

Authority: North York Community Council Item 11.24, adopted as amended,
by City of Toronto Council on November 29, 30 and December 1, 2011
Enacted by Council: December 1, 2011

CITY OF TORONTO

BY-LAW No. 1414-2011

**To adopt the Lawrence-Allen Secondary Plan as Amendment No. 162 to the Official Plan
for the City of Toronto.**

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

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

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

1. The attached Amendment No. 162 to the Official Plan is hereby adopted pursuant to the
Planning Act, as amended.
2. This is Official Plan Amendment No. 162.

ENACTED AND PASSED this 1st day of December, A.D. 2011.

FRANCES NUNZIATA,
Speaker

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

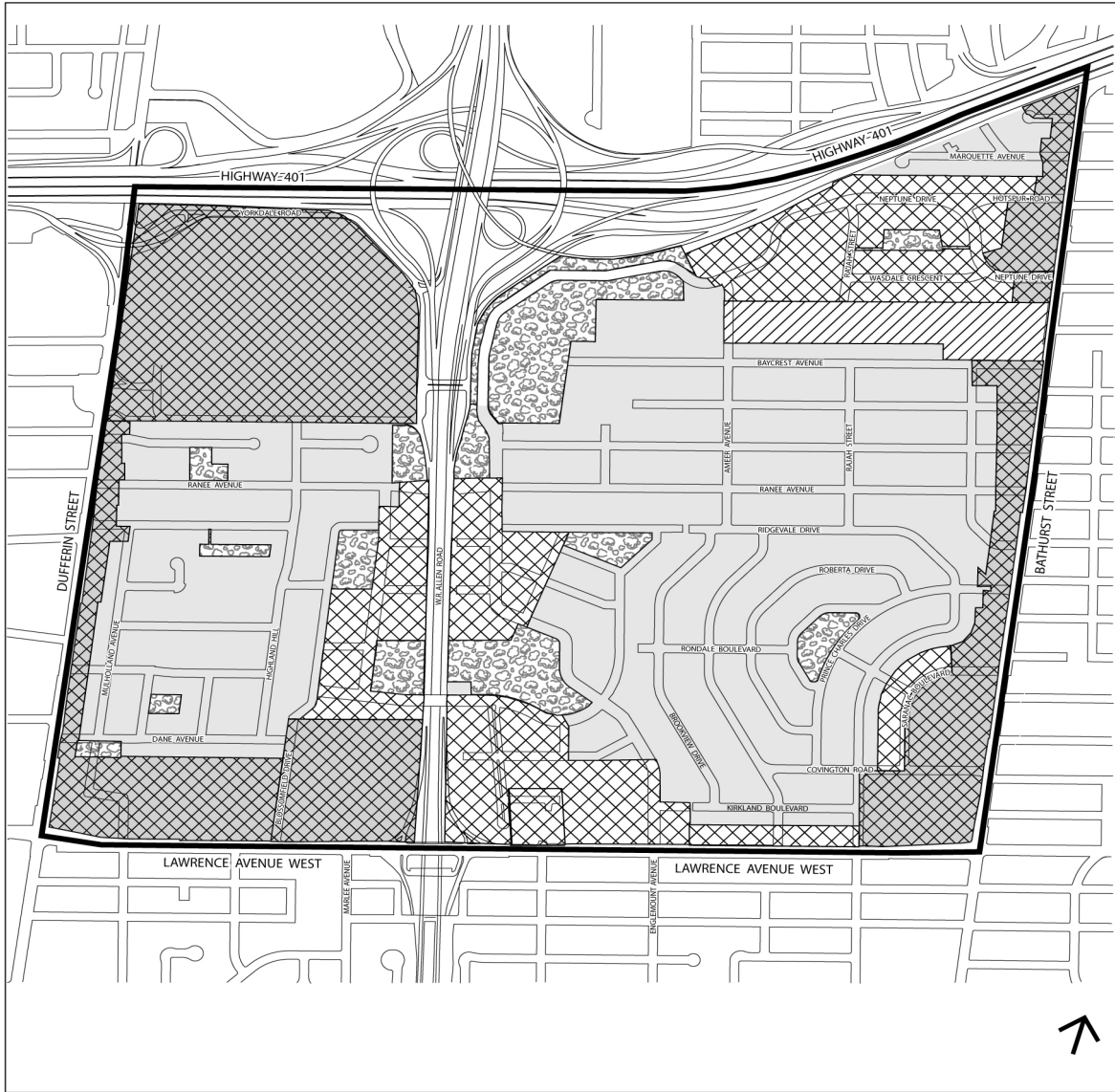
AMENDMENT NO. 162 TO THE OFFICIAL PLAN
Lawrence-Allen Secondary Plan

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

1. Map 16, Land Use Plan and Map 17, Land Use Plan are amended by re-designating parts of the lands in the Lawrence-Allen Secondary Plan area as shown in Schedule I, attached hereto, as follows:
 - a) *Apartment Neighbourhoods to Neighbourhoods and Parks;*
 - b) *Parks to Apartment Neighbourhoods and Neighbourhoods;* and
 - c) *Neighbourhoods to Apartment Neighbourhoods and Parks.*
2. Chapter 6 is amended by adding Section 32, the Lawrence-Allen Secondary Plan, attached hereto as Schedule II.
3. Schedule 1 – Existing Minor Streets with Right-of-Way Widths Greater Than 20 Metres is amended as follows:
 - a) change the planned right-of-way width of Blossomfield Drive from 23 metres to 27 metres; and
 - b) add Flemington Road from Blossomfield Drive to Varna Drive, with a planned right-of-way width of 27 metres.
4. Schedule 2 – the Designation of Planned but Unbuilt Roads is amended by adding the following planned but unbuilt roads:

Street Name	From	To
New Link	Intersection of Lawrence Avenue West and Englemount Avenue	Ranee Avenue east of Allen Road
New Link	Intersection of Ranee Avenue and Varna Drive	Neptune Drive
New Link	Intersection of Lawrence Avenue West and Marlee Avenue	Ranee Avenue west of Allen Road








Schedule I



Toronto City Planning
Official Plan Amendment
 Revisions to Land Use Map 16 and Land Use Map 17

Lawrence-Allen Secondary Plan

File # 08_167708

-  Site Location
-  Institutional Areas
-  Neighbourhoods
-  Parks & Open Space Areas
-  Apartment Neighbourhoods
-  Parks
-  Mixed Use Areas


 Not to Scale
 03/10/2011

32. Lawrence-Allen Secondary Plan

1: GOALS AND VISION

The Lawrence-Allen area is a collection of neighbourhoods in northwestern Toronto located north of the intersection of Lawrence Avenue West and Allen Road. These neighbourhoods began to emerge from farmland in the 1930s and were largely built in the post-war era as a suburban community on the outskirts of Toronto. Today these neighbourhoods sit in the middle of a vibrant urban region.

The neighbourhoods in Lawrence-Allen are the home of a rich social fabric and many Torontonians find the area a desirable place to live. At the same time, there are a number of reasons why revitalization is needed.

The Lawrence-Allen area has seen relatively little recent investment. Despite the presence of many key pieces of transportation and transit infrastructure, the area does not provide a full range of travel choices. Neighbourhoods are poorly connected to each other and to the larger city. Additionally, the Lawrence-Allen area is part of a larger area identified as a priority for investment due to widening income gaps, an unequal distribution of services and facilities, and concerns about community safety.

The strongest catalyst for revitalization is the potential for transformation of the Lawrence Heights neighbourhood – a community of social housing owned by Toronto Community Housing Corporation (TCHC) located in the centre of Lawrence-Allen. TCHC's lands are interwoven with lands owned by Toronto District School Board and the City of Toronto, forming a resource of over 65 hectares of publicly-owned land. The neighbourhood today is the site of 1,208 rent-g geared-to-income social housing units and home to more than 3,500 residents.

Construction of Lawrence Heights was completed in 1958 and the new neighbourhood was largely greeted with enthusiasm. Over the years, the neighbourhood has provided homes to thousands of Torontonians who required access to affordable housing. Both then and now, strong community networks have formed in the neighbourhood.

At the same time, a number of issues have confronted Lawrence Heights and its residents. There has been little investment in Lawrence Heights since its construction. The quality of the housing stock has deteriorated and the neighbourhood remains disconnected and isolated from the city around it. The public realm of Lawrence Heights, with buildings related to open spaces rather than street



The Lawrence Allen Secondary Plan Area in a collection of neighbourhoods in northwest Toronto. It is serviced by two subway stations.



Historical bird's eye photo of Lawrence Heights.



Outdoor patios of Lawrence Heights townhomes, 1960.
(Photo by Geoffrey Frazer, Commercial Photography.)

frontage, has never succeeded. The street network and open space system are difficult for visitors to navigate. While culturally diverse, Lawrence Heights has a limited mix of land uses and housing types. The neighbourhood lacks good access to services and the quality of physical infrastructure is poor. Furthermore, Lawrence Heights has never overcome the physical barrier presented by Allen Road's trench.

Revitalization will connect Lawrence Heights to the surrounding city and create economic and social opportunities. As Toronto grows in the coming decades, the role of the inner suburbs in relation to the larger city will continue to change and the Lawrence-Allen area must continue to evolve. The presence of two subway stations on the expanding Spadina Subway line, three *Avenues* on the edges of the area, and the potential for comprehensive planning in the Lawrence Heights neighbourhood underscores the local growth opportunities of the Lawrence-Allen area and the opportunity to maximize the value of existing and planned infrastructure.

The Lawrence-Allen Secondary Plan sets the stage for reurbanization. The Secondary Plan will pro-actively manage growth and change by steering it towards revitalization objectives. In Lawrence Heights, the Secondary Plan provides a comprehensive planning framework for a new, revitalized neighbourhood. In the other neighbourhoods of Lawrence-Allen, the Secondary Plan confirms the urban structure to direct where growth will occur; refines policies on growth and development to ensure that evolution of neighbourhoods happens in coordination with the transformation of Lawrence Heights; and provides a policy context of detailed implementation plans to further guide growth and change.

1.1 How to read this Secondary Plan

This Secondary Plan has six sections.

- ❖ **Section 1** introduces the Secondary Plan and the context for revitalization, defines the goals of the Secondary Plan, and describes the intensification expected in the Lawrence-Allen area.
- ❖ **Section 2** describes the future transformation of Lawrence Heights and Lawrence-Allen's planned public realm.
- ❖ **Section 3** guides, manages, and steers growth and development and addresses future sustainability.
- ❖ **Section 4** sets out policies to establish and foster a balanced transportation system in Lawrence-Allen.

- ❖ **Section 5** addresses Lawrence-Allen's housing, parkland, and community facilities, to support a high quality of life.
- ❖ **Section 6** articulates policies to implement this Secondary Plan.

1.2 Four Themes

Revitalization presents an opportunity to achieve many objectives of the City's Official Plan – renewal of social housing stock, transit-supportive neighbourhoods, sustainable development, improved delivery of community services, improved public realm, and creation of high-quality usable parkland are just a few. The Lawrence-Allen Secondary Plan encompasses four themes that describe the range of challenges and opportunities. These themes provide lenses to understand the scope of interconnected planning issues related to revitalization.

REINVESTMENT

The intensification provided for by the Secondary Plan represents not only new development and population, but also investment. A comprehensive planning framework creates a context for investment to happen, whether renewal of the social housing stock, development of new private housing, construction of new public infrastructure, or initiatives to cultivate a sustainable neighbourhood.

MOBILITY

For growth to occur in Lawrence-Allen, the area needs to be supported by a strong, well-balanced transportation system that connects with other parts of Toronto, enabling residents to access opportunities across the city. It will be the means for residents to get to important places within the community and allow others to reach the neighbourhood to visit friends and family, to take advantage of employment opportunities, and to enjoy the community. Revitalization must provide people with a wide range of transportation choices. Walking, cycling, and transit are all part of a well-balanced transportation system, along with automobiles.

LIVEABILITY

The residents of new housing – whether social housing or market housing – create the community that ultimately inhabits a neighbourhood. A liveable neighbourhood – one with a high-quality of life – is supported by an array of community institutions that foster community health and social networks. Parks, schools, and community facilities all house institutions that support residents and foster strong communities.

PLACE-MAKING

The bricks and mortar of a new neighbourhood are built around new streets, parks, and other public spaces. Public spaces in a neighbourhood provide the setting for civic life and activity and social interaction among residents and visitors. The quality of public spaces will contribute to the strengthening of community identity, promoting public safety, and fostering vibrant public activity. The buildings, parks, and streets in the new neighbourhood will define its physical character and the quality of the public realm.

1.3 Vision and Goals

The policies of the Secondary Plan guide growth and change to achieve a vision for Lawrence Heights that has been reached through the revitalization planning process. The vision for Lawrence-Allen describes the area twenty or more years in the future, upon complete implementation of the Secondary Plan.

VISION

The Lawrence-Allen community is a mixed-income, mixed-use community located in central Toronto's urbanizing suburbs. The community is at once distinct, celebrating the area's rich history, cultural diversity, and sense of community, and fully integrated with the broader city.

The community showcases an innovative approach to revitalization, one that prioritizes the development of a complete community through coordinated public and private investment in housing, infrastructure and the public realm. Innovative building and municipal infrastructure technologies ensure the long-term sustainability of the community. As a complete, liveable community, the Lawrence-Allen area offers residents of all ages and backgrounds a range of housing options – including revitalized social housing – as well as a range of employment, social and recreational options.

The Lawrence-Allen community is a beautiful human-scaled and walkable place. New connections across Allen Road and to neighbouring communities provide safe, pedestrian-oriented links between neighbourhoods and to the Community Commons, where community services, facilities, schools, recreational programming and local retail come together in a park setting. A distributed system of neighbourhood parks offers all residents access to both passive and active recreational programming.

The community includes connections for all modes of transportation in a manner that balances the needs of pedestrians, cyclists, transit users, and automobile drivers. A fine-grain mix of land uses around

Lawrence West and Yorkdale subway stations enables transit-supportive densities, recognizing the unique potential of the community to support intensification around existing transit infrastructure. Access to transit is improved and many residents live within a five-minute walk of a subway station.

Policies

- 1.3.1 The goals of the Lawrence-Allen Secondary Plan are to:
- a) support development of a new neighbourhood in the Focus Area shown on Map 32-1 and support a high quality of life throughout the Secondary Plan Area by providing a flexible framework for short- and long-term investment, both public and private;
 - b) provide a transportation system that balances the needs of all modes of transportation, including pedestrians, cyclists, transit-users, and drivers, accommodates residential and employment growth, and creates improved connections to integrate the community with the wider city;
 - c) create a mixed housing community which integrates a range of tenures, income levels, and mobility levels in a variety of building forms;
 - d) encourage a mix of land uses to complement residential growth with opportunities for employment, shopping and recreation;
 - e) create a context for community institutions that foster community health and social networks by coordinating reinvestment in and development of important social infrastructure, including parks, schools, and community facilities, that provide a full range of facilities to serve existing and future residents;
 - f) create a network of beautiful, safe, and comfortable streets, parks, and public spaces that connects neighbourhoods in the Secondary Plan Area to each other and to the surrounding city, provides opportunity for a variety of activities and experiences, contributes to community identity, and provides a setting for civic participation and social activity; and
 - g) foster sustainable development and create opportunities for innovative, long-term, and community-based strategies to manage energy, water, wastewater, stormwater and solid waste in a sustainable manner.

Implementation Plans in Lawrence-Allen

A number of implementation plans and guidelines will support this Secondary Plan and its objectives. They provide more detailed implementation guidance and include:

- Public Realm Master Plan
- Urban Design Guidelines
- Transportation Master Plan
- Infrastructure Master Plan
- Community Services and Facilities Strategy

Policies of this Secondary Plan direct how these plans and guidelines are to be used in the Lawrence-Allen Secondary Plan Area.

- 1.3.2 The policies of the Lawrence-Allen Secondary Plan apply to the area within the Secondary Plan boundaries shown on Map 32-1.

1.4 Anticipating Growth

The Lawrence-Allen Secondary Plan anticipates growth in the Lawrence-Allen area. Revitalization creates opportunities to manage growth and leverage benefits in the form of amenities offered by a successful new neighbourhood. The planned neighbourhood structure of the Focus Area directs development to appropriate locations to take advantage of local growth opportunities while protecting the stability of neighbourhoods outside the Focus Area.

Over time, the Focus Area will accommodate up to 5,600 residential units with a residential population of approximately 13,500 persons. Within this development, all 1,208 existing social housing units will be replaced with quality housing built to current standards.

Policies

- 1.4.1 The Focus Area shown on Map 32-1 will undergo redevelopment and intensification in accordance with the comprehensive planning framework provided by the policies of this Secondary Plan.
- 1.4.2 The number of residential units in the Focus Area, including replacement of social housing units, will be limited to a total of 5,600 units, of which:
- a) up to 5,300 units may be located on the Lawrence Heights Lands shown on Map 32-2, and
 - b) up to 300 units may be located on the John Polanyi site shown on Map 32-2.
- 1.4.3 Outside the Focus Area, this Secondary Plan confirms the urban structure and land use designations that provide for growth in *Mixed Use Areas*, *Institutional Areas*, and along *Avenues* where growth is supported by appropriate land use designations. Development in these areas will require assessment and review through appropriate applications under the *Planning Act*. Policies of this Secondary Plan will refine the manner in which growth and development will occur in these areas. Implementation Plans and Guidelines for the Secondary Plan Area will guide the implementation of growth inside and outside the Focus Area.

