



REPORT FOR ACTION

Main Street Planning Study - City-Initiated Official Plan Amendment – Supplementary Report

Date: December 16, 2019

To: City Council

From: Chief Planner and Executive Director, City Planning

Ward 19 - Beaches-East York

Planning Application Number: 18 159105 SPS 00 OZ

SUMMARY

On December 3, 2019, Toronto and East York Community Council adopted item TE11.4 and requested a report directly to the December 17-18, 2019 City Council meeting detailing a revision to the draft Site and Area Specific Policy 577 (SASP 577) to a) amend Map 4: Parks and Public Realm Plan to identify additional opportunities for park frontage and/or connectivity to Danforth Avenue; and b) include a policy that specifies the width of the proposed public street and private laneways as identified on Map 2A: Streets and Block Plan of SASP 577.

This report provides a revised draft SASP 577 to respond to this direction from Toronto and East York Community Council. The revised SASP 577 appropriately addresses the amendments directed through Toronto and East York Community Council.

City Planning staff are of the opinion that this policy is good planning and articulates the City objective to unlock the intensification in the study area to create a transit-oriented, complete community.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning Division recommends that:

1. City Council delete Toronto and East York Community Council Recommendation 1 and replace with the following:

City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment 478 appended as Attachment 1 to the report (December 16, 2019) from the Chief Planner and Executive Director, City Planning.

2. City Council amend Toronto and East York Community Council Recommendation 6 by deleting the words "Attachment 7, Map 6 to the report (November 15, 2019) from the Director, Community Planning, Toronto and East York District" and replace it with "Attachment 1, Map 6 to the report (December 16, 2019) from the Chief Planner and Executive Director, City Planning".

3. City Council amend Toronto and East York Community Council Recommendation 9 by deleting the words "Attachment 7 to the report (November 15, 2019) from the Director, Community Planning, Toronto and East York District" and replace it with "Attachment 1 to the report (December 16, 2019) from the Chief Planner and Executive Director, City Planning".

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On December 3, 2019, Toronto and East York Community Council adopted item TE11.4 that included the final staff report and recommended the associated draft Official Plan Amendment for the Main Street Planning Study. Toronto and East York Community Council directed staff to report to the December 17-18, 2019 meeting of City Council with an amendment to the draft Site and Area Specific Policy 577, as shown as Attachment No. 7 to the report (dated November 15, 2019) from the Director, Community Planning, Toronto and East York District, to a) amend Map 4: Parks and Public Realm Plan to identify additional opportunities for park frontage and/or connectivity to Danforth Avenue; and b) include a policy that specifies the width of the proposed public street and private laneways as identified on Map 2A: Streets and Block Plan of SASP 577.

The minutes from this meeting and item can be viewed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE11.4>

ISSUE BACKGROUND

SASP 577, and specifically Map 4: Parks and Public Realm Plan, provide preferred locations for public parks within the Main Street Planning Study area. A different location other than the preferred location could be considered through a development application, subject to criteria outlined in SASP 577. Such criteria includes fronting a public street, limiting shadow impacts, and ensuring a park that is programmable and accessible, among other criteria. One of the identified public parks has a preferred location that has frontage on Dawes Road. Toronto and East York Community Council directed staff to indicate additional opportunities for this park to be located with frontage on Danforth Avenue and that such location could be achieved through on-site or off-site

parkland dedication and be supplemented by privately owned publicly accessible spaces (POPS).

SASP 577 also provides direction on the creation of a new public street and private lanes. This direction includes a map (Map 2A) which stipulates that the new public street will be 20 metres wide, but which does not include a width for the private lanes. In addition, there is no specific policy text that indicates the width of either the public street or the private lanes.

COMMENTS

Public Park Location

One of the requests from the Toronto and East York Community Council was to amend Map 4: Parks and Public Realm Plan in SASP 577 to identify additional opportunities for park frontage and/or connectivity to Danforth Avenue. SASP 577 identifies preferred locations for public park purposes. One of those parks is located on one of the largest sites within the study area, which is currently occupied by a Canadian Tire, with frontage on both Danforth Avenue and the proposed Dawes Road extension.

The amended SASP 577 would provide an opportunity for this public park to have frontage on Danforth Avenue as well as Dawes Road. The ultimate determination of the park location would be subject to a development application(s), which in turn would be subject to City staff review and a public consultation process. City staff are of the opinion that this amendment clarifies the intention for a public park on this site and that this public park would be located and sized to be both programmable and easily accessible to serve as many residents and workers in the community and visitors to the community.

In order to facilitate this intention, Map 4 of SASP 577 has been amended to identify that the public park may be located in the locations described above. The amended Map 4 suggests that there would be two parks on the site currently occupied by a Canadian Tire; however, the policy text clearly indicates that the intention is to have one larger park, not two parks, and, as such, Map 4 indicates where that larger park may be located. Parks, Forestry and Recreation staff were consulted in the preparation of the amendment and of this report.

Public Road and Private Lane Widths

The second request from the Toronto and East York Community Council was to include a policy that specifies the width of the proposed public street and private laneways as identified on Map 2A of SASP 577. Currently, SASP 577 on Map 2A (Streets and Block Plan) identifies that the new extension of Dawes Road would be 20 metres in width. However, there is no accompanying policy text that addresses either the width of the public street or the width of the proposed private lanes. In order to provide clarity within

policy text in addition to Map 2A, the following policy 2.1.2 and 2.1.3 has been added to the draft SASP 577, as shown within Attachment 1 to this report, as follows:

2.1.2 The new public street identified on Map 2A (Streets and Block Plan) will have a 20 metre right-of-way width unless otherwise indicated in the Official Plan.

2.1.3 The private lanes identified on Map 2A (Streets and Block Plan) will generally have a width of 12 metres in order to provide access to parking and loading spaces and to provide a safe midblock connection.

The new public street, which is for the purposes of extending Dawes Road, has a right-of-way width of 20 metres, which is the City standard for new streets. The private lanes will generally be 12 metres in width, which provides adequate space for access to parking and loading spaces as well as providing a midblock connection that would connect people with places and improve the permeability through the study area. The 12 metre width may be reduced or increased dependent on the review of a development application, provided such a reduction or increase can demonstrate appropriate access to parking and loading and the provision of a safe midblock connection.

The addition of this policy will provide appropriate clarity and direction for the extension of Dawes Road and the private lanes. The extension of Dawes Road and the private laneways will be provided as new development is proposed (through future *Planning Act* applications, such as Draft Plans of Subdivision or Site Plan Control applications). Without the road extension, new development would not be possible; as well, the private laneways ensure orderly development and good site plan design.

