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# 3/ OPEN SPACE DESIGN GUIDELINES

## INTRODUCTION

Building on the Urban Design Guidelines submitted as part of the May 2020 submission, the following section provides an addendum focused around the key open spaces in the Master Plan.

The map below notes the location of proposed open space elements, which now include two public parks, and a host of privately owned publicly-accessible spaces (POPS).

Since the previous May 2020 submission, the current proposal has further defined the role that each open space plays in the larger Master Plan. In ensuring that the design of the open spaces reflect each of their unique and important role and objectives, the following detailed design guidelines have been developed to help implement the Master Plan vision for these spaces.



3.1

COMMUNITY PARK

URBAN ROLE

The Community Park will be the largest outdoor amenity space and the natural heart of Humber Bay Shores. It provides a place to experience the seasons, serves as the front door for the community centre and the potential schools to the north, and is an integrated part of the neighbourhood pedestrian movement network.



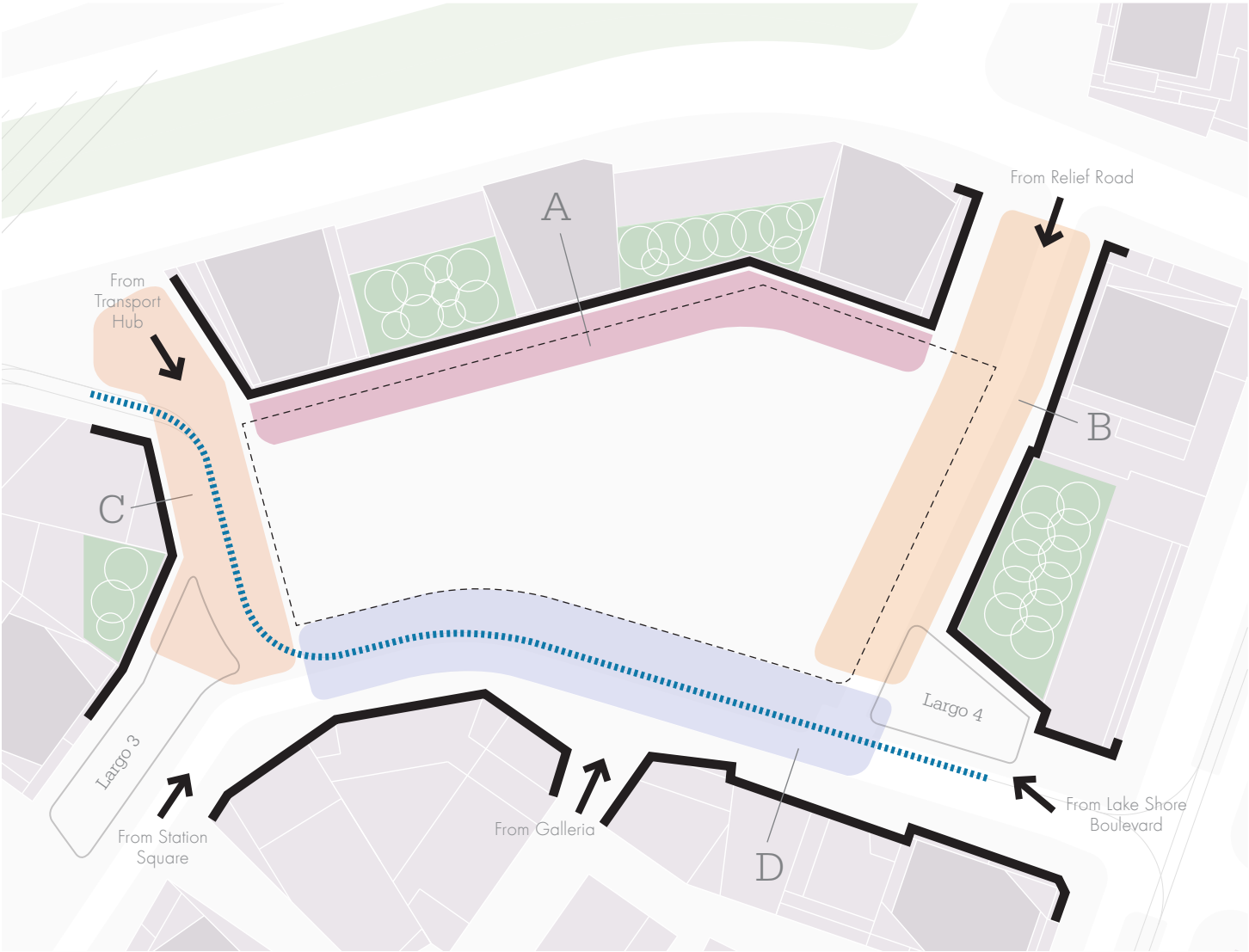
CONSIDERATIONS

The Community Park should:

- Provide ample unprogrammed green space for general use.
- Simulate biodiversity and provide experiences of the four seasons.
- Include tree planting strategy that creates comfortable microclimates.
- Provide planting near vehicular routes that are robust and resistant to salt spray.
- Work with the sloping contours of the land, providing sustainable urban drainage.
- Relate well with adjacent buildings. Spaces may be subject to shared access agreements with adjacent institutional uses.
- Provide space for pets.
- Be designed for safe transitions to adjacent streets and transit rights of way.
- Provide play provision integrated with the general landscape design.
- Consider sun access in the location of playing and sports fields
- Minimize light pollution whilst maintaining user safety.
- Have well designed boundaries with adjacent properties to express clear ownership for maintenance responsibilities.

DIAGRAM NOTES

- Edge A should provide a welcoming frontage and foreground for residential towers and potential schools; provide east-west connectivity to the Transit Hub and the community centre block.
- Edge B should provide a welcoming frontage including a shared surface connection to the community centre to the south, a good entry experience from the east and a link to loop road and Largo 4.
- Edge C should provide a welcoming and safe off-loading experience for tram stops, and connectivity to the transport hub and Largo 3.
- Edge D should create a strong urban edge in relation to Loop Road, the Galleria entrance, and the active frontages along Block A buildings. Trees along this edge should both frame the park and provide visual connection into the park, through mature planting with high canopies and clear sightlines at eye level.
- Interior zones: provide ample unprogrammed green space for general use (approximately 2/3), and offer a variety of environments such as fields and woodlands and sports grounds. Provide an interior looping pedestrian circuit.
- Borrowed landscapes: planting strategies in the roofs and podiums of adjacent buildings should contribute to the overall perception of the Park landscape.



- Spatial Enclosure
- Primary Connections
- Public Transit
- Edge A
- Edge B & C
- Edge D
- Borrowed Landscapes
- Largos
- Interior Zone



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Demonstration Plan



Overview of the Community Park





Open space for a variety of activities and uses



Topography of site used to create terraces and rest areas



Mixed biodiverse planting creating structure and seasonal interest



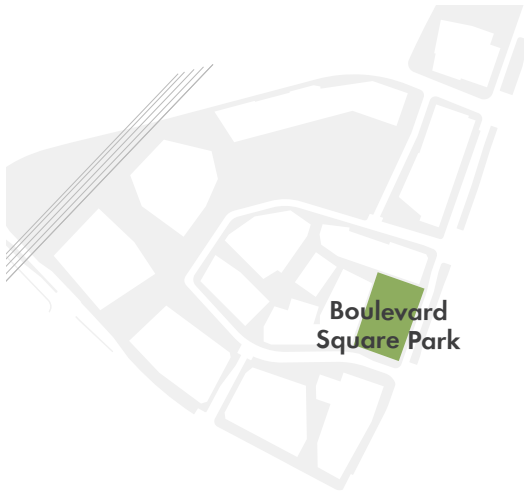


3.2

BOULEVARD SQUARE PARK

URBAN ROLE

Boulevard Square Park will serve as a place of civic gathering for Humber Bay Shores, an animated square with functions throughout the year. It is an urban room created by the setback of a family of towers and provides a welcoming forecourt for the Galleria.



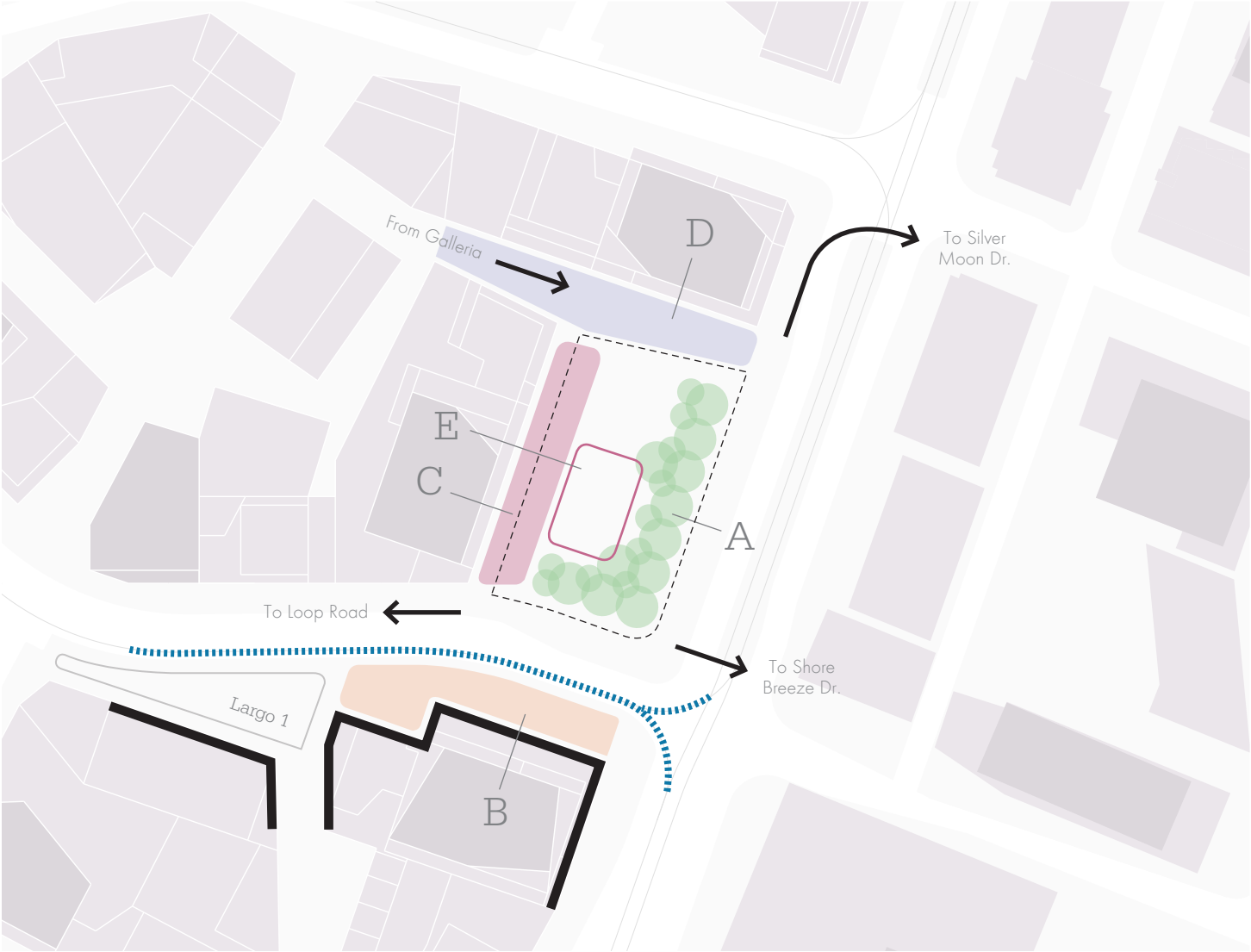
CONSIDERATIONS

Boulevard Square Park should:

- Be designed for flexibility of use and outdoor programming throughout the year.
- Provide infrastructural support for temporary events and installations, such as lighting, power, and water hook-ups, drainage, waste disposal strategy, and temporary vehicular access for loading.
- Have landscape design that is integrated with that of Lake Shore Boulevard West for a sense of continuity.
- Use landscape design that create a positive microclimate for users of the square.
- Have a co-ordinated signage strategy with the Galleria to create a coherent identity for the area.
- Not have any service entrances.
- Potentially include a water feature that could serve as an ice-rink in the winter.
- Potentially include a waiting pavilion for public transit on Lake Shore Boulevard West.

DIAGRAM NOTES

- Edge A trees along this edge should both frame the square and provide visual connection into the park, through mature planting with high canopies and clear sightlines at eye level.
- Edge B connects to Largo 1 and the Loop road edge.
- Edge C should be comprised of hardscape supportive of adjacent ground floor active frontages, such as outdoor seating and dining.
- Edge D should co-ordinate landscape design with the covered pedestrian approach to the Galleria and the ground floor active frontages
- Interior Zone E should have a clearance allowing for a space for events and different programs



- Spatial Enclosure
- Primary Connections
- Public Transit
- Edge A
- Edge B
- Edge C
- Edge D
- Interior Zone E
- Largos
- Interior Zone



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Demonstration Plan



View looking towards Galleria entrance





Large canopy trees give character along Lake Shore Boulevard



Active edge connecting square to ground floor uses



Paving details give space character and sense of place



Tree planting provide shelter and gathering spaces



Flexible open space for variety of uses



Active edges provide outdoor seating areas



3.3

STATION SQUARE

URBAN ROLE

Station Square Park anchors the north end of the Master Plan and provides a dignified setting for the daily commute of the residents of Humber Bay Shores. Its primary role is to connect and redirect transfers between different modes of movement: pedestrians, cyclists, buses, streetcars and trains.



CONSIDERATIONS

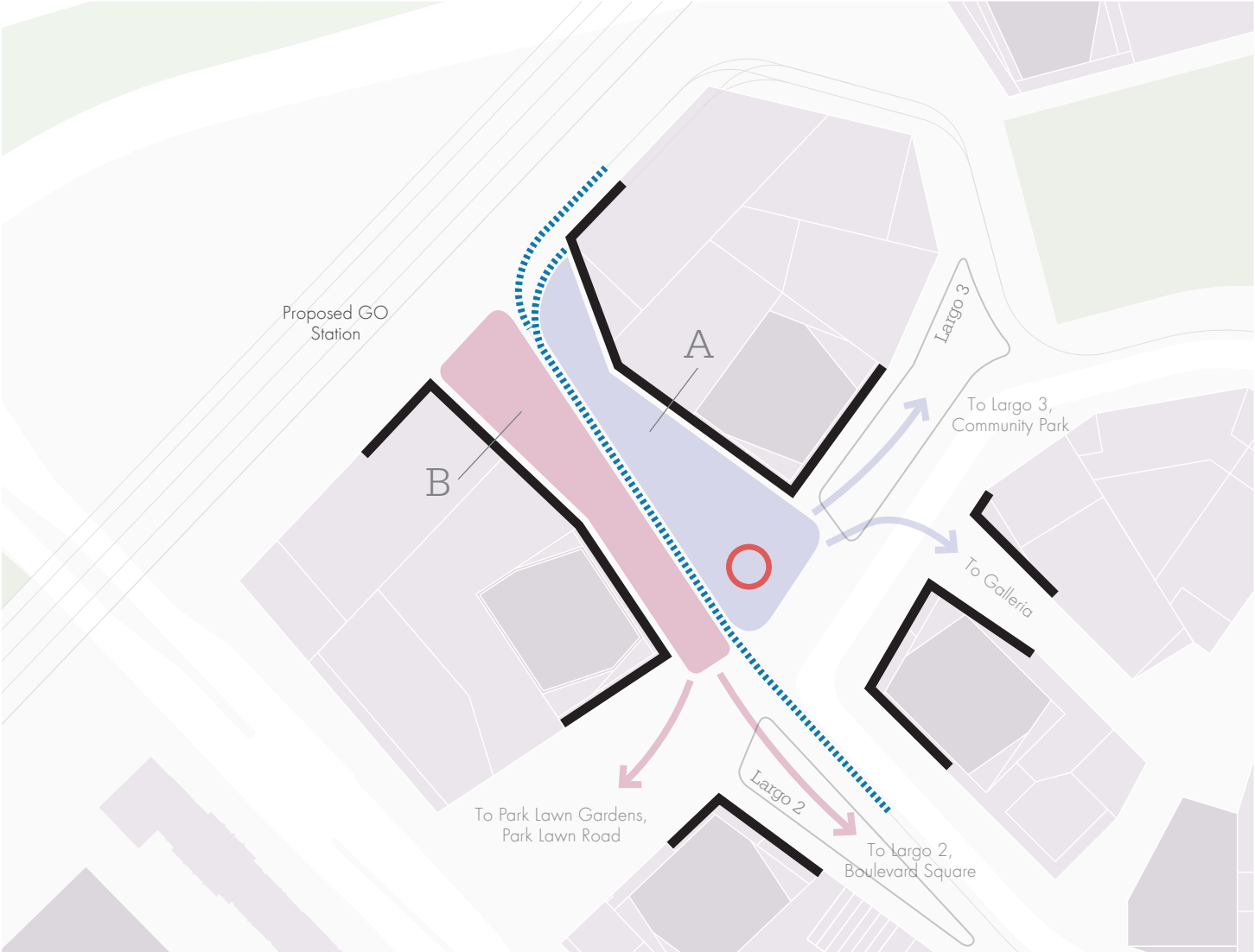
Station Square should:

- Be designed to integrate streetcar and pedestrian movement in a safe and intuitive way, without compromising the overall unity and attractiveness of the square. For instance, the square should not be dominated by guardrails or the uncoordinated clutter of street furniture.
- Have the GO Train station entrance be clearly visible from Loop Road.
- Potentially use a shared surface across Loop Road to the entrance of the Galleria to enlarge the sense of the square.
- Provide barrier free access between different modes of public transport.
- Integrate bicycle parking into the landscape design.
- Permit the ground floor frontages of adjacent buildings to have outdoor seating where safe and amenable to commuter traffic.
- Provide support for convenience food carts and kiosks, such as service and utility hook-up points, informal seating areas, and waste disposal facilities.