2: COMMUNITY REVITALIZATION

The Focus Area of the Lawrence-Allen Secondary Plan comprises the Lawrence Heights neighbourhood lands owned by Toronto Community Housing Corporation, as well as school sites owned by Toronto District School Board, and City-owned parks and streets. Revitalization will gradually transform Lawrence Heights and other lands in the Focus Area into a new neighbourhood.

The purpose of the Lawrence-Allen Secondary Plan is to harness the revitalization opportunities in the Lawrence-Allen area and transform the Lawrence Heights neighbourhood. The planning framework provides for managed intensification in Lawrence Heights that ensures replacement of the social housing stock accompanied by development of a more complete range of housing, constructed within a new public realm of streets, parks, and civic buildings. The planning framework protects the stability of adjacent neighbourhoods in the Secondary Plan Area, while creating opportunities for those neighbourhoods to benefit from public investment.

Beautiful, comfortable, safe and accessible public spaces – streets, parks, open spaces, and public buildings – are the setting for civic life. Throughout the Lawrence-Allen area, these elements will be integrated in a cohesive public realm, creating structure and opportunity for new development and investment. The thoughtful arrangement of public parks, streets, open spaces and community buildings speak to the importance of public realm in community liveability, social cohesiveness, environmental sustainability, and place-making.

2.1 Lawrence Heights Transformation

In the transformed neighbourhood, a beautiful, clear and connected public realm will support a diversity of people, activities and private development in a mixed community. New development blocks will support a mix of appropriately located and scaled building types.

Policies

- 2.1.1 The Focus Area will be a neighbourhood with a mix of land uses, housing, and building types that supports a high quality of life for a diverse population with a mix of incomes, ages, backgrounds, and household sizes. The public realm – including parks, streets, civic buildings, and the Allen Road Corridor – will define the physical structure of the neighbourhood in the Focus Area and establish public parks as community focal points.



Lawrence Heights, Winter 1960
(Photo by Geoffrey Frazer, Commercial Photography.)



The Community Commons will be the hub of the community. It will be anchored by a Community Park and active main street with high quality pedestrian realm. (Rendering produced by Sweeny Sterling Finlayson & Co Architects Inc.)

- 2.1.2 The physical structure of the Focus Area will comprise a centrally-located Community Commons surrounded by residential areas.
- a) The Community Commons will be centrally-located. It will be the hub of local community activity and public life in the neighbourhood and will include amenities, services, and facilities that draw local residents together. The Community Commons will be anchored by a Community Park and also include community facilities, schools, streets with high-quality pedestrian realm, and street-related retail activity. The Community Commons will be easily accessible by the Focus Area's street network and pedestrian and bicycle networks.
 - b) Each of the residential areas surrounding the Community Commons in the Focus Area will have a community focal point that provides park and open space amenity to nearby residents and contributes to the character of the immediate area.
 - c) North of Rane Avenue, the Focus Area will primarily consist of district parkland and school sites.
- 2.1.3 A new and legible network of public streets will be designed to be successful public spaces which provide access into and through the neighbourhood and support a balanced transportation system that includes walking, cycling, transit, and the automobile as viable modes of transportation.
- 2.1.4 The scale and form of development in the Focus Area and the distribution of development density will be transit-supportive and will achieve intensification while protecting the stability of low-rise neighbourhoods outside the Focus Area. Development located closest to the subway stations will generally be more intense and larger scale than other development in the Focus Area. Low-rise development will be located at the boundaries of the Focus Area that are adjacent to stable *Neighbourhoods* to provide transition in scale-of built form.
- 2.1.5 The predominant character of built form in the Focus Area will be established by street-related mid-rise buildings, as well as townhouses and other low-rise buildings. Tall buildings with small floorplates will be located on some development blocks south of Flemington Road and will have base buildings that define the character of built form along the adjacent street.
- 2.1.6 Residential uses will be the most prevalent land use in the Focus Area. The Focus Area will also provide street-related retail uses for the local community, institutions and community facilities, office uses, and small business opportunities. Non-residential

uses will be encouraged along Primary Streets in the Community Commons and adjacent to the Ranee Avenue entrance of the Yorkdale subway station to serve the local community and to contribute to vibrancy of the public realm.

- 2.1.7 Housing in the Focus Area will serve a diverse population with various incomes, household sizes, and ages. Housing types will be distributed throughout the Focus Area to achieve a mix of social housing and market housing.
- 2.1.8 Revitalization and redevelopment in the Focus Area will balance the social, economic, and natural environments to result in a sustainable community through efficient consumption of resources, energy-efficient development, renewable energy generation and distribution, and sustainable stormwater management.
- 2.1.9 Allen Road will be integrated with the public realm to achieve a positive physical and social relationship with surrounding buildings, parks, and open spaces and to create opportunities for connections between the two sides of the Focus Area. The Allen Road Corridor will support a range of both transportation and public realm functions. As such, the Allen Road Corridor includes Allen Road, the Spadina subway line, the Lawrence West and Yorkdale subway stations, existing and planned bridges and underpasses that cross Allen Road, and a planned Greenway for pedestrians and cyclists.
- 2.1.10 Parks in the Focus Area will form a hierarchy comprising a District Park, a Community Park, Neighbourhood Parks, and the Greenway. The planned park system is shown on Map 32-3.
- 2.1.11 Public streets in the Focus Area will form a hierarchy comprising Allen Road, Major Streets, Primary Streets, and Local Streets. The planned street network is shown on Map 32-4.
- 2.1.12 Planning and design will integrate public streets, parks, civic buildings, and the Allen Road Corridor into a cohesive public realm that provides a vibrant setting for civic life. The urban forest and other landscaping in the public realm will contribute to a green and well-treed community character.



Neighbourhood Parks will act as community focal points to the residential areas surrounding the Community Commons. (Rendering produced by Sweeny Sterling Finlayson & Co Architects Inc.)

Lawrence Heights and Allen Road

Lawrence Heights was originally designed as a superblock with a central open space network that would knit the neighbourhood together. In the 1960s, the super block plan was bisected by the Spadina Expressway, now known as Allen Road. The expressway and subway were constructed in a trench up to 15 metres below the level of the neighbourhood. Only two crossings span Allen Road within Lawrence Heights – at Flemington Road and Ranee Avenue – leaving the neighbourhood cut in half. Without a well functioning central open space, much of the integrity of the original neighbourhood design was lost.

2.2 Public Realm

The public realm is made up of streets, parks, and civic buildings, and other publicly owned and publicly accessible land. The public realm has a very practical function, defining development blocks, providing access, street address, servicing, and public amenity



Streets, parks and civic buildings will integrate with each other to create an active, safe and comfortable public realm.

adjacent to development. More importantly, the public realm contains the physical components of place-making, giving a community a distinctive identity. Ultimately, the public realm is the setting for shared community life where local residents come together to build a strong and inclusive community.

A positive and distinctive community image demonstrating cultural diversity, environmental sustainability, and high quality urban design will be the product of local re-investment and redevelopment. In Lawrence-Allen, the quality, characteristics, design and arrangement of new streets, parks and civic buildings will strongly influence the community's sense of place. A vibrant public realm in Lawrence-Allen will underpin the community's participation in Toronto's civic life.

Policies

- 2.2.1 The public realm in the Focus Area will be comprehensively planned, designed, and constructed. Each component of the public realm will be designed to blend and integrate with other parts of the public realm. The structure of the public realm is shown on the Public Realm Structure Plan (Map 32-5).
- 2.2.2 Streets, parks, and civic buildings in the Secondary Plan Area will constitute a high-quality, connected, safe and comfortable public realm that creates a distinctive and attractive character and community identity.
- 2.2.3 The public realm will be organized and designed to support an urban forest and landscaping that heavily influences the neighbourhood's character. The public realm will incorporate environmentally sustainable designs and sustainable infrastructure where possible.
- 2.2.4 The public realm will provide connectivity between the Focus Area and the surrounding neighbourhoods and between the Secondary Plan Area and the surrounding city by providing functional, comfortable and attractive connections.
- 2.2.5 A Public Realm Master Plan will comprehensively guide the design and development of the public realm, including streets, parks and civic building sites, with respect to both municipal capital projects and public realm improvement implemented through private development. The Public Realm Master Plan will:
 - a) identify, inventory, and map public realm elements within the Secondary Plan Area;

- b) provide design concepts, principles, and strategies to guide site planning and decision-making for the parks and public realm;
- c) guide the design relationship between different elements of the public realm and between the public realm and private development;
- d) identify how environmentally sustainable design features, such as storm water management facilities, alternative energy infrastructure, and areas of naturalization, may be incorporated into parks and open spaces;
- e) identify opportunities for increasing tree canopy coverage and improving the existing tree canopy;
- f) identify opportunities for enhancing public and private open spaces and streetscapes through public art; and
- g) provide a tool to coordinate investment in the public realm.

2.2.6 Public art in Lawrence-Allen will contribute to the character of the neighbourhood by enhancing the quality of public spaces and spaces that are publicly accessible and visible. Public art will facilitate expression of community heritage, community identity, cultural diversity, and community values of sustainability and connectivity, and other themes that will contribute to a sense of place. Opportunities for the local arts community and local artists to participate in the provision of public art will be encouraged.

2.2.7 The Public Realm Master Plan will identify locational opportunities for public art incorporated into municipal buildings and structures, on public parkland, and on other public land.

2.2.8 Urban Design Guidelines for the Secondary Plan Area will identify sites and locations within the Lawrence Heights Lands shown on Map 32-2 that will provide public art. Public art in these locations will be secured through development approval.

2.2.9 Development outside of the Focus Area shown will provide public art in accordance with the policies of the Official Plan.

2.2.10 Prior to development on the Lawrence Heights Lands shown on Map 32-2, the development proponent will prepare a Heritage Interpretation Plan with the participation of the local community, to celebrate the history of the Lawrence Heights community and to identify opportunities for heritage interpretation. The Heritage Interpretation Plan will address both physical interpretation in the public realm and any other appropriate methods of

Public Art in City Buildings

The Official Plan promotes the creation of public art that reflects Toronto's cultural diversity and history. The Plan requires one percent of the capital budget of all major municipal buildings and structures be dedicated to public art. In Lawrence-Allen, dedication of municipal capital budgets to public art will be an important avenue to achieving public art in the public realm. Civic buildings and structures such as a new community centre, major recreation facilities, and pedestrian bridges will all offer prominent public art opportunities that can contribute to the community identity of Lawrence-Allen and a new neighbourhood in Lawrence Heights.

Percent for Public Art Program

The City's Percent for Public Art Program identifies public art opportunities and funding strategies for public art, located either in publicly accessible and visible areas within private lands or on publicly owned lands. Development of public art strategies well in advance of development can produce more effective results than considering art on a site-by-site, piece-by-piece basis. The Percent for Public Art Program Guidelines are a tool to coordinate the realization of public art opportunities with the planning, approval, and implementation of new development.

Civic Buildings

Civic buildings include public schools, separate schools, community centres, arenas, police stations, fire halls and any other buildings that house government services or public facilities. Civic Buildings and the spaces that are associated with them are places that promote social interaction and public gathering. They are centres for public life, physical landmarks within the community and places that promote a neighbourhood's unique identity through exceptional and high quality design. The design of civic buildings and places can animate an entire city or neighbourhood, and exert great influence on the area surrounding them.

interpretation, such as oral histories, exhibits, photographic records, and any other appropriate methods.

2.2.11 Civic buildings may be free-standing or may be integrated within a mixed use building. Where civic uses are integrated within a mixed use development, building design will maintain clear and distinct identities and access for the civic uses.

2.2.12 Civic buildings will be visually prominent and create local landmarks. For this purpose, civic buildings will:

- a) display high quality architectural and landscape design in keeping with their important civic and social roles;
- b) have significant frontage along Major Streets, Primary Streets, and/or parks;
- c) be directly and easily accessible to pedestrian, transit and vehicular routes;
- d) be located prominently on their sites, terminating view corridors and/or anchoring corners and intersections;
- e) provide a generously-scaled landscaped setting through landscaped open space on site or through co-location with a park or other public open space; and
- f) meet the development criteria of their site's block type and land use designation in accordance with the policies of Section 3.1 of this Secondary Plan.

3: BUILDING A NEW COMMUNITY

Development in the Secondary Plan Area will be the catalyst for much of the investment that will underpin revitalization. The bricks and mortar of a new neighbourhood in the Focus Area and of new development throughout the Secondary Plan Area will create the physical setting for those who live, work, and play in Lawrence-Allen.

The policies of this section create opportunities for a mixed community. Policies also guide, manage, and steer growth and development in Lawrence-Allen by directing its scale and form and ensuring that it will be serviced by infrastructure. To be a liveable community, development in Lawrence-Allen needs to contribute to a high quality physical environment and be sustainable for future generations.

3.1 Development, Land Use, and Built Form

Buildings define the edges of streets, parks and open spaces, and their design influences the character of these public spaces. The uses within buildings – in particular active uses located on the ground floor – support the surrounding public spaces, making them safe, comfortable and meaningful. In Lawrence Heights, new development will provide healthy and safe environments for residents, support neighbourhood diversity, and display high quality design.

This Secondary Plan provides for a mix of uses within new buildings in Lawrence Heights. Land use designations in the Focus Area will establish the basis of a policy framework for redevelopment of Lawrence Heights that will be stable and support a high quality of life for its residents. Residential land uses will be accompanied by non-residential uses that provide amenities, services, opportunities, and vibrancy in the neighbourhood.

The public realm of streets and open spaces establishes a physical structure for the new Lawrence Heights neighbourhood. Development blocks will establish the potential for up to 5,600 residential units within the Focus Area, along with complementary non-residential uses.

The distribution of development within the Focus Area supports a number of priorities. Transit supportive principles direct the most intensive development in the Focus Area to locations in close proximity to subway stations. The density and scale of new development must incorporate appropriate transition to the low-scale, stable neighbourhoods within the Secondary Plan Area that are located adjacent to the Focus Area; many properties in these stable neighbourhoods share property lines with future development



Low-rise houses such as these homes on Kirkland Avenue characterize much of the built form of the *Neighbourhoods* adjacent to the Focus Area.



Low-rise buildings at the boundaries of the Focus Area will provide transition in scale to adjacent *Neighbourhoods*.

Downsview Airport

The Downsview Airport has operated north of the Lawrence-Allen Secondary Plan Area since 1929. Over the course of its history, the airport has served aerospace industrial operations and the Canadian military. The airport runway is currently operated by Bombardier Aerospace as part of its airplane manufacturing plant. The flight approach to the runway limits the height of development in much of the Lawrence-Allen Secondary Plan Area, to ensure that structures do not obstruct aircraft. As a result, the tallest new development in the Focus Area will be limited to about 18 storeys.

Transition in scale in Lawrence-Allen

Transition in scale between developments of differing built form is an important principle of Toronto's Official Plan. Transition in scale minimizes impact of large scale development on low-rise development and contributes to successful and coherent streetscapes. The Lawrence-Allen Secondary Plan includes a number of policies that supplement the Official Plan's policies on transition in scale, including:

- The location of different building types, supported by limits on development density;
- A height restriction of 11 metres along much of the edge of the Focus Area; and
- Restrictions on the types of low-rise buildings along much of the edge of the Focus Area.

in the Focus Area. The scale of planned development is also determined by its relationship to nearby parks and by the type of street on which it is located. Lastly, the presence of Downsview Airport operated by Bomardier Aerospace and located north of the Study Area will limit the height of new development.

Built form policies, building typology, and related development criteria are the primary tools to direct the scale and form of development in the Focus Area. Limits on Floor Space Index (FSI) complement the built form strategy for the new community. FSI limits ensure a distribution of residential units across the Focus Area to meet the intent of the Secondary Plan. While there is a strong relationship between FSI and built form, similar building types sometimes result in significant variation in FSI as a result of differently shaped development blocks, transitions in scale to adjacent development, or site-specific open space requirements.

Beyond the Focus Area, the low-scale neighbourhoods will remain stable and retain their existing character. The *Mixed Use Areas* and *Institutional Areas* will continue to grow and change in accordance with the Official Plan. New development will meet public objectives needed to support intensification in the Lawrence-Allen Secondary Plan Area.

Policies

- 3.1.1 Development will be of high-quality architecture, landscape, and urban design and will contribute positively to the character and identity of neighbourhoods in the Secondary Plan Area by defining and supporting a safe, comfortable, and meaningful public realm.
- 3.1.2 The scale of development in the Focus Area will be appropriate to its location, its relationship to adjacent neighbourhoods, its relationship to the public realm, and its access to transportation facilities.
- 3.1.3 For the purpose of ensuring transition in built form from the Focus Area to stable low-scale *Neighbourhoods*, development located within the height restriction area shown on Map 32-8 will have a maximum height of 11 metres.
- 3.1.4 Development in the Secondary Plan Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s) will restrict the height of buildings and structures in consideration of the flight approach to the airport.
- 3.1.5 New development will have strong regard for the enhancement of community and personal safety by providing casual overlook from

development to public spaces and by including building entrances, appropriate active ground floor uses, and transparent building materials along the edges of public spaces.

3.1.6 Development will not obstruct the view termini identified on Map 32-5. Sites which terminate or frame these view termini will locate and organize development and design buildings and landscapes to enhance the views and maintain public access to them.

