

Authority: Ontario Land Tribunal Decision issued on  
May 12, 2021 in Tribunal File PL180211

**CITY OF TORONTO**  
**BY-LAW 216-2022(OLT)**

**To adopt Amendment 577 to the Official Plan for the City of Toronto with respect to the lands bounded by Front Street West, Bathurst Street, Northern Linear Park, Blue Jays Way and the Rail Corridor (municipally known in the year 2020, as Utility Corridors and the Future Development Area of the Railway Lands West Secondary Plan and Utility Corridor "A" of the Railway Lands Central Secondary Plan).**

Whereas authority is given the Ontario Land Tribunal under the Planning Act, R.S.O. 1990, c. P.13, as amended, upon hearing the appeal of the Owners with respect to the lands bounded by Front Street West, Bathurst Street, Northern Linear Park, Blue Jays Way and the Rail Corridor (municipally known in the year 2020, as Utility Corridors and the Future Development Area of the Railway Lands West Secondary Plan and Utility Corridor "A" of the Railway Lands Central Secondary Plan) to pass this By-law;

Therefore the Official Plan of the City of Toronto as amended, is further amended by the Ontario Land Tribunal as follows;

1. The attached Amendment 577 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

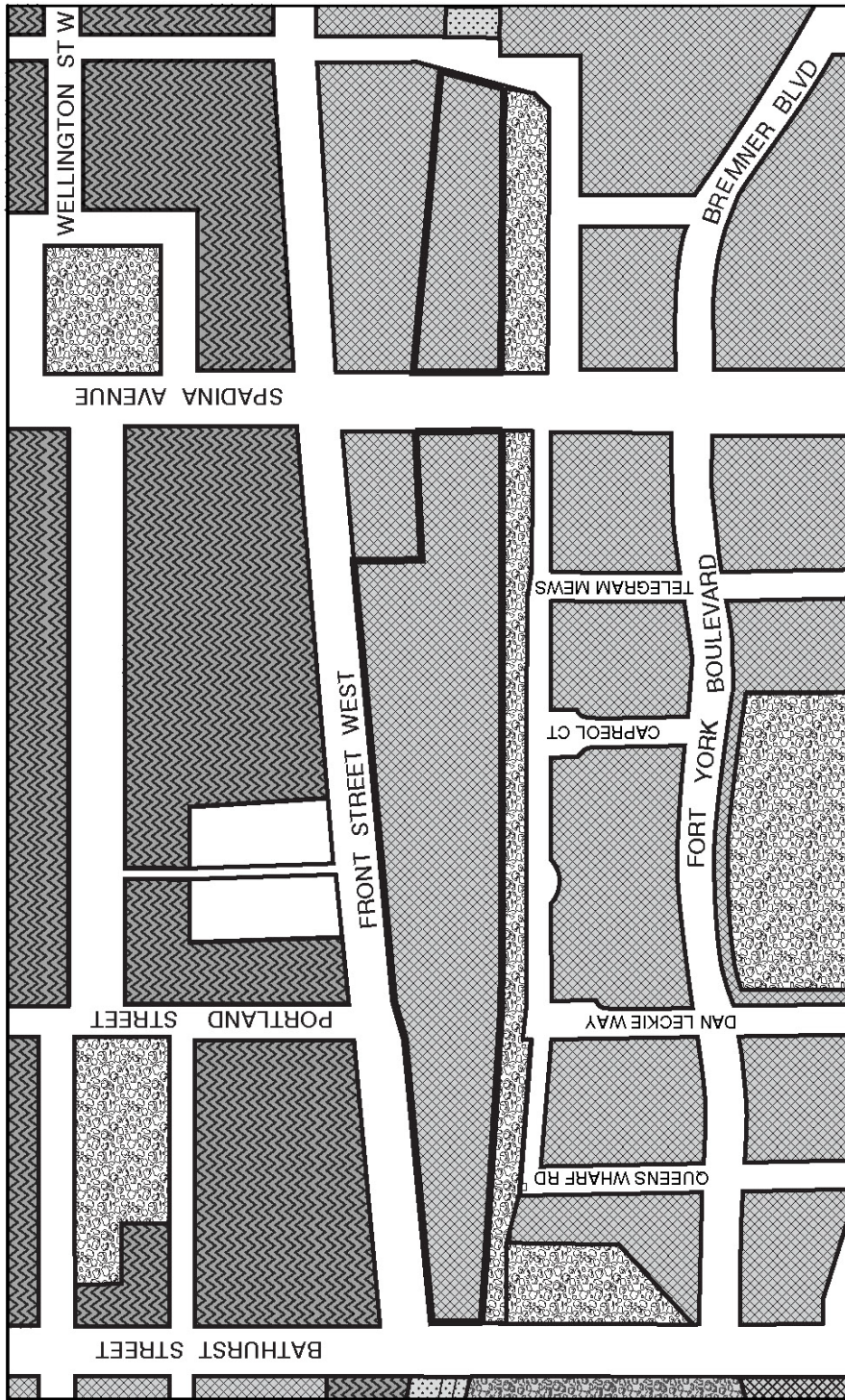
Ontario Land Tribunal Decision issued on May 12, 2021 in Tribunal File PL180211.

**AMENDMENT 577 TO THE OFFICIAL PLAN****Land municipally known in the year 2020 as Utility Corridors and the Future Development Area of the Railway Lands West Secondary Plan and Utility Corridor "A" of the Railway Lands Central Secondary Plan.**

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

1. Map 18, Land Use Plan, is amended by redesignating the lands south of Front Street West between Bathurst Street and Blue Jays Way from 'Utility Corridor Areas' to '*Mixed Use Areas*', as shown on Schedule 1, attached.
2. Map 18, Land Use Plan, is further amended by adding the following public roads, as shown on Schedule 1, attached:
  - a. Fort York Boulevard;
  - b. Queens Warf Road;
  - c. Dan Leckie Way; and
  - d. Brunel Court.
3. Section 17 - Railway Lands East Secondary Plan, Section 18 - Railway Lands Central Secondary Plan, and Section 19 - Railway Lands West Secondary Plan is amended in accordance with Schedule 3 to this By-law, to reflect the vision and major objectives of Site and Area Specific Policy 1, and to amend relevant policies to ensure coordinated and cohesive development across the Railway Lands.









Schedule 1




**Toronto** City Planning  
 Official Plan Amendment #  
 Revisions to Land Use Map 18

Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park,  
 Blue Jays Way and the Rail Corridor

File # 17 164-359 STE 20 OZ

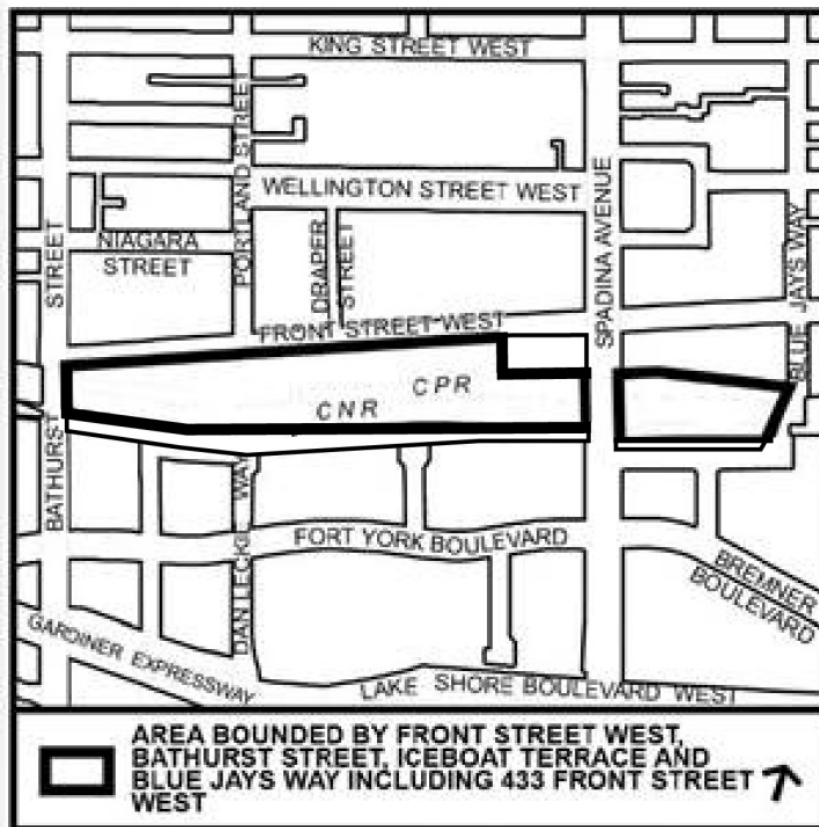
 Site Location  
 Neighbourhoods  
 Mixed Use Areas  
 Parks and Open Space Areas  
 Parks  
 Other Open Space Areas  
 Utility Corridors  
 Regeneration Areas

 Not to Scale  
 July 2020

## Schedule 2

1. Section 18 – Railway Lands Central Secondary Plan is amended by adding immediately following Section 12, a new Section 13 – Site and Area Specific Policy 1, and Section 19 – Railway Lands West Secondary Plan is amended by adding immediately following Section 13, a new Section 14 – Site and Area Specific Policy 1. SASP 1 is as follows:

**"1 LANDS LOCATED WITHIN THE RAIL CORRIDOR FROM BATHURST STREET TO BLUE JAYS WAY AND FROM FRONT STREET WEST TO NORTHERN LINEAR PARK**



## INTRODUCTION

- 1.1 The Railway Lands Central and West Secondary Plans, in force since 1994, have from the beginning envisioned and encouraged the overbuilding or "decking" of the *rail corridor* between Bathurst Street and Blue Jays Way for Future Development. To that end, both the Secondary Plans contain policies that require plan amendments be made detailing the nature of proposed development, specifically within those segments of the *rail corridor* identified as a "Future Development Area", and supported by a range of studies and analyses demonstrating technical feasibility appropriate for the Official Plan stage, that such development is consistent with the land use and design objectives of each Secondary Plan, including that development will not adversely impact safe and efficient railway operations.

