

Authority: Toronto and East York Community Council  
Item TE34.33, adopted as amended, by City of Toronto  
Council on July 19, 20, 21 and 22, 2022

**CITY OF TORONTO**

**BY-LAW 1013-2022**

**To adopt Amendment 603 to the Official Plan for the City of Toronto with respect to the lands municipally known in the year 2021 as 315 and 325 Front Street West and the area over the Rail Corridor generally between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge.**

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

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

The Council of Toronto hereby enacts:

1. The attached Amendment 603 to the City of Toronto Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on July 22, 2022.

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)

**Amendment 603 to the Official Plan for the City of Toronto**

**Lands municipally known in the year 2021 as 315 and 325 Front Street West and the area over the Rail Corridor generally between Blue Jays Way and John Street/Rod Robbie Pedestrian Bridge**

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

1. Chapter 6, Section 18, Railway Lands Central Secondary Plan, is amended as follows:
  - a. 18-4 'Parks and Open Space Plan' and 18-6 'Urban Structure Map' are deleted and replaced with new Maps 18-4 and 18-6 attached hereto;
  - b. Section 10.4.1 is amended by adding *Mixed Uses Areas 'C'* to the last sentence as follows:

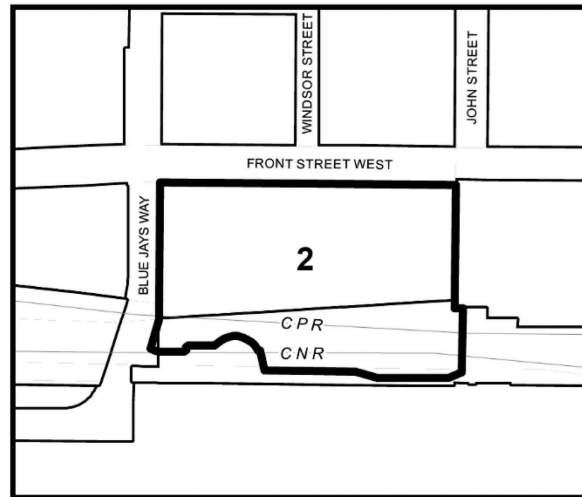
"Residential uses in this area may only be permitted by way of amendment to this Secondary Plan, except that in "*Mixed Use Areas 'A', 'B' and 'C'*" residential will also be regarded as an appropriate use and may be permitted without further amendment to this Secondary Plan."
  - c. Section 10.4.2 is amended by adding Section 10.4.2 (d) as follows:

"Development in *Mixed Uses Areas 'C'* will have a density and form which:

    - (d) accommodates if feasible, in accordance with the provisions of Section 10.5.1, the development of a park or publicly accessible open space across the Rail Corridor so that the development to the north will be linked to the open space areas in the Railway Lands Central and that development in the Railway Lands Central will be visually and physically accessible from the north."
  - d. Section 10.5.6 is added as follows:

"Notwithstanding Section 10.5, By-laws may be passed to permit decking over the Rail Corridor between *Mixed Use Areas 'C'* and *Mixed Use Areas 'F'* for the primary purpose of parks and open space uses including ancillary uses provided that appropriate technical studies have been undertaken confirming that the objectives of Sections 2.2, 8.4 and 8.5 of the Secondary Plan are ensured."
  - e. Section 13 is amended by adding Site and Area Specific Policy 2 as follows:

**2. 315 and 325 Front Street West and the area over the rail corridor generally between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge**



**1. Introduction**

- 1.1 This prominent site includes the properties at 315 and 325 Front Street West, as well as the area over the rail corridor between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge. The site is located within the Downtown, in an area that has experienced significant growth and transformation over a relatively short period of time. The site is also located within an expanded Financial District close to major venues and tourist attractions including the CN Tower, Rogers Centre as well as the Metro Toronto Convention Centre, and is in close proximity to Union Station. The site has extensive frontage along Front Street West, an important cultural corridor, and sits at the southern terminus of the John Street cultural corridor. Redevelopment of the site provides a significant opportunity to achieve key city building objectives in relation to complete communities, economic development, the provision of parkland, and public realm enhancements.
- 1.2 This Site and Area Specific Policy is intended to guide the development/redevelopment of the lands at 315 and 325 Front Street West and the decking of the rail corridor generally between Blue Jays Way and the John Street/Rod Robbie Pedestrian Bridge for park and other open space uses, and includes policies on land use, parks and open spaces, public realm, built form, and transportation.