3.1.7 Vehicular access to townhouses from the street will be discouraged in favour of rear access from public lanes or shared common driveways to result in improved relationships between private buildings and the public realm and improved landscaping on public streets by minimizing the number of curb cuts, protecting opportunities for soft landscaping, and providing active uses at grade along street edges.

3.1.8 Urban Design Guidelines for the Lawrence-Allen Secondary Plan Area will be adopted by City Council and will, among other matters, establish a context for coordinated development of the Focus Area. The Urban Design Guidelines will be used as a tool to ensure that development is consistent with the Official Plan and this Secondary Plan. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in implementing Zoning By-law(s) and to evaluate applications for Plans of Subdivision and site plan. To that end, the Urban Design Guidelines will address:

- a) the size, shape, proportion and preferred configuration for development blocks;
- b) the appropriate built form relationship between development, private spaces and the public realm;
- c) the appropriate built form relationship between adjacent developments;
- d) site-specific design guidelines, where necessary to address unique conditions; and
- e) recommended locations for public art on private development sites.

3.1.9 All development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as tall buildings, mid-rise buildings, and townhouses.

3.1.10 Land use designations in the Lawrence-Allen Secondary Plan are shown on Map 32-6. Where land use designations are identical

Urban Design Guidelines

Urban design guidelines provide direction for the physical form of development. They refine and clarify objectives and policies of the Official Plan by illustrating a variety of three-dimensional options for built form. This is achieved through written guidelines, illustrative plans, diagrams, and images of buildings and places that demonstrate good urban design. Guidelines identify appropriate performance standards that meet both the letter and the intent of Official Plan policies.

Area-based guidelines, such as the Lawrence-Allen Urban Design Guidelines, address the unique circumstances and conditions of a geographic area and explain ways to resolve design issues that will often result. Such guidelines address typical built form relationships that will appear in development of the area and demonstrate appropriate design approaches to fulfill the goals, objectives and policies of the Official Plan.

Urban Design Guidelines have considerable weight in the evaluation of development proposals.

Design Guidelines for Specific Building Types

City-wide urban design guidelines address urban design matters across the entire city. Three sets of guidelines that have been adopted by City Council to address specific building types will be relevant to the design of buildings and development in the Lawrence-Allen Secondary Plan Area.

Infill Townhouse Design Guidelines clarify the City's interest in addressing development impacts of townhouses, with a focus on protecting streetscapes and integrating new development with existing housing patterns.

The **Avenue and Mid-Rise Buildings Study** identifies best practices and establishes a set of performance standards for new mid-rise buildings.

Design Criteria for Review of Tall Building Proposals provides a common set of performance standards to assist City staff in the review of tall building development applications.

Floor Space Index

FSI is an abbreviation for "Floor Space Index". FSI is a measure of development density expressed as a ratio of floor space to site area.

Building Types

Mid-rise buildings are equal or lower in height than the width of the adjacent street. In the Focus Area, this will generally allow for six- to eight-storey buildings, depending on the street width.

Tall buildings are buildings that rise to a height that is taller than the width of their street. In Lawrence-Allen, the base of tall buildings may take the form of three- to six-storey mid-rise buildings. The shaft and top of the building may take the form of point towers having small floorplates of about 750 square metres.

Low-rise buildings include houses and residential apartment buildings up to four storeys tall. **Townhouses** are one type of low-rise building that is expected in the Focus Area. Townhouses are grade-related, attached houses and typically provide front and back yards as private amenity for the residents. **Stacked townhouses** are also expected. They are a type of low-rise apartment building, where each unit has direct access to grade.



Townhouses with backyards and garages facing a lane or shared common driveway can provide attractive amenity space and vehicular access at the back of the house and allow for an active and well landscaped street edge at the front.



Street-related mid-rise buildings such as this six-storey building will establish the predominant character of built form in the Focus Area.

to the Official Plan, then the land use policies and development criteria of the Official Plan apply.

Neighbourhoods A

- 3.1.11 *Neighbourhoods A* are made up of residential uses in low-rise buildings, as well as parks, low-scale local institutions, home occupations, cultural and recreational facilities. Retail, service and office uses that primarily serve area residents are permitted along Primary Streets in *Neighbourhoods A*. Once developed, *Neighbourhoods A* will be considered physically stable areas.
- 3.1.12 The building types in *Neighbourhoods A* will be townhouses, stacked townhouses, and low-rise buildings that are no higher than four storeys.
- 3.1.13 Development on blocks with rear lot lines that abut lands designated *Neighbourhoods* will be limited to townhouses. Development of semi-detached houses and detached houses in these locations will not require an Official Plan amendment.
- 3.1.14 The FSI of development in *Neighbourhoods A* will not exceed 1.0 on each development block and may be further restricted by the Zoning By-law.

Apartment Neighbourhoods A

- 3.1.15 *Apartment Neighbourhoods A* are made up of apartment buildings and parks, schools, local institutions, and cultural and recreational facilities. Retail, service and office uses that primarily serve area residents are permitted along Primary Streets and Major Streets. All land uses provided for in *Neighbourhoods A* are also permitted in *Apartment Neighbourhoods A*.
- 3.1.16 The prevailing building type in *Apartment Neighbourhoods A* will include mid-rise buildings and tall buildings.
- 3.1.17 Schools in *Apartment Neighbourhoods A* may be located in stand-alone buildings or incorporated into mixed use development. Schools will be designed and operated to limit noise, privacy and traffic impacts on neighbouring residents.
- 3.1.18 *Apartment Neighbourhoods A* will comprise Building Type Areas which correspond to the type and scale of buildings that are permitted. The general locations of the Building Type Areas are shown on Map 32-7. Low-rise buildings are permitted in all Building Type Areas.

3.1.19 Development in Mid-Rise – Primary Streets will meet the Official Plan's development criteria for *Apartment Neighbourhoods* and will meet the following additional development criteria:

- a) The height of development will not exceed the right-of-way width of the Primary Street onto which it fronts.
- b) Development will provide appropriate transition in scale to adjacent low-rise development in areas designated *Neighbourhoods A*.
- c) Landscaped open space will provide amenity space for residents of the block and will be located with visual and physical links to the adjacent public streets.
- d) Where mid-rise buildings are located on the same development block with townhouses or other low-rise built form and the block has frontage on a Primary Street, the mid-rise buildings will be oriented to the Primary Street and low-rise buildings will be oriented to Local Streets.
- e) Sufficient space between buildings, including multiple buildings on a single development block, will be provided to protect for light and privacy for dwelling units in the development and contribute to outdoor amenity space for residents.

3.1.20 The total FSI of development in each Mid-Rise – Primary Street area identified on identified on Map 32-7 will not exceed the following:

Area A	FSI 2.25
Area B	FSI 3.0
Area C	FSI 1.5
Area D	FSI 2.75
Area E	FSI 1.0

Development on individual development blocks or land parcels may exceed the FSI shown in the table above, provided that there is a corresponding decrease in FSI on other development blocks within the same Building Type Area, such that the total does not exceed the FSI shown in the table, and provided that the built form of the proposed development meets all applicable policies and development criteria governing urban design, the public realm, building type, and built form.

3.1.21 Development in Mid-Rise – Allen Road areas will meet the Official Plan's development criteria for *Apartment Neighbourhoods* and will meet the following additional development criteria:



Landscaped open space will provide amenity space for the residents of the block and support the broader public realm.

- a) The height of development will not exceed the right-of-way width of the Primary Street onto which it fronts. Notwithstanding the width of the Primary Street, the portion of a mid-rise building that faces the Allen Road Corridor may have a height up to the restrictions resulting from the flight approach to the Downsview Airport and not exceeding 12 storeys.
- b) The landscaped setback of development adjacent to the east side of the Allen Road Corridor will extend, enhance, and complement the Greenway.
- c) Development adjacent to the west side of the Allen Road Corridor will provide a publicly accessible walkway and bicycle path connecting north-south from Rane Avenue to the Community Park over private lands. The design objectives for the Greenway will also apply to this publicly accessible route.
- d) Where street access to existing and planned pedestrian facilities in the Allen Road Corridor is not provided, generous separation distance between buildings will protect for comfortable and well-designed public pedestrian access.
- e) Development will provide appropriate attenuation for noise from Allen Road and the subway through building design and massing, site organization, and landscaping.
- f) Development will create a built form edge along the Allen Road Corridor with building articulation and breaks in the building mass in to define and enclose the Greenway and other public space in the Allen Road Corridor while ensuring comfort and accessibility for users of the space.
- g) Landscaped open space will provide amenity space for residents of the block and be located with visual and physical links to the adjacent public streets.
- h) Sufficient space between buildings, including multiple buildings on a single development block, will be provided to protect for light and privacy for dwelling units in the development and contribute to outdoor amenity space for residents.

3.1.22 The total FSI of development in each Mid-Rise – Allen Road area identified on Map 32-7 will not exceed 3.0. Development on individual development blocks or land parcels may exceed 3.0 FSI, provided that there is a corresponding decrease in FSI on other development blocks within the same Building Type Area, such that the total does not exceed 3.0 FSI, and provided that the built form of the proposed development meets all applicable

policies and development criteria governing urban design, the public realm, building type, and built form.

3.1.23 Development in Tall Building areas will meet the Official Plan's development criteria for *Apartment Neighbourhoods* and will meet the following additional development criteria:

- a) The shaft of tall buildings will be located on top of mid-rise or low-rise base buildings. To ensure good proportion between the shaft and the base building, balanced with good proportion of the base building height to the street, the base portion of a tall building will be at least three storeys and no more than six storeys in height.
- b) The shaft of a tall building will have a small floorplate and will be appropriately located on the block, with consideration for shadow impacts on the public realm; shadow impacts on both on-site and off-site landscaped open space; respect for local built-form context; spatial separation and facing distances between tall buildings; light and privacy for residential units; pedestrian-level wind effects; and sky views.
- c) Landscaped open space will provide amenity space for residents of the block and will be located with visual and physical links to the adjacent public streets.
- d) The landscaped open space of development adjacent to the east side of the Allen Road Corridor will extend, enhance, and complement the Greenway.
- e) Development will protect for and facilitate comfortable, generously scaled, well-designed pedestrian connections across Allen Road. Where street access to existing and planned pedestrian facilities in the Allen Road Corridor is not provided, generous separation distance between buildings will protect for comfortable and well-designed public pedestrian access.
- f) Development will provide appropriate attenuation for noise from Allen Road and the subway through building design and massing, site organization, and landscaping.
- g) Sufficient space between multiple buildings on a block will be provided to protect for light and privacy for dwelling units in the development and to contribute to outdoor amenity space for residents.
- h) Mid-rise buildings constructed in Tall Building areas will meet the development criteria of Policy 3.1.19 or 3.1.21, as appropriate.



The shaft of tall buildings will have a small floorplate and be located on top of mid-rise or low-rise base buildings. The building shown above has a 4 storey base and 17 storey shaft.



John Polanyi Collegiate Institute
(Formerly Bathurst Heights Secondary School)

3.1.24 The total FSI of development in the Tall Building Area identified on Map 32-7 will not exceed 3.5. Development on individual development blocks or land parcels in this area may exceed 3.5 FSI, provided that there is a corresponding decrease in FSI on other development blocks within the same Building Type Area, such that the total does not exceed 3.5 FSI, and provided that the built form of the proposed development meets all applicable policies and development criteria governing urban design, the public realm, building type, and built form.

3.1.25 Development on the John Polanyi site will achieve public planning objectives, including:

- a) a secondary school;
- b) public access to any school yard on the site for recreational purposes;
- c) appropriate placement of built form parallel to Lawrence Avenue West and open space on the northern portion of the site, generally as shown on the Public Realm Structure Plan (Map 32-5);
- d) re-alignment of the intersection of Varna Drive and Lawrence Avenue West to align with Englemount Avenue; and
- e) parkland dedication in compliance with the City's Alternative Parkland Dedication By-law, with parkland provided on-site or off-site elsewhere in the area.

Apartment Neighbourhoods

3.1.26 *Apartment Neighbourhoods* are considered stable and will include those uses identified the Official Plan. *Apartment Neighbourhoods* in the Lawrence-Allen Secondary Plan Area demonstrate a consistent built form of low-rise, walk-up apartment buildings with generous landscaped setbacks from the street. New development will respect and reinforce the prevailing built form.

3.1.27 Outside of the three Neptune-Hotspur sub-areas identified on Map 32-2, development in *Apartment Neighbourhoods* will be limited to low-rise apartment buildings that reinforce the consistent built form character of the *Apartment Neighbourhoods* and will maintain prevailing patterns of rear and side yard setbacks and landscaped open space. Development will also meet the development criteria for *Apartment Neighbourhoods* in the Official Plan.

- 3.1.28 Map 32-2 shows three sub-areas of the Neptune–Hotspur Apartment Neighbourhood which may experience development that differs from the prevailing built form of low-rise apartment buildings.
- a) Sub-Area 1 is made up of existing tall apartment buildings on large sites. New development on these sites will satisfy the development criteria identified in Policies 4.2.2 and 4.2.3 of the Official Plan.
 - b) Sub-Area 2 is made up of social housing units. New development on this site will secure replacement of the social housing in accordance with the policies of the Official Plan.
 - c) Redevelopment in Sub-area 3 and Sub-area 4 may be supportable if it provides appropriate built-form transition to the prevailing low-rise built form character of the Neptune-Hotspur area. Development in Sub-area 3 and Sub-area 4 will:
 - i. not exceed a height that equals the planned right-of-way of the facing street and will generally be six to eight storeys;
 - ii. provide an appropriate base condition that respects the prevailing low-rise character of the Neptune-Hotspur area; and
 - iii. provide generous landscaped setbacks that reinforce existing patterns of landscaped open space.
- 3.1.29 *Apartment Neighbourhoods* in Lawrence-Allen provide a significant amount of affordable, purpose-built rental housing that is an important component of a full range of housing. Notwithstanding the development potential anticipated by Policy 3.1.28, development will adhere to policies of the Official Plan respecting preservation of rental housing.
- 3.1.30 Expansion and improvement of public parkland and community facilities is a priority for the Neptune-Hotspur area. Development in and near this area will seek opportunities to meet this priority and where appropriate, may secure such expansion and improvement through Section 37 of the *Planning Act*.
- 3.1.31 The *Apartment Neighbourhoods* policies of the Official Plan will prevail over this Secondary Plan with respect to the property municipally known as 650 Lawrence Avenue West.



Lawrence Square Shopping Centre

Mixed Use Areas

3.1.32 Non-residential development in *Mixed Use Areas* adjacent to a subway station will be encouraged to provide direct pedestrian connections and shared entrances to the station.

3.1.33 Proponents of development on the Lawrence Square lands are encouraged to coordinate their development proposals with adjacent landowners in the Focus Area. In the event of new development on the Lawrence Square lands shown on Map 32-2, public planning objectives will be secured, including:

- a) the extension of Marlee Avenue through the site as a north-south Primary Street;
- b) community facilities;
- c) a connection to either a pedestrian or a vehicular bridge across Allen Road;
- d) parkland in compliance with the alternative parkland dedication rate, with parkland provided on site;
- e) clear and direct pedestrian routes through the site to the Lawrence West subway station;
- f) affordable housing; and
- g) public art.

3.1.34 In the event of new development on the Yorkdale lands shown on Map 32-2, public planning objectives will be secured, including:

- a) stormwater management to address existing site impacts on the environment resulting from extensive surface parking and manage future change in an environmentally responsive manner;
- b) comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods;
- c) a Transportation Demand Management Strategy;
- d) a Traffic and Parking Management Program;
- e) active uses along the edges of public streets;
- f) Capital contributions to improvements to the Yorkdale subway station and the surrounding public realm to improve

pedestrian access to the station and to improve pedestrian and cycling conditions and vehicle circulation surrounding the station;

- g) improved surface transit connections between the shopping centre, TTC, and GO Transit; and
- h) community facilities.

3.2 Municipal Servicing

Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Effective servicing is essential to maintaining quality of life in any neighbourhood. Servicing infrastructure is also central to efforts to build a sustainable community, by ensuring strong management of Toronto's water resources and protecting water quality.

Intensification in the Lawrence-Allen area will need to be supported by improvements to servicing infrastructure both within and outside the Secondary Plan Area. Infrastructure investments will ensure delivery of water to residents, safe and manageable conveyance of wastewater, and successful implementation of stormwater management practices.

An Infrastructure Master Plan (IMP) for the Lawrence-Allen area identifies infrastructure improvements needed to support growth and change over the coming decades. The IMP will serve as a strategic document to support this Secondary Plan and will be utilized as a technical resource for the review of development proposals in the Lawrence-Allen area.

Policies

- 3.2.1 New development will not exceed the capacity of municipal servicing infrastructure. Intensification in the Secondary Plan Area will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and improvements to infrastructure will be required to provide adequate capacity.
- 3.2.2 Implementation of municipal servicing infrastructure and stormwater management infrastructure will be cost-effective and efficient. Requirements for new and upgraded infrastructure will be determined having regard for both proposed and future development in the Focus Area.

Wet Weather Flow Management Guidelines

In September 2003, Toronto City Council adopted a Wet Weather Flow Management Policy, providing direction on how to manage wet weather flow on a watershed basis. The Wet Weather Flow Management Guidelines provide a practical working aid in the review and approval of stormwater management plans for new development or redevelopment. The Guidelines also identify performance objectives for runoff from development sites, flood management, water quality and water balance.

