

## 4. PORT UNION VILLAGE COMMUNITY SECONDARY PLAN

The following policies and principles apply to the area herein referred to as Port Union Village, as outlined on Map 4-1.

### 1. GENERAL POLICIES

#### 1.1 Land Use

- 1.1.1 The Port Union Village Community is planned as a predominately residential, transit-supportive community. The creation of this community provides important opportunities for the development of the Toronto waterfront, which in turn plays an important role in shaping a water-oriented village theme throughout the community.

A variety of housing forms at low and medium densities and some mixed uses adjacent to public spaces are planned for in low-rise structures, consistent with a village theme approach and the Urban Design Guidelines for this area. Densities will be calculated on the basis of land for residential development, excluding land for public roads and facilities and hazard lands.

- 1.1.2 Within the Port Union Village Community, lands designated *Parks and Open Space Areas*, known as the Village Common, as shown on Map 4-1, will be, in association with the community park on the south side of Lawrence Avenue, the most important public spaces in the community.

The Village Common is a prominent and highly accessible location, at the southerly terminus of Port Union Road, linked through the railway corridor and connecting to a waterfront trail system and other substantial public waterfront facilities. The use of this area as a place of public assembly and activity is strongly supported and encouraged.

- 1.1.3 Development of lands along Port Union Road, south of Lawrence Avenue, and lands flanking the *Parks and Open Space Areas* designation, will contribute towards the pedestrian oriented treatment of Port Union Road and the Village Common with complementary uses and a high quality of urban design in accordance with the Built Environment Policies, Chapter 3, of the Plan and the Urban Design Guidelines for this area.

- 1.1.4 Building heights will not exceed the maximum number of storeys specified on Map 4-1.

- 1.1.5 Within the *Neighbourhoods* designation south of Lawrence Avenue, east of Bridgeport Drive, a minimum 2.4 hectares of land will be made available for new schools for both the Public and Catholic School Boards in combination with a minimum 3.0 hectare community park. Public and catholic schools are encouraged to share one common school site with common outdoor amenity areas. Consideration will also be given to the sharing of a common school building.

- 1.1.6 The existing industrial uses east of East Avenue on the north side of Lawrence Avenue, and the existing residential uses at Chesterton Shores, are recognized as permitted uses.

#### 1.2 Urban Design

- 1.2.1 Development within the Port Union Village Community should result in a recognizably distinct community. It is intended that the area have the flavour of a water-related village. A mixture of residential, mixed uses and public uses will be arranged along with a street and open-space network to promote and maintain this character:

- (a) a village character will be developed for this new community through the siting, scale and detailing of buildings and open spaces;
- (b) vehicular access and servicing for buildings on major streets will be from lanes and streets behind the buildings;
- (c) the top storey of most buildings will be contained within a pitched roof space to decrease apparent height and maintain a village scale; and
- (d) development within this community will also implement the Urban Design Guidelines for this area.

### 1.3 Natural Environment

- 1.3.1 This Secondary Plan allows for the modification of the existing lakeshore as may be determined appropriate in the Shoreline Management Plan, from the Highland Creek on the west to the easterly limit of this community, by the placement of a modest amount of lakefill, creating a suitable land mass to accommodate the development of a public waterfront trail and a linear park south of the railway corridor.

The planned modification to the shoreline will be based on a Shoreline Management Plan to be undertaken by the Toronto and Region Conservation Authority. The Shoreline Management Plan will address future opportunities for human interaction with the lake including public access to the waterfront, based on the recognition of the coastal processes and probable shoreline evolution, the terrestrial and aquatic habitat issues and the water and sediment quality of the entire Toronto shoreline. The Shoreline Management Plan will be used to determine the approach to coastal engineering and lakefilling and establishment of the waterfront trail.

At the southerly extent of the Village Common, a substantial public waterfront facility will be provided as a focus of community identity, the detailed location of which will be determined in accordance with the Shoreline Management Plan.

All future development, where affected, will be in conformity with the Centennial Creek Subwatershed Plan, Storm Water Management Plans and the Shoreline Management Plan, the details of which will be determined with joint input from the Ministry of Environment and Energy and other levels of government.