- 1.2 The existing Secondary Plans require that any application to amend the Secondary Plan to permit development in the *rail corridor* and "Future Development Area" will consider, among other things, a range of uses, including residential, commercial, institutional, industrial uses, parks and opens space uses. Policies of the Secondary Plans direct that the development will be implemented according to the Implementation policies set out in Section 11 of each Secondary Plan, which set out steps that need to be taken at each planning stage before development commences, including undertaking comprehensive study of a wide range of topic areas aimed at ensuring that the objectives of the Official Plan and the Secondary Plans are sufficiently addressed.
- 1.3 Since amalgamation and the incorporation of the existing Railway Lands West and Central Secondary Plans into the City of Toronto Official Plan, the Province of Ontario has approved three Provincial Policy Statements (PPS) (2005, 2014 and 2020) and three Growth Plans (2006, 2017 and 2019). This Official Plan Amendment implements the policy direction of the current PPS (2020) and Growth Plan (2019). This includes, among other things, making the most efficient use of these valuable downtown lands within a Provincial Urban Growth Centre, optimizing the land and infrastructure, including the existing and planned public transit serving the area, which includes the planned Go Station, at the southwest corner of Front Street West and Spadina Avenue (*Spadina-Front GO RER Station*), and creating complete communities.
- 1.4 Also since amalgamation, the City, and in particular, the downtown area surrounding the site, has considerably evolved and continues to evolve into a high density area of tall mixed use residential and non-residential buildings, containing residential units, entertainment and tourist facilities, dining establishments, employment uses, and open spaces in the form of public parkland and private areas. This is reflected in part, by developments such as The Well, City Place, generally the extensive development in the King-Spadina Secondary Plan Area, the Mirvish-Gehry redevelopment and Fort York neighbourhood. Complementary to this new development surrounding the site, this amendment plans to remove the existing and significant urban barrier caused by the expanse of the existing *rail corridor*, by enabling the decking of the *rail corridor*, and by facilitating the comprehensive reurbanization and reintegration of this large site into the urban fabric of this evolving and maturing area of the downtown.
- 1.5 This amendment amends the site to the '*Mixed Use Areas*' land use designation, a first implementation step toward enabling the reurbanization and reintegration of this large site into the downtown. It is planned to include a range of mixed use buildings and spaces containing residential, employment/non-residential, retail and services, community facilities, and considerable opportunity for parkland and open space providing respite, active recreational opportunities, and connections and linkages to the adjacent neighbourhoods and open space networks. The proposed range of residential and non-residential uses, combined with the significant amount of on-site open space linked to adjacent areas, advances the place-making objectives of the Official Plan, and supports the Growth Plan objective of creating complete communities.

## INTERPRETATION

- 2.1 This Site and Area Specific Policy (SASP) should be read in conjunction with the Railway Lands Central Secondary Plan and the Railway Lands West Secondary Plan to understand the comprehensive and integrative intent as a policy framework for the amendment lands.
- 2.2 In the case of a conflict between this SASP and the policies in any of the Railway Lands Secondary Plans or the City of Toronto Official Plan, the policies of this SASP will prevail.
- 2.3 The boundaries of this SASP are shown on Schedule 1 attached are approximate. Where the general intent of this SASP is maintained, minor adjustments to such boundaries will not require amendment to this SASP, the Railway Lands Central Secondary Plan or the Railway Lands West Secondary Plan.

## VISION AND MAJOR OBJECTIVES

- 3.1 This SASP enables the removal of a significant physical barrier in the existing urban fabric created by the wide expanse and large land area of the *rail corridor*. The development will create universally accessible linkages and visual connection from surrounding neighbourhoods, including connecting the area south of Front Street West to the neighbourhoods south of the *rail corridor* in City Place.
- 3.2 That part of the SASP along Front Street West and Spadina Avenue will transform these streets into significant urban streets, comprised of inviting and well landscaped sidewalks and public realm, bordered by retail store fronts at grade, and entry points into the development and open spaces, which entrances will be designed to be inviting and universally accessible.
- 3.3 The building(s), streetscape, public realm, and entrance locations to the development along all sides of the site will be designed to complement the existing and planned context along all streets.
- 3.4 The buildings along the frontage of the east side of Spadina Avenue will be restricted to non-residential uses only.
- 3.5 Parking for the combination of uses may be located above and/or beneath the surface of the *decking structure*, provided that any parking above the surface of the *decking structure* will be enclosed and such that vehicles will not be visible from the public realm, enabling the surface of the *decking structure* to be optimized with non-residential and mixed residential/non-residential buildings and large contiguous areas of open space and public realm. Transit supportive parking rates will be established in the zoning by-law to reflect the downtown location with employment, shopping, entertainment, dining facilities, and rapid transit in very close proximity. The location of the site will intrinsically promote the use of public transit and active transportation options. This combined with the lower parking rates supports the downtown and 'Mixed Use Areas' policy direction of the Official Plan of reducing automobile dependency.

- 3.6 The development includes the opportunity for significant open space in the form of City parkland, Publicly Accessible Private Open Spaces (POPS), and other private open space areas, accessed by a combination of paths, pedestrian ramps, stairways, escalators and elevators. These open space areas will be universally accessible. The significant area devoted to open space opportunities will enable future programming for multiple functions, provides pedestrian and visual linkages through the site to adjacent neighbourhoods, and contributes to connecting this part of the City with the City's network of open space beyond the site.
- 3.7 Consistent with this direction, the policies of this SASP implement the planning vision and policy direction for those segments of the *rail corridor* designated "Future Development Area" within the Railway Lands West and Central Secondary Plans, having completed the required land use, conceptual design and technical studies, demonstrating that the decking of the *rail corridor* to facilitate mixed-use development and open space is appropriate and technically feasible.

#### **PARKS, OPEN SPACE, AND PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE (POPS)**

- 4.1 Development applications in "*Mixed Use Areas*" will identify opportunities to provide a linked system of parks, open spaces, and POPS, or a combination thereof. This linked open space system is to be designed to improve and expand equitable access to quality public spaces for recreation, passive use, and active transportation for workers, residents, and visitors and contribute to this area being planned as a complete community.
- 4.2 Public parks are permitted by the *Mixed Use Areas* designation and may be acquired through parkland dedication under the Planning Act, other Planning Act tools, land exchanges, purchase, and any other available mechanism.
- 4.3 A substantial portion of the total site area will be maintained as POPS and/or parkland. Subject to appropriate arrangements and agreements with the City, these lands will be open to the public and easements will be granted to the City at appropriate locations to ensure the POPS are open to the public.
- 4.4 Provide for a minimum of 0.30 hectares (0.74 acres) of public parkland east of Spadina Avenue and a minimum of 1.28 hectares (3.16 acres) of public parkland west of Spadina Avenue in the "*Mixed Use Areas*" if all of Northern Linear Park is effectively removed to permit decking.

**PUBLIC REALM**

- 5.1 High-quality east-west and north-south publicly accessible connections will be provided, connecting Bathurst Street and Spadina Avenue with Blue Jays Way and Front Street West with Ice Boat Terrace and Blue Jays Way.
- 5.2 A well-designed, high quality public realm will be provided along all public street frontages including Front Street West, Spadina Avenue, Ice Boat Terrace and Blue Jays Way.

**HOUSING**

- 6.1 At least 40 percent of the total number of dwelling units will be provided as two bedroom units or greater, of which, a minimum of 10 percent shall be three bedroom units in order to provide housing suitable for families with children.
- 6.2 A mix of residential tenure and units sizes is encouraged, including rental and ownership housing.
- 6.3 At least 20 percent of the total number of dwelling units will be developed as affordable purpose-built rental housing units.

**RANGE OF RETAIL UNIT SIZES**

- 7.1 A range of retail unit sizes are encouraged, with consideration for smaller retail units at-grade adjacent the open space areas and street frontages to create an urban main street retail experience.

**NON-RESIDENTIAL COMPONENT**

- 8.1 Non-residential buildings, shall be located fronting on the east side of Spadina Avenue.

