assessment growth and contributing to the City's fiscal health (2.2.2.c)
- Promoting mixed use developments to increase opportunities for living close to work and encouraging walking and cycling for local trips (2.2.2.d)
- Offering opportunities for people of all means to be affordably housed through the provisions of the SASP (2.2.2.e); and
- Facilitating social interaction, public safety, and cultural and economic activity by requiring future provision of services and amenities that will work to complete the existing and planned community, providing a new social centre for the larger Humber Bay Shores area (2.2.2.f).



The Master Plan's Proposed Park Lawn Transit Hub and Multimodal Transit Connections

The Draft OPA requires the creation of a Park Lawn Go Station and intermodal transit hub. The Master Plan illustrates how such a transit hub could be realized facilitating intermodal transfers among different transit routes by integrating a surface light rail transit stop, bus stops, and a new regional rail station (Park Lawn GO).

The GO station required by the OPA would provide a direct connection to downtown in less than 15 minutes. 30 minute all-day two-way GO rail service is being contemplated for the Lakeshore GO line, and will further reduce auto dependency in the broader area. The entirety of the site is within a five minute walk of the transit hub, establishing a strong rationale for locating jobs and homes in this area that will be extremely well-connected to transit, as per the framework for development provided by the Draft OPA.

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The Master Plan's Proposed Park Lawn Transit Hub and Multimodal Transit Connections

The Draft OPA also speaks to the expansion of the cycling network. The Master Plan illustrates how this can be achieved, providing protected bicycle facilities on streets within and surrounding the site. It also works to connect into existing trails such as the Martin Goodman Trail along the Lake Ontario Waterfront, as well as considering linkages to Mimico Creek and the trail network extending up Humber River. There is an opportunity to explore further cycling infrastructure through the rezoning processes. Policy 2.2.4 requires new development to be compatible with planned transportation corridors and facilities, with measures to mitigate and minimize negative impacts on and from transportation corridors and facilities. The Draft OPA provides direction to ensure future development creates a compatible relationship with the rail corridor, Gardiner Expressway, and Ontario Food Terminal, including any necessary mitigation to protect the food terminal and new sensitive uses on the site.

#### **SECTION 2.2.3 AVENUES**

Section 2.2.3 provides policy direction for *Avenues*, where reurbanization is encouraged to provide housing and employment options. The opposite side of Lake Shore Boulevard West is designated as an *Avenue*. Policy 2.2.3.1. states that Avenue Studies will be prepared to facilitate and shape growth along these corridors. While an Avenue Study has not been prepared for the portion of Lake Shore Boulevard West opposite the site, the City did prepare the Humber Bay Shores Precinct Plan, providing area-specific policy direction on the appropriate development of this portion of the Lake Shore Boulevard *Avenue*. This area has now been almost entirely built out, generally in keeping with the Humber Bay Shores Precinct Plan.

Policy 2.2.3.6 provides direction for development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an Avenue Study. While this policy is not directly applicable to the site, it still provides helpful direction for how the redevelopment of the site can contribute to the vision for this *Avenue*, as established by the Humber Bay Precinct Plan. The Draft OPA speaks to ensuring massing and built form that responds to the surrounding context, and provides for the redevelopment of the site in way that can complete Lake Shore Boulevard and Park Lawn Road as two sided main streets. More generally, the framework established by the Draft OPA works to complete the community with a broad mix of residential uses, employment, and a range of services, amenities, and public realm improvements. As such, it is well aligned with the objectives of policy 2.2.3.6 to:

- Support and promote the use of transit;
- Contribute to the creation of a range of housing options in the community;
- Contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
- Provide universal physical access to all publicly accessible spaces and buildings;
- Conserve heritage properties;
- Be served by adequate parks, community services, water and sewers, and transportation facilities; and
- Incorporate environmentally sustainable building design and construction practices.

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### 3.5.2 CHAPTER 3: BUILDING A SUCCESSFUL CITY

Chapter 3 of the Official Plan provides a wide breadth of policies related to building a successful city, including policies for the built environment, the human environment, the natural environment, and Toronto's economic health. The explanatory text of Section 3.1 emphasizes the importance of good urban design, and states that the City and the private sector should work together as partners in creating a great city and achieving Toronto's architectural and urban design potential.

The Draft OPA provides a framework for a new masterplanned community that will contribute to Toronto's urban design potential, through high quality and unique architecture, and a Master Plan that balances social, sustainable, and economic objectives. This OPA application also represents the next step in a collaborative working relationship with the City that was established through the OPA 231 settlement process, exemplifying this Official Plan direction. Development approvals are intended to proceed collaboratively in lock step with the City's work on a Secondary Plan for the area, allowing for the establishment of a mutually supported vision for the site through a transparent and highly public process.

#### SECTION 3.1 THE BUILT ENVIRONMENT

#### 3.1.1 The Public Realm

Section 3.1.1 focuses on the public realm, stating that beautiful, comfortable, safe, and accessible streets, parks, open spaces and public buildings are key shared assets that draw people close together. Policy 3.1.1.4 provides that natural features will be connected to the surrounding city by improving visual and physical access, and by designing them into a comprehensive open space network.

The Draft OPA will significantly contribute to the public realm in the area by facilitating future development that will improve existing streets, create a porous network of new streets and connections within the site, add a variety of new open spaces, and increase interconnectivity between new and existing parks and open spaces.

Policies 3.1.1.5 and 3.1.1.6 speak to the significance of streets as public open spaces that should be designed to perform their diverse roles as safe, attractive, interesting, and comfortable spaces for pedestrians. Policy 3.1.1.14 provides that design measures that promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings. Policy 3.1.1.16 outlines design requirements for new streets, while policy 3.1.1.18 guides the design of new city blocks and development lots within them. Policy 3.1.1.20 states that new parks and public open spaces are to front onto a street for good visibility, access, and safety.

The Draft OPA complies with these directions, requiring new development to provide a network of new streets that integrates the site with the surrounding community. It speaks to applying the City's "Complete Streets" principles and establishing a network of public streets, development blocks, pedestrian and cycling facilities and connections, and parks and open spaces that create a comfortable and safe public realm.



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#### 3.1.2 Built Form

Section 3.1.2 focuses on built form and the location and organization of future development to fit within the existing context. Policy 3.1.2.1 provides that new development "will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development".

The Draft OPA echoes and builds upon these built form policies, requiring future development to distribute built form, heights, massing and land uses across the lands so that they are compatible with and transition to the surrounding context, as well as activating the Park Lawn Road and Lake Shore Boulevard West frontages, and mitigating the site's relationship with the rail corridor, Gardiner Expressway and Ontario Food Terminal to ensure land use compatibility.

Policy 3.1.2.2 directs vehicle parking, vehicular access, service areas and utilities to be located and organized to minimize impact on the overall site and the pedestrian environment. The Draft OPA requires development to consolidate parking, loading and other back of house servicing uses in order to minimize their impacts on the public realm at grade.

#### 3.1.5 Heritage Conservation

Section 3.1.5 establishes the significance of tangible and intangible values of Toronto's heritage, which is to be recognized and balanced with the city's continuous growth. While no designated or listed heritage assets are present on the site today, the site represents a piece of Toronto's industrial heritage with its former use as a prominent cookie factory. A Heritage Impact Assessment (section 3.4) has been prepared as a component of this submission, and finds that the site carries elements of cultural heritage value, including:

- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto's waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the Site: the Gardiner Expressway, the CN Rail corridor, and Lake Shore Boulevard West; and
- Landmark value via the Christie Water Tower.

The Draft OPA works to conserve tangible and intangible heritage attributes of the site, directing development to conserve the existing industrial water tower on the site, to be relocated to a prominent location in the public realm, as part of a broader interpretation plan to celebrate the lands' history as part of Toronto's industrial waterfront.

#### SECTION 3.2 THE HUMAN ENVIRONMENT

#### 3.2.1 Housing

Section 3.2.1 of the Official Plan highlights the need for diverse housing options in order to meet the housing needs in the City, and recognizes that the delivery of rental housing is a key priority. Policy 3.2.1.1 states that "a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents". Provision of housing supply through intensification and infill is encouraged (Policy 3.2.1.2). Development on large sites, generally greater than 5 hectares in size, are seen as opportunities to achieve a mix of housing in types and affordability.

The Draft OPA complies with this policy, providing site specific direction on achieving a significant percentage of two and three bedroom family size unites, as well as requirements for provision of affordable housing units.

#### 3.2.2 Community Services and Facilities

Section 3.2.2 of the Official Plan provides policy direction regarding human services and social infrastructure, and establishes the importance of community services and facilities in supporting the quality of life and wellbeing of Toronto's residents. Policy 3.2.2.1 highlights the importance of ensuring an appropriate range of community services and facilities in areas of major or incremental physical growth. Policy 3.2.2.6 states that community services strategies and implementation mechanisms will be required for residential and mixed use sites generally larger than 5 hectares and all new neighbourhoods, and inclusion of community services facilities are encouraged in private sector developments through development incentives and public initiatives (Policy 3.2.2.7).

The 2150 Lake Shore site is larger than 5 hectares in size, and will introduce a significant amount of intensification in the area. The Draft OPA provides site specific direction to ensure the provision of community services and facilities through appropriate agreements registered on title between the City and owner, through future development approvals process.

#### 3.2.3. Parks and Open Spaces

Section 3.2.3 recognizes the importance of parks and open spaces in contributing to Toronto's health and liveability, and states that parks and open space system will need to expand as Toronto grows and changes. Policy 3.2.3.1 explains that maintaining, enhancing, and expanding the parks and open space system requires the following actions:

- a. adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
- b. designing high quality parks and their amenities to promote user comfort, safety, accessibility and yearround use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- c. protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- d. promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

Policy 3.2.3.2 speaks to parkland acquisition strategies, including decisions about whether to accept parkland or cash in lieu as a condition of development and providing criteria to assist in such decisions. Criteria include the amount of existing parkland in the area, parkland characteristics and quality, availability of play space for children, the presence of natural features and existing amenities and facilities, population change and demographic and social characteristics, the amount of publicly accessible open space, opportunities to link parks and open spaces, urban form, and land availability and cost. Policy 3.2.3.3 speaks to minimizing the effects of adjacent development on parks, such as shadows, noise, traffic and wind.

Policy 3.2.3.4 outlines parkland dedication rates of 5% for residential development and 2% for non-residential development. Policy 3.2.3.5 outlines alternative parkland dedication policies for larger sites, indicating that for sites greater than 5 ha the parkland dedication rate will not exceed 20% of the development site net any conveyances

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for public road purposes. Policy 3.2.3.6 indicates that the specific combination of land and/or cash-in-lieu will be determined on a case by case basis. Policy 3.2.3.8 provides criteria for parkland that will be conveyed to the City, noting that land should be free of encumbrances unless otherwise approved by council, should be visible and accessible from public streets, should be of a usable shape and topography, should be consolidated or linked with existing parks and open spaces, and should meet applicable provincial soil regulations.

