

**Dufferin Street Avenue Study  
City Initiated Official Plan Amendment**

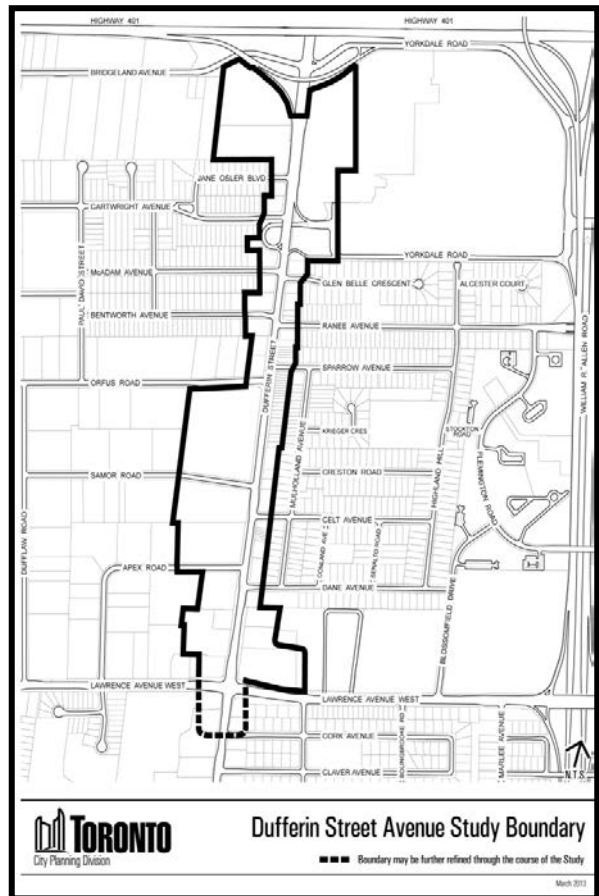
<b>Date:</b>	May 29, 2015
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 15 – Eglinton Lawrence
<b>Reference Number:</b>	15 130874 NPS 00 OZ

**SUMMARY**

This report summarizes and contains recommendations on the implementation approach for the Avenue Study which was undertaken in 2013/2014, for the portion of Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West. Specifically, the report outlines implementation strategies to achieve, over time, the Dufferin Street Avenue Study vision and objectives through the adoption of a Secondary Plan.

To implement the vision of this 'Avenue' study, the report seeks City Council's concurrence on further agency and division review to consider the draft Official Plan policies.

The report also recommends that Staff report back to City Council for a statutory public meeting under the *Planning Act* for the Secondary Plan and other documents necessary to implement the draft Dufferin Street Secondary Plan policies.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. North York Community Council direct City Planning staff to circulate the draft Dufferin Street Secondary Plan, attached as Attachment No. 1 to this report, from the Director, Community Planning, North York District, to appropriate City divisions and agencies, the Technical Advisory Committee and Local Advisory Committee, and to post the draft Secondary Plan and Urban Design Guidelines on the project webpage, for review and comment.
2. North York Community Council direct City Planning staff report back to North York Community Council with a final version of the Dufferin Street Secondary Plan and Urban Design Guidelines, and any other implementing documents, for consideration at a statutory public meeting under the *Planning Act*.

### Financial Impact

The recommendations in this report have no financial impact.

### DECISION HISTORY

At the September 13, 2012 meeting of the Planning and Growth Management Committee staff were directed to initiate the Dufferin Street Avenue Study as outlined in the August 10, 2012 staff report.

<http://www.toronto.ca/legdocs/mmis/2012/pg/bgrd/backgroundfile-49687.pdf>

At its meeting of August 25-28<sup>th</sup>, 2014, City Council endorsed in principle the Dufferin Street Avenue Study consultant report and adopted a report and recommendations by the Chief Planner and Executive Director, City Planning Division.

City Council directed the appropriate staff to finalize the Transportation and Infrastructure and Stormwater Master Plans, draft the Official Plan Amendment and Zoning By-law to create site and area specific policies and new zoning provisions and any other appropriate planning tools suited to this Avenue segment.

Staff were also directed to conduct community consultation on a draft Official Plan Amendment, amendments to the Zoning By-laws, and other planning tools and necessary implementation strategies prior to bringing forward these planning tools and strategies to North York Community Council's consideration. (Council decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY34.96>

This staff report recommends that City Planning staff be directed to circulate the draft Dufferin Street Secondary Plan attached as Attachment No. 1 to this report to appropriate City divisions and agencies, the Dufferin Street Avenue Study's Technical Advisory

Committee and Local Advisory Committee, and to post the draft Secondary Plan and Urban Design Guidelines on the project webpage, for review and comment.

## **ISSUE BACKGROUND**

The City's Official Plan identifies selected corridors along major streets as '*Avenues*' where re-urbanization, supported by a multimodal transportation network, can create jobs and housing while improving local streetscapes, infrastructure and amenities. Section 2.2.3 of the Official Plan establishes the policy objectives of Avenue studies. Among these policy objectives the Plan directs that both a vision and implementation plan be developed to demonstrate how the streetscape and pedestrian environment can be improved; where new public parks and open spaces can be created, and how the use of the road allowance can be optimized and enhance transit service. In order to implement the vision identified through the Dufferin Street Avenue Study a Secondary Plan is being proposed.

The Dufferin Street Avenue Study was initiated by City Council on October 12, 2012. The stretch of Dufferin Street between Highway 401 to just south of Lawrence Avenue West was selected on the basis that it is comprised of a number of vacant and underutilized lands. The properties fronting onto Dufferin Street are all designated as *Mixed Use Areas* and have the potential for redevelopment. The area is in need of streetscape improvements and a market exists for redevelopment in the area.

The framework for redevelopment of the Dufferin Street *Avenue* will be established with new policies in the form of a Secondary Plan, implementing zoning by-laws, urban design guidelines, community services and facilities and parks and open space strategies, together with Transportation and Infrastructure and Stormwater Master Plans. These planning tools will implement the vision for the corridor which was created in consultation with the local community. These implementation tools seek to create opportunities for growth and redevelopment supported by high quality transit services, along with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

## **Proposed Secondary Plan Area**

The study area is approximately 1.5 kilometres long and is bound by Highway 401 to the north and extends just south of Lawrence Avenue West, as shown on Attachment 1. Dufferin Street is a major arterial road that provides various connections to the City's transportation network, and carries relatively high volumes of vehicular traffic and transit users daily. The north end of the proposed Secondary Plan Area includes Yorkdale Mall a regional shopping destination.

The Avenue Study also examined the lands within the broader community to provide a context for the review. Lands surrounding the proposed Secondary Plan Area include established residential communities and employment areas and are designated *Employment Areas* and *Neighbourhoods* in the Official Plan.

The area to the east of Dufferin Street has been the subject of City initiatives to provide for redevelopment and reinvestment in the area as part of the Lawrence-Allen Secondary Plan. The Yorkdale Shopping Centre lands are considered in their entirety in the Lawrence-Allen Secondary Plan.

The Avenue Study Official Plan Amendments are proposed to be implemented through the adoption of a Secondary Plan.

## **Recent Redevelopment Approvals and Proposals**

In 2008, a development application for the north-east corner of Lawrence Avenue West ('Treviso') was submitted and approved by the Ontario Municipal Board, for 26, 21 and 15 storey residential buildings with grade related retail, 1,488 condominium units. The development also included a park, new public road and a daycare facility. These buildings are currently under construction.

In 2010, a development application was approved for a 9-storey, 87-unit mid-rise residential building with retail at grade, and 3-storey townhouse units, at Dufferin Street and McAdam Avenue. This building is currently under construction.