**SHADOWS**

- 9.1 Development of new buildings shall be designed to adequately limit new shadows on Clarence Square Park and Victoria Memorial Square from March 21<sup>st</sup> to September 21<sup>st</sup> from 10:18 am – 4:18 pm.

**DENSITY**

- 10.1 The maximum total density of these lands shall be 4.2 FSI, and a range of residential units may be 2,500 – 3,500.

## **TALL BUILDINGS**

- 11.1 Zoning By-law standards and Design Guidelines shall be developed to address built form matters such as size of tower floorplates, stepback and setbacks that consider the unique size of the site and area context.
- 11.2 Due to the unique size of the site and area context, mixed use residential and non-residential building(s) to the east and west of Spadina Avenue, are permitted to have tower floorplates greater than the maximum recommended under the City's Tall Building Design Guidelines, provided that towers floorplates which exceed 750 square metres meet or exceed the minimum of 30 metre distance between towers. This will contribute to enhanced light, views and privacy between larger tower floorplates.

## **URBAN DESIGN GUIDELINES**

- 12.1 Urban Design Guidelines will be developed to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and adopted by City Council in order to guide the design of the buildings and open space elements of the project. Urban Design Guidelines will guide development to implement the Official Plan and this SASP and assist staff in evaluating applications for Zoning By-law Amendment and Site Plan Approval. The Urban Design Guidelines shall include the following elements and reflect the following matters:
- a) A Public Realm Master Plan for the site to implement the Vision and Major Objectives of this SASP, including the identification of all public and private open spaces, how the pedestrian network connects to and complements the public realm around the site, and how a coordinated, cohesive and connected public open space system is ensured.
  - b) Designs and materials should enhance sustainability.
  - c) Phasing, including plans for interim treatments where required.
  - d) A lighting plan which will complement the design and enhance security.
  - e) A signage strategy.
  - f) Consider input provided by the City's Design Review Panel.

## **TRANSPORTATION**

- 13.1 Comprehensive decking and development of the site will be planned and designed to encourage walking, cycling, transit use and car sharing as a means to reduce the use of private automobiles. Through Zoning By-law Amendment and Site Plan Control applications, robust Traffic Demand Management measures will be proposed and implemented.

- 13.2 Bicycle parking facilities will be provided on site to encourage bicycle use in the area, and the number of bicycle facilities required at grade level shall adhere to the Tier 1 Toronto Green Standard requirements.
- 13.3 Auto share facilities and built-in charging stations for electric vehicles are encouraged on site to further reduce auto demands to the development and to encourage a more sustainable source of energy.
- 13.4 Where feasible, transit stops and/or signage providing direction to the nearest transit stop shall be provided on-site.
- 13.5 The underground portions of non-residential buildings with frontage on Spadina Avenue will be designed to include knock-out panels to facilitate potential connections to the future *Spadina-Front GO RER Station*. Owners are also encouraged to connect these buildings to the PATH system, where feasible.
- 13.6 Vehicular parking and loading may be located above and/or beneath the surface of the *decking structure*, provided that any parking above the surface of the *decking structure* will be enclosed such that parked vehicles will not be visible from the public realm, and is encouraged to be shared between residential and non-residential uses on the site.
- 13.7 The *rail corridor* will continue to function as a corridor with rail uses located below the *decking structure* including active rail lines and uses associated with the rail operations such as train storage, and train maintenance. The continued, effective, safe, and efficient provision of inter-regional passenger rail and freight rail services will not, in any way, be compromised by the existence of the *decking structure* and the development of the site.
- 13.8 As part of subsequent implementation processes and the development of all or part of the site, the continued effective, safe, and efficient provision of inter-regional passenger rail and freight rail services will be ensured and supported through technical studies identified in the Implementation Section of this SASP.
- 13.9 Development adjacent to or above the *rail corridor* will respect its physical configurations and its current and future operation, including approaches, access, track electrification, easements, and emergency access during and after development of the site.

## ENVIRONMENT

- 14.1 The comprehensive decking of the *rail corridor* and the development of the site represents an opportunity to expand and enhance the public realm and open space networks in the City. This Section contains policy direction to achieve the Vision and Major Objectives of this SASP. The design, development, and maintenance of the site, will support environment stewardship, connectivity and sustainability, through:
- a) Including, where appropriate, a range of active recreational areas and passive areas within the open space system;

- b) Provide connected planted areas that potentially support wildlife habitat;
- c) Ensuring adequate soil volumes to support health and mature landscaping and tree canopies;
- d) Reducing the urban heat island effect and increasing carbon capture through a diversity of planting and landscape design treatment;
- e) Planting a range of native species to support biodiversity and reduce the need for intensive maintenance; and
- f) Incorporating innovative approaches to irrigation, ventilation, and stormwater management systems.

## **SERVICING AND INFRASTRUCTURE**

- 15.1 Development of the site will be supported by necessary improvements and/or modifications to existing municipal infrastructure. This will be secured as part of the Zoning By-law Amendment and Site Plan Control applications.
- 15.2 Development of the *decking structure* and associated community amenities within the site will incorporate stormwater management on site and have regard for, the objectives of the City's Wet Weather Flow Management Guidelines, as may be amended.

## **COMMUNITY BENEFITS**

- 16.1 To the extent permitted by the Planning Act or other applicable legislation, community benefits will be secured in the implementing planning instruments, such as but not limited to Zoning By-law(s). Community benefits may include on-site Community Services and Facilities such as a licensed day care facility; improvements to public right of ways bordering the site beyond streetscape improvements which are typically delivered through the Site Plan Control process; contributions to affordable housing; contributions to public art; and other matter consistent with the Official Plan. Public Art provided on site will contribute to the character of the neighbourhood by enhancing the quality of public spaces that are publicly accessible and visible. In prominent locations, the art themes should express community heritage, including that formed by the Indigenous peoples and the rail operations.

## **IMPLEMENTATION**

- 17.1 The development of the site will be planned comprehensively, but it is recognized that construction and development is expected to be phased and occur incrementally. The timing and phasing of necessary infrastructure and other improvements and works will depend on a number of factors, including the nature and scale of municipal infrastructure ultimately proposed as part of the development of the site.
- 17.2 A phasing strategy will be prepared that considers at least the following:

- a) Existing rail infrastructure and functions;
  - b) Coordination with ongoing and future rail planning initiatives;
  - c) Rail safety mitigation measures;
  - d) Preparatory work related to reroute utilities and other heavy civil and structural works;
  - e) *Decking structure* construction including major mechanical and electrical systems;
  - f) Development of the site on and within the *decking structure*; and
  - g) Construction of urban design, planning, and transportation improvements as identified by various studies.
- 17.3 Construction of the site will generally include a number of preparatory works in and around the *rail corridor* to prepare the project for civil and structural works, *decking structure* construction, and further development of the site. Future timing of development will be coordinated with other related projects, where possible, such as track electrification, the *Spadina-Front GO RER Station*, among other infrastructure projects, requirements, or studies.
- 17.4 An acquisition and/or leasing strategy will be prepared by the City in conjunction with the applicant(s)/owners of development, to outline the goals, objectives and a framework, among other matters, for acquiring and/or leasing open space areas and potentially other indoor space, that align with the objectives of this SASP.
- 17.5 In order to ensure orderly and coordinated development of the site, the owners/applicants will ensure that the necessary requirements and studies are completed and approved by Council and any other applicable approval authority, before permitting the construction of the *decking structure* or the development of the site, including the following:
- a) A detailed Public Realm Master Plan as describe in this SASP will be prepared, which will include specific technical, development, and design details, and will inform the development of the site.
  - b) Comprehensive studies that detail how the following environmental and technical matters and considerations will be satisfactorily addressed and how requirements will be secured, including:
    - i) The noise, odour, and vibration impact of the railway to ensure compatibility with rail operations, including mitigation and attenuation measures by, among other things, the provisions of buffers, including acoustical structures and landscaping features adjacent to noise, odour, vibration sources as appropriate for the development of the site, including the open space areas.

- ii) Satisfactory air quality and climatic condition, including wind conditions, including a consideration of potential impact of snow and ice on rail service;
- iii) Minimize impact on existing soil and ground water conditions as a result of the *decking structure* and the development above it, including if required, soil remediation or disposal plans for contaminated soil and remediation measures for any noxious substances;
- iv) Servicing and stormwater management studies which confirm the sufficiency of municipal infrastructure, including sewer, water, stormwater, as well as capacity for managing snow and ice accumulation;
- v) Minimizing, to the extent possible, risk of injury or damage from accidents on the *rail corridor*;
- vi) Ensuring that the practices and procedures followed during construction, development, operation and maintenance of the *decking structure* and the site development are environmentally sound;
- vii) Energy efficiency, conservation, waste reduction, and recycling as development of the site proceeds.
- viii) A *rail corridor* study, in conjunction with the appropriate authorities, which demonstrates that:
  - Existing and future capacity and safety of rail operations in the *rail corridor* will not be impaired;
  - The effective, safe and efficient provision of rail transportation services of the *rail corridor* and Union Station will not be compromised; and
  - The flexibility for future expansion of rail operations, including the implementation of the *Spadina-Front GO RER station*, and modifications and improvements to the track and signal system will not be reduced or impacted.
- ix) An emergency management plan to outline how the City and new building and facility owners and tenants will respond to and mitigate the impact of a possible emergency within the *rail corridor* in coordination with rail operators;
- x) A transportation monitoring program and a traffic management mitigation plan (TMMP) to address traffic infiltration issues and other traffic impacts in the neighbourhoods immediately surrounding the site. The TMMP may include strategies to support transit integration and active transportation, and accommodate potential vehicular lay-bys, drop off areas and parking

zones, without negatively impacting the existing transportation network, among other matters; and

- xi) A construction management plan (including a construction mitigation strategy addressing impact on adjacent buildings, to be implemented during the course of construction.

