



TORONTO WATERFRONT  
REVITALIZATION CORPORATION

# East Bayfront Precinct Plan

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# East Bayfront Precinct Plan

Prepared for  
Toronto Waterfront Revitalization Corporation

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# Overview

## Precinct Planning

Precinct Planning is an important step in achieving Toronto's vision for a revitalized waterfront. In adopting the Central Waterfront Secondary Plan, Toronto City Council outlined a Precinct Planning Process intended to further articulate the policies of the Secondary Plan for specific areas of the waterfront. The Precinct Plans are intended to outline development principles and guidelines at a level of detail not possible within the broader Secondary Plan. The intent is that these principles and guidelines form the bridge that allows the city to move from Official Plan policies to Zoning By-law provisions.

The Toronto Waterfront Revitalization Corporation (TWRC) has been given the role of preparing Precinct Plans for the area within its waterfront mandate. The East Bayfront Precinct Plan is one of the initial precinct plans undertaken by the TWRC and has undergone extensive review with the City of Toronto and its agencies, and extensive public and stakeholder consultations. The plan as represented in this report is a collaborative effort of many individuals and organizations.

## Structure of the Plan

The Precinct Plan provides design concepts and development guidelines for the implementation of public infrastructure (streets, parks and trails, and community facilities) as well as the built form of new development. As such, the Precinct Plan will direct public infrastructure investment and provide the foundation for the preparation of a comprehensive Zoning By-law to regulate future developments. The Precinct Plan is organized in nine main sections.

- Section 1** [The Vision for East Bayfront](#), sets out the goals and aspirations for this new community as well as the general framework for the public realm and new development.
- Section 2** [Consultation Process](#), provides an overview of the stakeholder public and municipal consultation process.
- Section 3** [Analysis](#), provides an overview of the investigation into the East Bayfront's strengths, weaknesses and opportunities.
- Section 4** [Community Character](#), sets out the various TWRC objectives in relation to issues of sustainability, affordability, and community services.
- Section 5** [Plan Components and Concepts](#), outlines the framework and describes in greater detail the vision for the precinct including the public realm, transit, streets and green infrastructure.
- Section 6** [Ground Floor Strategy](#), describes the ground floor programming, building uses necessary to create a diverse, high quality and animated public realm.
- Section 7** [Development Guidelines](#), describes the guidelines for regulating open space and built form with respect to location, size, height and building relationships.
- Section 8** [The Gardiner / Lakeshore Corridor](#), describes the considerations made in preparing the Precinct Plan with the existing condition of the Gardiner Corridor as well as future alternatives.
- Section 9** [Phasing and Implementation](#), provides a strategy for achieving the full build out of the East Bayfront.



- — — East Bayfront Precinct Planning study area
- Focus for initial East Bayfront policies and regulations



Adjacent waterfront initiatives





Next Steps

Following this precinct planning exercise will begin a more detailed block planning exercise, as was done at the conclusion of the West Don Lands precinct planning effort. In the case of East Bayfront, timing permits the TWRC’s waterfront Design Review Panel to get fully engaged in this second design phase. They will help strengthen the plan further. The ultimate goal of the block planning effort is to provide the foundation for a comprehensive zoning by-law. This will make new development possible in this area.

Extent of the Precinct Plan

The East Bayfront Precinct extends from Jarvis Street in the west to Cherry Street in the east, between the lakefront and the Gardiner corridor. This Precinct Plan document focuses on the area between Jarvis and Parliament Streets. In the eastern portion of this territory, between Parliament Street and Cherry Street, there are two complex infrastructure and design elements which require further study before precinct study can be completed. Therefore

a future amendment to this Precinct Plan document will be made once the eastern area studies are completed.

Two Environmental Assessments are currently underway for the lands east of Parliament. The first is the naturalization of the mouth of the Don River and related flood protection requirements for the Port Lands. The second is the design and alignment of Queens Quay Boulevard (as it extends east of Parliament Street) and its intersection with Cherry Street. These Environmental Assessments are expected to take approximately two years to complete.

The TWRC, working with City staff and private landowners, will establish an *East of Parliament Working Group* for that area, in order to study specific design and development options while the two Environmental Assessments are being conducted. A Zoning By-law for those lands will be brought forward as soon as sufficient information about the required public infrastructure is known.

Interpretation of the Plan

This plan should be interpreted as a guiding document meant to provide a flexible framework within which to achieve the vision set out for East Bayfront. It is not a static plan but a description of principles, frameworks and opportunities. Numerical and quantitative provisions set out in the Plan are not to be taken as rigid standards but are meant to illustrate ideas and concepts. Exact standards (e.g. building heights, street right-of-ways) will be set out in the Zoning By-laws for the development of buildings and in Environmental Assessments for the development of public infrastructure. The TWRC will continue to work with the City in the preparation and presentation of those standards for Council consideration.



East Bayfront Precinct in relation to central waterfront



# Section 1 The Vision for East Bayfront

Toronto is Canada's largest city, a rapidly growing metropolitan region on the north shore of Lake Ontario. To counter urban sprawl and revitalize the waterfront, the three levels of government created the Toronto Waterfront Revitalization Corporation (TWRC), charged with coordinating the redevelopment of a vast tract of waterfront property adjacent to downtown Toronto. The TWRC's mission is to transform the Toronto waterfront into a series of sustainable, mixed use urban precincts integrated with parks and open spaces that greatly expand the City's capacity for urban living, employment and recreation.

Initially, precinct plans have been developed for the two areas closest to the downtown, West Don Lands and East Bayfront. These two precincts connect the downtown to the lake and the Don River corridor, as well as create gateways to future precincts and public open spaces in the Port Lands. The Don River corridor will be improved as a natural open space system with its terminus in a naturalized river mouth. The water's edge will become a continuous magnificent publicly accessible promenade linking the downtown to the Outer Harbour and ultimately connecting to the Eastern



Aerial view of East Bayfront



East Bayfront Master Plan





beaches. The Port Lands area, a vast peninsula of old industrial land, will become a series of new lakefront urban communities that will connect to waterfront parks, beaches, trails and various amenities.

The East Bayfront precinct is the most central waterfront revitalization area to the downtown core. As such, East Bayfront represents an important opportunity for Toronto’s city centre to establish a positive and meaningful relationship with its waterfront. The East Bayfront must be a marvelous water-related public destination - for all of the people of the City, the Province, Canada, and the world. The full extent of the 1.5 kilometres of water’s edge must become a clear, vibrant public destination with a variety of experiences and amenities along its length. But at the same time it must be a highly local environment, be a real neighbourhood within the city and have strong connections to adjacent communities. It must be a beautiful and desirable place to both live and work.

The vision for East Bayfront precinct is for a new urban waterfront community, a place of design excellence, high levels of sustainability and strong relationships to the water’s edge. East Bayfront will accommodate a mixture of uses and a range of urban built form with buildings arranged to collectively give appropriate definition, identity and scale to the public realm of the district while serving their intended uses.



A strong sense of community | Interactive Waterpark

The existing main north-south streets of Jarvis, Sherbourne and Parliament will terminate in the East Bayfront at three special places. Jarvis and Parliament will terminate at revitalized public spaces on the existing slips and Sherbourne will be extended south of Queens Quay Boulevard, framing a new waterfront park. The transformation of Queens Quay Boulevard into a landscaped, urban boulevard hosting all modes of transportation, including a future LRT and bicycle lanes, will become the commercial spine for the community. A vibrant and beautiful public promenade along the water’s edge, defined as a clear destination in its own right, will link the three waterfront public spaces and provide the opportunity for the community and public to access and experience the Lake.

The objective is for East Bayfront to be a new community, attractive to many different types of households from a wide range of incomes. In addition to a new school and community services, a mix of affordable and market housing will be provided throughout East Bayfront. It is also assumed that a viable and sustainable urban district is not simply a residential quarter of the city but must be a full time mixed use place of living, employment, recreation, entertainment and public/cultural activities.



A well defined public realm | Sydney



Proposed water’s edge promenade



Proposed water feature in Sherbourne Park



Creating memorable destinations | Montreal Pavilion



## Section 2 The Consultation Process

### Consultation Process

The development of the East Bayfront Precinct Plan was a collaborative effort with the City of Toronto, community stakeholder groups, the general public, private landowners, the school boards, the TTC who will be operating transit through the area, and TEDCO which is the City of Toronto agency that owns and operates public lands in the East Bayfront. The input of all groups has been instrumental through the process and has ensured that the plan has evolved and changed in ways that best support waterfront revitalization objectives.

The City is one of TWRC's three government shareholders, a major East Bayfront landowner - through TEDCO - and the regulator of planning and development, making collaboration with the City critical to the success of the Precinct Plan. City staff helped select the urban design team, were members of the East Bayfront Steering Committee that oversaw the process, and participated in the public and stakeholder consultations. Additionally, TWRC and City staff have had ongoing regular meetings and communications on the plan.

The ideas, input and feedback provided by waterfront stakeholders and members of the public improved and strengthened the Precinct Plan. The public engagement process included several public meetings, numerous stakeholder sessions and meetings with private landowners and tenants on public lands. There were five major public meetings held, the first of which was held at the beginning of the Precinct Planning process in October 2003. At each of the public meetings, the TWRC design team presented a summary of their work to date and sought input from participants on a range of issues and opportunities relevant to each stage of the process. An East Bayfront key stakeholder committee was created

and met six times with the TWRC design team at key stages in the Plan preparation, providing a smaller working group forum to provide their comments. Private landowners and leaseholders were consulted at several points throughout the process.

Both of these meeting formats provided invaluable insight for the TWRC design team at each stage of the precinct plan preparation. In doing so, the design team was able to elicit response and feedback at the analysis stage, to initial options, to the preferred direction and to the final framework plan. In addition, the TWRC and its design team met with land owners, existing businesses and government agencies throughout the process.

TWRC's Board of Directors approved the Precinct Plan in November 2004. Following a public forum in February 2005, the Precinct Plan was submitted to the City of Toronto for staff and agency review. Based on this review and input from the public, subsequent revisions were made to the plan. In October 2005 as part of the approval of the revised plan, TWRC's Board of Directors invited TEDCO to make a presentation on planning issues related to TEDCO's East Bayfront landholdings. While the board approved the revised plan, the Board asked management to consider incorporating ideas and issues raised in the TEDCO presentation that were in keeping with the Precinct Plan's key principles. This resulted in the removal of the forty story tower at the foot of Jarvis Street, and capping building heights here at twenty metres, consistent with the rest of the water's edge; formally recognizing the need for greater continuity and connectivity across the foot of Sherbourne Park possibly through some sort of pavilion structure; and further elaborating the use and animation of ground floor space, recognizing the importance of a phased, clustered approach and a need for flexibility in both built form and zoning.

#### Stakeholder Meetings

October 27, 2003  
December 15, 2003  
February 25, 2004  
April 01, 2004  
January 19, 2005  
November 8, 2005

#### Public Forums

October 7, 2003  
December 1, 2003  
March 8, 2004  
February 3, 2005  
August 22, 2005







#### What we heard:

- Ground the plan in a strong vision for a dynamic, vibrant community that is relevant for all of Toronto.
- Design a generous and publicly accessible water's edge public.
- Incorporate sustainability at all stages of planning, design and development
- Build lots of accessible, people friendly green space that can be used year round.
- Create strong connections with other parts of the city
- Open up distinct views and vistas to the water
- Make transit easily accessible and include cycling and pedestrian routes.
- Ensure a diverse housing mix that accommodates families as well as singles.
- Celebrate the area's marine and industrial heritage



## Section 3 Analysis

### An Evolution of Planning Efforts

In 1999, the City of Toronto issued a call for action to revitalize Toronto's waterfront. *Our Toronto Waterfront: the Wave of the Future* outlined a high level vision for a transformed waterfront that was a dynamic, continuous, new front door for Toronto. *Our Toronto Waterfront* was the catalyst to bring together the Federal, Provincial and City governments to revitalize Toronto's waterfront.

In 2000, the governments commissioned the Toronto Waterfront Revitalization Taskforce to provide the best advice on revitalizing the waterfront. The Taskforce report, *Our Toronto Waterfront: Gateway to the New Canada*, began to provide detail to the vision which included the creation of new, vibrant waterfront communities and a significant public open space system along the water's edge, included in the East Bayfront. Using the Taskforce's work as a foundation, the three levels of government established the Toronto Waterfront Revitalization Corporation in 2001.

The TWRC and the City of Toronto worked together to further define the waterfront revitalization initiative. The TWRC prepared a Development Plan and Business Strategy. The City concurrently prepared a new set of complementary planning policies in the Central Waterfront Secondary Plan called Making Waves. In both these documents, East Bayfront is envisioned as a new mixed use area including high quality public space, promenades and public gardens supported by a transit first approach and community services. During the preparation of these documents a waterfront design charrette, the Toronto Waterfront Design Initiative (TWDI), was held to further explore the design aspects of waterfront revitalization. In particular, the TWDI provided some critical insight into the character and extent of the public spaces adjacent to the water's edge.

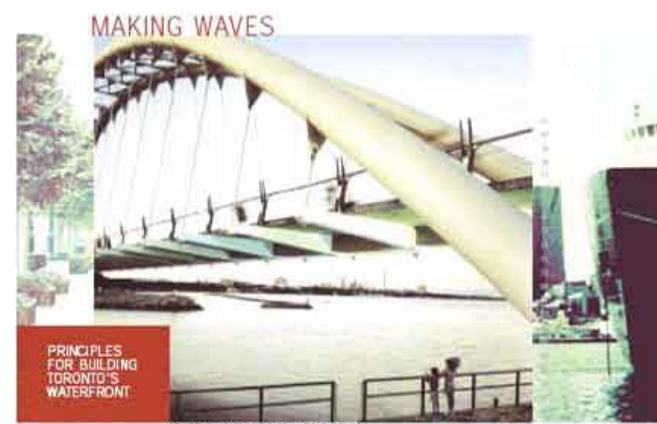
The City's Central Waterfront Secondary Plan, outlines four key principles for waterfront revitalization:

- **Removing barriers/making connections**
- **Building a network of spectacular waterfront parks**
- **Promoting a clean and green environment**
- **Creating dynamic and diverse new communities**

In addition, the Secondary Plan mandates the creation of a public promenade along the waters edge and dockwall, and identifies the foot of major streets as the location for inner harbour special places. The East Bayfront lands are identified as a Regeneration Area.

The TWRC's Waterfront Public Space Framework supports the principles outlined in the Secondary Plan and provides additional direction with regard to the character of the public spaces at the "foot of" Jarvis, Sherbourne and Parliament Streets, and identifies the need to provide for local public parks to serve the new East Bayfront neighbourhoods.

The East Bayfront Precinct Plan builds on these past efforts. It is a further articulation of the manner in which waterfront revitalization is to be achieved in this precinct, with a particular emphasis on urban design, open space, infrastructure, affordable housing and community services.





# Heritage

## Early History and Industrial Heritage

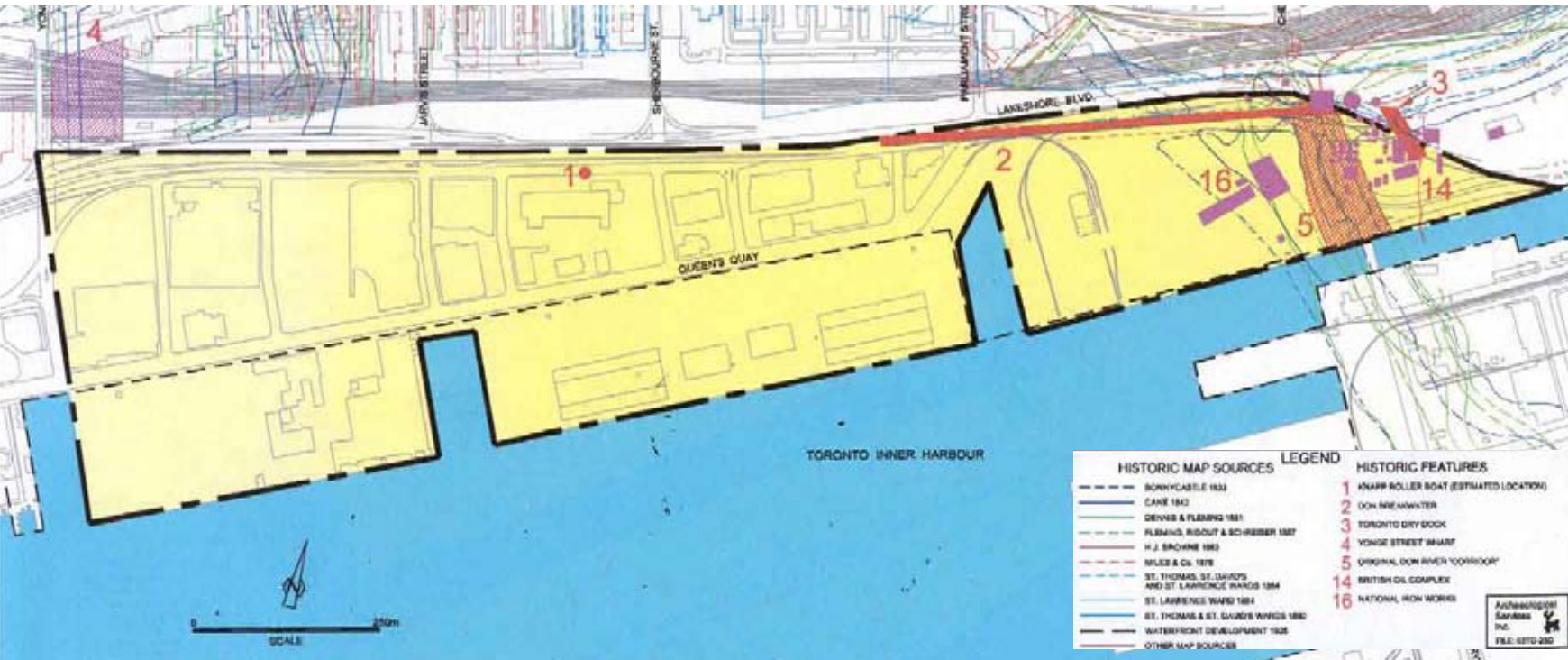
The East Bayfront came into existence as a land area as a result of the Harbour Commissioners landfill activities in the early 1900's. Prior to this time, the area was essentially open water in the Toronto Harbour punctuated by a series of wharves. The Gooderham Windmill, at the foot of Trinity Street, marked the eastern boundary of the harbour and was used as a survey feature to define the southern boundary of water lots on which wharves were constructed in the harbour. The "Windmill Line" of 1893 as it came to be known, started on land at the windmill and cut westward across the harbour to Queens Wharf.

By 1900, 22 wharves were located between Yonge and Cherry Street and the Keating Channel had been constructed, thereby channelizing the natural delta of the mouth of the Don River into its current condition.

Polson Iron Works established its boiler works at the foot of Frederick Street in 1883 and started ship building in 1893. The company is perhaps best remembered for building the experimental "Knapp Roller Boat", a unique cylindrical ship design that was intended to revolutionize the shipping industry. Although the design worked well enough in calm waters, ultimately the Knapp design proved unstable in rough weather and was unceremoniously abandoned near the site of its launching and was later buried in the harbour fill at the present day location of Lake Shore west of Sherbourne Street.

During this time, new industries such as National Iron Works and British American Oil began to locate on reclaimed land between the Don River and the Keating Channel on either side of Cherry Street. The 1912 Harbour Plan proposed landfill across the extent of East Bayfront and included a railway viaduct that extended from Bathurst Street to the Don River, built up on a causeway across open water cutting off the wharves from the Esplanade. In 1925 the Bulkhead Line was completed.