DIAGRAM NOTES

- Zone A provides a buffer for Block D2 and connects pedestrian traffic to Largo 3 and the Park beyond, as well as the connection across the Loop Road to the Galleria. This area will be a potential location for the iconic Christie water tower.
- Zone B connects commuters to and from the Train station to the Largo system along the Loop Road, and the bus stands beyond Park Lawn Gardens. Where safe and amenable to commuter traffic, ground floor frontages should be permitted outdoor seating areas.





- Spatial Enclosure
- Public Transit
- Zone A
- Zone B
- Zone A Connections
- Zone B Connections
- Christie Water Tower Potential Location
- Largos

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Demonstration Plan



View from the Station





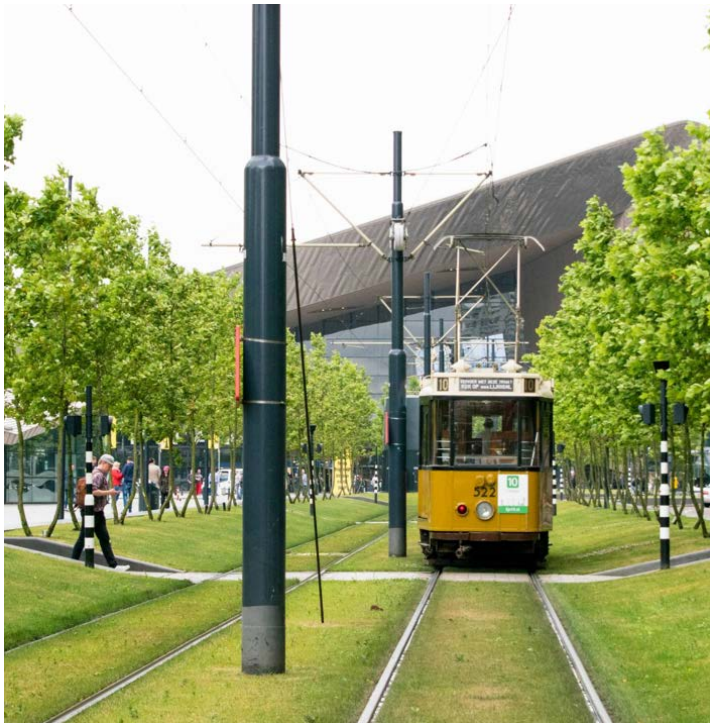
Space organised to direct pedestrians to transport interchange



Integrated lighting and wayfinding



Streetcar tracks protected by raised planted edges



Paving details help define spatial use and pedestrian movement



Feature lighting and seating areas

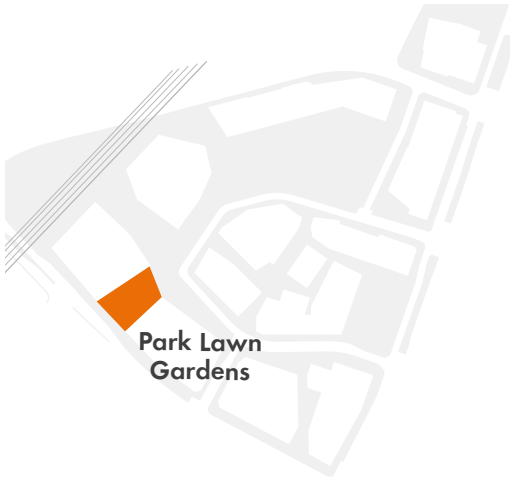


3.4

PARK LAWN GARDENS

URBAN ROLE

Park Lawn Gardens form a western gateway for the neighbourhood, enabling bus riders access to the transport hub and the Galleria, and transitioning the busy character of Park Lawn to the calmer environment of the interior blocks. By forming a green entrance, the Gardens provide a good address to adjacent buildings and ties into the sequence of Largo spaces on the Loop Road.



CONSIDERATIONS










Park Lawn Gardens should:

- Balance the role of circulation with that of an attractive place to linger.
- Permit the ground floor frontages of adjacent buildings to have outdoor seating where safe and amenable to commuter traffic.
- Aid in transition between the character and scale of Park Lawn Road with that of Loop Road.
- Include unique and playful features that add interest and amenity to the pedestrian experience.
- Use landscape design that create a positive microclimate for users of the square.
- Not have any service entrances.

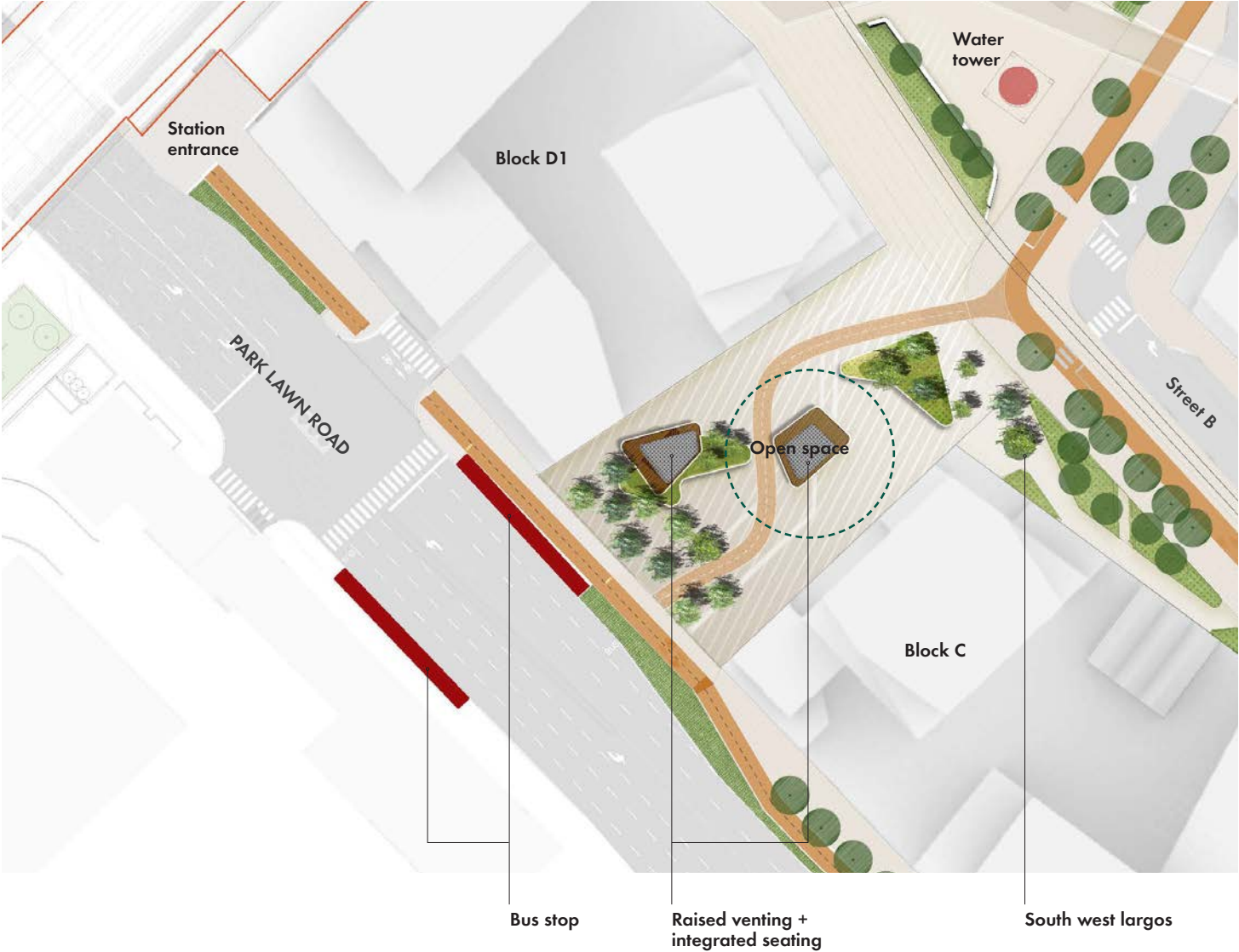
DIAGRAM NOTES

- Edge A should accommodate active frontages and entrances for adjacent buildings, including outdoor seating and spill-out areas.
- Edge B should establish an attractive interface with Park Lawn Road, creating a threshold into the neighbourhood and improving the environmental and spatial quality of the Gardens.
- Edge C should maintain the quality of the Loop road experience and promote connectivity with Station Square and Largo 2
- Interior Zone should provide an attractive microclimate through tree planting and landscape to encourage use. The design of vent structures should be integrated into the overall landscape design.



-  Spatial Enclosure
-  Public Transit
-  Public Transit Stop
-  Edge A
-  Edge B & C
-  Edge B & C Connections
-  Interior Zone D
-  Largos
-  Cycle Path

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Demonstration Plan



Overview of Park Lawn Gardens





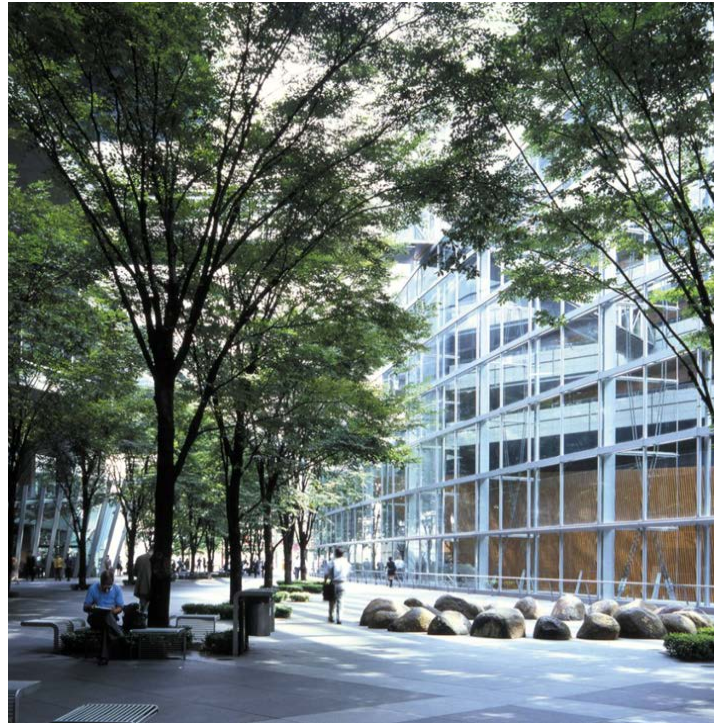
Active edges frame the space and create central focus



The plaza design is to accommodate level changes



Pedestrian connectivity



Tree planting creates different character zones



Raised planted landform to help achieve soil depth



Objects in the plaza to integrate seating and venting shafts



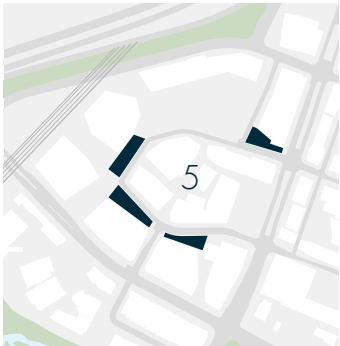
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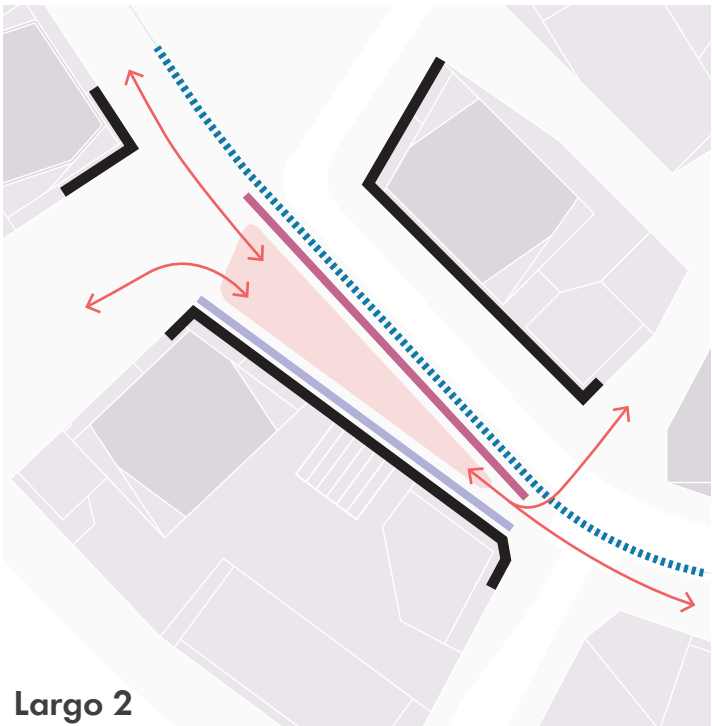
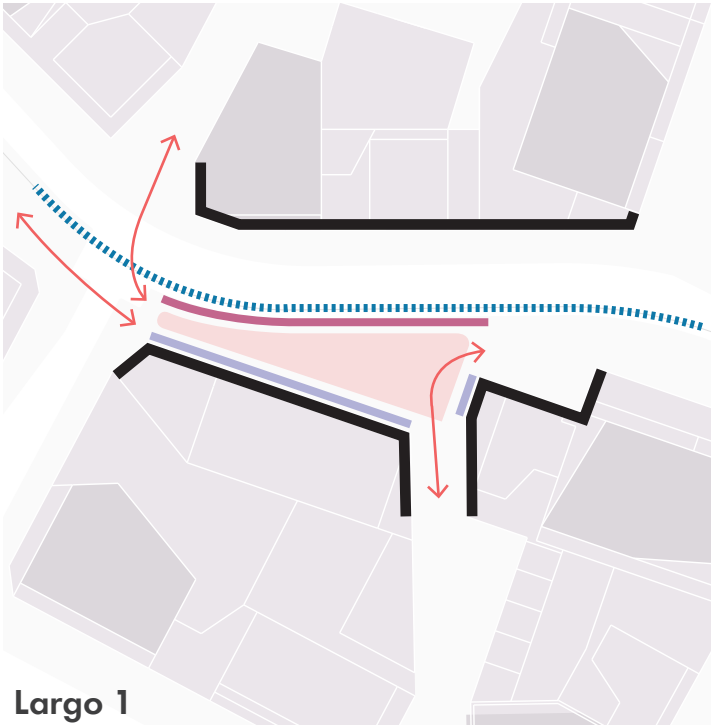


3.5

LARGOS AND GROVES

URBAN ROLE

Largos and groves will contribute to the quality of the Loop Road streetscape by providing spatial variety, offering places to occupy and enjoy, and by mediating building frontages and the public realm. They will be places to go through as well as places to go to.