In 2012, a mixed use development application at 3130 Dufferin Street was submitted for 374 residential dwelling units and 1,379m<sup>2</sup> of retail floor space. The application proposes a 12-storey building abutting Dufferin Street, a 6-storey building abutting Apex Road, a 24-storey tower situated internally to the site (in the southwest corner) and a 6-storey base building connecting the 24-storey and 12-storey towers. With 45,814m<sup>2</sup> of gross floor area, the application proposes a Floor Space Index of 5.84. This application has been appealed to the Ontario Municipal Board. A second pre-hearing is scheduled July 7, 2015. At the date that this report was written, a hearing date has been set.

There is also an active Site Plan Control application for site improvements to 3200-3222 Dufferin Street.

Villa Charities has advised the City that it would like to undertake a campus planning exercise for the Columbus Centre lands at the southwest corner of Dufferin Street and Lawrence Avenue West. There have also been pre-application consultations on a number of other sites in the Secondary Plan Area.

## **Provincial Policy Statement**

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their

implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

Policy areas relevant to the Avenue study review included:

- land use patterns that are based on densities and a mix of land uses which efficiently use land and resources, infrastructure and public service facilities, and minimize negative impacts to air quality and climate change;
- identification of opportunities for intensification in appropriate locations, taking into account the existing building stock and the availability of suitable infrastructure and public service facilities;
- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians and facilitate both pedestrian and non-motorized movement;
- planning and protecting for corridors and rights-of-way for transportation, transit and infrastructure facilities;
- supporting energy efficiency and improved air quality by planning for compact urban form, promoting public transit and promoting design and orientation which maximizes the use of alternative/renewable energy;
- as part of a multi-modal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved, including connections which cross jurisdictional boundaries; and
- land use patterns, densities and a mix of land uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

### **Places to Grow Growth Plan**

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. It also clarifies and strengthens the application of the Provincial Policy Statement. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Policy areas of the Growth Plan of relevance to the Dufferin Street Avenue Study include:

- providing for a range and mix of housing, a diverse and compatible mix of land uses, and high quality public open spaces in intensification areas;
- reducing automobile dependency through the development of mixed-use, transit supportive, pedestrian friendly urban environments;
- providing for multi-modal transportation systems that integrate pedestrian and bicycle networks; and
- providing for public infrastructure such as transportation and community infrastructure.

## City of Toronto Official Plan

The Toronto Official Plan contains policies and objectives that guide future growth and development in the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan also contains policies that require development to be considered as part of a broader approach to community building to ensure that all residents have access to housing, parks and community services. Key Official Plan objectives and policies which have guided the Dufferin Street Avenue Study include:

- Recognizing the role of *Avenues* in providing for reurbanization to support new housing and job opportunities and improving the pedestrian environment and the look of the street, and recognizing the importance of protecting *Employment Districts* to nurture and support the City's economy and provide for job growth;
- Integrating land use and transportation planning, including supporting targeted growth areas with good transit services, concentrating jobs and people in areas well served by transit, promoting mixed use development to increase opportunities for living close to work, and ensuring that streets provide access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
- Recognizing the importance of good urban design in building a successful city and the importance of achieving a high quality public realm that is characterized by attractive, comfortable, safe and accessible streets, parks, open spaces and buildings;
- Providing a comprehensive planning framework to direct the building of new neighbourhoods to achieve complete communities that include streets and open spaces that have good connections to the surrounding streets and open spaces, are supported by infrastructure and community services, provide for uses and building scales that are compatible with surrounding development, and include a full range of housing in terms of type, tenure and affordability; and
- Using a variety of tools to implement and achieve the objectives of the Plan, including implementing zoning, urban design guidelines, Section 37, holding provisions and complete application submission requirements as part of the development application approvals process. Section 5.2.1 of the Official Plan provides policies guiding the preparation of Secondary Plans.

Dufferin Street is also identified on Map 5 as a Transit Priority Expansion Segment in the Official Plan.

## **Zoning**

The lands within the study area are subject to the provisions of the former City of North York Zoning By-law No. 7625, as amended, and the City of Toronto By-law No. 569-2013. Lands that are zoned predominantly Industrial Commercial in the former City of North York Zoning provide, for the most part, a mix of commercial and office uses, but do not provide for significant residential permissions. Lands zoned Commercial Residential in the City of Toronto By-law No. 569-2013 will require amendment to implement the Dufferin Street Secondary Plan Area vision and objectives.

In order to implement the vision and urban design guidelines for the Secondary Plan Area, amendments to both the City of North York Zoning By-law No. 7625 and the City of Toronto By-law No. 569-2013, including prohibitions to incompatible land uses, are required. The draft zoning by-law amendments will be brought forward together with the final Official Plan Amendment at the end of 2015.

## **Site Plan Control**

All lands within the Secondary Plan Area are subject to site plan control.

## **Agency Circulation**

Further consultation with the appropriate agencies and City divisions is required over the summer to finalize the draft Secondary Plan policies and zoning by-law.

## **Community Consultation**

The communications strategy for the Dufferin Street Avenue Study involved regular public and local advisory committee meetings. These meetings generally began with a presentation from the consultant team and followed with focus questions to the participants. Information panels and a physical model assisted in graphically communicating the Secondary Plan Area existing conditions. Invitations to the public meetings were posted online, delivered by mail to Secondary Plan Area residents, and posted in high-traffic locations in the area.

A study webpage was established on the City's web-site at <http://toronto.ca/planning/dufferin/index.htm>. Materials were posted on the website as the Study progressed. A Local Advisory Committee and Technical Advisory Committee were established and Study updates regularly provided to these two groups. Consultant reports and memorandums were issued by the consulting team throughout the review and executive summaries of the reports were posted on the City's project web site. This website also contains all of the community meeting presentations and graphics, a summary of community meeting notes and comments received, meeting notices as well as the Final Consultant Report.

The community consultation initiatives that were undertaken as part of the review include:

- Three public open houses (November 6, 2013; February 26, 2014; April 23, 2014);
- A Design Charrette (December 11, 2013);
- Four Local Advisory Committee Meetings (October 23, 2013; November 20, 2013; February 12<sup>th</sup>; March 26, 2014); and
- An Employment Area Business Owners Meeting (December 4<sup>th</sup>, 2013).

## **Study Process**

In August 2013 the City Planning Division retained the firm of DuToit Allsopp Hillier (DTAH) as the lead consultant for the Dufferin Street Avenue Study, supported by the firms of R.E. Millward Associates, NBLC, Swerhun Facilitation, ARUP and Fabian Papa & Partners. These teams had combined experience in land use planning, urban design, transportation, servicing, real estate and facilitation.

Following the retention of the consultant team, the Study was conducted in four phases:

Phase One: Background Review, Identification of Opportunities and Challenges

Phase Two: Identification, Evaluation and Testing of Options

Phase Three: Identification of a Preferred Option

Phase Four: Recommended Plan and Planning Framework

The consulting team and staff evaluated the land use, built form, parks and open space, transportation and servicing options, and prepared an emerging Preferred Option for further community input at a third and final public open house on April 23, 2014.

This staff report proposes that a Secondary Plan be created to implement the Study recommendations and brings forward the implementing Official Plan amendments, and summarizes the Transportation and Infrastructure and Stormwater Master Plans. Amendments to the North York Zoning By-law and City of Toronto By-law 569-2013 to create a new zoning regime suited to the Avenue segment to guide development on this portion of Dufferin Street and Urban Design Guidelines will be brought forward in the fourth quarter of 2015.

## **COMMENTS**

### **Area Study Implementation**

Planning staff were directed in 2014 by North York Community Council to draft Official Plan Amendments, amendments to the Zoning By-laws, and other planning tools and necessary Implementation Strategies, suited to this Avenue. After a thorough assessment of existing Official Plan policies, staff were of the opinion that the study area demonstrated many of the characteristics of a Secondary Plan set out in 5.2.1, particularly



with respect to large areas of underutilized land which would benefit from comprehensive development and areas where development is occurring at a scale and intensity which necessitates local streets, block plans, public works, open space and other public services and facilities. Staff are, therefore, proposing that the Avenue Study be implemented through a Secondary Plan.