Infrastructure Master Plan

The Infrastructure Master Plan (IMP) is a strategic document to guide improvement and upgrades to municipal servicing infrastructure in the Lawrence-Allen Secondary Plan Area. The IMP illustrates proposed water, sanitary sewer, and storm sewer systems to support the growth and intensification that are provided for in the Lawrence-Allen Secondary Plan.

The IMP proposes that new and upgraded infrastructure systems be installed in municipal rights-of-way to connect to the larger, City-wide systems. It also includes a stormwater management review which identifies practices to ensure that new development meets the City's Wet Weather Flow Management Guidelines.

The Infrastructure Master Plan is integrated with environmental assessment principles and addresses Phases 1 and 2 of the Municipal Class Environmental Assessment process.

- 3.2.3 New development will manage stormwater on its site and not rely on stormwater management facilities in the public realm. New development will incorporate the principles of the City's Wet Weather Flow Master Plan by meeting the objectives and the targets in the City's Wet Weather Flow Management Guidelines.
- 3.2.4 Opportunities will be investigated through the design and construction of the public realm to incorporate stormwater management facilities to manage stormwater from the public realm and divert stormwater from the City's storm sewers.

3.3 Natural Environment and Energy

Sustainable communities balance the natural environment with social and economic interests to create green and healthy communities. One goal of this Secondary Plan is to foster sustainable development. The Plan safeguards the natural environment by integrating many initiatives to promote sustainability, such as mixed communities, transit-supportive development, complete streets, and innovative stormwater management.

The City has established Toronto-wide targets to reduce energy usage and greenhouse gas emissions. In addition to energy efficient green buildings, redevelopment may contribute to these targets by incorporating renewable energy generation and efficient energy distribution in new development that address energy needs comprehensively.

The urban forest plays an important role in the health of a neighbourhood. Residents in Lawrence-Allen value trees in their neighbourhoods. While the existing tree canopy for the overall area is less than 18 per cent, concentrations of tree canopy in prominent locations of residential areas have contributed greatly to community character and identity. Trees will continue to be a strong contributor to Lawrence-Allen's sense of place and its natural environment.

A long-term goal of the Secondary Plan is to increase the tree canopy. This Secondary Plan sets a target of 30 to 40 per cent tree canopy coverage matching Toronto's City-wide target. Redevelopment of the Focus Area will inevitably mean that many trees, both public and private, will be removed as a result of construction activity. At the same time, development activity will provide new tree planting to contribute to the city's tree canopy. Maturation of the tree canopy will take place over many years and is not expected to reach its full extent until some years after the development timeframe anticipated by this Plan.

Policies

- 3.3.1 The City will support actions and innovations to make the Secondary Plan Area an environmentally sustainable community while meeting the other objectives of this Plan. The City will seek opportunities to implement pilot projects for innovations in environmentally sustainable infrastructure and design including educational and incentive programs.
- 3.3.2 All new development in the Secondary Plan Area is encouraged to meet or exceed Tier 2 of the Toronto Green Standard.
- 3.3.3 Development in the Secondary Plan Area will contribute to achieving the City's per capita targets for reducing energy use and reducing greenhouse gas emissions. Development proponents will work with the City to assess opportunities and plan comprehensively to contribute to the City's energy targets through sustainable development.
- 3.3.4 New development will be encouraged to meet or exceed MNECB (1997) by 40 per cent through a mix of building efficiencies, renewable energy generation, and/or alternative energy distribution.
- 3.3.5 Development is encouraged to promote and accommodate the responsible development of renewable energy generation and distribution systems to assist in reducing greenhouse gas emissions, off-setting on-site energy consumption, and securing a sustainable and stable energy distribution and supply. Energy technologies such as geothermal, combined heat and power co-generation, solar thermal heating, solar cooling, heat recovery, short- and long-term energy storage, and solar photo-voltaic will be encouraged. Building design and site planning to achieve passive solar heating in cold weather months will also be encouraged.
- 3.3.6 Development will be encouraged to incorporate facilities to re-charge electric-powered vehicles either as a private or common amenity for building occupants or on pay-per-use basis for the general public.
- 3.3.7 The City will encourage alternative energy technologies to power new street lighting, traffic signals, and other lighting in the public realm.
- 3.3.8 Where green roofs are not required on new development by by-law, they will be encouraged.
- 3.3.9 Local urban agriculture is encouraged through support for community gardens in new development, local parks, and on rooftops.

Toronto Green Standard

Toronto Green Standard (TGS) is a two-tiered set of performance measures for sustainable development. All new development proposals going through the planning approval process are required to meet Tier 1. Development is encouraged to meet Tier 2, which sets higher performance targets, including targets for energy efficiency that are critical to achieving significant reductions in CO₂ emissions to meet the City's climate change objectives.

MNECB

The Model National Energy Code for Buildings (MNECB) contains cost-effective minimum requirements for energy efficiency. The document includes detailed information on building envelope, lighting, electrical power, and heating, ventilating and air conditioning (HVAC) systems, which can offer major energy savings.

3.3.10 The target for tree canopy coverage in the Secondary Plan Area will be 30 to 40 per cent to match the city-wide target. Tree canopy coverage will be increased over time by:

- a) identifying locations in the Focus Area where opportunities exist to retain existing trees and where the condition, health, and value of the existing trees warrant their preservation;
- b) replacing the overall number of trees that are removed as a result of redevelopment and construction activity;
- c) identifying and taking advantage of new tree planting opportunities throughout the Secondary Plan Area in road allowances, parks, the Allen Road Corridor, other public areas, and in the site design of all new development;
- d) ensuring optimal tree planting conditions, including appropriate soil volumes, on both private land and in the public realm, to achieve mature tree growth and provide for individual tree specimens with large canopies;
- e) giving preference to native tree species when planting trees;
and
- f) periodic monitoring of progress to achieve the tree canopy target of 30 to 40 per cent.

4: MOBILITY

The theme of Mobility expresses the ability of residents, employees, and visitors to conveniently travel to and from the Lawrence-Allen area, as well as between important destinations within the area. Mobility also counteracts the isolation of Lawrence Heights, by better connecting the neighbourhood to the rest of Toronto. Investment in a balanced transportation system will contribute to the liveability of the neighbourhoods in Lawrence-Allen and high-quality design of key components of the public realm, such as streets, transit infrastructure and the pedestrian and cycling environments, will influence the area's sense of place.

4.1 Balanced Transportation

Reflecting the theme of Mobility, the Lawrence-Allen Secondary Plan focuses on creating a balanced transportation system so that people have a range of viable travel choices available --- walking, cycling, transit, and driving --- that are seamlessly connected, safe, convenient and affordable. A balanced transportation system will allow people to travel between important destinations in the Secondary Plan Area and better connect the Lawrence Heights neighbourhood with the surrounding city.

The transportation system in the Lawrence-Allen Secondary Plan Area includes municipal infrastructure such as the Spadina subway, surface bus routes, Allen Road, public streets, and pedestrian and bicycle facilities. Revitalization of the Focus Area offers an opportunity to improve the whole transportation system in the Secondary Plan Area gradually over time as new public and private development and investment occurs.

Policies

- 4.1.1 The transportation system in the Secondary Plan Area will be balanced for all modes of travel, including walking, cycling, transit, and driving, and will be an integrated extension of the surrounding existing and planned transportation system in the city.

4.2 Transportation Master Plan

The Lawrence-Allen Secondary Plan is supported by a Transportation Master Plan (TMP), which is a long-range plan that identifies transportation infrastructure required to serve existing and future development in the Secondary Plan Area. It helps guide public and private investment in transportation infrastructure over time and provides high-level transportation policy direction. The TMP will also be used during the review of development proposals

to determine the required accompanying transportation infrastructure.

The TMP addresses transportation elements such as Allen Road, public streets, pedestrians and bicycles, transit, auto traffic and parking, phasing and implementation, and includes an Environmental Assessment schedule. The TMP is integrated with environmental assessment principles and satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process.

Policies

- 4.2.1 The transportation system and future development in the Secondary Plan Area will be generally consistent with the Lawrence-Allen Transportation Master Plan (TMP), which:
- a) defines a broad vision and a series of goals and objectives for the area's transportation system that is integrated with sustainable planning principles;
 - b) identifies specific transportation infrastructure improvements required to support existing and future development in the Secondary Plan Area;
 - c) recommends an implementation framework that is flexible and ensures required transportation infrastructure is provided as development proceeds over time; and
 - d) satisfies the first two phases of the Municipal Class Environmental Assessment process for Master Plans.

4.3 Allen Road



The Allen Road is a physical barrier that divides the Lawrence-Allen area.

The Allen Road Corridor is a physical barrier that divides the Lawrence-Allen area. Its width, grade and elevation create a poor relationship with the surrounding lands and there are few crossing opportunities. The bridges and underpasses that do exist present safety issues for pedestrians and cyclists and provide poor access to the subway station entrances, which are located in the middle of the Corridor. Drivers on the Allen Road experience some of the longest, recurring traffic queues in the city and traffic congestion generated by the road extends through the area, particularly on Lawrence Avenue West.

The revitalization of the lands surrounding the Corridor offers a rare chance to re-examine the role of Allen Road in the City's transportation system and change its relationship with the neighbourhoods that surround it, unlocking redevelopment potential

and improving the quality of life for people who live around it. It is therefore recommended that the Allen Road Corridor be the subject of a detailed Environmental Assessment study to determine future opportunities.

The design of the new community described in this Secondary Plan is consistent with long term objectives for the Allen Road Corridor. Development of this community will advance those objectives and implementation can proceed with the Allen Road Corridor in its current configuration. As a long-term, flexible plan, it can also adapt to a variety of potential future improvements to the Corridor.

Policies

4.3.1 Improvements made to the Allen Road Corridor will be consistent with the following objectives:

- a) Provide a direct and continuous north-south pedestrian and cycling route along each side of the Allen Road Corridor that is safe, convenient, and integrated with the surrounding pedestrian and cycling network.
- b) Improve the area around the Yorkdale and Lawrence West subway stations, including the intersections of Allen Road and Lawrence Avenue West, to prioritize pedestrians, cyclists and transit.
- c) Improve the public realm in the Allen Road Corridor to create a positive physical and social relationship with adjacent buildings, parks, and open spaces.
- d) Minimize the amount of additional property from adjacent lands required for the Allen Road Corridor.
- e) Improve existing connections and crossings of the Allen Road Corridor and create additional pedestrian, bicycle, auto, and green connections to and across the Corridor.
- f) Provide sufficient auto traffic capacity that is appropriate for the role of the Allen Road Corridor as a balanced transportation corridor in the City's transportation system.
- g) Allow for a logical strategy for implementation and construction phasing of infrastructure that can be coordinated as development in the Secondary Plan Area proceeds over time.



The Humber River Bicycle and Pedestrian Bridge is an example of how new bridges can help to overcome the barrier of the Allen Road, while improving the connectivity and the beauty of the neighbourhood.

4.3.2 An Individual Environmental Assessment is recommended for the Allen Road Corridor to determine its long-term role in the City's transportation system. The objectives identified in Policy 4.3.1 will inform the Individual Environmental Assessment.

4.3.3 Development in the Secondary Plan Area can proceed prior to the completion of the Individual Environmental Assessment and will be compatible with the objectives for the Allen Road Corridor identified in Policy 4.3.1.

4.4 Public Streets

Public streets are fundamental organizing elements of cities and play a central role in determining a city's quality of life. The original 1958 plan for Lawrence Heights created a street network organized around a single, curvilinear ring road that provides vehicular access to courtyards and cul-de-sacs and also provides address for buildings and residents. The ring road and courtyards are not well-integrated with the surrounding street network and are often disorienting to visitors who are unfamiliar with the neighbourhood.

The Secondary Plan and TMP proposes a network of new public streets in the Focus Area that will provide improved connectivity and circulation for all users and that will be well-integrated with the surrounding network of public streets. Along with the parks and open space system, the new street network will be an important structural element in the new neighbourhood.

The public street network in the Secondary Plan Area will comprise a legible hierarchy of street types – Allen Road, Major Streets, Primary Streets, and Local Streets. Each has a different role in the transportation system. The different street types also influence the form of adjacent development and the design of the street as an important public space.

Amenities on public streets contribute to a vibrant public realm and help balance the transportation system by providing good environments for pedestrians and cyclists. Streets will be designed as comfortable and inviting public places, where people are the focus. They will have wide, well-lit sidewalks and be lined with benches where people can sit and relax, shaded by healthy, generous street trees.



Flemington Road is part of a ring road which contributes to the isolation of the Lawrence Heights neighbourhood and is often disorienting to visitors.

Policies

4.4.1 The public street network will provide a legible hierarchy of street types and a connected network of travel routes for people and goods to circulate between neighbourhood destinations by all travel modes, including walking, cycling, transit, and driving. In addition to the policy directions of the Official Plan, streets in the Secondary Plan Area will:

- a) be public streets owned and maintained by the City;
- b) provide direct and legible travel routes;
- c) define the physical structure of neighbourhoods with a fine-grain street pattern to create compact, flexible, and appropriate development blocks and a permeable walking environment;
- d) allocate generous space for tree planting and landscaping to create vibrant and attractive civic spaces;
- e) be located and organized, where appropriate, along the edges of parks and open spaces to provide a high level of visual surveillance and safety for park users; and
- f) maintain and provide public access to the view termini identified on Map 32-5.

4.4.2 The planned public street network in the Secondary Plan Area, including the Focus Area, is shown on Map 32-4.

- a) New Primary Streets will be generally located as shown on Map 32-4. The exact location, alignment, and design of each new Primary Street will be refined through remaining phases of the Environmental Assessment process and the development review process and as development of the Focus Area proceeds. Minor adjustments to the location and alignment of Primary Streets from what is shown on Map 32-4 do not require an Official Plan amendment. New Primary Streets will have minimum right-of-way widths of 27 metres.
- b) The layout and pattern of new Local Streets illustrated on Map 32-4 is preliminary and flexible. The alignment of Local Streets will be determined in detail through review and approval of individual Plans of Subdivision in the Focus Area. An Official Plan amendment is not necessary to alter the number of Local Streets, their location or alignment from those shown on Map 32-4. New Local Streets will have minimum right-of-way widths of 18.5 metres.

4.4.3 New segments of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times to the satisfaction of the City.

4.4.4 Existing Primary Streets will be enhanced over time through streetscape improvements such as widened sidewalks, on-street parking and street tree planting.

Public Streets in Lawrence-Allen

This Secondary Plan establishes a hierarchy of four street types.

Allen Road is a truncated expressway located within the Allen Road Corridor.

Major Streets define the eastern, western, and southern boundaries of the Secondary Plan Area and include Bathurst Street, Dufferin Street, and Lawrence Avenue West. These streets are part of Toronto's city-wide concession road grid. They provide direct and convenient city-wide travel routes for all users, with surface transit routes, wide sidewalks, bicycle facilities, generous street tree plantings, and high volumes of auto traffic.

Primary Streets, together with the park system, organize the physical structure of neighbourhoods within the Secondary Plan Area and provide direct and legible travel routes.

Local Streets complete a fine-grain pattern of streets and provide individual building address and access to development.



New Primary Streets will be well connected, provide clear, legible routes and support a mix of building types and uses.



Subway entrances in the Lawrence-Allen area today, such as this entrance to Yorkdale station on Rane Avenue, have been described as unattractive and unsafe.



Existing underpasses can be redesigned to be attractive and well lit, with good sightlines, sidewalks and cycling paths.

Public Transit in Lawrence-Allen

Toronto's public transit system plays a critical role in connecting and maximizing the mobility of people and businesses within the city. The public transit system is comprised of below-surface and above-surface networks of transit infrastructure that facilitate the efficient mass movement of passengers.

The transit system in the Lawrence-Allen Secondary Plan Area includes the Spadina subway line, the Lawrence West subway station, the Yorkdale subway station, the Yorkdale GO Transit bus terminal, and TTC bus routes.

4.5 Transit

The Spadina subway line is the backbone of the transit system in the Lawrence-Allen area, located within the median of the Allen Road Corridor, with two subway stations: Lawrence West and Yorkdale. New development in the area will create a transit-supportive neighbourhood. Higher density, mixed use buildings will be concentrated closer to subway stations, with progressively lower-density development radiating outwards. Walking, cycling and transit routes will create convenient routes between the subway stations and nearby buildings.

City-wide surface bus routes also operate on the Major Streets bounding the Secondary Plan area on Lawrence Avenue West, Dufferin Street, and Bathurst Street. Primary Streets will accommodate neighbourhood bus routes.

Creating transit-supportive neighbourhoods will shift car trips to transit, increase accessibility for people with special mobility needs, create viable travel options, and encourage non-auto transportation infrastructure improvements. It will reduce the distance required for car trips, allow a greater proportion of trips to be made by walking and cycling, and allow some households to reduce their car ownership, which together can result in large reductions in vehicle travel. This reduces total transportation costs and helps create a more liveable community.

Policies

4.5.1 The transit system, public streets, open spaces, and development in the Secondary Plan Area will be generally consistent with the following transit-supportive principles:

- a) The transit system will be well-integrated to provide a range of transit options with convenient integration of subway and surface transit service.
- b) Subway stations and the areas surrounding them will be designed as vibrant and human-scaled places with a high-quality public realm to promote safe access and encourage transit ridership.
- c) Surface transit routes will be located on Major Streets and Primary Streets, with transit-priority measures, where appropriate.
- d) The location and design of streets, buildings, and other facilities will give consideration to the efficient operation of surface transit vehicles.