CONSIDERATIONS

Largos and Groves should:

- Provide enjoyable spaces to occupy within the streetscape, encouraging social interaction between neighbours.
- Provide comfortable microclimates through tree planting strategy.
- Provide integrated, informal play opportunities.
- Surprise and delight through integrated public art.
- Acknowledge different edge conditions in its design (see diagram notes).
- Potentially provide pet amenities.
- Contribute to biodiversity and wildlife connectivity across the Master Plan.

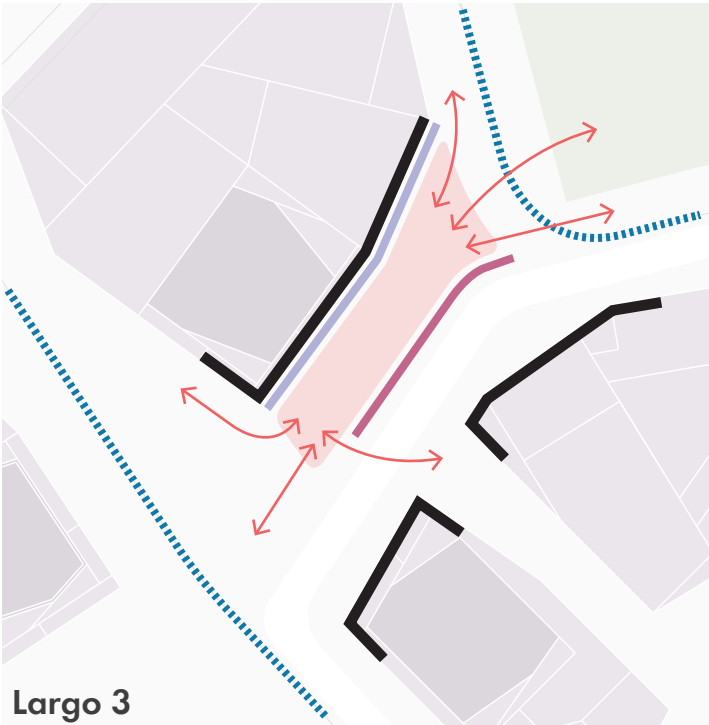
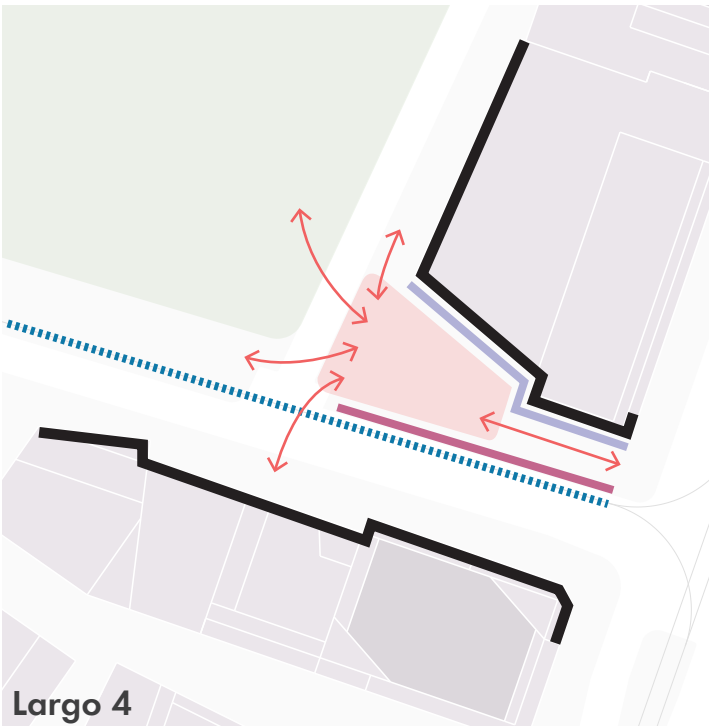


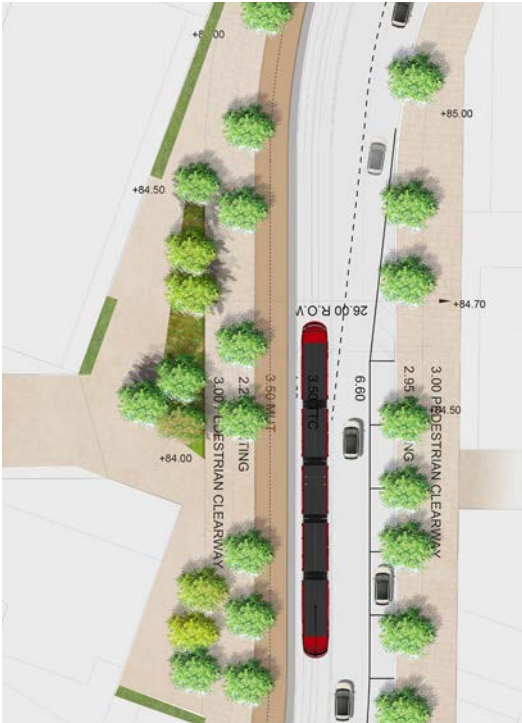
DIAGRAM NOTES

- Fast edges are largo edges facing fast-flowing circulation routes (cycles, LRT, vehicles). They should be detailed for safe transition and visibility of pedestrians.
- Slow edges are largo edges facing building entrances, residential front yards and active frontages. They should have a more porous interface that encourages occupation of the largo space.
- Movement network edges are largo edges facing potentially high-use pedestrian routes that are part of the larger neighbourhood network. They may be porous but should be detailed to protect the intimacy of the largo space.
- Interior zones of the largos and groves are the space of informal inhabitation. They should encourage informal play and congregation through





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Largos 1, South Largo



Residential entrances open out to South Largo



Largos 2, South West Largo



Planted largos creates threshold space between ROW and South West largo





Largos 3, West Largo



Permeable paving beneath trees canopies in West Largo



Largos 4, North Largo



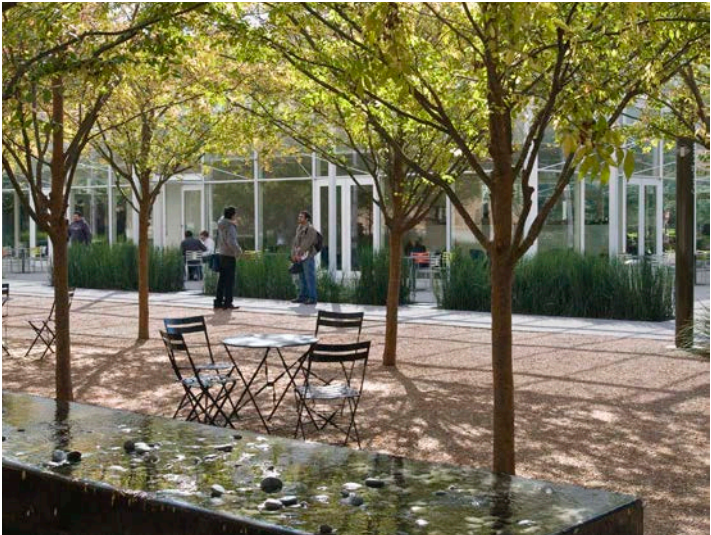
Open space with scattered tree planting for community use in North Largo



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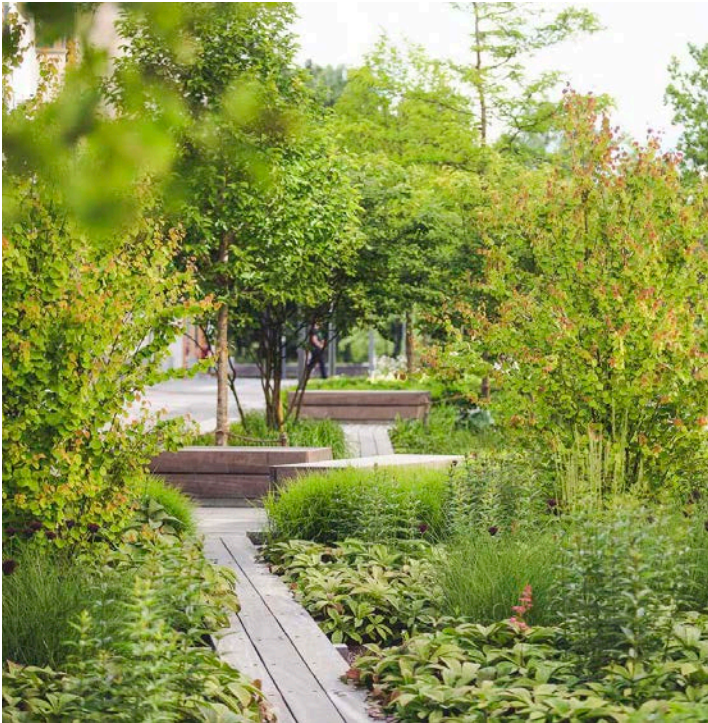
Tree groves provide character and a sense of place



Rest spaces underneath the tree canopies



Seasonal interest and biodiverse planted areas



Planted large provides places for play and rest



Planted areas to be part of the overall Storm water management

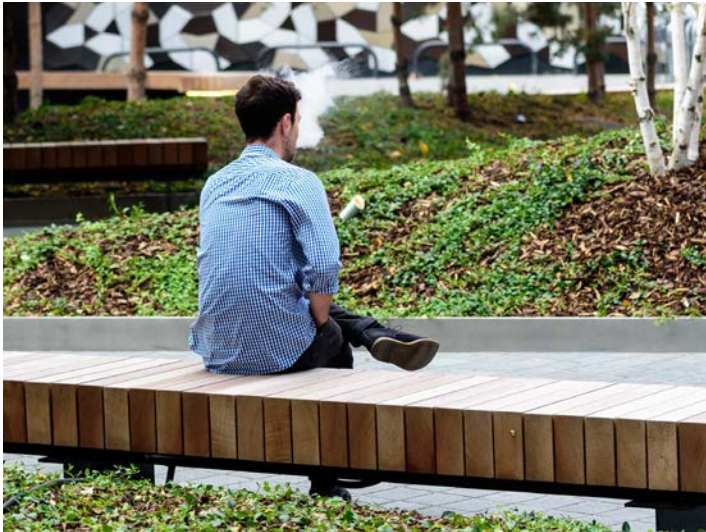




Paving materials help to give spatial definition



Sculptural seating elements



Raised planters and integrated seating



Flexible Largo spaces for array of ground floor uses



Places for play spaces underneath tree planting canopies



Well designed play structures



3.6

GALLERIA

URBAN ROLE

The Galleria will be a distinct figure at the heart of the Master Plan. Taking its cue from covered markets all around the world, the Galleria will reinvent this familiar and recognisable building type into a new, historically resonant service/retail space (Column 2) that projects a strong urban character.



CONSIDERATIONS

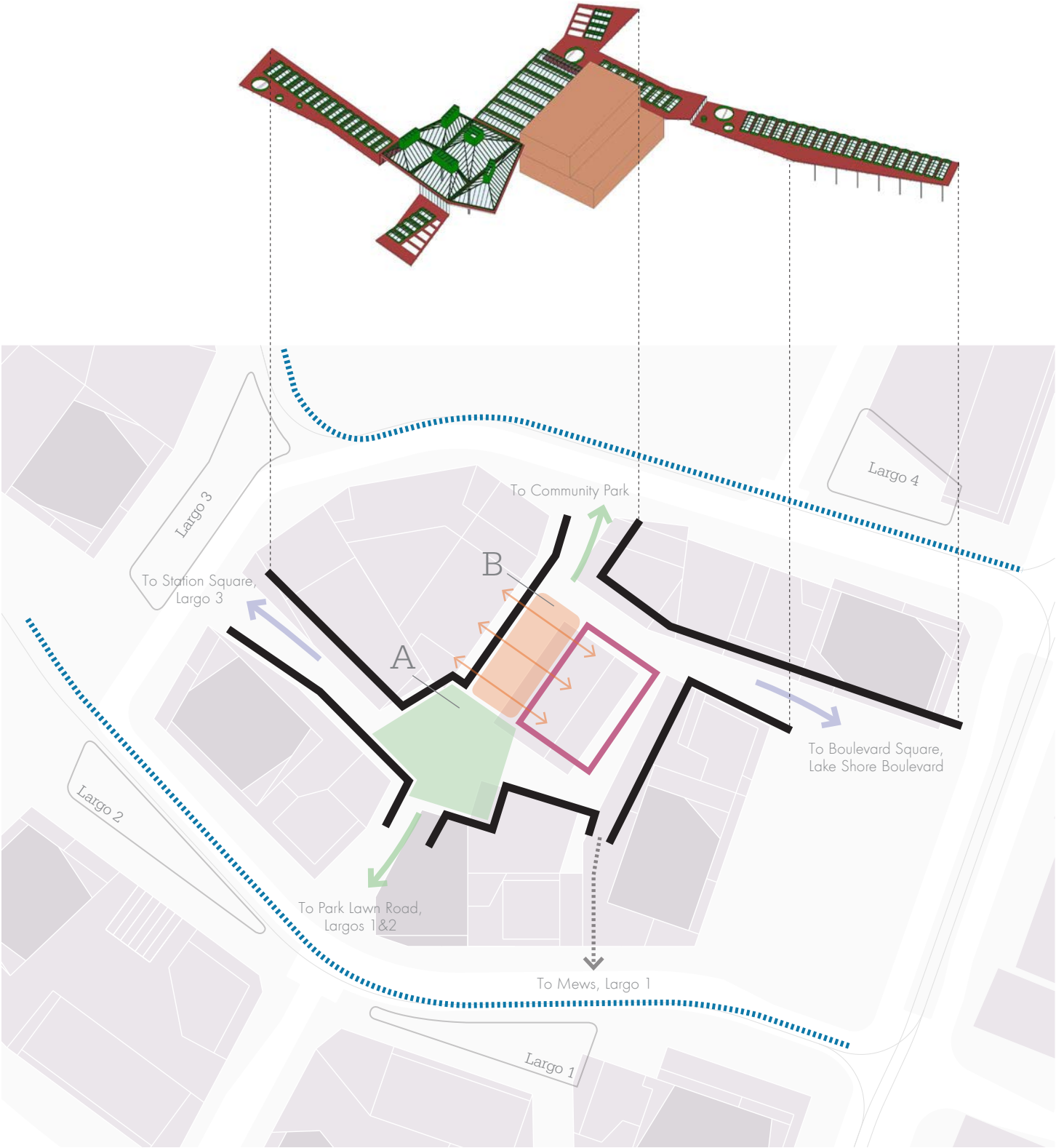
The Galleria should:











- The Galleria should be highly permeable to pedestrians, providing access from major nodes across the neighbourhood through a variety of passageways.
- The surface treatment in the covered pedestrian zone should be robust and feel like an ‘outside’ material.
- The galleria environment should be continuous with the outdoors, while providing protection from wind, rain, sun and snow.
- The construction of the galleria roof should express its structural logic clearly; the structural logic can vary from space to space to provide differentiation and a sense of locality.
- The galleria roof should take into consideration its year-round performance to extend microclimate comfort both in summer and winter.
- The design of the roof should consider and mitigate the effects of snowdrifting and ice-damming.
- The design of the roof should be considered visually from below and from above, as seen from adjacent roof tops and from towers above.
- The lighting strategy should be studied both from below and from above. It should accentuate architectural and structural form of both roof and buildings, and minimise glare and light pollution upon neighbours.
- Provide a public corridor of 9m wide and 4m tall, as per OBC, and secure a vehicle access strategy.

DIAGRAM NOTES

- Central Zone A should accommodate a multiprogram and flexible space for various events, activities etc.
- Central Zone B should establish an attractive interface with the market building and the active frontages, and include outdoor seating and spill-out areas for the retail and F&B uses.
- North and South primary routes (green arrows) should provide connection to the Largos 1&2 and Park Lawn Road on the South, and the Community Park on the North
- East and West routes (purple allows) should provide connectivity to Largo 3, Station Square and the Station on the West entrance, and a connection to the Boulevard Square, Lake Shore Boulevard, and the Lake via the East entrance.
- Secondary Connection should promote an easy access to the Loop Road, Largo 1 and the Mews thoughh which a connection is established to Park Lawn Road.