The proposed Secondary Plan for Dufferin Street provides a comprehensive framework to guide growth, including direction for a desired type and form of physical development, providing for appropriate transition in scale and activity between districts, and guides investment in infrastructure and community services and facilities required to support future growth. Specifically, the proposed Secondary Plan envisions a mix of residential and commercial land uses, improved connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and priority transit lanes.

Critical to the success in realizing the Secondary Plan vision is beautifying Dufferin street and the public realm through a mix of public parks, streetscape improvements, landscape gateways, privately owned and publicly accessible spaces and other public amenities, and integrating land use and redevelopment with supporting infrastructure. The proposed Dufferin Street Secondary Plan is included in Attachment No. 1 to this report.

The proposed Secondary Plan is made up of twelve sections.

**Section 1: Vision** introduces the Secondary Plan and the context for mixed use development, with Dufferin Street and the organizing spine of the Secondary Plan Area.

**Section 2: Realizing the Vision** defines the eight objectives of the Secondary Plan

**Sections 3: Development, Land Use and Built Form; 5: Density; and 8: Sustainability,** guide, manage and direct growth and development, and address sustainability goals.

**Section 4: Streetscape** describes the future transformation of the Dufferin Street public realm.

**Section 6: Municipal Servicing** sets out policies to ensure municipal servicing infrastructure needs support future growth

**Section 7: Mobility** sets out policies to establish and foster a balanced transportation network

**Section 9: Large Block Policies** directs growth and development on blocks which have the greatest potential for redevelopment and to influence the character and quality of Dufferin Street.

**Sections 10: Housing and Community Services and Facilities** address housing and services needed to support a high quality of life.

**Sections 11: Implementation and Interpretation** articulate policies to implement the Secondary Plan.

In addition, the proposed Secondary Plan is supported by a number of implementation plans, guidelines and strategies including Urban Design Guidelines. A Transportation Master Plan, an Infrastructure and Stormwater Master Plan have been completed.

Comprehensively, these documents are fundamental components of the proposed planning framework and will be instrumental in achieving the proposed Secondary Plan's objectives.

This report describes and comments on the content of each of the twelve sections of the Proposed Secondary Plan.

## **Vision and Objectives**

Section 1 of the proposed Secondary Plan identifies a vision for the Dufferin Street Secondary Plan that was introduced through the Avenue study consultant report, which envisions this area as the 'urban-suburban' frontier, with Dufferin Street designed as the organizing spine for development.

Section 2 of the proposed Secondary Plan outlines a number of objectives for development used to develop a vision for the study area, with community input, through the Avenue study process. These objectives were further refined and are as follows:

1. Make Dufferin Street a Place
2. Protect the Adjoining Neighbourhoods and Employment Areas
3. Create Quality Public Spaces and Parks
4. Create a Green, Safe and Attractive Place
5. Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure
6. Improve Mobility and Balance Movement Priorities
7. Encourage a Rich and Varied Urban Built Form
8. Improve Community Services and Facilities through Redevelopment

These objectives promote a diverse housing and commercial mix while ensuring an adequate transition to adjacent low-rise residential properties in *Neighbourhoods*, appropriate separation distances to *Employment Areas*, and complementary built form, while balancing transportation and servicing infrastructure needs and priorities. These objectives will be addressed through height limits, angular planes, setbacks, building step-backs and separation distances.

## **Development, Land Use and Built Form**

Section 3 of the proposed Secondary Plan provides policies respecting development, land use and built form on both Large and Typical Avenue Blocks.

### Land Use

Land Use policies in the proposed Secondary Plan provide for residential uses complemented by non-residential uses that include retail, office, services, community facilities, schools and parks in *Mixed Use Areas* designations based on the land use policies of the Official Plan, as well as the redesignation of the Yorkdale ramp on the west side of Dufferin Street from *Mixed Use Areas* to *Parks*.

A mix of uses is encouraged throughout the Secondary Plan Area with non-residential uses concentrated on the Yorkdale Shopping Centre Lands. Retail at grade at key locations is also important to provide amenity and activity on Dufferin Street in areas of high pedestrian traffic or existing retail areas. The 'Grade-Related Uses' map illustrates where retail at-grade will be considered mandatory as part of a development application (Yorkdale Mall, at the intersections of Dufferin Street with Orfus Road and Lawrence Avenue West), and where it will be strongly encouraged.

Auto-oriented and large format retail uses are generally discouraged in keeping with the Official Plan policies for the Secondary Plan Areas which encourage pedestrian-oriented retail at grade, with the exception of Yorkdale Mall. Compatibility with *Neighbourhoods* and *Employment Areas* has also been considered, as well as appropriate separation distances from *Employment Lands* consistent with the Ontario Ministry of the Environment's Land Use Compatibility (Schedule D) Guidelines.

Toronto City Council has adopted clear policy directions which prioritize the protection of existing *Employment Areas*. Minimum setbacks have been prescribed in the Secondary Plan under Section 3.4 for sensitive uses to the existing *Employment Area* and to mitigate potential residential 'creep' beyond the existing *Mixed Use Area* designation. These separation distances are not intended to replace the Ministry of the Environment's Land Use Compatibility Guidelines and satisfaction of minimum separation distances required for uses that abut *Employment Areas* and are meant to be read together.

Sensitive uses, including residential development, parks and community facilities are anticipated as the Secondary Plan Area redevelops, and will be required to be designed and constructed to mitigate noise, traffic, odours or other contaminants from nearby industry.

### Parks, Open Space and Amenity

The proposed Secondary Plan envisions an interconnected network of public and private open spaces along the corridor consisting of new public parks, gateways, urban plazas and an enhanced public realm (Map 5). The policies in the proposed Secondary Plan provide direction to secure key components of the public realm, including streets, parks, open space, enhanced streetscape elements including new street trees, landscape gateways and medians, as well as public art.

The lands within the Secondary Plan Area are identified as a Parkland Acquisition Priority Area in Map 8B/C of the Official Plan. Parks are directed adjacent to public roads and are included as part of future redevelopment of the deep blocks on the west side of Dufferin Street. A public park is also proposed by redesignating the lands associated with the turning loop on the south-west corner of Dufferin Street and Cartwright Avenue to *Parks* and which is currently City owned land. On Blocks 2,4,5,9a, 10, 11, 12 13 and 14a, where lot consolidation is required and the size or configuration of the required parkland conveyance would prove unsuitable or undesirable, cash-in-lieu

is recommended to contribute toward the enhancement of existing parks and development of new proposed parks identified in the Greening Strategy.

A landmark landscape gateway area is identified as part of Blocks 1 and 14, within the public realm and required setbacks on Bridgeland Avenue, Yorkdale Road and on the green spaces adjacent to the Highway 401 ramps, extending to the Yorkdale Mall and Holiday Inn frontages. Landmark landscape gateways are intended to mark a sense of arrival to Dufferin Street and could include special planted features, landmark signage, and public art.

Additional to these spaces, enhanced streetscaping will be designed, planned and provided in the form of new tree plantings and amenities in the public boulevard of all existing and proposed streets within the Secondary Plan Area. A double row of trees and landscaped setbacks are proposed both within the building setback and the public boulevard as part of the deeper lots on the west side of Dufferin Street and on existing local streets (Orfus Road, Samor Road and Apex Road).

Privately-owned, publicly accessible urban plazas (POPUPs) are proposed at key nodes where pedestrian and retail activity is anticipated, on the Dufferin Street frontage of the Yorkdale Shopping Centre site (Block 14), at the south-west corner of the Dufferin Street and Orfus Road intersection, and at the north-west corner of Dufferin Street and Lawrence Avenue West. Courtyards facing Dufferin Street are also encouraged as part of new development, contributing to the hierarchy of private open space types.