- e) Development and public infrastructure projects adjacent to the transit system will recognize and protect for possible future transit system improvements.
- f) The public street and open space networks will be designed to provide pedestrians and bicycles with direct, convenient, and attractive connections to the transit system.

4.6 Pedestrians and Bicycles

The public realm in the Lawrence-Allen area does not encourage people to walk and cycle. As revitalization proceeds over time, the public realm will be improved and a network of direct, convenient, and attractive walking and cycling routes will be created that will encourage people to travel easily between important destinations in the neighbourhood.

New and existing streets and open spaces will provide an integrated network of routes for people to better access subway stations and bus routes. New public and private spaces will be barrier-free and will be designed with a high-quality design and excellent pedestrian and bicycle amenities.

Policies

- 4.6.1 Planning, design, development, and construction of the public streets and other components of the public realm in the Secondary Plan Area will be consistent with the Pedestrian Plan (Map 32-9) and the Bicycle Plan (Map 32-10). Changes to pedestrian and bicycle routes do not require an Official Plan Amendment.
- 4.6.2 Pedestrian and bicycle infrastructure improvements in the Secondary Plan Area will provide networks of direct, convenient, safe, and attractive walking and cycling routes that connect important destinations in the Secondary Plan Area and that are integrated with the existing and planned walking and cycling networks outside the Secondary Plan Area.
- 4.6.3 Locations where high volumes of pedestrian and cycling activity exist and/or are anticipated, shown on Maps 32-9 and 32-10 as Priority Areas, will be provided with high-quality facilities and amenities for pedestrians and bicycles.
- 4.6.4 A campus plan for the Baycrest Hospital lands shown on Map 32-2 will provide for a north-south publicly accessible pedestrian and bicycle connection aligned with Rajah Street.

Bike Plan

The Toronto Bike Plan establishes a long-term city-wide vision for cycling in Toronto. The Plan sets out integrated principles, policies, objectives and recommendations to create a comprehensive bikeway network that creates a bicycle-friendly environment and encourages the future use of bicycles for everyday travel and enjoyment. The Plan recommends a multi-faceted strategy that includes:

- Adopting bicycle friendly street policies.
- Developing a bikeway network.
- Implementing enhanced safety and education programs.
- Promotion of cycling
- Links with transit.
- Adequate bicycle parking facilities.

Bicycle Parking Guidelines

The Guidelines for the Design and Management of Bicycle Parking Facilities provides policies and design principles to guide the design, construction and implementation of high-quality and well-integrated bicycle parking facilities. It addresses common challenges with bicycle parking and provides possible design solutions for new and existing developments.



Amenities such as covered bicycle parking encourage people to bike to schools and other important places.



Looking east to Rondale Boulevard, poorly designed connections create a feeling of separation between neighbourhoods.



Neighbourhood Connections in the future will be designed to be attractive, welcoming, safe and comfortable for pedestrians and bicycles. (Rendering produced by Sweeny Sterling Finlayson & Co Architects Inc.)

4.6.5 Neighbourhood Connections in the Secondary Plan Area are identified on Maps 32-9 and 32-10 and will:

- a) be generously scaled, attractive, safe and comfortable for pedestrians and bicycles;
- b) have a direct connection with sidewalks or other public walkways at each end;
- c) be integrated with the larger network of pedestrian and bicycle routes within the Secondary Plan Area;
- d) have a wide clearance of publicly-owned land to accommodate pedestrians and bicycles, benches, trees, lighting, and other high-quality amenities; and
- e) have unobstructed views through the connection and be well-lit, universally accessible and highly visible from the surrounding network of streets and open spaces.

4.6.6 There will be no new connections for motor vehicles at Rondale Boulevard, Ridgevale Drive, and Kirkland Boulevard, which shall each remain as green space not open to traffic and be designed in such a way so as to preserve these connections as shared public spaces.

4.6.7 There will be no new connections for motor vehicles to Yorkdale Shopping Centre from residential areas in the Secondary Plan Area.

4.7 Auto Traffic, Parking, and Traffic Demand Management

This Secondary Plan focuses on encouraging a more balanced approach to transportation, by increasing walking, cycling and transit use. Nevertheless, automobile travel will continue to play a central role for some people's daily travel needs. Auto capacity must be sufficient to support existing and new development while managing traffic impacts on local neighbourhoods. A monitoring program will be established to review how transportation conditions change as development proceeds over time.

Policies

4.7.1 Sufficient automobile capacity will be provided on the Major Streets and Primary Streets in the Secondary Plan Area to accommodate existing and new development. Local Streets will not be relied upon for traffic capacity needs of new development.

4.7.2 As an approval requirement for rezoning and Plan of Subdivision applications within the Focus Area and for significant development outside the Focus Area requiring rezoning, a qualified transportation professional will prepare a Transportation Impact Study that contains an acceptable Traffic Certification attesting that:

- a) the proposed development can be accommodated by the existing and planned transportation infrastructure in the Secondary Plan Area, taking into account all existing and approved development in the Secondary Plan Area;
- b) the proposed development will provide sufficient on-site parking, in the context of proximity and access to subway stations, so that the development's occupants and visitors will be unlikely to rely on public streets for long-term parking; and
- c) the development block(s) can accommodate a site plan for the proposed development that will minimize driveway curb cuts, arrange parking and loading areas at the rear of buildings, and provide clear and direct pedestrian circulation routes.

4.7.3 A transportation monitoring program will be developed and undertaken with area stakeholders to monitor the development levels and associated travel patterns of the Secondary Plan Area. At appropriate times, the monitoring program will be conducted as part of the Transportation Impact Studies submitted with development applications in the Focus Area. The monitoring program will include the following elements:

- a) traffic volumes on public streets and at key intersections based on periodic traffic counts in the area;
- b) travel characteristics of employees, residents and visitors, including vehicular occupancy, modal split, trip distribution, and peak hours of travel;
- c) evaluation of traffic volumes and transit ridership in the context of available capacity;
- d) parking availability, location, and impacts of pricing policies;
- e) evaluation of existing, planned and proposed development; and
- f) traffic infiltration in residential areas.

- 4.7.4 The findings of the transportation monitoring program will form the basis of future comprehensive transportation analyses, will inform the periodic reviews of the Secondary Plan, and may be considered in the review of individual development applications and the development of local neighbourhood traffic management plans.
- 4.7.5 The Zoning By-law will establish appropriate minimum and maximum parking standards for development, which will be determined based on proposed land uses, proximity to transit service, shared parking principles and the use of Transportation Demand Management measures. Surface parking will be discouraged near subway stations and development near subway stations will be subject to maximum parking requirements.
- 4.7.6 New parking facilities will generally be provided below-grade as part of new development and will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.
- 4.7.7 On-street parking will be permitted wherever appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment, and contribute to neighbourhood parking supply.

5. LIVEABILITY

The theme of Liveability addresses the amenities, services, and facilities that support a high quality of life and strong and healthy communities. Housing is one pillar of Liveability, ensuring that residents have a full range of housing available to meet their needs. Development in the Lawrence-Allen area will also be accompanied by investment in the public realm and in social infrastructure. Parks and community facilities are another pillar of Liveability, supporting quality of life through the opportunities that they create for local residents and providing the spaces where neighbours come together to form strong community bonds. As the setting for much of civic life, parks and community facilities are places that are at the forefront of community identity.

5.1 Housing

Lawrence Heights has more than a half-century history of providing affordable housing. Owned by the City's housing corporation, the social housing in Lawrence Heights is a resource and asset for all of Toronto. Revitalization will build on this tradition by ensuring that the existing social housing is upgraded and replenished. The social housing in Lawrence Heights contributes to the area's character and tenure mix, and will continue to be a significant part of the community during and after redevelopment.

Unlike the past, social housing will not be isolated in a separate neighbourhood, but integrated within a mixed community. A mix of accessible building types, tenures and unit sizes will ensure that residents of different incomes, mobility levels and family sizes live side-by-side. In addition, the existing stock of grade-related housing for large households is a valuable resource. It will be maintained as a housing form in the new Lawrence Heights, so that there are housing options with direct access to grade available to households with children.

Revitalization is not only about renewing the bricks and mortar of the existing social housing, but also about residents who live in Lawrence Heights and who will experience change most directly. Minimizing the disruption caused to residents during redevelopment will be a crucial part of the process and strong efforts will be made to ensure the process is handled smoothly and seamlessly.



Existing TCHC Housing in Lawrence Heights includes detached homes, townhouses, and low-rise apartments.



Through redevelopment, housing types will be distributed throughout the Lawrence-Allen Focus Area to achieve a mix of social housing and market housing. Regent Park, shown above under construction, has followed a similar model to integrate replacement social housing within a new mixed community.

Policies

5.1.1 No redevelopment will be permitted within the Lawrence Heights Lands shown on Map 32-2 unless those matters set out in this Section are secured through an appropriate agreement(s) with the City, including but not limited to an agreement pursuant to Section 37 of the *Planning Act*.

5.1.2 Each unit of social housing removed as a result of redevelopment will be replaced within the Lawrence Heights Lands and maintained as social housing for not less than 25 years from the date it is first occupied. Each replacement social housing unit:

- a) will provide the same number of bedrooms as the unit which it replaces;
- b) will generally be of similar size as the unit which it replaces;
- c) if replacing a grade-related unit, will be a grade-related unit with the provision of private amenity space. Such unit may be located in a multi-unit residential building provided the unit has direct access at grade; and
- d) if replacing a rent geared to household income unit, will be maintained as a rent geared to household income unit for at least 25 years from the date it is first occupied, subject to the continued provision of any required government funding.

5.1.3 Social housing units may be replaced by individual units located in a registered condominium, provided:

- a) the replacement units are purchased and owned by a municipal non-profit housing corporation; and
- b) the replacement units are secured as rental housing units for at least 50 years, after which City approval will be required for the units to be released as social housing.

This policy will apply notwithstanding any other policy (including any definitions of rental housing or social housing), which would otherwise preclude the provision of condominium-registered or life-lease social housing units.

5.1.4 As redevelopment of the Lawrence Heights Lands proceeds:

- a) the City will monitor progress toward the provision of the replacement social housing, units with rent geared to household income, grade-related units, and units with three or more bedrooms; and

b) replacement social housing will be constructed consistent with the pace of development of other housing on the Lawrence Heights lands.

5.1.5 At least 60% of the total replacement grade-related housing shall be located in low-rise buildings, with at least 25% of the total replacement grade-related housing being located in townhouse or other houseform buildings.

5.1.6 All tenants who are displaced from social housing units as a result of redevelopment, and who continue to be eligible for social housing, will have the right to return to replacement social housing units in Lawrence Heights within a reasonable time period.

5.1.7 All tenants in social housing units to be demolished will receive assistance, including the provision of alternative accommodation at similar rents, the right to return to replacement social housing units, and financial or other assistance to mitigate the hardship caused by relocation. Tenants will be provided with the choice to relocate to alternative accommodation within Lawrence Heights during redevelopment.

5.1.8 Development on the Lawrence Heights Lands will not be required to provide affordable housing in accordance with Policy 3.2.1.9(b) of the Official Plan. However, development of new affordable housing over and above the replacement social housing units, including ownership, rental and non-profit cooperative, is strongly encouraged in order to contribute to a full range of housing tenure and affordability in the area. The City will work together with all partners to assemble land and funding for development of new affordable housing.

5.1.9 Development of new housing suitable for large households is encouraged. At least 5% of the new residential units on a development site, not including replacement social housing units, will be built with three or more bedrooms. For the purpose of this policy, the Lawrence Heights Lands and the John Polanyi site will each be considered an individual development site.

5.1.10 Unless otherwise specified the housing policies of Section 3.2.1 of the Official Plan, including the housing definitions, will apply to the Lawrence Heights Lands.

Section 111, *City of Toronto Act*

In 2007, Toronto City Council adopted the Rental Housing Demolition and Conversion Control By-law under Section 111 of the *City of Toronto Act*. The By-law makes it an offence to demolish or convert rental housing without approval by City Council. Owners wishing to demolish or convert rental housing units must submit an application under the By-law. Council's decisions on such applications are final and cannot be appealed to the Ontario Municipal Board. The By-law is based on the City's Official Plan housing policies and provides the City with additional powers to conserve the supply of existing rental housing and assist tenants affected by demolition or conversion proposals. City Council may refuse an application, or approve it with conditions. Conditions may include requiring the replacement of rental units, tenant assistance provisions or other related matters.

Construction Mitigation and Resident Communication Plan

Construction Mitigation and Resident Communication Plans are intended to protect existing residents when construction occurs on the same site as their current homes. These plans are a useful tool for ensuring residents are kept informed during all steps in the construction process and impacts and associated mitigation strategies are identified. It is intended to protect existing residents and ensure there is appropriate information exchange during construction. Plans may include protocols for communication, safety and security, noise and dust control, cleaning the site, resident vehicular and pedestrian access, contact persons for complaints and the schedule for start and completion dates for the various stages of construction activity.

Lawrence Heights Unit Mix

Bedroom Type	Apart-ments	Town-houses*	Total
Bachelor	63	-	63
1-BR	272	-	272
2-BR	237	-	237
3-BR	134	345	479
4-BR	-	119	119
5-BR	-	38	38
Total	706	502	1,208

* Includes single and semi-detached houses and townhouses



Baycrest Park will be reconfigured to better serve the community as a District Park.



The Harbourfront Music Garden is an example of a District Park in which a variety of amenities creates an active public space that is safe, enjoyable and brings community members together.

Alternative Parkland Dedication Rate in Lawrence Heights

The Lawrence-Allen Secondary Plan Area is subject to the City's Official Plan policies respecting an alternative parkland dedication rate. In the context of the anticipated development in Lawrence Heights, parkland replacement requirements and the City's Alternative Parkland Dedication By-law (By-Law 1420-2007) will require more than 8.8 hectares of parkland. The expected parkland requirement is based on:

- Full replacement of existing public parkland (about 4.35 hectares).
- Conveyance of 20% of the development site, net of any conveyances for public road purposes.
- An exemption for the portion of the land assigned to *replacement social housing units*, which qualify as non-profit housing under the by-law.

5.2 Parks

The Lawrence-Allen area is underserved by parkland. Parks in the area lack space for recreation activities. Many are awkwardly configured and poorly connected to pedestrian pathways, sidewalks, buildings and the broader parks network. City parkland and privately owned open spaces lack distinctive boundaries, creating problems for programming, safety, and maintenance.

Revitalization presents an opportunity to increase the amount and improve the quality of parkland to create a system of active, safe, visible, and accessible parks that are well integrated into the broader public realm. The Lawrence-Allen area is subject to the City's Alternative Parkland Dedication By-law, providing a mechanism to increase the total amount of parkland.

The plan for the Focus Area is structured around parks. Through good design, the parks will contribute to the area's tree canopy and environmental sustainability as well as the quality of adjacent schools, community facilities, streets and buildings. Large and small parks and open spaces will serve as community focal points and connect to the larger park system of the Secondary Plan Area.

The planned Community Park will be very important as a hub of social activity for the Lawrence-Allen area. TCHC and Toronto District School Board will both need to work with the City to dedicate land occupied by housing and Flemington Public School as parkland. All three landowners will work together to design a vibrant community space.

Policy

- 5.2.1 Locations of planned parks in the Focus Area are identified on Map 32-3. The exact size and configuration of each park will be determined through Plan of Subdivision applications.
- 5.2.2 Parks will have a high design standard, be diverse, well maintained, animated, and safe. They will accommodate a full range of recreational experiences that includes both areas for active play and enjoyment of sports and entertainment and areas for quiet solitude and relaxation. These experiences will be provided in a comfortable setting during all seasons of the year. Planning, design and development of parks will be consistent with the Public Realm Master Plan.
- 5.2.3 The park system in the Secondary Plan Area will comprise a hierarchy of park types and sizes that includes the following:
- a) Baycrest Park will continue to serve as a District Park approximately nine hectares or more in size. As a District

Park, Baycrest Park will provide both regional recreational facilities and serve the local population. It will be a focus of active recreation in the Secondary Plan Area. The boundaries of Baycrest Park may change in response to opportunities to acquire additional adjacent parkland and the proposed Primary Street on the western and northern edges of the park shown on Map 32-4.

- b) A centrally located Community Park will provide an anchor for the Community Commons. The Community Park will be a minimum of 5 hectares in size situated on both sides of the Allen Road Corridor. The Community Park will be designed and programmed to serve residents of the entire Lawrence-Allen Secondary Plan Area and will accommodate a range of active and passive recreation opportunities. The Community Park's design and development will reinforce the extensive green spaces and well-treed landscaping characteristic of the Secondary Plan Area.
- c) Neighbourhood Parks will be 1.0 - 1.5 hectares in size and will be geographically distributed to create local community focal points. Neighbourhood parks will be designed and programmed to serve the surrounding residents. In addition to Neighbourhood Parks, small Parkettes less than 0.5 hectares in size may be located to complement the public realm and provide passive recreation.
- d) A Greenway will function as a landscaped multi-use linear park and trail approximately 10 metres wide that accommodates pedestrians and cyclists travelling north-south through the neighbourhood and connects them to the trails and park systems beyond the Secondary Plan Area. The Greenway will enhance the Allen Road streetscape and provide a continuous landscaped space along buildings that line the Allen Road Corridor.