With the opening of the St. Lawrence Seaway in the 1950's, the Harbour Commission anticipated a huge increase in Port activity and spurred the completion of the land fill territory and in 1955 the Queen Elizabeth Docks were completed. Marine Terminals 28 and 29 were two of the many Terminal Buildings constructed to support an anticipated level of port activity that was never to materialize.



East Bayfront Inventory  
Archaeological Features - Stage One Archaeological Assessments on the East Bayfront, West Don Lands, and Port Land Areas  
Source: Archaeological Services Incorporated, April 2004



September, 1949: Dumped fill south of Queen's Quay



The Victory Soya Mills Silos represent the site's industrial heritage



September 23, 1926: Frederick Knapp's revolutionary roller boat



# Existing Conditions

East Bayfront between Jarvis and Parliament is comprised of 55 acres that are underutilized given their proximity to the downtown core and the waterfront. The area between Jarvis and Parliament Streets has a range of existing uses including auto dealerships, recreational sport tents, distribution centres and a film studio. Between Parliament and Cherry the lands are vacant.

The lands to the north of Queens Quay Boulevard are mainly in private ownership and to the south of Queens Quay are generally publicly owned. There is currently no public access to the water's edge. The dock wall is used intermittently for cargo, cruise and pleasure boat mooring.

Queens Quay Boulevard is the major east/west corridor through the precinct, which terminates at the intersection with Parliament Street. The Gardiner / Lake Shore corridor creates a major barrier along the northern edge of the site. The Martin Goodman Trail is accommodated beside the Queens Quay roadway pavement. A rail spur serving the Redpath Sugar is located adjacent to and parallel with Queens Quay Boulevard.

There are a number of buildings and structures that reflect the port-related industrial heritage of the site, including two marine terminal buildings, a large silo and the Jarvis and Parliament water slips.



East Bayfront Land Ownership July 2003



Aerial photo of East Bayfront between Jarvis and Parliament

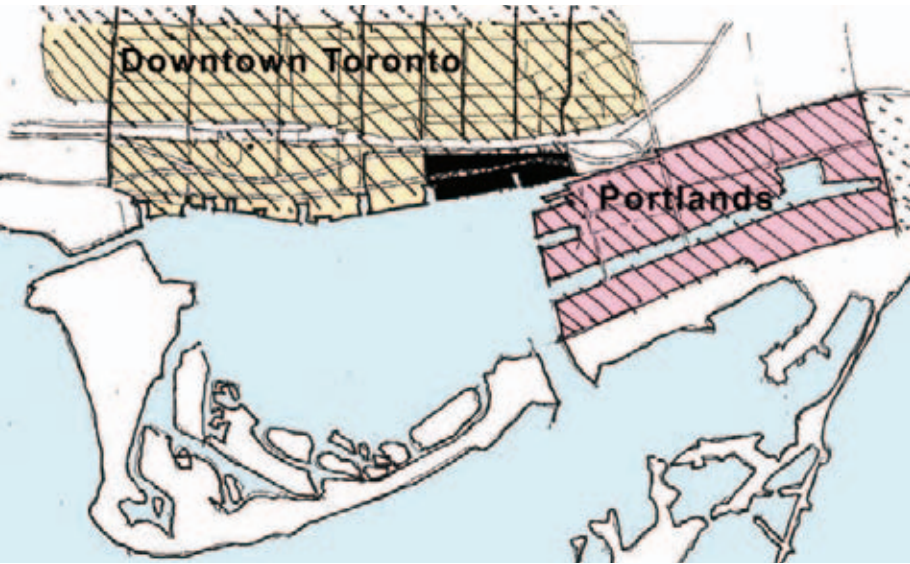


# Initial Analysis of the Site

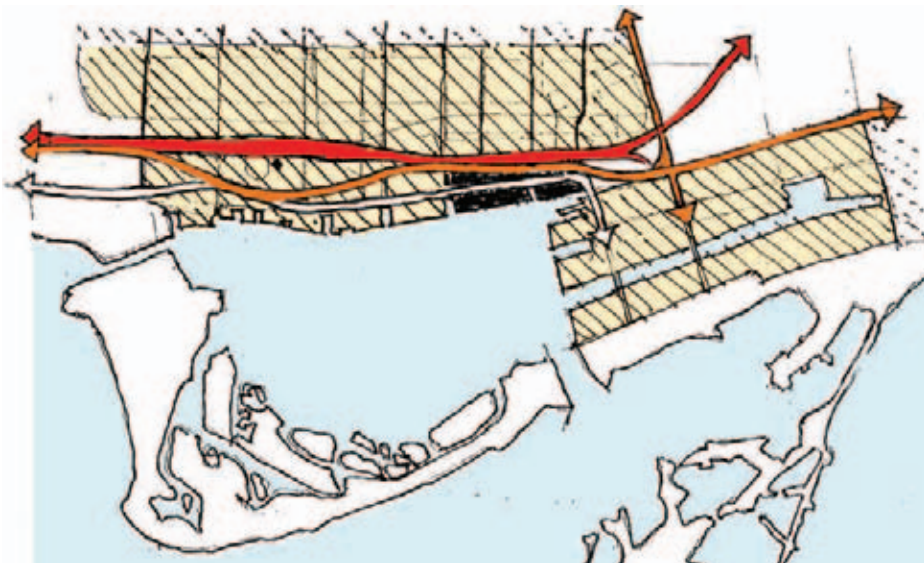
East Bayfront is critical to linking the built-up areas of the Central Waterfront with the emerging waterfront areas in the Port Lands. It is part of a major east-west transportation corridor, including the proposed transit network whose usage will expand greatly in the future with the development of the Port Lands and other eastern areas. In addition the East Bayfront is planned as a key component of the Martin Goodman Trail and the waterfront cultural and heritage corridors.

But the Gardiner / rail corridor also acts as a barrier to north-south movement to the site and to other development opportunities in the area. The East Bayfront Precinct Plan strengthens north-south connections with the city and the lake to establish a genuine and meaningful relationship between the two. At the same time as recognizing this existing condition, the East Bayfront Precinct Plan also anticipates a future without the elevated Gardiner Expressway in conjunction with the planning of a new Lake Shore Boulevard.

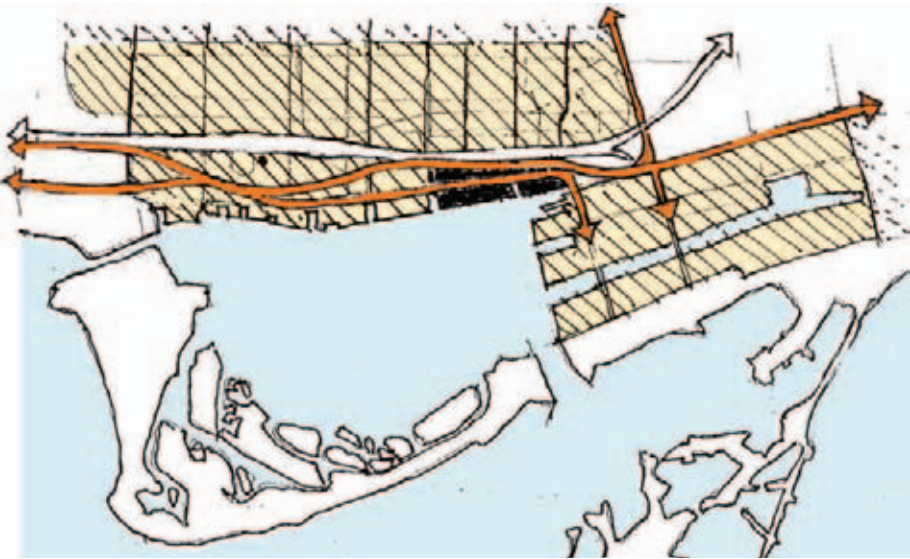
As well as being a water related public destination for the City of Toronto, the East Bayfront neighbourhood must be a highly local environment and be a real, sustainable neighbourhood within the city with strong connections to its adjacent neighbourhoods - St. Lawrence, West Don Lands and the Distillery District.



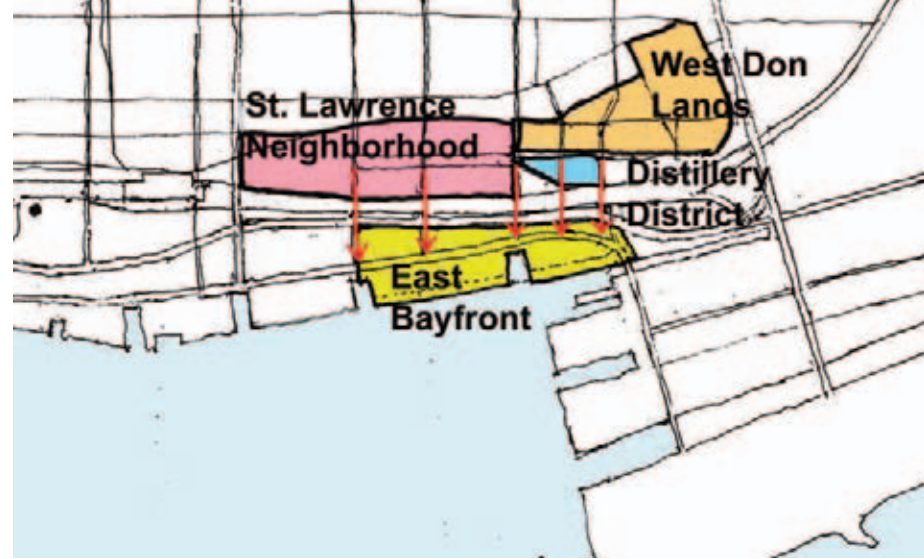
Central waterfront



Barriers



East-west connections



Adjacent neighbourhoods



## Section 4

# Community Character

### A Truly Mixed-Use Community

The East Bayfront will become a vibrant mixed-use precinct within Toronto's central waterfront. It will be relatively high density, supporting public transit and alternative travel options, but will contain a range of scales and uses. The objective is for East Bayfront to contain a diversity of employment and residential functions, which allow it to operate as a viable and sustainable urban neighbourhood, along with a public realm that makes it a significant public destination. The Precinct Plan has developed land parcels, development principles and building envelopes that allow for flexible buildings that could accommodate a variety of uses, including varying types of residential and employment buildings.



East Bayfront will be a walk-to-work community



East Bayfront will provide active street life

Having established the importance of flexibility in stimulating revitalization, it is important to ensure that a variety of land uses does indeed occur. Given current market trends in Toronto, it is especially important to ensure that East Bayfront does not develop solely as a residential neighbourhood but becomes a true mixed use place of living, employment, recreation, entertainment and public/cultural activities. The TWRC is taking a number of steps to ensure this occurs.

#### Attracting employment uses

Drawing employment uses to the central waterfront will be a key factor in ensuring that East Bayfront is truly a community where both residential and employment uses are feasible, accessible and can thrive.

The TWRC is establishing a goal of 25% of the gross floor area in the East Bayfront for employment, including offices, studios, and retail. This would result in the development of approximately two million square feet of commercial uses (equivalent to a population of 10,000 residents and 8,000 employees).

The TWRC has been pro-actively engaged in discussions with private sector interests as well as with a variety of possible institutional partners regarding relocation opportunities on the central waterfront. We have been encouraged by the receptiveness to this outreach especially concerning the value added to companies and their employees by the precinct plan's commitment to sustainable development, transit, state of the art broadband connectivity and the quality of life inherent in the precinct's expansive public realm. The TWRC will be continuing these discussions with the objective of identifying and confirming early employment anchors for the precinct. In this regard, the foot of Jarvis Slip is a key site for a significant employment node.

In pursuing commercial and employment objectives for the central waterfront, it is essential that financial incentives be available to offset competitive disadvantages relative to the 905 area. To this



end, TWRC will continue to work with the City of Toronto to elaborate a Community Improvement Plan for the central waterfront front as well as the elements of a comprehensive and flexible basket of financial incentive tools, including the City's new commercial tax incentives, which we believe will assist in achieving employment targets

## Sustainability is Key

The TWRC is committed to making the City's waterfront both a national and global model for sustainability. A core principle for waterfront revitalization is that new communities, such as the East Bayfront and West Don Lands, be socially, economically and environmentally sustainable. Achieving this goal means that the East Bayfront must be socially diverse, economically active and environmentally sound while making efficient use of infrastructure, energy and other resources.

A socially diverse community is one that can offer accommodation and support to a wide range of people. A key goal of the East Bayfront is to create a truly mixed community that houses people of different ages, backgrounds, lifestyles and economic status. A broad range of housing types and tenures, including affordable rental and ownership housing, will be built throughout the East Bayfront. Related community facilities and services, including a school, community facilities, daycare facilities, two parks and a waterfront promenade will be built as development occurs.

In addition to encouraging a diverse population, a balanced mix of uses, including commercial, recreational, and retail will also be provided. There will be both regional commercial activities and neighbourhood amenities. Residents of the East Bayfront will have the ability to walk or cycle to a wide range of daily activities.

An economically-active community requires access to a broad range of employment opportunities. With approximately two million square feet of commercial space, the East Bayfront has the ability to accommodate up to 8,000 jobs accessible by public transit. This

ensures day-long activity within East Bayfront, increasing public safety and efficient use of the existing and planned transportation and transit network. In addition, with its proximity to downtown and an extension of streetcar services into the East Bayfront, residents of the area will be able to use public transit to reach destinations in the central business district.

An environmentally-sound community means taking a life-cycle approach to new development, whereby the environmental impacts of construction and occupation are accounted for and mitigated to the greatest extent possible. A sustainability evaluation will inform the design, construction and management of new buildings and public infrastructure. In 2004, the TWRC completed a Sustainability Framework that serves as the basis for this evaluation. The framework identifies criteria that new development must meet with regard to land use, transportation, building design, energy use, air



Community greening event

quality, water use and quality, materials waste and management, and natural resources. Building on the targets within the framework, the TWRC is currently developing a set of green building specifications that all new buildings on public lands will need to follow. The TWRC will work with the City of Toronto to encourage new buildings on private lands to also meet these specifications.

Most importantly, however, the East Bayfront is inherently sustainable in terms of land utilization and achieving smart growth principles. A recently completed "Sustainability Review" conducted for the TWRC by a team of Swedish Sustainability experts made the following conclusion:

*"Both the East Bayfront Precinct Plan and the West Don Lands Precinct Plan present a set of proposals and commitments that, to a large extent, are well aligned with sustainability principles. The current plans go a long way towards addressing environmental, social, cultural and economic considerations as part of land use development."*

Specifically, the East Bayfront inherently helps achieve Sustainability Principles in the following ways:

- Intensifying underutilized industrial lands within the City core
- Reducing the need to develop agricultural and environmentally-sensitive land outside the City
- Extending the LRT network within the City of Toronto
- Making public transit, cycling and walking the primary modes of transportation
- Reducing air pollution associated with commuting
- Efficiently using existing infrastructure
- Increasing the supply of affordable housing
- Increasing the amount of parkland and community services
- Increasing economic development opportunities
- Demonstrating the feasibility of green buildings

These benefits will contribute greatly to helping achieve the City's vision for a clean and green waterfront, to furthering the Province of Ontario's Smart Growth initiative and to assisting the federal government in meeting its Kyoto Protocol targets.



## A Commitment to Affordable Housing

### Overall Objective

The TWRC is committed to creating neighbourhoods that are attractive for many different types of households from a wide range of incomes, particularly families with children, seniors and downtown workers. The objective includes:

- providing family services at the earliest possible opportunity, including excellent day care, community and school facilities
- encouraging the creation of larger housing units and giving priority to families with children in the allocation of those units
- seeking community support and sponsorship for senior housing, long-term care facilities, and housing for downtown workers
- providing opportunities for a wide range of tenure options in the delivery of housing; i.e. by ensuring both affordable rental and ownership housing are provided
- providing a mix of affordable and market housing sites across the waterfront

### Affordable Housing Targets

The TWRC views the City’s Official Plan targets for affordable and low-end-of-market housing as appropriate goals and will attempt to exceed these targets to the extent that it can find ways to do so. Subject to program funding, 20% of all units in each waterfront precinct will be affordable rental housing. In the East Bayfront this will result in the creation of approximately 1260 affordable rental housing units.

A further 5% of all units in each precinct will be low-end-of-market housing. In the East Bayfront this results in the creation of approximately 270 low-end-of-market housing units. In addition, the TWRC will explore mechanisms to provide additional affordable ownership housing. The TWRC will exceed the minimum Official Plan targets for family housing in both affordable and market units.

### Delivery of Affordable Housing

Sites will be identify to be developed as mixed-market and affordable housing. These sites are conceptually illustrated in this Precinct Plan. Specific sites will be secured through the development of a Block Plan for the Queen Elizabeth Docks and through the development of a new zoning by-law for the area, implemented as development projects proceed. Working with City agencies and departments and private landowners, the TWRC will identify and secure the most appropriate sites.

Affordable housing sites located on public lands will be made available at no cost to non-profit and for-profit housing developers on a long-term lease to develop affordable rental housing. Working with private landowners in East Bayfront, the TWRC will identify and secure appropriate sites to develop affordable rental housing.

The TWRC will work with the City of Toronto to establish an affordable housing contribution from the private landowners in the East Bayfront equivalent to the affordable housing contribution on public lands. Should secured sites not be developed within a five-year period after development of each phase is initiated, because of lack of program funding, the TWRC will seek alternative ways to develop the sites for affordable housing.

Working with the City, the TWRC will secure ongoing funding from Federal and Provincial programs to deliver the affordable rental housing on the waterfront or in East Bayfront. The TWRC will also work with the City to secure funds from the Province for rent supplements to provide additional housing support for low-income earners.

The TWRC will encourage that a variety of approaches to delivering affordable housing are explored and that a wide variety of housing providers are encouraged to become involved in delivering affordable housing. In particular, non-profit and cooperative housing

providers will be encouraged. Opportunities will be explored to establish a Waterfront Housing Trust to help deliver its affordable housing programs, including managing land lease arrangements with affordable housing providers, managing requests for proposals, and establishing programs to provide affordable ownership, e.g. secured second mortgage. Revenues generated through the activities of a Waterfront Housing Trust, particularly from secured second mortgages, will be used to build additional affordable housing, achieve the highest possible standard of design for affordable housing, provide additional subsidies for housing aimed at lower income residents, and ensure a high quality of community service provision.

East Bayfront Housing Targets

Total Units	6300
Minimum affordable rental units (20%)	1260
Minimum low-end-of market (5%)	315



Quality Community Services

Community Facilities

Community Facilities are provided throughout the East Bayfront to support the needs of the emerging neighbourhood. Demographic projections forecast a population of approximately 10,000 new residents in the area between Jarvis and Parliament and 13,000 residents including the area stretching to Cherry Street. The area adjacent to the future Parliament Basin Park is identified as a location for a school, community recreation centre and day care facilities.

Emergency Services

The new police facility at Front and Parliament Streets will adequately serve the East Bayfront. No new fire facility is needed as the area is within the required four minute Fire Department response time.

School Services

Demographic projections forecast over 900 school age children in the East Bayfront at full build-out, including the area between Parliament and Cherry Streets. The preferred location for the school is adjacent to Parliament Slip. The school should be designed with a daycare centre and be integrated with the planned community-recreation centre. If possible, the site should be part of a comprehensive development.

Community-Recreation Centre

Within the surrounding area there is an existing community-recreation centre at the Esplanade (St. Lawrence Neighbourhood) and a planned community-recreation centre to be located in the West Don Lands on Mill Street, east of Cherry Street. A new community centre will be located in the East Bayfront adjacent to Parliament Slip and integrated with the planned school site. Additional community space (approximately 5,000 - 7,000 sq. ft.) should also be provided, preferably in conjunction with a daycare facility. The nature of program space in this location could include such elements as pre-school programs for moms and dads, senior programs, community meeting spaces, and/or satellite health facilities.