### Setbacks

The draft Secondary Plan (Attachment 1) and draft Urban Design Guidelines include setback strategies for existing and proposed local streets, and to *Employment Areas*. This strategy is consistent with Official Plan policies for designing safe, attractive, interesting and comfortable spaces for pedestrians (3.1.1: The Public Realm) and with Guiding Principle number 6, 'Create a Green, Safe and Attractive Place'. The proposed Secondary Plan includes a requirement for a 5.0m setback on most deep blocks fronting on Dufferin Street and a 20m setback from sensitive uses to *Employment Areas* on Large Blocks. The draft Urban Design Guidelines provide further direction on other streets, including:

- A 3.0m setback on both the east and west sides of Dufferin Street, including new and existing local streets into *Neighbourhoods*;
- 7.0 metre setbacks on Dufferin Street to create a landscaped gateway in the northern end of the Secondary Plan Area.
- A 14 m setback as required to all Ministry of Transportation Ramps to Highway 401.

These proposed setbacks would serve a civic role in improving the quality of the pedestrian experience on Dufferin Street and in establishing a new streetscape character. The setbacks are intended to accommodate amenities such as a second row of trees on the deeper lots, retail amenity space, amenity and transition to at-grade residential uses,

including other co-ordinated landscape elements with the proposed streetscape strategy. Amenities should be appropriate to the adjacent uses in order to enhance retail and commercial uses and buffer residential uses at grade from activities on the street.

## Built Form

### Building Types and Height

The proposed Secondary Plan envisions a variety of building forms and heights. The policies address built form generally throughout the Secondary Plan Area as being of a mid-rise character with a transition in height, density and scale to lower scale *Neighbourhoods*, setbacks of sensitive uses to *Employment Areas*, and also provides direction on certain larger blocks (Map 2).

The proposed Secondary Plan also introduces a Tall Building Area to guide future development. Where appropriate, tall buildings (point towers) could be constructed on parcels at the north and south nodes (Blocks 1 and 8) and are restricted to locations away from stable low-density residential neighbourhoods and at the Dufferin Street and Lawrence Avenue West intersection.

The implementation of angular plane provisions on blocks on the east side of Dufferin Street to allow for transition to adjacent *Neighbourhoods* properties will mean these blocks will be unable to reach the full permitted height, some sites reaching no more than 5 or 6 storeys. For buildings fronting onto existing or new local streets building heights would be consistent with the 1:1 ratio of building height to the right-of-way width, modified to improve sunlight and sky view on the pedestrian realm.

Built form is also limited by the flight approach to the Downsview Airport located north of the Secondary Plan Area. The proposed Secondary Plan protects for the current and future operations of the Bombardier runway. The flight approach limits tall building forms in Tall Building Areas from 14 to 20 storeys, depending on proximity to the Downsview Airport.

Townhouses or low rise forms are also encouraged at the rear/west of the large blocks to provide transition from the midrise and taller building types to lower scale *Neighbourhoods*, and appropriate separation distances to *Employment Areas*.

The proposed Secondary Plan and supporting Urban Design Guidelines directs buildings to be sited and organized in a way that provides desirable transition to adjacent *Neighbourhoods* while providing appropriate spatial separation to *Employment Areas*.

## Angular Planes

To provide transition in scale, rear angular planes and a stepping down of heights will be applied to new development to minimize overlook and privacy impacts on adjacent stable *Neighbourhoods*. New development will be massed to define the street a good proportion

and limit the shadowing of uncomfortable wind conditions on adjacent streets to allow for comfortable pedestrian routes. Front angular planes along Dufferin Street will provide for good street proportion and appropriate sunlight on sidewalks.

### Separation Distances and Transition Areas

The Dufferin Street Secondary Plan Area contains large lots with significant lot depths and frontages. Public north-south and east-west streets will break up larger blocks, identified in Maps 6 and 7, into smaller blocks. Separation distances within the blocks and between buildings allow for features such as courtyards and pedestrian pathways with good sun exposure, adequate landscaping and pedestrian amenities.

Provincial guidelines require minimum separation distances between industrial and sensitive uses to minimize conflicts that may affect industrial operation and reduce the impact of these operations on residents. A minimum 20m separation distance from development of sensitive uses in the *Mixed-Use Areas* to any *Employment Areas* to ensure the continued function of existing and future employment uses in the City's *Employment Area* and ensure new development does not affect any Environmental Compliance Certificates of industries and their renewal, and to minimize complaints of adverse effects that could potentially change industrial operations or restrict operating hours.

The 20m separation distance is proposed as a minimum dimension and could include roads, open spaces, parking lots, laneways and private driveways. The implementation of the Ministry of the Environment 'D' series guidelines for compatibility between sensitive uses and industry, and any successor guidelines, may require greater separation distances.

Section 4 of the proposed Secondary Plan encourages the balancing of spatial needs of existing and future users within the available public right-of-way, including pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping. This section provides direction on landscape gateways, landscape medians, the location of public art and, the importance of street trees in realizing the vision of Dufferin Street as a landscape promenade. The Pedestrian Amenities and Streetscape Strategy is outlined in further detail in the Urban Design Guidelines.

### Density

Floor Space Index (FSI) expresses development density as a ratio of floor area to site area. One of the primary purposes of limits to FSI is to appropriately distribute built form, height and residential units across the Secondary Plan Area. The future density proposed for the Secondary Plan Area varies from 0.5 to 3.5 FSI. If every site were to redevelop in the Secondary Plan Area, these densities would represent potential development permission of approximately 5,850 residential units. A total of 73,785m<sup>2</sup> of non-residential gross floor area, and 528,542 m<sup>2</sup> in total development could be constructed at full build out which could be over a 20-year time horizon.

In addition to maximum density provisions, setbacks, maximum heights and the use of angular planes create site-specific building envelopes that define the area within which development may proceed. Approved density provisions of existing development, such as Treviso and the McAdam 'Dreams' condominiums, will remain the same.

The maximum densities would be considered based on an assessment of context, site-specific impacts and design. Such applications would trigger consideration of community benefits pursuant to Section 37 of the Planning Act and in keeping with the Community Services and Facilities priorities identified in the draft Secondary Plan. All development will also need to comply with the proposed Urban Design Guidelines.

### Urban Design Guidelines

Urban Design Guidelines are a place-making tool consisting of a set of written guidelines, illustrative plans, diagrams and images of buildings and places that demonstrate preferred urban design relationships and support the overall vision for development. The Dufferin Street Urban Design Guidelines will provide direction to developers in the design of new development proposals and provide direction to City staff in their review of development proposals. The draft Urban Design Guidelines will be made available on the Study webpage, which can be found by following the link below:

<http://toronto.ca/planning/dufferin/index.htm>

The draft Urban Design Guidelines apply to development on all lands within the Secondary Plan area and will ensure that new development is consistent with the built form policies of the Official Plan and proposed Secondary Plan. The guidelines provide design direction for how the public realm, buildings and the space between buildings are organized and designed to create community identity and a vibrant urban environment.

The guidelines include built form direction applicable throughout the Secondary Plan Area, guidelines for building location, organization and massing by building type. Specific areas with special design considerations are included within the guidelines and provide direction for their design. As development proceeds, Block Master Plans will develop specific guidelines appropriate for Large Blocks and will be added to the Urban Design Guidelines.

### **Municipal Servicing**

Section 6 of the proposed Secondary Plan includes policies to ensure that intensification in the Secondary Plan Area does not proceed without investment in servicing infrastructure needed to support both existing and new development. Policies require that new development in the Secondary Plan Area be supported by upgrades to the municipal servicing infrastructure and that new infrastructure be constructed cost-efficiently. For this purpose, infrastructure analysis associated with development proposes will be

required to consider proposed and future development provided for by the proposed Secondary Plan.