### Schedule 3

#### AMENDMENTS TO RAILWAY LANDS CENTRAL SECONDARY PLAN

1. Chapter 6, Section 18, Railway Land Central Secondary Plan is amended by:

##### Amendments to Maps

That Map 18-3 of the Railway Lands Central Secondary Plan be amended as shown on attached Attachment 1, by redesignating *Utility Corridor "A"* to *Mixed Use Areas "J"*.

That Map 18-6 of the Railway Lands Central Secondary Plan be amended as shown on Attachment 2, extending the "Significant Street Edge" along Spadina Avenue, and by creating a new "Significant City Waterfront Views and Vistas" symbol.

2. Chapter 6, Section 18, Railway Lands Central Secondary Plan is further amended as follows:

#### 1. INTERPRETATION

Policy 1.2 be deleted and replaced with:

"1.2 The boundaries of the Railway Lands Central and the areas designated *Mixed Use Areas "A", "B", "C", "D", "E", "F", "G", "H", "I" and "J", Utility Corridors, and Parks and Open Space Areas* are as shown on Map 18-3 and are approximate. Where the general intent of this Secondary Plan is maintained, minor adjustments to such boundaries will not require amendment to this Plan."

Policy 1.3 be deleted and replaced with:

"1.3 This Secondary Plan is comprised of Sections 1 through 13 and Maps 18-1 through 18-6."

Policy 1.4 be added as follows:

"1.4 The Railway Lands Central Secondary Plan should be read in conjunction with Section 13 - SASP 1. Where provisions of the Railway Lands Central Secondary Plan conflict with the provisions of SASP 1, the provisions of SASP 1 shall prevail."

#### 2. MAJOR OBJECTIVES FOR THE RAILWAY LANDS CENTRAL

Policy 2.6 be added as follows:

"2.6 Policies in Section 10.6 of the Railway Lands Central Secondary Plan previously identified an area as Future Development Area/ *Utility Corridor 'A'*. These policies encouraged future decking over the rail corridor. The purpose of this designation, according to Policy 10.6 of the Secondary Plan, is to provide for a

comprehensive study or studies to evaluate various land uses and decking considerations to be included with future applications to amend this Plan. The decking creates the platform over which all forms of urban development (residential, commercial, office, institutional, public parks, and open space) occur. Section 13 - SASP 1 amends these former policies in Section 10.6 of this Plan by providing area specific policies, based on the comprehensive studies filed in support of the Official Plan Amendment for this SASP area."

Policy 2.7 be added as follows:

"2.7 Development on the *decking structure* over the *rail corridor* in *Mixed Use Area "J"* will be designed in accordance with the policies of Section 13 - SASP 1.

### **3. STRUCTURE, FORM AND PHYSICAL AMENITY**

Policy 3.1 (c) be amended by deleting the word "and" at the end of the policy, and replacing it at the end of policy 3.1 (d), and that policy 3.1 (e) be added as follows:

"3.1 (e) a *decking structure* to be created over the existing and continuing active *rail corridor*."

Policy 3.6 be amended by adding Policy 3.6(a), following Policy 3.6:

"a) All parking provided in association with development in *Mixed Use Areas "J"* on the *decking structure*, may be located above and/or below the surface of the *decking structure*, provided that any parking above the surface of the *decking structure* will be enclosed such that parked vehicles will not be visible from the public realm, and will be located in a manner which minimizes its impact on streets, public parks, open spaces, pedestrian walkways and other land uses. Surface commercial parking lots will not be permitted and other surface parking will be minimized."

### **4. HOUSING GOALS**

Policy 4.4 be added as follows:

"4.4 Housing in the *Mixed Use Areas "J"* will be provided in accordance with Section 13 – SASP 1."

### **5. SCHOOLS AND COMMUNITY SERVICES AND FACILITIES**

No amendments proposed.

### **6. PARKS, OPEN SPACE, AND PEDESTRIAN SYSTEMS**

Policy 6.1 is amended by adding the following sentence:

"6.1 ...The linked system of parks and publicly accessible open space for the SASP 1 area will be determined in accordance with the policies of SASP 1."

## 7. HERITAGE AND PUBLIC ART

No amendments proposed.

## 8. TRANSPORTATION AND CIRCULATION

Policy 8.2.5 (c) be amended by adding the following:

"8.2.5 (c) ..., including a new east-west pedestrian connection between lands in *Mixed Use Areas "J"* and lands in the Railway Lands West Secondary Plan Area."

Policy 8.4.1 (a) be deleted and replaced with:

"8.4.1(a) Regional Metrolinx commuter services will continue to be incorporated in the *rail corridor*, and a new GO station has been identified by Metrolinx as the *Spadina-Front GO RER Station* in *Mixed Use Areas "A" of the Railway Lands Central Secondary Plan*, in the vicinity of the Front Street West and Spadina Road intersection."

The title of Policy 8.5 be deleted and replaced with:

"8.5 Railway Uses in the *Utility Corridors* and *Mixed Uses Areas "J"*"

Policy 8.5.1 be deleted and replaced with:

"8.5.1 The *rail corridor* should remain in its present location and will continue to operate below the *decking structure* in *Mixed Use Areas "J"*. Union Station will continue to function as a major regional transportation terminal, and all rail facilities, including the High Line freight bypass, should continue to operate within the width of the *rail corridor* and below the *decking structure* in *Mixed Use Areas "J"*."

Policy 8.5.3 be deleted and replaced with:

"8.5.3 Development adjacent to and on the *decking structure* as identified on Map 18-3 will respect the physical configuration of the *rail corridor* and its current and future operation, including minimum clearance height, approaches, access, easements and emergency access both during and subsequent to development and construction. Development on the *decking structure* in *Mixed Use Areas "J"* shall be subject to the policies of Section 13 - SASP 1."

## 9. ENVIRONMENT

Policy 9.2 be deleted and replaced with:

"9.2 The Environmental Report referred to in Section 9.1 will be prepared by the proponents in consultation with the City, the Local Board of Health, and the Ministry of the Environment and Climate Change. In the case of *Mixed Use Areas* "A", "B" and "J", the proponent will also consult with Metrolinx, CN Railway Company, or their successors and assigns. The safeguards and measures set out in the Environmental Report will be secured through an Environmental Agreement submitted pursuant to Section 11.1(c) or 11.2 of this Secondary Plan.

For the purposes of this Secondary Plan, an Environmental Agreement means an agreement containing provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured and in addition, will specify that the landowner will provide appropriate warning clauses to prospective purchasers and lessees of each dwelling unit in *Mixed Use Areas* "A", "B" and "J" regarding possible noise, vibration and/or air quality impacts associated with existing and future freight and passenger rail and regional rail and public transit uses in the *rail corridor*, *Utility Corridors*, or below the *decking structure* in *Mixed Use Areas* "J".

Policies 9.1, 9.3 and 9.4 be amended as follows:

Replace "Ministry of the Environment and Energy" with "Ministry of the Environment and Climate Change".

Policy 9.4 is further amended as follows:

Replace "GO Transit and CN Railway Company" with "Metrolinx and CN Railway Company".

## 10. LAND USE DISTRICTS AND DENSITY

Policy 10.1 be deleted and replaced with:

"10.1 The Railway Lands Central will be developed with a wide range of uses including commercial, residential, institutional, cultural, recreational, public parks, open space, retail and an urban stadium and multi-purpose facility. The area south of and fronting onto Front Street West from John Street to Spadina Avenue is an extension of the commercial, institutional and industrial area to the north of Front Street West. The area around the Stadium is a mixed use area with primarily commercial, retail, hotel, and stadium related uses. The east side of Spadina Avenue is a predominantly commercial/residential street to be developed at relatively high densities. In *Mixed Use Areas* "J", the frontage along the east side of Spadina Avenue will be limited to non-residential building(s) with at grade retail uses, and the lands to the east of this building may be used for residential

and mixed residential/commercial buildings, parks and open space. Parking is permitted below the surface of the *decking structure*.

Notwithstanding the foregoing, *Mixed Use Areas "A", "B" and "J"* will be regarded as an extension of the *Mixed Use Areas "D" and "G"*, and residential will be regarded as an appropriate use therein.

It is the City's objective that the intersection of Spadina Avenue and Bremner Boulevard become a focus for the Railway Lands Central, and that its development provide for the integration of proposed transit lines with high standards of urban design and pedestrian amenity."

