

CITY OF TORONTO  
BY-LAW NO. ~20XX

To adopt an amendment to the Official Plan for the City of Toronto

**To adopt Amendment No. XX to the Official Plan for the City of Toronto respecting the lands known municipally as 2150-2194 Lake Shore Boulevard and 23 Park Lawn Road**

Whereas authority is given to Council under the Planning Act, R.S.O. 1990. c.P. 13., as amended, to pass this By-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act.

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. ~~~ to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

ENACTED AND PASSED this ~~ day of ~~ AD.20~

JOHN TORY,  
Mayor

ULLI. S. WATKISS,  
City Clerk

(Corporate Seal)

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**AMENDMENT NO. ~~~ TO THE OFFICIAL PLAN**

**LANDS MUNICIPALLY KNOWN AS 2150-2194 LAKE SHORE BOULEVARD WEST  
AND 23 PARK LAWN ROAD.**

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**Context:**

As a large former industrial site with a strong contextual relationship with both the Metrolinx/GO Lake Shore West Rail Corridor and the existing predominantly residential Humber Bay Shores community, the lands present a unique opportunity to deliver major investment in transit infrastructure, and an integrated mixed use redevelopment that will complement and complete the Humber Bay Shores community.

**1. General:**

The Official Plan of the City of Toronto is amended as follows:

- 1.1 Chapter 7, Site and Area Specific Policies, is amended by repealing Site and Area Specific Policy 15, as it applies to the lands municipally known as 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road (“the lands”).
- 1.2 Chapter 7, Site and Area Specific Policies, is amended by adding the following policy No. ~~~ for the lands identified on Map XX in Schedule A, which redesignates those portions of the lands currently designated *Regeneration Areas* to a combination of *Mixed-Use Area* and *Parks*.
- 1.3 The boundaries as shown on Map XX are approximate. Where the intent of this Site and Area Specific Policy is maintained, minor adjustments to such boundaries will not require amendment to this Site and Area Specific Policy.
- 1.4 In the case of a conflict between the City of Toronto Official Plan, the policies within this Site and Area Specific Policy shall prevail.

**2. New development of the lands will be planned comprehensively and will:**

- 2.1 Create a vibrant, high-density, mixed-use, transit-oriented and complete community.
- 2.2 Be supported by a new Park Lawn GO Station and intermodal transit hub, integrating with TTC services to effectively serve both the new and surrounding community.

- 2.3 Restrict any form of residential uses and live-work uses, or any land uses not permitted in *General Employment Areas* or *Regeneration Areas* until a GO Transit station (the Park Lawn Go Station) is Provincially approved through the Metrolinx Transit Project Assessment Process and endorsed by the Metrolinx Board with secured funding through appropriate agreements and on-site TTC improvements are also secured to the City's satisfaction.
- 2.4 Provide a minimum of 98,000 square metres of non-residential gross floor area at full build out of all the lands outlined in Map XX. Development of this non-residential gross floor area:
  - a. Will be comprised of uses listed in Schedule B, provided that:
    - i. Uses listed in Column 1 will account for the 51 per cent or more of the minimum non-residential gross floor area;
    - ii. Uses listed in Column 2 will account for less than 49 per cent of the minimum non-residential gross floor area; and
    - iii. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.
  - b. Will be constructed in each phase, prior to, or concurrent with residential development to provide a balance of employment and residential growth in all phases of development; and
  - c. May be implemented in a mixed use form through stratified land use designations, which is to be determined through the Secondary Plan process, provided that:
    - i. A significant number of jobs are established on these specific sites
    - ii. The proposed uses would not adversely affect the overall viability of any nearby *Employment Areas* or those outlined in Schedule A; and
    - iii. It is demonstrated that existing or planned infrastructure and public service facilities will accommodate the proposed uses.
- 2.5 Include a diverse retail offering, including a variety of shops, restaurants, food stores, entertainment and cultural uses, and other services and amenities to address the day to day needs of residents and visitors.
- 2.6 Include residential, entertainment and community service uses and facilities to complement and be integrated with the employment and retail uses to establish a complete community.
- 2.7 Secure specific community space and facilities through appropriate agreement(s) between the City and owner that will be registered on title.