Library Services

Based on the capacity of the neighbourhood library on Front Street, there will be no need to provide additional library services in the early years of development. However, upon build-out, there may be a need to replace the small St.. Lawrence neighbourhood library with a larger facility to serve St. Lawrence, the East Bayfront, and the West Don Lands.

Additional Community Facilities

Smaller community spaces could be made available to community groups in a number of locations to ensure that services are distributed throughout the East Bayfront. These spaces will be secured within larger multi-use buildings.

Daycare Facilities

There will likely be a need for at least two daycare facilities in the East Bayfront. One facility could be integrated into the community space adjacent to Parliament Slip. Another facility should be provided north of Queens Quay, integrated with a larger multi-use building. Should the need for further daycare be required with full build out east of Parliament, then another facility should be located there.

Space Requirements for Community-Recreation Centre	
Community Space	7,500 square feet
Gymnasium and change rooms (could be shared with adjacent school facility)	11,300 square feet
Pool	7,800 square feet

School Program Requirements	
Hard-surface Outdoor Play Area	21,000 square feet
JK/SK Outdoor Play Area	2,500 square feet
Daycare Outdoor Play Area	2,500 square feet
Indoor Area	65,000 square feet



Elementary school



Family focused amenities



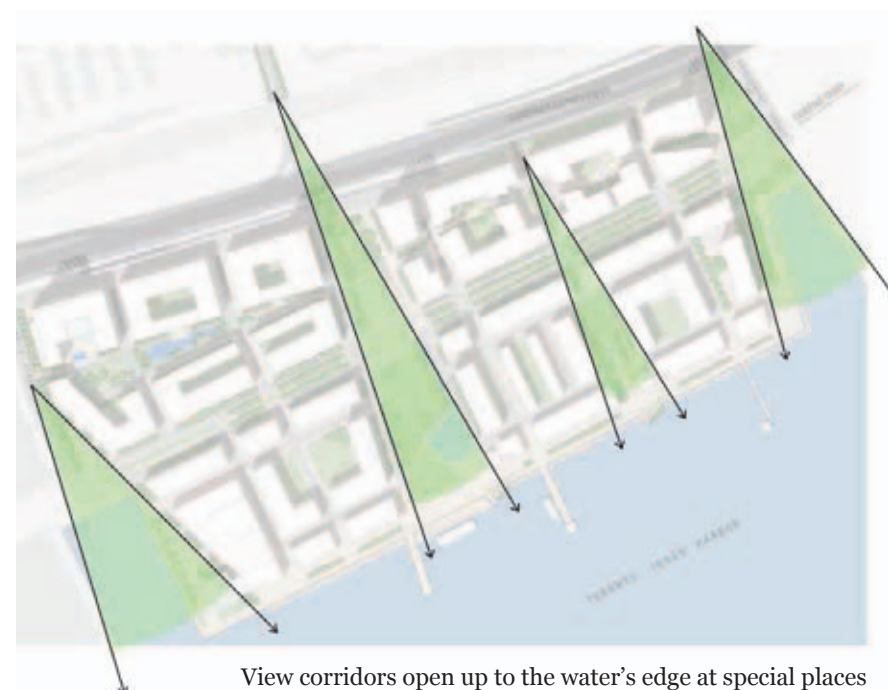
# Plan Components and Concepts

## Section 5

### Principles

In response to the broad principles for waterfront revitalization outlined in the City's Central Waterfront Secondary Plan a series of more specific principles have been established for the East Bayfront Precinct Plan. These relate to access, the provision of special places and destinations, environmental responsibility and the creation of dynamic and diverse new communities as follows:

- Create a publicly accessible, vibrant and magnificent water's edge promenade throughout East Bayfront.
- Strengthen visual connections to the water from the city, including St. Lawrence, The Distillery District and West Don Lands to the north.
- Terminate the major north-south streets at a series of special public spaces
- Ensure that streets and public spaces are designed to encourage and support pedestrians, cyclists and transit users.



View corridors open up to the water's edge at special places

- Establish Queens Quay as an active, beautiful east-west urban boulevard that provides for pedestrian amenity, commuter bike lanes, and mass transit, thereby creating the "main street" for East Bayfront.
- Encourage active, publicly-engaging ground floor uses along Queens Quay boulevard and the water's edge promenade.
- Support a wide variety of uses and allow for flexibility of uses across the site, including an appropriate balance of both employment and residential uses.
- Create an overall mid-rise built form that steps down to the water's edge and only permits taller buildings along the Gardiner/Lakeshore corridor to frame major points of entry to East Bayfront.
- Create a new district that serves as a model of environmental responsibility, energy efficiency, sustainable design and livability with an urban setting, i.e. a compelling alternative to suburban living.



Example of green building design





East Bayfront Master Plan





Principles and Precedents



Easy access to public transit



Compelling public spaces



Special places at the foot of major streets



Water's edge treatment catering to varying users



Active ground floor uses



Strong neighbourhood environment



## Parks and Public Open Space

The East Bayfront network of open spaces is made up of a variety of elements, ranging from pedestrian-oriented streets, public parks, the water’s edge promenade, the Jarvis and Parliament slips and a series of public squares, and semi-public outdoor space amenities, and private spaces related directly to the residential environment. The defined public spaces that make up the primary public and spatial framework for East Bayfront are:

- The water’s edge promenade
- The Jarvis Slip and Special Use Site
- Sherbourne Park
- Aitken Place Park
- Parliament Slip
- Queens Quay Boulevard

In addition, the East Bayfront open space network will connect to a much larger system of waterfront parks to the east, including Don River Park, Commissioners Park, the Don Mouth Naturalization, the Don Greenway, and Lake Ontario Park.

This wide range of open space opportunities is related to the fact

that East Bayfront is to be developed as both an important public destination – a wonderful year-round resource and destination serving the city and region as well as international visitors – and, at the same time, as a strong and unique urban waterfront neighbourhood, providing a range of housing and commercial opportunities and drawing on the strength of Toronto’s rich neighbourhood fabric.

The following diagrams indicate, in outline form, the various kinds of open space resources that are planned for East Bayfront.

First, there is the network of overtly public spaces – the streets, parks and water’s edge promenade. These spaces give East Bayfront a public scale and sense of accessibility and accommodate a broad range of public, cultural and commercial activities – all supporting a celebration of the relationship between the city and its lake frontage. As major public amenities, they will make the East Bayfront a more desirable focus of employment uses, attract tourists and visitors, and serve local residents. Together these spaces are approximately 45,800 square meters in area and constitute approximately 20 percent of the overall land area.

Second, there is a series of semi-public open spaces planned within the site’s privately owned parcels and at other inner-block locations. These spaces are more intimately scaled extensions of the public realm and primarily serve as places of transition or interface with the residential environment and at times, as small residential squares. Conceived of as “mews streets” these spaces will draw people through the East Bayfront area, and will simultaneously serve as an ecological storm water management system for the private lands north of Queens Quay Boulevard. Across the East Bayfront, these spaces are approximately 18,000 square meters or approximately 10 percent of the land area. Together these two networks of public and semi-public open spaces total approximately 65,000 square meters of area, or approximately 30 percent of overall site area.

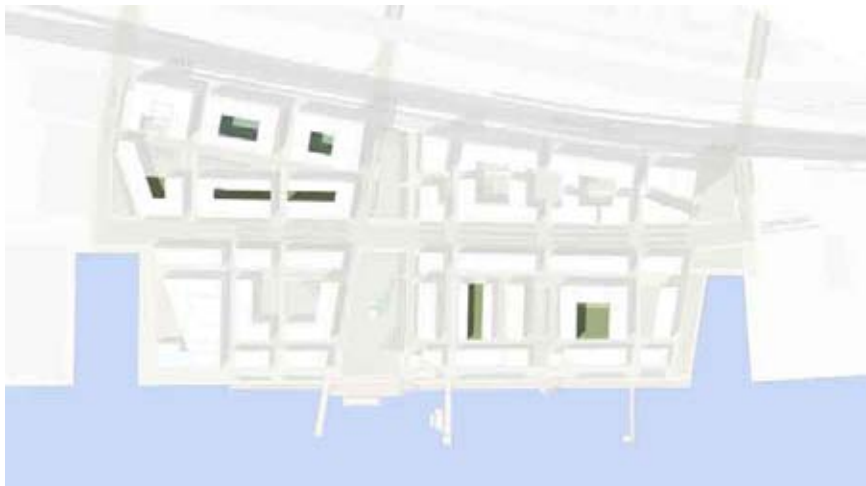
Finally, there are other open spaces directly related to the residential environment that are primarily private in nature. These spaces can be literally private (related to a single dwelling) or common spaces of various types and sizes related to more than one dwelling. They can be at grade or above grade and, providing more social potential than conventional balconies or small terraces, further enhancing the residential environment of East Bayfront.



Dedicated “Public Realm” open space pattern



Publicly accessible open spaces at private parcels and other inner-block locations

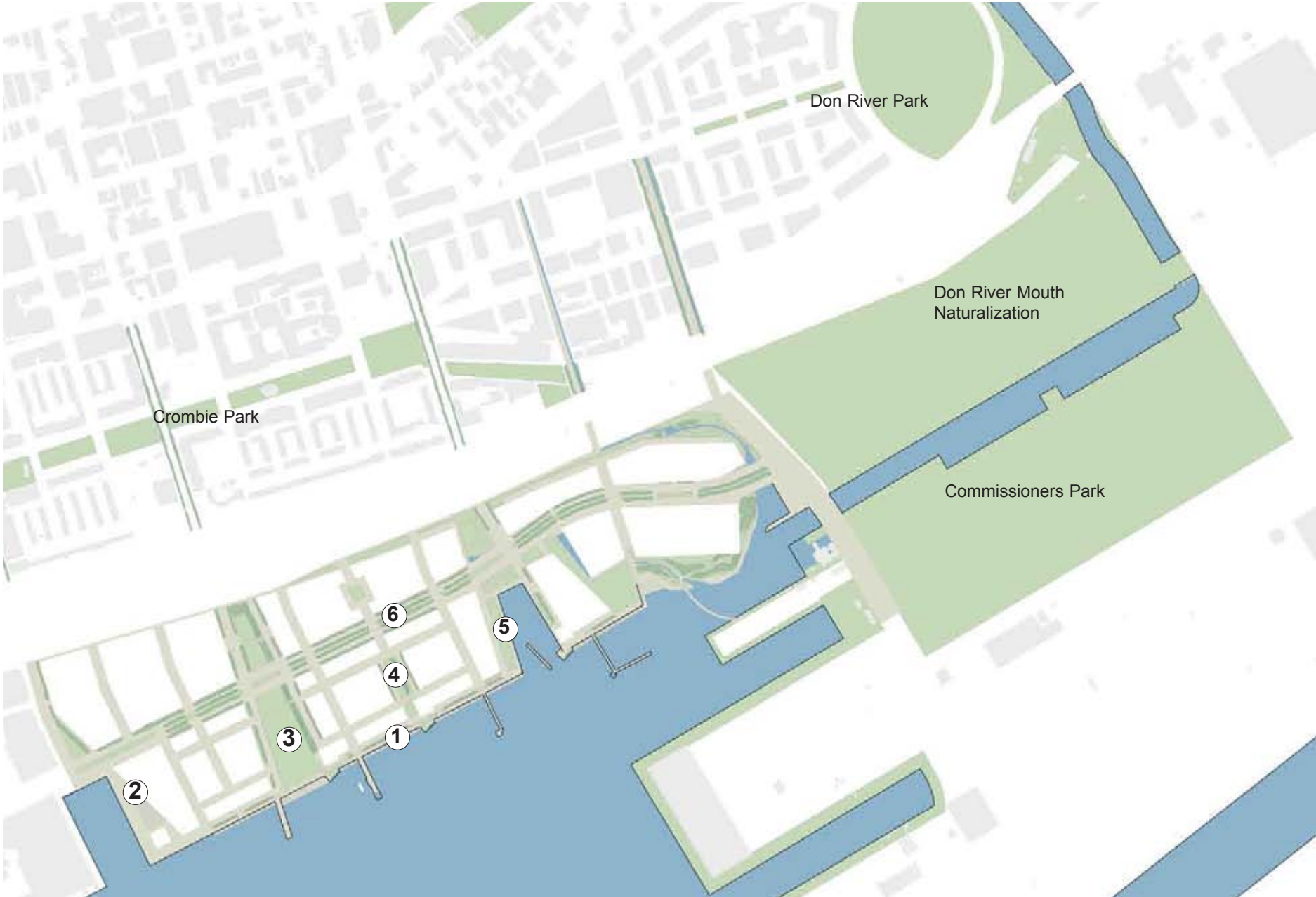


Additional open spaces directly related to the residential environment

Open Space Classification Diagrams



East Bayfront Parks and Open Space in Context



The Parks and public open spaces in East Bayfront are designed to link into the broader framework of parks in neighbouring areas, including Crombie Park, Don River Park and Commissioners Park. As significant amenities these open spaces will make East Bayfront a more desirable setting for work, live and play



1 Water's edge promenade



2 Jarvis Slip



3 Sherbourne Park



4 Aitken Place



5 Parliament Slip



6 Queens Quay





Concept rendering of Sherbourne Park



## Water's Edge Promenade

The water's edge promenade will be the crown jewel of Toronto's revitalized waterfront. Its design will create three distinct zones to accommodate a wide variety of activities. The upper level will be a broad terrace for outdoor dining, strolling, festivals and special events. The lower level will serve as the main public walkway, bringing pedestrians close to the water where they naturally gravitate. A subtle level change of less than 1 metre will create a dense planting zone and built in seating under a continuous canopy of trees. The water's edge boardwalk will support a diversity of marine-related uses.

This two level quayside profile provides a high degree of versatility and allows these two levels to operate in both an integrated and semi-independent fashion. That is, the lower waterside level can be heavily populated with strollers, runners, etc. while the upper terrace -- overlooking this activity -- can be relatively calm. Any special activities taking place on the upper level needn't effect the use of the lower level. A dedicated bicycle lane and recreational trail can be located at either the upper or lower levels.

The overall promenade width will be 19 metres plus a 5 metre boardwalk. This boardwalk should be modeled on the successful design of the boardwalk opened at York Quay in June 2005, which includes finger piers to accommodate commercial boating activities.

The water's edge is conceived as an active pedestrian, year-round, multi-use water-related public passage. Every effort should be made to encourage, stimulate and support active, publicly accessible uses at the ground level of its building frontages. To this end, the Precinct Plan encourages non-residential uses at all ground level frontages along the water's edge promenade. A number of elements are proposed to support this intention.

To help ensure the year-round viability of this destination, it is proposed that the ground level frontages be provided with continuous all-weather arcades with glazed panels that can be opened or closed according to the season.

### Marine Uses

A diversity of existing and new marine uses will enhance the vitality and success of the East Bayfront precinct. In keeping with the vision and objectives for East Bayfront, marine uses will contribute to the mix of activities in the precinct and make a significant economic contribution both directly through the jobs they create as well as indirectly through increased tourism and investment. These uses are compatible with continuous public access to the water's edge and a water's edge promenade as an active public destination. The development of new marine facilities also creates opportunities for the provision of new aquatic habitats within the East Bayfront.

Marine and related uses represent a significant component of the heritage of the East Bayfront. Existing marine users, including cargo shipping serving Redpath and commercial charter vessels along the dockwall continue to add interest to the water's edge and contribute to the area's vitality. East Bayfront is particularly well suited as a potential location for commercial tour and charter boat operations. In addition, the Queen Elizabeth docks are currently one of the few places in the city with the ability to accommodate very large visiting vessels (e.g. naval ships, tall ships, etc.).

Commercial tour and charter boats should be accommodated in a manner similar to those at Harbourfront Centre. Where boats are typically accommodated on finger piers with moorings perpendicular to the dock wall. Moorings for commercial tour and charter boats should be fully serviced including proper lighting, electrical service and pump out facilities. Potential locations for a dedicated commercial fuel dock to service tour and charter vessels should be considered as a replacement to the existing system of truck service. Locations and facilities to accommodate water taxi service should also be identified within the precinct. In addition, options for small boat rentals along the water's edge should be considered.

Extensive docking of boats parallel to the dockwall will be discouraged to preserve views of the harbour from the land. In addition, although transient docking space for recreational marine

users (sail and power boaters) may be considered in East Bayfront, these uses will be minor in scale. The development of a significant number of recreational marina slips is not anticipated.

Office and support space for marine users, especially commercial tour boat operators, should be considered for the ground floor retail areas along the water's edge in the precinct. Marine uses will support the East Bayfront retail strategy. In addition, the development parcels adjacent to the dock wall should consider the access requirements of marine uses, including the provision of space for ticketing facilities, waiting passengers, and access for service vehicles. The development of nearby parking facilities should consider the requirements of marine users within the precinct. Marine uses which depend on walk-by or tourist traffic should be clustered in locations near nodes of activity within the precinct.







Concept rendering of the water's edge promenade





A tiered promenade will allow for a protected promenade zone at the lower level, ample landscaping and seating, and a flexible upper tier to support commercial activities.





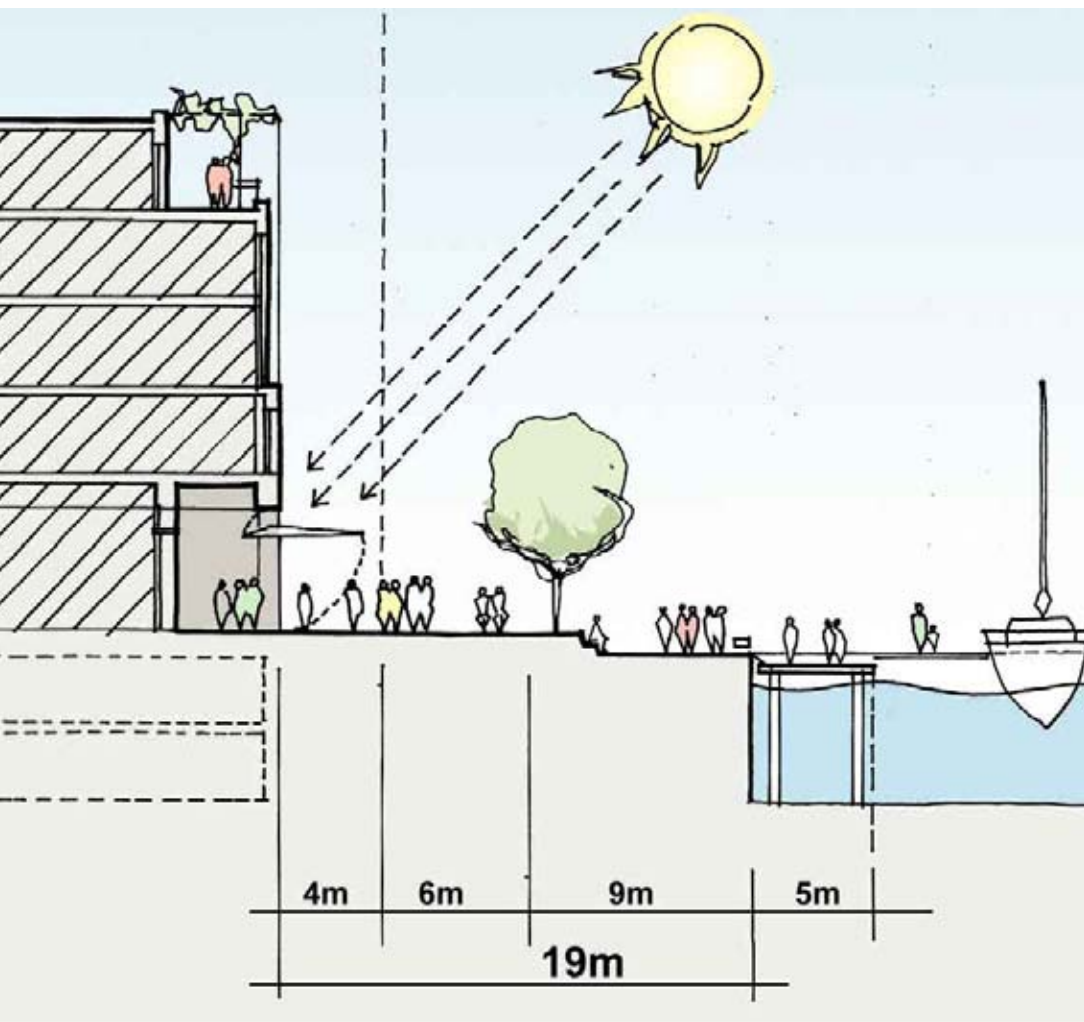
Opening day festival | York Quay Promenade



Water's edge promenade | Battery Park City, New York



York Quay promenade



Proposed water's edge section



# Jarvis Slip

The intersection of Jarvis Street and Queens Quay Boulevard is the point of primary connection between this new district and Toronto city centre to the west and north -- a portal or place of introduction from the city centre to East Bayfront. This point of entry should be a major place of public activity. To that end, the block adjacent to the Jarvis Slip is designated as a "special use site" and must be supported by active ground floor activity along its two water edges and a degree of public accessibility through the site. Uses on this site should allow for indoor and outdoor activities that draw the public from Queens Quay to the water's edge in all seasons.