-  Spatial Enclosure
-  Public Transit
-  Market Building
-  Central Zone A
-  Central Zone B
-  North & South Primary Connections
-  East & West Connections
-  Secondary Connection
-  Interface of Zone B With the Active Uses
-  Largos



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Aerial of the Galleria

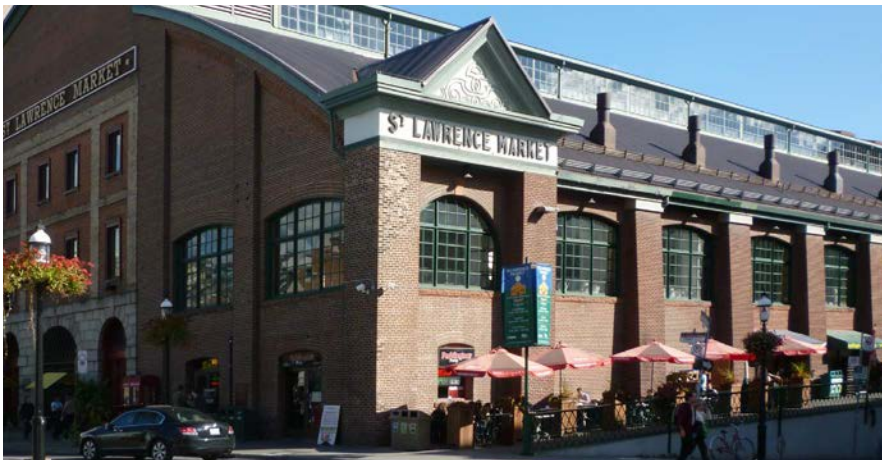


View of the back alley of the Galleria



View looking towards the Central Hall within the Galleria





Food Markets: character, animation, a place for people



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# 4/ SHADOW STUDY



INTRODUCTION

An updated sun shadow study was completed for the current Master Plan proposal to analyze the effect of shadowing from the proposed development. The sun shadow study assessed shadowing from existing and proposed development 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) as per the City’s terms of reference. The shadow study distinguishes between the shadows deriving from the existing context and net new shadows deriving from the proposed development. The assessment provided below discusses the combined impact of these shadows on the adjacent context, and within the proposed Community Park within the site.

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AUTUMNAL & VERNAL EQUINOXES

Analysis of the Context

In relation to the surrounding context, the current Master Plan proposal performs similarly to the previous May 2020 Master Plan proposal, as massing refinements were focused on enhancing sunlight within the Community Park and involved redistribution of heights across the site, with overall heights remaining generally consistent.

In the morning hours between 9:18 am and 10:18 am, shadows extend to the west of the site across Park Lawn Road. By 11:18 am shadows have entirely moved off of the Park Lawn Road right-of-way. Between 11:18 am and 2:18 pm, shadowing beyond the site is primarily limited to the rail corridor, Gardiner Expressway, and southern portions of the Ontario Food Terminal site to the north.

At 3:18 pm shadows begin to cross Lake Shore Boulevard West to the east of the site, reaching existing residential towers opposite the site. A patch of shadow also reaches the northwest corner of Jean Augustine Park, though it should be noted that this park is already largely in shadow from the existing building immediately to the south of the park at this hour. By 4:18 pm, this shadow is generally aligned with other existing shadows on Jean Augustine Park, resulting in only a small amount of incremental net new shadow. At 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 towards its northern extent. These shadows are comparatively minor given the park is largely in shadow at this hour from the existing development immediately west of the Park. By 6:18 pm, the area to the west of the site is almost entirely shadowed by existing development, and new shadows are negligible, excepting the area immediately opposite the site on the west side of Lake Shore Boulevard West.

In summary, net new shadows for much of the day are cast to the north of the site on the Gardiner Expressway and the Ontario Food Terminal site. To the extent that new shadows reach the existing development to the east in the early morning hours, and existing development and parks to the west in the late afternoon/evening hours, these incremental net new shadows continue to be modest and in keeping with the character and existing conditions in this high-density urban context.



Analysis of the Community Park

As discussed in section 2.4 of this report, significant massing refinements were made in response to feedback from City staff and draft Secondary Plan Policy direction, limiting net new shadows on the community park to less than 15% between 9:18 am and 3:18 pm. While the Community Park continues to receive significant shadows from existing development at 9:18 and 10:18 am, affecting approximately 48% and 40% of the park respectively, revisions to the massing help to maintain as much light on the park as possible in these early morning hours while allowing for the appropriate redevelopment of the site. By 11:18 am, existing shadows are limited to approximately 15% of the Community Park, allowing for approximately 73% of the park to be in sun at this hour.

Between 12:18 pm and 3:18 pm, once shadows from existing development to the east have moved off the park, more than 85% of the park receives sunlight, ensuring sunny conditions during the mid-day hours, when the park is likely to receive heavy use from residents, workers, and students in the two potential elementary schools adjacent to the park. At 4:18 pm shadows from proposed towers at the proposed GO Station reach the western portions of the park, with approximately 55% of the park in shadow. Between 5:18 and 6:18 pm, when the sun is quite low in the sky at the equinoxes and much of the area is in shadow, these shadows affect approximately 90% and 96% of the park respectively.

In summary, refinements to the current Master Plan proposal exceed related draft Secondary Plan direction seeking 5 continuous hours with no net new shadows on 85% of the park, working to maximize sunlight on the park between 9:18 am and 3:18 pm. These strategies have been successful in allowing a substantive amount of sun on the Community Park across most of the day, which is appropriate given the constraints of this high-density urban context.

## 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, similarly reaching across Park Lawn Road. By 11:18 am shadows have moved off all but a small sliver of the eastern side of Park Lawn Road. From 12:18 am to 2:18 pm new incremental shadowing is generally limited to the site itself and the Gardiner Expressway/Rail Corridor. At 3:18 pm, new shadows begin reaching across to the east side of Lake Shore Blvd West, reaching residential towers opposite the site. These shadows lengthen and reach additional tower and areas between 4:18 and 6:18 pm, but are in keeping with the extent of existing shadowing from high-rise towers located between Lake Shore Boulevard West 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 5:18 and 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 continue to be appropriate and in keeping with the character and existing conditions in this high-density urban context.

### Analysis of the Community Park

Similar to the equinoxes, refinements to the current Master Plan proposal have further mitigated shadowing and enhanced sunlight in the park at the summer solstice. Due to shadows reaching further to the west in the early morning hours, at 9:18 am existing shadows reach approximately 20% of the park with new incremental shadows reaching an additional approximate 21% of the park. However, by 10:18 am, these shadows have moved off all but a combined 3% of the park, ensuring that the park is effectively in full sun between 10:18 am and 2:18 pm. Between 3:18 pm to 6:18 pm, shadows from proposed towers to the west reach the park. At 3:18 new incremental shadows affect approximately 22% of the park; approximately 36% at 4:18 pm; approximately 30% at 5:18 pm; and approximately 53% at 6:18 pm.

In summary, at the solstice when the park will receive heavy use due to seasonable weather, the effects of the Master Plan’s continued efforts to enhance sun access have ensured that between 9:18 am and 5:18 pm, the significant majority of the park (at least 64%) is in sun, with nearly 4 hours of complete sun between 10:18 and 2:18 pm.



## CONCLUSION

In relation to the surrounding context, the current Master Plan proposal performs similarly to the previous May 2020 Master Plan proposal. Net new shadows are primarily cast upon the site itself, along with the infrastructure corridors and Ontario Food Terminal to the north. To the extent that new shadows reach existing development and parks in the existing context, incremental new shadowing is modest and is in keeping with extent of shadowing from existing development. In particular, the extent of incremental shadows on existing parks is generally minor and appropriate in this context, given it is limited to the afternoon and evening hours and is modest in comparison to shadowing on these parks from existing high-density development in the immediate context.

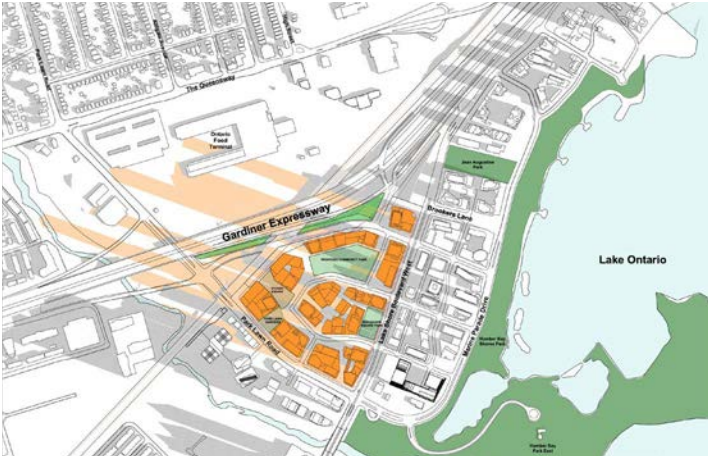
With regards to conditions within the site itself, strategic refinements to the current Master Proposal have responded positively to City Staff guidance, closely following proposed policy direction in the Draft Secondary Plan to further mitigate shadows and enhance sun access on the Community Park throughout much of the day.

As such, it is concluded that incremental new shadows from the current Master Plan proposal are appropriate, are in keeping with extent of existing shadowing in the area today, and have effectively enhanced sun access on the proposed Community Park following guidance from City staff and draft Secondary Plan policy direction.

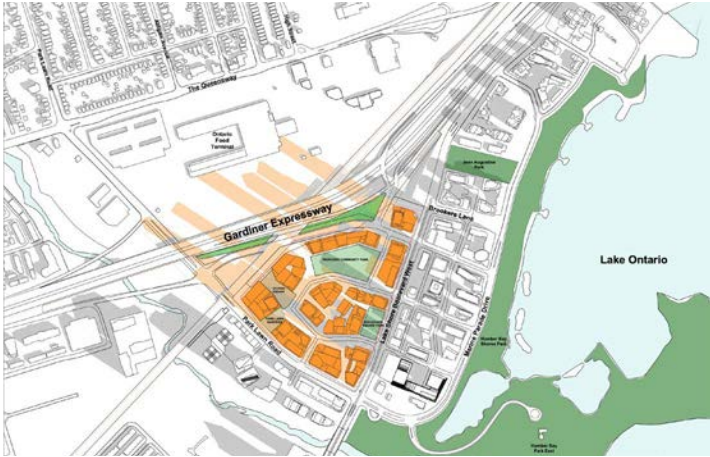
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MARCH 21ST

- Proposed Massing
- Net Proposed Shadows
- Existing Shadows
- Existing Public Parks
- Proposed Public Parks
- Proposed Square/Plaza (POPS)



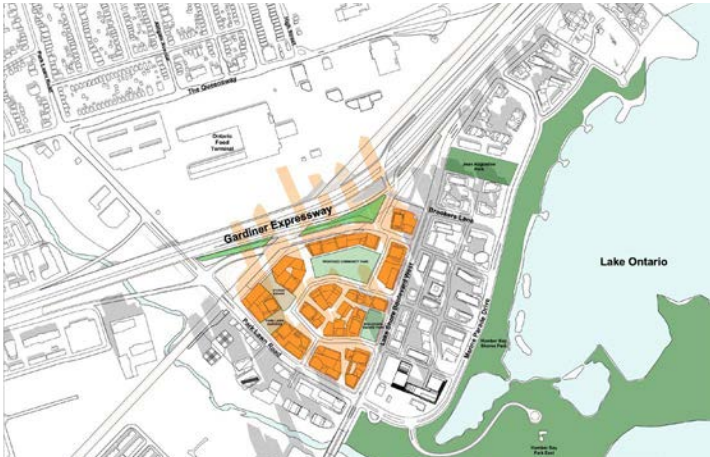
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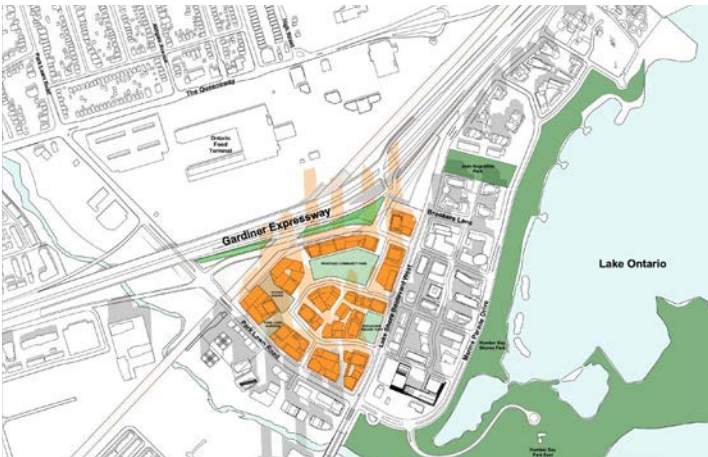
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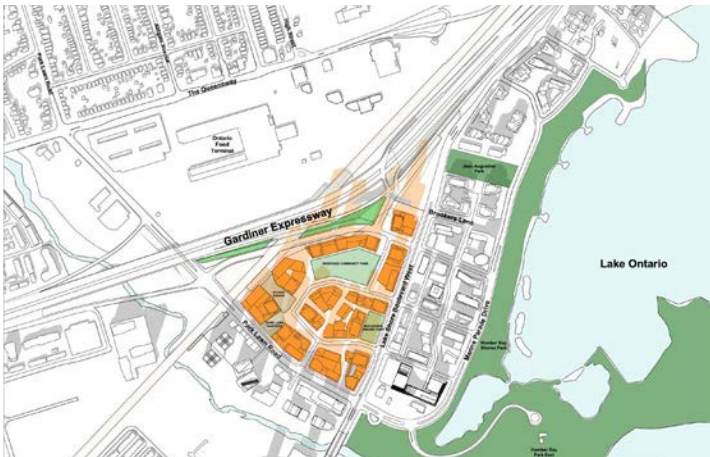
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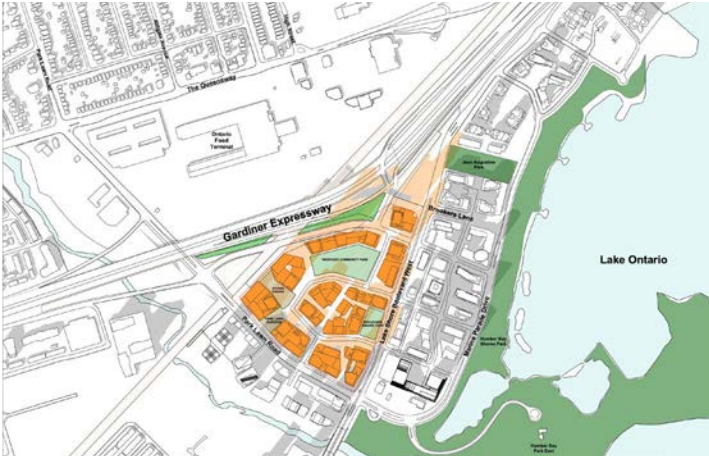
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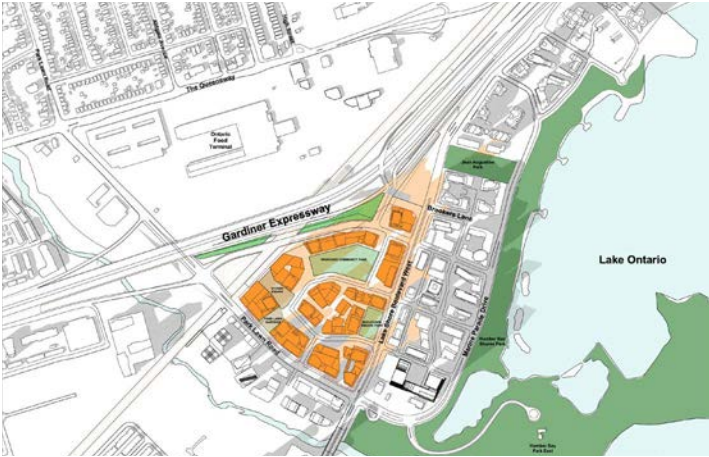
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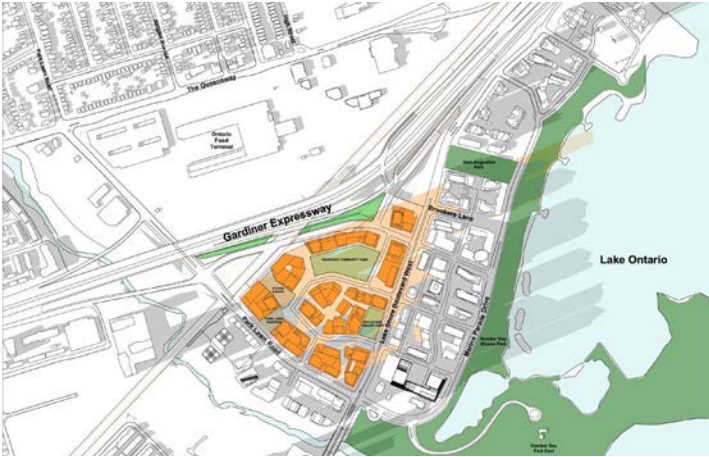
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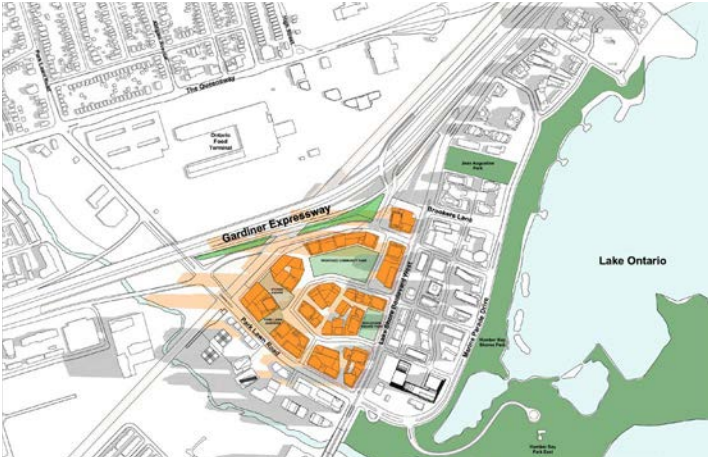
3 / Open Space Design Guidelines