## **2. Principles for Development**

In addition to the major objectives for the Railway Lands Central as set out in Section 2 of the Secondary Plan, development of the lands will proceed in accordance with the following principles:

- 2.1 Provide a diverse mix of uses that support complete communities including significant employment uses, residential uses including affordable housing opportunities, community services and facilities and parks and open spaces.
- 2.2 Establish a framework for the creation of a new park and other open space uses over the rail corridor between Blue Jays Way and John Street/Rod Robbie Pedestrian Bridge.
- 2.3 Provide a built form and massing that fits appropriately within its context, addresses the proximity of significant buildings including the CN Tower and the Rogers Centre, and ensures distinctive and high quality architecture that contributes positively to the skyline.
- 2.4 Ensure public realm and streetscape enhancements that recognize and contribute to Front Street West and John Street as cultural corridors.
- 2.5 Promote opportunities for active transportation and enhanced connectivity over the rail corridor and from the site to the surrounding parks and open space network.

## **3. Land Use**

- 3.1 Development will contribute to an expanded Financial District by including a major non-residential component that will be a catalyst for economic investment and activity with a minimum of 100,000 square metres of floor area dedicated to non-residential uses including significant office floor area.
- 3.2 Residential development will include:
  - a) a diverse range of housing options, including rental housing and opportunity for affordable rental housing, that responds to the varied housing needs of residents in Toronto; and
  - b) a residential unit mix that includes a minimum of 10 percent three bedrooms units or larger and a minimum of 15 percent two-bedroom units.

#### **4. Parks and Open Spaces**

- 4.1 Parks and open spaces are essential elements of complete communities contributing to liveability, resiliency and placemaking. Downtown has been the subject of unprecedented growth, increasing the demand for parks with limited lands available for new parkland. To support the downtown's liveability and economic competitiveness the City must plan and protect for new opportunities for parkland.
- 4.2 The area over the rail corridor is considered priority for new parkland in order to address the need for improved quantity, quality and distribution of parks within a growing Downtown.
- 4.3 The area over the rail corridor provides opportunity for a park of an appropriate size and configuration to accommodate a variety of park uses, and civic and cultural spaces. It will contribute to the Shoreline Stitch enhancing connectivity to the network of parks and open spaces within the downtown and to the waterfront as envisioned in the Downtown Parks and Public Realm Plan.
- 4.5 Privately-owned publicly accessible open spaces (POPS) as shown on Map 18-4 Parks and Open Space Plan, will be provided and maintained on the site to strengthen and support the role of Front Street West and John Street as cultural corridors and expand and enhance connectivity over the rail corridor. These privately-owned publicly accessible open spaces may include plazas in front of buildings, courtyards, linear green spaces, promenades and mid-block pedestrian connections.
- 4.6 Privately-owned publicly accessible open spaces will be open to the public and easements will be granted to the City at appropriate locations to ensure that privately-owned publically accessible open spaces are open to the public.

#### **5. Built Form and Public Realm**

- 5.1 The height and massing of buildings will be designed to minimize new shadows on Clarence Square with no net new shadows on Clarence Square after 11:00 a.m. on March 21.
- 5.2 The architectural design of all buildings will be distinctive and of high quality and consider how the buildings fit within and complement the overall downtown skyline.
- 5.3 Development adjacent to Front Street West will accommodate generous sidewalk zones (curb to building face) and increased building setbacks to provide for a variety of streetscape

improvements and pedestrian amenities that enhance and reinforce the role of Front Street West as a cultural corridor.

- 5.4 Development adjacent to Blue Jays Way will accommodate wherever feasible, a sidewalk zone (curb to building face) of 6 metres.
- 5.5 Buildings will have generous setbacks from the rail corridor to accommodate an accessible walkway, enhanced landscape treatments, areas for retail activities, and other pedestrian amenities.

## **6. Transportation**

- 6.1 Development will be designed to encourage walking, cycling, transit use and car sharing as means of reducing the use of private automobiles.
- 6.2 Development will expand the PATH network by including a PATH connection within the development and knock-out panels within the underground portions of the buildings to provide for the expansion of the PATH network to the north and east beyond the site.
- 6.3 The design of the PATH connection will be informed by guidelines as developed and adopted by Council.

## **7. Rail Corridor**

- 7.1 Nothing in this Site and Area Specific Policy will restrict or prohibit the continued rail operations within the rail corridor.
- 7.2 The redevelopment of the lands and decking structure will be designed to ensure the continued effective, safe and efficient provision of rail operations as set out in Sections 2.2, 8.4 and 8.5 of the Secondary Plan.
- 7.3 The rail corridor will remain important for inter-regional passenger rail services and freight rail services. The rail corridor will continue to function as a utility corridor in accordance with *Utility Corridor* designation provisions of the Official Plan, with rail uses located below the decking structure including active rail lines and uses associated with rail operations.