The site is an ideal location for significant public or commercial uses. It could also house one of a number of alternative programs such as a winter garden, an aquatic center, a museum, a performance venue or other major public institution. It is also contemplated that this cluster of uses may include a specialized shopping experience -- a market hall or shopping arcade -- benefiting from the combined presence of these activities.

Because of the possible great latitude in size and configuration of this multi-element facility, the Precinct Plan defines a large combination of mixed use development parcels -- from the Jarvis Slip eastward -- that could be used in total or in part to serve this program. Portions of the designated site unused for this installation would be developed with an emphasis on commercial employment uses.

The east side of Jarvis Slip and the intersecting western end of the water's edge promenade should be programmed to respond to the public destination intended at this location. The public open space is envisioned as urban, intense, and largely hard-surfaced with a contemporary design approach. It should be designed to readily accommodate large scale gatherings and performances without compromising its day-to-day usefulness for informal occupation.

North of Queens Quay, the east side of Jarvis Street will be lined with a double row of street trees leading people to a viewing platform at the head of Jarvis Slip at the intersection with Queens Quay. The building wall opens up a view to the water north of Queens Quay creating a plaza, proposed to be programmed with booksellers' and artists' kiosks, and setting a strong view corridor to the lake.

## Precedents



Alternative hardscaping treatments



BCE Place | Galleria



Outdoor market and kiosks

## Special Use Site

The special use site at the foot of Jarvis Slip could be conceived of either a free standing, public winter garden, or as a galleria incorporated into a larger commercial complex. TWRC is targeting this location for a substantial employment use, and has planned the site to accommodate a wide range of building types. Depending upon the requirements of a future tenant, a building floor plate of 50,000 sq.ft. to 150,000 sq.ft. can be accommodated at this location.



Winter garden

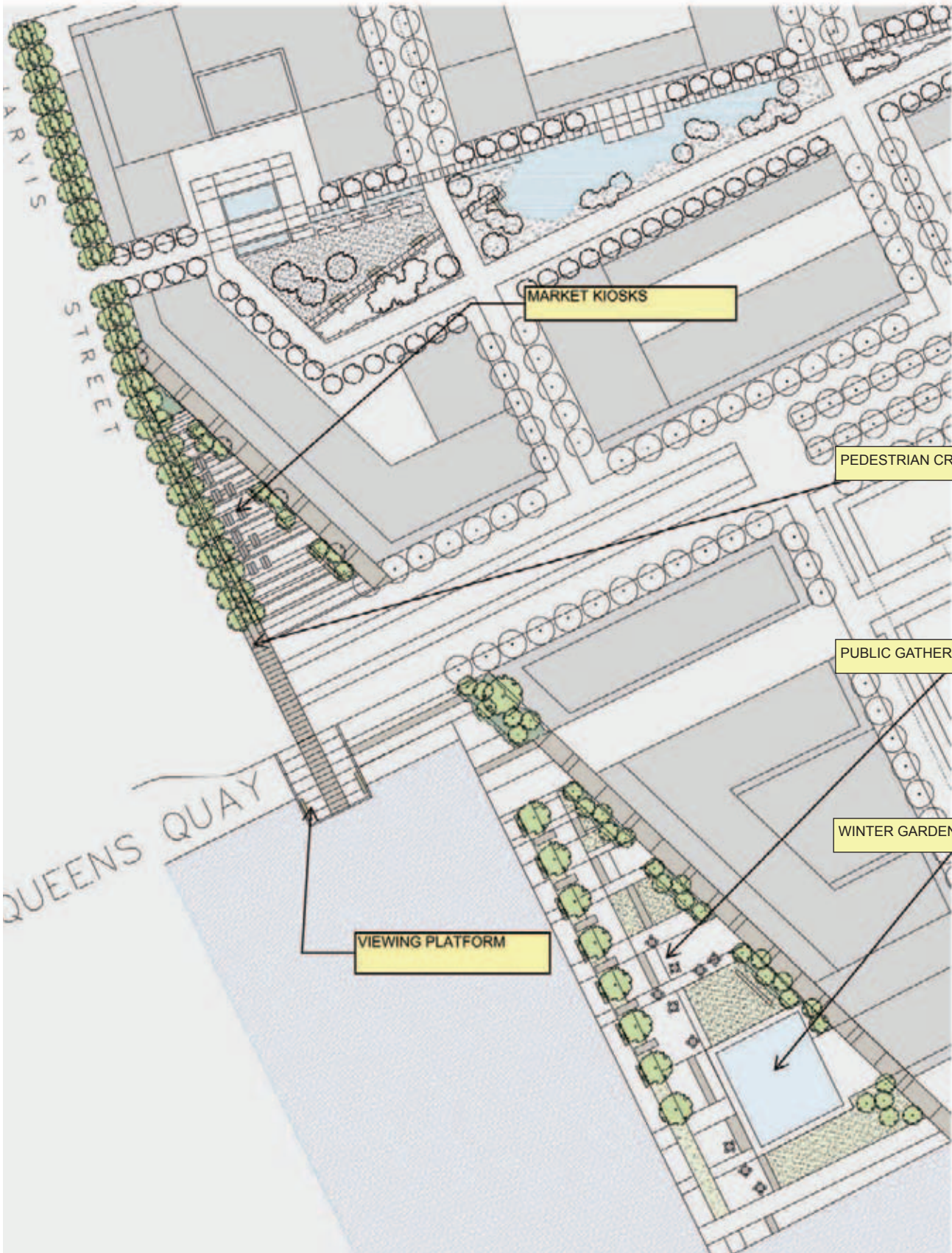




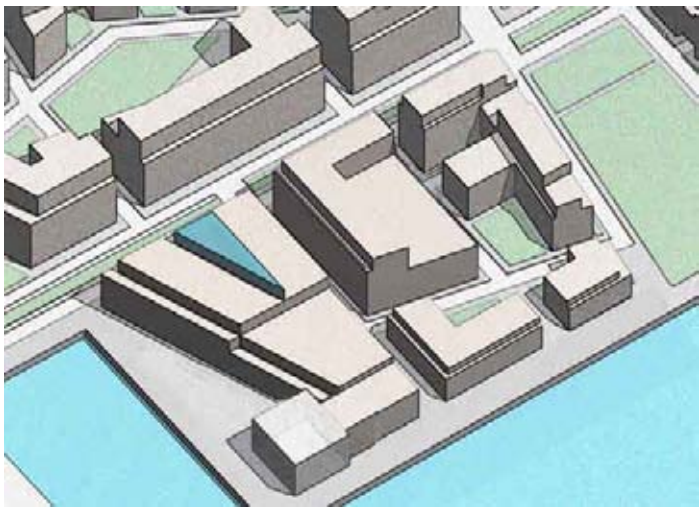
Aerial of Jarvis Slip / special use site



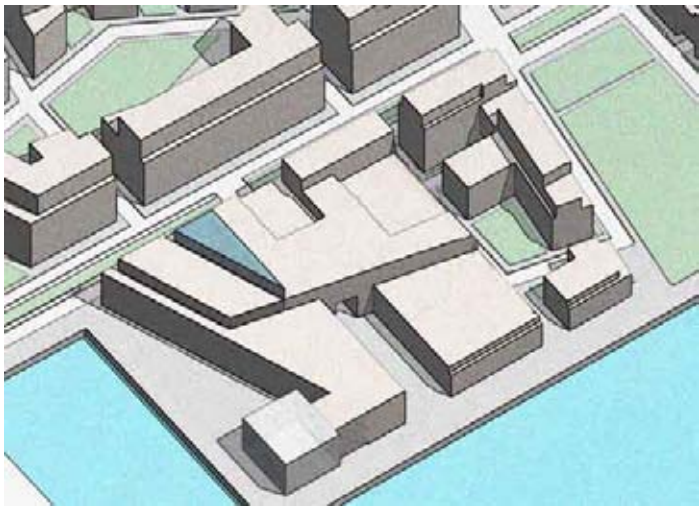
Conceptual rendering of special use site



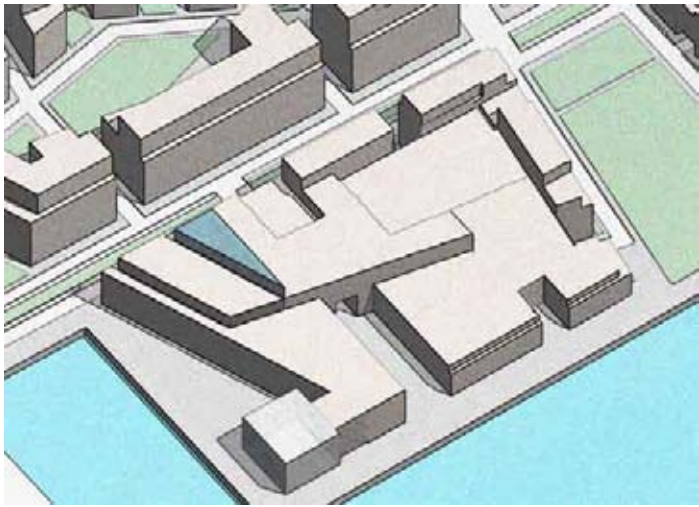
Concept plan for Jarvis Slip open space



50,000 sq.ft floor plate



100,000 sq.ft floor plate



150,000 sq.ft floor plate



# Sherbourne Park

As called for in the waterfront secondary plan, the East Bayfront Precinct Plan creates a spectacular new park midway between Jarvis and Parliament Street Slips. Sherbourne Park as envisioned as both a centre piece on the waterfront and a park that belongs to the East Bayfront community.

South of Queens Quay the park program features a large open meadow for informal play, sunning, and picnicking and a water feature that can be used to sail model boats in summer and be frozen to create a skating rink somewhat larger than Harbourfront's or Rockefeller Centre's in winter. The form of the water feature, as it evolved in the East Bayfront planning process, interprets the historic footprint of an industrial rail spur as its structuring element and thereby provides a symbolic connection for the new community with the past uses of these lands.

North of Queens Quay, a smaller extension of the park offers a large children's playground and a public garden node along the pedestrian route through the blocks north of Queens Quay. The water feature in this space is envisioned as a watergarden in the stormwater network proposed to channel rainwater from building roofs and pavement to be cleaned enroute to the lake. Availability of this land will be subject to confirmation of an arrangement with the private land owners.

The fan shape of the park maximizes views and frontage. Its south-west-facing frontage is provided with a weather-protected arcade and pedestrian-oriented amenities as an important link to the waterfront during all seasons. A narrow water feature edges this route from Queens Quay to the main pond. The western park edge is the extension of the Sherbourne Street sight line to the water. The actual termination of Sherbourne street -- whether at the water's edge or centred on the park space -- will be the subject of further design investigation.

At its most southern end, the park blends with and becomes part of the continuous water's edge promenade. It is very important that the park be designed in a manner that reinforces and strengthens the water's edge as a continuous and active promenade. Further design investigation will consider special programming and pavilion-like features connecting across the south edge of the park.

## Precedents



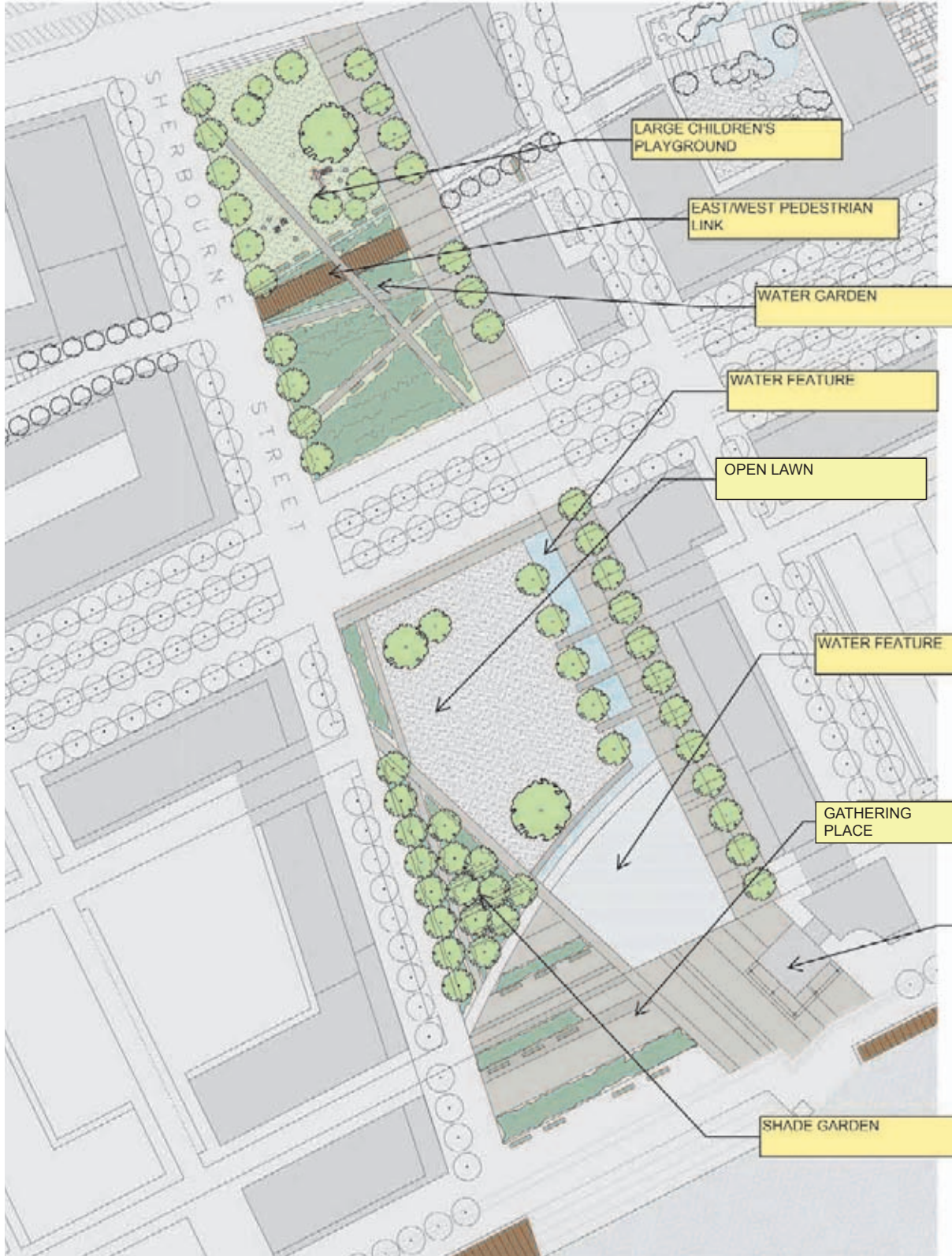
Ice skating



Water feature

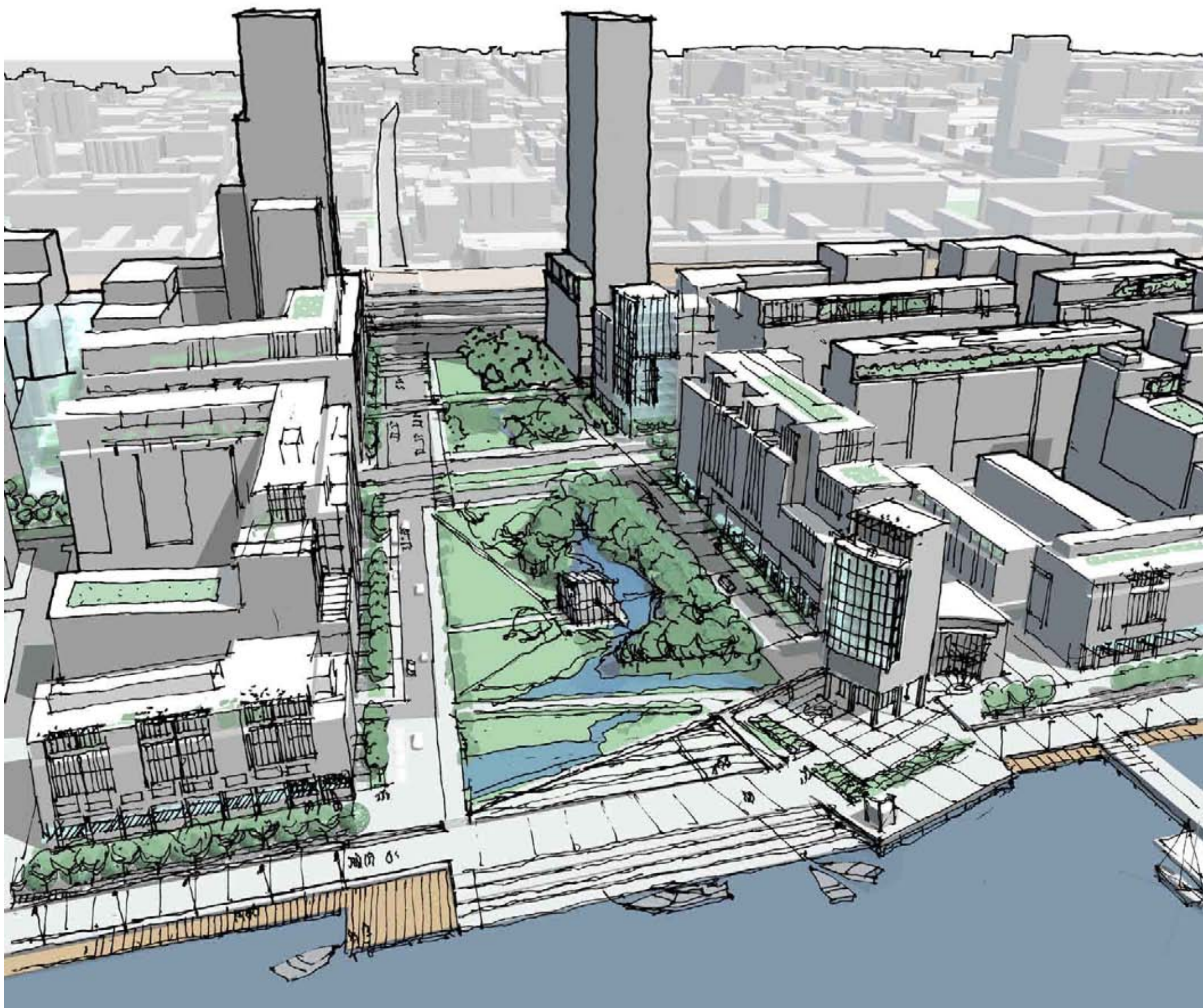


Children's playground



Concept plan for Sherbourne Park open space





Aerial view of Sherbourne Park



# Aitken Place Park

Two neighbourhood open spaces are created on the axis of the existing Aitken Place. South of Queens Quay, the public park space is programmed for children's play and for social interaction among neighbours. This playground is intended to focus on small children and is illustrated with a maze pattern for wheeled toy and walking play, play structures, and a passive seating area focused on a water feature.