In addition to the new policies within Section 2 of the SASP, the SASP will also amend Map 3 of the Official Plan, Right-of-Way Widths associated with existing Major Streets and amend Schedule 2 of the Official Plan, the Designation of Planned but Unbuilt Roads. The amendments will read as follows:

1. To amend Map 3 to extend Dawes Road generally 150 metres south of Danforth Avenue. This existing portion of Dawes Road will have a non-uniform width, to be retained as existing at the time of Plan adoption.
2. Schedule 2 of the Official Plan, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt road:

Street Name	From	To
Dawes Road (extension)	Dawes Road terminus south of Danforth Avenue	Danforth Avenue

This amendment adds an additional layer of clarity for the proposed new street, as well as recognizing the existing configuration of Dawes Road south of Danforth Avenue to the point where Dawes Road terminates. This new section of the SASP is stylistic and technical in nature as Map 2A of the SASP currently indicates this new street as having a 20-metre right-of-way width.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Draft Official Plan Amendment 478 (Site and Area Specific Policy No. 577)

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Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO
Bill XXX
BY-LAW XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019, as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main Street; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road.

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 478 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata, ULLI S. WATKISS,
Speaker City Clerk

(Seal of the City)

AMENDMENT NO. 478 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 2451-2763 DANFORTH AVENUE; 2494-2774 DANFORTH AVENUE; 143-315 MAIN STREET; 124-308 MAIN STREET; 2185-2225 GERRARD STREET EAST; 2192-2210 GERRARD STREET EAST; 90-76 KIMBERLY AVENUE; AND 6-30 DAWES ROAD

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

1. To amend Map 3 to extend Dawes Road generally 150 metres south of Danforth Avenue. This existing portion of Dawes Road will have a non-uniform width, to be retained as existing at the time of Plan adoption.
2. Schedule 2 of the Official Plan, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt road:

Street Name	From	To
Dawes Road (extension)	Dawes Road terminus south of Danforth Avenue	Danforth Avenue

3. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 577 for lands known municipally in 2019 as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road, as follows:

interspersed to provide passive and active outdoor recreational opportunities for residents, employees, and visitors.

1.6 Promote opportunities for complete streets and active and safe transportation.

1.7 Provide built form and massing in good proportion that responds to existing built heritage resources. Built form will include mid-rise buildings as well as consistent, pedestrian-scaled base buildings punctuated by broadly spaced towers that gradually transition down in height to the east and north from a height peak in the southwest quadrant.

1.8 Ensure land uses and built form are compatible with, support, and do not negatively impact light, view and privacy to surrounding properties and neighbourhoods.

1.9 Conserve and promote cultural heritage resources.

1.10 Create a sustainable and resilient community with a focus on higher energy efficiency, lower greenhouse gas emissions, retaining stormwater, and enhancing the quality and quantity of biodiversity.

1.11 Promote integration of new development with public transit stations.

1.12 Promote design excellence and high quality architectural and landscape design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible design for development/redevelopment, public realm improvements, and parks and open space design.

2. Public Realm

2.1 Streets and Block Network

2.1.1 New development will create a fine-grained, walkable public street network generally in accordance with Map 2A (Streets and Block Plan) that will improve pedestrian permeability and site access.

2.1.2 The new public street identified on Map 2A (Streets and Block Plan) will have a 20 metre right-of-way width unless otherwise indicated in the Official Plan.

2.1.3 The private lanes identified on Map 2A (Streets and Block Plan) will generally have a width of 12 metres in order to provide access to parking and loading spaces and to provide a safe midblock connection.

2.1.4 Despite 2.1.1 and 2.1.2, minor expansions to existing land uses and buildings are generally permitted and may not require conveyance of new public streets in accordance with Map 2A (Streets and Block Plan).

2.1.5 Streets will be designed with consideration for opportunities to interpret and commemorate the historic environment, including Indigenous histories, related to Dawes Road, the Grand Trunk Railway yards and related industries, and Little York.

2.2 Sidewalks and Midblock Connections

2.2.1 Streets will generally have a minimum sidewalk width (i.e. curb to building face) of at least 6 metres, inclusive of street trees, where a tall building is proposed, and 4.8 metres, inclusive of street trees, where a mid-rise or low-rise building is proposed.

2.2.2 Where there is a strong, legible, historic character of street-oriented buildings on or adjacent to a development site, narrower sidewalk widths than outlined in policy 2.2.1 may be considered. Minimum sidewalk widths may also be less than the required minimums where sidewalks are adjacent to properties on the Heritage Register.

2.2.3 Midblock connections that are safe and accessible will be provided generally in accordance with those areas identified on Map 4 (Parks and Public Realm Plan). Soft landscaping is encouraged on midblock connections where feasible.

2.2.4 Pedestrian connections to improve access to Main Street TTC Station and Danforth GO Station will be required through redevelopment.

2.3 Parks and Open Space

2.3.1 Preferred locations for new public parks and open spaces are shown on Map 4 (Parks and Public Realm Plan).

2.3.2 The new parks identified in Map 4 (Parks and Public Realm Plan) will include:

One larger park within Character Area C that will be a focal point for the new community and provide opportunities for a mix of active and passive programming and promote social gathering.

One smaller park with frontage on Danforth Avenue that will act as a mid-block connection from Danforth Avenue to Stephenson Park as well as the neighbourhoods to the south, and provide opportunities for passive uses.

2.3.3 A larger, central park is a priority within Character Area C, as shown on Map 4. Assembling parkland dedications and parkland conveyances from more than one development in Character Area C will contribute to the creation of this larger, central park. These parkland dedications and conveyances may be secured through landowner agreements.

2.3.4 New parks will:

- a) have a functional size, shape and appropriate public frontage;
- b) be developed as a focal point in the community, providing easy access for surrounding residents, workers and visitors;
- c) be located with generous street frontage(s) to provide the greatest possible benefit to safety and visibility for those accessing the park or POPS, and be seamlessly integrated and connected to the broader public realm;
- d) fit harmoniously within the planned built form context of each of the three Character Areas, allowing for relief between existing and new buildings;

- e) create a seamless relationship between streets, parks and other elements of the public realm;
- f) contribute to a fine-grain pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm;
- g) where possible, provide opportunities for expansion when adjacent properties redevelop;
- h) create spaces that provide visual interest and achieve design excellence;
- i) encourage public life through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, active uses at grade and programming;
- j) provide site-specific place-making opportunities through public art, heritage interpretation and cultural expression, including celebrating Indigenous histories;
- k) support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
- l) accommodate people of all ages and abilities year-round;
- m) include green infrastructure that enhances the ecological function of the public realm, supports storm water management and promotes biodiversity, in accordance with best practices and standards;
- n) be designed and built with high-quality and durable materials that can be maintained and that support the intensity of use by residents, workers and visitors; and
- o) be designed for thermal comfort through maximizing sunlight access and minimizing wind impacts to improve usability, enjoyment and opportunities for vegetation growth.