It should be noted that with the introduction of Bill 108, the province has repealed alternative parkland dedication rate policies in Section 42(3), in conjunction with other changes to Section 37 of the Planning Act, in relation to the introduction of new Community Benefit Charge policies. Proclamation for this update to the Planning Act has not yet occurred, meaning that the Official Plan's alternative parkland dedication rate of 20% for residential development and 2% for non-residential development will remain applicable at the time of writing.

Given that the provincial and municipal policy framework with regards to parkland dedication is currently in the flux, the Draft OPA simply requires the provision an unencumbered public park as part of a comprehensive and well-connected public realm made up of a diverse range of other open spaces. This is in keeping with the Official Plan policies noted above, allowing flexibility for the specifics of the size and location of a park and other open spaces to be addressed and secured through the Secondary Plan study and/or future, required development approvals processes.

#### Section 3.3 Building New Neighborhoods

Policies within Section 3.3 speak to providing a comprehensive planning framework for new neighbourhoods, to plan these areas to reflect the Official Plan's city-wide goals as well as the local context. The Draft OPA provides a comprehensive framework for the development of a new 27.6 acre neighbourhood, building on the broader Official Plan policies that apply to the site.

Policy 3.3.2 states that new neighbourhoods will be viable as communities. Policy 3.3.3 provides that new neighbourhoods ought to be carefully integrated into the surrounding fabric of the city.

The Draft OPA provides site specific direction to this end, requiring future development to provide residential, entertainment and community services and facilities to complement and be integrated with employment and retail uses, in order to establish a viable, complete community that integrates with and compliments the existing Humber Bay Shores Community. The framework proposed by the Draft OPA would contribute to the creation of a focal gathering place and hub for community activity at the heart of the Humber Bay Shores neighbourhood, within walking distance from all parts of the existing neighbourhood (3.3.2.a), establishment of a fine-grained pattern of streets and pedestrian routes that define development blocks (3.3.2.b), introduction of a mix of uses on the site, with places to live and work within walking distance of each other in a range of building types (3.3.2.c), and provision of a variety of public open spaces including a high quality public park and other open spaces (3.3.2.d), in keeping with all of these Official Plan polices.

#### Section 3.4 Toronto's Natural Environment

Section 3.4 identifies the need to protect and enhance Toronto's natural environment, and suggests that consideration should be given to minimize the impact of new development through sustainable design and construction practices. Specifically, policy 3.4.19 encourages and supports innovative energy options, and sustainable design and construction practices in new development.

The Draft OPA provides site specific policy direction to this end, including a requirement for future development to incorporate green infrastructure and sustainability strategies that include best practices in stormwater management systems, trees, green infrastructure facilities, transportation demand management, and other sustainable and resilient features, in keeping with and where appropriate, advancing Toronto's applicable guidelines and strategies.

#### Section 3.5 Toronto's Economic Health

Section 3.5 of the Official Plan speaks to Toronto's economic health, and provides policies seek to create a strong and diverse economy, create cultural capital, and support the future of retail. Policy 3.5.1 maintains that "Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City".

The Draft OPA requires a minimum of 98,000 m2 of nonresidential development on the site, over half of which is required as commercial office type uses with the remainder as diverse retail uses. The framework estblished by the Draft OPA, including the location of the *General Employment Areas*, requires the integration of office and other employment uses with the intermodal transit hub, supporting a comprehensive mixed use development that is well aligned with the policy objectives of:

- Creating a strong and diverse economy (3.5.1.a);
- Contributing to a broad range of stable full-time employment opportunity (3.5.1.b);
- Maintaining a healthy tax base for the City (3.5.1.c);
- Attracting new and expanding employment cluster (3.5.1.e);
- Supporting transit oriented office growth anchored by a multi-modal transit hub, with transit connections to Downtown as well as the broader Greater Golden Horseshoe (3.5.2.a);
- Maintaining a complete community where there are opportunities to live, work, and recreate (3.5.3.a);
- Reduce the need for long distance commuting (3.5.3.b); and,
- Increase the proportion of travel by transit, walking, and cycling through making transit and active mobility attractive choices of arriving and travelling through the site (3.5.3.c).

Policy 3.5.1.6 promotes new office development in Mixed Use Areas and Regeneration Areas within 500 metres of an existing or approved GO station. While this policy has been appealed to the Local Planning Appeal Tribunal with a decision pending, the Draft OPA works to achieve this direction by requiring the introduction of a GO Station and focusing office type employment surrounding it.

The Draft OPA also encourages the integration of entertainment and cultural uses within the site, aligned with policy objectives of Section 3.5.2, which speaks to providing a full range of arts and cultural activities, meeting the day to day needs of local residents, and providing retail in a format that has a strong interface with the public realm to encourage pedestrian and transit use.

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#### 3.5.3 The Future of Retailing

Section 3.5.3 acknowledges the changing nature of retail, and the need for flexibility in order to adapt to serve the growing population in different forms and settings. Policy 3.5.3.1 contemplates ways in which the retail sector will be promoted.

The Draft OPA requires development to incorporate a diverse retail offering, including a variety of shops, restaurants, food stores, entertainment and culture uses, and other servies and amenities to address the day to day needs of residents and visitors, directly in keeping with policy 3.5.3.1. In summary, the Draft OPA aligns with or builds upon Chapter 3 policies in many cases, providing site specific direction to ensure these policies are implemented through the redevelopment of the site. In other instances, particularly in relation to more specific design directions such as built form and tall buildings policies, these Official Plan policies will of course continue to apply to more detailed future development proposals for the site, and as such do not need to be incorporated into the area specific Draft OPA.

# 3.5.3 OFFICIAL PLAN AMENDMENT 231 & SITE & AREA SPECIFIC POLICY 15

On August 22, 2019, a settlement between the City and the owners was reached and approved by the LPAT in relation to the Official Plan Amendment 231 appeal, bringing the current Site and Area Specific Policy (SASP) 15 into force. SASP 15 redesignated the site to *Regeneration Areas* with a portion of *General Employment Areas* introduced in relation to the northeast edge of the site. This section discusses the Draft OPA in relation to the policy directions within

Policy 15.1 establishes the need for a Secondary Plan to be completed prior to residential units and live-work uses to be permitted on the lands. Until a Secondary Plan is completed, uses permitted under *General Employment* Areas designation and *Regeneration Areas* designation that exclude residential and live-work units are permitted. Policy 15.2 further requires the Provincial approval and secured funding of the Park Lawn GO station, as well as secured on-site TTC improvements in order for residential uses and live-work uses to be permitted on the site. These policies requirements are carried forward into the proposed Draft OPA. It should also be noted the owners have been working with Metrolinx to advance and realize the introduction of a new Park Lawn GO Station as a central element of the Master Plan. This work has been extensive and has involved an update to the Initial Business Case (IBC) for the station and advancement of the next stages of design / approval necessary to bring the station to realization. Work has already begun on initiating the required transit environmental assessment (TPAP) process to enable the next stages of approval and implementation of the station by approximately 2025.

Policy 15.3 requires a minimum of 98,000 square metres of non-residential gross floor area to be provided at full build out of the site. The permitted non-residential uses area are defined in Schedule B of SASP 15. Specifically, Policy 15.3.a.i requires 51% or more of the minimum nonresidential gross floor area to have office, and other business and research-related uses. Policy 15.3.a.ii states that nonresidential uses related to retail, hotel, restaurants and other service and entertainment uses will comprise less than 49% of the minimum non-residential gross floor area. Policy 15.3.b establishes phasing requirements for the minimum

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non-residential gross floor area, to be constructed in each phase, prior to, or concurrent with residential development. Policy 15.3.c states that minimum nonresidential GFA may be implemented in a mixed use form through stratified land use designations, which will be determined through the Secondary Plan process. These policies have also been directly carried forward within the proposed Draft OPA.

It should be noted that the Master Plan currently proposes a residential component atop a proposed hotel and convention centre with the *General Employment Area*. The applicant looks forward to discussing this opportunity through the Secondary Plan process, in keeping with related policy direction in SASP 15 and the proposed Draft OPA. Policy 15.4 lists the content that will be included in the study leading to the Secondary Plan. Through this application the owners' consultant team has prepared all of the respective materials described in policy 15.4 as an input to the City's Secondary Planning process, above and beyond the typical requirements of an OPA Application. These materials include:

- a. A Land Use Plan;
- b. A Phasing Strategy and Implementation Plan;
- c. A Heritage Impact Assessment;
- d. A Physical Structure Plan;
- e. A Public Streets Plan;
- f. A Parks and Open Space Plan;
- g. Urban Design Guidelines;
- h. An Economic Development Strategy;

Permitted Non-residential Uses (refer to Policy 15.3.a)		
Column 1	Column 2	Column 3
Office	Retail	Community and sports recreation centre
High tech industrial	Service	Library
Light manufacturing	Hotel	Public School
Business incubators	Private fitness centre	All other schools except business and trade schools
Creative industries	Restaurant	Community Services and facilities
Scientific research and development	Warehouse, wholesaling and distribution	Transit station and other essential infrastructure installations
Call centres	Daycare	
Research	Live theatre, cinema, entertainment venue	
Information Services	Showroom	
Data processing	Art gallery. artist studio	
Software development	Business and trade school	
Corporate headquarters	Financial institution	
Non-retail financial services		
Medical offices		

Schedule B

- i. A Compatibility/Mitigation Strategy;
- j. A Housing Plan identifying the percentage of units that will be two and three bedrooms in size, and a mix of affordable housing through one or more of the mechanisms outlined in the SASP;
- k. A Community Services and Facilities Strategy (Note: the applicant was advised by City Planning to hold the preparation of a Community Services and Facilities Strategy until the completion of City-led research. As such, a CS&F will be submitted at a future date, if and when this is requested by the City).
- l. A Rail Safety Strategy;
- m.An Infrastructure Master Plan;
- n. A Green Infrastructure Strategy; and
- o. An Energy Strategy.

Policy 15.5 identifies uses that are not permitted on the site, including heavy manufacturing and large-scale, stand-alone retail stores and "power centres". While the Draft OPA does not carry this policy forward specifically, it proposes a more specific vision for the mix of uses anticipated on the site, which does not include any of these prohibited uses.

Policy 15.5.c establishes that notwithstanding policy 15.1, the development of uses permitted in *General Employment Areas* and *Regeneration Areas*, with the exception of residential uses and live-work uses, are permitted in advance of a Secondary Plan provided that:

- It can be demonstrated that development will not adversely impact the development of the remainder of the lands; and,
- ii. The necessary transit and transportation improvements, water, sanitary, stormwater and hydro services are available and determined through a complete application.