A comprehensive analysis of existing infrastructure conditions in the Secondary Plan Area assessed the water distribution system, sanitary sewers, storm sewers and storm drainage. The proposed Secondary Plan has been prepared with the support of an existing infrastructure analysis and an Infrastructure and Stormwater Manager Plan (ISMMP), with conclusions summarized below.

#### Infrastructure and Stormwater Management Master Plan

The ISMMP has been finalized and fulfills the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment. The ISMMP identifies municipal servicing infrastructure needed to support future development within the Secondary Plan Area, particularly considering water supply, sanitary sewage and storm drainage.

The City issued Notice of Completion for the IMSP which was held in the public record for 30 days starting January 29, 2015 and ending February 27, 2015, in accordance with the requirements of the Municipal Class Environmental Assessment. A copy of the final IMSP can be found on the City's webpage at:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/D/Dufferin%20St%20Avenue/Dufferin%20Street%20Avenue%20Study%20-%20Infrastructure%20Master%20Plan.pdf>

The ISMMP is a technical resource document that will be used by City staff and engineering consultants to strategically guide the planning and implementation of new municipal servicing infrastructure in the Dufferin Street Secondary Plan Area and upgrades to the existing municipal servicing external to the Secondary Plan Area. All new development proposals within the Secondary Plan Area will be required to submit a Functional Servicing Report. These reports will have regard for the ISMMP.

City Planning will be recommending that City Council endorse the ISMMP as a technical resource to support the implementation of the proposed Secondary Plan together with the final Secondary Plan policy document.

#### **Mobility**

Section 7 of the proposed Secondary Plan provides policies with regard to transportation including a Transportation Master Plan (TMP), public streets, walking, cycling, transit and vehicular traffic.

#### Streets

The proposed Secondary Plan and TMP propose a network of new and existing public streets that will provide improved connectivity and circulation for all users. Along with



parks and open spaces, public streets will form the physical structure of new mixed use development on Large Blocks in the Secondary Plan Area.

The deep blocks within the Secondary Plan Area identified in Map 2 will be subdivided by a network of new local public streets to facilitate movement and accessibility. The proposed new framework of streets/lanes and blocks are intended to:

- Provide a public realm framework for organizing and giving address to new development;
- Create and enhance the public realm;
- Establish a safe and comfortable pedestrian and cycling network;
- Provide on-street parking on internal road systems that could support new and existing retail; and
- Improve vehicular, pedestrian and cycling connectivity throughout the Secondary Plan Area.

New road segments that are proposed to be added to Schedule 2 of the Official Plan, 'Planned but Unbuilt Roads', are listed as Appendix 2 of the draft Secondary Plan.

Rear laneways or shared private driveways are recommended for typical blocks in an effort to reduce the number of driveways with access to Dufferin Street and minimizing interruptions to the pedestrian and cycling realm. Servicing and parking is proposed to gain access from new local public streets.

### Transit

Transit, walking and cycling are interrelated components of a balanced approach to mobility in the Secondary Plan Area and together with a fine grain street network, will contribute to the provision of a range of sustainable travel options. The transit system will be improved and protected with new development, and the proposed Secondary Plan policies provide direction for improved access to transit, transit supportive infrastructure, such as pavement markings, amenities and security features, as well as enhanced connections to the transit system.

### Pedestrian and Cycling Movement

The proposed Secondary Plan includes Pedestrian and Cycling Connections Plans (Maps 7a and 7b) and gives guidance regarding a new and enhanced network of direct, safe and well designed walking and cycling routes. The proposed Secondary Plan and Urban Design Guidelines also include policies with respect to new pedestrian and bicycle infrastructure improvements that will be connected and integrated with existing and planned networks, and the provision of bicycle facilities with development.

High Order Pedestrian Zones and Cycling Interchanges have also been identified on Maps 7a and 7b). High Order Pedestrian zones are areas with high volumes of pedestrian

traffic, or where they are anticipated and Cycling Interchanges are where east-west cycling and lanes intersect with Dufferin Street.

### Transportation Demand Management and Parking

The proposed Secondary Plan focuses on a balanced approach to Transportation, including the use of Transportation Demand Management in reducing dependence on automobile travel and encouraging other modes of travel. Automobile and truck travel, however, will continue to play a central role for daily travel needs for residents, and for the safe and efficient movement of goods to and from *Employment Areas* adjacent to the Secondary Plan Area.

A Transportation Master Plan (TMP) has been finalized as part of the Dufferin Street Avenue Study and this work has satisfied Phase 1 and 2 of the Municipal Class Environmental Assessment (MCEA) Master Plan process. The remaining phases of the EA process will be satisfied for each EA project and/or through subsequent Plans of Subdivision.

The TMP addresses opportunities for improving mobility for all users to facilitate sustainable travel behaviour along the Dufferin Street corridor between Lawrence Avenue West and Highway 401. The key principle of the mobility strategy for Dufferin Street focuses on balancing all modes of transportation, particularly walking and cycling, comprehensively using the roadway infrastructure in the existing right-of-way. Additional travel options and connectivity including new local streets through larger blocks (Map 6) will provide better local circulation for all modes. The Secondary Plan provides direction to improve the transit experience and provide localized transit operation improvements within the existing Dufferin Street right-of-way.

An implementation plan has been developed and provides the Class EA schedule and phasing for each component to guide future actions and environmental assessments to support the vision for the Dufferin Street. Future phases of environmental assessment will investigate alternative design for the preferred solutions. The City issued Notice of Completion for the TMP which was held in the public record for 30 days starting January 29, 2015 and ending February 27, 2015, in accordance with the requirements of the Municipal Class Environmental Assessment. A copy of the final TMP can be found on the City's webpage at:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/D/Dufferin%20St%20Avenue/Dufferin%20Street%20Avenue%20Study%20-%20Transportation%20Master%20Plan.pdf>.

The TMP will guide public and private investment in transportation infrastructure over time, including on the Large Blocks which require public streets, and support the land use and development envisioned in the Secondary Plan Area. The TMP provides high level policy direction and will be used during the review of development proposals.

## **Sustainability**

Section 8 of the Secondary Plan provides direction for environmentally sustainable development encouraged through the redevelopment of individual sites, with development being encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards. The draft policies identify approaches to mitigate stormwater management consistent with the ISMP.

## **Large Block Policies**

Large Blocks are identified on Map 2 of the proposed Secondary Plan. These blocks have the greatest potential for redevelopment and to influence the character and quality of Dufferin Street. Section 9 of the Secondary Plan includes a vision for each of the Large Blocks and direction unique to each of these blocks.

## **Housing and Community Services and Facilities**

Section 10 of the proposed Secondary Plan provides guidance for a full range of housing and sets out policies to ensure new developments provide for a family friendly neighbourhood with a range of housing opportunities in terms of tenure and affordability, and family sized units with mixed use or residential development.

Community Services and Facilities (CS&F) are vital resources that help meet the needs of local residents and make the area attractive for future development. A CS&F study was undertaken for the Secondary Plan Area and identified a range of available community resources that should be considered when planning for growth. The review identifies deficiencies in childcare spaces, programming space for human services, potential expansion to recreation facilities (to the Glen Long Community Centre), and to existing library facilities. The proposed Secondary Plan identifies community priorities and sets out the framework for ensuring timely provision by linking facility implementation to the development review process.

## **Implementation – Making it Happen**

Section 11 of the proposed Secondary Plan provides policies to implement the study Vision over a timeframe of 20 years or more. Section 11 includes a number of policies that will ensure development does not outpace the investments in transportation, infrastructure, parks, community facilities and the public realm that are required to support a high quality of life in the area's neighbourhoods.