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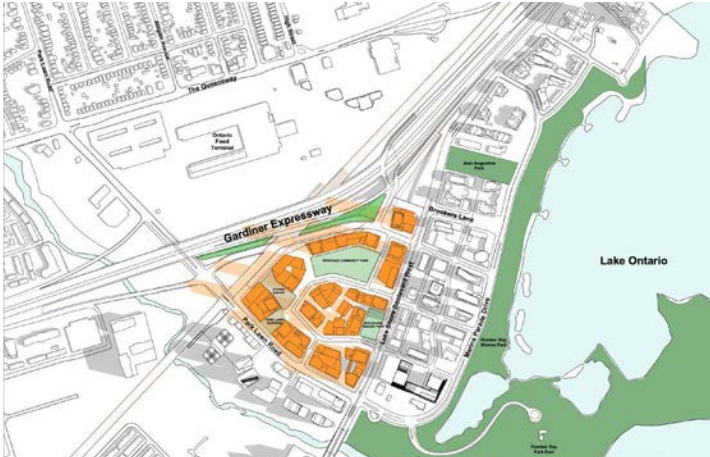
5 / Planning Framework Updates & Revised Planning Rationale Summary

- Proposed Massing
- Net Proposed Shadows
- Existing Shadows
- Existing Public Parks
- Proposed Public Parks
- Proposed Square/Plaza (POPS)

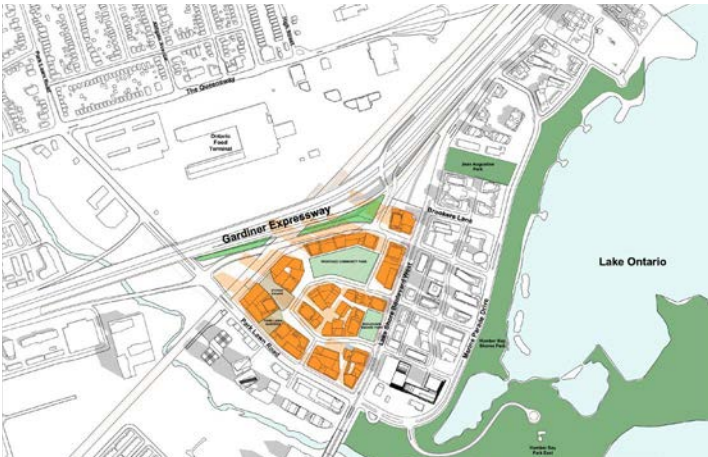
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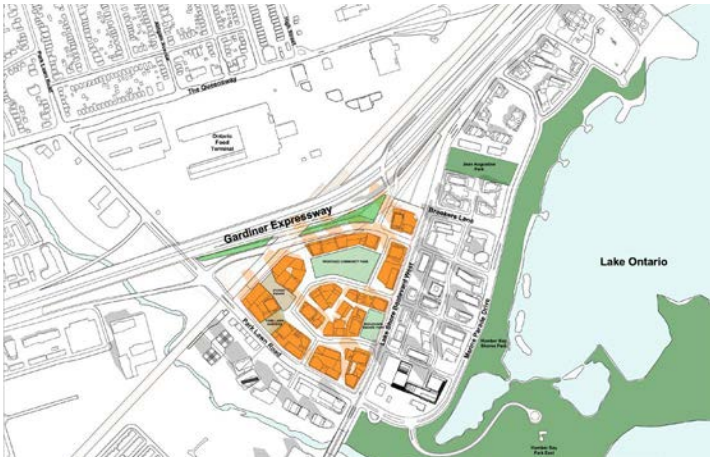
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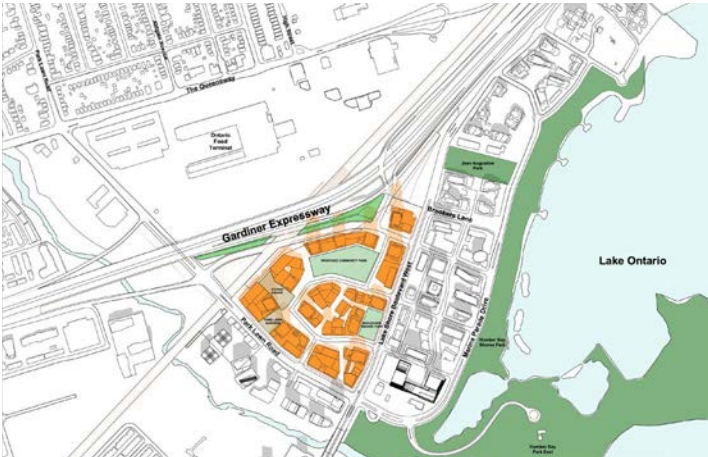
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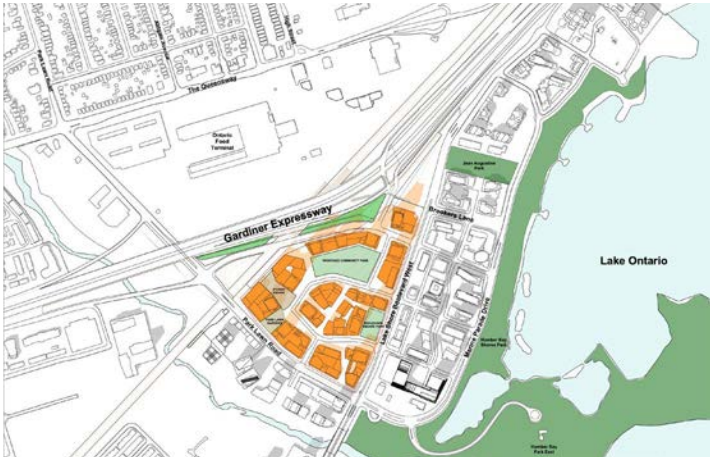
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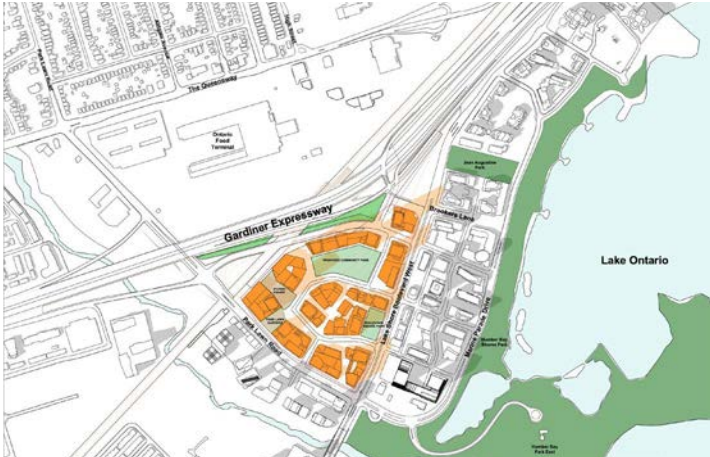
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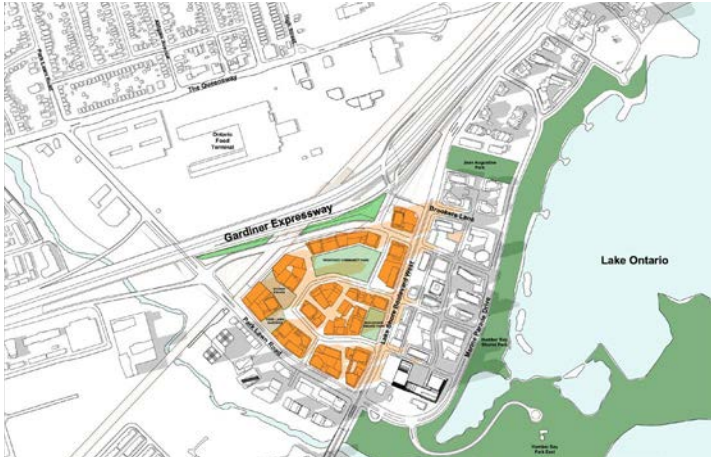
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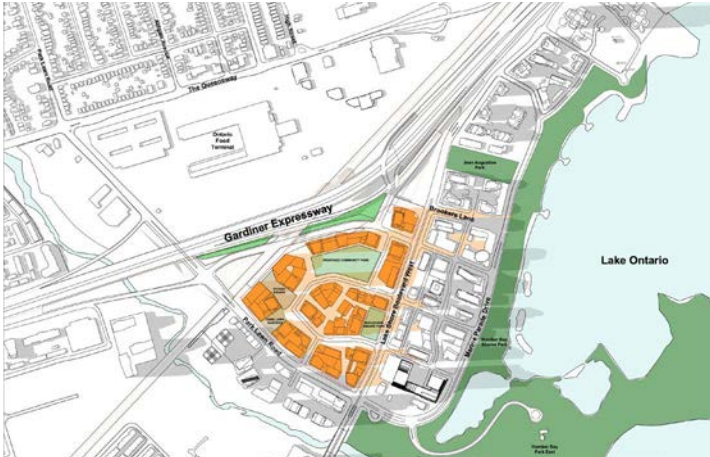
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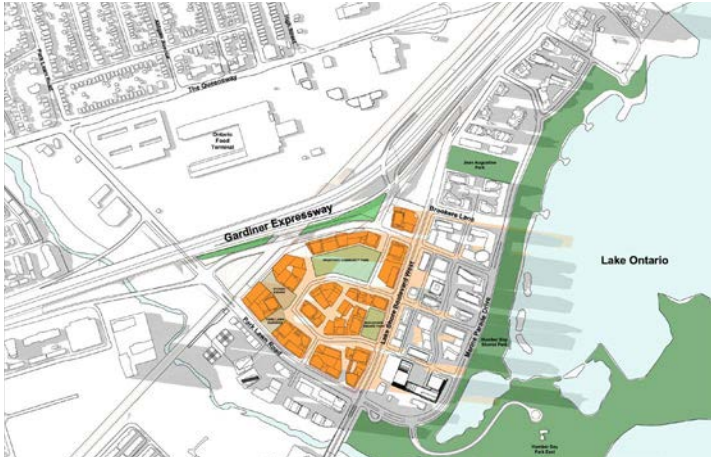
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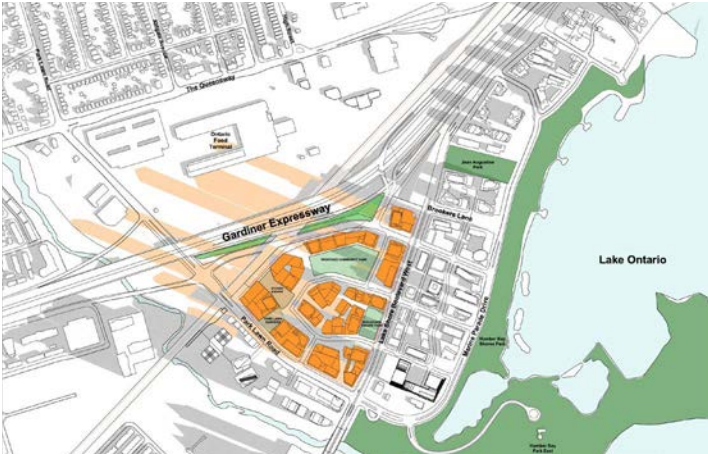
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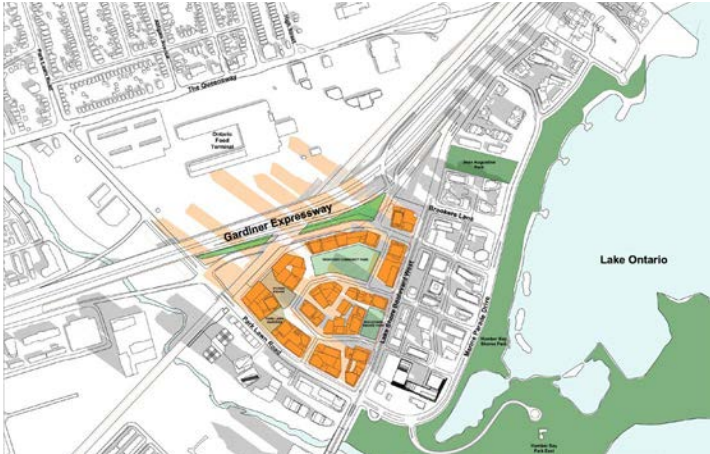
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SEPTEMBER 21ST

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- Proposed Square/Plaza (POPS)