This policy was not carried forward into the Draft OPA, as development is not currently intended to proceed in advance of the Secondary Plan. It should be noted that the Draft OPA does include policy direction to ensure the orderly development of the lands, requiring that development will proceed in phases, connected to the availability or provision of required transportation, water, sanitary, stormwater, hydro and community services and facilities at every phase, which is in keeping with the intentions of Policy 15.5.c

Policy 15.6 clarifies that the boundaries of land use designation on Map 2 of SASP 15 are general, and that minor adjustments can be made as long as a minimum of 1.4 hectares of *General Employment Areas* is provided. The Draft OPA carries forward this policy direction.

In summary, the Draft Official Plan Amendment conforms with the policy directions in SASP 15, generally by either directly incorporating or building upon the specific requirements outlined in SASP 15.

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### 3.5.4 CHAPTER 4: LAND USE DESIGNATIONS

Chapter 4 of the Official Plan provides policy directions for a series of land use designations, which are applied across the City on Official Plan Maps 13 to 23. Recent updates to Site and Area Specific Policy 15 through the OPA 231 settlement process redesignated the majority of the site as *Regeneration Areas*, retaining a portion of the site as *General Employment Areas*, where the site interfaces with the proposed intermodal transit hub, rail corridor, and the Gardiner Expressway.



Official Plan Map 15 Land Use (not yet updated by SASP 15)

Section 4.6 identifies *Employment Areas* as places for business and economic activities. *General Employment Areas* are generally located on the periphery of *Employment Areas* on major roads where retail, service and restaurant uses can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Policy 4.6.6 provides that development within *Employment Areas* will:

- Support and protect employment uses (4.6.6.a);
- Encourage the establishment of key clusters of economic activity (4.6.6.b);
- Provide a high quality public realm (4.6.6.c);
- Integrate development into the public street network and system of roads, sidewalks, walkways, bikeways, and transit facilities (4.6.6.d);
- Mitigate potential negative impacts from traffic generated by Employment Areas (4.6.6.e); and
- Provide adequate parking and loading on-site (4.6.6.f), sharing driveways and parking areas whenever possible (4.6.6.g).

The Draft OPA appropriately focuses high density, transitoriented employment uses in the *General Employment Area*, in keeping with Official Plan direction for that land use designation. The *General Employment Area* spans between Park Lawn Road and the proposed new public park. The Draft OPA also requires investment in the mobility network that integrate the site with the surrounding network and reduce congestion, as well as providing for consolidated parking and loading areas.

Section 4.7 of the Official Plan speaks to *Regeneration Areas'* role in reintegrating areas that are no longer in productive urban use by permitting a wide array of uses that help attract investment, create opportunities for reuse and encourage new construction.

Policy 4.7.1 states that *Regeneration Areas* will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form. The majority of the site is designated as *Regeneration Areas* through the aforementioned OPA 231 settlement process and SASP 15. Within the *Regeneration Areas*, the Draft OPA provides for a broad mix of commercial, residential, employment, and parks and open spaces in an urban form, all of which will be confirmed through the City's development of a Secondary Plan, in keeping with the Official Plan's intentions for *Regeneration Areas*. Specifically, the Draft OPA responds to the Official Plan's *Regeneration Area* policies by establishing a site specific policy framework that supports:

- Revitalizing a former industrial area which is currently vacant (4.7.1.a);
- Creating new jobs and homes that leverage existing and proposed roads, transit, and infrastructure (4.7.1.b);
- Retaining the historic water tower, and more generally considering how to conserve tangible and intangible heritage values on the site through the Master Plan (4.7.1.c);
- Defining the structure of the new community through an extensive, comprehensive and well-connected public realm made up of a diverse range of open spaces, including an unencumbered public park, generous sidewalks, potential privately owned public spaces, and a series of new fine-grained public and private streets and connections (4.7.1.d); and

The explanatory text of section 4.7 states that *Regeneration Areas* will need "tailor-made" strategies for development. Policy 4.7.2 further sets out that a Secondary Plan will establish a framework for new development and guide the revitalization of the area. The Draft OPA establishes such a framework, including new land uses for the site, introducing *Mixed Use Areas and Parks* and *Open Space Areas* designations.

Section 4.5 of the Official Plan states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office, and service employment in Toronto, with Policy 4.5.2 providing criteria for development in Mixed Use Areas. Site specific direction on the integration of uses on the site to create a complete community within the proposed Draft OPA is aligned wit the Official Plan's vision for Mixed Use Areas, and the introduction of this designation on the site ensures that future development will be subject to the more specific criteria established by policy 4.5.2.

The Draft OPA also conforms to the policies relating to *Parks and Open Spaces* set out in section 4.6 of the Official Plan, subjecting the new park to this designation and its related policies, and including site specific policy direction that is in keeping with the intentions of this designation including:

- Providing for the redevelopment of the site in a a way that can enhance connectivity between natural heritage features including the Mimico Creek and the Lake Ontario, as well as conserving heritage features of the site such as the historic water tower (policy 4.3.6.a);
- Providing for public visibility and access by providing for connections between new public spaces on the site and within the surrounding area (policy 4.3.6.b);
- Expanding the public park space in the area through the introduction of a new public park (4.3.6.d); and
- Enhancing comfortable and safe pedestrian conditions through future development (4.3.6.f).

In summary, the Draft OPA is in conformity with the Chapter 4 Land Use Policies that pertain to the site, implementing and building upon these policies by introducing appropriate new land use designations on the site and establishing area specific policy directions where warranted.

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### 3.5.5 HUMBER BAY SHORES PRECINCT PLAN

The Precinct Plan for Humber Bay Shores was initiated in 2008, following the multi-year planning process of the previous Motel Strip. Given that multiple land owners were seeking to develop their lands in the area, the City requested the group of landowners to develop a Precinct Plan in consultation with the City to ensure that road networks and blocks, servicing, and grading were coordinated as the area develops into a dense residential neighbourhood.

The Precinct Plan was adopted by Council in 2010, and complemented the in-force Motel Strip Secondary Plan. The Precinct Plan included:

- Streetscape Master Plan;
- Functional Servicing Report;
- Preliminary Grading Plan;
- Site Grading Plan;
- Ownership Plan;
- Site Servicing Plan;
- Traffic Impact Study;
- Utility Co-ordination Plan;
- Application Status Summary;
- Draft Implementation Framework;
- Interim Precinct Plan; and
- Final Precinct Plan.

Today, the development of Humber Bay Shores has largely been completed as anticipated by the Precinct Plan, with a number of towers recently completed and a few towers still under construction. Humber Bay Shores is now a dense residential neighbourhood made up of a cluster of high-rise buildings, structured by a fine grained street and block network. The Draft OPA supports the redevelopment of the site in a way that will extend and connect into the existing street and block pattern established by the Precinct Plan, completing the Humber Bay Shores neighbourhood through the contribution of complimentary built form, infrastructure, community amenities and open spaces, and job opportunities required to support the diverse needs of residents.

### 3.5.6 OFFICIAL PLAN SUMMARY OPINION

The Draft OPA conforms and contributes to the aims, objectives, and vision of the City of Toronto Official Plan policies. The Draft OPA provides for the future redevelopment of the site, establishing a site specific policy framework for a complimentary mix of uses on a site appropriate for growth, as per the Chapter 2 policies in the Official Plan.

It provides for a comprehensively planned neighbourhood, anchored by an integrated transit hub with regional rail, local transit, and active transportation improvements, providing for intensification in close proximity to a high order transit station. Significant employment uses are required, including commercial office and similar primary employment uses, along with a diverse range of retail, hotel, entertainment and culture, and community services and facilities, contributing to Toronto's employment growth within a transit-oriented mixed use development. The Draft OPA also allows for the development of a substantive residential component, required to include a significant proportion of family sized units and affordable units. It also speaks to providing necessary community services, facilities and infrastructure to support development.

The mobility and public realm improvements established within the Draft OPA are intended to seamlessly connect the site to existing neighbourhoods in the area, as well as acting as an organizing element for the redevelopment of the site. Policy directions include contribute to creating an environment at grade that supports active transportation and last mile connections, by supporting infrastructure improvements that seek to reduce vehicular congestion and activity at grade by directing traffic north of the site and consolidating parking and loading.

As such, the Draft OPA aligns with or builds upon many Chapter 3 policies, providing site specific direction to ensure these policies are implemented through the redevelopment of the site. In other instances, particularly in relation to more specific design directions such as built form and tall buildings policies, these Official Plan policies will of course continue to apply to more detailed future development proposals for the site, and as such do not need to be incorporated into the area-specific Draft OPA.

The Draft OPA is also in conformity with the Chapter 4 Land Use Policies that pertain to the site, implementing and building upon these policies by introducing appropriate new land use designations on the site and establishing area specific policy directions where warranted.

Finally the Draft Official Plan Amendment conforms with the policy directions in SASP 15, generally by either directly incorporating or building upon the specific requirements outlined in SASP 15.

In conclusion, the Draft OPA complies with the Official Plan and represents good planning in the public interest.

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# 3.6/ CITY OF TORONTO ZONING BY-LAWS

- 3.7.1 Zoning By-law 569-2013
- 3.7.2 Etobicoke Zoning Code
- 3.7.3 Zoning Discussion

The site is subject to the city-wide Zoning By-law 569-2013, which applies to all applications made after May 9, 2013 when the By-law was enacted. Because the new city-wide Zoning By-law is under appeal, the previous Etobicoke Zoning Code continues to apply to the subject property as well. These by-laws regulate development in the City of Toronto and provide a number of standards related to land use, building height, setbacks, built form, parking, and loading, among others. The Official Plan sets out the urban structure to direct the City's growth and manage change. Chapter 2 of the Official Plan describes the City's growth management strategy, identifying areas where growth should be directed and areas that should remain stable. Growth is directed to *Centres, Avenues, Employment Areas*, and the *Downtown* in order to concentrate population and jobs to areas well supported by public transit.

### 3.6.1 **ZONING BY-LAW 569-2013**

Today the site is zoned as an Employment Industrial Zone (E) with a maximum permitted floor space index of 1.0. This zone is intended for industrial employment uses, including, manufacturing, laboratory, industrial sales and service, office, warehouse, wholesaling use, and retail only in conjunction with manufacturing use not exceeding 20% of gross floor area.



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### 3.6.2 **ETOBICOKE ZONING CODE**

The subject lands are zoned I.C1 (Industrial Class 1 Zone) by the Etobicoke Zoning Code. The I.C1 zoning permits a range of industrial and commercial uses, including restaurants, banquet halls, communications/technological facilities, banks, servicing/ repair operations, manufacturing, research laboratories, government/ public works buildings, service stations and storage. The By-law permits a maximum floor space index of 0.6 and a maximum height of 5 storeys for business, professional and administrative offices.