**8. Implementation**

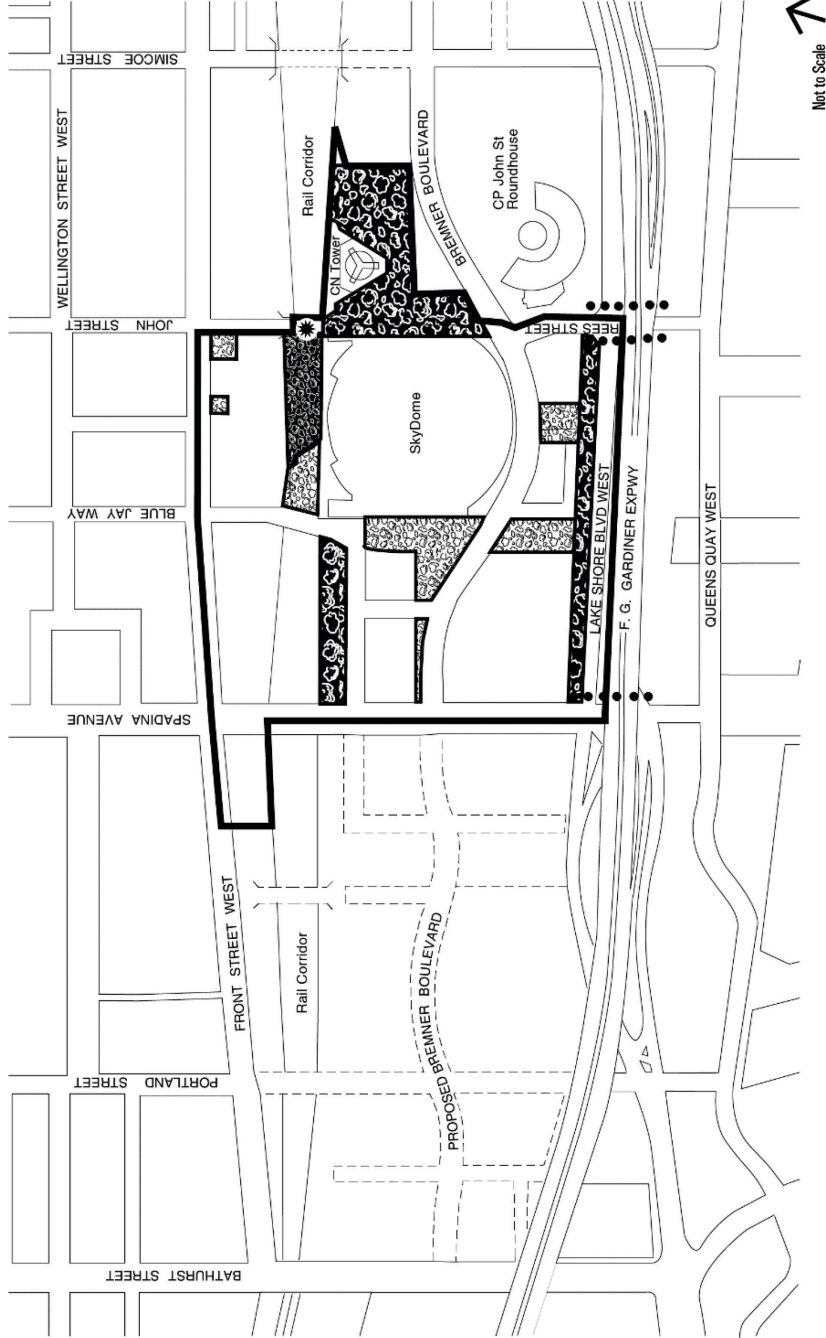
- 8.1 Development will not proceed prior to enactment of an implementing Zoning By-law(s) for the lands that reflect this Site and Area Specific Policy. The implementing Zoning By-law(s) will specify density and/or gross floor area limits to provide for a mixed-use development and parks and other open space uses over the rail corridor.

**9. Holding (H) Provisions**

- 9.1 When enacting by-laws for permit redevelopment in accordance with this SASP and the Official Plan an "H" symbol may be appended to the zone district on the map schedules of the Zoning By-law as (H). The by-law will specify the use(s) and buildings permitted while the Holding (H) Symbol is applied and will specify the use to which lands buildings or structure may be put at such time in the future as the Holding (H) Symbol is removed by amendment to the by-law.