### Planning Regulatory Framework

The proposed Secondary Plan policies require a comprehensive implementation approach that will encourage development at a manageable pace and ensure that financing is in place for the infrastructure necessary to support development. The development control

framework will also strategically connect the implementation plans, guidelines and strategies.

The proposed Secondary Plan establishes a comprehensive planning framework for development and intensification, but will not put in place detailed zoning for Blocks 1, 6, 7, and 8 for development to proceed and will be managed with holding provisions. Approvals must be achieved by development proponents through appropriate applications under the *Planning Act*. Implementing zoning will be developed for all other properties on Map 2 and brought forward with the final Official Plan Amendment.

The proposed Secondary Plan identifies the planning tools that will be used to review development proposals on Large Blocks (1, 6, 7, 8 and 14 on Map 2). These planning tools include plans of subdivision, implementing zoning by-laws, and potential use of holding symbols on zoning pursuant to Section 36 of the *Planning Act*.

The proposed Secondary Plan is supported by a number of implementation plans, strategies and guidelines, including the Transportation Master Plan, Infrastructure and Stormwater Master Plan, Urban Design Guidelines, and Community Services and Facilities Strategy. Additional complete application requirements are outlined in Appendix 1 of the proposed Secondary Plan. These documents will provide direction to City staff when evaluating development applications.

### Block Master Plans

The proposed Secondary Plan identifies five 'blocks' that require comprehensive planning that would be evaluated on the basis of a Block Master Plan. The purpose of the Block Master Plans is to ensure that development is planned comprehensively, that necessary investment is made in infrastructure, facilities and the public realm, and that development proceeds in an orderly manner. The Block Master Plan will encompass all the lands of these blocks and the approved Plan will be adopted by City Council concurrent with the adoption of an implementing Zoning By-law to ensure that zoning standards are appropriate. Upon adoption by City Council, the Block Master Plan will be appended to the Urban Design Guidelines to guide future development within the portion of the Block that is not subject to the implementing Zoning By-law.

To permit residential or mixed use development on Blocks 1, 6, 7, and 8, the proposed Secondary Plan requires concurrent applications for draft Plan of Subdivision to ensure zoning standards are appropriate for the configuration of the land parcels, and that the land parcels facilitate development consistent with the intent and objectives of the Secondary Plan and in accordance with the Block Master Plans approved by City Council.

### **Section 37**

The proposed Secondary Plan relies on existing Official Plan policies regarding the use of Section 37 of the *Planning Act* to secure community benefits in exchange for an

increase in the height and/or density of development permitted by the Zoning By-law. Section 37 will be used with the Secondary Plan Area to secure the priority Community Services and Facilities identified in the CS&F Strategy.

### Next Steps

This report recommends North York Community Council receive the proposed Secondary Plan and direct City Planning staff circulate the Plan to appropriate City divisions and agencies, the Technical Advisory Committee and Local Advisory Committee, and to post the draft Secondary Plan and Urban Design Guidelines on the project webpage, for review and comment.

The report also recommends that Staff report back to City Council with a final version of the Dufferin Street Secondary Plan and Urban Design Guidelines, and any other necessary implementation tools, for a statutory public hearing under the *Planning Act* to implement the findings of the Dufferin Street Avenue Study.

## **CONTACT**

Andria Sallese, Senior Planner  
Tel. No. (416) 395-7166  
Fax No. (416) 395-7155  
E-mail: [asalles@toronto.ca](mailto:asalles@toronto.ca)

## **SIGNATURE**

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Allen Appleby, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Draft Official Plan Amendment

**Attachment 1: Draft Official Plan Amendment No. \_\_\_\_**

For lands identified in Schedule \_\_ abutting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West.

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Amendment No. \_\_\_\_ to the Official Plan of the City of Toronto is as follows:

1. Map 16, Land Use Plan, is amended by redesignating the lands illustrated in Schedule 'A' to Parks and Open Space Areas.
2. Schedule 2, Planned But Unbuilt Roads, is amended by adding the following new links:

<b>STREET NAME</b>	<b>FROM</b>	<b>TO</b>
New Link 1 (2015)	Lawrence Avenue West	Apex Road
New Link 2 (2015)	Apex Road	Samor Road
New Link 3 (2015)	Samor Road	Orfus Road
New Link 4 (2015)	New ink 1 (2015)	Dufferin Street
New Link 5 (2015)	New ink 2 (2015)	Dufferin Street
New Link 6 (2015)	New ink 3 (2015)	Dufferin Street
New Link 7 (2015)	Dufferin Street	Bridgeland Avenue
New Link 8 (2015)	New Link 7 (2015)	New Link 7 (2015)
New Link 9 (2015)	New Link 7 (2015)	New Link 8 (2015)
New Link 10 (2015)	Dufferin Street	Approx 150m east of Dufferin Street
New Link 11 (2015)	Dufferin Street	Approx 100m East of Dufferin Street
New Link 12 (2015)	New Link 10 (2015)	New Link 14 (2015)
New Link 13 (2015)	Dufferin Street	New Link 12 (2015)
New Link 14 (2015)	Dufferin Street	Approx 50m East New Link 12

3. Chapter 6, Secondary Plans, is amended by adding Secondary Plan No. \_\_\_\_ to lands abutting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West, identified on Map 1, as follows:

**1 VISION**

Dufferin Street is the organizing 'spine' of the Secondary Plan Area and will be an active, healthy, vibrant place that is developed and designed around a landscaped promenade with bicycle, pedestrian and vehicular connections to the surrounding *Neighbourhoods*, *Employment Areas* and other areas of the City.

A high quality, connected public realm of streets, parks and open spaces and human scaled blocks will form the underlying structure of future development for large parcels. Appropriate land uses will respect and reinforce stable residential *Neighbourhoods*, and protect *Employment Areas* as important areas for business. Improvements to local community services and facilities, and transportation and servicing infrastructure will support existing communities and keep pace with future growth in the Secondary Plan Area.

This Secondary Plan sets out a planning framework for potential redevelopment of the Dufferin Street Secondary Plan Area, and includes policies on land use, built form, the public realm, mobility, infrastructure and community services and facilities, and serves as a blueprint for future growth.

1.1 All development along Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West will conform to the overall vision for change as identified in this Secondary Plan. The vision encourages an intensified, transit-oriented urban development that promotes a vibrant pedestrian realm and experience. This goal shall be achieved through the implementation of area specific policies, an area specific zoning by-law, Urban Design Guidelines, a Streetscape and Community Services and Facilities Strategy, as well the Infrastructure and Transportation Master Plans.

1.2 Intensification of the residential uses of a development on lands within the outlined area on Map 1 between Bridgeland Avenue to just south of Lawrence Avenue West (the subject area) may be controlled through the use of an 'H' holding symbol and permitted following the fulfillment of criteria set out herein to allow removal of the 'H' holding symbol. Such criteria will include the receipt by City Council of a report from the Chief Planner or designated Director of Community Planning respecting compliance with the required criteria including confirmation that any necessary mitigation measures will foster an appropriate living environment within the residential units in a mixed use community coexisting with nearby employment uses.

## **2 REALIZING THE VISION**

Development in the Secondary Plan Area will be informed by the following eight objectives and are necessary to bring about the Vision in Policy 1.0:

### **2.1 Make Dufferin Street A Place**

Development in the Dufferin Street Secondary Plan Area will support an active, healthy, vibrant and dynamic community. Dufferin Street will develop its own identity as a neighbourhood and an urban main street with active uses at grade and landscaped setbacks that provide for pedestrian amenity.

### **2.2 Protect Adjacent *Neighbourhoods* and *Employment Areas***

The relationship between redevelopment sites and adjacent *Neighbourhoods* and *Employment Areas* will be used to minimize impact and achieve appropriate transition in scale, buffering, separation distances and land use. New development will minimize

shadow impacts on *Neighbourhoods* as well as protect and appropriately buffer any new sensitive uses in proximity to *Employment Areas*.