### 3.6.3 ZONING DISCUSSION

The industrial zoning bi-law under the Etobicoke Zoning Code and Zoning By-law 569-2013 is reflective of the site's former use as an industrial bakery. It does not reflect the more recent direction of Site and Area Specific Policy (SASP) 15, which has redesignated the majority of the site as a *Regeneration Area*, to enable the mixed use redevelopment of the site. A future Zoning By-law Amendment application will be required to reflect the policy direction and new land use designations within proposed Draft Official Plan Amendment (OPA), which builds upon and implements the directions of SASP 15. The rezoning process will necessarily be coordinated with the Secondary Plan for the site, which will help to define an area-specific policy framework, in relation to the site's redesignation as a *Regeneration Area*. These processes will continue to result in an intensive review of proposed development on the site against the City's detailed built form and urban design guidelines, as well as the Draft OPA and related policy directions that will emerge from the Secondary Plan process. An addendum or new Planning Rationale will be submitted at the time of a future Zoning By-law Amendment Application, responding to any new emerging policy direction and engaging with the specific design of future detailed development proposals that will build upon the framework established by the Master Plan in Section 2 of this report.

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# 3.7/ RESPONDING TO TORONTO'S GUIDELINES: TALL BUILDING GUIDELINES, MID-RISE BUILDING PERFORMANCE STANDARDS, GROWING UP GUIDELINES

- 3.6.1 A Unique Approach To Built Form
- 3.6.2 Tall Building Guidelines
- 3.6.3 Growing Up Guidelines

The Master Plan for 2150 Lake Shore described in section 2 of this report has been exploring strategies for the massing, architectural expression and building typologies on the site, which will be refined and detailed through continued detailed master planning and future rezoning processes. The Master Plan is conceptual and illustrative in nature. While the Master Plan is not the subject of this application, it illustrates how development could unfold under the Draft OPA, and as such has been provided to inform the Draft OPA, to also inform the City's Secondary Plan study, and to initiate a discussion with the City and community on the detailed design of future development proposals for the site.

Through these processes the Master Plan will continue to engage with the City's guidelines and the distinct opportunities on the site. To help understand and analyze the Master Plan in relation to applicable design-related policy objectives that go beyond the general design-related policies in the Official Plan and in the proposed Draft OPA, the following sections of the Planning Rationale engage directly with the design of the Master Plan.

As a large and comprehensively planned site, and unusually shaped parcel of land, the Master Plan explores distinct building typologies that vary from the point tower/podium typologies in the Tall Building Guidelines, and the main-street infill mid-rise typologies contemplated in the Performance Standards for Mid-rise Buildings. In exploring and refining alternative approaches to built form, the Master Plan continues to evaluate strategies to ensure these typologies still achieve the intentions of Toronto's guidelines. The following section explores the Master Plan's distinct approach to combining a mix of tower, mid-rise and low-rise elements, as well as a high level discussion of how this approach responds to the objectives of the Tall Building Guidelines, Mid-rise Building Performance Standards, and the Growing Up Guidelines.

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### 3.7.1 A UNIQUE APPROACH TO BUILT FORM

The Master Plan's approach to the site begins with its distinct street and block pattern. Surrounding streets have been extended naturally into the site to ensure permeability, integration and connectivity with the surrounding urban fabric. Breaking from the traditional rectilinear street grid, inside the site, streets have been configured as loop with connections extending to the site edges. A number of factors contributed to the decision to break from a traditional street grid:

- The proposed pattern responds to the unusual shape of the site and its relationship with the adjacent highway and rail corridor, dividing it into appropriately sized parcels for redevelopment;
- Whereas a traditional grid would contribute to unfavorable wind conditions in this area, the proposed configuration helps to mitigate and slow wind to provide a more comfortable micro-climate on the site;
- The loop configuration supports the relocation of the Humber Streetcar Loop onto the site, supporting a direct interface between TTC services and the proposed GO station; and
- This street pattern has informed an 'urban picturesque' approach to the configuration of architecture and open spaces: a series of distinct open spaces, views and moments of compression, expansion and discovery are created as one moves through the site, drawing people in and creating a distinct sense of place.



A unique development pattern
Responding to the distinct geometry of the street and block pattern, the architecture varies from Toronto's predominant podium and point-tower typology. Towers are treated as distinct elements that are allowed to land and directly interface with the public realm, inspired by other vibrant urban centres that display this typology. These tall building elements are interspersed with standalone mid-rise and low-rise building typologies, allowing the interplay between these three distinct building elements to create a sense of place and urban fabric that appears to have evolved over time. Wide sidewalks, mid-block connections and an enclosed galleria all contribute to a generous system of pocket spaces and connections between the proposed new park and three larger squares, which together create a comprehensive network of public spaces framed by the Master Plan's distinct architectural elements.

While this unique approach breaks the specific mould established by Toronto's built form guidelines, the Master Plan explores different typologies that work to achieve the overall objectives of these design guidelines. The following sections provide an overview of how the current design responds to key elements of respective guidelines.



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## 3.7.2 **TALL BUILDING GUIDELINES**

The Master Plan breaks away from the tower-podium typology in Toronto's Tall Building Guidelines, exploring opportunities for towers to land and directly interface with the public realm. Despite this, the Master Plan continues to explore a number of strategies to respond to the overall intentions and many of the specific parameters in the Tall Building Guidelines.

#### 1.0 SITE & CONTEXT:

This section of the Tall Building Guidelines is concerned with how new projects respond to their immediate context, including guidelines related to completing master plans for larger sites, ensuring an appropriate fit and transition with surrounding areas, protecting access to sunlight and skyviews, creating and providing views to prominent sites from the public realm, and conserving heritage.

In keeping with the guidelines, the Master Plan for the site extends the surrounding street grid to create a fine-grained network of streets, blocks, and other multimodal connections throughout the site. New tall buildings feature generous separation distances and heights in keeping with the surrounding high density context, creating a dynamic skyline that protects access to sunlight and sky views.



At the heart of the site, a zone has been created to provide relief from the predominance of tall buildings in the surrounding area. Low and mid-rise building elements are strategically positioned here to ensure ample sunlight on the new park.



#### Mid-rise Zone

The Master Plan also retains and celebrates the existing water tower, as an artifact that speaks to the former industrial uses on the site. The water tower is relocated to a prominent position within the new park, which can be viewed from both Park Lawn and Lake Shore, as well as from a number of vantage points within the site.



View opportunities towards the water tower

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#### 2.0 SITE ORGANIZATION

This section of the Tall Building Guidelines is concerned with the placement and location of buildings and entrances to frame streets, parks, and open spaces, creating a strong interface between the public realm and private development. It includes guidelines related to locating back of house uses underground, providing publicly accessible open space and private outdoor amenity space, as well as pedestrian and cycling connections and public art.

The Master Plan includes 10 taller towers that are over 40 storeys, which have been organized in three clusters to frame the site's three large squares. The Master Plan continues to explore opportunities for the articulation, materiality, and uses within these tower to inform the character of the squares.



**Overall Massing** 

The Master Plan's combination of low, mid, and tall building elements are all organized to frame new and existing streets, creating a regular rhythm of entrances and active uses that animate the public realm. The angled setbacks ('largos'), wide sidewalks, galleria, and mid-block connections combine to create a generous network of publicly accessible open spaces between the three major squares and new park. Cycling connections have also been considered, creating connections between planned improvements along the Mimico Trail System and the existing waterfront trail.





Public Realm

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Site servicing, access and parking is consolidated in shared underground facilities to minimize curb cuts and the impacts of back-of house activities on the public realm.

The sculpting and articulation of towers, mid-rise and low-rise building elements create a series of terraced rooftop spaces that will provide a combination of private outdoor amenity space and green roofs.



#### **3.0 TALL BUILDING DESIGN**

This section of the Tall Building Guidelines describes tall buildings as being made up of a base building, middle (tower), and tower top, providing guidelines for each. The Tall Building Guidelines presupposes a podium and point tower typology, whereas the Master Plan's 'towers that land' are inspired by alternative typologies from other vibrant urban centres. While this results in a departure from the 'base building' section of the Tall Building Guidelines, the Master Plan is well aligned with the middle (tower) and tower top guidelines, and continues to explore a number of design strategies that will work to achieve the overall intent of the 'base building' guidelines as well.

#### 3.1 BASE BUILDING

Whereas this section of the guidelines assumes a podium and point tower building typology, with base building guidelines in part speaking to new development's relationship with the existing context, the Master Plan explores an alternative typology with towers that land and directly interface with the public realm. As a large comprehensively planned site, the Master Plan will create much of its own context, characterized by the dynamic interplay between its tall, mid and low-rise buildings. In relation to its interface with existing development on the opposite sides of Park Lawn and Lake Shore, much of this development was designed to mitigate the interface with the former industrial use at 2150 Lake Shore. As such, existing developments on the opposite sides of Park Lawn and Lake Shore generally include significant setbacks and small base buildings, which are not proportioned or positioned to provide a strong interface with Park Lawn and Lake Shore's 36 m right of ways. The Master Plan responds to this legacy condition, working to complete Park Lawn and Lake Shore with buildings that directly address and interface with the street, turning Park Lawn and Lake Shore from one sided to two-sided retail-oriented streets. As detailed design on the Master Plan progresses, the design will continue to explore strategies to align with the general intentions of the base building guidelines, including façade articulation and materials that can differentiate the base of the towers from the middle (tower) portions.





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Alternative building typologies aside, the Master Plan is already well aligned with many of the guidelines in this section. The Master Plan includes a substantive retail component and is particularly concerned with creating a strong interface between buildings and adjacent streets and open spaces. As such, first floor heights generally exceed the 4.5 m minimum in the guidelines, and buildings are lined with active uses and transparent materials at grade that work to animate adjacent spaces, providing views into and out of publicly-oriented uses at grade. Comprehensive regrading of the site will also provide opportunities to ensure building entrances will be flush with adjacent sidewalks and public spaces, ensuring universal accessibility.



**Ground Level Animation** 



#### 3.2 MIDDLE (TOWER)

This section provides guidelines related to floor plate size and shape; tower placement, orientation and articulation; and separation distances; all of which work to provide appropriate relationships between tall buildings, mitigating overlook and protecting access to sunlight and skyviews.

In keeping with the guidelines, the placement, orientation and articulation of towers on the site promotes design excellence, innovation and sustainability, taking into account passive building performance, wind impacts, as well as views and pedestrian experiences as one moves through the site. Towers are setback from adjacent streets and the new park, and are positioned to avoid shadowing the park. Towers land directly in the larger squares, framing and animating these open spaces. Towers also feature particularly generous separation distances well above the minimums in the guidelines.