**10. Interpretation**

- 10.1 This Site and Area Specific Policy should be read in conjunction with the Rail Lands Central Secondary Plan and the City of Toronto Official Plan. In the case of a conflict between this Site and Area Specific Policy and the policies in the Railway Lands Central Secondary Plan or the City of Toronto Official Plan, the policies in this Site and Area Specific Policy will prevail.

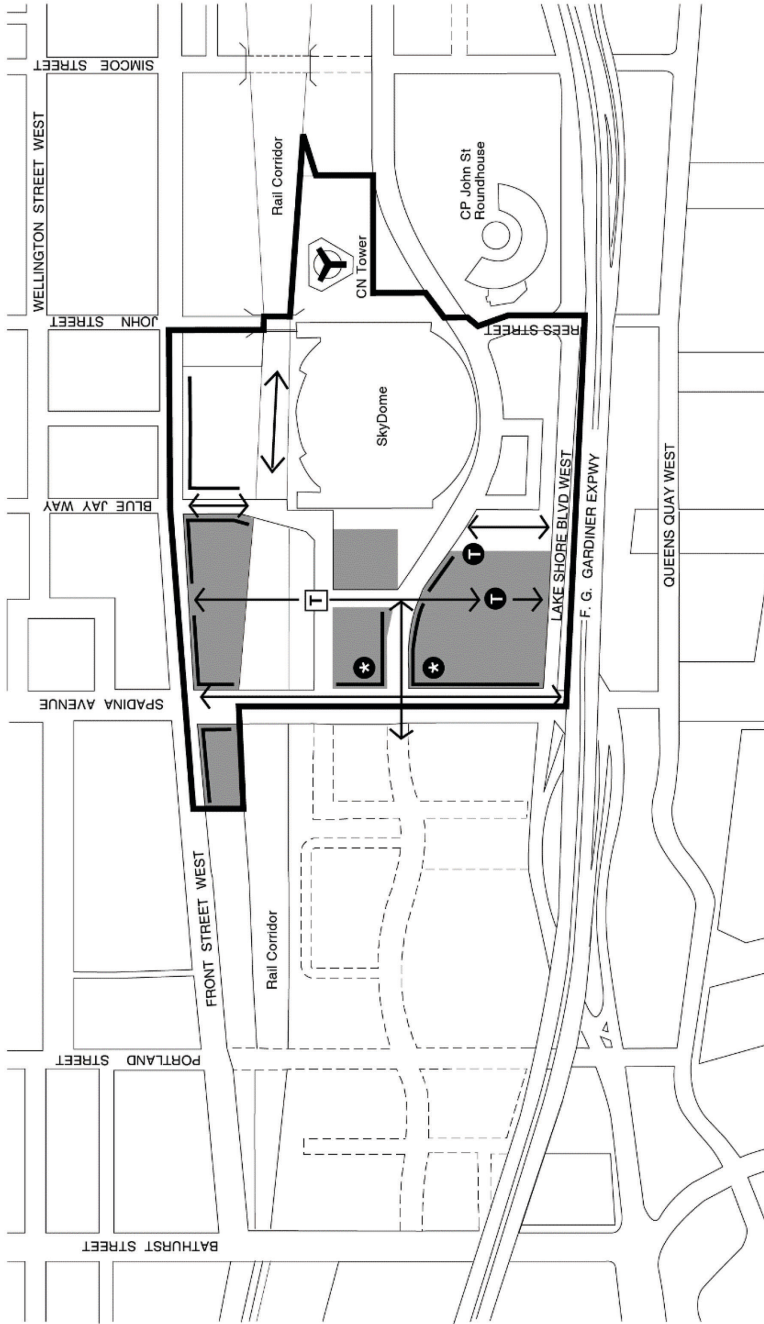


**Toronto** City Planning Division  
**Official Plan Amendment #603**  
**Railway Lands Central Secondary Plan**  
 MAP 18-4 Parks and Open Space Plan

- Secondary Plan Boundary
- Publicly Accessible Open Space
- Lands to be Leased or Conveyed to the City for Park Purposes
- Publicly Accessible Open Space/City Park
- Improved at-grade Pedestrian Routes
- Major Pedestrian Bridge

June 2022





Not to Scale



**Official Plan Amendment #603**

**Railway Lands Central Secondary Plan**  
MAP 18.6 Urban Structure Plan

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

June 2022