Delete Policy 10.4.2 (c).

Delete Policy 10.4.3 in its entirety.

Policy 10.5 be amended by deleting the last sentence, which currently reads as follows: "By-laws may be passed permitting only transportation and related ancillary uses in *Utility Corridor 'A'* portion of the Rail Corridor."

The title of Policy 10.6 be deleted and replaced with:

"10.6 *Mixed Use Areas "J"*"

Policy 10.6 be deleted and replaced with:

"10.6 Comprehensive decking of the *rail corridor* between Spadina Avenue and Blue Jays Way in the Railway Lands Central is encouraged, in accordance with Section 13 – SASP 1. The *decking structure* may be phased provided the comprehensive decking within the Railway Lands Central and the Railway Lands West Secondary Plans is not compromised.

To assist in achieving Council's objectives in *Mixed Use Areas "J"* with respect to the comprehensive decking of the *rail corridor*, the *decking structure* will cover the *rail corridor*, between Spadina Avenue and Blue Jays Way."

Policy 10.6.1 be deleted and replaced with:

"10.6.1 *Mixed Use Areas "J"* is permitted to be used for residential, commercial, retail uses, parks and open space. Parking within the *decking structure* in *Mixed Use Areas "J"* is permitted.

Policy 10.6.2 is deleted.

Policy 10.6.3 is deleted and replaced with:

"10.6.3 The *decking structure* and development in *Mixed Use Areas "J"* will be implemented in accordance with the Section 13 - SASP 1."

## **11. IMPLEMENTATION**

No amendments proposed.

## **12. DEFINITIONS**

Policy 12.4 be added as follows:

"12.4 The *decking structure* means the structure developed over the *rail corridor* to support development of the site including all the necessary engineering and structure elements that may or may not extend below the grade level of the *rail corridor*."

Policy 12.5 be added as follows:

"12.5 *Rail corridor* means the area comprised of the Union Station Rail Corridor (URSC) and the Bathurst North Yard, generally bounded by Front Street West to the north, and the Southern limit of the URSC to the south."

Policy 12.5 be added as follows:

"12.6 *Spadina-Front GO RER* means the Metrolinx GO Regional Express Rail station serving the Barrie GO Corridor, planned for Spadina Avenue and Front Street West."

## **AMENDMENTS TO RAILWAY LANDS WEST SECONDARY PLAN**

1. Chapter 6, Section 19, Railway Land West Secondary Plan be amended by:

Amendments to Maps

That Map 19-2 of the Railway Lands West Secondary Plan be amended as shown on Attachment 3, by removing the Pedestrian Rail Corridor Bridge symbol.

That Map 19-3 of the Railway Lands West Secondary Plan be amended as shown on Attachment 4, by redesignating *Utility Corridors* to *Mixed Use Areas "K"*.

That Map 19-4 of the Railway Lands West Secondary Plan be amended as shown on Attachment 5, by removing the Pedestrian Corridor Bridge symbol, as shown on Attachment 10 and by adding the following street names:

Queens Wharf Road;  
Capreol Court; and  
Telegram Mews.

That Map 19-5 of the Railway Lands West Secondary Plan be amended as shown on Attachment 6, by replacing *Future Development Area* with SASP 1, and by adding the following street names:

Queens Wharf Road;  
Capreol Court; and  
Telegram Mews.

That the following policies in Section 19 be amended:

### **1. INTERPRETATION**

Policy 1.2 be deleted and replaced with:

"1.2 The boundaries of the Railway Lands West and the areas designated *Mixed Use Areas* "A", "B", "C", "D", "E", "F", "G", "H", "I", "J", and "K", and *Parks and Open Space Areas* are shown on Map 19-3 and are approximate. Where the general intent of this Secondary Plan is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan."

### **2. MAJOR OBJECTIVES FOR THE RAILWAY LANDS WEST**

Policy 2.6 be added:

"2.6 Policies in Section 10.3.2 of the Railway Lands West Secondary Plan previously identified an area as Future Development Area. These policies encouraged future decking over the rail corridor. The purpose of this designation, according to Policy 10.3.2 of the Secondary Plan, is to provide for a comprehensive study or studies to evaluate various land uses and decking considerations to be included with future applications to amend this Plan. The decking creates the platform over which all forms of urban development (residential, commercial, office, institutional, public parkland, and open space) occur. Section 14 - SASP 1 amends these former policies of Section 10.3.2 of this Plan by providing area specific policies based on the comprehensive studies filed in support of the Official Plan Amendment for this SASP area."

Policy 2.7 be added:

"2.7 Development on the *decking structure* over the *rail corridor* in *Mixed Use Areas* "K" will be designed in accordance with the policies of Section 14 - SASP 1.

### **3. STRUCTURE, FORM AND PHYSICAL AMENITY**

Policy 3.1 (c) be amended by deleting the word "and" at the end of the policy and replacing it at the end of policy 3.1 (d), and that policy 3.1 (e) be added:

"3.1 (e)commercial, office, institutional, residential, public park and open space uses on the *decking structure* over the existing and continuing active *rail corridor* between Bathurst Street and Spadina Avenue."

Policy 3.3 (b) be deleted and replaced with:

"3.3 (b)Where the street pattern will not extend through the new development on the *decking structure* in *Mixed Use Area "K"*, the sidewalks are directly linked to pedestrian connections established in the development, including the parks and open space system over the *rail corridor*, and that these pedestrian connections are designed as extensions of the public sidewalks;"

Policy 3.6 be amended by adding Policy 3.6(a), following Policy 3.6:

"a) All parking and/or loading provided in association with development on the *decking structure* in *Mixed Use Areas "K"* may be located above and/or below the surface of the *decking structure*, provided that any parking above the *decking structure* will be enclosed such that parked vehicles will not be visible from the public realm and vehicular access to this parking and/or loading will be designed in a manner which minimizes its impact on streets, public parks, open spaces, pedestrian walkways and other land uses. Surface commercial parking lots will not be permitted."

#### **4. HOUSING GOALS**

Policy 4.6 be added as follows:

"4.6 *Within Mixed Use Areas "K"* housing will be implemented in accordance with Section 14 – SASP 1."

#### **5. SCHOOLS AND COMMUNITY SERVICES AND FACILITIES**

Policy 5.12 be added as follows:

"5.12 New development on the *decking structure* in *Mixed Use Areas "K"* will provide an appropriately sized and located licensed day care centre."

#### **6. PARKS, OPEN SPACE, AND PEDESTRIAN SYSTEMS**

Policy 6.1 be amended by adding Policies 6.1(a) following Policy 6.1, as follows:

"a) The linked system of parks and publicly accessible open space in *Mixed Use Areas "K"*, will be determined in accordance with the policies of Section 14 - SASP 1."

Policy 6.7 (a) be added as the last sentence of Policy 6.7:

"In *Mixed Use Areas "K"*, the parks, open space and pedestrian systems will be determined in accordance with the policies of Section 14 - SASP 1."

## **7. HERITAGE AND PUBLIC ART**

Policy 7.6 be added:

"7.6 The provision of Public Art in *Mixed Use Areas "K"* will be subject to the policies of Section 14 - SASP 1. The existing pedestrian rail corridor bridge, known as Puente de Luz, which is identified as public art, may be removed, relocated and reinstalled, subject to the approval of the City. All other existing public art that may be affected by the construction of the *decking structure* and/or the new development in *Mixed Use Areas "K"*, shall be removed, relocated and reinstalled within the Railway Lands West Secondary Plan area, subject to the approval of the City."

## **8. TRANSPORTATION AND CIRCULATION**

Policy 8.2.5 be deleted and replaced with:

"8.2.5 Dan Leckie Way will be extended for vehicle and pedestrian use through the Railway Lands West, as shown on Map 19-2, by intersecting fully with Lake Shore Boulevard West and terminating at a potential entrance of a new parking facility north of Ice Boat Terrace in *Mixed Use Areas "K"*. Additional potential vehicle parking facility and/or loading entrances north of Ice Boat Terrace will be provided opposite the terminus of Telegram Mews and Capreol Court, as shown on Map 19-4."

Policy 8.2.7 be added:

"8.2.7 A new vehicle servicing entrance for rail yard service purposes will be permitted in *Mixed Use Areas "K"* from Front Street West, between the intersections of Bathurst Street and Portland Street."

Policy 8.3.1 be deleted and replaced with:

"8.3.1 The City will secure appropriate connections and pedestrian links as part of the development of *Mixed Use Areas "K"*, in accordance with Section 14 - SASP 1.

Policy 8.4.1 (a) be deleted and replaced with:

"8.4.1(a) Regional Metrolinx commuter services will continue to be incorporated in the *rail corridor*, and a new GO station has been identified by Metrolinx as the *Spadina-Front GO RER Station* in *Mixed Use Areas "A"* of the *Railway Lands Central Secondary Plan*, in the vicinity of the Front Street West and Spadina Road intersection."