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The Master Plan includes a number of taller towers ranging between 41 and 71 stories. Particularly for towers in the 50-70 storey range, larger building cores are required, making 750 m minimum floor plates a challenge. To ensure efficient floor plates for these taller towers, the design utilizes dynamic building articulation to achieve average 750 m floor plates for taller towers to achieve the intent of the guidelines. The Master Plan's generous separation distances further help to ensure ample access to sun and sky view, mitigating larger floor plates where the lower portions of taller buildings exceed 750 m.



Maximum footprint allowed by Toronto Tall Building Design Guidelines

Maximum footprin allowed by A+M rules

#### 3.3 TOWER TOP

This section provides guidelines that direct tall buildings to make an appropriate contribution to the quality and character of the skyline. While the Master Plan has not yet reached a detailed design stage, current strategies that work to sculpt the tops of towers and utilize lighter materials are in keeping with the intent of these guidelines, and will continue to be explored as the design progresses.





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#### 4.0 PEDESTRIAN REALM

This section provides guidance on streetscape and landscape design, providing comfortable sidewalk zones, mitigating pedestrian level wind effects, and providing pedestrian weather protection.

While the Master Plan has not reached this level of design detail and resolution, it is committed to aligning with the intentions of these guidelines. Streetscape and landscape design will be of the highest quality, and will be comprehensively considered across the full site to create a consistent sense of place and comfortable pedestrian experience. Wide sidewalks and angled setbacks work to create generous zones to accommodate pedestrian movement and streetscape elements. Preliminary analysis has already been completed on pedestrian level wind effects, which has helped to inform the street and block pattern and building placement and orientation; building articulation and pedestrian weather protection will to continue to be studied and addressed as detailed design progresses.





#### 5.0 MID-RISE PERFORMANCE STANDARD

Toronto's Mid-rise Building Performance Standards were developed to guide the design of mid-rise infill development along Toronto's *Avenues*. Toronto's Avenues have a distinct retail 'main street' character. They are predominantly lined with low and mid-rise street wall buildings, featuring fine-grained retail at grade. Infill sites on *Avenues* are typically constrained by their depth and tight relationships with stable low-rise *Neighbourhoods*, and by adjacent main street buildings that have built to their lot lines.

Comparatively, 2150 Lake Shore is a 27.6 acre former industrial redevelopment site, positioned between two major movement corridors to the north and west and existing high rise development to the south and east. To the extent that the Master Plan includes mid-rise buildings interspersed with towers and low-rise buildings, some of the Mid-rise Building Performance Standards provide helpful clues as to how mid-rise buildings on the site should relate to adjacent public streets and spaces. Conversely, many of the Mid-Rise Building Performance Standards that are concerned with responding to a wellestablished low and mid-rise context are generally not relevant for a large comprehensive development site in this context (e.g. rear transition, side property line and maximum building height guidelines).

The Master Plan has considered aspects of the Mid-rise Building Performance Standards that are aligned with the site's context. The current design is generally in keeping with the intentions for minimum building heights, minimum ground floor heights, minimum sidewalk zones, and streetscape guidelines in the Mid-rise Building guidelines, which are also generally aligned with similar guidelines in the Tall Building Guidelines discussed in the previous section.

The Master Plan has taken its own approach to ensure mid-rise buildings achieve the objectives of Mid-Rise Building Performance Standards that speak to front façades, which are concerned with providing at least 5 hours of sunlight on sidewalks, pedestrian perception, and building setbacks.





**Typical Block Typologies** 



Proposed Block Typology



Sun towards courtyard and site walk



Increase double aspect units







Distinct buildings

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The Mid-Rise Building Performance Standards contemplate mid-rise slab buildings that require pedestrian perception stepbacks and front angular planes to create a comfortable pedestrian experience and allow light to reach opposite sidewalks. The Master Plan's dynamic mix of mid-rise buildings, low-rise buildings, angled setbacks, and mid-block connections provide a more dynamic pedestrian experience and streetwall that by nature allows for the penetration of light and provides a generous expanded public realm zone.

In response to the Mid-rise Building Performance Standards use of front façade angular planes, the Master Plan has explored how its typology performs against a front angular plane to ensure that mid-rise buildings are designed in proportion to adjacent streets, allowing light to reach opposite sidewalks. Recognizing that the site is within a context that is quite different and less sensitive than Toronto's Avenues, maximum mid-rise building heights have been informed by front 45 degree angular planes drawn from the edge of the street right of way, starting at a height of 100% of the right away. The approach to corner sites is in keeping with the Performance Standards approach to corner sites and angular planes as well. Whereas the Mid-Rise Building Performance Standards utilize a similar metric based on a height of 80% of the right of way, this is intended for a slab-building that fills the area beneath the angular plane. By comparison, while a slightly more generous angular plane has been used to inform maximum building heights, the Master Plan approach provides a mix of mid-rise and low-rise buildings, as well as mid-block connections that by nature do not fill the area beneath this angular plane. The diagram below illustrates how the current design of the Master Plan performs against this alternative metric, working to achieve the intentions of the Mid-rise Building Performance Standards within the site's distinct context.



Angular Plane

## 3.7.3 **GROWING UP GUIDELINES**

Toronto's Growing Up Guidelines were released in draft in 2017, providing guidance on how to plan for children in vertical communities. The Guidelines provide recommendations at three scales: Neighbourhood Guidelines, Building Guidelines, and Unit Guidelines. While the concept Master Plan has not reached a level of design resolution to meaningfully respond to many of the more detailed guidelines in the document, 2150 Lake Shore continues to consider and work to align the Master Plan with these guidelines.

#### **NEIGHBROUHOOD GUIDELINES**

The neighbourhood guidelines speak to mobility, parks and open spaces, child care facilities, schools, opportunities to share and collocate community services and facilities, meeting daily needs, whimsy and design for four seasons, ecological literacy and civic engagement.

The Master Plan's mobility network is well-aligned with the guidelines, providing a safe network of spaces that support walking and cycling. While the detailed design of new parks and open spaces will continue over the coming years, the proposed new park and variety of other open spaces are also well aligned with the intentions of the guidelines. The proposed provision of these types of spaces creates opportunities to address other elements of the guidelines as detailed design work progresses, such as whimsy and design for four seasons, and ecological literacy. The Master Plan intends to incorporate child care facilities, and through the secondary planning and future development approvals processes, the team looks forward to working with the City and stakeholders to confirm and address other community services and facilities needs in the area, in keeping with the intentions of related guidelines.

#### **BUILDING & UNIT GUIDELINES**

The building guidelines speak to the configuration and provision of large units within buildings, flexible design and construction, indoor and outdoor amenity spaces, lobbies, social circulation spaces, building massing and typologies, POPS, and storage and utility needs. Building on these building scale recommendations, the unit guidelines speak to a number of detailed design considerations for units and the rooms and spaces within them.

At an aspirational level, the Master Plan is committed to following these best practices for family friendly design. These are all matters that will be explored further as the Master Plan progresses into more detailed design of individual buildings, floor plans, units, amenity spaces, and POPs. At the current stage of design resolution, the Master Plan has already aligned current unit size and mix targets with related guidelines in 2.1 and 3.0, including provision of a minimum of 10% three bedroom units (or larger), and 15% large two bedroom plus den units. The current building massing and variety of building typologies are well aligned with related guidelines, and direction on allowing for a variety of unit types and innovative building design. The Master Plan's distinct typologies have also created ample rooftop areas and grade related open spaces, which similarly provide excellent opportunities to achieve the intentions of guidelines for these spaces.

As many of these guidelines operate at a level of detail that is typically addressed either through the rezoning, or site plan approval processes for respective phases of development, the Master Plan will continue to consider and align with the Growing Up guidelines as these processes progress over the years to come.

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## 3.8/ SHADOW ANALYSIS

#### INTRODUCTION

A sun shadow study was completed for the proposed Master Plan, as requested by City staff, to analyze the effect of shadowing from new development shown in the Master Plan on the surrounding context. Shadow Studies are not a typical required for Draft Official Plan Amendment (OPA) applications, as the Draft OPA is a policy document that sets out a framework for the proposed development of the site, not a detailed development proposal such as the conceptual development shown in the Master Plan. As such, this study has been issued and included in this application for illustrative purposes only - it has no direct relationship to the Draft OPA that is the subject of this application. This study is intended to help staff understand the Master Plan described in Section 2 of this document and in other elements of this application, to help inform the Secondary Plan study.

The shadow study assessed the shadowing on an hourly basis from 9:18 am to 6:18 pm for each of the vernal equinox (March 21), the summer solstice (June 21), and the autumnal equinox (September 21).

The shadow study distinguishes between the shadows deriving from the existing context and the net new shadows deriving from the proposed development. The assessment provided below discusses the combined impact of these shadows within the site and on the adjacent context.

#### **AUTUMNAL & VERNAL EQUINOXES**

#### Analysis of the Context

In the morning hours between 9:18 am and 10:18 am during the vernal and autumnal equinoxes, shadows extend to the west of the site across Park Lawn Road. At 9:18 am, shadows reach the northmost residential tower on the west side of Park Lawn Road, as well as non-residential development further to the north on the west side of Park Lawn Road and the central Ontario Food Terminal building. By 10:18 am, these shadows no longer reach existing residential and non-residential development in the surrounding context, and by 11:18 am shadows have moved off of Park Lawn Road entirely as well. At 3:18 pm shadows begin to cross Lake Shore Boulevard W to the east of the site, reaching existing residential towers opposite the site. A small sliver of shadow also reaches Jean Augustine Park at that hour, though it should be noted that this park is already largely in shadow from the existing building immediately south of the park at this hour. By 4:18 pm, this shadow has moved entirely off of Jean Augustine Park. A this hour, shadows continue to extend across Lake Shore Boulevard towards existing residential towers to the east, though it should be noted that much of this area is already in shadow from existing residential development. At 5:18 pm some modest incremental net new shadows reach Humber Bay Shores park; these new shadows are comparatively minor given the park is already largely in shadow from the existing development immediately west of the site at this hour. By 6:18 pm, the area to the west of the site is almost entirely shadowed by existing development, and net new shadows are negligible, excepting the area immediately opposite the site on the west side of Lake Shore Boulevard W.

Due to the site's location primarily to the north of existing development in the area, as well as the high-rise character and related shadows cast by existing development in the area, net new shadows are primarily cast to the north of the site on the highway and Ontario Food Terminal. To the extent that new shadows reach existing development in the early morning and late afternoon and evening hours, incremental new shadows are modest. Incremental shadows are in keeping with the extent of shadowing from existing development at these hours, when much of the area is already in shadow at this time of year. To the extent that new shadows reach existing parks in the area, new shadows are minor and limited to late afternoon/evening hours when these areas are largely already in shadow. As such, shadows from new proposed development are appropriate and in keeping with the character and existing conditions in this high density urban context.