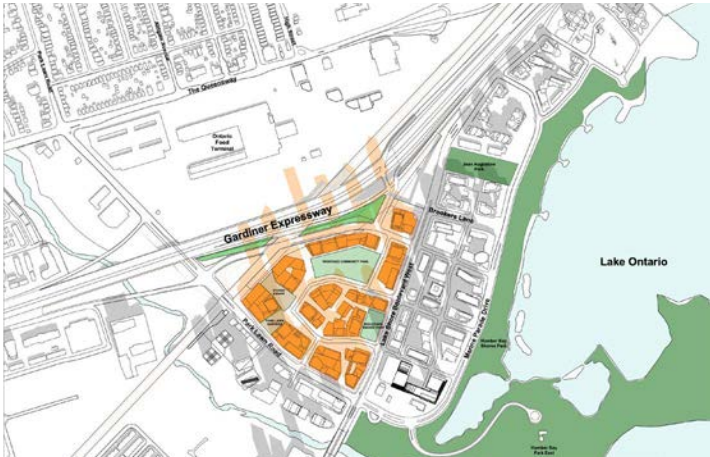
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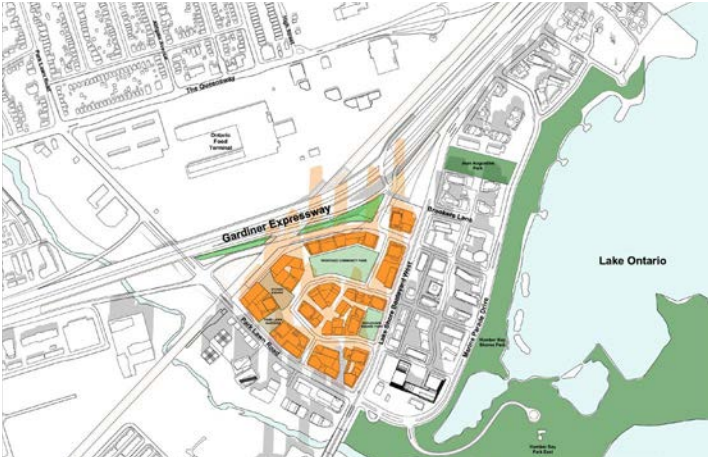
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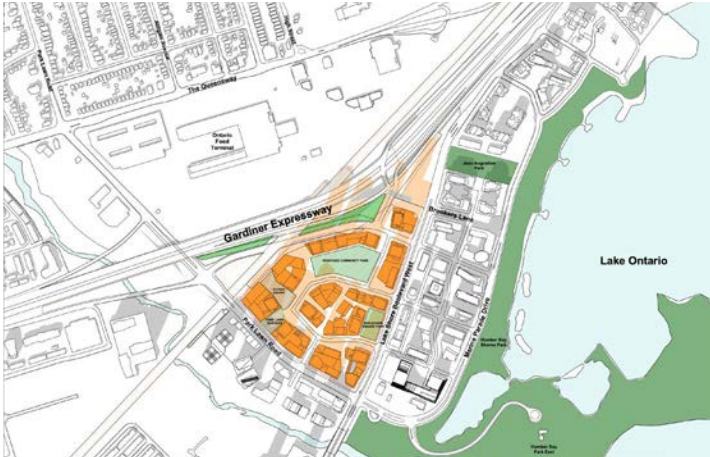
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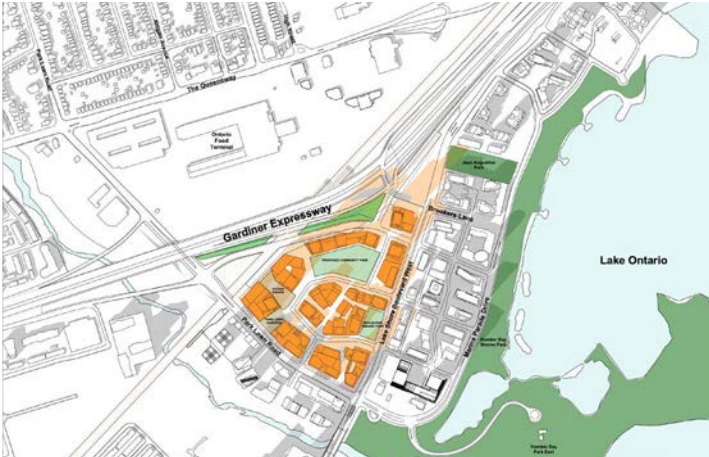
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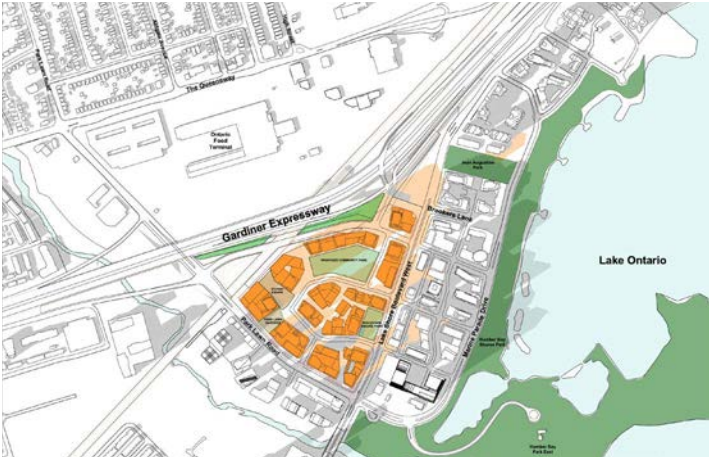
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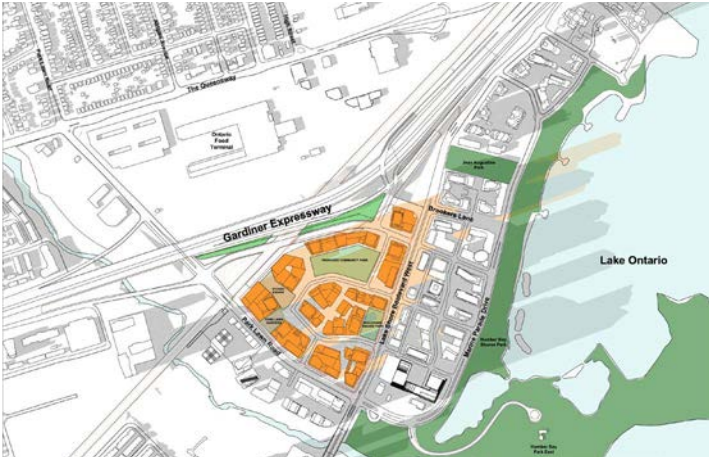
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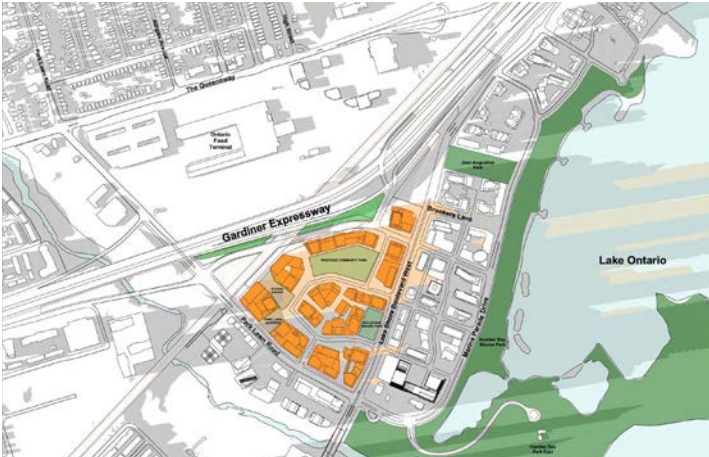
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5.1

PLANNING FRAMEWORK UPDATES

Since the previous submission in May 2020, updates to provincial and municipal policies have come into force, including Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the City of Toronto Official Plan Amendment 479 and 480. The following section provides a review of the current proposal in light of these recent policy updates. While not yet in force, the City released a draft Christie’s Secondary Plan in September 2020, which included emerging policy directions for the site and surrounding study area. A summary of key aspects of the proposal in relation to emerging high level policy objectives identified in the draft Secondary Plan are also included in this section.

5.1.1

AMENDMENT 1 (2020) TO THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2019

Amendment 1 to the Growth Plan for the Greater Golden Horseshoe 2019 (the “Growth Plan”) took effect on August 28, 2020. Amendment 1 introduces changes to the land use planning horizon from 2041 to 2051, a number of wording changes, as well as updates to definitions for consistency with the Provincial Policy Statement (2020).

Amendment 1 includes a strengthened direction to support housing choices through appropriate intensification in growth areas. Within major transit stations areas (MTSAs), the Growth Plan states that development will be supported as appropriate through the provision of “additional residential units”, replacing the reference of only “secondary units” in the original version (2.2.4.9.a). The inclusion of “additional residential units” is also found elsewhere, including in policies 2.2.1.4.c and 2.2.6.1.a.(i), both highlighting an increased recognition of high density housing as a means to providing a diverse range and mix of housing options and increased housing affordability in supporting the achievement of complete communities.

The Master Plan site is entirely within 800 metres of the future Park Lawn GO station, and while the MTSA has not yet been delineated by the City, the proposed development aligns with the Growth Plan’s direction to support transit-supportive growth, and is consistent with the direction to provide housing supply and options in a location that provides access to transit, jobs, and amenities.

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5.1.2    **OFFICIAL PLAN AMENDMENT 479 AND 480**

City of Toronto Official Plan Amendments (OPAs) 479 and 480 came into force on September 11, 2020, and address Public Realm and Built Form sections of the Official Plan, respectively.

**Official Plan Amendment 479**

OPA 479 revises Section 3.1.1 - the Public Realm of the Official Plan and contains policies that emphasize the importance of the public realm as “the fundamental organizing element of the city and its neighbourhoods.”

New policy 3.1.1.1 defines the public realm as comprising all public and private spaces to which the public has access, including streets, lanes, parks, and private and public buildings that are accessible by the public. Revised policy 3.1.1.12 states that interior concourses, pedestrian mews, and mid-block connections, whether private or publicly owned, will complement and extend the role of public streets, parks and open spaces.

A key part of the Master Plan’s public realm network is the weather-protected Galleria at the centre of the site. The Galleria will provide a year-round pedestrian amenity that acts as both a retail destination and covered pedestrian connections to key locations within the Master Plan, including the Community Park, Boulevard Square Park, and the GO station. The current Master Plan proposal also includes a pedestrian mews (mid-block connection) that compliments the public streets within the Master Plan and adds a layer of granularity in the pedestrian network.

With respect to sidewalks and boulevards, revised policy 3.1.1.13(a) states street improvements will provide well designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, and green infrastructure, among others. Policy 3.1.1.13(c) further states that sidewalks will be designed with appropriate widths to provide unobstructed, direct, and continuous paths of travel, and serve existing and anticipated pedestrian volumes.

Through consultation with City staff, the width of the majority of the loop road (Street B) has been widened from 23 to 26 metres, with the segment of the street fronting onto the Community Park also widened from 20 to 22



metres. This increase has enabled a wider pedestrian clearway in both directions to accommodate pedestrian volumes anticipated on this central street. Coordinated street infrastructure and landscaping will be provided for an attractive and comfortable pedestrian realm, further widened and enhanced by a series of setbacks (largos) provided along the street.

New Policy 3.1.1.(15) provides an increased focus on tree health, directing that “development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved”.

The public utilities and landscape plan included in the submission illustrates how the location of trees have been coordinated with underground infrastructure and parking to identify any potential conflicts that may impede the health of new trees. For such areas where minimum planting depth cannot be met due to conflicts with critical underground infrastructure, alternative strategies have been explored such as mounding up of soil to provide additional soil volume. In some instances, relocation of trees to areas where adequate soil can be provided to allow for trees to grow to maturity. Other strategies to ensure tree health includes planting trees appropriate distance from façade and curb lines, and using linked tree pits to provide maximum rooting space in uncompacted aerated soil.

Revised policy 3.1.1.17 states that access and enjoyment of natural features of the City will be enhanced and protected by providing or improving physical and visual access.

The network of streets and open spaces within the site are oriented towards creating improved connections to Lake Ontario and the Mimico Creek, as well as extending ecological connections through a series of green links, with the new Community Park acting as a new key node in this green network.

New policy 3.1.1.20 describes the role and function of Privately Owned Publicly Accessible Spaces (POPS) and introduces policies for these spaces to be designed to be accessible and seamlessly integrated to the broader public realm. New policy 3.1.1.21 focuses on public squares, and states that they are a desirable form of open space because of their spaciousness, prominence and easy access which create opportunities for social and civic gathering that enhance the daily lives of residents and workers.

The Master Plan includes an extensive system of POPS including two larger POPS spaces, Station Square and Park Lawn Gardens (pedestrian plaza connecting Park Lawn Road and Station Square), which are seamlessly integrated into the open space network and complement the two public parks and public streets. A range of smaller POPS spaces throughout the site including largos, pedestrian mews, and the Galleria play a critical role in the master plan as part of the seamlessly integrated open space areas that will be accessible for the public. Boulevard Square Park, previously proposed as a POPS, is now an unencumbered public park with prominent frontage along Lake Shore Boulevard West that draws people into the site.

Boulevard Square Park adds to the diversity of parkland in the Humber Bay Shores community and will serve as a civic gathering place with a flexible hardscaped area for programming, lined with retail and framed by buildings. As an urban square, Boulevard Square Park creates a district public space that compliments the Community Park, in alignment with the objectives of policy 3.1.1.21 that recognizes the unique role of urban squares in the overall open space network of the city.

In conclusion, the current Master Plan conforms to the policies of OPA 479, as described above.

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**Official Plan Amendment 480**

OPA 480 revises Sections 3.1.2 - Built Form and 3.1.3 Built Form - Building Types (previously Built Form - Tall Buildings) of the Official Plan. OPA 480 includes more robust policies for the built form in recognition of the role of buildings in defining and supporting the public realm and the experience of pedestrians.

Revised policy 3.1.2.1 states that additional setbacks or open spaces will be provided where appropriate, including areas with high pedestrian volumes and prominent destinations, as well as comfortable wind conditions at the street and adjacent open spaces.

The current Master Plan proposal includes massing changes to further mitigate wind impact in areas previously identified as having elevated wind activity, which include Station Square and the eastern corner to the site around Block F where Street A meets Private Street D and Lake Shore Boulevard West. Following the recommended mitigation measures identified in the pedestrian level wind study, deeper step-backs were added to break up down washing winds at these key locations, and canopies were added at key locations.

New policy 3.1.2.3 states that development will provide setbacks and separation distances from neighbouring properties and adjacent building walls containing windows. New policy 3.1.2.8 states that buildings will be designed to provide good transition in scale to parks or open spaces to provide access to direct sunlight and daylight.

As explained in earlier sections of the report, the development provides generous tower separation distances between proposed towers, as well as to existing towers in Humber Bay Shores. The separation distances are 30 metres at a minimum, and much wider in most cases, far exceeding the minimum 25 metres in the Tall Building Guidelines.

The proposed height and massing of towers has been carefully considered in relation to the amount of sunlight in the proposed 1-hectare Community Park, specifically through lowering tower heights to the east and south of the park. The revised massing in the current Master Plan ensures new development is massed to create no new net shadows on 85% of the park for 6 continuous hours, exceeding the related sunlight metric in the draft Christie’s Secondary Plan. The sun/shadow analysis included in the earlier section of the report provides a detailed analysis of shadows from the new development.

New policy 3.1.2.9 states that building façade design plays an important role in improving the public realm, and states that new building façades visible from the public realm will contribute to a pedestrian scale and provide direct access and views into and from the public realm.

To enhance the pedestrian scale, the current Master Plan proposal features lowered street wall heights along Lake Shore Boulevard, Park Lawn Road, and the loop road (Street B). Street wall heights are now equivalent to, or lower than the width of the right-of-way. The Master Plan also features taller first floor heights and clear glazing to allow for active uses on the first floor of buildings to have direct views into and from the public realm, playing a role in animating adjacent streets and spaces.

Section 3.1.3 has been revised to more broadly include policies for building types beyond tall buildings including townhouses and low-rise apartments, and mid-rise buildings. New policy 3.1.3.1 encourages a mix of building types on sites that can accommodate more than one building, while ensuring appropriate spacing and transition in scale between different building types. The Master Plan is well aligned with this policy with its assemblage of low, mid and high-rise forms to create a unique sense of place.



For mid-rise buildings, new policy 3.1.3.4 states that their design will:

- Have heights generally no greater than width of the right-of way;
- Provide a step back generally at a height equivalent to 80% of the adjacent ROW width; and
- Provide appropriate facing distances, heights, and massing that allows for daylight and privacy on the occupied ground floor.

Since the May 2020 proposal, the Master Plan has focused on refining mid-rise built form to achieve massing that is in keeping with direction for their height, step backs, and separation distances outlined in policy 3.1.3.4. Detailed discussions on mid-rise built form refinements are included in the design evolution & urban design analysis section of this report.

Policies relating to tall buildings are largely consistent with the previous policies, however with more detailed design principles identified for each of the base, tower, and top portions of tall buildings. Policy 3.1.3.9 states that the base portion of tall buildings should respect and reinforce the pedestrian scale and be lined with active, grade-related uses.

Policy 3.1.3.10 states that the tower portion of tall buildings should be designed to reduce the physical and visual impact of the tower onto the public realm; limit shadow and wind impacts and maximize access to sunlight and sky views; and provide access to daylight and privacy in interior spaces within the tower. Policy 3.1.3.11 states that these objectives should be achieved by:

- Stepping back the tower above the base (a)
- Generally aligning the tower with and parallel to the street (b)
- Limiting and shaping the tower floor plates above base buildings (c)

- Providing appropriate separation distances (d)
- Locating and shaping balconies to limit shadow impacts (e)

The current Master Plan has further refined the tower built form consistent with the direction policy 3.1.3.11 and the Tall Building Guidelines, including stepping towers back by 3 metres or greater above the building base, introducing an averaging rule to limit floor plate sizes, and providing separation distances of 30 metres and wider.

In conclusion, the current Master Plan conforms to the policies of OPA 480, as described above.

5.1.3

DRAFT CHRISTIE’S  
SECONDARY PLAN (DRAFT  
OFFICIAL PLAN AMENDMENT 506)

Concurrent with advancement of the proposed development, City Planning has been advancing a Secondary Plan for the site and surrounding area through the Christie’s Planning Study. These emerging policy objectives in the Secondary Plan provide helpful guidance for the proposed development, building on Site and Area Specific Policy 15 which currently provides area-specific direction for the site.

While these emerging policy directions are not yet in force and subject to change as the Christie’s Planning Study advances, the current Master Plan proposal is well aligned with these directions, working to implement a number of key planning objectives for the area. The following section summarizes the key aspects of the proposal in relation to the emerging high level policy objectives in each section of the draft Secondary Plan.