On the north side of Queens Quay, the street wall will widen to enclose an urban square. The sidewalks will be wide on the east and west sides of the square to accommodate sunny, wind-protected seating areas and potential for outdoor eating. Traffic will divert around a central treed median. The paving treatment of the square and its configuration will slow traffic and facilitate pedestrian crossings, including movement along the east-west mid-block route. The potential is also there for this square to be closed to traffic on occasion for community events. Availability of this land will be subject to confirmation of an arrangement with the private land owners.

## Precedents



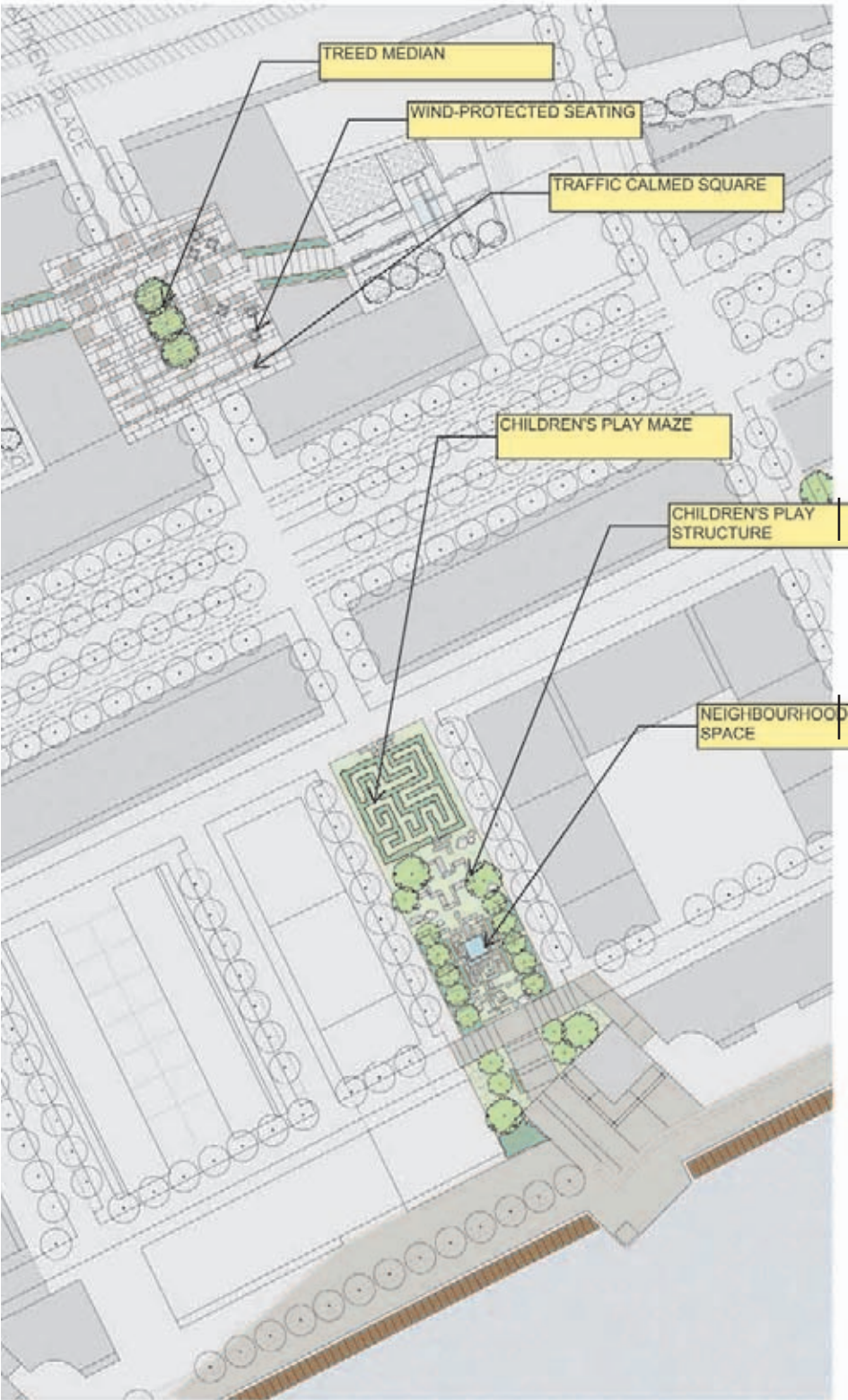
Small children's playground



Intimate urban square



Quiet neighbourhood park



Concept plan for Aitken Place open space



# Parliament Slip

Parliament Street is realigned and the existing truncated head of the slip is proposed to be covered to create a public open space that opens towards the waterfront at the terminus of this street.

South of Queens Quay, the park is programmed to respond to the needs of the adjacent school and community centre with a couple of multi-purpose recreational courts and soft and hard surfaced areas suited to play or community centre use for yoga, tai chi, class groups, daycare play, and other activities.

The end of the slip provides an opportunity to implement stormwater remediation best practices and to make an ecological water garden that would be a point of interest along the water’s edge promenade and an educational resource for the school and community centre. It would be the place for biofiltration of stormwater collected from roofs and paved surfaces within East Bayfront before release into the lake.

Parliament Street is identified by the City as a cultural corridor. The creation of a sculpture park north of Queens Quay will anchor this spine. The intention is to place sculptures in a contemporary setting of lawn and trees and invite people, and especially children, to engage and play with them. Availability of this land will be subject to confirmation of an arrangement with the private land owners.



Aerial view of Parliament Slip

## Precedents



Sculpture garden



Interactive children's sculpture | Central Park



Eco-garden



Concept plan for Parliament Slip open space



## Queens Quay Boulevard

Queens Quay is the main east-west thoroughfare in the Central Waterfront, and as such, it should develop as a true urban boulevard and “main street” for this new community. Features should include extensive street related plantings and furniture, and opportunities for public art. It should become an active and pedestrian-intense street, and a significant public open space destination in its own right, as well as being an important transportation corridor.

A major focus of the East Bayfront Precinct Plan has been to balance the various functional demands placed on Queens Quay East. These demands include pedestrian-friendly sidewalks, bike lanes, future transit, vehicular traffic, on-street parking and accommodation of the existing rail spur to service the Redpath sugar refinery. Together these elements generate a streetscape which is wider than typical downtown streets. Therefore, a great deal of effort has been made to find creative solutions to minimize the street width and program it in a manner that is consistent with the Central Waterfront Secondary Plan’s stated goal of supporting pedestrians, cycling and transit while minimizing automobile use.

The two preferred options identified in the Environmental Assessment Master Plan (Options Ai and Aii) are illustrated to the right and are intended to ensure that Queen’s Quay is developed as a pedestrian-scaled, active and urban main street. Both options result in a 38-metre ROW, which is a reduction from the current 40-metres illustrated in the Secondary Plan. The main urban design elements that are built into this solution are as follows:

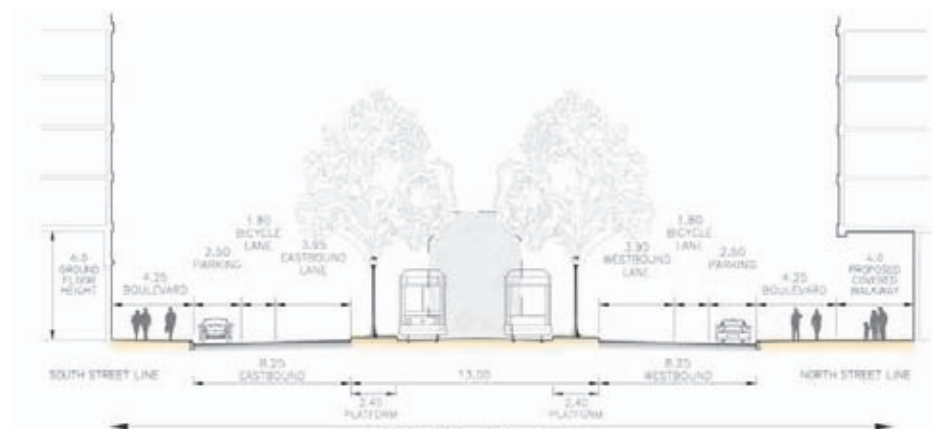
- the centre-median dedicated ROW is reduced by integrating the rail spur and future LRT;
- a 2.5 metre strip is to be located on either side of the transit ROW to provide for greening and trees;
- vehicular lanes are minimized and it is highly encouraged that only one travel lane in each direction be provided;
- on-street parking is encouraged to create traffic calming and a better pedestrian environment on the sidewalk;
- bicycle lanes are accommodated
- the street design must accommodate frequent crossings to allow easy pedestrian access for both sides of the street

- sidewalks be built at a minimum of 4.25 metres in order to allow for greening and tree planting (buildings should have a streetline setback in order to create a more generous pedestrian realm;
- the capital budget for the street construction should include an allocation for high-quality, pedestrian-friendly street furniture and public art.

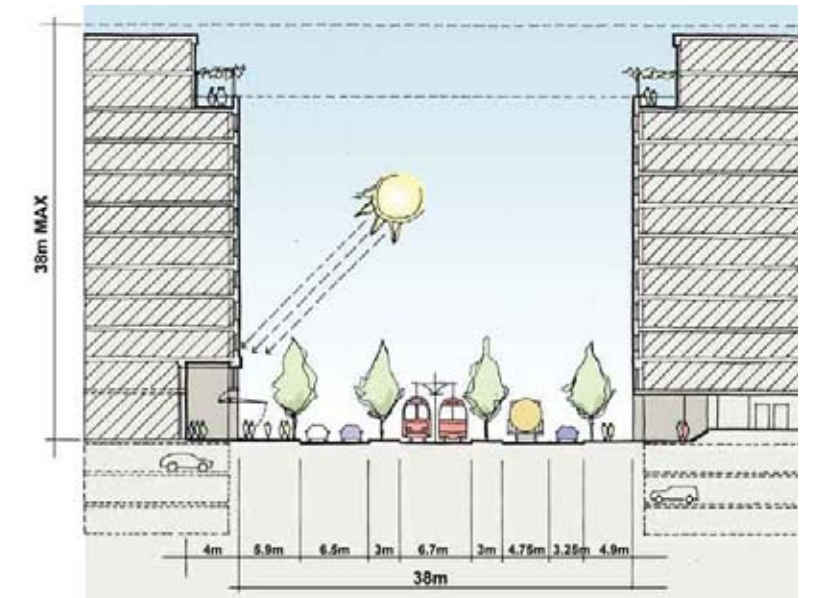
The final street design will be determined through the Environmental Assessment process and illustrated in the East Bayfront Environmental Assessment Master Plan. These design principles should be carried through in that process.



Option Aii 38.0 m Right of Way with one traffic lane in each direction and on-street parking



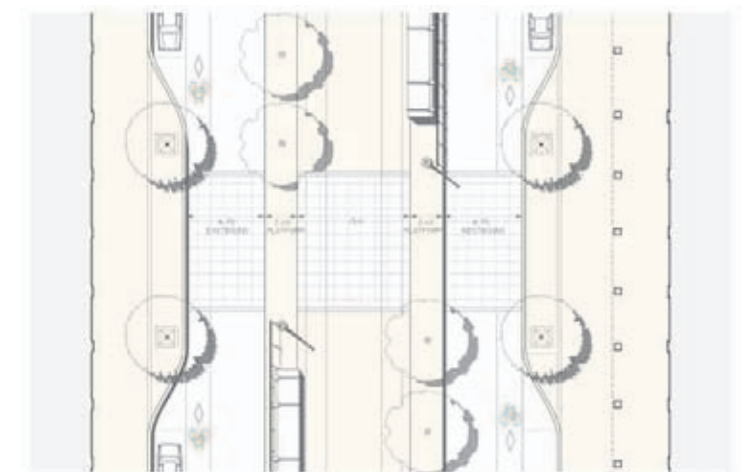
Option Ai 38.0 m Right of Way with two traffic lanes in each direction and no on-street parking



Proposed section



Aerial view of Queens Quay



Neck-downs at crossings







Concept rendering of the new Queens Quay Boulevard



## Transit Network

The Secondary Plan proposes a LRT service in the center median of Queens Quay linking the existing city through East Bayfront to the Port Lands. The optimum design in relation to the East Bayfront Precinct Plan is for the LRT to be below grade to the west of Jarvis Street and the Special Use Site and to ramp to the surface just prior to the Queens Quay / Sherbourne Street intersection. To the east of Sherbourne Street the LRT will occupy a dedicated landscaped median, where opportunities for public art will be explored. At the eastern end of the site it is assumed that the LRT will rise to a gradient to allow it to pass above the Don River/Keating Channel to reach the Port Lands. The TWRC, City and TTC will undertake an Environmental Assessment to determine the specifics for LRT service along Queens Quay.

## Streets

Due to the East Bayfront's historic industrial and maritime activities and the intrusion to the immediate north of the rail and Gardiner Expressway corridors, the normal grid patterns of the surrounding Toronto cityscape are only thinly represented in the East Bayfront area today. Nonetheless, the Precinct Plan builds upon this pattern to maximize its connectivity to and through the site and establish a more traditional Toronto grid within the East Bayfront.

### North-South Streets

In keeping with Secondary Plan goals, all major north-south streets (arterial roads) that enter the site from the north (Jarvis, Sherbourne and Parliament in the long term) are carried through the site and terminate at the water's edge with significant destinations. The conditions of these three streets are critical in achieving increased, safe and pleasant north to south connectivity to the East Bayfront, with the specific changes to the existing road network detailed in the EA approvals.

The other extensions of the north-south city grid (Richardson, Bonnycastle, Small) are maintained. Additionally, north-south

passages are to be provided (between Richardson and Lower Sherbourne, between Bonnycastle and Small) in order to provide mid-block connections. These streets have been named George Street and Aitken Place based on their alignment with the same streets to the north in St. Lawrence neighborhood. These passages are identified on the proposed network of streets with the exact alignments to be secured through specific development plans.

### East-West Streets

The major east-west street through the site is Queens Quay Boulevard, which will be maintained close to its existing alignment. In the short term Queens Quay will maintain its connection to Lake Shore Boulevard with the existing alignment of Parliament Street. In the long term it is proposed that Queens Quay will be extended around (or through) the northern end of the Victory Soya Mills silos site before connecting in some fashion to Cherry Street at the eastern end of the site.

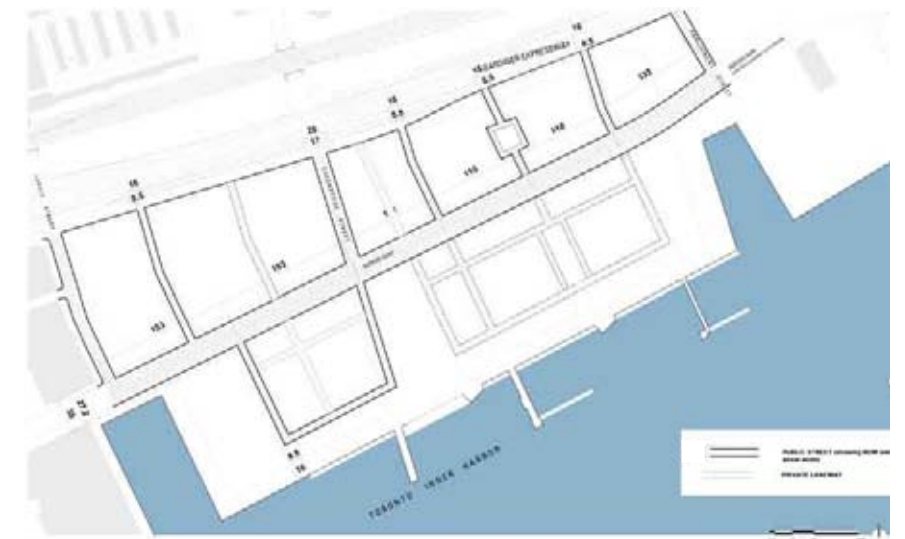
The Precinct Plan identifies a connection around the northern end of the silos, but the exact alignment will be determined through an Environmental Assessment for the Queens Quay extension to be undertaken jointly by the TWRC and the City of Toronto.

While Queens Quay is an important vehicular route within the city and will also accommodate light rail service in its median, this street is also considered to be an important destination and a significant public open space and pedestrian intense environment in its own right.

In addition to Queens Quay, east-west laneways are proposed south of Queens Quay in order to create a typical street grid network and to allow for a fine-grained pattern of development parcels.



LRT median - Rotterdam



Street diagram

## Pedestrian and Bicycle Circulation

### Bicycle Circulation

An east-west commuter bicycle route through the site is to be located along Queens Quay Boulevard. A recreational bicycle route is integrated into the water's edge promenade further to the south. In addition, bike lanes on Sherbourne Street into the East Bayfront will be maintained.





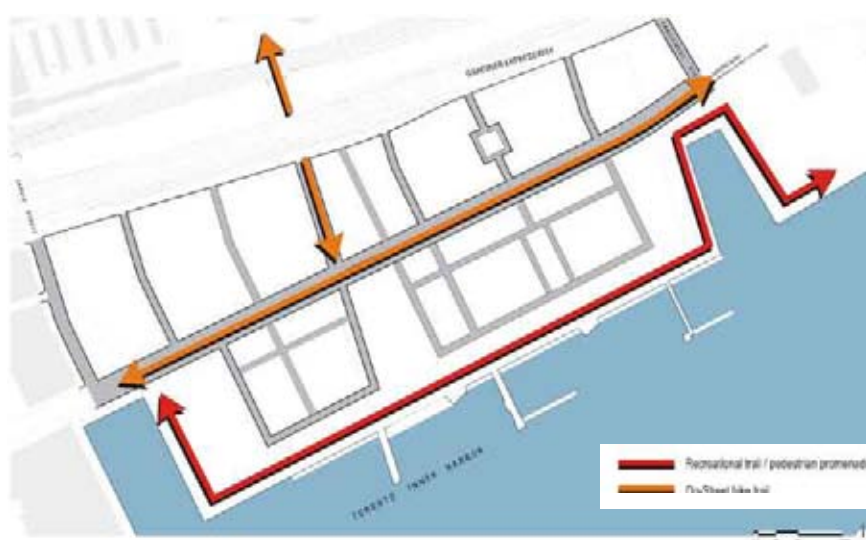
### Pedestrian Circulation

The overall street and open space system of East Bayfront is designed to be a pedestrian friendly environment. Ample pedestrian pavements, extensive street planting, public art, active frontages and the proposed frequency of signalized crosswalks should contribute greatly to this goal in the design of the district's streets. Although a carrier of vehicular traffic and light rail service, Queens Quay with these will also be a pedestrian intense urban boulevard and destination.

Major open spaces, including Sherbourne Park, Parliament Slip, and the water's edge promenade are essentially traffic free pedestrian environments knit into the fabric of the district.

### A Trinity Street Underpass

At the eastern end of the site (outside the currently defined boundary of the East Bayfront Precinct Plan) an additional pedestrian connection and zone of transition would greatly enhance the accessibility of the planned East Bayfront open space resources. It is proposed that the path of Trinity Street be continued as a pedestrian way under the existing rail embankment and southward into the East Bayfront site and through to the water's edge.