5.2.4 Over the full redevelopment of the Focus Area, 4.35 hectares of City-owned parkland will be retained or replaced and additional parkland will be dedicated to meet the alternative parkland dedication rate.

5.2.5 Parkland will be dedicated in the Focus Area generally in the locations shown on Map 32-3.

5.2.6 To meet the requirements of Policies 5.2.4 and 5.2.5, replacement parkland and new parkland will be conveyed to the City through the approval of development applications in the Focus Area. New and replacement parkland will meet applicable Ministry of Environment parkland standards and be conveyed to the City in base park condition.



A narrow informal walking path has been worn in the grass along the east side Allen Road. The path demonstrates a desire for a direct north-south walking and cycling route through the community.



The Greenway will be a wide multi-use park and trail on the east side of Allen Road, which will be complemented by active uses on the ground floor of the buildings that line it. (Rendering produced by planningAlliance.)



The Community Park will be designed as an active community hub. Amenities such as a basketball court or skateboard park are among the possibilities for the park.



Well designed neighbourhood parks can bring together new and old residents to play in the park or simply walk along its pathways.

- a) If required parkland, whether replacement or new, is occupied by other uses or structures and cannot be conveyed and/or developed as a park until those uses are terminated or structures are removed, then the parkland dedication requirements associated with a development application can be met if the owner of the lands to be conveyed as parkland enters into an agreement with the City to secure conveyance of the parkland, on terms satisfactory to the City, at such later time as the City may accept.
- b) Where required parkland dedication is not feasible within the lands subject to the development application, dedication elsewhere within the Focus Area may be substituted provided that:
 - i. the dedication is adjacent to existing City-owned parkland, with a preference for locations identified for parkland dedication on Map 32-3; and
 - ii. both the City and the applicant agree with the substitution.
- c) If an acceptable dedication is not feasible within the Focus Area, Council may require cash-in-lieu of parkland dedication. Subject to the provisions of the Alternative Rate of Parkland Dedication By-law, payment of cash-in-lieu will be used to acquire parkland that is accessible to the Focus Area. The dedication of land is preferred to a dedication of cash-in-lieu.

5.2.7 The City will improve the safety, accessibility, visibility, use and amenity of existing parks throughout the Secondary Plan Area.

5.2.8 The City will work proactively with local school boards to coordinate public access to school yards and school access to parkland to optimize public open space resources.

5.2.9 Surface parking areas on parkland will be strongly discouraged. In rare cases where surface parking is necessary to serve recreation facilities, its area will be minimized.

5.3 Community Facilities and Schools

Social infrastructure is a fundamental element of any neighbourhood. Community services and facilities are as important to creating a strong, well functioning, liveable community as ‘hard’ services such as sewer, water, roads and transit. While many of the current facilities in the area provide

valuable services, the size and scope of facilities across the area have been recognized as inadequate. As new residents move to the Lawrence-Allen area, investment in social infrastructure will become even more important.

Through revitalization, new residents in the Lawrence-Allen area will be welcomed by a network of high quality, non-profit, publicly accessible facilities. One role of these facilities is to bring together people from different communities to enjoy diverse physical, social, cultural and economic activities. They will help individuals develop their own skills and capacities while building strong social networks with others.

The design and location of community facilities will allow them to be accessible to all residents and serve as landmarks and key destinations of the neighbourhood. Some will be in the Community Commons, contributing to its role as a strong focal point of activity for the Secondary Plan Area. Others will be geographically distributed to broaden access for local residents.

The Lawrence-Allen Community Services and Facilities Strategy will guide the implementation of this social infrastructure. On-going monitoring, review and consultation will allow this strategy to be updated so that it continues to reflect the particular needs of the Lawrence-Allen community.

Policies

5.3.1 New community facilities will be created and existing facilities renovated, expanded, and/or replaced in the Secondary Plan Area to achieve the amount and range of community facilities necessary to serve the future growth provided for in this Secondary Plan.

5.3.2 A Lawrence-Allen Community Services and Facilities Strategy will:

- a) identify community service and facility priorities to respond to both existing need and anticipated future growth;
- b) identify preferred facility locations to accommodate an increase in the range, accessibility, and distribution of community services and facilities;
- c) provide for timely provision of community services and facilities through the phasing of the redevelopment and development approval processes; and
- d) coordinate community service and facility initiatives with key stakeholders to maximize resources.

5.3.3 Community service and facility priorities identified for the Secondary Plan Area include but are not limited to: a community centre with an indoor swimming pool, non-profit child care



The St. Lawrence Community Centre, Market Lane Jr. and Sr. Public Schools and residential apartments are all located together within a mixed-use building. New facilities within the Lawrence-Allen Secondary Plan Area may be incorporated into mixed-use buildings, and co-location of community services and facilities is encouraged. Co-location makes it easier for family members of different ages and needs to access services and is an efficient use of land resources.



New schools in the Lawrence-Allen area may be built within mixed-use buildings, or as stand-alone facilities. The Claude Watson School for the Arts, shown above, places a school and a residential building on the same development site.

facilities, library renovations, non-profit community space, and new and renovated public elementary and secondary schools.

5.3.4 New and expanded community services and facilities required for the Lawrence-Allen Secondary Plan Area will be:

- a) geographically distributed to provide broad access;
- b) located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
- c) delivered in a timely manner to support residential growth;
- d) incorporated within mixed-use buildings or as stand-alone facilities; and
- e) designed to provide flexible multi-purpose facilities which can adapt over time to meet varied needs.

5.3.5 At the time of development approvals, the City will secure the locations of the school and community recreation centre site(s) identified in Map 32-3 in cooperation with landowners including local school boards. Development agreements will outline the anticipated timing and phasing of these new facilities to ensure the timely provision of the required community services and facilities.

5.3.6 The Ontario Ministry of Education, the Toronto District School Board, the Toronto Catholic District School Board, and the French-language school boards as appropriate, will be encouraged to coordinate their review of school accommodation needs over time to identify appropriate resources to support the accommodation of future enrolment growth. The City will encourage this review as each major development application is submitted in the Focus Area and for major residential developments in the broader Secondary Plan Area that require a Zoning By-law amendment.

5.3.7 To assess future requirements for additional services and facilities, a Community Services and Facilities Implementation Plan will be submitted as part of development proposals for major residential development in the Secondary Plan Area. The purpose of this Implementation Plan will be to:

- a) update the demographic profile of residents in the Secondary Plan Area and identify changes which have occurred;
- b) update inventories of existing facilities and services;
- c) identify existing or new gaps in service provision;

- d) re-evaluate community services and facilities priorities;
- e) update and review the status of facilities planned in association with previous development approvals; and
- f) identify appropriate locations and the timing for new community facilities that are proposed.

5.3.8 As part of the monitoring and review of service provision levels, the City will update the Community Services and Facilities Strategy upon occupancy of 2,000 new residential units within the Focus Area.

5.3.9 Where community facilities will be displaced through the demolition of existing buildings, replacement facilities will be developed in a timely manner so as to provide continuity of service, with a preference for the on-site replacement of the facility.

5.3.10 To maximize the utility of outdoor recreational spaces, agreements between the City and the appropriate school board will be required as a condition of development approvals involving school board lands. This may include agreements to permit school use of public parks as outdoor play areas and agreements to permit public access to school yards and other school facilities.

5.3.11 Co-location of community services and facilities is encouraged throughout the Secondary Plan Area and may be developed through:

- a) Integration of schools, community centres, child care centres and other community services and facilities, including shared spaces and joint programming;
- b) Expansion and/or renovation of existing facilities; and
- c) Partnerships between developers, community-based agencies, school boards, the City's non-profit housing corporation, and the City.

5.3.12 Social development in the Secondary Plan Area will focus on achieving greater levels of equity, equality, access, participation social cohesion and community capacity. To achieve this, a comprehensive Social Development Plan will be developed to assist in optimizing the delivery of community services and provide for the integration of initiatives to support local employment, community economic development and resident participation.



The Barbara Frum Library will be renovated to serve the growing community.

5.3.13 Social development efforts in the Secondary Plan Area will:

- a) be inclusive processes designed to bring together area residents and key stakeholders in the design and delivery of community services;
- b) be dynamic and responsive to the changing character and needs of area residents over the course of development; and
- c) inform implementation of the Community Services and Facilities Strategy.

6. MAKING IT HAPPEN

Redevelopment of Lawrence-Allen's Focus Area will likely occur over 20 years or more. Over this time period, the Lawrence Heights neighbourhood will gradually evolve and grow, with new residents. Development of replacement social housing must accompany the intensification of the Focus Area. Additionally, development must not outpace the investments in transportation, infrastructure, parks, community facilities and the public realm that are required to support a high quality of life in the area's neighbourhoods.

The Secondary Plan policies require a comprehensive implementation approach that will encourage development at a manageable pace and ensure that funding or financing is in place for the infrastructure necessary to support development. The development control framework will also strategically connect the implementation plans, guidelines and strategies that are critical to the full realization of the Plan's visions and objectives.

The Focus Area requires investment in the public realm, public infrastructure, and community facilities in order to support intensification. Lands may not always be ready for development without public investment in the area. The implementation strategy, including use of the Holding symbol in zoning by-laws, will ensure that development doesn't happen without needed public investment.

The revitalization of the Focus Area will occur through the redevelopment of geographically defined Development Districts, each planned and approved in a comprehensive manner. Applications for Zoning By-law Amendment and Plan of Subdivision will be required for each District. The development review process will allow for additional community input over the implementation timeframe of the Secondary Plan. Regulatory tools under the *Planning Act* such as plans of subdivision, zoning by-laws, site plan control and part lot control will be used to establish a legal framework to manage and implement change over the short-, medium-, and long-term.

Policies

6.1 Focus Area Development Strategy

6.1.1 Development Districts within the Focus Area are identified on Map 32-11.

6.1.2 The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Focus Area.

- 6.1.3 The City will use its municipal approval authority for Zoning By-law Amendments and Plans of Subdivision to control the development of Districts within the Focus Area. Proponents will submit applications for Zoning By-law Amendment and Plan of Subdivision that encompass all of the lands within a District. The City will review both applications concurrently.
- 6.1.4 The City may enact Zoning By-laws and approve Plans of Subdivision to permit the development of Districts within the Focus Area, provided that proposals satisfactorily meet all applicable policies and legislation. The City may enter into Agreements pursuant to the *Planning Act*, including Sections 37, 41, 51, and 53, and the *City of Toronto Act* to secure matters required to support the development provided for by this Secondary Plan.
- 6.1.5 In cases when public benefits or replacement of rental housing fall beyond the boundaries of the District being rezoned to permit development, City Council may extend the rezoning by-law to enable the registration of an agreement pursuant to Section 37 of the *Planning Act*, or other appropriate agreement, against lands outside of that District to secure the benefits and/or rental replacement.
- 6.1.6 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the *Planning Act*, as amended, may be utilized.
- 6.1.7 The transportation monitoring program required by Policy 4.7.3 of this Secondary Plan will initially commence upon complete construction and occupancy of two Districts or otherwise at an appropriate time to be determined by the City. Subsequently, transportation monitoring will be undertaken at the discretion of City giving consideration to the pace of development across the Secondary Plan Area.
- 6.2 Plan of Subdivision Approval**
- 6.2.1 Development, including the passage of an implementing Zoning By-law, will not proceed within a District without the approval by the City of a Draft Plan of Subdivision for the associated lands. Applications for approval of a Plan of Subdivision will encompass all lands within a District, subject to minor boundary adjustments provided for in Policy 6.6.2 of this Secondary Plan.
- 6.2.2 Applications for Plan of Subdivision within the Focus Area will comply with the statutory complete application submission

requirements of the *Planning Act* and the requirements of Appendix 1 of this Secondary Plan.

6.2.3 Division of land within the Focus Area will be in conformity with this Secondary Plan and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.

6.2.4 Applications for Plan of Subdivision within the Focus Area will be submitted with corresponding applications for Zoning By-law Amendment submitted pursuant to Policy 6.3.1.

6.3 Zoning By-law Amendment

6.3.1 Development will not proceed within a District prior to enactment of an implementing Zoning By-law for all lands within a District, subject to minor boundary adjustments provided for in Policy 6.6.2 of this Secondary Plan.

6.3.2 Applications to amend the Zoning By-law within the Focus Area will comply with the statutory complete application submission requirements of the *Planning Act*, the requirements of the Official Plan, and the requirements of Appendix 1 of this Secondary Plan.

6.3.3 In addition to the submission requirements of Policy 6.3.2, a complete application to amend the Zoning By-law will include a Concept Plan when:

- a) a rezoning application on lands designated *Apartment Neighbourhood A* includes individual development blocks where the proposed FSI is substantially greater than or less than the overall FSI permitted for the relevant Building Type Area on Map 32-7; and
- b) the rezoning application does not encompass the entire Building Type Area.

6.3.4 The Concept Plan required in Policy 6.3.3 will illustrate one or more options for acceptable built form of development in the portion of the Building Type Area that is not part of the application. An acceptable Concept Plan will be adopted by City Council concurrent with the adoption of an implementing Zoning By-law for the rezoning application. Upon adoption by City Council, the Concept Plan will be appended to the Urban Design Guidelines to guide future development in the portion of the Building Type Area that is not subject to the implementing Zoning By-law.

6.3.5 Zoning By-law provisions for each District will include, but not be limited to, the following:

- a) permitted uses;
- b) limits on Floor Space Index;
- c) front setbacks and/or build-to lines, including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
- d) the definition of areas within each block where development is permitted;
- e) facing distances between buildings and side and rear yard setbacks;
- f) built form envelopes;
- g) height limits and/or angular planes;
- h) requirements for indoor and outdoor amenity space;
- i) defined conditions for the use of a Holding (H) symbol pursuant to Section 36 of the *Planning Act*;
- j) the permitted uses of the lands and buildings when the Holding (H) symbol is removed by amendments to the by-law; and
- k) matters to be secured pursuant to Section 37 of the *Planning Act*.

6.4 Holding (H) Symbol

6.4.1 In order to appropriately sequence development within a phase and otherwise address the provisions of the Secondary Plan, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the uses of lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

6.4.2 The Zoning By-law for a District will define and incorporate the conditions that must be satisfied prior to removal of the Holding (H) symbol. In addition to those conditions identified in the City's

Official Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a Holding (H) symbol may include:

- a) registration of a Plan of Subdivision;
- b) the replacement of social housing units and/or a Housing Issues report demonstrating satisfactory progress on the replacement of social housing units;
- c) satisfactory provisions for tenant relocation and assistance;
- d) construction of or securing of required water, sewer, and stormwater infrastructure;
- e) construction of or securing of required public streets;
- f) construction of or securing of required transit infrastructure;
- g) provision of sites for construction of schools, either as stand-alone buildings or as part of mixed-use development;
- h) conveyance of replacement parkland and/or new parkland and/or demonstration of satisfactory progress to meet the alternative rate of parkland dedication for the Lawrence Heights Lands;
- i) construction of or securing of required community facilities;
- j) site-specific design guidelines for individual development blocks; and
- k) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.

6.4.3 The City may remove the Holding (H) symbol from all or some of the lands within a District, only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the *Planning Act*, including Sections 37, 41, 51, and 53, and the *City of Toronto Act*.

6.5 Development Outside the Focus Area

6.5.1 Development proposals outside the Focus Area will be evaluated against the policies of this Secondary Plan and the Official Plan.

6.5.2 Development applications outside the Focus Area will have regard for implementation plans and guidelines as directed by the policies of this Secondary Plan.

6.5.3 Applications to amend the Zoning By-law outside the Focus Area will comply with the statutory complete application submission requirements of the *Planning Act* and the requirements identified in Schedule 3 of the Official Plan and include traffic certification as required by Policy 4.7.2 of this Secondary Plan and a Community Services and Facilities Implementation Plan as required by Policy 5.3.7 of this Secondary Plan.

6.6 Adjustment to District Boundaries

6.6.1 The City will encourage major landowners within the boundaries of a single District to collaborate in the development of plans and preparation of development applications for lands within the District.

6.6.2 Where the general intent of this Secondary Plan is maintained, minor adjustments to the boundaries of a District as shown on Map 32-11 will not require an amendment to this Secondary Plan. In particular the boundaries of a District may be adjusted to include, where appropriate, the continuation outside a District of a public street in order to maintain the integrity of relevant service infrastructure and limit the duplication of construction.

6.6.3 A major adjustment to the boundaries of a District as shown on Map 32-11 or the creation of a new District may only proceed by way of Official Plan Amendment. An applicant requesting a boundary adjustment or the creation of a new District will prepare a concept plan as part of the application that demonstrates the proposed boundary adjustment and demonstrates that proposed development will not preclude future development provided for by this Secondary Plan on land outside of the adjusted District.

6.6.4 Prior to approving an adjustment to District boundaries, the City will be satisfied that:

- a) the adjusted or proposed District reflects a comprehensive plan that is served by adequate provision of parkland and community facilities as well as required replacement of rental housing stock;
- b) the adjusted or proposed District contains streets which can be built in suitable functional segments and provides proper connections to lands outside of the altered or proposed District as required by the Transportation Master Plan; and

- c) the adjusted or proposed District adequately provides or secures required municipal infrastructure to service the development provided for by this Secondary Plan.