- 1.3.2 Within lands designated *Parks and Open Space Areas*, a trail system will be provided including a trail to the north of the Railway corridor, and a trail to the south of the Railway corridor as per opportunities identified in the Shoreline Management Plan. The trail system will access the park at the foot of Port Union Road and a substantial public waterfront facility, and the valley lands of the Highland Creek. The details of the trail system will be determined from a plan with joint input from the City, Canadian National Railway, the Toronto and Region Conservation Authority, and other senior levels of government.

Every effort will be made to secure lands designated *Parks and Open Space Areas*, for public ownership. It is anticipated that the Toronto and Region Conservation Authority will pursue an acquisition program of Chesterton Shores properties.

- 1.3.3 All industrial properties, existing and former, and any other properties where contamination is suspected, are decommissioned and cleaned up prior to any development occurring. All development/redevelopment applications will be accompanied with: documentation of past and present uses of the site and surrounding lands in order to provide initial information on the types of contaminants which may have been used upon the site and their possible

location; analysis of soils and groundwater in order to document the presence, type and concentration of contaminants; and the preparation of a remedial action plan. All this should be done in accordance with the Ministry of the Environment and Energy guidelines in effect at the time of development/redevelopment.

#### 1.4 Public Space Phasing

1.4.1 Every effort will be made to secure the land and facilities for the community parks, including Village Common, trail system, and the redevelopment of the waterfront through a combination of land dedication and cash-in-lieu of land dedication for park purposes, development charges, and funding from senior levels of government.

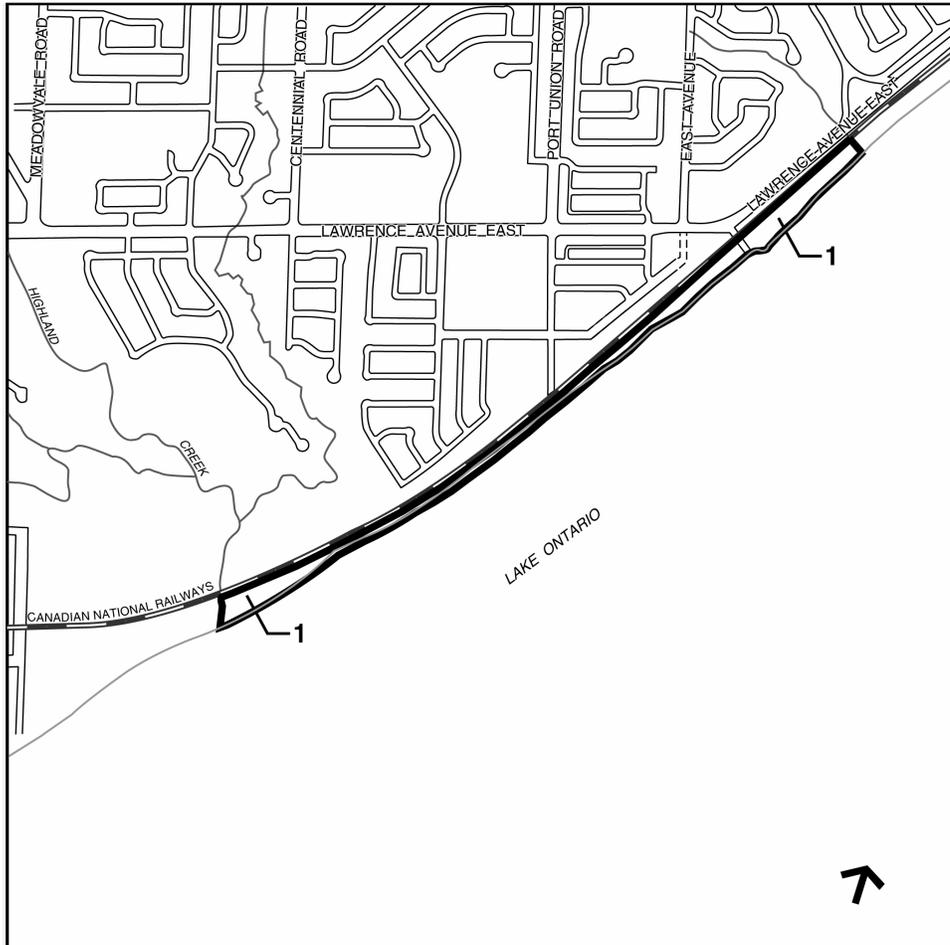
#### 1.5 Holding (H) Provision

1.5.1 Holding (H) provisions in the Zoning By-law may be used to: ensure that necessary servicing or municipal works are in place prior to development; protect waterfront areas or valley lands from adverse impact; ensure that necessary mitigation measures relating to ground water hydrology or stormwater management are incorporated into a development; ensure any necessary soil decontamination and air quality monitoring/protection programs are implemented prior to redevelopment of the existing industrial properties; and allow mitigating measures to be applied to development which may experience negative impacts from the closed Asbestos Landfill Site or the existing industrial uses.