Policy 8.5 title be deleted and replaced with:

"8.5 Railway Uses in the *Mixed Uses Areas "K"*"

Policy 8.5.1 be deleted and replaced with:

"8.5.1 The *rail corridor* is intended to remain in its present location and will continue to operate below the *decking structure* in *Mixed Use Areas "K"*. Union Station will continue to function as a major regional transportation terminal, and all rail facilities, including the High Line freight by-pass, should continue to operate within the width of the *rail corridor* and/or below the *decking structure* in *Mixed Use Areas "K"*."

Policy 8.5.3 to be deleted and replaced with:

"8.5.3 Development adjacent to the *rail corridor* and on the *decking structure* in *Mixed Use Areas "K"* will respect the physical configuration of the *rail corridor* and its current and future operation, including minimum clearance height, approaches, access, easements and emergency access both during and subsequent to development and construction. The construction of the *decking structure* and development in *Mixed Use Areas "K"* shall be in accordance with the policies of Section 14 - SASP 1."

## **9. ENVIRONMENT**

Policy 9.2 be deleted and replaced with:

"9.2 The Environmental Report referred to in Section 9.1 will be prepared by the proponents in consultation with the City, the Local Board of Health, and the Ministry of the Environment and Climate Change. In *Mixed Use Areas "K"*, the proponent will also consult with Metrolinx and CN Railway Company or their successors and assigns. The safeguards and measures set out in the Environmental Report will be secured through an Environmental Agreement submitted pursuant to Section 11.6 of this Secondary Plan.

For the purposes of this Secondary Plan, an Environmental Agreement means an agreement containing provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured and in addition, will specify that the owner will provide appropriate warning clauses to prospective purchasers and lessees of each dwelling unit within 300 metres of the *rail corridor* in the Secondary Plan area, including *Mixed Use Areas "K"*, regarding possible noise, vibration and/or air quality impacts associated with existing and future freight and passenger rail and regional rail and public transit uses in the *rail corridor*."

Policies 9.1, 9.3 and 9.4 are amended as follows:

Replace "Ministry of the Environment and Energy" with "Ministry of the Environment and Climate Change".

## **10. LAND USE DISTRICTS AND DENSITY**

Policy 10.1 be deleted and replaced with:

"10.1 The Railway Lands West will be developed with a wide range of uses including commercial, retail, residential, institutional, cultural, recreational, parks, open spaces, and retail. The area fronting on Spadina Avenue is a predominantly commercial/residential area to be developed at relatively high densities. The area west of the Spadina Avenue blocks, and south of the *rail corridor* to Bathurst Street is a medium density residential area with parks.

*Mixed Use Areas "K"* shall be implemented in accordance with Section 14 - SASP 1.

The intersection of Spadina Avenue and Fort York Boulevard will become a focus for the Railway Lands West, and its development will provide for the integration of proposed transit lines with high standards of urban design and pedestrian amenity."

Policy 10.3 be deleted in its entirety and replace with:

"10.3 Precinct '6'

Comprehensive decking of the *rail corridor* in *Mixed Use Areas "K"*, between Spadina Avenue and Bathurst Street is necessary to enable the land uses permitted by this Secondary Plan to be implemented. The *decking structure* may be phased and will be part of a comprehensive decking project involving that part of the Railway Lands West and the Railway Lands Central Secondary Plans, in accordance with Section 14 - SASP 1."

The title of Policy 10.3.1 and policy 10.3.1 be deleted in its entirety and replaced with:

"10.3.1 *Mixed Use Areas "K"*

The construction of the *decking structure*, and development in, *Mixed Use Areas "K"*, shall be in accordance with the policies of Section 14 – SASP 1."

Policy 10.3.2 be deleted in its entirety.

## **11. DEVELOPMENT REQUIREMENTS AND STRATEGY**

No amendments proposed.

**12. IMPLEMENTATION**

No amendments proposed.

**13. DEFINITIONS**

Policy 13.11 is added as follows:

"13.11 The *decking structure* means the structure developed over the *rail corridor* to support development of the site including all the necessary engineering and structure elements that may or may not extend below the grade level of the *rail corridor*."

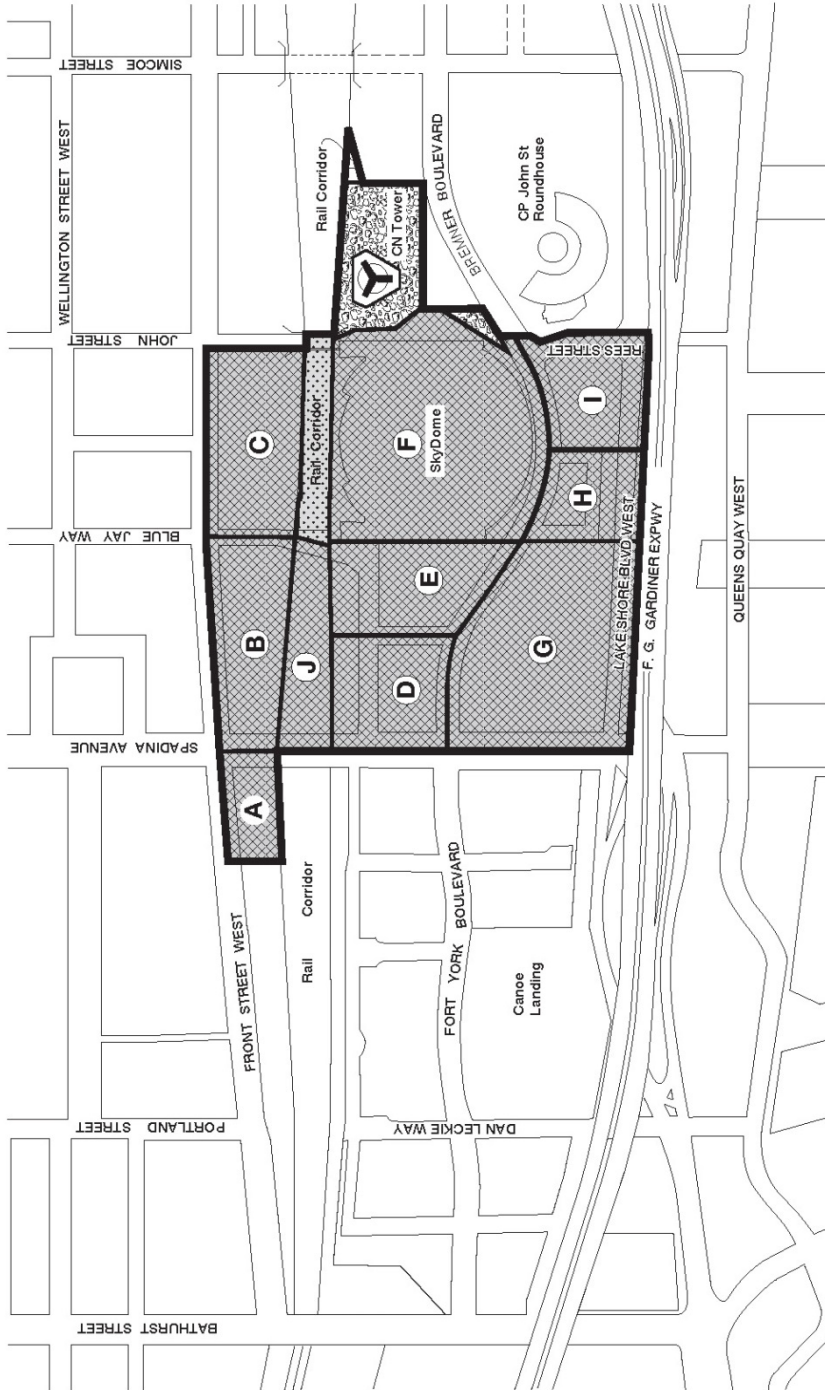
Policy 13.12 is added as follows:

"13.12 *Rail corridor* means the area comprised of the Union Station Rail Corridor (URSC) and the Bathurst North Yard, generally bounded by Front Street West to the north, and the Southern limit of the URSC to the south."

Policy 13.13 is added as follows:

13.13 *Spadina-Front GO RER* means the Metrolinx GO Regional Express Rail station serving the Barrie GO Corridor, planned for Spadina Avenue and Front Street West.