6.7 Section 37

6.7.1 The policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act* shall apply to this Secondary Plan Area, with the additional policies set out below.

6.7.2 The enactment of any implementing Zoning By-law within the Focus Area that permits the heights and densities provided for by this Secondary Plan may be withheld until the following are appropriately secured through an agreement pursuant to Section 37 of the *Planning Act*:

- a) those housing matters set out in Section 5.1 of this Secondary Plan; and
- b) public art, in accordance with Policy 2.2.8 of this Secondary Plan.

6.7.3 In determining further community benefits outside the Focus Area, the following will be considered priorities, though others may also be secured as appropriate:

- a) non-profit community services and facilities, including community service program space;
- b) a community centre;
- c) non-profit childcare facilities;
- d) improvements to public library facilities;
- e) facilities and amenities for pedestrians and cyclists, including pedestrian and cycling bridges across the Allen Road Corridor;
- f) off-site transportation infrastructure, including capital improvements to transit facilities;
- g) affordable housing; and
- h) public art.

In determining these community benefits, regard will be had for the implementation plans and guidelines for the Secondary Plan Area, including the Community Facilities Strategy, the Public Realm Master Plan, and the Transportation Master Plan.

6.8 Interpretation

- 6.8.1 This Secondary Plan should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.
- 6.8.2 The shaded text of this Secondary Plan contains its policies. Unshaded text and sidebars are provided to give context and background and assist in understanding the intent of the Secondary Plan's policies. Illustrations and photos are included for the purpose of illustration only and are not part of the Secondary Plan.
- 6.8.3 Where the general intent of the Secondary plan is maintained, minor adjustments to the boundaries of land use designations and of Building Type Areas respectively shown on Maps 32-6 and 32-7 will not require amendment to this Secondary Plan.
- 6.8.4 Where the policies of this Secondary Plan limit the Floor Space Index (FSI) of development, FSI calculations will exclude the gross floor area of City-owned and non-profit community facilities. FSI calculations will be net of Primary Streets, parkland, and existing Local Streets that are to be retained as Local Streets. Where land to be conveyed as a Local Street is shared between multiple development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of the FSI calculation.
- 6.8.5 The policies of the Official Plan apply to the Lawrence-Allen Secondary Plan Area, except in the case of a conflict the Secondary Plan policy will prevail.

APPENDIX 1:

1. In addition to the requirements of the *Planning Act*, a complete application for Plan of Subdivision will also include:
 - a) A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the District required to serve the existing and incremental vehicular traffic created by the development provided for by this Secondary Plan;
 - b) A plan and description of lands to be conveyed to the City for proposed public highways and public streets and lands

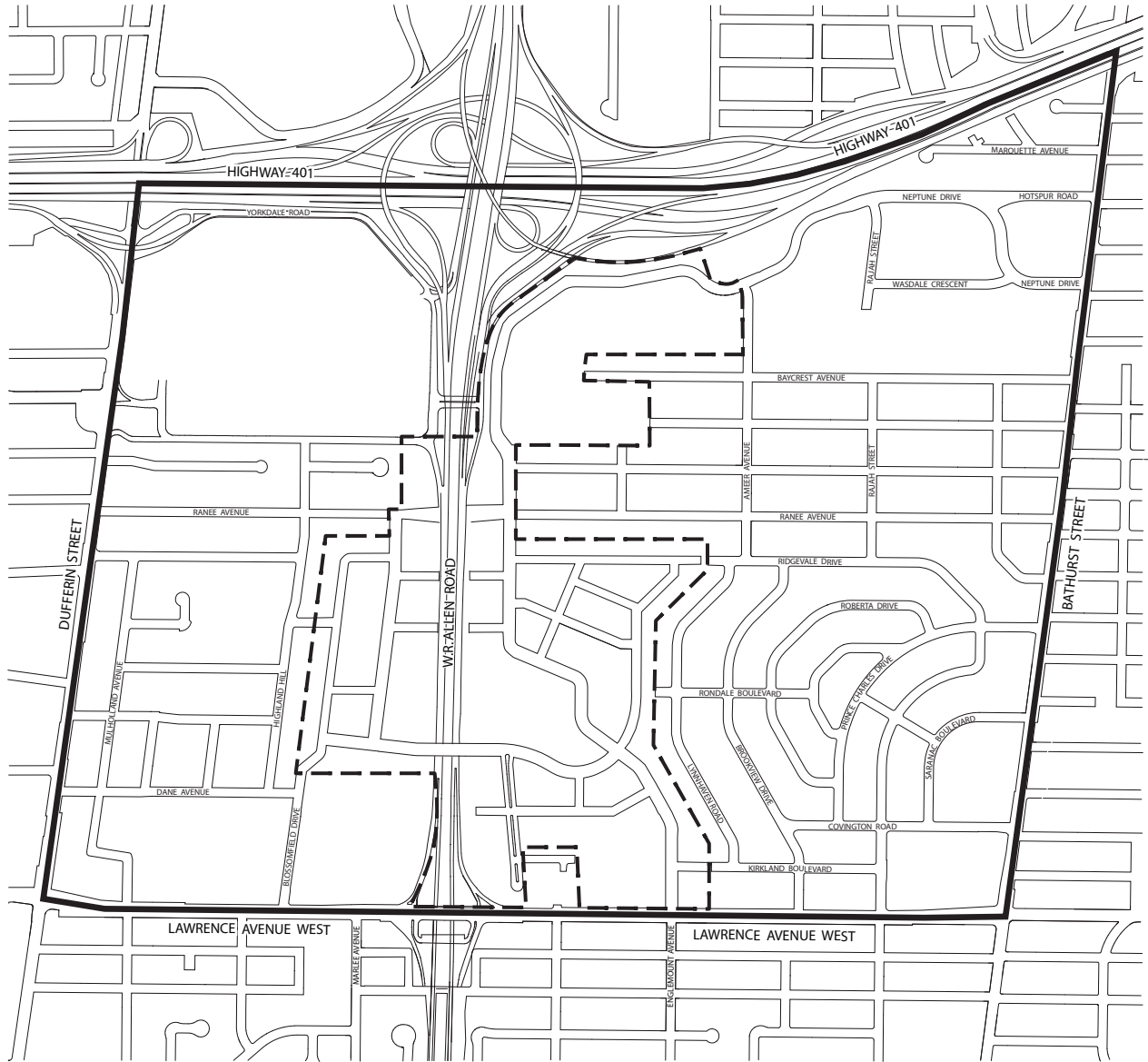
containing existing municipal rights-of-ways that are proposed to be closed and conveyed to the proponent for development;

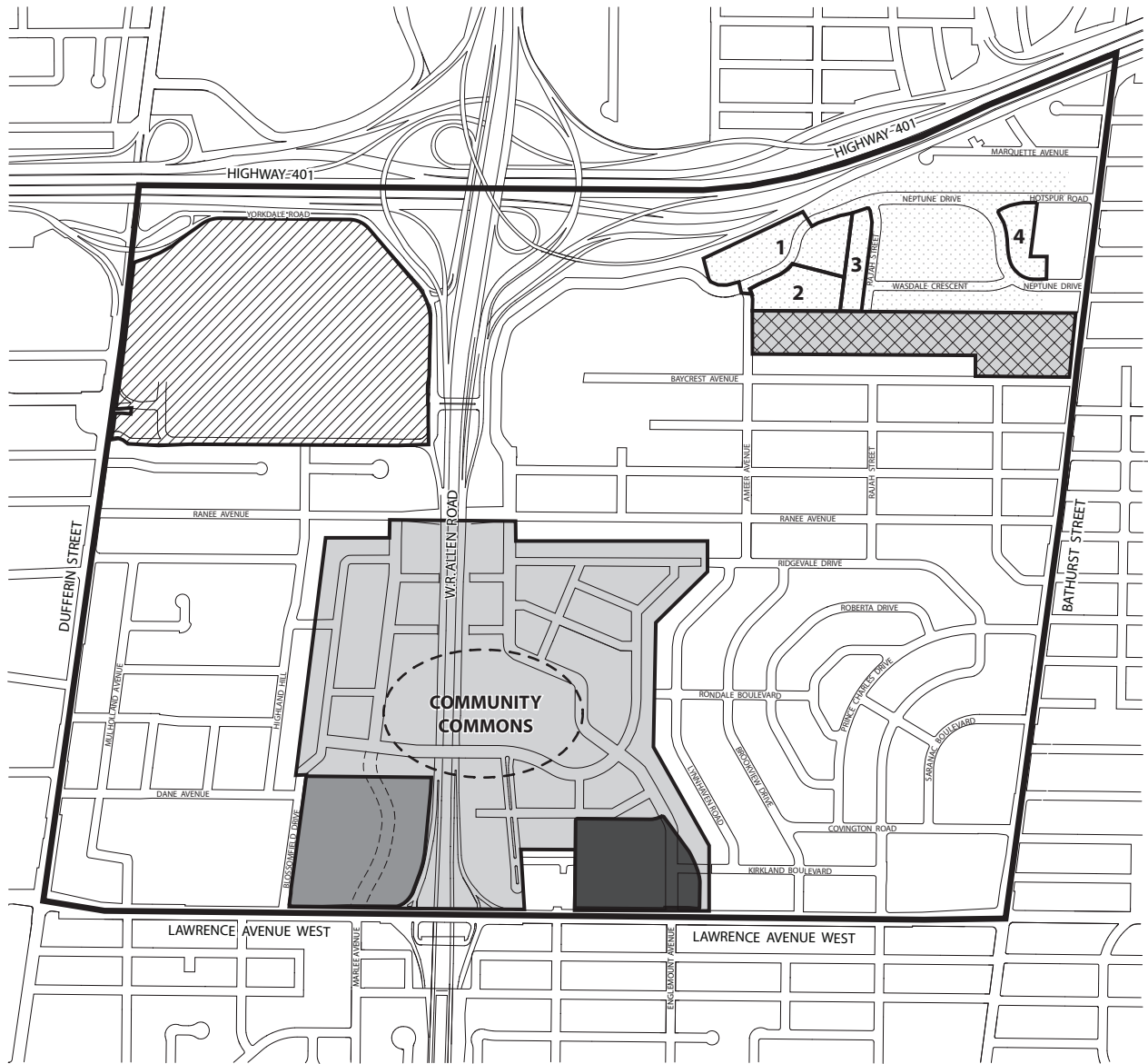
- c) A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the District required to meet the needs of pedestrians travelling in and through the District as a result of development provided for by this Secondary Plan;
- d) A description of the general treatment of all public sidewalks and public streets, referred to in (a) and (c) above, including:
 - i. paving materials;
 - ii. street trees;
 - iii. street lighting including pedestrian scale lighting; and
 - iv. the general locations of street furniture;
- e) A Functional Servicing Report that identifies municipal infrastructure requirements, including new infrastructure and upgrades to existing infrastructure, associated with the District. The report will identify:
 - i. infrastructure within the District required to serve the proposed development;
 - ii. infrastructure within the District required to support the overall future development levels anticipated in the Focus Area;
 - iii. infrastructure outside the District (both inside and outside the Secondary Plan Area) required to serve the proposed development, having regard for future development levels anticipated in the Focus Area when determining capacity;
- f) A Stormwater Management Report that identifies municipal infrastructure requirements, including new infrastructure and upgrades to existing infrastructure, associated with the District. The report will identify:
 - i. infrastructure within the District required to serve the proposed development;
 - ii. infrastructure within the District required to support the overall future development levels anticipated in the Focus Area; and

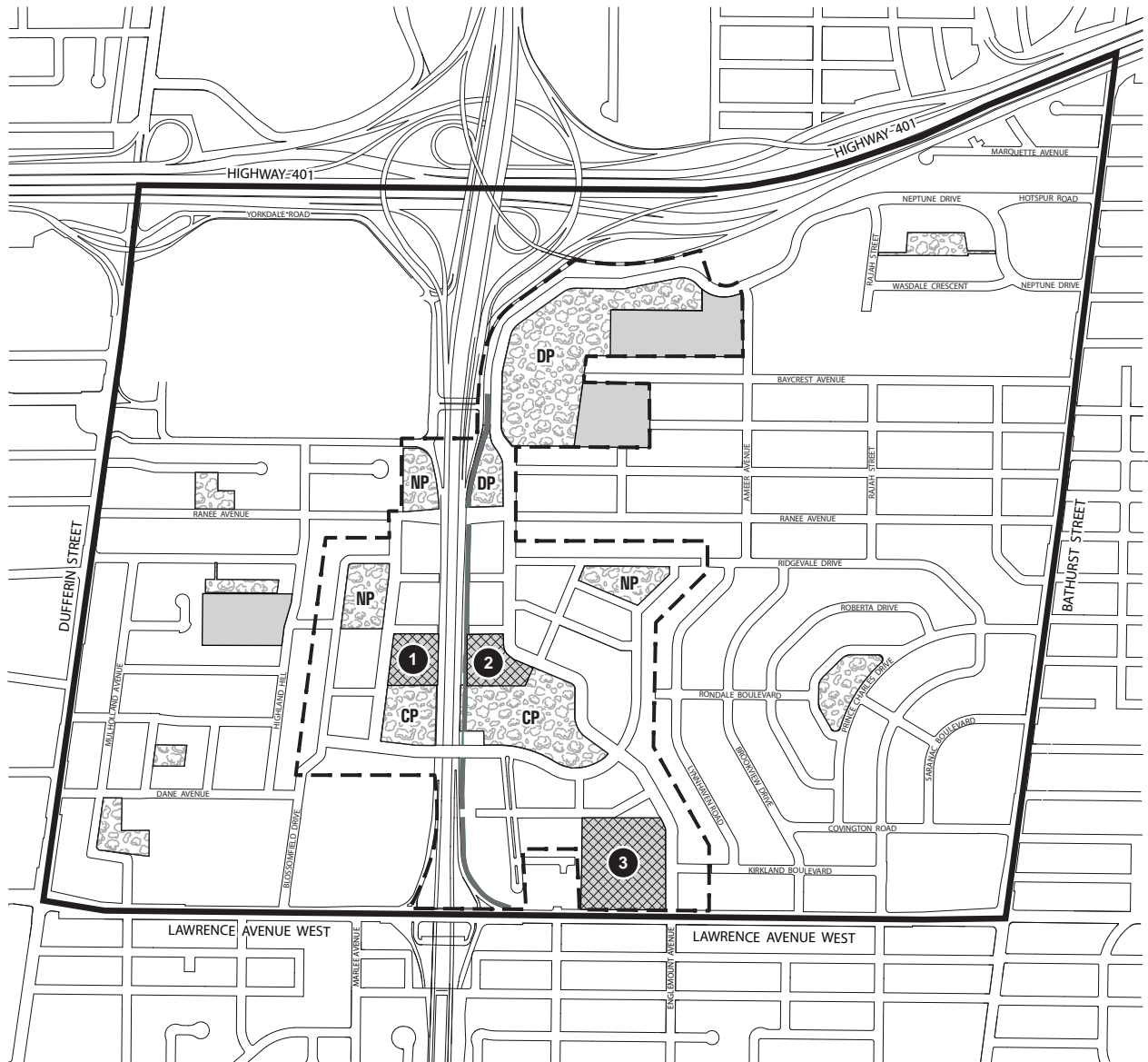
- iii. infrastructure outside the District (both inside and outside the Secondary Plan Area) required to serve the proposed development, having regard for future development levels anticipated in the Focus Area when determining capacity;
- g) Where government financial assistance for infrastructure construction is being requested, a phasing and costing plan for infrastructure construction that demonstrates cost-effective and efficient implementation;
- h) A description and plan of existing and proposed utility services within the District required to serve development permitted by this Secondary Plan;
- i) A plan indicating the location and dimensions of pedestrian or bicycle routes within or directly servicing development within the District;
- j) A description of the manner in which the District is to be linked to any adjacent Districts or lands outside the Focus Area;
- k) A Community Services and Facilities Implementation Plan, in accordance with Policy 5.3.7 of this Secondary Plan;
- l) A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the District and lands currently dedicated as parkland which are to be used for other purposes and/or conveyed to the proponent for development. The description should include an accounting of both proposed parkland conveyance for the District and previous parkland conveyance in the Focus Area in relation to overall parkland conveyance requirements for the Focus Area as described in Section 5.2 of this Secondary Plan and alternate rate provision contained in the City's Municipal Code under Chapter 415 related to Parkland Dedication;
- m) An energy strategy for the development that satisfies Policy 3.3.3 of this Secondary Plan by identifying opportunities to contribute to the City's energy and greenhouse gas reduction targets;
- n) A description of the means by which noise and other impacts of construction will be controlled in the development of the District; and
- o) A description of the phasing of construction within the District, including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the District. When municipal services or infrastructure are identified as required external to the








District, the phasing description will demonstrate the cost-effective and efficient implementation of this external infrastructure and its relationship to the planned intensification of the Focus Area.

2. In addition to the requirements of the *Planning Act* and Schedule 3 of the Official Plan, a complete application for Zoning By-law Amendment within the Focus Area will also include:
 - a) A Transportation Impact Study, including traffic certification required by Policy 4.7.2 of this Secondary Plan;
 - b) An Infrastructure Costing Analysis, where the applicant is requesting the City's financial assistance in implementing required municipal services; and
 - c) A Housing Issues Report.