**2. SITE AND AREA SPECIFIC POLICIES**

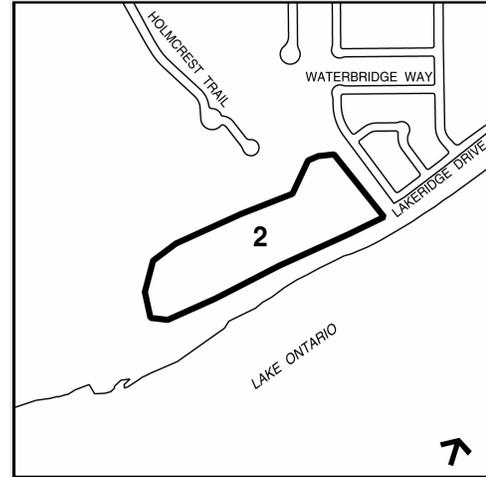
**1. Lands Fronting Lake Ontario East and West of Port Union Road**

For the lands shown as 1 on Map 4-1 the following additional uses may be permitted in proximity to and in a substantial public waterfront facility: specialty and convenience retail/service uses, berthing and other boating facilities and water taxi terminals.



**2. Closed Asbestos Landfill Site East of Highland Creek**

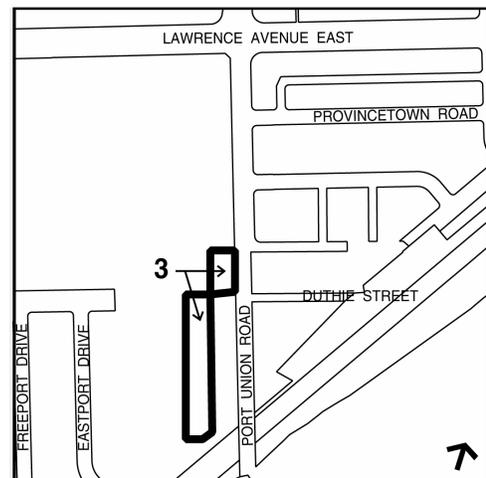
For the lands shown as 2 on Map 4-1 the closed asbestos landfill site will remain a permanent landfill site and no development will be permitted.



**3. Lands South of Lawrence Avenue, West of Port Union Road and Park to the South**

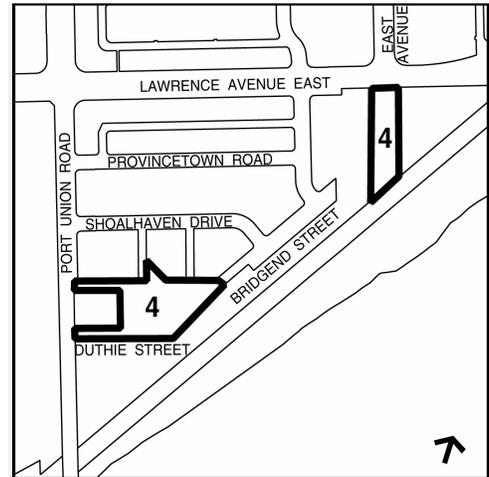
For the lands shown as 3 on Map 4-1:

- (a) hotels, offices, retail and service uses including restaurants, craft shops, art galleries, places of entertainment, cinemas, and a maritime museum depicting the history of the old Port Union area, are permitted; and
- (b) the maximum net density for multiple unit dwellings on a site by site basis will be 100 units per hectare and the maximum net density for all uses combined on a site by site basis will be 1.0 times the lot area.