2.3.5 Parkland provision will be considered in the following order of priority:

- a) on-site dedication;
- b) off-site dedication;
- c) cash-in-lieu of parkland.

2.3.6 Where, as part of a development, an on-site parkland dedication is determined to not be technically feasible or desirable by the City, an off-site parkland dedication that is in the vicinity of the development site, or that contributes to the Parks and Public Realm Plan shown in Map 4, may be substituted for an on-site dedication prior to the consideration of cash-in-lieu of land, at the City's discretion.

2.3.7 Where parkland contributions are unable to provide for the new parks identified in Policy 2.3.2 and on Map 4, alternative locations and configurations for public parkland may be considered, provided the alternative location and/or configuration meets Policy 2.3.4 of this SASP.

2.3.8 Additional parks and open spaces may be added to the network conceptually illustrated on Map 4, without amendment to this Plan, as opportunities arise.

2.4 Privately Owned, Publically-Accessible Spaces (POPS)

2.4.1 New development in Character Area C will provide Privately-Owned Publicly-Accessible Spaces (POPS) at the ground level of tall building development to supplement the parks and open space network; increase the variety of public spaces

with a range of uses and amenities for the enjoyment of all users, and provide transitions between buildings and the public realm.

2.4.2 POPS will not be used to satisfy parkland dedication.

2.4.3 The open space proposed to be adjacent to the rail corridor will be in keeping with all rail safety guidelines. This open space will provide unrestricted access to the general public and be a high quality, sustainable, attractive, and safe space. Its design should engage with the Lakeshore GO East rail corridor.

2.4.4 POPS will be designed generally in accordance with the City's Design Guidelines for Privately-Owned, Publicly-Accessible Spaces (POPS).

3. Community Services and Facilities

3.1 New and/or improved community facilities will be required in order to achieve the amount and range of community services and facilities necessary to serve future growth as a result of greater intensification near higher order public transit.

3.2 Community services and facilities will be:

- a) located in highly visible and accessible locations, on public streets with strong pedestrian, cycling and transit connections;
- b) designed in a manner that promotes flexible multi-purpose facilities that can be adjusted to meet the varied and evolving needs of the complete community; and
- c) delivered in a timely manner to support residential and non-residential growth.

3.3 Innovative approaches for providing community services and facilities will be encouraged, including shared uses and integrating facilities within private developments that maintain public accessibility.

3.4 Development that is phased will include required facilities as part of the first phase of development.

3.5 Community services and facilities priorities for the area governed by this SASP are listed below:

- a) capital improvements to and/or the replacement of area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space;
- b) securing space within developments for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy; and
- c) child care spaces.

Priorities may change or be expanded based upon monitoring and review of needs and demand as the area develops and/or changes.

3.6 Development will replace the total gross floor area of any existing on-site community services and facilities to ensure no net loss of community space. The replacement of any existing community services and facilities off-site will be at the City's discretion.

4. Sustainability and Resilience

4.1 New development will be strongly encouraged to achieve the highest level of the Toronto Green Standard, including achievement of near zero emissions and retention of 100% of rainfall and snowmelt.

4.2 Development will be encouraged to:

- a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- b) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) integrate on-site renewable energy and electricity production to reduce electricity demand;
- d) provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and
- e) limit the loss of embodied energy and emissions contained within the existing building stock.

4.3 Owners of existing apartment buildings will be encouraged to renovate and retrofit older apartment buildings in order to reduce energy use and greenhouse gas emissions, absorb more stormwater, reduce urban heat island impacts and improve resilience, especially when proposing new infill development on their lands.

5. Parking and Loading

5.1 The following are encouraged to reduce parking demand:

- a) car-share facilities; and
- b) shared parking among uses that have different peaking characteristics.

5.2 Parking facilities may be provided on the ground floor only if enclosed by active uses, such as retail spaces and other active uses.

5.3 Above-grade parking structures may be permitted in the base of buildings for development that abut the rail corridor.

5.4 Developments adjacent to each other are encouraged to share consolidated access points from the public street or public laneways for parking and loading. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

6. Land Use

6.1 The introduction of greater residential and non-residential uses, as permitted in this SASP, will only be considered when appropriate infrastructure and mitigation is provided and/or secured through appropriate agreements. Appropriate infrastructure includes, but is not limited to: roads, servicing (including water, sewer and stormwater infrastructure), parkland and open space, affordable rental housing, community services and facilities, and sustainability measures. Appropriate mitigation includes, but is not limited to, rail safety measures for developments adjacent to the rail corridor, and wind, shadow, noise, and vibration mitigation measures.

6.2 Non-residential uses that provide for employment opportunities are required in Employment Priority Areas, as shown on Map 3. Tall buildings within the Employment Priority Areas must provide dedicated non-residential uses generally on the first, second and third floors. Non-residential uses can include: office, commercial, creative industry (e.g. music, arts, "makerspaces"), medical, tourism, cultural, institutional, studio, service, civic uses, and other uses to be determined through a site-specific Zoning By-law Amendment process. Uses required for the functionality of the building, such as elevators, lobbies, loading areas and parking ramps are also permitted on the floors dedicated for non-residential uses in accordance with this policy.

6.3 Active uses will be located along the ground floor of development with frontages along public streets, public parks, and privately owned, publicly-accessible open spaces. Active uses include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers, recreational and arts facilities, institutional uses, and building lobbies.

7. Built Form

7.1 Character Area A

7.1.1 Development in Character Area A, as shown on Map 5 (Character Areas Map), will conform to those policies set out in Site and Area Specific Policy 552.

7.2 Character Area B

7.2.1 Development in Character Area B, as shown on Map 5 (Character Areas Map), may be low-rise or mid-rise. The maximum building height will generally be no taller than the width of the adjacent right-of-way with appropriate transition to adjacent properties designated Neighbourhoods.

7.2.2 New and modified mid-rise buildings in Character Area B will employ setbacks, stepbacks, and angular planes in order to limit impacts on light, view and privacy to adjacent properties designated Neighbourhoods.

7.2.3 Mid-rise building design will have regard for the City of Toronto Council adopted Avenues and Mid-rise Building Study.

