

Authority: Etobicoke York Community Council Item 8.5, adopted as amended,
by City of Toronto Council on July 12, 13 and 14, 2011
Enacted by Council: July 14, 2011

CITY OF TORONTO

BY-LAW No. 990-2011

**To adopt Amendment No. 156 to the Official Plan for the City of Toronto with respect to
the Dundas Street West/Highway 427 Planning Framework Study.**

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 the Council for the City of Toronto, at its meeting of July 12, 13 and 14, 2011,
determined to amend the Official Plan for the City of Toronto; 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 text and maps attached hereto are adopted as an amendment to the Official Plan for
the City of Toronto.
2. This is Official Plan Amendment No. 156.

ENACTED AND PASSED this 14th day of July, A.D. 2011.

FRANCES NUNZIATA,
Speaker

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

OFFICIAL PLAN AMENDMENT NO. 156

TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

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

1. Map 2, Urban Structure Plan is amended by removing those lands south of Dundas Street West and north of the Canadian Pacific rail corridor, between The East Mall and Shorncliffe Road, and identifying those lands south of Dundas Street West and west of The East Mall as Employment Districts as shown on Schedule I.
2. Map 15, Land Use Plan is amended by re-designating the lands on the south side of Dundas Street West and west of The East Mall from *Mixed Use Areas* to *Employment Areas*, and the lands south of Dundas Street West and east of The East Mall from *Employment Areas* to *Mixed Use Areas* as shown on Schedule II.
3. Schedule 2, The Designation of Planned but Unbuilt Roads is amended by adding the following new Planned but Unbuilt Roads:

Street Name	From	To
New Link A	Southerly extension of East Mall Crescent from Dundas Street West	New Link C
New Link B	East Mall Crescent extension	New Links C and D
New Link C	Vickers Road	New Link B and D
New Link D	Southerly extension of Paulart Drive from Dundas Street West	New Link C
New Link E	New Links C or D	Shorncliffe Road

4. Chapter 7, Site and Area Specific Policies is amended by adding Site and Area Specific Policy 367 for those lands along and south of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road as shown on Map 1.

367. Dundas Street West to the Canadian Pacific rail corridor, between Highway 427 and Shorncliffe Road

a) Introduction

The Dundas Street West/Highway 427 Planning Framework Study was completed in 2011 and included lands centred on Dundas Street West between Highway 427 and Shorncliffe Road/Shaver Avenue. The study identified opportunities for redevelopment and growth, primarily along and south of Dundas Street West. The lands on the south side of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road are the lands subject to this amendment as shown in Map 1.

The area includes *Mixed Use Areas* and *Employment Areas*. In the *Mixed Use Areas* the vision is for Dundas Street West to be redeveloped with mid-rise buildings and the lands south of Dundas Street West to be redeveloped with taller

buildings and primarily residential uses supported by a public street network, organized around a centrally located public park. In the *Employment Areas* the vision is for office uses and industrial uses that are compatible with existing and proposed uses in the surrounding area.

b) Key Objectives

- i. The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the *Mixed Use Areas* and *Employment Areas* land use designations which apply to the study area.
- ii. New public streets, water and sanitary sewer infrastructure, public parkland and community facilities are required to support development in the area shown on Map 1.
- iii. Given the substantial amount of residential development envisioned, a range of housing opportunities in terms of size, affordability and tenure is required.
- iv. Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

The transformation of the area is based on providing for an increased scale of development south of Dundas Street West and the introduction of new physical and social infrastructure to support development. The following public realm and built form policies will inform the preparation of implementing zoning and the review of development applications:

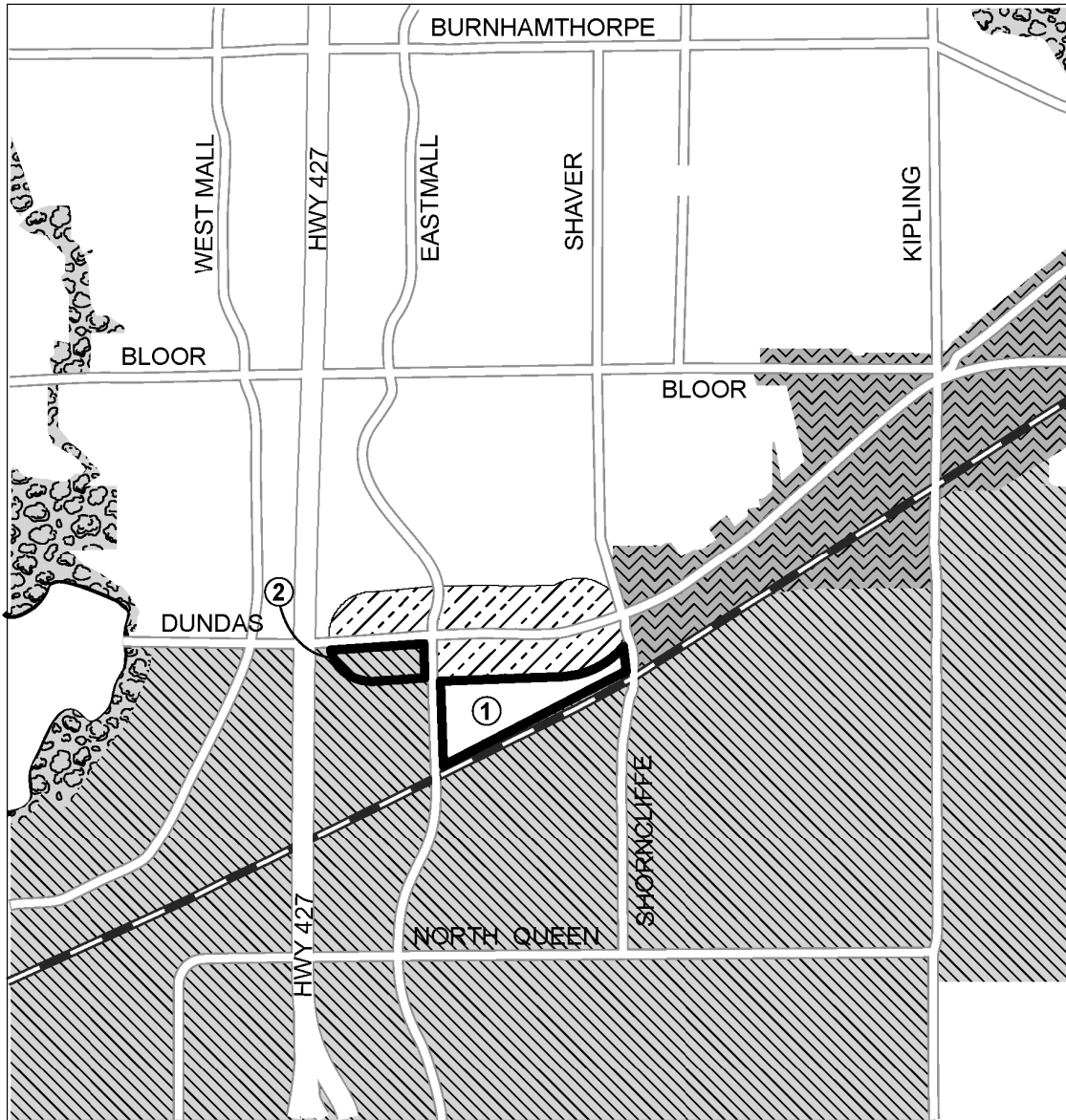
- i. Redevelopment shall establish a network of development blocks and public streets generally consistent with that shown on Map 1, to establish appropriately sized development blocks, a coordinated and connected public street network, and a centrally located public park.
- ii. The centrally located public park shall have direct frontage on a minimum of two public streets and preferably on four public streets, shall not abut the rail corridor and shall be of a size and configuration suitable to accommodate active and passive recreation opportunities.
- iii. A high quality public realm will be established throughout the area and will be organized to physically connect and relate to surrounding streets and properties, in particular along Dundas Street West.