**2. Vision & 3. Guiding Principles:** In keeping with vision and guiding principles, the proposal represents an exemplary model of transit-supportive development, creating a walkable, pedestrian-oriented, mixed-use complete community. The proposed GO station, TTC improvements, and range of new bicycle and pedestrian connections and facilities enhance mobility choice and establish the site as a multi-modal transit hub. As a comprehensively designed master plan, the project achieves design excellence through innovative architecture integrated with a high-quality public realm including two public parks and a range of POPS. The proposal incorporates a true mix of uses including employment, commercial uses, new community facilities and services, and a range of housing choices. The proposed development has been informed by a sustainability strategy that considers broad spectrum of sustainability themes including biodiversity, water management, zero carbon, waste management, mobility, social sustainability and resilience, and considers the long-term build-out horizon of the project in supporting sustainability objectives.

**4. Structure:** Following the structuring elements outlined in the Secondary Plan, the proposed GO station, new streets, TTC infrastructure, parks, open spaces and development blocks are well aligned with Maps 46-2 and 46-3.

**5. Land Use:** Distribution of land uses are well aligned with the Secondary Plan as per the Map 46-4 Land Use Plan, including the proposed *General Employment Areas*, which achieves the 1.4 hectare requirement. The proposed phasing seeks to introduce required transit improvements at the outset of the project, with non-residential uses included in each phase in keeping with related policy objectives. The project also complies with minimum non-residential GFA requirements, and the required split between Column 1, 2 and 3 uses (policy 5.5), creating a node of employment uses within the designated *General Employment Areas*.



**6. Mobility:** Proposed mobility infrastructure improvements are well aligned with the initiatives identified in the City’s concurrent Park Lawn Transportation Master Plan, supporting the redevelopment of the site and addressing legacy issues in the area. The proposed street network is aligned with Map 46-5, and street design follows guidance within City-wide guidelines for complete streets. The proposed GO station, TTC improvements and public realm create a transit hub, in keeping with Map 46-7: Transit Hub & Connections. Pedestrian, cycling and mid-block connections in the plan create inviting spaces for active transportation users, and are generally aligned with Maps 46-6 Cycling Network, and 46-8: Parks, Open Spaces and Public Realm. Parking and loading have been consolidated below grade, preemptively planning for some pick-up and drop off activity to naturally occur at grade, generally in keeping with related policy objectives. The result is a carefully considered and comprehensive mobility network that seeks to implement emerging directions in both the Secondary Plan and the Transportation Master Plan.

**7. Parks, Open Spaces, and Public Realm:** Two public parks are proposed, generally in keeping with Map 46-4 and related policy objectives. The plan proposes 1.25 hectare of unencumbered parkland, including a 1 hectare Community Park in the heart of the site, and 0.25 local park located along Lake Shore Blvd W (Boulevard Square Park). The remainder of the park land dedication requirement is proposed to be addressed through cash-in-lieu. FCR is open to working with the City to support above based park improvements and the design of these parks through public processes, in keeping with the range of Secondary Plan policy objectives for these parks. A number of POPS are proposed, located generally in keeping with Map 46-8, and a range of other public realm and streetscape improvements are also proposed within the plans. These improvements, including public art, are intended to be secured as community benefits through a Section 37 agreement with the City, appropriately implementing related policy objectives in the draft Secondary Plan.

**8. Community Services and Facilities:** The revised proposal includes two potential schools, two non-profit childcare centres, a community recreation centre, a public library, and community agency space, in alignment with the priorities established in the draft Secondary Plan and locations shown on Map 46-9. Realization of the two potential schools is dependent on the school boards successfully securing provincial approval and funding, and shared use agreements with the City of Toronto to utilize a portion of the adjacent proposed park for school purposes during school hours. This is in keeping with related policy directions in the draft Secondary Plan, which open the door for such sharing arrangements. The Owners have continued discussion with the School Boards to ensure that the spaces protected in the plans appropriately reflect the School Boards’ needs, again in keeping with related policy objectives.

**9. Servicing:** The proposed development ensures adequate infrastructure capacity to service the redevelopment of the site, with proposed improvements to be secured and phased through the draft plan of subdivision approval process, in keeping with related policy objectives in the draft Secondary Plan.

**10. Built Form:** The Secondary Plan and related Urban Design Guidelines outline a range of built form directions related to massing, creating a comfortable micro-climate, tower separation and tower floor plates, building heights, setbacks, step backs, street wall heights, amenity space, and provision of active spaces at grade. The urban design analysis in this report provides significant detail on how the project performs in an exemplary fashion in relation to all of these built form parameters, focusing on revisions that have been made to further enhance the project’s performance, in keeping with draft Secondary Plan policy objectives.

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**11. Housing:** The proposal includes a range of housing options including a high percentage of larger 2- and 3-bedroom units (35% two- and two plus den bedrooms, and 10% 3-bedrooms) in keeping with the City’s Growing Up Guidelines and related objectives in the Secondary Plan. A commitment to deliver affordable housing in keeping with draft policy 11.2 is proposed to be secured in a Section 37 agreement.

**12. Emergency Services:** the proposal ensures appropriate access for emergency services on the site, and as noted in the Secondary Plan, the City-owned land on Block 7 has been identified as a potential location for new Emergency Services should a need be identified in the area over time.

**13. Climate Resilience and Mitigation:** the proposal meets all Toronto Green Standard Tier 1 requirements, with aspirations to significantly exceed many of these standards related to climate resiliency and mitigation. This includes innovative stormwater management and green infrastructure incorporated into the Master Plan design in keeping with draft Secondary Plan policy objectives. First Capital is also currently in discussions with a potential district energy provider. Due to the long-term nature of the build-out of a project of this scale, many of the design details related to the environmental performance of the project will be studied and determined as the level of design detail is advanced for each phase of development, allowing the project to keep pace with changing standards over time. While many of these details will be secured in the future, fundamental strategies such as district energy are being explored now following best practices. As a long-term property owner for the site, The Owners are committed to ensuring the development’s environmental performance is exemplary, in keeping with related policy objectives in the draft Secondary Plan.

**14. Rail Safety:** the proposal features an innovative alternative to the standard required 30 metre rail safety setback. The proposed solution has been developed in collaboration with Metrolinx to ensure safety measures are met, allowing for a seamless interface and integration between the proposed GO station and new development on the site. In keeping with related policy objectives, the rail safety strategy has been detailed by Hatch Engineering in a dedicated study as part of this resubmission, and will be confirmed through the design and approval of the proposed GO station.





5.2

UPDATED DRAFT POLICY INSTRUMENTS

This resubmission includes updated draft Official Plan amendment, Zoning By-law amendment and Draft Plan of Subdivision which are subject of this combined application. These draft instruments have been revised in accordance with the current Master Plan proposal.

A comprehensive Planning Rationale in support of the combined Official Plan Amendment, Zoning By-law Amendment Application, and Draft Plan of Subdivision Application has been provided with the May 2020 submission, and continues to be relevant. Additionally, this addendum report provides a review of the current Master Plan in light of the updated provincial and municipal policies, as well as the emerging directions from the draft Christie's Secondary Plan.

Official Plan Amendment

The draft Official Plan amendment continues to provide guidance on updating the Official Plan and Site and Area Specific Policy (SASP) 15 with a more specific vision and policy objectives for the redevelopment of 2150 Lake Shore.

The draft Official Plan amendment has been updated to reflect the increase in the amount of proposed on-site parkland to 1.25 hectare, as well as revisions to the boundaries of the 1.4 hectare *General Employment Areas*.

The Official Plan amendment continues to provide appropriate new land use designations on the site to enable the proposed development, and implement site-specific directions that align with SASP 15.

The draft Official Plan Amendment represents good planning that is in the public interest. It is consistent with the Provincial Policy Statement (2020), conforms to the Growth Plan (2019), and builds upon the policy objectives of SASP 15 and the broader City of Toronto Official Plan.



### Zoning By-law Amendment

The site is currently subject to the Etobicoke Zoning Code (Industrial Class 1 Zone) and Zoning By-law 569-2013 (Employment Industrial Zone). The designations do not conform to the policy direction of SASP 15, which has redesignated the majority of the site as *Regeneration Areas* to enable a mixed use redevelopment, with portion of the site designated as *General Employment Areas*.

A draft amendment to the Zoning By-law 569-2013 has been prepared to provide for the proposed redevelopment of the site according to the current Master Plan proposal, which introduces Commercial Residential Employment Zone (CRE) to the majority of the site, as well as Employment Light Industrial Zone (EL) for the *General Employment Areas* and Open Space - Recreation Zone (OR) for two proposed public parks.

At the time of writing, amendments are technically required to both the Etobicoke Zoning Code and Zoning By-law 569-2013, as the Etobicoke Zoning Code continues to apply to the site while the final appeals of By-law 569-2013 are resolved. This application includes only an amendment to By-law 569-2013 with an understanding that should the Etobicoke Zoning Code continue to apply to the site at the conclusion of this application process, an amendment to the Etobicoke Zoning Code will also be prepared, mirroring the provisions of the draft Zoning By-law Amendment to 569-2013.

The requested Zoning By-law amendment would enable the mixed use transit-oriented development of the site and a creation of a complete community in keeping with the policy intent as articulated in the Provincial Policy Statement (2020), the Growth Plan (2019), and the City of Toronto Official Plan. The draft Zoning By-law Amendment is therefore appropriate and represents good planning.

### Draft Plan of Subdivision

The Draft Plan of Subdivision (DPS) creates ten (10) blocks to accommodate the proposed development, including five (5) mixed use development blocks, two public parks, widening of Park Lawn Road, and new public streets.

The DPS creates appropriate block patterns that support the orderly development of the site, and identifies land to be dedicated to the City for municipal rights-of-way and open spaces, which will contribute to the existing and open space network and support the Master Plan vision to create a healthy, complete community.

Section 51(24) of the Planning Act outlines the criteria for the consideration of a draft plan of subdivision, including conformity to provincial plans and Official Plan policies, as well as the appropriateness of the proposed land uses, dimensions and sizes of blocks, and adequacy of utilities and services.

As established in the May 2020 Planning Rationale and this addendum report, the proposed DPS provides for the Master Plan development and is consistent with the PPS, is in conformity with the Growth Plan, conforms to the Official Plan, and has appropriate regard for criteria set out in Section 51(24) of the Planning Act that relate to subdivision of lands. The supporting studies included as part of this resubmission further speak to the ability for the proposed development to be adequately serviced through the use of existing and proposed infrastructure improvements.

5.3

PLANNING CONCLUSIONS

The current Master Plan proposal continues to provide a framework for a vibrant, comprehensive, transit-oriented mixed-use development of 2150 Lake Shore. This resubmission features key changes that further align the Master Plan proposal with the feedback received from City staff, commenting agencies, and the community. The fundamental vision of the initial Master Plan and the key benefits to the community remain, and in a number of cases, they have been strengthened through continued engagement with the City staff, stakeholders, and the community which has allowed for community priorities to be identified and incorporated into the Master Plan through its evolution since the initial proposal in October 2019, the subsequent proposal in May 2020, and ultimately, the current Master Plan proposal.

The draft policy instruments that are the subject of this combined application have been updated in accordance with the key changes to the Master Plan described throughout this report, and continue to provide for the appropriate redevelopment of the site.

The current Master Plan proposal and the implementing draft policy instruments represent good planning that is in the public interest. The current Master Plan proposal is consistent with the Provincial Policy Statement (2020), conforms with the Growth Plan for the Greater Golden Horseshoe (2019), and conforms to and advances the policy directions of the City of Toronto Official Plan, including alignment with the emerging site-specific policy directions in the draft Christie's Secondary Plan.

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

The proposed Park Lawn GO station continues to be a fundamental element of the Master Plan that will unlock the mobility potential for the site and the wider Humber Bay Shores community. The station continues to be proposed along the northern edge of the site, and proposed to be integrated with a TTC streetcar loop. The intermodal transit hub will be connected to the rest of the site and the wider area through a fine-grain network of pedestrian and cycling connections. TTC Bus service facilities will be located in close walking distance along Park Lawn Road, connected to the proposed GO station through Park Lawn Gardens, a wide pedestrian-oriented open space that will provide a safe and seamless connection.

The transit hub will position the site and surrounding area as a major transit station area, and broaden the spectrum of transportation choices for new and existing residents in the Humber Bay Shores area and beyond. The transit hub and the transit-oriented development support a range of provincial and municipal policy objectives to promote public and active transit, as well as objectives for intensification and efficient utilization of resources in areas immediately surrounding major transit station areas.



PROVIDING TRAFFIC RELIEF FOR THE COMMUNITY

The relief road along the northern edge of the site has been maintained as an important solution to address congestion and provide traffic relief to the wider community. The relief road works as a bypass route to divert vehicular traffic away from Lake Shore Boulevard West and Park Lawn Road, with connections to the Park Lawn Gardiner access ramp and the Gardiner ramp to the east. As a result, the relief road helps calm traffic on Lake Shore Boulevard West and Park Lawn Road, which will enable these streets to take on a more main street character, stitching the proposed development with the surrounding community with walkable pedestrian-oriented frontages.

The relief road also continues to provide the main access to the consolidated below-grade parking and loading activities, as well as pick-up and drop-off activities associated with the potential school uses. Along with the pedestrian-oriented design of the Master Plan and related investments in active transportation, the relief road plays an important role in minimizing at-grade vehicular activities and creating a safe and attractive pedestrian experience throughout the site, consistent with related municipal and provincial policy objectives.

COMPLETING THE HUMBER BAY SHORES COMMUNITY

Located at the heart of the Humber Bay Shores community, the site presents an opportunity to complete the urban fabric in the area. The Master Plan seeks to deliver a complete community with a true mix of uses that include housing and significant employment, supported by a range of open spaces including two public parks, access to local and regional transit, and a host of community facilities and services, all connected with a new network of streets that directly extends the street pattern from the surrounding areas into the site and blend the site's edges into the existing community.

Building on the May 2020 submission which featured spaces for two potential elementary schools on the site, the current Master Plan introduces potential community facilities, which are the subject of ongoing discussions with the City to reach resolution and finalization of the Section 37 community benefits agreement. These potential facilities include a community centre, two daycares, a public library, and a not-for-profit human agency space. If delivered, these facilities and two potential schools will benefit the local community and support a number of policy objectives that encourage the creation of complete communities.

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

Consistent with the May 2020 proposal, the current Master Plan maintains the vision for a new employment hub in west Toronto. The Master Plan provides 1.4 hectare of *General Employment Areas* around the GO station and the central Galleria where a range of office employment uses will be focused, and have convenient access to regional transit, the Gardiner Expressway, the large Community Park, and retail and amenities within the Galleria.

As per related SASP 15 policies, the Master Plan continues to meet the non-residential minimum GFA requirement (98,000 m<sup>2</sup>) and the required split between Column 1, 2 and 3 uses. The proposed employment uses will result in a significant increase in the quantity and diversity of employment uses on the site, a substantial increase from approximately 550 jobs associated with the former industrial bakery on the site at the time of its closure.

Introducing a local employment hub integrated within the redevelopment of the site not only contributes to the creation of a more a complete community, but 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 the need to commute by creating enhanced opportunities for people to live and work in Humber Bay Shores.

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

The Master Plan maintains the generous amount of open spaces featured in the May 2020 proposal, which represents approximately 42.6% of the net site area (over and above the area of public streets). The Master Plan is organized around the diverse and well-connected public realm that now includes an additional public park, Boulevard Square Park, which was previously proposed as a privately owned publicly-accessible space (POPS). The current Master Plan also includes changes to the built form of towers to ensure that the Community Park receives enhanced sunlight throughout the year.

Together with parkland, a rich system of POPS provides for a variety of active and passive recreation, provide connections to key destinations throughout the site, and supports a high quality day-to-day community life, in keeping with related provincial and municipal policy objectives.

Consistent with previous iterations of the Master Plan, the water tower will be conserved, and relocated to a prominent open space location within the site. The water tower is now proposed to be relocated within Station Square in response to City staff feedback. In this new location, the water tower will remain visible from the Gardiner Expressway and will continue to be a prominent landmark that celebrates the site’s history as part of the Toronto’s industrial waterfront.