7.3 Character Area C

7.3.1 New development in Character Area C, as identified on Map 5 (Character Areas Map), will include new tall buildings in slender point-form towers with compact floor plates, and new mid-rise buildings where appropriate for the purposes of transitioning down to lower scale buildings.

7.3.2 The maximum height of base buildings will be four storeys (generally 16-18 metres). A base building containing non-residential uses may be a maximum of 24 metres with a minimum 3 metre stepback generally at 18 metres.

7.3.3 The tallest buildings will be located in the 'Height Peak' area as shown on Map 6, provided the following criteria are met:

- a) the building heights are generally consistent with existing and/or approved building heights within the 'Height Peak' area; and
- b) provided the proposed tall buildings meet noise, vibration and rail safety standards as per Policy 10.1, 10.2 and 10.3 of this SASP.

7.3.4 New tall buildings located in the 'Transition Area (Tall)', as shown on Map 6, will transition down in height from the 'Height Peak' to the prevailing existing and planned built form character of properties adjacent to the northerly and easterly limits of Character Area C.

7.3.5 New development in the 'Transition Area (Mid-rise)', as shown on Map 6, will be in the form of a mid-rise building, adequately limiting shadow impacts to existing and planned parks and open spaces and providing an appropriate transition to the low-rise neighbourhood to the south.

7.3.6 Site-specific zoning by-law amendments will establish building heights for each property. In addition to the direction of Policies 7.3.2, 7.3.3, 7.3.4 and 7.3.5 above, studies such as sun/shadow studies, pedestrian-level wind and skyline view studies, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this SASP will inform building height.

7.3.7 A minimum tower separation distance of 25 metres between existing and proposed towers internal and external to the lands will be provided to allow for improved sky view, privacy, and daylighting.

7.3.8 Tall buildings will have a floor plate no larger than 750 square metres, unless required for institutional or commercial uses or where it can be demonstrated that the impact of a larger floor plate (sunlight/shadow, transition, skyview and wind) can be sufficiently mitigated.

7.3.9 Tall buildings and base buildings will be massed and articulated to mitigate wind and shadow impacts on public rights-of-way and public and publicly-accessible open spaces, such as parks and POPS. Wind conditions at grade will be suitable for sitting and standing, with higher standards applying within parks and other open spaces where people are expected to linger.

7.4 Transit Integration

7.4.1 Development adjacent to public transit is encouraged to integrate with public transit stations, such as Main Street TTC Station and Danforth GO Station. This integration should improve visibility, accessibility, and make efficient use of both private and public lands for the benefit of residents, workers, and visitors.

8. Heritage

8.1 A Heritage Impact Assessment will be submitted to the satisfaction of the City for any development proposed on or adjacent to those properties identified as potential built heritage resources on Map 7.

8.2 Properties on the Heritage Register, or properties adjacent to a property on the Heritage Register, will require additional consideration and alternate design solutions which may include additional setbacks, stepbacks and stepping down on building heights over and above the minimum site and urban design standards, and specialized material articulation and treatments.

9. Housing

9.1 New residential development will provide a diverse range and mix of housing options, including seniors housing and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.

9.2 To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:

- a) a minimum of 10 per cent of the total number of units as three-bedrooms units; and
- b) a minimum of 25 per cent of the total number of units as units with at least 2 bedrooms.

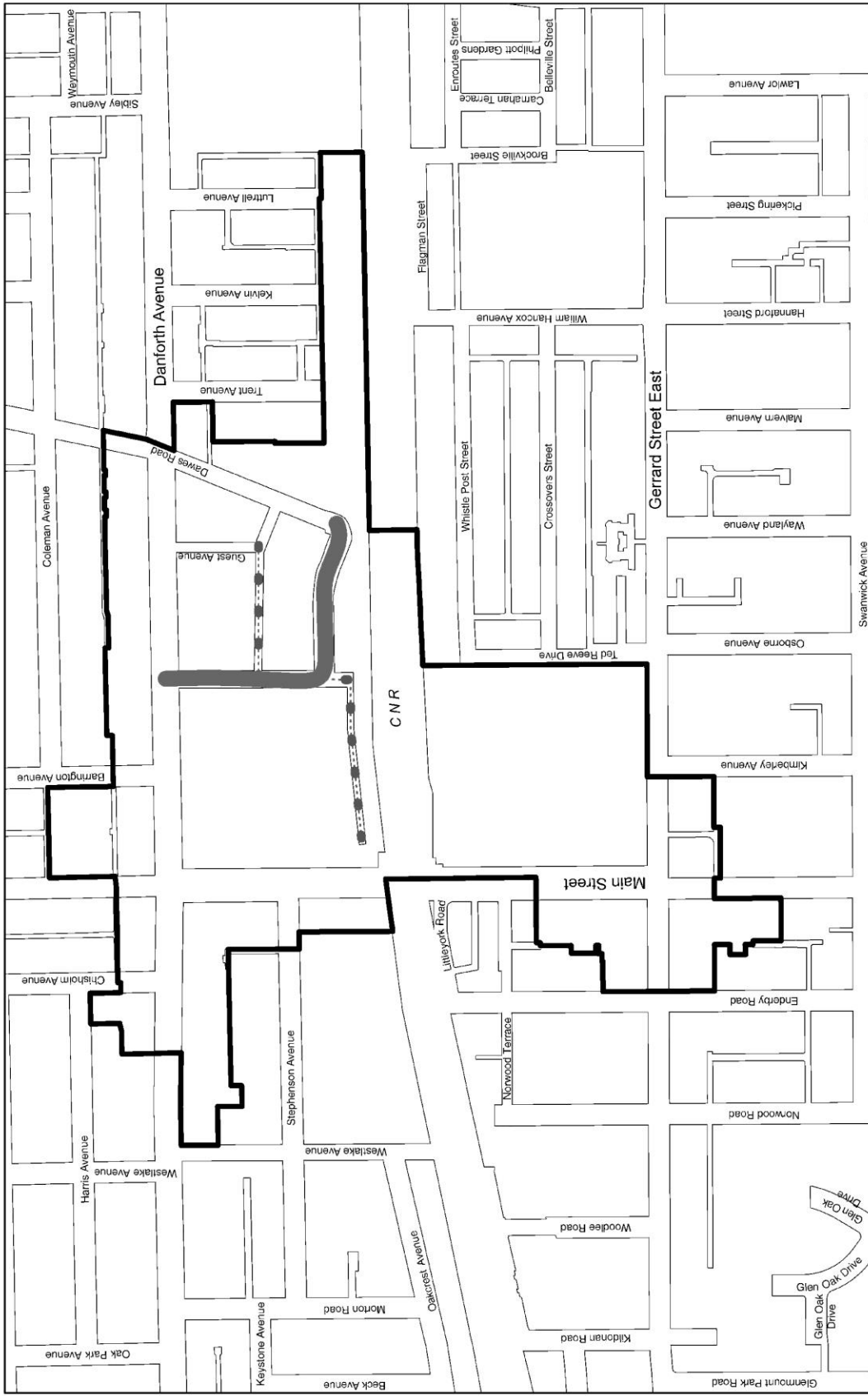
9.3 Indoor and outdoor amenity spaces provided in development containing residential uses are encouraged to be suitable for a range of households, including families with children and pet owners.