#### Analysis of the Proposed Park

At 9:18 am the proposed park is almost entirely in shadow, the majority of which is from existing development to the east, with the remainder from proposed development to the east of the park. At 10:18 am the majority of the park is still in shadow, both from existing and proposed development to the east, though approximately one third

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of the park begins to receive sun at this hour. At 11:18 am shadows from existing development have moved off the park, and approximately half of the park remains in shadow from proposed development to the south and east of the park. Between 12:18 pm and 1:18 pm, shadows from the proposed development to the south and east of the park have primarily moved off of the park, with the significant majority of the park receiving sun. At 2:18 pm shadows from proposed development to the southwest of the park begin shadowing the western half of the park; over half of the eastern portion of the park continues to receive sun at this hour. At 3:18 pm, shadows from proposed development to the southwest continue to move across the park, with approximately one third of the park receiving sunlight. At 4:18 pm, shadows from proposed development have largely moved off the park, with the significant majority of the park receiving sun. At 5:18 and 6:18 pm at this time of year, shadows lengthen, resulting in the significant majority of the park and site in general being in shadow.

Due to the extent of existing shadowing in the area, the proposed park has been strategically placed internally within the site, further from existing high rise development to the south, east and west of the site. Proposed development to the south of the park has been sculpted and kept at a mid-rise and low-rise scale, further reducing the extent of shadowing on the proposed park. As a result, between 10:18 am and 4:18 pm at least an approximate one third of the park remains free of shadows, allowing for enjoyment of sun access on a significant portion of the park throughout most of the day. Over the lunch hours - 12:18 to 1:18 pm - shadows on the park are minimal, allowing for excellent sun access during these hours. It should be noted that providing sunlight on new parks in this type of high density context is challenging. This is evidenced by the current extent of shadowing on Jean Augustine Park from existing development to its south. Comparatively, the efforts of the proposed development to strategically locate the park and sculpt proposed development to reduce shadowing are more sensitive and more effective in reducing shadowing and providing adequate sunlight on the proposed park.

In summary, the proposed development is in keeping with the character of existing development in this context, and is generally more sensitive and strategic in its successful efforts to reduce shadowing and provide sun access on the proposed park. In this urban context, the extent of shadowing on the park is appropriate at the vernal and autumnal equinoxes.

#### SUMMER SOLSTICE

#### Analysis of the Context

Compared to the autumnal and vernal equinoxes, in the morning hours at the summer solstice shadows extend further to the immediate west of the site. At 9:18 am some existing shadows and incremental shadows from the proposed development reach the podiums of the three buildings with frontage on the west side of Park Lawn Road as well as the northern most residential tower. By 10:18 am, these shadows have moved further north, with only a portion of the northern most building on the west side of Park Lawn Road receiving some incremental shadowing at its northern tip. By 11:18 am shadows have moved off of all but a small sliver of the eastern side of Park Lawn Road. From 11:18 am to 2:18 pm new incremental shadowing is almost entirely limited to the site itself; shadows do not reach the Food Terminal site, and just begin shadowing the west side of Lake Shore Boulevard at 2:18 pm. At 3:18 pm, new shadows begin reaching across to the east side of Lake Shore Boulevard, reaching residential towers opposite the site. These shadows lengthen and reach additional towers and areas between 4:18 and 6:18 pm, but are in keeping with the extent of existing shadowing from the high-rise towers located between Lake Shore Boulevard and Marine Park Drive.

New incremental shadows do not reach Jean Augustine Park at any time during the summer solstice. Some minor incremental patches and slivers of new shadow reach Humber Bay Shores park at 6:18 pm only, at which point much of the park is already in shadow from existing development immediately to the west. As such, at the summer solstice, shadows from new proposed development are appropriate and in keeping with the character and existing conditions in this high density urban context.

#### Analysis of the Proposed Park

Similar to the equinoxes, at 9:18 am, much of the park is in shadow both from existing and proposed development to the east. But by 10:18 am the significant majority of the

park receives sun, with only two small patches of shadow from proposed development to the east reaching the park. This condition is maintained between 10:18 am and 12:18 pm, where only a negligible patch of shadow is cast on the eastern edge of the park from proposed development to the east, resulting in the park effectively receiving full sun between these hours. At 1:18 pm the park is free of any shadows. At 2:18 pm a small patch of shadow from proposed tower to the west begins to reach the western edge of the park. This fast moving shadow moves over the park between 2:18 and 4:18 pm, still allowing the majority of the park to receive sun during this period. At 5:18 pm, the shadow from the proposed tower to the west has moved off the park, and only a small patch of shadow from the podium portion of development to the west begins to reach the western edge of the park, leaving the significant majority of the park in full sun. At 6:18, the significant majority of the park still receives sun, despite patches of shadow from proposed development to the west lengthening and reaching more of the western edge and northern tip of the park.

In summary, at the summer solstice, when the park will receive the most use, the effects of the Master Plan's efforts to strategically locate the park and sculpt massing to the south are pronounced, minimizing shadowing on the park and resulting in excellent access to sun throughout the day, beyond the 9:18 am window.

#### CONCLUSION

The site is located at the northeast corner of Park Lawn Road and Lake Shore Boulevard, and existing residential development in the immediate context is located to the south, east and west of new development on the site. As such, net new shadows are primarily cast upon the site itself, and on less sensitive uses to the north of the site, including the Gardiner Expressway and Ontario Food Terminal. To the extent that new shadows reach existing development in the immediate context, this occurs in the early morning and late evening hours, where incremental new shadows are modest and are in keeping with the extent of shadowing from existing development. The extent of incremental shadows on existing parks in the area is generally minor and appropriate in this context, given it is limited to the afternoon and evening hours and is modest in comparison to shadows on existing parks from existing development. With regards to conditions within the site, efforts to strategically locate the proposed park and sculpt massing are both successful in reducing the extent of shadowing on the park, particularly at the summer solstice when the park will receive the greatest use. In conclusion, incremental new shadows from the proposed Master Plan are appropriate and are in keeping with the character and existing conditions in this high density urban context.

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#### MARCH 21ST







12:18pm



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12:18pm





5:18pm





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MASTER PLAN & PLANNING RATIONALE 2150 Lake shore boulevard west toronto

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## 4.1/ PLANNING CONCLUSIONS

The Draft Official Plan Amendment (OPA) establishes a framework for the vibrant mixed use redevelopment of the site, responding to the unique opportunity present at the heart of the Humber Bay Shores community. As evidenced by the Master Plan proposal, the Draft OPA establishes a framework for the redevelopment of the site that will deliver a number of important community benefits summarized over the following sections of this report. The Draft OPA advances key planning directions within the provincial policy framework, consistent with the Provincial Policy Statement and in conformity with the Growth Plan for the Greater Golden Horseshoe.

As part of Toronto's Official Plan, Site and Area Specific Policy (SASP) 15 recently introduced a Regeneration Area land use designation on the majority of the site, with the remainder of the site designated as a General Employment Area. As per the Regeneration Area policies in Chapter 4 of the Official Plan, SASP 15 also outlines a series of plans and studies that are required to inform a Secondary Plan study for the site. This OPA Application responds to the requirements of SASP 15 and the Regeneration Areas policies in the Official Plan. The proposed Draft OPA provides guidance on updating the Official Plan and SASP 15 by proposing more specific Land Use designations for the site, as well as outlining a more specific vision and policy objectives for the redevelopment of the site. As such, the proposed Draft OPA builds upon, implements and conforms to the policy directions in SASP 15, and the broader Official Plan policies in Chapters 1-5 and related guideline documents. It also provides input into the City's work on its Secondary Plan study.

#### CREATING AN INTERMODAL TRANSIT HUB FOCUSED ON A NEW GO TRANSIT STATION

The Draft OPA requires the creation of a new GO Station and intermodal transit hub. It establishes a framework for the introduction of a new network of streets through the site, complimented by pedestrian and cycling connections, which together will create a porous network that works to draw transit riders, vehicles, pedestrians and cyclists to the GO Station, creating an intermodal hub. This integration of active and public transit options focused around the GO Station represents a major improvement for the area, positioning the site and surrounding area as a major transit station area, and resulting in greatly enhanced transportation choice for new and existing residents in the Humber Bay Shores area and beyond. A range of provincial and municipal policy objectives all work to promote this type of investment in public and active transit, similarly supporting transit-oriented development in the areas immediately surrounding major transit station areas.

#### PROVIDING TRAFFIC RELIEF FOR THE COMMUNITY

The Draft OPA requires that traffic relief be provided for the area, either through a "relief road" or similar solution. The proposed Master Plan illustrates a potential service road and bypass route running along the northern edge of the site, connecting the Park Lawn Rd - Gardiner access ramp with the Gardiner ramp to the east. Coupled with the investments in public and active transportation required by the Draft OPA, which seek to reduce reliance on private vehicles altogether, additional road infrastructure like a relief road can work to divert vehicular traffic away from Park Lawn Road and Lake Shore Boulevard to relieve vehicular congestion in the area. Reducing reliance on private vehicles and diverting new and existing traffic will work together to calm Park Lawn and Lake Shore, allowing these streets to take on a more pedestrian friendly, main street character, which will further encourage walking, cycling and transit use in the area, in keeping with related policy objectives in the provincial and municipal policy frameworks.

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### COMPLETING THE HUMBER BAY SHORES COMMUNITY

As a large, vacant, former industrial site at the heart of the Humber Bay Shores community, 2150 Lake Shore presents a unique opportunity to fill a current hole in the urban fabric. With the GO Station and Transit Hub working to provide a broad range of transportation choice, and infrastructure improvements such as a relief road working to direct vehicular traffic away from Park Lawn and Lake Shore, the range of vibrant mixed use development across the site established by the Draft OPA will further work to repair the site's edges and integrate with surrounding community. The new network of streets and connections required by the Draft OPA directly interfaces with the existing street network in the area, and creates a fine grained pattern of streets and blocks to support the mixed-use redevelopment of the site. The diverse mix of uses within the Draft OPA, including requirements for affordable residential units, substantive new employment; diverse retail services; a park and range of other open spaces; as well as other community-oriented facilities and services all work together to truly embodies a number of policy objectives that encourage the creation of transitoriented complete communities.