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

The current Master Plan features built form changes, including the shifts to the distribution of density and height to allow for enhanced access to sunlight in the Community Park, the addition of new potential community facilities, and more pedestrian-scaled street walls. These changes were made while continuing to be in keeping with key built form parameters in the Tall Building Design Guidelines and Mid-rise Performance Standard, such as ensuring adequate separation distances between buildings and limiting floor plate sizes to ensure access to sunlight and skyview.

As further explained in the Land Use Compatibility Report included with this resubmission, the proposed development continues to be compatible with, and complementary to the surrounding context, and protects the long term viability of the Ontario Food Terminal.

**PROVIDING DIVERSE HOUSING OPPORTUNITIES, INCLUDING AFFORDABLE HOUSING**

The Master Plan continues to feature a substantive residential component, with approximately 7,504 units that include family friendly units and affordable housing units. Approximately 35% of two bedroom and two bedroom plus den units, and 10% of three bedroom units are proposed. This is in keeping with related provincial and municipal policy objectives that target the provision of a diverse range of housing typologies and tenures, as well as levels of affordability.

The Master Plan continues to explore the inclusion of two elementary schools within the site, pending further conversations with the School Boards, and provincial approval and funding. If realized, these schools, in combination with a range of new potential community facilities, public parks and open space, significant family sized units, and safe pedestrian oriented streets and connections, will help contribute to creating an urban environment that is truly capable of supporting families and children, as envisioned by Toronto’s Growing Up Guidelines.

5.4

SUMMARY OF SUPPORTING STUDIES

This resubmission in support of the combined Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application includes a number of revised supporting studies and addenda which reflect the changes to the Master Plan proposal, and incorporates responses to comments from City staff, commenting agencies, and technical peer reviews. This section provides a summary of each of the following studies included with this resubmission:

- Urban Transportation Considerations Report Addendum by BA Group
- Heritage Impact Assessment prepared by ERA Architects
- Pedestrian Level Wind Study prepared by RWDI
- Functional Servicing Report prepared by Arup
- Stormwater Management Report prepared by Arup
- Natural Heritage Impact Study and Environmental Impact Study prepared by Hatch Ltd.
- Arborist/ Tree Preservation Report prepared by Hatch Ltd.
- Air Quality Study prepared by Hatch Ltd.
- Noise and Vibration Impact Assessment prepared by Hatch Ltd.
- Land Use Compatibility Study by Hatch Ltd.

Urban Transportation Considerations Report Addendum

BA Group has prepared an addendum to the Urban Transportation Considerations report submitted in support of the May 2020 application. The addendum reflects the updates to the Master Plan design from a mobility perspective, which include the adjustments to the overall width and composition of Street B (loop road) and modifications to the development density and program which affect a number of transportation components such as the overall number of proposed vehicle and bicycle parking spaces.

The addendum also addresses comments from City staff and the TTC based on the previous May 2020 submission, and provides transportation assessment updates in alignment with the modelling and forecasting used as part of the City-led Park Lawn Lake Shore Transportation Master Plan study (TMP). Detailed responses to each of the City staff and agency comments relating to transportation aspects are also appended to the report.

The report is organized around the following key updates:

- General Master Plan Changes including an increase to unit counts and the overall density, minor adjustment to the development program, inclusion of potential community uses, updates to the transit hub design, updates to Street A and B elements, refinements to the cycling network, and changes to the underground parking arrangement and strategy.
- Vehicle Parking Supply based on the proposed minimum parking standards totalling 4,422 spaces, alongside detailed rationale in support of the recommended parking standards.



- Bicycle Parking facilities proposed on the ground floor, mezzanine and underground parking levels with a total of 7,902 parking spaces comprising 6,900 long-term spaces and 1,002 short-term spaces.
- Site-Wide Loading and Servicing spaces to service the full development, updated based on the current development statistics to provide a total of 56 loading spaces (2 Type ‘A’, 24 Type ‘B’, 8 Type ‘G’, and 22 Type ‘C’) to service all 6 blocks, and including further details around access points to underground loading from the perimeter of the site.
- Travel Demand Forecasting updated based on the current Master Plan proposal, and in alignment with the model prepared in coordination with the City, incorporating projected GO transit volumes against Metrolinx’s ridership projections, and updates to the Synchro analysis.
- Loop Road Right-of-Way Elements with an overview of various options considered to derive at the ultimate width and configuration reflected in the current proposal, including options for streetcar tracks (uni-directional, bi-directional, or bi-directional on eastern portion of the lood road) and cycle tracks (uni-directional or bi-directional). Various conversations and workshops with the City staff and the TTC have resulted in a mutually agreed-upon design of the loop road reflected in the current Master Plan proposal.

Heritage Impact Assessment

An update to the Heritage Impact Assessment (HIA) report has been prepared by ERA Architects. The report reflects changes to the Master Plan elements relating to heritage, notably the newly proposed location of the water tower in Station Square, relocated from its previously proposed location in the Community Park, in response to City staff comments.

The HIA concludes that this new location is appropriate, as this location was previously identified as potential option in the Relocation Analysis conducted for the water tower, and was deemed as meeting the criteria related to heritage conservation, provision of views, and potential for placemaking.

The report concludes that the current Master Plan continues to propose conservation of tangible and intangible historical fabric of the site through the development and implementation of a comprehensive, multi-media, site-wide interpretation program.

The report recommends two subsequent studies and plans to be conducted:

- A Conservation Plan specific to the Water Tower; and
- An Interpretation Plan outlining specific on- and off-site interpretation strategies, with reference to all four of the site’s historic themes: natural systems and resources, key transportation routes, industrial production and employment, and leisure and recreation.

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**Pedestrian Level Wind Study**

An update to the Pedestrian Wind Study has been prepared by RWDI. The study reflects refinements to the massing of the Master Plan, and was based upon wind-tunnel testing that examined the following configurations for the site:

- The existing condition,
- Proposed phase 1 development,
- Proposed phase 1 and 2 development,
- Proposed phased 1, 2 and 3 development; and
- The full proposed build out of the site.

Utilizing local wind records, the study predicted potential wind comfort and safety conditions, and associated wind speeds, summarized as follows:

In the summer season, wind speeds throughout all phases of the development are generally expected to be within suitable or desirable levels. On-site conditions are expected to improve as the development progresses, due to the sheltering offered by the buildings themselves.

During the winter season, wind conditions at some locations such as building corners and street canyons are expected to be higher than desired due to seasonally higher wind speeds and interaction with the development. Most notably, uncomfortable conditions are expected around Phase 6, the west side of Phase 3 adjacent to building D3-1, to the west of building D2-1 and adjacent to the Park Lawn Road at the southwest corner of Phase 1 and D1-1.

The report concludes that satisfactory wind conditions are anticipated to be achievable through the use of various hard and soft landscaping elements, and includes recommended wind control measures that respond to the few specific areas on the site where higher than desired wind conditions were predicted during the winter season:

- To achieve walking or better throughout the year in areas around Phase 6 of the development and at certain building corners, tall wind screens or coniferous planters have been recommended.
- For a few areas closer to the buildings where downwashing and corner accelerating flows are contributing to uncomfortable conditions in the winter, a canopy is recommended.
- Certain entrance locations are also recommended to be recessed into the building to provide protection from the wind.



Functional Servicing Report

An update to the Functional Servicing Report has been prepared by Arup, and includes updates to the water and sanitary servicing requirements, using the updated development assumptions consistent with the current Master Plan proposal.

Since the time of the last submission, hydrant tests have been completed to confirm the interim modelling conclusions presented in the previous report submitted in May 2020. Based on the updated modelling results, the report states that modelled scenarios generally resulted in acceptable water pressures during the average day, peak hour, and two-hour fire event demand levels. The proposal continues to target reductions of water demand, which would potentially result in a 44% reduction in indoor water use. Upgrades to the existing water network in the area are not anticipated, and the suggested size of the watermain to service the site is 300mm based on preliminary model results.

In terms of the sanitary network, the Dry Weather Flow condition modelling result suggests that upgrades to the existing network may be required along Lake Shore Boulevard West to increase the capacity of the system and accommodate the full build-out of the development. It is noted, however, that additional data is required to more accurately establish baseline flow rates and confirm the need to upgrade the existing network, including long-term flow monitoring data that includes significant storm event, which is not currently available. Considering the phased development of the site, the report recommends that data on water consumption, building sewage generation and peak flows within the network be collected to further calibrate the model and understand if upgrades are required.

Stormwater Management Report

An update to the Stormwater Management Report has been prepared by Arup and presents the preliminary stormwater design strategy for the development in meeting the City of Toronto standard and guidelines including the four general criteria set out in the Wet Weather Flow Management guidelines.

In terms of storm servicing, upgrades to existing 250mm and 375mm diameter storm sewers are proposed along Lake Shore Boulevard West to 450mm diameter to accommodate additional flow discharged from the proposed development.

The development continues to target retaining 25mm of rainfall on site, proposed to be managed through soil cells, soakaway pit and geocellular storage structure in the public right of way, and green roofs and rainwater harvesting tanks within private property. This is consistent with Toronto Green Standard (TGS) Tier 3 requirements, although it is noted that at this time, the development is formally perusing TGS Tier 1 as design has not progressed to the sufficient level of detail across all criteria to confirm higher tier commitments.

25mm water retention on site supports water quality requirements and erosion and sediment control targets, by 80% removal of total suspended solids from runoff. Therefore, water quality target is met without any further measures, and no separate erosion and sediment control measures are required.

In terms of water quantity, the report concludes that targets are met using underground detention tanks. Given the proximity of the proposed development to Lake Ontario, the report notes that the overland flow routes will be analyzed for major flows discharging in to the Mimico creek outfall.

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**Natural Heritage Impact Study and Environmental Impact Study**

An update to the combined Natural Heritage Impact Study and Environmental Impact Study was prepared by Hatch Ltd. based on additional field investigations conducted following the previous submission, to document habitat conditions and confirm information from the desktop review. The land parcel located north of the railway in the northwest corner of the development site is identified as part of a Natural Heritage System (NHS). The remainder of the site is not considered to be part of the NHS, however, an Environmental Impact Study has been conducted in accordance with the City of Toronto’s Terms of Reference.

While the development will require clearing of five ecosites types in order to accommodate the development, the study notes that the area has been previously disturbed and isolated from other habitats due to its former industrial land use. Due to the poor-quality habitat in this area, the report concludes that the clearing is not considered significant and that the risk for impacts from the proposed development is very low.

Areas with an NHS designation currently contain poor quality habitat and are highly fragmented from the rest of the NHS by highways, roads and the rail corridor. Therefore, the report concludes that no significant impacts to the wider NHS as a whole are expected from the proposed development. Areas that will result in a permanent loss of form and function will be compensated through the City of Toronto and Toronto and Region Conservation Authority permitting processes.

While no species as risk plants or vegetation communities were identified, a number of mitigation measures are recommended including the delineation of vegetation removal zones, measures to mitigate the proliferation of invasive species, and implementation of timing restrictions and re-vegetation protocols.

In terms of wildlife, the report found that the site has the potential to provide wildlife habitats, and while species may utilize habitats found within the site, the habitat is commonly found in adjacent areas and are higher in quality. As a result, the loss of poor-quality habitat is unlikely to result in significant impacts to these species as they will likely move to other habitats in the surrounding areas. Nonetheless, the report proposes mitigation measures including a Wildlife Management Plan, eliminating access to the construction site using exclusionary fencing, site sweeps, and ensuring that workers are properly trained to handle and identify species of conservation concern.



Arborist Report and Tree Preservation Plan

An updated Arborist Report and Tree Preservation Plan has been prepared by Hatch Ltd. Based on the current Master Plan proposal, the report notes that 145 trees of various health conditions will be removed due to the grading and construction required to accommodate the proposed development. First Capital will adhere to municipal by-laws and policies for tree removals on municipal land and private properties.

The report includes compensation quantities based on the number of trees impacted that will require permits. It is noted that compensation for tree removal will be completed in the form of tree planting or cash-in-lieu. Direction on the compensation strategy will be determined in consultation with the City of Toronto Urban Forestry Toronto/West Division. Toronto and Region Conservation Authority will provide input for compensation based on their guidelines.

Air Quality Impact Assessment Report

An updated Air Quality Impact Assessment Report has been prepared by Hatch Ltd., incorporating feedback from City staff, as well as from the peer review conducted on the previous version of the report. The report focuses on rail and road transportation emissions and the industrial and utility operations located north of the site, namely the Lakeshore West Rail Corridor, the Ontario Food Terminal, and the Humber Wastewater Treatment Plant. The existing background air quality level was compared with the addition of air emission sources for a one kilometer radius around the site. A qualitative odour assessment was also completed based on complaint records related to the Humber Wastewater Treatment Plant.

Based on the modelling results and the comparison with air quality criteria, the report concludes that the sources surrounding the site are not contributing to high air pollution levels. While two contaminants, Benzene and B(a)P exceeded standards when accumulative concentrations were assessed, the report notes that this is a result of the existing baseline which exceeds standard criteria, and that the sources surrounding the site do not contribute to these levels. It is also noted that most of the pollution levels will decrease in 2030 even with higher traffic rates, as locomotives are expected to have lower emission rates.

As it relates to the potential odour from the Humber Wastewater Treatment Plant, the report notes that the frequency of potential events are unlikely, and estimated to be less than 1 percent of the time based on the number of complaints logged in the past three years. Overall, the report concludes that there is no risk for air quality for the proposed development.

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**Noise and Vibration Impact Study**

An updated Noise and Vibration Impact Study has been prepared by Hatch Ltd., integrating feedback from City staff and from the peer review conducted on the previous version of the report. The report assesses potential noise and vibration impacts from external sources to the sensitive uses proposed through the development. The site is not expected to impose significant noise impacts on adjacent sensitive land uses, however may pose noise impact on the proposed development itself, and will require mitigation measures.

From a noise perspective, the report states that transportation related noises will be the most impactful component of the proposed development. The dominant transportation noise sources in the area include traffic from the Gardiner Expressway and related ramps, Park Lawn Road, Lake Shore Boulevard West, the Queensway, the proposed relief road, Toronto Transit Commission (TTC) streetcar traffic along Lake Shore Boulevard West and the future internal TTC streetcar loop, as well as passenger and freight train traffic travelling along the Lakeshore West railway corridor. As a result, noise control measures will be required to attenuate transportation sound levels to meet the Ministry of the Environment, Conservation and Parks sound level criteria.

Based on stationary noise modelling, the report notes that noise from the future Park Lawn GO station PA speaker system and HVAC rooftop units, as well as truck noise from the Ontario Food Terminal do not require mitigation measures. The report notes that further measures may be identified upon detailed design of the building mechanical system at Site Plan Control stages, as these may add additional noise impacts.

The report includes noise control measures, such as upgraded window glazing, brick or other exterior façade to act as acoustical barriers, provisions for installation of air conditioning, and warning clauses in the offers of purchase or sale or tenancy agreements to notify potential noise impacts.

From a vibration perspective, rail traffic along Lakeshore West rail line, and future streetcar traffic along Lake Shore Boulevard West and within the site are considered potential vibration sources. The report notes that based on the measurements, vibration levels related to GO train operations will be within the applicable limits. For the streetcar traffic, however, results are preliminary as the future operating speed for the streetcars is not yet available. It is noted that if streetcars will travel faster than 15km/h, vibration mitigation will be required.



### Land Use Compatibility Study

An updated Land Use Compatibility Study has been prepared by Hatch Ltd., which assesses the potential impacts of noise, vibration, odour and dust emissions from industrial facilities on the proposed development; the potential impacts of noise, vibration, odour and dust emissions from the proposed development on nearby sensitive land uses; and the potential for the proposed development to impact the environmental approvals and operating capability of nearby employment zones.

Generally, the land uses surrounding the proposed development include a mix of industrial, commercial, residential, and institutional land uses. The report concludes that nearby employment industrial land uses, including the Ontario Food Terminal and the Humber Water Treatment Plant, will not adversely impact or be adversely impacted by the proposed development. Therefore, proposed land uses are compatible with the surrounding land uses.

The updated report classifies the Ontario Food Terminal as a Class 3 facility, however as concluded from the Air Quality Impact Assessment report and the Noise and Vibration Impact Study included with this resubmission, potential air, odour, noise, and vibration emissions from the Ontario Food Terminal are not expected to adversely impact the proposed development.

The Humber Wastewater Treatment Plant identified within 1 km of the proposed development meets the minimum separation distances for the Ministry of Environment, Conservation and Parks Guideline for sewage treatment plants, and therefore, is not expected to impact the development.