10. Noise, Vibration and Rail Safety

10.1 Noise and vibration studies submitted in support of development will specifically review the noise and vibration that will be reflected from the rail corridor to the properties surrounding the tracks as a result of the redevelopment of any new building to the tracks. The noise and vibration study will recommend mitigation measures for noise reflection and be implemented through the development by the owner.

10.2 New development adjacent to rail lines, spurs and yards must provide appropriate mitigation and safety features to implement the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations.

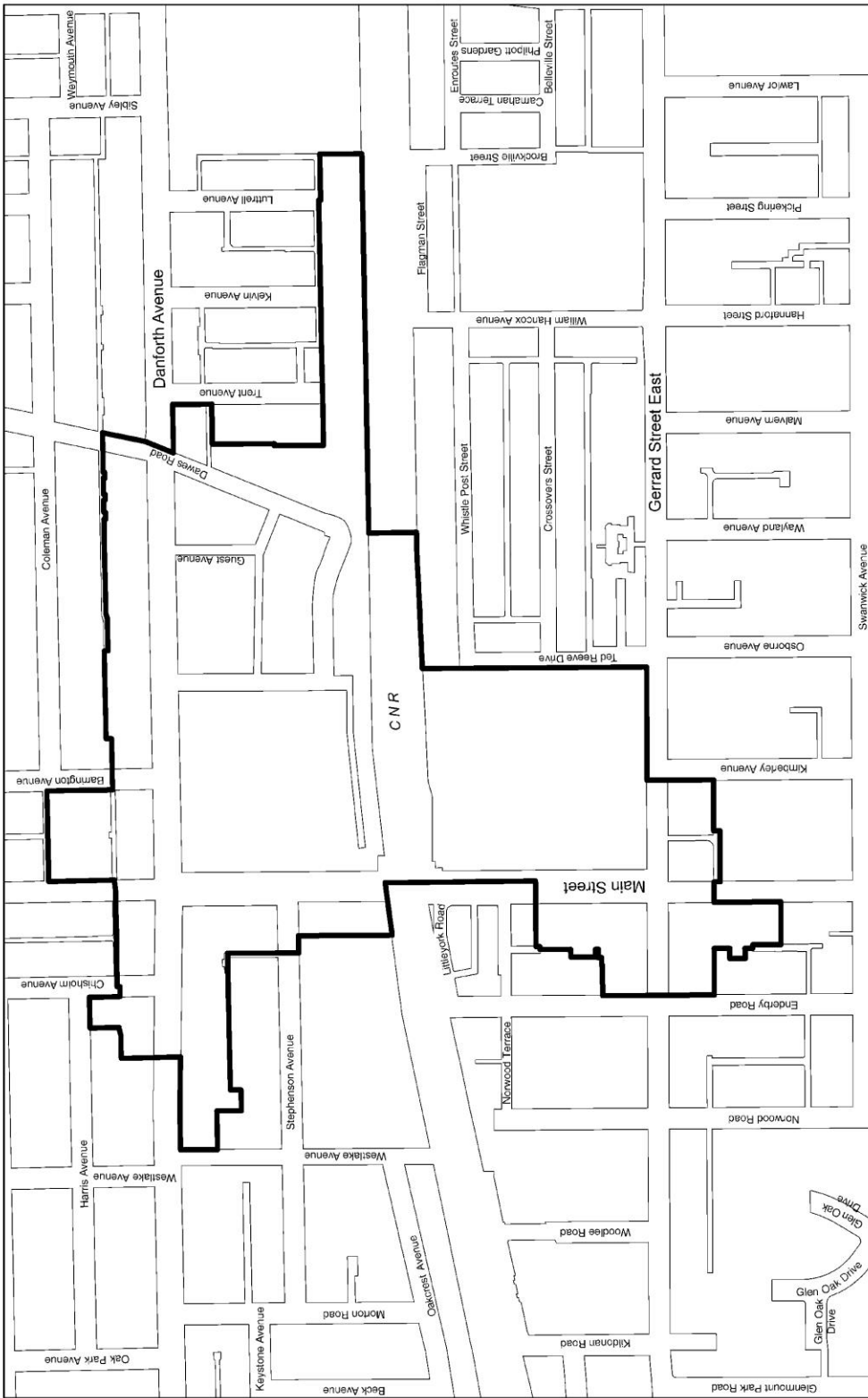
10.3 New development adjacent to rail lines, spurs and yards must prepare a rail safety report that will be circulated to Metrolinx (or the appropriate rail authority) and reviewed to ensure that the proposed safety measures meet applicable rail safety standards.



Toronto
Official Plan Amendment #478

Main Street Planning Study
 MAP 2A Streets and Block Plan
 File # 18.159.105.SPS.00.0Z