- iv. Streets will be designed to provide safe, comfortable and amenable environments for pedestrians, cyclists and vehicles by minimizing curb cuts, encouraging shared driveways and the use of lanes, and including enhanced street tree planting, street furniture and street lighting.
 - v. Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will generally be located parallel to public streets with main building entrances on the street facing facades.
 - vi. The predominant scale of built form along Dundas Street West will be mid-rise buildings fronting onto public streets. Taller buildings will be permitted in the central and southern portions of the *Mixed Use Areas* as well as in the *Employment Areas* near the Dundas Street West and Highway 427 interchange.
 - vii. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition, adequately limiting shadow impacts and providing for comfortable pedestrian wind conditions on streets and within parks, and the achievement of a consistent built form condition along Dundas Street West.
 - viii. No stand alone townhouse units will be permitted within the *Mixed Use Areas* except for townhouse units that form and are an integral part of the podium element of a building.
 - ix. On Dundas Street West, development will be setback from the property line to achieve a generous pedestrian area, with ground floor uses supporting the commercial role and activity of the street.
- d) Transportation and Development Phasing
- i. The public street network will be achieved incrementally with redevelopment. Primary and Secondary Public Streets are shown on Map 1. Any development in the *Mixed Use Areas* on the south side of Dundas Street West to the Canadian Pacific rail corridor station will provide appropriate Primary Public Streets in order to achieve network connections necessary to support development and which will be determined through the development application process.
 - ii. A 27 metre right-of-way width is required for the East Mall Crescent extension (Street A) to Street C, for Street C between The East Mall and Street D, and for Street D which is located between Dundas Street West and Street C. A 23 metre right-of-way width will be required for Street E and Street B. Minor modifications to the right-of-way width will not require an amendment to this Site and Area Specific Policy.

- iii. Street E will become an extension of either Street B or Street C connecting to Shorncliffe Road, to be determined through the development application process, and will not require an amendment to Map 1.
 - iv. Full movements along Dundas Street West will only be permitted at existing signalized intersections.
 - v. The Potential Grade Separation shown on Map 1 illustrates a potential future local road connection across The East Mall. The need for and merits of a grade-separated local road connection will be evaluated as development occurs in the area. If a grade separated crossing is constructed it will be designed to safely and comfortably accommodate pedestrians, bicycles and vehicles, as well as streetscape elements.
 - vi. The final alignment of streets and timing for conveyance of streets will be determined through the development application process. The development of some new streets may require securing the appropriate infrastructure through the requirements of the *Environmental Assessment Act*. Streets will generally be secured through Plan of Subdivision and may be secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act* or a combination thereof.
 - vii. Secondary and Potential Future Public Streets shown on Map 1 are conceptual. The exact number, right-of-way width and location of these streets will be determined through the development application process and will not require an amendment to Map 1.
 - viii. The Bloor-Danforth Subway Westerly Extension Environmental Assessment report identifies that a subway extension through the area would be sub-surface and located adjacent to the north side of the Canadian Pacific rail corridor east of The East Mall. If the subway is extended and a subway station is constructed in this location, opportunities to integrate the station with development on adjacent lands is encouraged. Appropriate lands will be protected through the development application process to accommodate a potential future subway station and a connecting public street (East Mall Crescent extension).
 - iv. In the event that the Bloor-Danforth Subway is extended westerly and includes a new station within the area shown on Map 1, density permissions for lands adjacent to the new station may be re-evaluated once the station is in operation.
- e) Community Services and Facilities
- i. Community Services and Facilities will be required to support future development in the area shown on Map 1 and will be provided within this area or in the immediately surrounding community.

- ii. Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Community facilities may be permitted to be integrated with private developments.
 - iii. Community service and facility priorities for the area include child-care centres and multi-purpose community space.
- f) Municipal Infrastructure
- i. Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
 - ii. Municipal servicing will be coordinated with the detailed design of the public street network. Where public streets are being constructed municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure.
 - iii. Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development and determine mitigation measures to minimize any impacts to the servicing network.
- g) Holding Zones
- i. Zoning for any of the lands outlined on Map 1 may be subject to 'Holding' provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specified in the 'Holding' Zone By-law. The plans and studies required to remove the H 'Holding' symbol will be established in the implementing zoning and will include the provision of public streets, municipal infrastructure, and public parkland commensurate with the needs of proposed development contained within the lands outlined on Map 1. The H 'Holding' symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*.