Pedestrian and bicycle paths

## Green Infrastructure

The East Bayfront lands are currently served by infrastructure (watermains, sanitary sewers, storm sewers and cabled utilities) that was installed to service the development that preceded this revitalization. The location, condition and capacity of these facilities have been assessed to determine their appropriateness for use in servicing the revitalized East Bayfront community in the future. In developing an infrastructure servicing strategy, consideration has been given to utilizing existing infrastructure, rehabilitating existing infrastructure and installing new infrastructure. The recommended servicing strategy has been developed as a combination of these techniques, considering new design criteria and technical requirements, location, condition, and the feasibility of rehabilitation.

### Sustainability Framework

As discussed elsewhere in this plan, developing in a sustainable manner is a high priority of the TWRC. With this objective in mind, the servicing infrastructure will be designed to minimize the impact on the environment and promote sustainable solutions.

### Water

The water system will connect to the City's existing system. Strategies will be developed and systems designed to meet sustainability objectives through the active use of water conservation and water efficiency strategies. Given their nature, these strategies will typically be implemented at the building or site plan level.



Example of stormwater management system

### Wastewater Collection Systems

The wastewater (sanitary sewer) collection system will be designed to integrate with the City's existing system. These lands are tributary to the City's Ashbridge's Bay treatment plant via the Low Level Interceptor Sewer draining via the Scott Street pumping station.

### Storm Drainage and Stormwater Management System

The storm drainage and stormwater management system for the site will be designed to follow TWRC sustainability objectives, and to be compatible with the City's Wet Weather Flow Management Master Plan. It will also be designed recognizing the proximity to the lake and the additional options that this provides. On a community-wide basis a combination of techniques including separating the runoff from clean areas such as roofs and landscaped areas from the runoff from less clean areas such as roads and surface parking areas. For flow from the roads and parking areas, end of pipe strategies such as storage and settling will be employed.

At the site plan level, the opportunity exists to implement the City's overriding objective of treating stormwater as a resource. Strategies can be employed to reduce runoff or the rate of runoff by maximizing green spaces and retaining stormwater. The sites will also be designed to separate the runoff at source and deal separately with the runoff from the landscape and road areas.



Example of stormwater management system



## History as Design Inspiration

The history of East Bayfront illustrates an evolution of human-made interventions to create a land base and infrastructure to support port and industrial activity. An understanding of these historical reference points and the physical fragments of shoreline and industrial heritage have been incorporated in the analysis of the site and are represented in the proposed Precinct Plan.

The Stage One Archaeological Master Plan prepared by Archaeological Services Incorporated identified six areas of historical significance within the East Bayfront Precinct. Five of these areas fall east of the Parliament Street slip with a particular concentration within the vicinity of Cherry Street. The estimated location of the Knapp Rollerboat is on the south side of Lake Shore Boulevard west of Sherbourne Street. These sites will be further explored through Stage Two assessments at the time of redevelopment and as part of the Environmental Assessment process for the Don River Mouth Naturalization and any findings will be appropriately integrated into new development.

The re-use and extension to the waterfront of the historic street pattern, wherever possible, combined with the proposed underpass linkage north to the Distillery District and West Don Lands along Trinity Street, and integrating historical chronology into the public realm elements all form a critical basis to the development of this Plan. More specifically, the following historical elements are proposed to be referenced in the design of public spaces and through public art within the East Bayfront:

- Using historic street patterns, road surfaces and rail spur footprints as design features within public open spaces
- Marking the Bulkhead Line and the submerged Knapp's Rollerboat within the Queens Quay streetscape
- A public art commission along the Trinity Street connection, especially within the proposed pedestrian underpass, could draw from the local history
- Retaining the Victory Soya Mills silos as a focus of historical interpretation of East Bayfront's industrial cultural landscape
- Referencing the Marine Terminal Buildings, rail line and Queen Elizabeth dock line within the promenade and public space designs

Conceptual notes of historical interpretation



Conceptual design ideas



Trinity underpass



Silo site



Rail line as greenway



Sunken rollerboat



Remnant rail and dockline



Bulkhead line

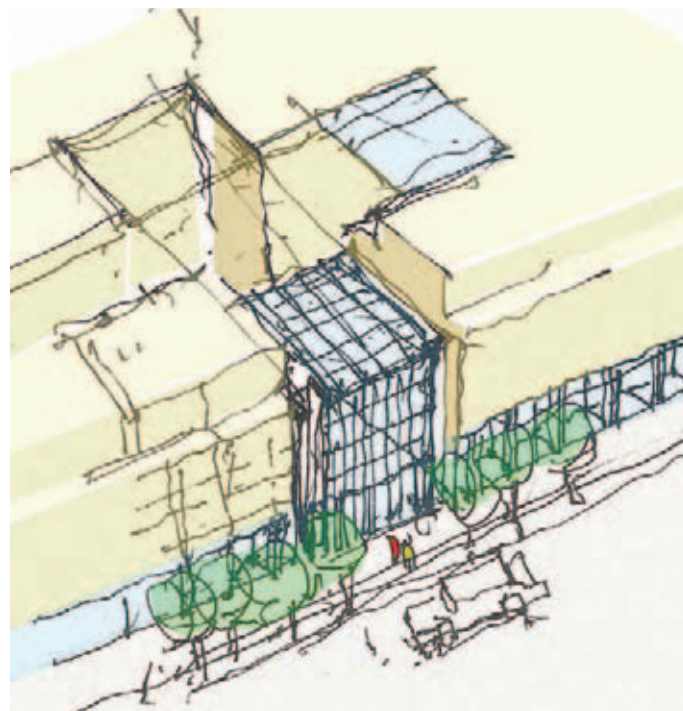




## Section 6 Ground Floor Strategy



Location of potential all-weather arcades



Glazed atrium north of Queens Quay

### All-Weather Arcades

A pedestrian-based strategy to help counter the winter weather and its impact on pedestrian activity is proposed as follows:

#### All-Weather Arcades

Tall colonnades with seasonal weather protection are proposed along the sun oriented retail and public use frontages: the northern frontage of Queen's Quay Boulevard, the district's primary retail frontage; the waterside frontage of the water's edge promenade; and, the southwesterly frontages along Jarvis Slip and Sherbourne Park. These arcades will be tall enough to receive ample solar exposure and designed with column size and spacing to keep retail frontages highly visible. Glazed weather protection panels could either swing out (as illustrated) or slide up into the upper cavity of the porch. This system allows these frontages to provide a comfortable and active year-round, street-related environment regardless of weather conditions. The all-weather arcades will be



Summer - arcade opens onto streets and park spaces

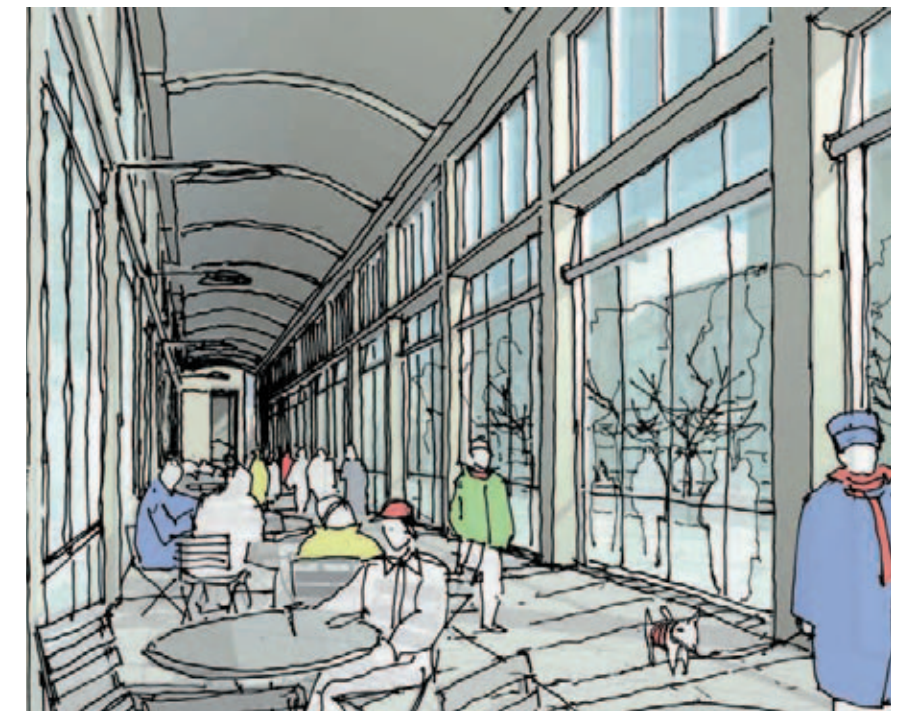
the subject of an intensive design investigation, which may include a full-scale mock-up of a portion on Queens Quay Boulevard or the water's edge promenade.

#### Glazed Garden/Atriums

As illustrated, the south facing Queen's Quay frontage also accommodates glazed garden/atriums that can serve major building entrances as well as small groups of shops and cafes.

#### Sheltered Courtyards

The shaping of public frontage along the water's edge promenade also produces special areas of weather protection. The two small "lighthouse" elements that mark important access locations along the promenade also define small courtyard spaces to their east that are configured to catch east and south sun while providing snug shelter from southwesterly winter winds.



Winter - arcade closes creating climatized space



# Ground Floor Public Engagement

The East Bayfront Precinct Plan, through its ground floor programming and building uses intends to provide an exceptional quality and animated public realm. Certain ground floor frontages in the plan are crucial to achieving this result. These include buildings surrounding major parks and plazas; Queens Quay Boulevard; and the water's edge promenade.

Sherbourne Park will be the centerpiece of the precinct, an active programmed space, year round, reflective of the larger revitalization goal of the waterfront as a contemporary expression of Toronto as an intelligent city, a place of creativity and convergence, a city ready to lead in the 21st century. Sherbourne Park will be Toronto's great new place. The park will include active and passive areas and will feature an area used in summer for performance events and in the winter for public skating and cold weather activities. This could include a major outdoor fireplace.

Expectations should be for a contemporary space achieved through excellent urban public space design and filled with bold public art and performance. Buildings enclosing the park could contain a hotel, restaurants, shops and boutiques, galleries and showrooms, all contemporary in their orientation at the ground level.

The park will offer views and connections from Lakeshore Boulevard to the water – where city and waterfront meet. The park will be a gathering place for area workers and residents as well as a destination for major city wide events and celebrations. Building design will be responsive to the need for the public to interface between interior and exterior space in order to encourage year round activity. This will include seasonally enclosed arcades for restaurant seating, exhibitions and performance programs.

The Precinct Plan envisages a combination of institutional/cultural uses, food and beverage venues, retail shops, showroom/ office functions and marine related uses, hotel and residential services that will ultimately support some 300,000 sq. ft. gross of such space. It is the intention of the TWRC to assure that conditions will permit an evolution of ground floor uses as the waterfront evolves.



Diagram 1 Ground floor public engagement plan - full build out

These include both physical building requirements and lease arrangements. Unlike residential streets and mid-block locations, buildings on the prime public fronts should provide adequate dimensions in floor to floor heights to allow conversion to other users as the market demand evolves. But most importantly it is the TWRC's intention to, like other master developers, ensure control of these spaces through the public development calls. This reflects TWRC's belief that a single entity must determine and control the occupants of this space, especially during early implementation,



Diagram 2 Ground floor public engagement plan - first phase



and to ensure that there is periodically change to the mix of users with changing market demand. Over time, as in other cases, this space will become very valuable and will support uses which are perhaps not viable on their own in the early years. Such a strategy is crucial to establishing a public realm suitable for Toronto's, Ontario's and Canada's new waterfront. It is also essential for attracting 'creative class' employment uses which need to offer their employees easy access to accommodation, vibrant city life and amenities.

Diagram number 1 indicates the frontages targeted explicitly for public uses. These frontages are anticipated to support a variety of ground floor activities:

#### Destination Sites

The foot of Jarvis and the foot of Parliament offer unique opportunities to celebrate the past, present and future of the Toronto waterfront. Jarvis, adjacent to one of the remaining Toronto waterfront industrial sites, Redpath Sugar, could offer an opportunity to establish a waterfront interpretation and education centre, an attraction to residents and visitors to Toronto. As part of this program the site could provide ground services for water taxis along the waterfront and to nearby yacht clubs. Similarly, the foot of Parliament, site of the new East Bayfront school, could be envisaged for larger local, national and international institutional uses such as a University of the Arts such as the one established in Mexico City, the location of a Conservatory of Music, a National Theatre School and/or a Film and Media Centre,

#### Community Commercial

These include neighbourhood services such as banks, hardware stores, pharmacies, home fashion and other community services. These will compliment the Loblaws Superstore, the LCBO and will be clustered along Queen's Quay and LakeShore, benefiting from on street and enclosed parking and easy access to public transit.

#### Urban Mixed Use

These include destination restaurants and cafes, shops and boutiques, galleries and show rooms and public event spaces to accommodate an active arts and events program. These uses will be clustered around Sherbourne Park, forming a major cluster of urban activity day and evening, year-round, destinations.

#### Public Engagement Uses

These spaces are ground floor uses which will offer uses of public service and interest. These could include marine related uses such as waterfront interpretation centre, transportation facility and related marine uses, including community interactive uses.

Diagram number 2 is addressed to a first phase strategy which will deliver a vital public realm in the first period of development. Importantly, it will begin with concentrated nodes at key locations, which will expand as the development matures. Sherbourne Park will be an award winning, great public space resulting from a major design competition. Phase one will include all properties fronting onto the square as it is built, and, if a commercial development project is ready, the block south of Queen's Quay west of Sherbourne Park. The square itself is conceived as an active programmed space including promenades, water, winter skating, fountains, seating areas and gardens.

The competition will address such matters as micro-climate (sun access and wind protection), art installations, performance supports as well as the kind of events and festivals which might be included in the space.

At the east corners of Jarvis and Sherbourne Park at the water's edge, special destination uses would be provided. These might include a botanical garden and or an aquatic centre at Jarvis Street and an all season's café / tea house at Sherbourne Park.

Uses at the base of buildings facing the square would include indoor/outdoor restaurants and cafes and other public uses such as galleries.

Once the precinct plan is approved, a detailed pro-active ground floor marketing plan will be developed which would be provided to developers responding to proposal calls. A positive and workable plan for the public realm will positively affect the desirability of the precinct to potential investors of both residential and commercial development.



Example of outdoor winter activity | Kungsträdgården, Stockholm



Example of active water's edge | Canary Wharf



Example of active water's edge | Melbourne



## Section 7

# Development Guidelines

### Built Form as a Structuring Element

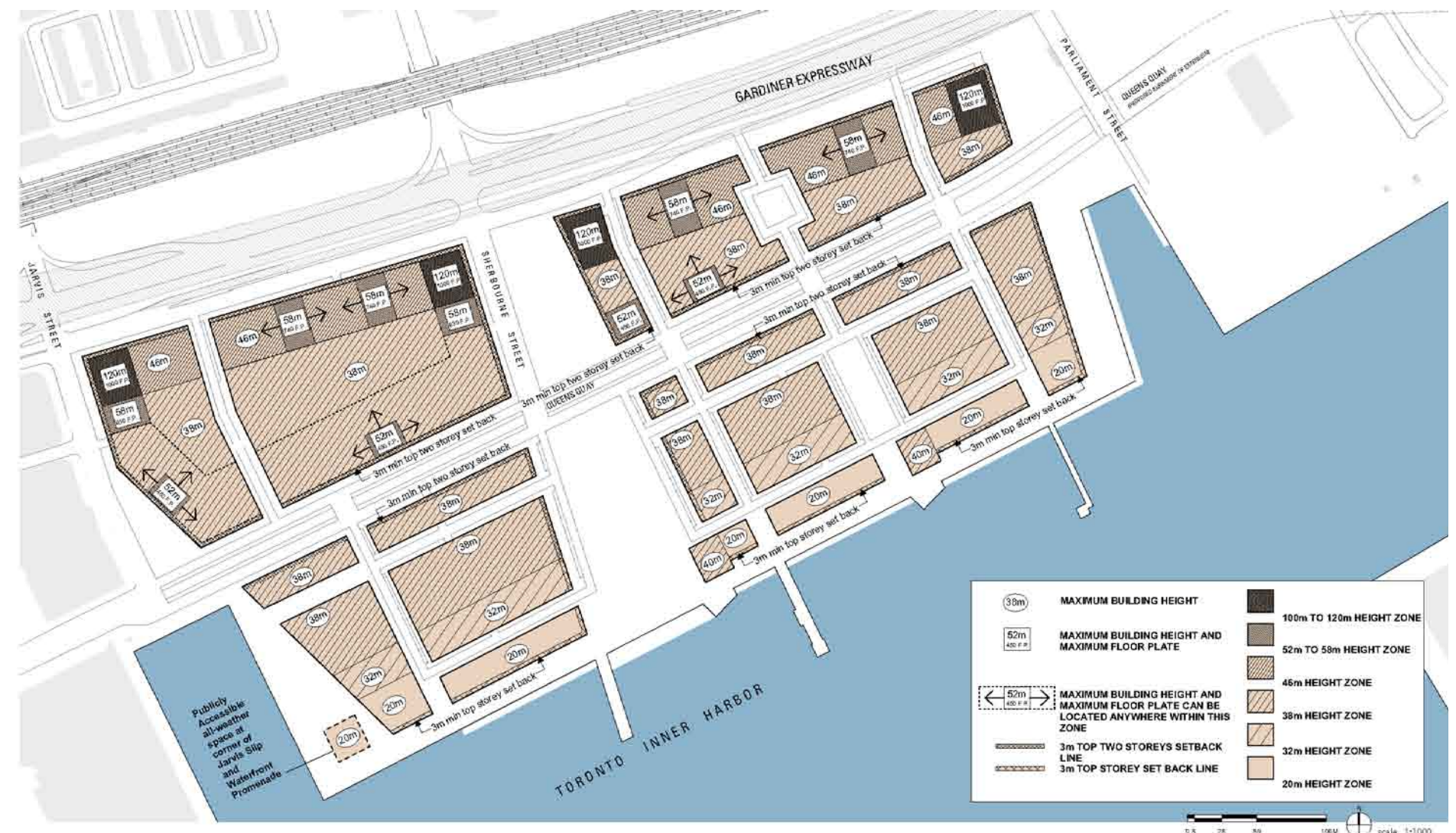
The primary obligation of the buildings within East Bayfront is the definition of Public Frameworks. Contiguous street wall buildings with strong edges and surfaces define the major public spaces including Queens Quay Boulevard, Sherbourne Park, the Water's Edge Promenade, Jarvis Slip and Parliament Basin.

#### Building Heights

The proposed building pattern rises in tiers back from the water's edge with a maximum building height of 20 metres (4-6 floors) at water's edge to a maximum height of 38 meters (12 floors) at Queens Quay. At major public open space frontages (Sherbourne Park and Parliament Slip) the 38 metres maximum height is maintained along the majority of the frontages with a transition to the 18-20 metre Quayside building height occurring at the southernmost sections of these frontages.

This tiering of building heights increases the potential of views and solar exposure at the deeper northern portions of the site and at the same time allows a scale differential between major public space frontages and the finer grained residential neighbourhood streets between these public spaces.

In addition, tall buildings integrated with street wall (rather than freestanding towers with low podiums) are located at the northern side of the site adjacent to the major north-south streets to create gateway conditions for the East Bayfront. The small floor plate tower elements at the northern side of the site have an allowable height of 120 metres.



Building heights plan





Small “bump-ups” in height are permitted along the north side of Queens Quay Boulevard as illustrated in the accompanying Heights Plan. These “bump-ups” are restricted in height and floorplate and should not substantially detract from the maximum streetwall condition along those streets.

### Street Wall

Street wall controls are incorporated into the development guidelines in order to establish a system of horizontal control lines or datum lines relating to the base, body and upper storey setbacks for each building. The various street wall conditions defined in the East Bayfront Precinct Plan are illustrated in this document below.