Attachment 1



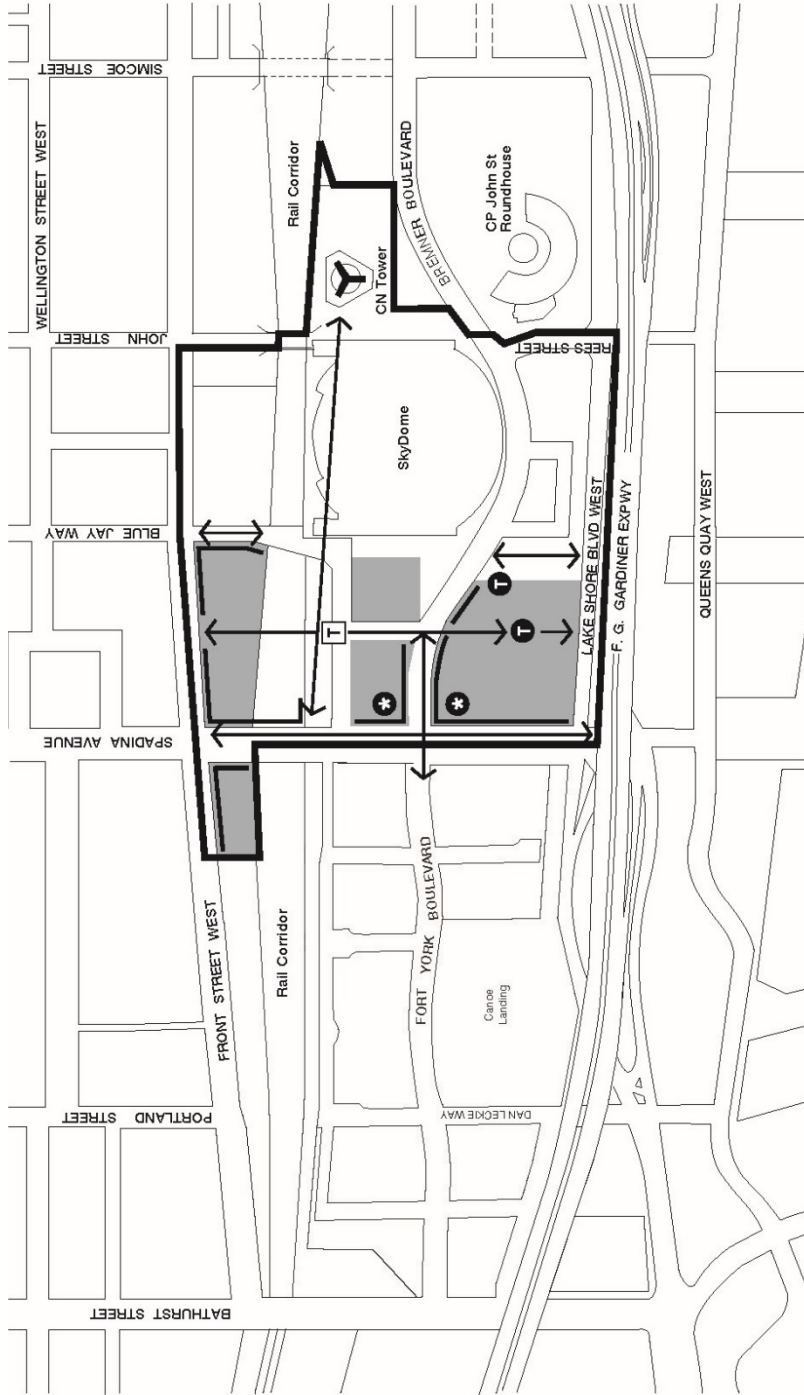
**TORONTO** City Planning  
**Official Plan Amendment Attachment 1**  
 Revisions to Map 18-3 Land Use Plan of the Railway Lands Central Secondary Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas
- ▨ Utility Corridors
- ▨ Parks and Open Space Areas

↖  
 Not to Scale  
 July 2020

Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park,  
 Blue Jays Way and the Rail Corridor

Attachment 2



**Toronto** City Planning  
**Official Plan Amendment Attachment 2**  
 Revisions to Map 18-6 Urban Structure Plan of the Railway Lands Central Secondary Plan

- Secondary Plan Boundary
- Significant Intersection
- Existing View Terminus
- Potential View Terminus
- Significant Street Edge
- Significant City Waterfront Views and Vistas
- Special Policy Lands

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 Not to Scale  
 July 2020

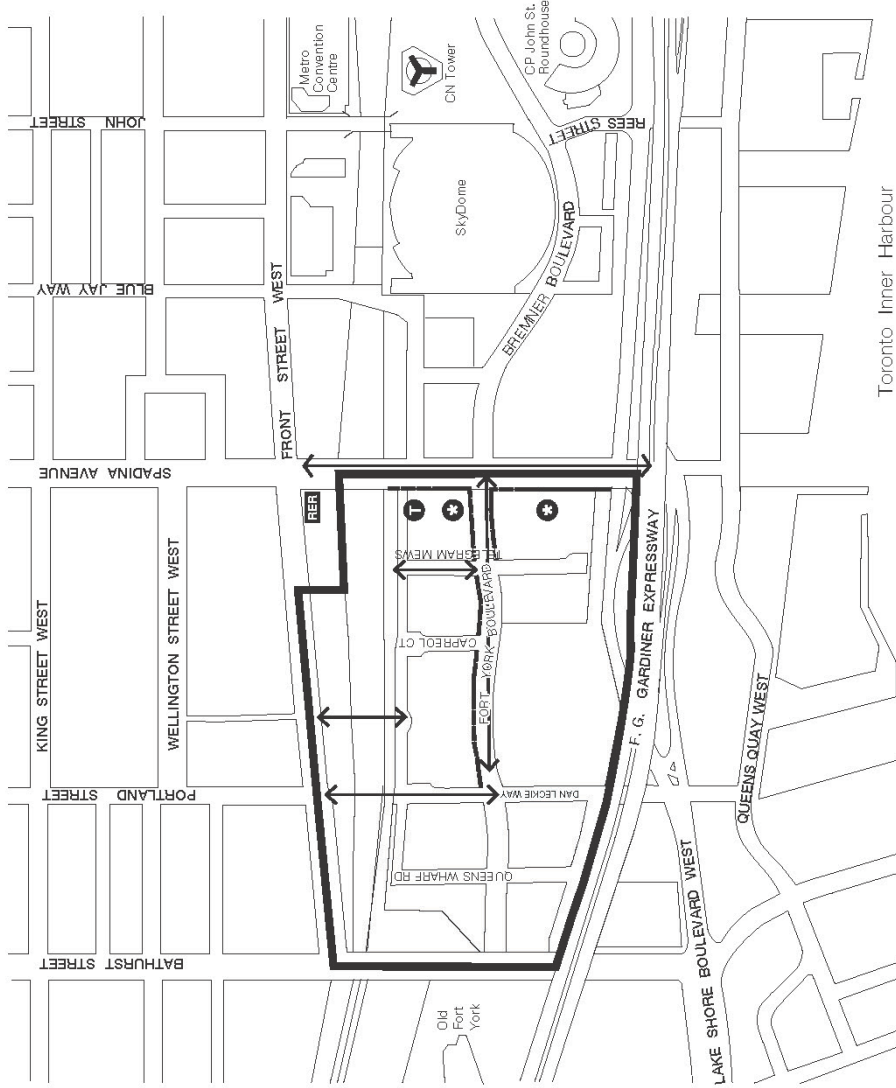


**Official Plan Amendment Attachment 2**

Revisions to Map 18-6 Urban Structure Plan of the Railway Lands Central Secondary Plan

**Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park, Blue Jays Way and the Rail Corridor**

Attachment 3



**Toronto** City Planning  
**Official Plan Amendment Attachment 3**  
 Revisions to Map 19-2 Urban Structure Plan of the Railway Lands West Secondary Plan

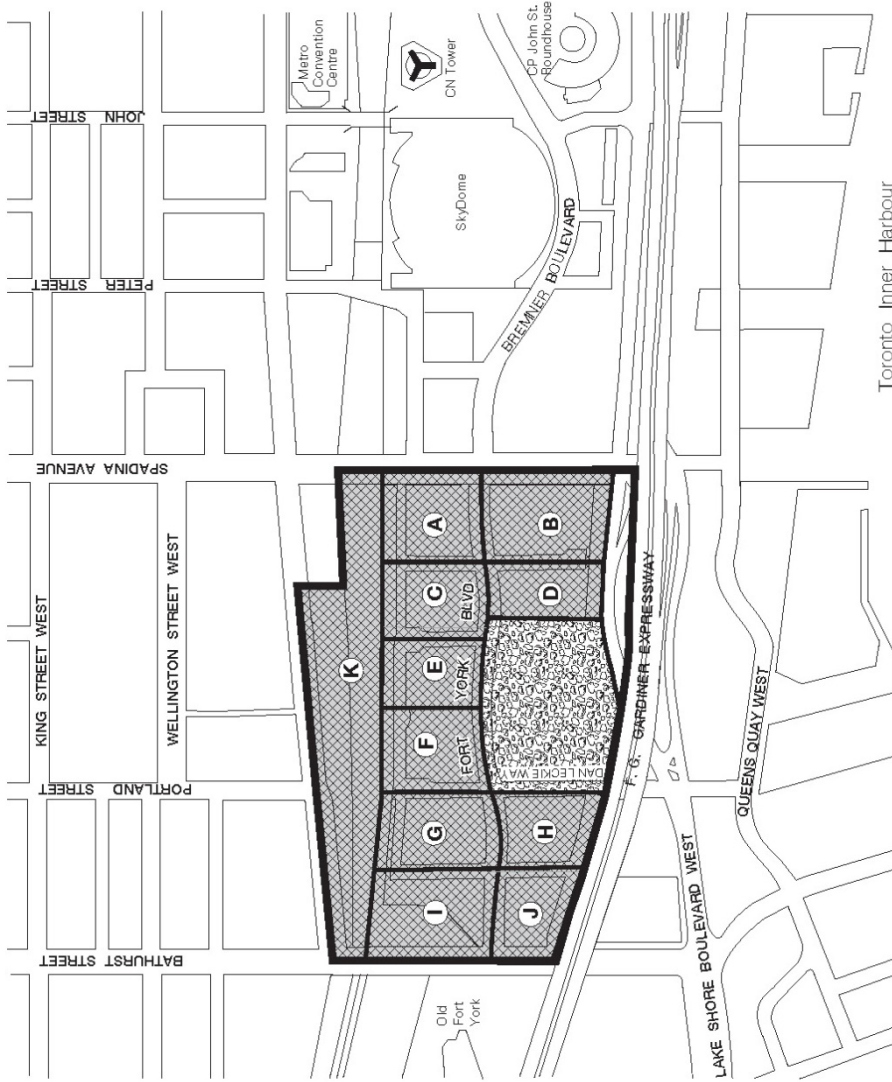
**Toronto** City Planning  
**Official Plan Amendment Attachment 3**  
 Revisions to Map 19-2 Urban Structure Plan of the Railway Lands West Secondary Plan

Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park, Blue Jays Way and the Rail Corridor

- Secondary Plan Boundary
- Significant City and Waterfront Views and Vistas
- Significant Street Edge
- Significant Intersection
- Potential View Terminus
- Future Spadina-Front RER Station

Not to Scale  
 July 2020

Attachment 4



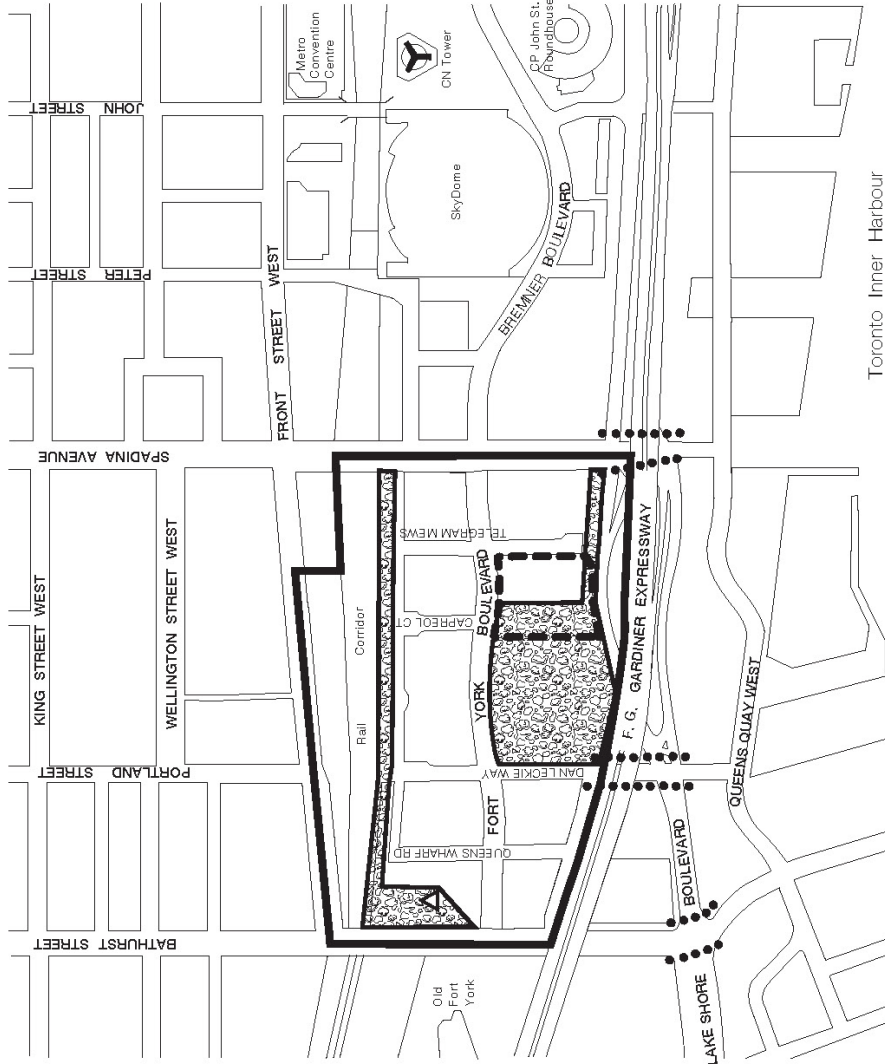
**Toronto** City Planning  
**Official Plan Amendment Attachment 4**  
 Revisions to Map 19-3 Land Use Plan of the Railway Lands West Secondary Plan

- Secondary Plan Boundary
- ▨ Mixed Use Areas
- ▨ Parks and Open Space Areas

Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park,  
 Blue Jays Way and the Rail Corridor

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 Not to Scale  
 July 2020

Attachment 5



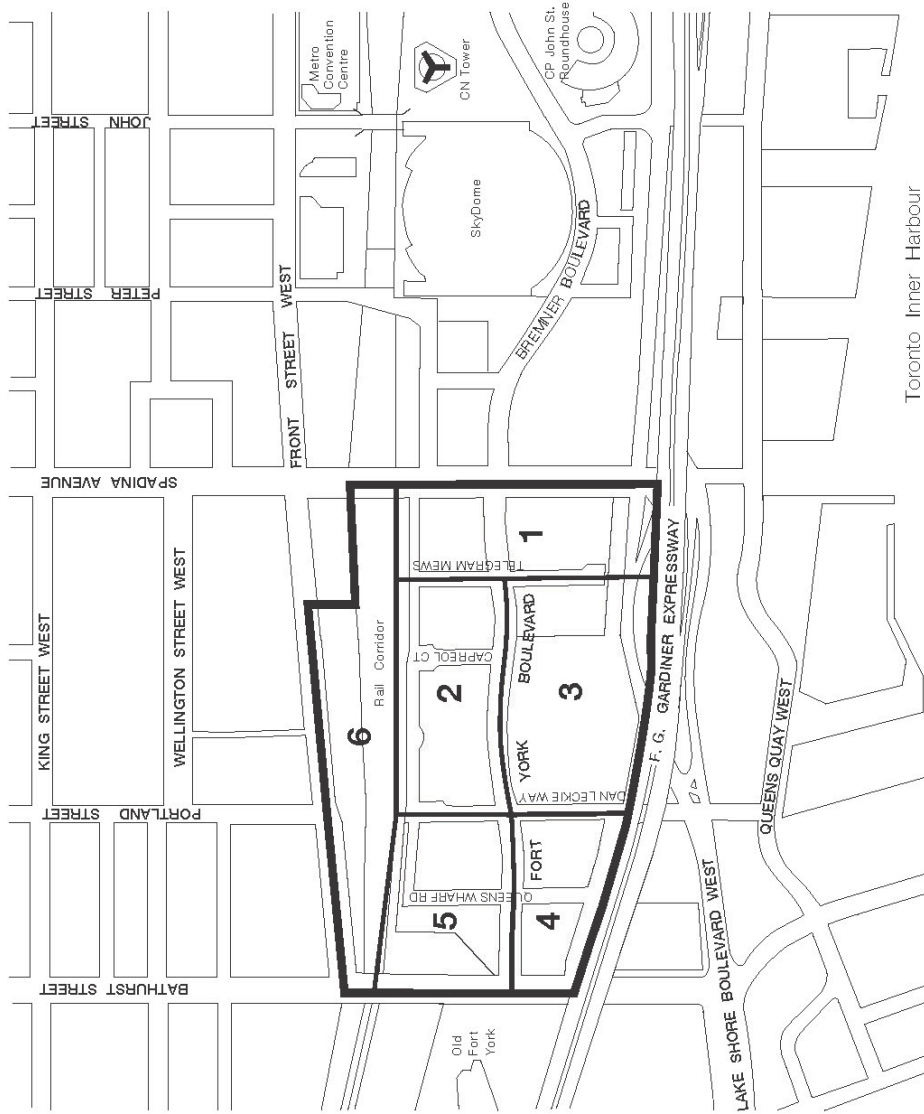
**TORONTO** City Planning  
**Official Plan Amendment Attachment 5**  
 Revisions to Map 19-4 Parks and Open Space Plan of the Railway Lands West Secondary Plan

**Lands Bounded by Front Street West, Bathurst Street, Northern Linear Park, Blue Jays Way and the Rail Corridor**

- Secondary Plan Boundary
- ▨ Lands to be Leased or Conveyed to the City for Parks Purposes
- General Location for Community Centre and Schools
- Improved At-Grade Pedestrian Routes
- △ Proposed Garrison Creek Interpretive Area

↗  
 Not to Scale  
 July 2020

Attachment 6



**Toronto** City Planning  
**Official Plan Amendment Attachment 6**  
 Revisions to Map 19-5 Precincts Plan of the Railway Lands West Secondary Plan

**Toronto** City Planning  
**Official Plan Amendment Attachment 6**  
 Revisions to Map 19-5 Precincts Plan of the Railway Lands West Secondary Plan

Secondary Plan Boundary  
 Precinct Areas

Not to Scale  
 July 2020