### 2.3 Create Quality Public Spaces and Parks

New local parks, promenades, tree-lined streetscapes, outdoor courtyards and publicly accessible open spaces will form an interconnected and coherent parks and open space system that will enhance and provide an identity for the Dufferin Street Secondary Plan Area. Redevelopment of Blocks 1, 6, 7 and 8 provide opportunities to secure new local parkland in the Secondary Plan Area.

### 2.4 Create Green, Safe and Attractive Places

Streets, parks and publicly accessible open spaces will support a range of local social and recreational activities. Public streets and the pedestrian realm will form a primary setting for community life, and will be well proportioned, connected, comfortable, safe and attractive and contribute to the quality of life of all residents. Improvements to the pedestrian realm will support social and retail activities, and promote sustainability. Spaces between the private and public realm will promote interaction between retail ground floor uses and public sidewalks in active areas, or will provide privacy for residential ground floor uses on local streets and less active areas.

### 2.5 Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure

Land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future community in the Secondary Plan Area.

### 2.6 Improve Mobility and Balance Movement Priorities

Enhanced movement through the Secondary Plan Area will be provided by creating access to walking, cycling and public transit use, and new streets and connections through redevelopment parcels identified in this policy document. Walking and cycling will be encouraged by improving the pedestrian and cycling realm and facilities and a network of local streets and midblock connections introduced with development will enhance connectivity and circulation.

### 2.7 Encourage a Rich and Varied Urban Form

Redevelopment will include a mix of residential and commercial uses at various scales and building types with mid-rise buildings as the predominant built form.

### 2.8 Improve Community Services and Facilities through Redevelopment



The Dufferin Street Secondary Plan Area will continue to see investment in the network of community services and facilities that support a livable and complete community.

### **3 DEVELOPMENT, LAND USE AND BUILT FORM**

Dufferin Street is the organizing spine of the Secondary Plan Area and development lining Dufferin Street will be massed to define and support the edges of the landscaped promenade, and other parks and open spaces, with high quality design, appropriate setbacks and active ground floor uses. New development will respect and reinforce adjacent *Neighbourhoods* and protect *Employment Areas* as new important areas for businesses and job growth and land uses will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions.

Large blocks will require a new, fine grid-form network of local streets to facilitate redevelopment, improve permeability, safety, visibility and access to buildings and create human scaled blocks. The laneway or shared private driveway network along the rear of blocks on the east, and where appropriate, along the rear of blocks the west side of Dufferin Street, will be extended to provide better access to off-street parking, loading and servicing uses, limiting curb cuts to Dufferin Street. Along with a fine grain network of pedestrian and cycling routes, the blocks will be developed with richly varied built form and type with building frontages that line the street and support active streets and public spaces.

#### **3.1 Development**

- 3.1.1 Development will be of a high-quality architecture, landscape, and urban design and will contribute positively to the character and identity of the Secondary Plan Area.
- 3.1.2 The scale of development will be appropriate to its location, its relationship to adjacent *Neighbourhoods* and *Employment Areas*, its relationship to the public realm, and its access to transportation facilities.
- 3.1.3 The large lots indicated on Map 2 will be divided into smaller scaled parcels with a fine grain of public streets to ensure a high level of permeability for public circulation and to encourage an appropriate scale of development for those blocks.

#### **3.2 Mixed Use Areas**

- 3.2.1 This Secondary Plan confirms the urban structure and land use designations that provide for growth in *Mixed Use Areas* and along *Avenues* where growth is supported by appropriate land use designations. The lands within the Secondary Plan Area will be predominantly *Mixed Use* except where otherwise shown on Map 5. The policies of this Secondary Plan will refine the manner in which growth and development will occur in these *Mixed Use*

*Areas.* Block Master Plans and Guidelines for the Secondary Plan Area will guide the implementation of future growth.

- 3.2.2 To ensure Dufferin Street performs its role as a main street and focal point for the local community, as well as a meeting place for local neighbourhoods and the wider community, retail at grade will be required for new development at key intersections identified in the Priority Retail Areas Plan (Map 8). These priority areas coincide with a high order pedestrian zone, where pedestrian traffic is generally higher than the rest of the Secondary Plan Area, or where there is a concentration of existing retail. Retail at grade, although not required, will be encouraged on all other blocks.
- 3.2.3 Sensitive uses, including residential development, parks and community facilities are anticipated as the Secondary Plan Area redevelops, and will be designed and constructed to mitigate noise, traffic, odours or other contaminants from nearby industry.
- 3.2.4 New auto-oriented and large format retail uses are discouraged.

### **3.3 Parks, Open Spaces and Amenity**

The Dufferin Street Secondary Plan Area is underserved by parkland and existing parks immediately outside the Secondary Plan Area are small and offer limited active recreation opportunities. In the context of anticipated future redevelopment on the larger blocks identified in the Greening Plan (Map 5), the expected parkland dedication could serve up to 2 hectares of local parkland for this area.

New *Open Spaces* such as privately owned and publicly accessible spaces will have individual identities while contributing to the overall vision and branding of the Secondary Plan Area. These *Open Spaces* will consist of high quality open spaces that allow for a variety of pedestrian uses, and are distinct yet visually connected through the use of contemporary materials and details.

- 3.3.1 Parks will provide a high quality design, be functional, sustainable and provide a sense of place in for residents.
- 3.3.2 New public parks, promenades, outdoor courtyards, tree lined streetscapes and other publicly accessible open spaces such as urban plazas will form a linked, coherent and accessible green space network.
- 3.3.3 New public parks will be located on larger blocks identified in the Greening Plan (Map 5). Comprehensively, these parks will offer a range of active and passive recreation opportunities and provide a sense of place for residents.
- 3.3.4 Land conveyed for parkland will:

- i. be located on Blocks 1, 6, 7 and 8, generally as identified in the Greening Plan (Map 5);
- ii. have generous frontage on public streets, provide good visibility and accessibility to promote the safe use of the park;
- iii. be of a usable shape and size to provide a range of active and passive recreational opportunities year round;
- iv. be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements.
- v. be linked by public streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space, pedestrian and cycling zones;
- vi. be sustainable, provide a high quality design and create a sense of "place" in the community.
- vii. Any land used as a landscape buffer for the purpose of noise mitigation or setback from transportation infrastructure or *Employment Areas* will not be accepted by the City as parkland dedication.

3.3.5 Residual orphaned parks and other spaces will be discouraged.

3.3.6 Where the size or configuration of the required parkland conveyance would prove unusable or undesirable, Council may require payment of cash-in-lieu of land.

3.3.7 Privately owned, publicly accessible urban plazas (POP-UPs) and other new privately owned, publicly accessible open space (POPS) will be highly encouraged in the locations identified in the Greening Plan (Map 5). The provision of POP-Ups and POPS will be encouraged in all new development. These will:

- a) be integrated through design and location with the adjacent streets, parks and open spaces;
- b) contribute positively to the public open space network;
- c) be located and designed to promote pedestrian and bicycle movement and amenity;
- d) be encouraged at ground level and complement local servicing retail uses;
- e) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.

3.3.8 Outdoor amenity spaces, such as roof gardens, terraces or balconies, will be integrated into the architecture of the building.

### **3.4 Setbacks**

3.4.1 Consistent building setbacks will contribute to a vital retail main street environment and will assist in improving the civic and pedestrian experience.

Building setbacks on Dufferin Street will allow for new consistent built edges with a more generous public sidewalk area and will reinforce the goals of the Transportation Master Plan in encouraging walking and cycling, and will be no less than 5m.