### Build-to-lines

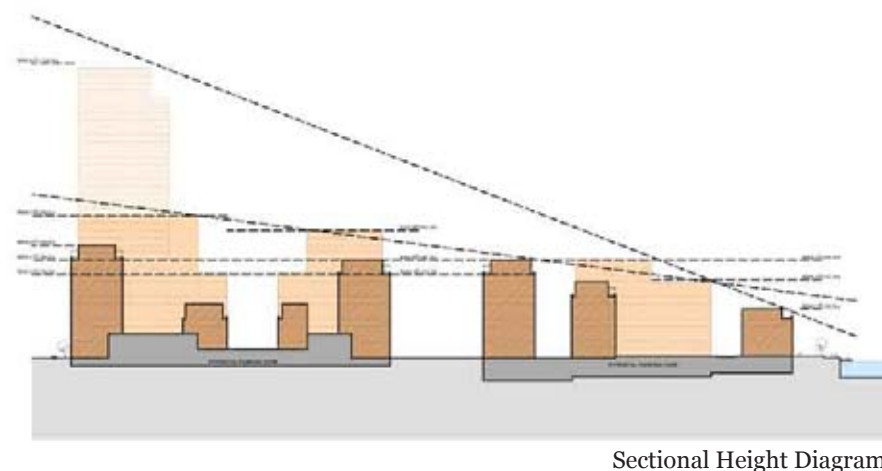
A street wall is constructed to a ‘build-to-line’ typically coincident with the parcel boundary or a mandated set back line within the parcel and again defines the major public spaces of the Precinct Plan. This is not a mandated continuous ‘build-to’ condition but a building line to which the building façade shall be constructed over a minimum of 85% of its length.

## Streets, Laneways and Passages

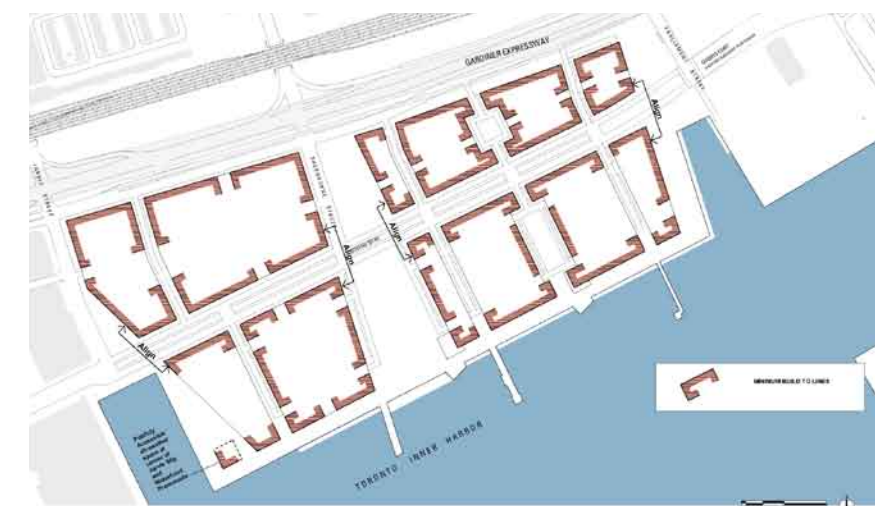
As an overlay on the Parcel Plan the Principles Plan defines the location of laneways, through block passages and connections as well as particular mandated building alignments across Queens Quay Boulevard. These through block passages and connections are in some cases fixed in location and in others, where indicated, are mandated connections but flexible in exact location to respond to architecture and development parcels.

The Plan also defines the mandated frontages of accessible public uses and the extent of the proposed weather protected frontages along the northern frontage of Queens Quay Boulevard, the waterside frontage of the Quay Edge Promenade and the southeasterly frontage on Sherbourne Park.

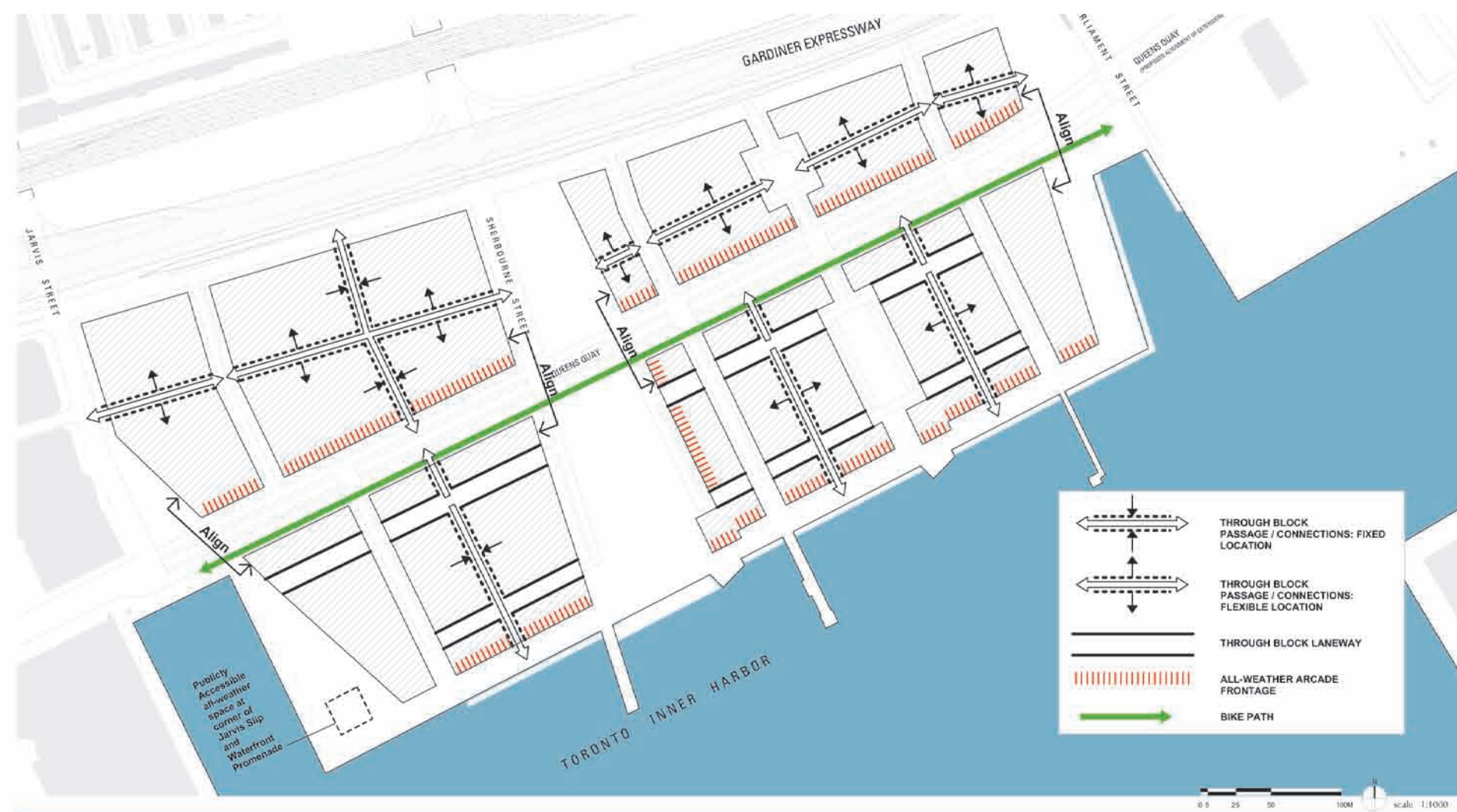
The bicycle pathways are also indicated on the Principles Plan – the primary commuter route along Queens Quay Boulevard and a related recreational trail is integrated into the Quay Edge Promenade.



Sectional Height Diagram



Build to Lines Plan



Principles plan



# Parcel Plan

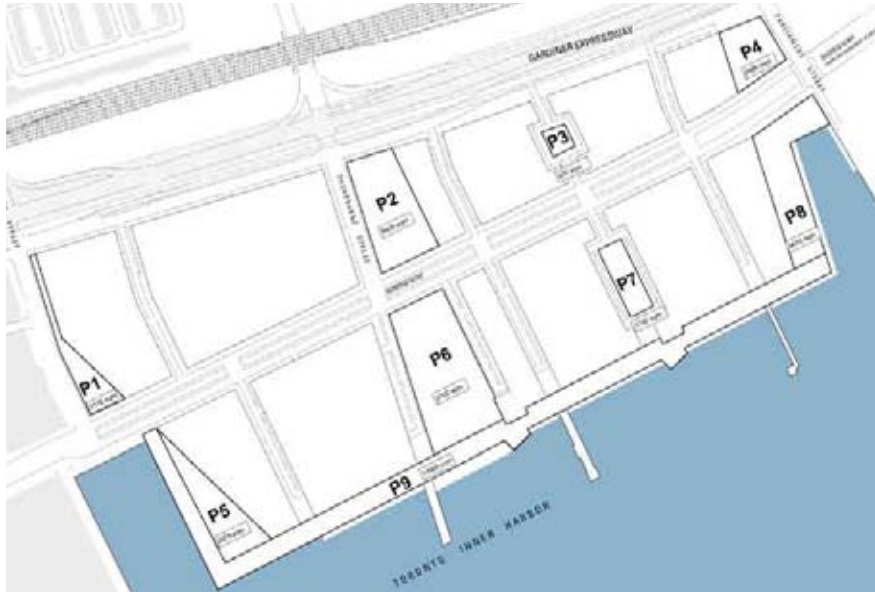
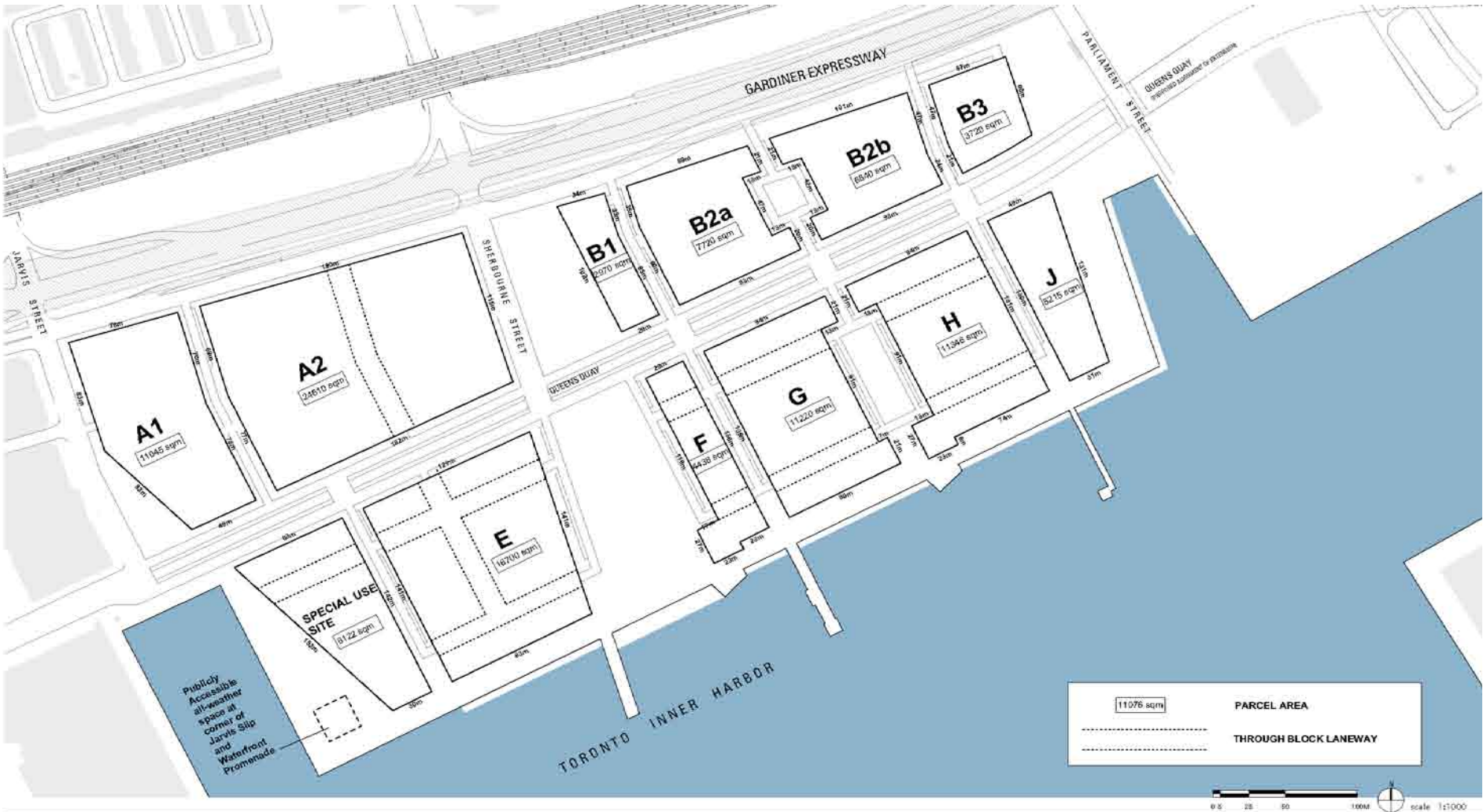
Specific development parcels have been defined on the north and south of Queens Quay Boulevard. These are large enough to allow a number of different development scenarios on each parcel within the regulatory requirements of the plan. The development parcels also relate to the specific intentions of the plan and its immediate context.

The proposed development parcels on the north side of Queens Quay Boulevard relate to the existing north-south street pattern which are shown as extending southward. The southern boundary of the parcels are determined by the proposed Queens Quay ROW and the northern boundary relates to not only the existing property lines but also for a number of potential futures for the Gardiner Expressway.

The proposed development parcels on the south side of Queens Quay Boulevard also relate to the existing north-south street pattern. The southern boundary of the parcels are determined by the proposed Quay Edge and the northern boundary is determined by the proposed Queens Quay ROW.

In general terms, the EBF (west of Parliament) can accommodate approximately 800,000 square metres (8.6 million square feet) of gross floor area. South of Queens Quay Boulevard, the total gross floor area is equal to 290,000 square metres (3.1 million square feet), including 100,000 square feet for the school and community facilities). North of Queens Quay Boulevard, the total gross floor area is equal to 510,000 square feet (5.5 million square feet). However, the Zoning by-law for East Bayfront should focus on built-form criteria (as outlined in this report) rather than density.

The East Bayfront has been subdivided into 12 development blocks totaling 115,944 square metres in area (28.6 acres) and 9 open space blocks, totaling 45,815 square metres in area (11.3 acres).





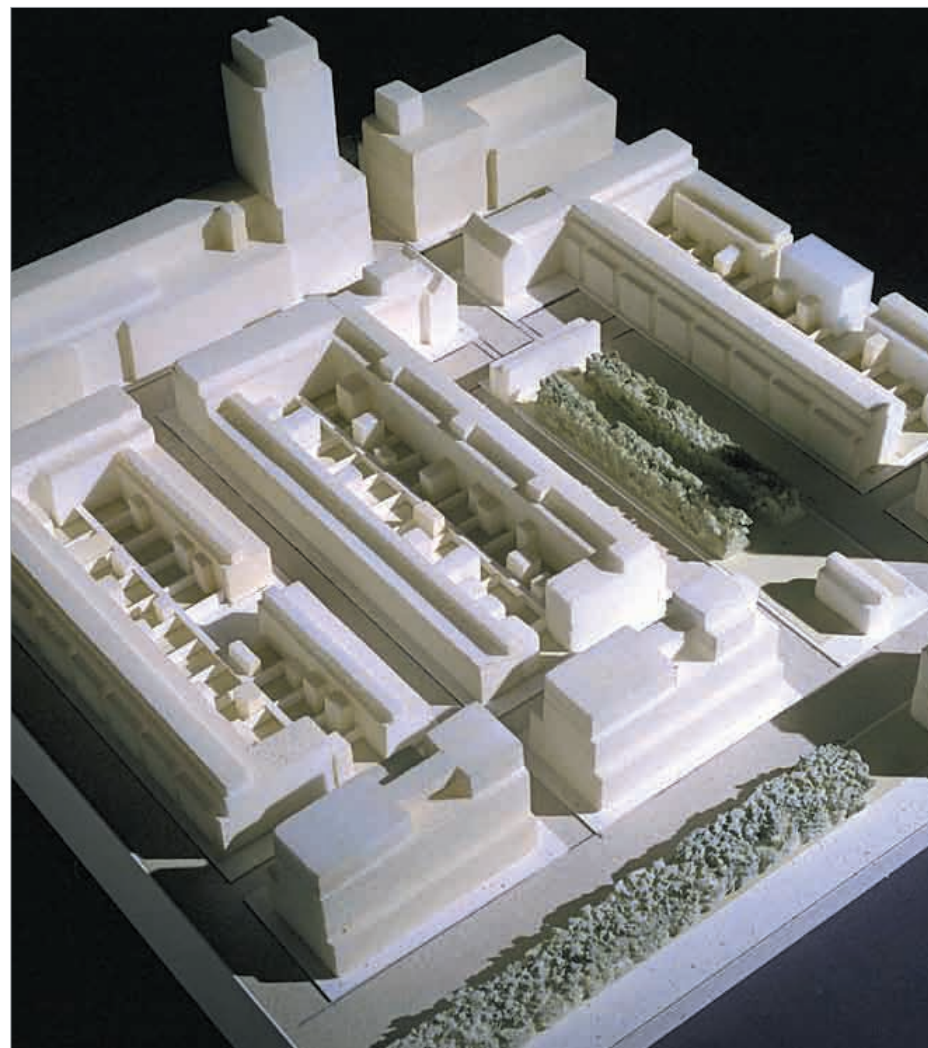
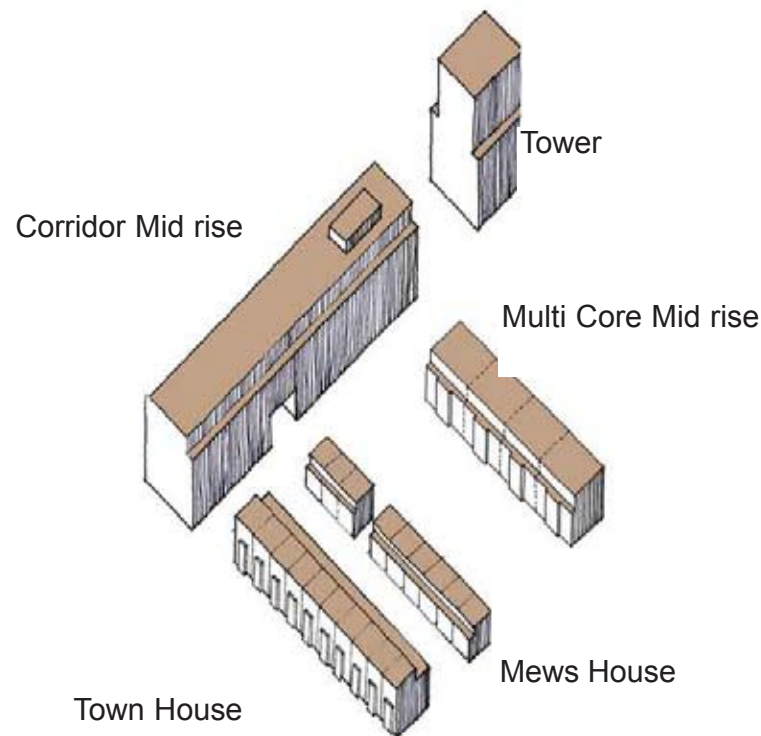
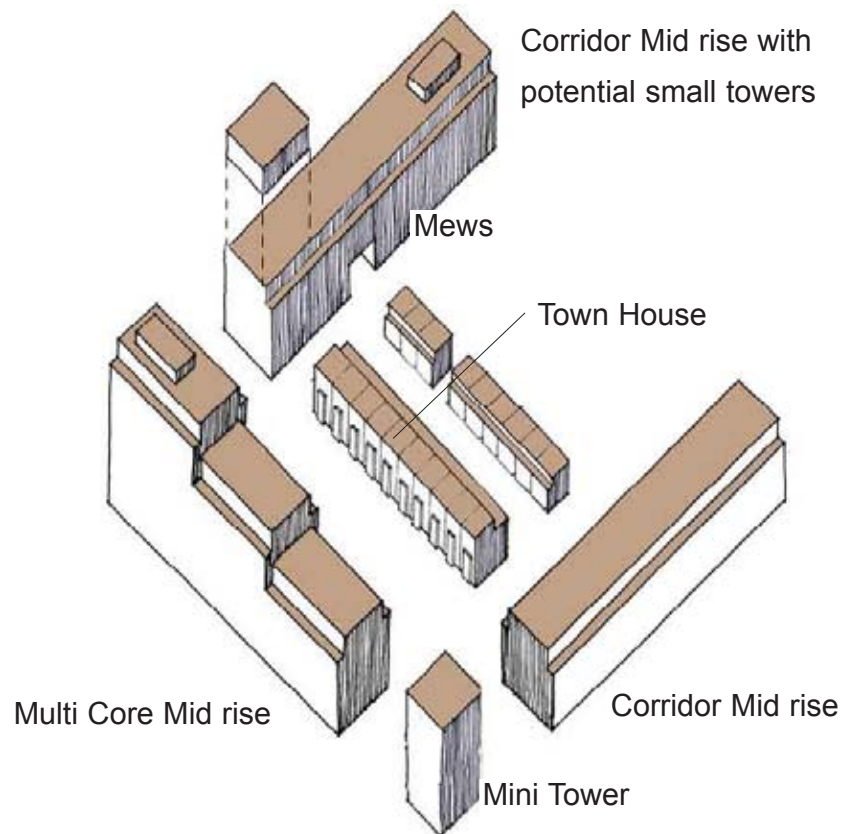
# Building Types

The parcel dimensions within the Precinct Plan have been established to provide a high degree of flexibility with respect to both building types and the size range of individual development opportunities. The desire for such flexibility (including the variable inclusion of lower floor retail and commercial uses) indicates a clear preference for avoiding an over-dependence upon a single building type or configuration. The accompanying chart provides a typology of possible building types.