#### INTRODUCING A NEW TRANSIT-ORIENTED OFFICE HUB TO GROW LOCAL EMPLOYMENT OPPORTUNITIES

The Draft OPA provides for the creation of a new employment hub in west Toronto, with a range of office and tech employment uses required on the site. The location of the General Employment Area focuses a critical concentration of employment surrounding the GO Station and transit hub at the heart of the site. The Draft OPA requires that more than half of the minimum 98,000 m2 of non-residential development will be delivered as office type employment uses, including traditional and medical offices, tech, creative uses, and scientific research and development. Whereas the former use of the site for a 58,000 m2 industrial bakery provided approximately 550 jobs at the time of its closure, typical employment densities for the types of uses required by the Draft OPA will result in an exponential increase in the number of local jobs on the site, in addition to an overall increase in the range and quantity of non-residential uses on the site. Introducing a local employment hub integrated within the redevelopment of the site is not only an important part of creating a complete community, it also works to drive transit ridership, aligning with a range of provincial and municipal policy objectives that encourage employment uses to locate within mixed use development and in relation to higher order transit, reducing commuting and providing opportunities for people to live and work locally.

#### KNITTING THE COMMUNITY TOGETHER WITH A COMPREHENSIVE SYSTEM OF NEW PUBLIC OPEN SPACES

The Draft OPA requires that the redevelopment of the site be structured around an extensive, comprehensive and well-connected public realm, including a range of diverse open spaces and an unencumbered public park. It requires that parking, loading and other back of house services be consolidated below grade to maximize space for a pedestrian-oriented public realm at grade. It also requires the conservation of the existing industrial water tower, to be relocated in a prominent location within the public realm as part of a broader strategy to celebrate the site's history as party of Toronto's industrial water front. Together, this system of interconnected public spaces will work to complement and enhance connections to the existing range of high quality parks and public spaces in the area, celebrating the area's history, and providing opportunities for a range of recreation and community activities that will support a high quality of day-to-day life and community engagement, all in keeping with related provincial and municipal policy objectives.

### ENSURING COMPATIBLE BUILT FORM, HEIGHTS & LAND USES ACROSS THE SITE

The Draft OPA requires the appropriate massing and distribution of new buildings and land uses across the site. This will ensure that new development is compatible and sensitive to the surrounding context, enhancing the site's relationship with existing residential development, and protecting the long term viability of the Ontario Food Terminal. The Draft OPA's requirement for development to follow urban design guidelines ensures that further consideration is provided to how to best achieve these important related provincial and municipal policy objectives as the level of detail and design resolution for proposed development on the site is refined and confirmed through future development approvals processes.

#### PROVIDING DIVERSE HOUSING OPPORTUNITIES, INCLUDING AFFORDABLE HOUSING

The Draft OPA requires that residential components of the redevelopment of the site provide a significant percentage of family sized two and three bedroom units as part of a broader mix of housing typologies on the site. It also incorporates requirements for a significant proportion of the new housing units on the site to be provided as affordable housing, in keeping with related provincial and municipal policy objectives that target the provision of a range of housing typologies and affordability.

#### PROMOTING LEADERSHIP AND BEST PRACTICES FOR SUSTAINABILITY AND RESILIENCE

The Draft OPA includes requirements for green infrastructure, and the incorporation of other sustainability strategies and best practices related to stormwater management, tree planting, transportation demand management, energy conservation, and overall resilience. As such it provides a framework to ensure related provincial and municipal policy objectives will be achieved, as the level of detail and design resolution for proposed development on the site is refined and confirmed through future development approvals processes.

#### CONCLUSION

In summary, the Draft Official Plan Amendment represents good planning that is in the public interest. It is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe. It implements and builds upon the policy objectives of SASP 15, the City of Toronto Official Plan, and related guideline documents, and therefore conforms with the intentions of the municipal policy framework.

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## 4.2/ SUMMARY OF SUPPORTING STUDIES

This Official Plan Amendment application includes a number of supporting studies that were identified in consultation with City planning. These studies support the Draft Official Plan Amendment (OPA), in many cases engaging with the conceptual Master Plan to provide input and assist with the development of a Secondary Plan for the site. This section provides a high level summary of each of the following studies, which should be reviewed individually in relation to the overall application.

#### 4.2.1 URBAN TRANSPORTATION CONSIDERATIONS REPORT

BA Group has prepared an Urban Transportation Considerations report to support the application. Major transportation themes of the Draft OPA and Master Plan include creation of a new integrated GO / TTC transit hub, improving current traffic congestion challenges, implementing a walkable pedestrian realm network, and the creation of high quality and sustainable mobility options. BA's report contains the following:

A Planning and Policy review of the relevant planning documents and framework outlining principles for growth, development, and the future transportation context in west Toronto.

A Transportation Context, which provides a review of the existing and future transportation context of the site, including the street network, transit network, and the cycling network. The report notes that the redevelopment of the site has a potential to address the long standing mobility challenges in the Humber Bay Shores Area.

The Master Plan section outlines key physical elements of the Master Plan from a mobility and transportation perspective including the transit hub, the road network, and the active mobility network. The approach to the Integrated Mobility Plan and the corresponding Transportation Demand Management (TDM) are outlined, including strategies to minimize automobile-dependent travel for prospective residents, employees, patrons, and visitors while meeting the practical and operational needs of a mixed-use development plan of significant scale. The Functional Site Plan Elements section discusses strategies for vehicular elements of the Master Plan including access, loading and servicing, and parking.

Area Mobility Assumptions analyzes the existing travel patterns in the local area and the greater area in order to project travel patterns for the site and its surroundings. The report recognizes the increasingly urban context of the Humber Bay Shores neighbourhood.

Multi-Modal Travel Demand Forecasting for the local and greater area were completed to inform the Master Plan transportation approaches, given the substantial scale of the site and the projected transportation impacts to the area.

Transit Hub Activity Projections focuses on the projected future GO transit ridership resulting from Site and surrounding catchment areas of the Park Lawn GO station, and the multi-modal activity attributed to the new regional transit service provided on Site.

Transit Travel Assessment provides a review of the existing and future transit service and ridership, and the ability for future transit to accommodate and adapt to the future transit travel needs of the site and the surrounding area.

Vehicle Travel Assessment provides a review of existing street operations and current challenges in the network, and the future operating conditions without the proposed Master Plan and the infrastructure changes to be delivered.

Active Travel Assessment provides a review of the existing and future pedestrian and cycling connectivity and conditions in the site and the surrounding area, contemplating the improvements delivered as part of the Site.

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#### SUMMARY AND CONCLUSION

The report notes that the site is excellently positioned to be able to address long standing transportation challenges in the wider Humber Bay Shores area, while positively transforming mobility patterns.

The Master Plan realigns and integrates the TTC streetcar and surface transit services to integrate with the new Park Lawn mobility hub proposed through the redevelopment. The mobility hub will provide for convenient and efficient passenger transfers and interchange between existing and new LRT / streetcar and bus services that will link the facility to the surrounding communities. The mobility hub is projected to reduce auto-dependency, and is expected to reduce vehicle trips to/from the area. The delivery of the Relief Road corridor and relocation of the Gardiner Expressway access ramps will reduce traffic congestion, which the report states is a long-standing issue in the area.

The Master Plan aims to emphasize the public realm through the provision of new public and private streets that are well- designed for diverse modes. A loop road is proposed, as well as mid-block connections to provide strong connections through the site. The redevelopment also aims to introduce new and active access to site facilities that directly connect to key destinations and the surrounding area.

The Master Plan re-characterizes the Lake Shore West corridor into a Main Street to the community, creates a unique pedestrian-focused, fine-grained local street system, and creates connections to the area recreational, active transportation networks, and the proposed mobility hub.

The Transportation Demand Modelling (TDM) plan is proposed as a part of the Master Plan, and will continue to evolve as the Master Plan develops. The TDM plan will continue to be integrated into all aspects of the Master Plan. The Master Plan provides for all vehicular functional needs of the redevelopment including parking, pick-up/drop-off, and loading and servicing. Vehicular parking and loading will be consolidated underground helps avoid vehicles from travelling through the heart of the site.

Considering the travel patterns in the wider area, the delivery of a new GO station that will have the capacity to accommodate expected ridership volumes resulting from new development on the Site as well as new riders from the surrounding neighbourhoods. Delivery of the Relief Road that will serve as an alternate to Lake Shore Boulevard West and Park Lawn Road, which experience congestion today due to traffic bypassing the Gardiner Expressway.

The Master Plan will drastically change the pedestrian and cycling context across the Humber Bay Shores community; the level of connectivity and public realm improvements afforded by the Master Plan will significantly facilitate and encourage active travel options for both local and greater area trips. The Master Plan proposes a number of strategies to improve active transportation conditions, including the delivery of a series of new street infrastructure and active transportation linkages to integrate the Site within the Humber Bay Shores community.

To the extent that the Master Plan generally illustrates the conceptual redevelopment of the site in keeping with the Draft OPA, and that the Draft OPA includes policy directions that are aligned with the transportation elements of the Master Plan, the conclusions of this study appropriately support the Draft OPA.

#### 4.2.2 HERITAGE IMPACT ASSESSMENT

A Heritage Impact Assessment report has been prepared by ERA in support of the Official Plan Amendment application.

The report finds that the Site carries elements of cultural heritage value, including:

- Design value associated with the existing commercial bank building at 2194 Lake Shore Boulevard West;
- Association with Christie, Brown & Co., a significant institution in the Humber Bay community;
- Association with broader themes of Toronto's waterfront history: industrial production, and leisure, recreation and public use;
- A physical, visual, functional and historical relationship to the key transportation routes adjacent to the site: the Gardiner Expressway, the Canadian National Rail corridor, and Lake Shore Boulevard West; and
- Landmark value via the Christie Water Tower.

The report notes that while there are some remnant physical heritage attributes that convey this value, much of the historic built form has been lost. Other elements of value are intangible, and cannot be conveyed through building conservation strategies.

#### CONCLUSION AND RECOMMENDATIONS

The report concludes that the Master Plan intends to conserve the tangible and intangible historic fabric of the Site through the development and implementation of a comprehensive, multi-media, Site-wide interpretation program.

Due to the intangibility of much of the Site's cultural heritage value, the report recommends a robust interpretation program intended to communicate the Site's intangible cultural heritage value through the use of diverse media on and off the Site. Ideas for interpretation program elements are explored and included in the report.

The Christie Water Tower is proposed to be retained, relocated and incorporated into a planned neighbourhood park as a key component of the Site's interpretation program. Impact mitigation strategies will ensure that the Christie Water Tower retains its visibility from the Gardiner Expressway and CN Rail corridor, and its prominence as a landmark industrial projection along Toronto's waterside regional transportation routes.

The report recommends three subsequent studies and plans to be conducted to further support the Master Plan;

- A view study to better understand the Christie Water Tower's landmark quality and visibility along the Gardiner Expressway
- A Conservation Plan specific to the Christie Water Tower; and,
- An Interpretation Plan outlining specific on- and offsite interpretation strategies, with reference to all four of the Site's historic themes.