SCHEDULE I



Official Plan Amendment # 156

Revisions to Structure Map 2

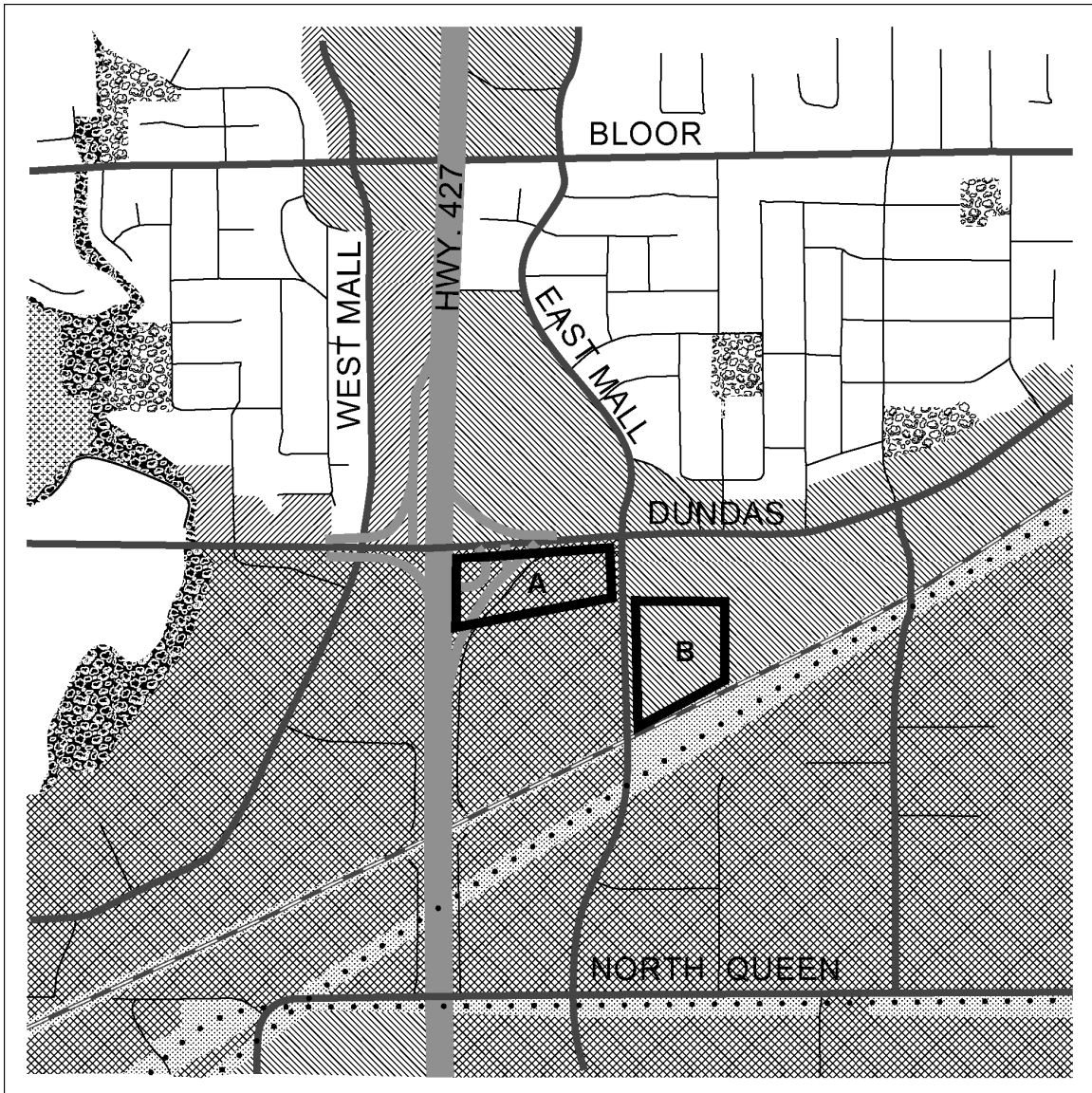
**5555 & 5559 Dundas Street West
& 10 Shorncliffe Road**

File # 08_102920

- | | |
|-------------------------------|--|
| ① Remove Employment Districts | ② Remove Avenues and replace with Employment Districts |
| Employment Districts | Avenues |
| Centres | Green Space System |

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Not to Scale
02/15/11

SCHEDULE II



Official Plan Amendment # 156

A - Revisions to Land Use Map 15 to Redesignate lands from Mixed Use Areas to Employment Areas
 B - Revisions to Land Use Map 15 to Redesignate lands from Employment Areas to Mixed Use Areas