Study Boundary
 20 Metre Public Street
 Private Lane
 Not to Scale
 12/09/2019

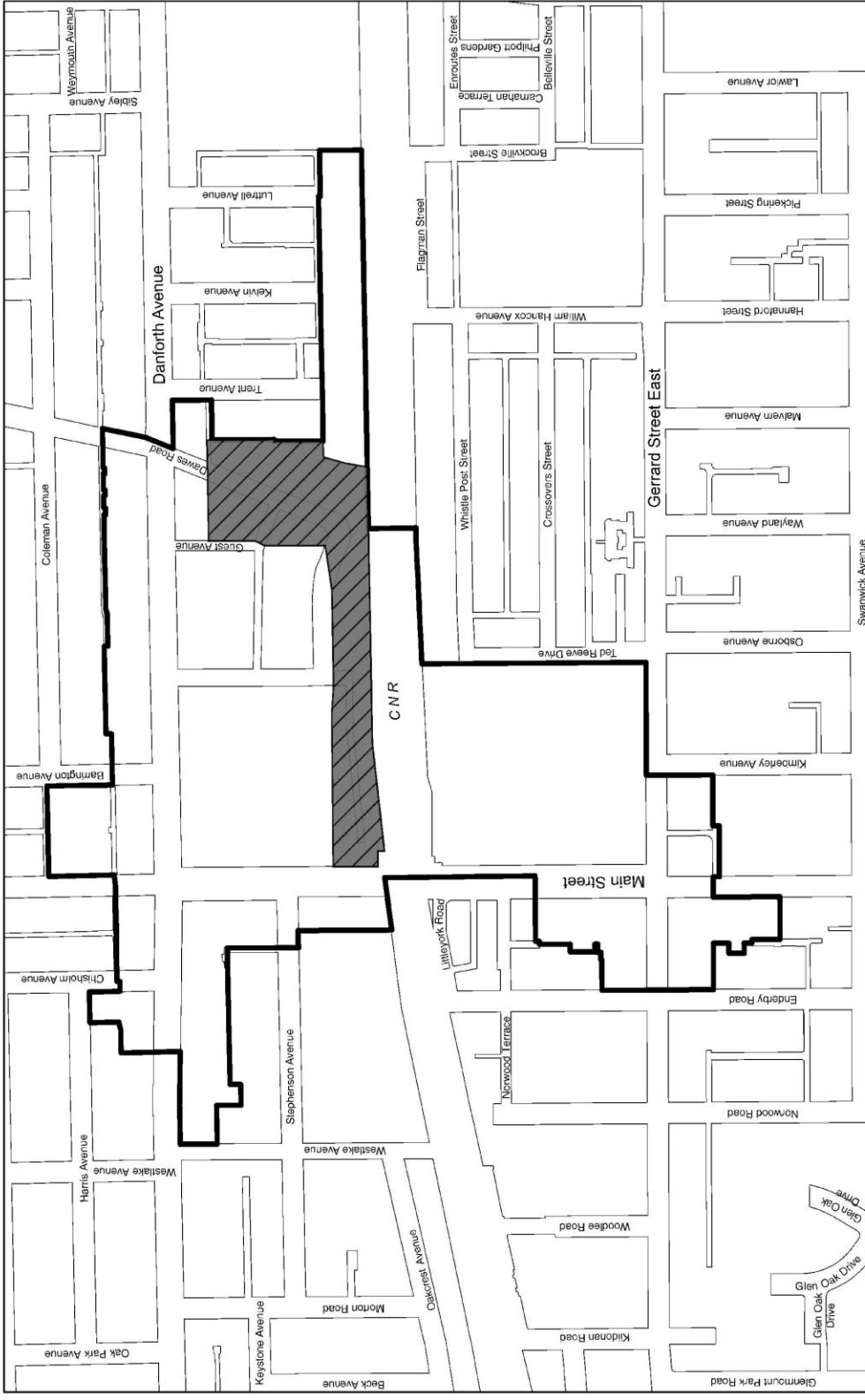


Main Street Planning Study
 MAP 2B Streets and Block Plan
 File # 18 159105 SPS 00 0Z

Toronto
 Official Plan Amendment #478

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 Not to Scale
 11/12/2019

— Study Boundary



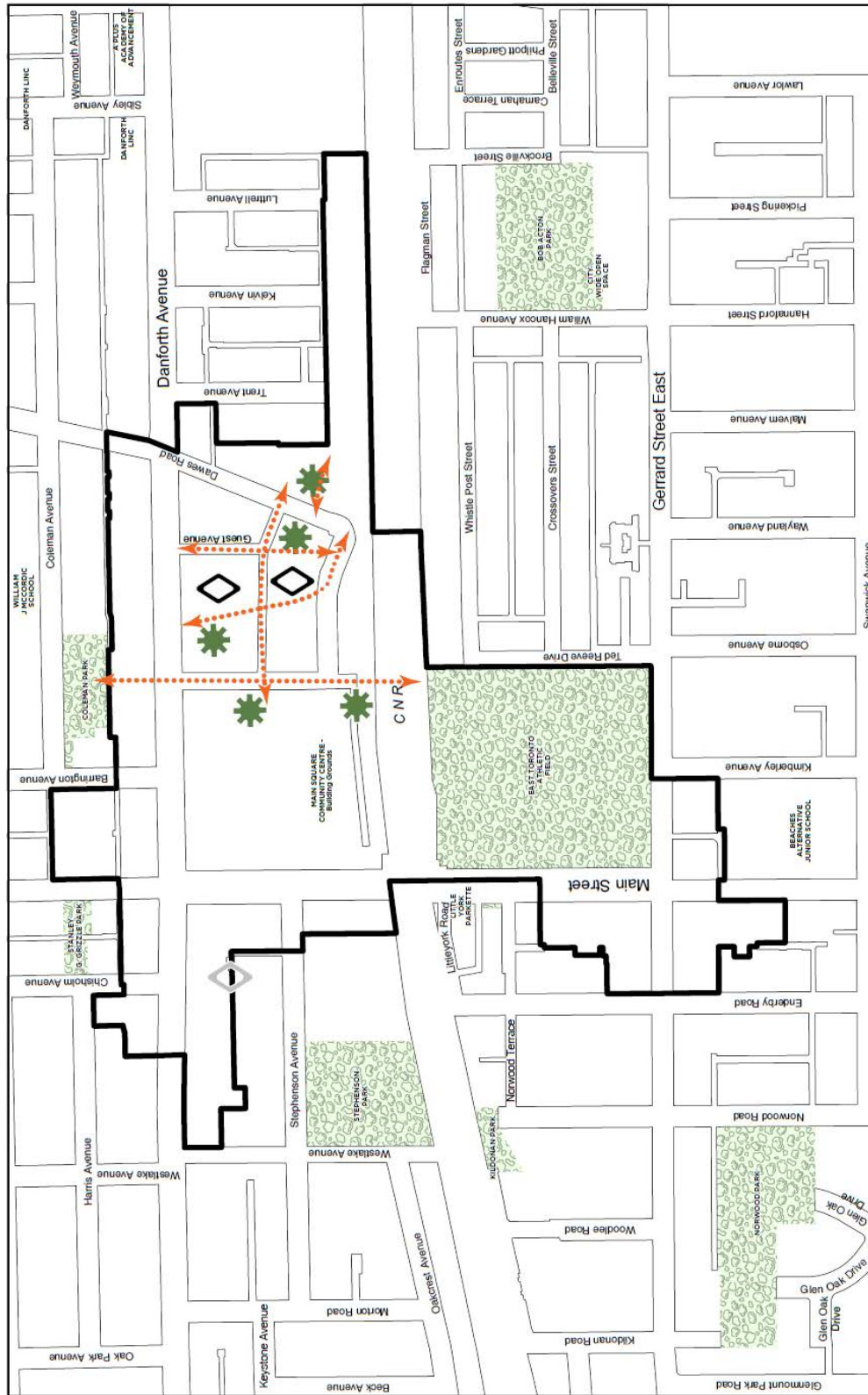
Main Street Planning Study
 MAP 3 Employment Priority Area
 File # 18_159105_SPS_00_07