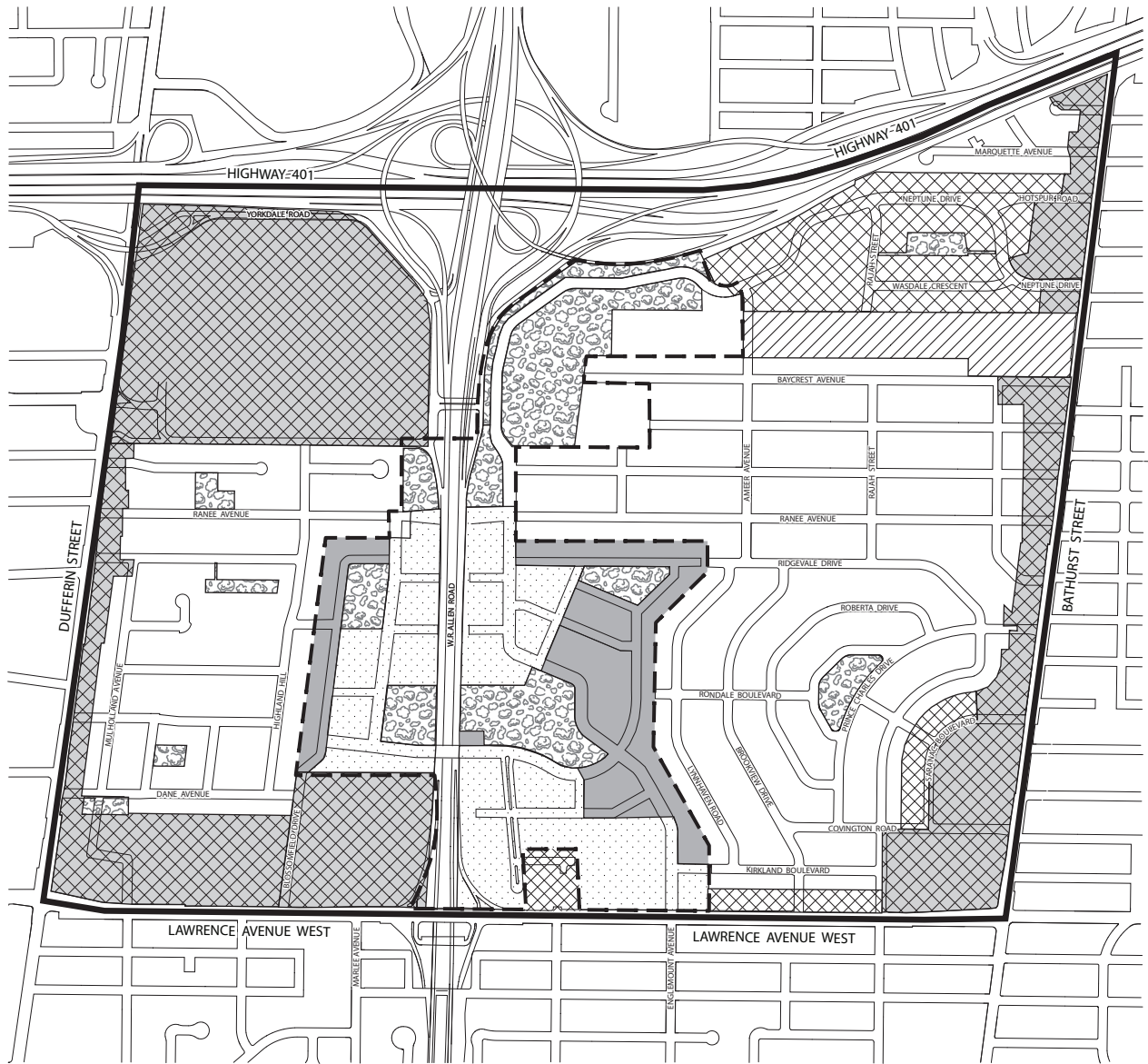
-  Secondary Plan Boundary
-  Focus Area Boundary
-  Greenway
-  TDSB & TCDSB Schools
-  Mixed Use with School and/or Community Facility
-  Parks
 - DP District park
 - CP Community Park
 - NP Neighbourhood Park
-  Proposed Future Facility
 1. TCDSB Elementary School, New Community Centre (Alternate Location)
 2. TDSB Elementary School, New Community Centre (Preferred Location)
 3. TDSB Secondary School












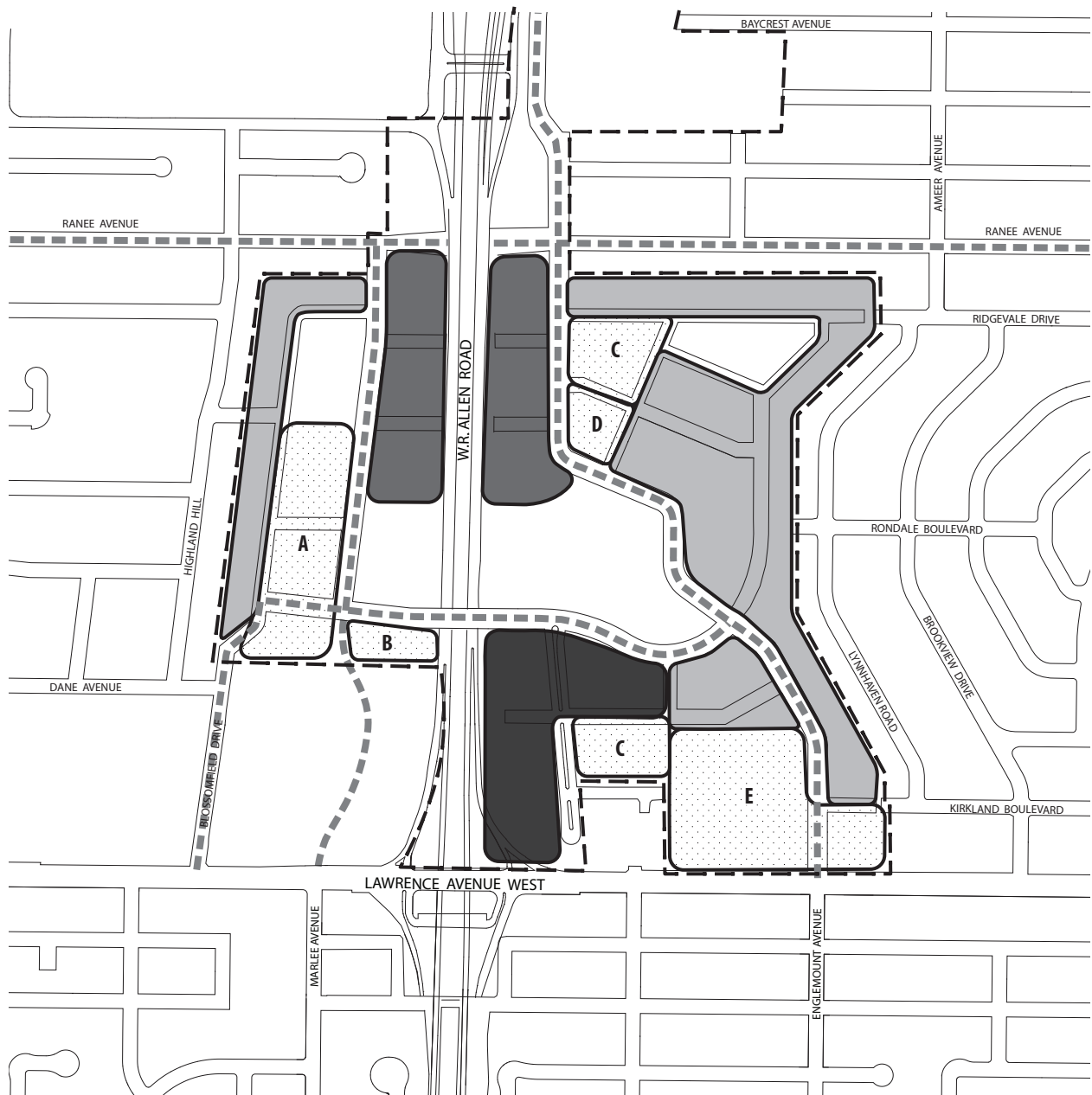
- Existing Highway
- Existing Major Streets
- Existing Primary Streets
- Proposed Primary Streets
- Proposed Local Streets (Conceptual)
- New Bridges Over Allen Road









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|-------------------------|--------------------|---------------------------------------|
| Secondary Plan Boundary | View Termini | Bridge and Underpass Improvements |
| Greenway | Landscape Edges | View Corridors |
| Parks | Mid-block Walkways | Potential and Existing Building Edges |
| Schoolyards | | |



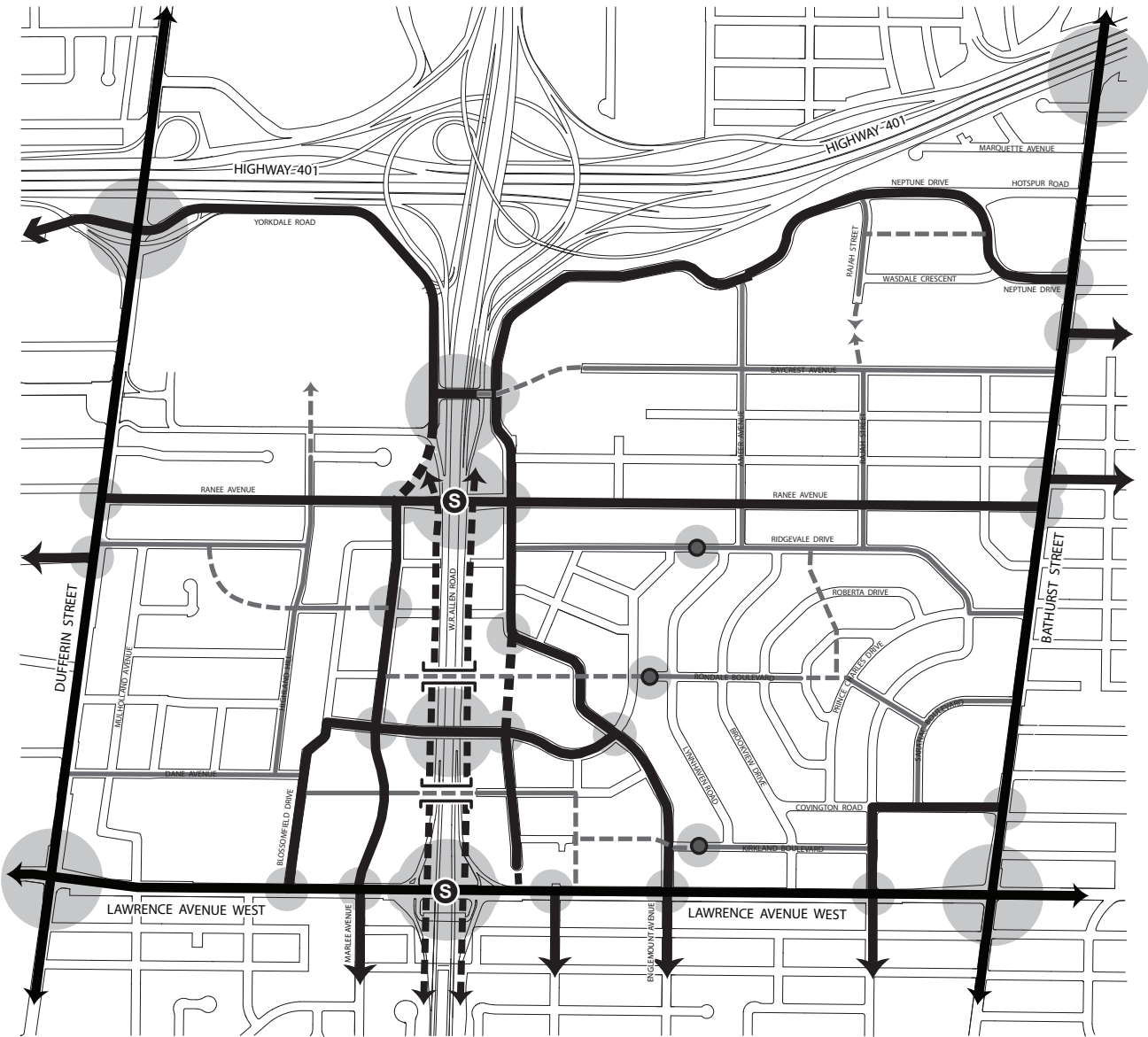
-  Secondary Plan Boundary
-  Focus Area Boundary
-  Neighbourhoods
-  Neighbourhoods A
-  Apartment Neighbourhoods
-  Apartment Neighbourhood A
-  Mixed Use Areas
-  Institutional Areas
-  Parks



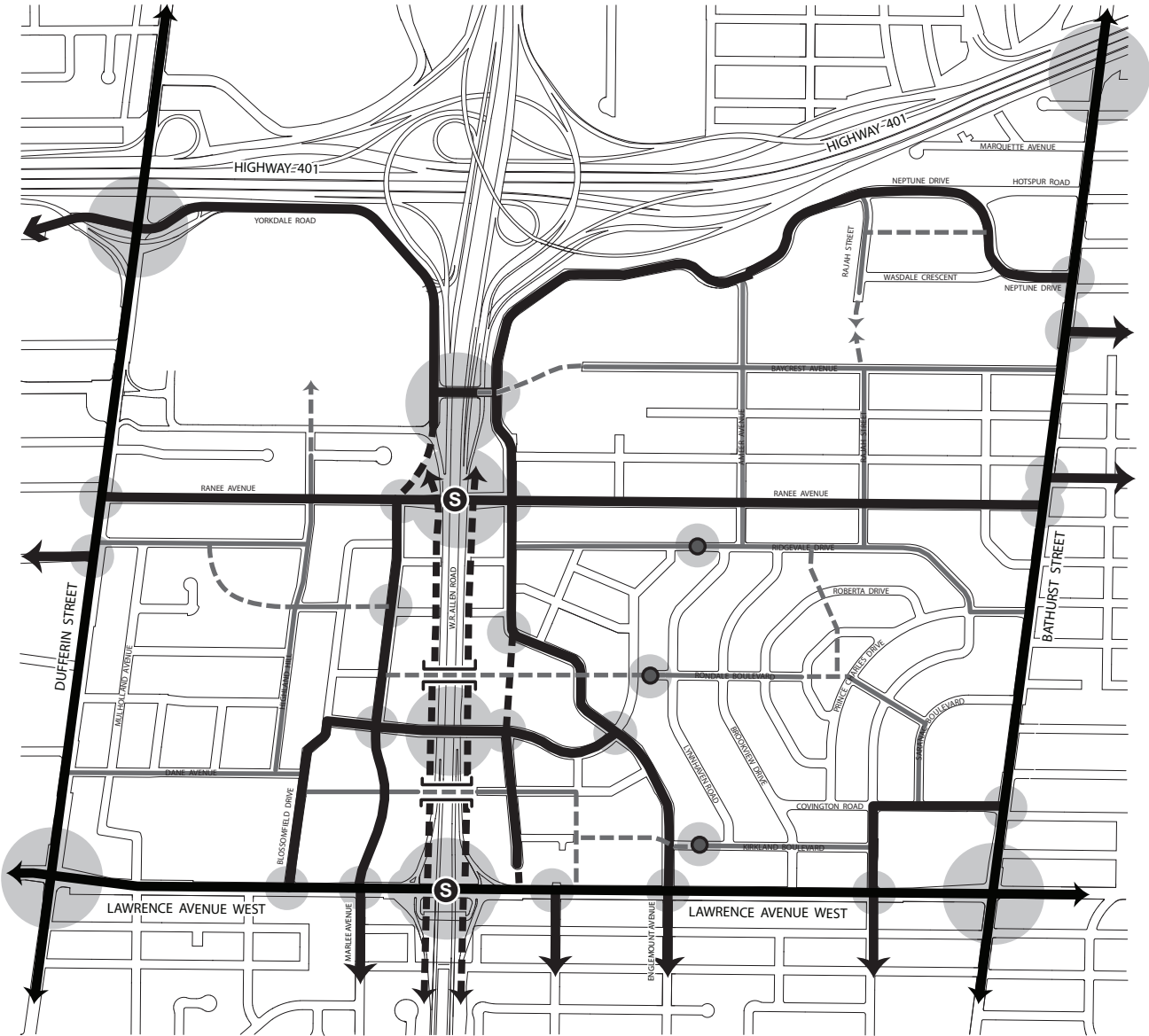
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|---|--|
|  Focus Area Boundary |  Mid-rise Area - Allen Road |
|  Primary Streets |  Mid-rise Area - Primary Streets |
|  Tall Building Area |  Neighbourhoods A - Low-rise Area |











- Secondary Plan Boundary
- Focus Area Boundary
- 11-Metre Height Restriction
- Dimensions in Metres



- Major On-Street Pedestrian Route
- Major Off-Street Pedestrian Route
- Minor On-Street Pedestrian Route
- Minor Off-Street Pedestrian Route
- Pedestrian Priority Area
- New Bridges Over Allen Road
- Neighbourhood Connection (subject to Policy 4.6.6)
- Existing Subway Station



-  Major On-Street Bicycle Route
-  Major Off-Street Bicycle Route
-  Minor On-Street Bicycle Route
-  Minor Off-Street Bicycle Route
-  Bicycle Priority Area
-  New Bridges Over Allen Road
-  Neighbourhood Connection
(subject to Policy 4.6.6)
-  Existing Subway Station