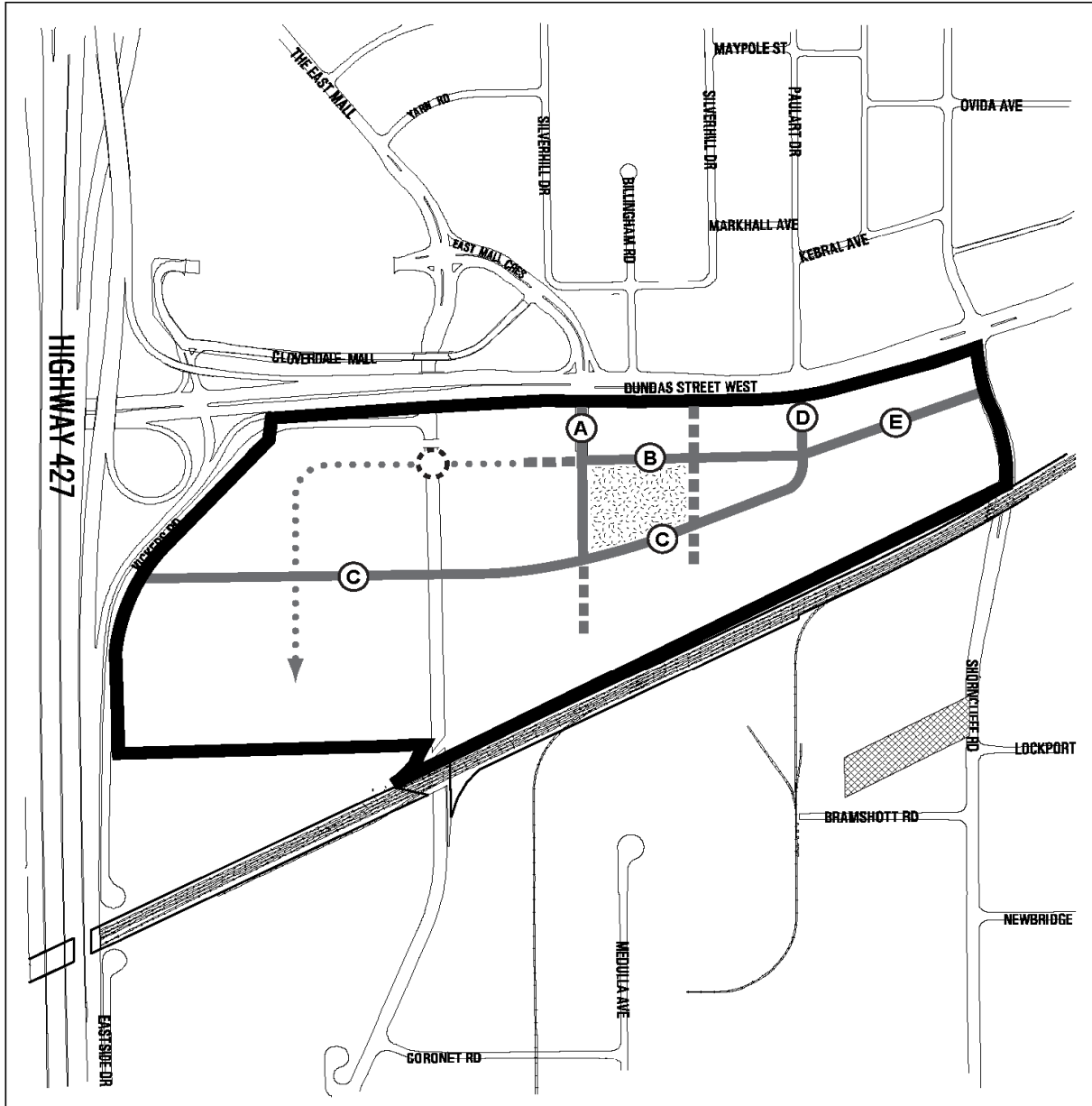
**5555 Dundas Street West
 and 25 Vickers Road**

File # 08_102920

- | | | | |
|--------------------------|------------------------|---------------------|-------------------|
| Site Location | Natural Areas | Institutional Areas | Utility Corridors |
| Neighbourhoods | Parks | Regeneration Areas | |
| Apartment Neighbourhoods | Other Open Space Areas | Employment Areas | |
| Mixed Use Areas | | | |



Not to Scale
 02/14/11



HIGHWAY 427 / DUNDAS STREET WEST STUDY

Map 1

File # 08_102920

- Site and Area Specific Policy 367 Boundary
- Primary Public Streets (A)
- Secondary Public Streets
- Potential Grade Separation

- Potential Future Public Streets
- Potential Future Subway Station
- Conceptual Public Park Location



Not to Scale

Extracted 05 July 2011 JM