Toronto
Official Plan Amendment #478

↑
 Not to Scale
 11/06/2019

■ Employment Priority Area

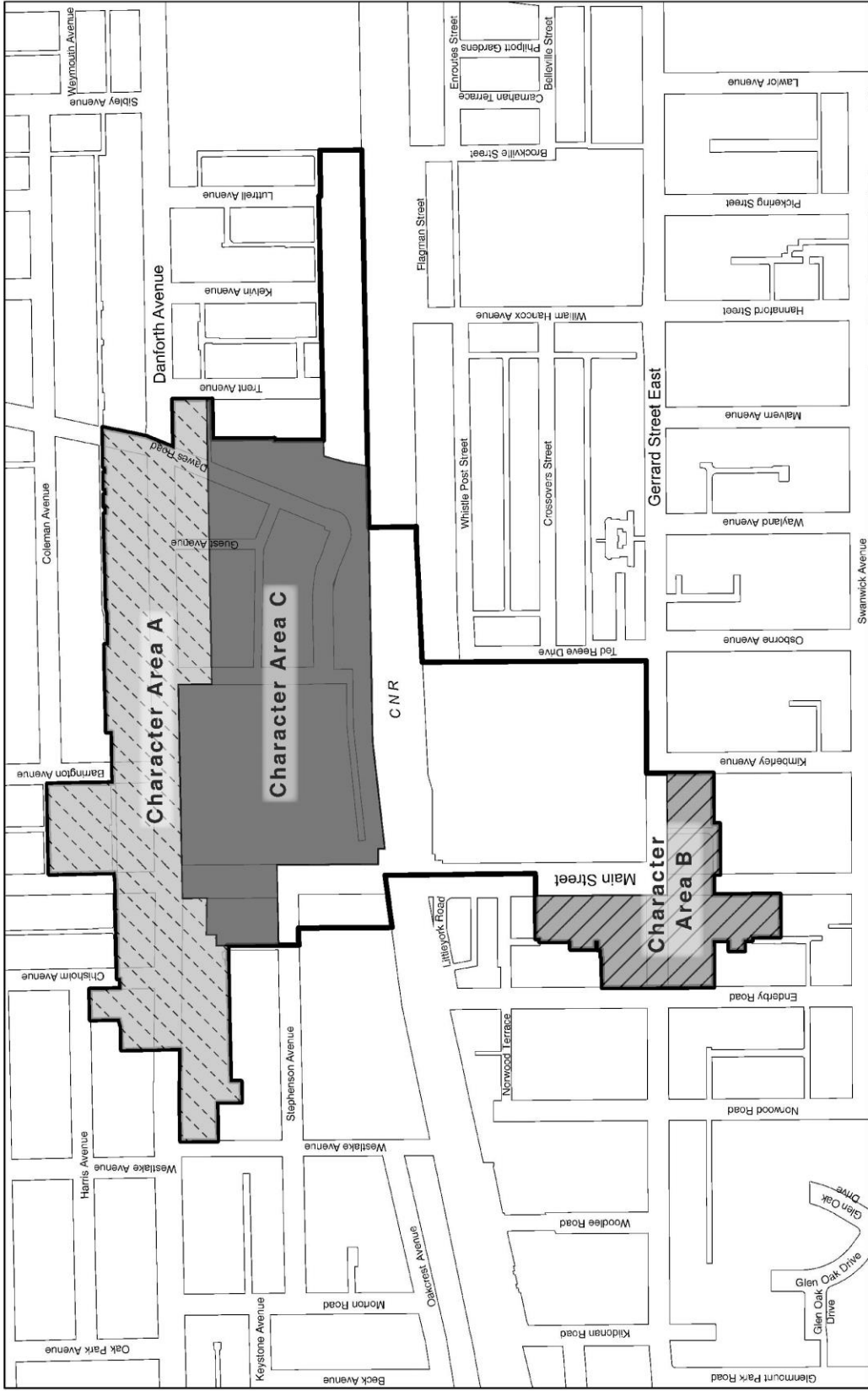
— Study Boundary



Toronto
Official Plan Amendment #478
Main Street Planning Study
 MAP 4 Parks and Public Realm Plan
 File # 18-159105-SPS-00-0Z

- Study Boundary
- Potential New Privately Owned Publicly-Accessible Space
- Existing Parks and Open Space
- Midblock Connection
- Preferred Park Locations for One Larger, Focal Point Park
- Preferred Park Location for Smaller, Linear Park