- 2.8 Define 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.
- 2.9 Provide a network of new streets that integrates the lands with the surrounding community, which applies the City's "Complete Streets" principles and establishes a network of public streets, development blocks, pedestrian and cycling facilities and connections, and parks and open spaces. This network will contribute to a safe, comfortable and connected public realm and create appropriately sized development blocks. Infrastructure improvements, which may include a new bypass road along the northern edge of the lands, will be provided to relieve vehicular congestion along Park Lawn Road and Lake Shore Boulevard West.
- 2.10 Establish a series of active transportation connections, complementing the proposed street network to further increase porosity and connectivity through the lands in a way that prioritizes and encourages active transportation, and enhances last mile connections to the intermodal transit hub.
- 2.11 Consolidate parking, loading and other back of house servicing uses in order to minimize their impacts on the pedestrian oriented public realm at grade.
- 2.12 Distribute built form, heights, massing and land uses across the lands so that they are compatible with and transition to the surrounding context; activate the lands' Park Lawn Road and Lake Shore Boulevard West frontages; and mitigate the relationship with the rail corridor, Gardiner Expressway and Ontario Food Terminal to ensure land use compatibility.
- 2.13 Follow urban design guidelines that set out the framework for the appropriate built form on the lands and within the context.
- 2.14 Include a compatibility/mitigation strategy that takes into consideration impacts from surrounding land uses and facilities and identifies appropriate mitigation measures.
- 2.15 Include a rail safety strategy for sensitive uses, which provides noise and vibration mitigation, where required.
- 2.16 Implement a Housing Plan that identifies for each phase of residential development both the percentage of units that will contribute to an ultimate target of 10% 3 bedroom units and 15% 2 bedroom units sized to accommodate large families, and a mix of affordable housing through one or more of the following delivery mechanisms Include a range of residential unit typologies and unit sizes, including:
  - a. The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
  - b. The provision of 10% of the residential gross floor area as purpose-built rental units with affordable rents secured for a period of no less than 20 years; and/or

- c. The conveyance to the City of 5% of the residential gross floor area as purpose-built rental units or affordable ownership units.
- 2.17 Conserve the existing industrial water tower, relocating it to a prominent location within the public realm such as the park, complimenting a broader interpretation plan to celebrate the lands' history as part of Toronto's industrial waterfront.
  - 2.18 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.
  - 2.19 Incorporate strategies that address energy conservation including peak demand reduction, energy efficient buildings and spaces, resilience to power disruptions and small local integrated energy solutions that incorporate renewable, district energy, combined heat and power and/or energy storage as appropriate, to address the City's targets of carbon reduction.

### **3. Implementation:**

- 3.1 To ensure the orderly development of the lands, 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.
- 3.2 No development of the lands will proceed prior to enactment of an overall implementing Zoning By-law for the entirety of lands that reflects this Site and Area Specific Policy, specifies density and/or gross floor area limits, phasing considerations, other built form parameters, requirements for the provision of employment uses, parking and loading requirements, and specific community benefits. This overall implementing Zoning By-law may be amended in the future by more detailed zoning by-laws or minor variances corresponding to individual phases of development as the long-term build out of the site proceeds over time.
- 3.3 Boundaries of land use designations on Map XX respecting the lands are general and where the intent of this policy is maintained, such that a minimum of 1.4 hectares of *General Employment Areas* is provided, minor adjustments to the boundaries will not require amendment to this policy.

# Schedule A



**Toronto** City Planning

2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road  
Map XX

- 2150-2194 Lake Shore Boulevard West and 23 Park Lawn Road ("the lands")
- Mixed Use Areas
- General Employment Areas
- Parks and Open Space

Not to Scale ↑

## Schedule B

<b>Permitted Non-Residential Uses (refer to Policy 2.4)</b>		
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>
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		

\*\* Creative industries have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property, including: arts and crafts; broadcasting; design; film, video and photography; music and the visual performing arts; publishing; software, computer games and electronic publishing; film studio.