In any single development block, a mixture of building types can be accommodated and this diversity of built form is desirable.

Building Type	Dimension	Typical Plan	Axonomic
<div>1. Loft Buildings</div> <div>Multi-Use including:<ul style="list-style-type: none"><li>Residential</li><li>Office</li><li>Studies</li><li>Live/Work</li><li>Light Industry</li></ul></div>	Variable Depth 21-24 m width Preferred for Residential Intense Uses		
<div>2. Low and mid-rise corridor buildings</div> <div>Center Core or Split Core with slot atrium<ul style="list-style-type: none"><li>Residential</li><li>Office</li><li>Live/Work</li></ul></div>	Variable Depth 21-30 m width		
<div>3. Low and Mid-rise multi-core building</div> <div><ul style="list-style-type: none"><li>Residential</li><li>Live/Work</li><li>Small Increment Office</li></ul></div>	21 m width max. 15 m width max. for Effective thru ventilation. Possible Lateral Extensions		
<div>4. Town Houses</div> <div><ul style="list-style-type: none"><li>Residential (Single / Multiple Units / House)</li></ul></div>	11 - 16 m width.		
<div>5. Mews Houses</div> <div><ul style="list-style-type: none"><li>Residential</li><li>Work Shops</li><li>Studios</li></ul></div>	10 - 13 m width.		
<div>6. Small Floor Plate Point Towers</div> <div><ul style="list-style-type: none"><li>Residential</li><li>Offices</li><li>Live / Work</li></ul></div>	800 m2. max. floor plate		

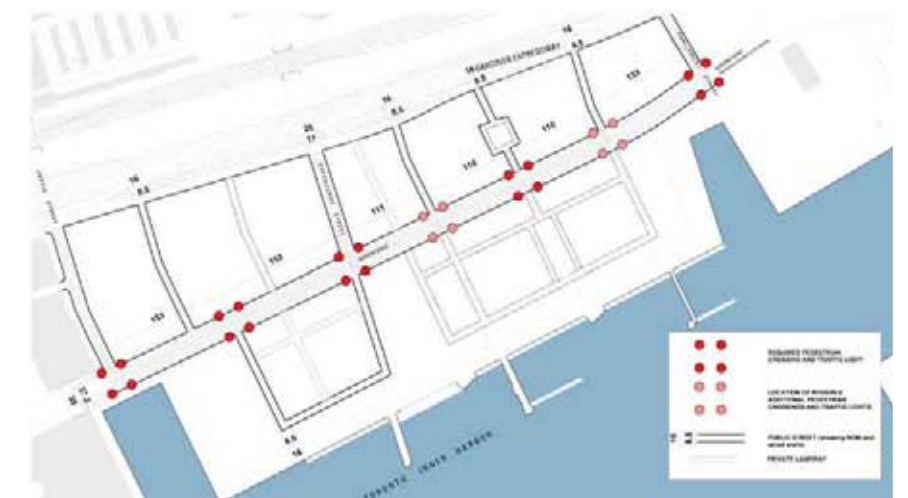
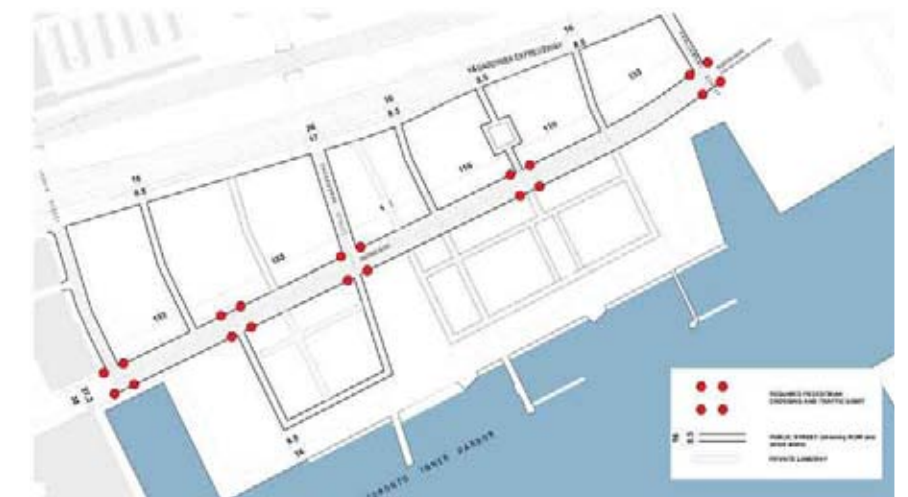




## Streets and Signalization

The intention of the proposed street pattern through the East Bayfront is to create a safe pedestrian-intense street environment. At Queens Quay, this means safe, convenient and frequent pedestrian crossing of the street and this goal is dependent upon frequency of signalization.

In the first diagram, the Precinct Plan accommodates the “base” condition of the current City of Toronto practice for approximately 215 metres between signals. The second diagram illustrates the proposed “preferred” alternate signalization plan which increases the frequency of signalization between Sherbourne and Small street from 153 metres to approximately 111 metres.



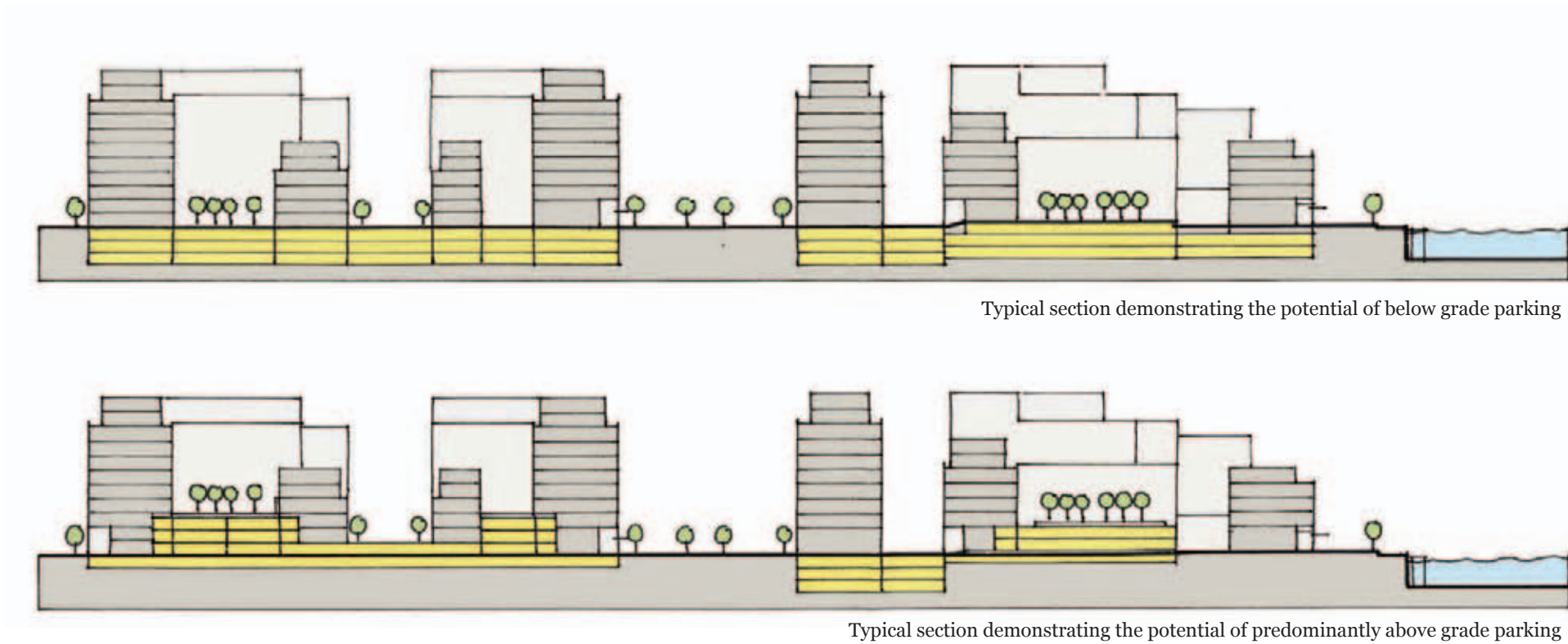


# Parking and Servicing

The parcel dimensions within the East Bayfront Precinct Plan have also been established to provide a high degree of flexibility with regard to the parking strategy for East Bayfront. Options for both above and below grade parking are illustrated in the accompanying diagrams.

Below grade parking can be accommodated on 2 to 3 levels on each parcel. Alternatively, above grade parking, three levels in height, could be accommodated within the centre of the larger parcels and contained by the lower floors of the residential buildings and topped with common open space areas. This range of parking options should give sufficient flexibility to achieve economically viable parking solutions.

No service access is to be allowed from Queens Quay Boulevard or other primary frontages. Service locations are to be accessed off the inner block laneways and secondary streets throughout the precinct. All service and loading facilities are to be contained within the building envelopes and no external service and loading bays are to be allowed.



Above grade parking examples from Vancouver

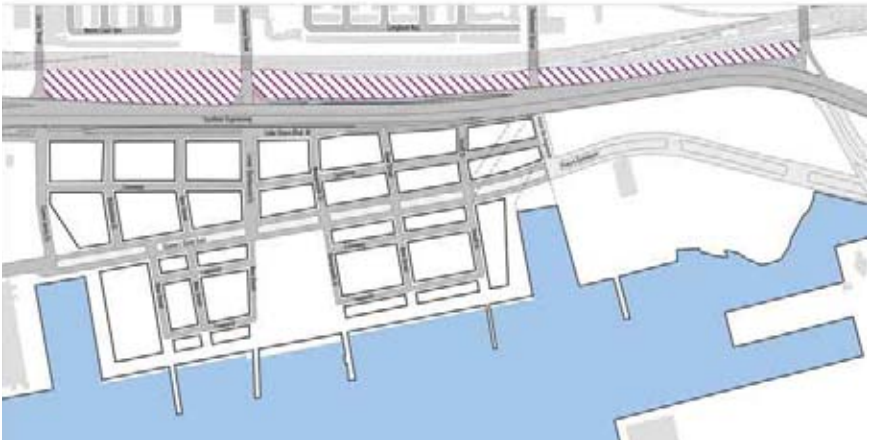


# Section 8 Gardiner Lake Shore Corridor

The northern boundary of the East Bayfront Precinct is currently governed by the Gardiner/Lake Shore corridor. As it runs through this section of the Central Waterfront, the corridor consists of a double-decker road system – with Lake Shore Boulevard at grade and the Gardiner elevated above it – and is immediately adjacent to the railway corridor which sits on top of an embankment.

While there have been several options proposed in the past few years on how to improve this corridor in order to help with Waterfront Revitalization, no decision has yet been made on the future of the expressway and corridor. As such, the Precinct Plan has assumed that the Gardiner/Lake Shore corridor will remain in its current configuration for the foreseeable future and has established this as a base case for understanding new development opportunities. All new development at the northern edge of the Precinct has been setback 10 metres from the elevated Gardiner.

The Precinct Plan establishes the various components required for a revitalized East Bayfront. Specifically the opening up of the water’s edge for public use and the new Queens Quay Boulevard establish the preconditions for a vibrant mixed-use precinct. However, as long as the Gardiner remains as an elevated expressway at the northern edge of the Precinct, it will form a barrier along the north-south passages and impact the built-form of new development along that edge. The true potential of the East Bayfront, and indeed Toronto’s relationship with its waterfront, is best realized if the Gardiner were removed and the corridor reconfigured as a proper boulevard with development on both sides.



Potential development sites depending on Gardiner options



Existing conditions



## Section 9

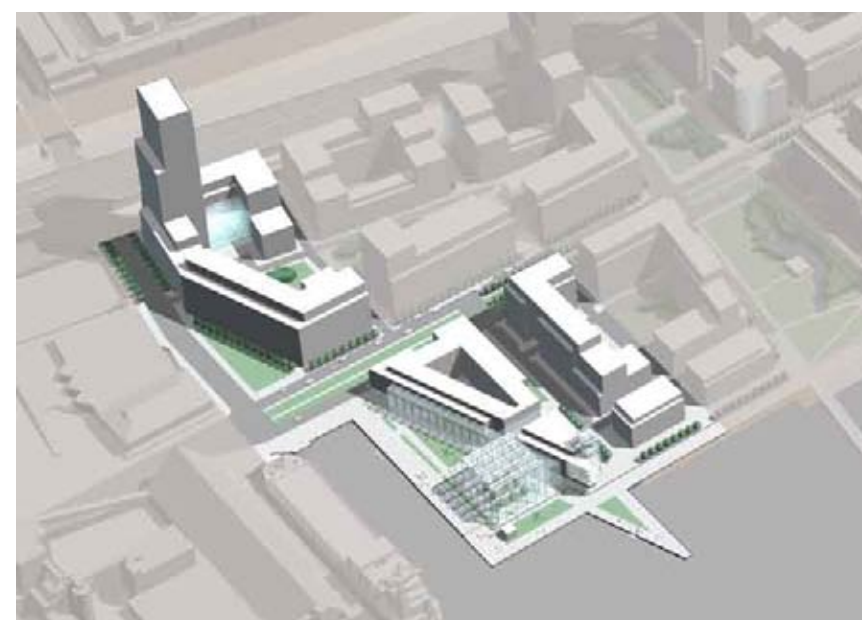
# Phasing and Implementation



## Phasing

The East Bayfront is a large precinct and development will need to be implemented over a number of years, with full build out taking approximately 10-15 years. The combination of public and private land interests in the precinct ensures that the market will play an important role in the timing of development and may accelerate opportunities to implement the precinct plan, particularly in areas north of Queens Quay Boulevard. However, it is important to phase development in a manner that focuses on specific areas at a time, ensuring that development proceeds logically and that a full range of public realm improvements, community amenities and required infrastructure is provided in order to service new developments. Due to the need for greater design resolution east of Parliament in regard to transportation corridors and the Don Mouth naturalization demands, the initial phases of implementation will be focused in the area between Jarvis Street and the Parliament Street slip.

The focus of initial development will be the area surrounding and including the new Sherbourne Park, both north and south of Queens Quay Boulevard and includes the first phase of opening up the water's edge as a public promenade from Jarvis to Parliament Street slip. The early implementation of this area



creates an opportunity to develop an entire new neighbourhood, incorporating all elements of community building – the public water's edge promenade, major new public spaces, an improved Queens Quay Boulevard, a community centre site and potential school and a mixture of housing and employment uses.

The Special Use Site at the foot of Jarvis Street will be implemented as a great public destination when a better understanding of its component parts has been resolved. Early development of this site is encouraged because of its important gateway function and the TWRC will work closely with the City to ensure this happens.

Following this precinct planning exercise will begin a more detailed block planning exercise, as was done at the conclusion of the West Don Lands precinct planning effort. In the case of East Bayfront, timing permits the TWRC's waterfront Design Review Panel to get fully engaged in this second design phase. They will help strengthen the plan further. The ultimate goal of the block planning effort is to provide the foundation for a comprehensive zoning by-law. This will make new development possible in this area.





## Implementation

Implementation of this Precinct Plan requires three separate processes: (1) Environmental Assessments; (2) Municipal Planning Approvals; and, (3) Development Proposal Calls (Public Lands) and Development Proposals (Private Lands).

### (1) Environmental Assessments

Environmental Assessment is required to undertake the various public infrastructure projects outlined in this plan and which fall within the scope of the Environmental Assessment Act. In the East Bayfront, these projects relate to the widening of Queens Quay Boulevard East and new sewer, watermain and stormwater infrastructure.

The Environmental Assessment for these public infrastructure projects has been proceeding in parallel to the Precinct Planning process and is being conducted jointly by the TWRC and the City of Toronto. It is expected to be brought forward to City Council in September 2005.

The building of the LRT right-of-way and implementation of LRT service along Queens Quay will be the subject of a separate Environmental Assessment currently being initiated by the TWRC and TTC. The TWRC has committed, through the various levels of government, that the Environmental Assessment proceed immediately and capital funding be put in place to establish LRT service in the East Bayfront during the early phases of development.

### (2) Municipal Planning Approvals

The second implementation process is to ensure that all required municipal planning approvals are in place. Currently the lands in the East Bayfront are zoned for industrial purposes (with some office and studio permissions). An enabling zoning by-law will need to be adopted by the City of Toronto Council to allow for mixed-use development consistent with the Precinct Plan.

Upon City Council endorsement of the Precinct Plan, the TWRC will work cooperatively with the City of Toronto to bring forward the enabling Zoning By-law for both public and private lands west of Parliament. For the area east of Parliament, the TWRC will initiate a planning process with the three landowners in order to resolve outstanding EA issues in order to allow for the bringing forward of an enabling zoning by-law.

### (3) Development Proposal Calls (Public Lands) and Development Proposals (Private Lands)

As indicated above, the redevelopment of private lands will be undertaken by private landowners through specific development applications. On public lands, the TWRC will work with the city on developing specific land parcels through development proposal calls. Working with private-sector developers, not-for-profit developers and, in some cases, City agencies (e.g., Let's Build, Toronto Community Housing Corporation) proposal calls will be issued for specific land parcels. The proposal calls, and subsequent developments, will ensure that as development proceeds, an appropriate range of uses, housing types and community facilities are secured and built.