North Arrow
 Not to Scale
 12/09/2019



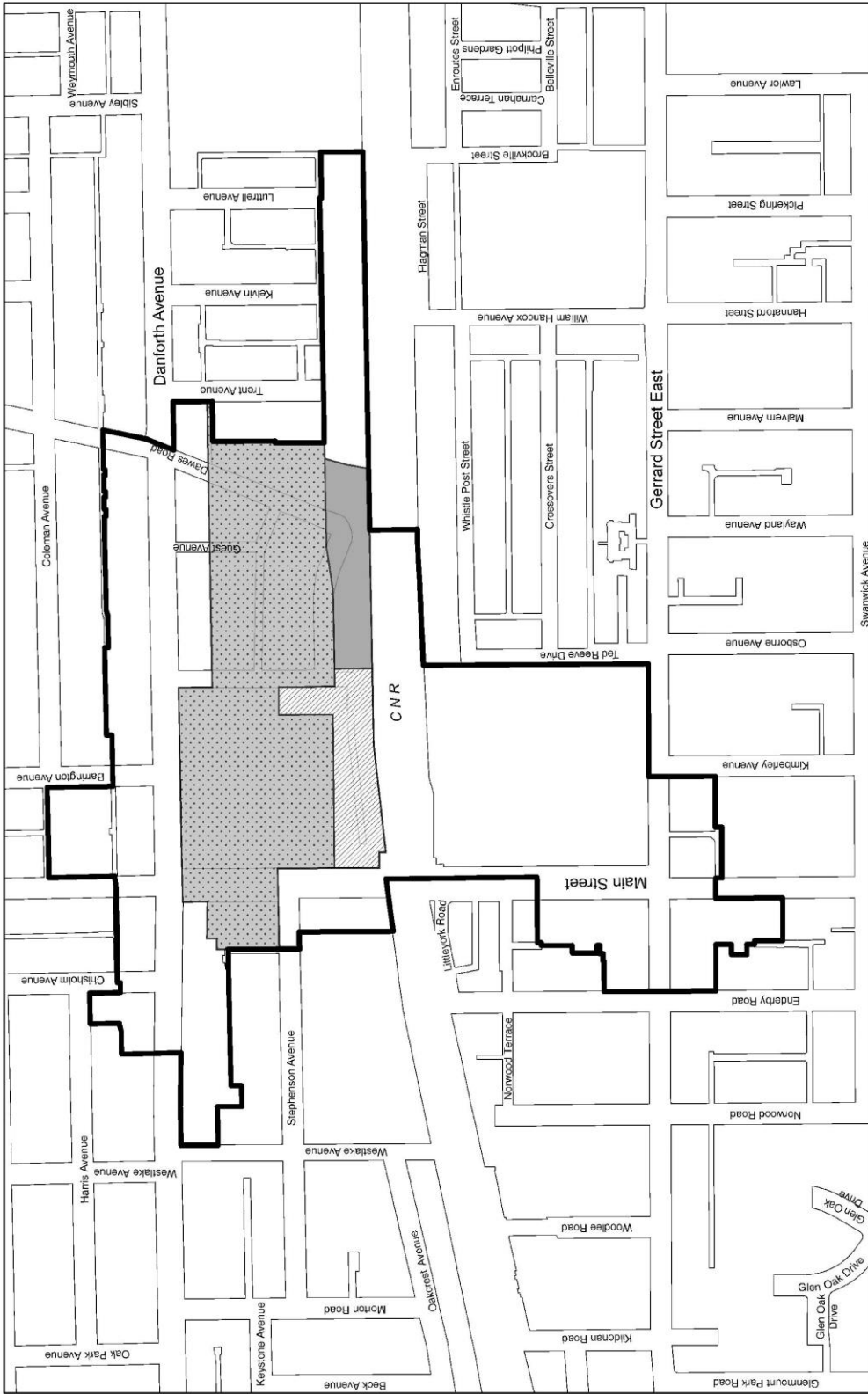
Main Street Planning Study
 MAP 5 Mixed Use Character Areas Plan
 File # 18-159105-SFS-00.07

Toronto
Official Plan Amendment #478

- Character Area A
- Character Area B
- Character Area C

Study Boundary

↑
 Not to Scale
 11/12/2019

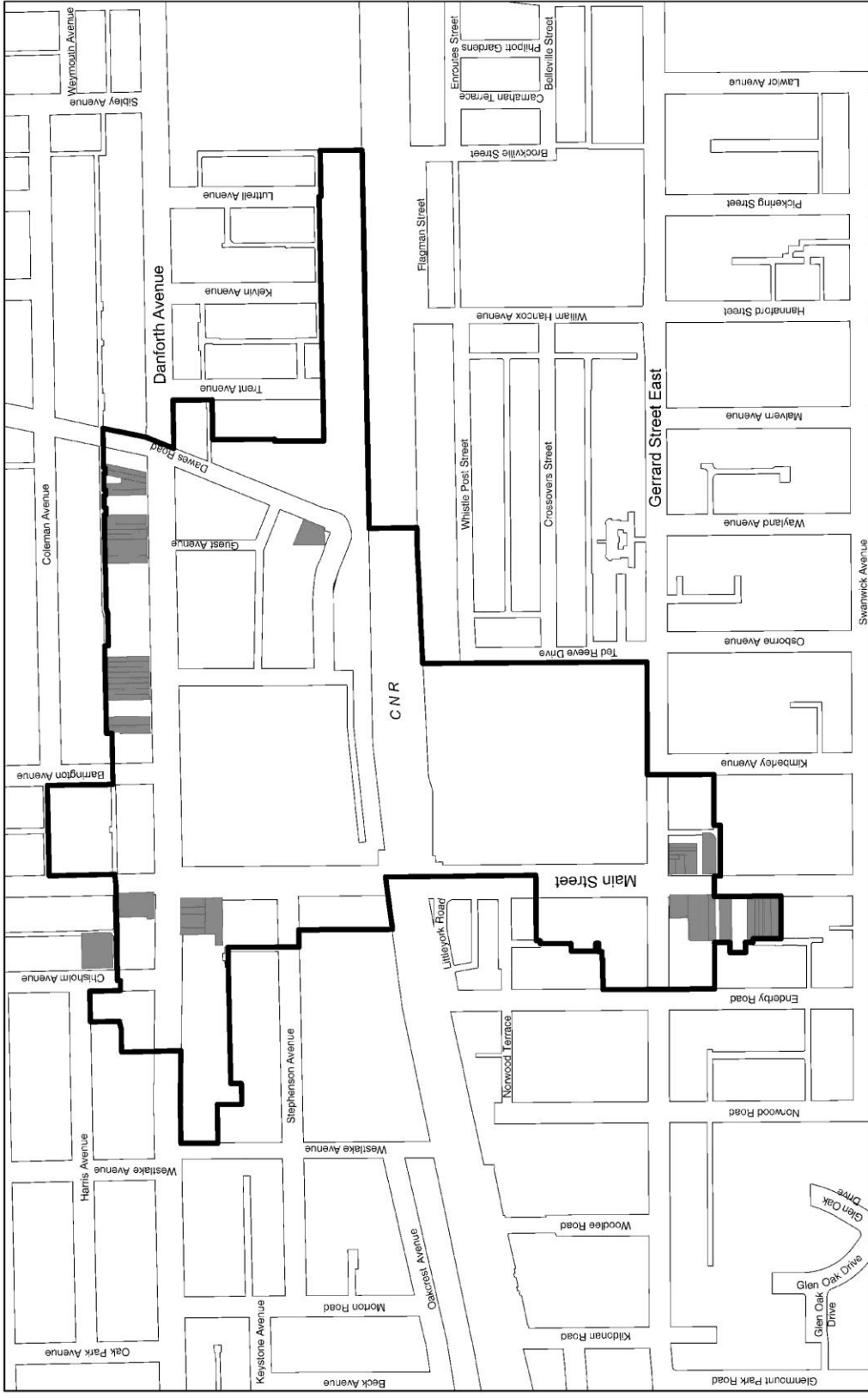


Toronto
Main Street Planning Study
MAP 6 Tall Building and Transition Height Map
 File # 18 159105 SPS 00 0Z

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Study Boundary
 Height Peak
 Transition Area (Tall)
 Transition Area (Midrise)

Not to Scale
 11/12/2019



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Main Street Planning Study
 MAP 7 Potential Built Heritage Resources
 File # 18_159105_SPS_00_02

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- Study Boundary
- Potential Built Heritage Resources

↑
 Not to Scale
 11/12/2019