4. **Lands Along Lawrence Avenue and Lands South of Lawrence Avenue on Port Union Road**

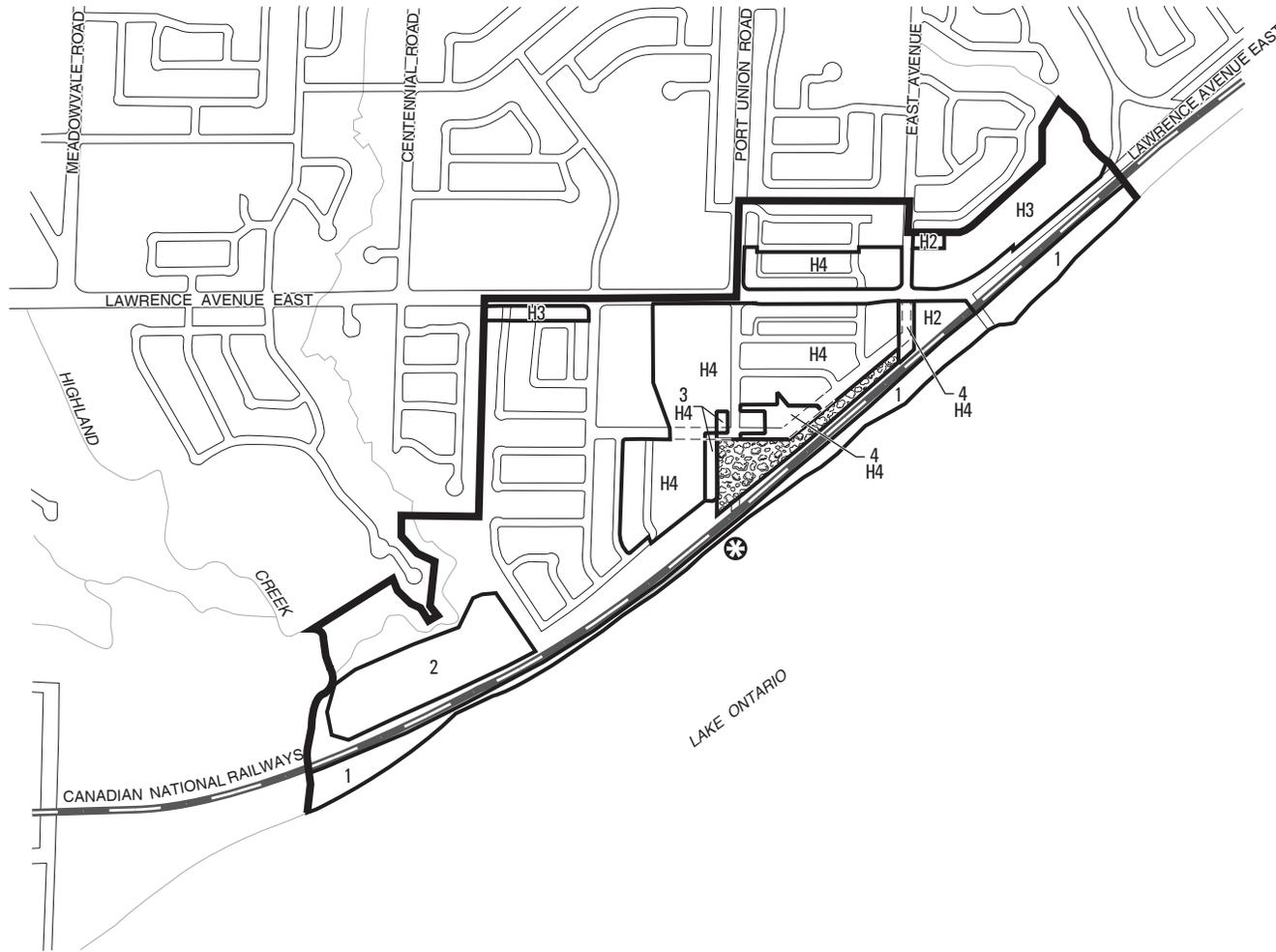
Site Plan Control will apply to the lands shown as 4 on Map 4-1.



**List of Maps**

For the electronic version, please note some of these files may take some time to download.

Map 4-1 Urban Structure Plan



Not to Scale 

- |  |  |
|--|--|
|  Secondary Plan Boundary    |  Public Waterfront Facilities |
|  Maximum Storeys            |  Proposed Road                |
|  Site and Specific Policies |  Railway                      |
|  Village Common             |  |