To the extent that the Master Plan generally illustrates the conceptual redevelopment of the site in keeping with the Draft OPA, and that the Draft OPA includes policy directions that are aligned with the heritage conservation strategies of the Master Plan, the conclusions of this study appropriately support the Draft OPA.

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#### 4.2.3 HOUSING ISSUES REPORT

A Housing Issues Report has been prepared by Urban Strategies Inc. to provide information related to the impacts of the proposed development on the City's supply of affordable and mid-range housing. The report responds to provincial and municipal policies related to housing, including those that relate to creating a diverse housing stock in terms of tenure, type, form, and affordability.

The report states that the proposed development creates a new master-planned community on an 11.2 hectare site, representing an efficient utilization of predominantly vacant land. It introduces intensification in a growing area of Toronto with housing options adjacent to a proposed intermodal transit hub and new jobs.

In total, the proposed development will introduce approximately 7,500 residential units to a site with no existing housing. The report notes that, at the time of writing, the Master Planning process is still underway, and has not yet reached the level of detail required for the development of floor plans and detailed unit layouts. Nonetheless, the Master Plan provides 10% 3-bedroom units or larger, and 15% large 2-bedrooms plus den, and considers additional 2-bedroom 'market sized' units. Targeted average unit sizes are expected to range between 400 square foot studio units to 1,100 square foot 3-bedroom units (or larger), accommodating the diverse needs in both size and cost of housing for future residents. In terms of affordable housing, the report states that the Master Plan commits to delivering affordable housing, recognizing that it will contribute to the diversity of choices for future residents and in creating a more complete community. Looking ahead, the project team will continue to work with the City in ensuring that the size, location, and delivery of these meet the City's policy objectives. The proposed development will also create a new public park within the site, as well as public urban squares that offer gathering places for residents, promoting social interaction. Existing streets will be enhanced, and a fine grain network of new streets will be introduced, connecting to the existing road network in the surrounding area. Numerous indoor and rooftop amenity areas will also be introduced for residents and workers. Altogether, the proposed development will enhance walkability, active transportation, and access to high-order transit, contributing to the creation of a complete community.

#### SUMMARY AND CONCLUSION

The housing and community-related components of the Master Plan are consistent with the policy direction of the Provincial Policy Statement, and conform to the policies of the Growth Plan for the Greater Golden Horeseshoe, the City of Toronto Official Plan, and Site and Area Specific Policy 15. They also are in keeping with key directions in the Growing Up: Planning for Children in New Vertical Communities Guidelines. These policy and guideline documents support the creation of vibrant community and transit supportive intensification. They direct the provision of high quality public realm alongside a mix of uses including office, retail, residential, and institutional. The proposed development represents good planning as it addresses the aforementioned planning framework, by introducing a new master-planned community that will inject vibrancy to southeast Etobicoke, and create homes and jobs for people in a way that leverages proximity to the proposed intermodal transit hub.

To the extent that the Master Plan generally illustrates the conceptual redevelopment of the site in keeping with the Draft OPA, and that the Draft OPA includes policy directions that are aligned with the housing strategies of the Master Plan, the conclusions of this study appropriately support the Draft OPA.

#### 4.2.4 ENERGY STRATEGY

The Energy Strategy explores possible strategies to address energy conservation including peak demand reduction, resilience to power disruptions and local integrated energy solutions to address the City's targets of carbon dioxide emissions reduction. A number of passive and active design measures are suggested on a blockby-block basis and modelled to show their impact. The report concludes that the integration of solar technologies for renewable energy generation and smart batteries for energy storage will be investigated as part of the next design stages.

To the extent that the Master Plan generally illustrates the conceptual redevelopment of the site in keeping with the Draft OPA, and that the Draft OPA includes policy directions that are aligned with the energy-related strategies of the Master Plan, the conclusions of this study appropriately support the Draft OPA.

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#### 4.2.7 SECONDARY PLAN INPUTS

In addition to the typical requirements of an Official Plan Amendment application, a number of additional supporting plans and studies were prepared and included with this application to support and provide input into the development of a Secondary Plan. Policy 4 in Site and Area Specific Policy (SASP) 15 provides a list of plans and studies that are required to be included in the Secondary Plan study. The following plans and studies from that list have been included in this submission, all of which support the proposed Master Plan and related Draft Official Plan Amendment included in this application.

- Land Use Plan
- Phasing Plan
- Physical Structure Plan & Public Streets Plan
- Parks & Open Space Plan
- Urban Design Guidelines
- Economic Development Strategy
- Compatibility/Mitigation Strategy
- Rail Safety Strategy
- Infrastructure Master Plan
- Green Infrastructure Strategy

#### LAND USE PLAN

The Land Use Plan outlines recommended Official Plan Land use designations for the site consistent with the concept Master Plan and Draft OPA. New land uses include *General Employment, Mixed Use Areas,* and Parks and Open Space. A height plan is also included to inform approximate tall building locations and heights across the site in keeping with the Master Plan. And an illustrative density plan is also provided, summarizing the block by block density distribution on the site, in relation to the Master Plan.

#### PARKS AND OPEN SPACE PLAN

The Parks and Open Space Plan presents the sitewide landscape vision and structuring moves, and identifies landscape typologies across the site. The plan includes details on landscape within development plots, streetscape, drainage strategy, planting and ecology, sport and play, as well as preliminary microclimate studies conducted for the site. The Plan identifies the locations of new public parks and other open spaces, including a fully unencumbered Christie Cookies Park.

#### PHASING STRATEGY & IMPLEMENTATION PLAN

Given the large scale of the site (27.6 acres), it is expected that the development will be built out over time in stages. The Phasing Strategy and Implementation Plan outlines objectives to ensure an orderly development of the site and to ensure that the development feels complete at every stage with logical phase boundaries, sufficient quantum, and variety in land-use mix to deliver successful and integrated communities each step of the way. This is in keeping with related policies in the Draft OPA. The Phasing Strategy envisions the development to be delivered in 4 phases with details on the land uses, quantum, and location contemplated for each phase.

### PHYSICAL STRUCTURE PLAN & PUBLIC STREETS PLAN

The combined Physical Structure Plan and Public Streets Plan provides an overview of the Master Plan's urban structure (street and block pattern), landscape structure, public realm, mobility, and streetscape. In keeping with related policies in the Draft OPA, the Plans integrate the site with the surrounding community, applying the City's "Complete Streets" principles and establishing a network of public streets, development blocks, pedestrian and cycling facilities and connections, and parks and open spaces that contributes to a safe, comfortable and connected public realm. The Plan also ensures connectivity, in keeping with the directions and/or outcomes of the on-going Park Lawn Lake Shore Transportation Master Plan. A series of plans that outline the Master Plan's physical structure are provided, including an illustrative roof plan, a block plan, and a ground floor plan showing proposed uses (conceptual location and quantum). The extent of proposed public and private streets are also outlined.

#### **URBAN DESIGN GUIDELINES**

The Urban Design Guidelines establishes a framework for appropriate built form on the site consistent with the urban design vision and key structuring moves, and enables the orchestration of efforts of various teams working on different blocks and building types in multiple phases in a coherent manner. Based on the overall vision for the site, more specific guidelines are provided, organized into three levels; the public realm, the block, and the building. These guidelines are in keeping with related Draft OPA policy direction that speaks to the need for future development to follow urban design guidelines.

#### ECONOMIC DEVELOPMENT STRATEGY

The Economic Development Strategy assesses the current market conditions for office and retail employment in the local area including and surrounding the site, and identifies future opportunities for the site. SASP 15 states that there will be a minimum of 98,000 square metres (1,055,000 square feet) of non-residential gross floor area on the Site at build out. The report states that the site is well-located for commercial uses due to its high visibility and accessibility from the Highway and future regional transit. The report identifies opportunities for sustained office and retail commercial employment and investment in the local area with warranted demand for the amount of office and retail proposed on the site through the Master Plan, supporting related requirements in the Draft OPA.

#### COMPATIBILITY/ MITIGATION STRATEGY

The Compatibility/ Mitigation Strategy considers the land use compatibility within the site and with its surrounding context, discusses impacts from surrounding land uses and facilities, and identifies potential mitigation measures, in keeping with related policy direction in the Draft OPA. The report discusses the proposed development's positive relationship to the existing residential context along Park Lawn Road and Lake Shore Boulevard. The site's relationship to the Gardiner Expressway, the Rail Corridor, and the Ontario Food Terminal is also considered, where it is noted that technical and urban design measures will be employed to mitigate any potential negative impacts. Within the site, the report explains the complimentary nature between permitted employment and land uses as established by the Draft OPA.

#### RAIL SAFETY STRATEGY

The Rail Safety Strategy provides guidance and strategic recommendations on rail safety solutions, addressing the adjacency of the project site to a railway corridor and the future multimodal transit hub with GO rail service, as per related Draft OPA policy directions that call for such a strategy. The report recommends potential mitigation and safety measures which include noise and vibration mitigation, recognizing that rail safety is a key objective and critical path in the development approval process for the GO station and surrounding lands.

#### THE INFRASTRUCTURE MASTER PLAN

The infrastructure Master Plan discusses considerations, assumptions, and constraints associated with the site wide servicing strategy as they relate to potable water supply, sanitary drainage connection, stormwater infrastructure, hydro infrastructure (high voltage power to supply buildings and low voltage power to supply streetlighting) telecommunications, and solid waste management. The report identifies known existing infrastructure, potential strategies, and opportunities for each of the infrastructure components, in keeping with Draft OPA policies that require provision of necessary infrastructure to support future development. The report notes that an assessment of capacity of existing infrastructure has not been carried out at this stage.

#### **GREEN INFRASTRUCTURE STRATEGY**

The Green Infrastructure Strategy outlines the objectives and strategies related to green infrastructure. In keeping with related Draft OPA policy direction, this involves tree planting, protection, and maintenance, as well as stormwater management systems (sustainable drainage solutions). The report provides an overview of applicable standards, guidelines, and strategies including the TGS and Toronto's First Resilience Strategy. It analyses existing conditions and potential risks pertaining to the site. The report states the intent of the Master Plan is to integrate as much green infrastructure as possible, and lists preliminary measures that are considered including green roofs, permeable pavements, and photoluminescence road markings, among others.

#### CONCLUSION

To the extent that the Master Plan generally illustrates the conceptual redevelopment of the site in keeping with the Draft OPA, and that the Draft OPA includes policy directions that are aligned with the related elements of the Master Plan described in these respective documents, the conclusions of these documents appropriately support the Draft OPA, as well as providing an important input into the Secondary Plan.