- 3.4.2 Landscaped setbacks will enhance retail uses, allowing shops and patio space to flourish. They will buffer residential uses at grade, offering greater privacy and separation from the street.
- 3.4.3 Where grade-related retail is anticipated on Dufferin Street, setbacks will take on a hardscape character, extending the sidewalk, adding a second row of trees and allowing room for café patios and other retail amenity space.
- 3.4.4 Properties that share a boundary with *Employment Areas* (Blocks 1, 6, 7 and 8) will provide a setback of 20m between any building containing sensitive land uses and the rear property line. The 20m setback will act as a buffer to minimize adverse impact. This setback may include the following uses:
  - a) a street;
  - b) a laneway;
  - c) a fence including, acoustic fencing;
  - d) landscaped space, and private or publicly accessible laneways; and
  - e) surface or below grade parking; and
  - f) any combination of the above.

### **3.5 Built Form**

Good urban communities are made of many buildings, varied in type, size and age. New development will help shape the pedestrian realm, respect existing land uses and incorporate the most recent advances in sustainable building and sound community development principles.

The scale of new development will balance intensification objectives with the protection of adjacent stable residential *Neighbourhoods* and provide appropriate sunlight and skyview in streets, parks and open spaces. Intensification will also improve overall environmental and community sustainability.

Mid-rise buildings will be the primary form of new development in the Secondary Plan Area. Tall buildings will be strategically located at the northern and southern extents of the Secondary Plan Area at the confluence of the Dufferin Street and Lawrence Avenue West *Avenues*, and on the west side of Dufferin Street near Highway 401. These tall buildings will have appropriately scaled base buildings with tower heights and locations that will transition and provide appropriate buffering toward lower scale development in *Neighbourhoods* and *Employment Areas*.

This pattern of built form provides built edges and a mix of uses towards Dufferin Street to provide a sense of enclosure as well as to reinforce the main street feel and enhance the pedestrian realm.

### **3.5.1 Building Types**

- 3.5.1.1 Mid-rise buildings will define the Dufferin Street frontages of the redevelopment blocks and provide appropriate transition to existing and planned lower scale residential neighbourhoods.
- 3.5.1.2 Where mid-rise buildings are located on the same development block with townhouses or other low-rise built form, the mid-rise buildings will be oriented to Dufferin Street and low-rise buildings will be oriented to local streets.
- 3.5.1.3 Mid-rise buildings constructed in Tall Building areas will meet the development criteria in this Secondary Plan, as appropriate
- 3.5.1.4 Courtyard buildings of mid-rise height which provide open space facing either Dufferin Street or other public streets are encouraged within the Secondary Plan Area to provide additional on-site amenity and contribute to the unique character and open space network of the area.
- 3.5.1.5 Tall buildings will be limited to the northern and southern nodes identified in Map 10 and will act as gateways into the Secondary Plan Area. Tall buildings will be appropriately designed and will provide transition to adjacent *Neighbourhoods* and *Employment Areas*.
- 3.5.1.6 Low-rise townhouses, low rise multi unit apartments, or street-related units at the base of taller buildings are encouraged to create a residential scale within the larger blocks.
- 3.5.1.7 Mid-rise buildings are appropriate for the entire Secondary Plan Area with the exception of Block 14, which is restricted by the Airport Height Limits and will generally consist of low-scale buildings.

### **3.5.2 Height**

- 3.5.2.1 The height of development with frontage on Dufferin Street will not exceed the right-of-way width onto which it fronts unless otherwise identified in this Secondary Plan.
- 3.5.2.2 The streetwall height on Dufferin Street will consist of predominantly midrise buildings. A streetwall height of 20m will be encouraged for buildings fronting Dufferin Street to provide a consistent and unifying streetwall height.
- 3.5.2.3 Development in the Secondary Plan Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s) will restrict the height of buildings and structures in consideration of the flight approach to the airport.

3.5.2.4 All new buildings in the Secondary Plan Area will be subject to angular plane performance standards. These planes will apply to both mid-rise buildings, the bases of tall buildings, as well as to establish the height and location of tall buildings.

3.5.2.5 Sufficient space between buildings, including multiple buildings on a single development block, will be provided to protect for light and privacy for dwelling units in the development and contribute to outdoor amenity space for residents.

#### **4 STREETScape**

4.1 Landscape gateways are indicated on the Greening Plan (Map 5) and mark a sense of arrival for visitors heading toward Yorkdale Shopping Centre or to downtown destinations. Landscape gateways will establish a green vegetated entrance on setbacks on Blocks 1 and 14 as identified in Map 2. Landscaping within the 14m setback to the Highway 401 ramps will require FURTHER discussion with MTO.

4.2 Landscape medians will be implemented to facilitate vehicular access and egress at appropriate locations and improve overall traffic flow. Transit priority measures will be provided where possible and appropriate to enhance transit users' experience.

4.3 Public art is highly encouraged as part of the Dufferin Landscape Gateway, in parks, urban plazas, street boulevards and other private open spaces.

4.4 New street trees will be planted on both sides of all new or existing streets in the Secondary Plan Area as part of a development proposal and will be designed consistently with the Dufferin Street Urban Design Guidelines.

#### **5 DENSITY**

5.1 New development will be permitted at a density that is supportable and appropriate to the area and is balanced with the timely provision of physical and social infrastructure consistent with the comprehensive planning framework outlined in this Secondary Plan. Development will be guided by the maximum gross densities shown in Map 11.

5.2 Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in Tall Building Areas identified in Map 10. Development will transition away from these areas in scale, massing and floor space index.

#### **6 MUNICIPAL SERVICING**

Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Intensification of the Dufferin Street Secondary Plan Area will be supported by improvements to servicing infrastructure both within and outside the Secondary Plan Area.

The Infrastructure and Stormwater Management Master Plan (ISMMP) identifies municipal servicing infrastructure needs to support future growth within the Secondary Plan Area. The ISMMP will serve as a strategic document to support this Secondary Plan and will be used as a technical resource for the review of development proposals within the Dufferin Secondary Plan Area.

- 6.1 New development will not exceed the capacity of municipal servicing infrastructure. Intensification in the Secondary Plan Area will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and improvements to infrastructure will be required with development to provide adequate capacity.
- 6.2 New development will manage stormwater on its site and not rely on stormwater management facilities in the public realm. New development will incorporate the principles of the City's Wet Weather Flow Master Plan (WWFMP) by meeting the objectives and the targets in the City's WWFMP Guidelines.
- 6.3 Opportunities will be investigated through the design and construction of the public realm to incorporate stormwater management facilities to manage stormwater from the public realm and divert stormwater from the City's storm sewers.

## **7 MOBILITY**

The Transportation Master Plan (TMP) for the Dufferin Street Secondary Plan Area focuses on balancing modes of transportation and land uses, and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour.

Facilities will be introduced and secured as part of development and capital infrastructure projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles. A finer grain road network will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently through the corridor while improving connectivity.

The TMP forms the basis for the transportation infrastructure required to support growth envisioned in this Secondary Plan, and provides additional detail on the improvements to mobility. The TMP should be read in conjunction with this section.

### **7.1 Transportation Master Plan**

- 7.1.1 The Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned as part of the Dufferin Street Avenue Study. The work undertaken for the Transportation Master Plan satisfies the first two phases of the planning and design process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development application process.

## 7.2 Public and Private Streets, Lanes and Driveways

Improvements to the local street network will be developed through the development of a street grid with interconnected blocks to improve access to *Employment Areas*, divide larger blocks and reduce reliance on Dufferin Street for local travel.

- 7.2.1 Dufferin Street and existing local streets will be enhanced over time through streetscape improvements, such as widened sidewalks, parking and street tree planting.
- 7.2.2 The large lots indicated on the Specific Policy Block Plan (Map 2) will be divided into human scaled development blocks, with a fine grain of public streets to ensure a high level of permeability for pedestrian, cycling and vehicular circulation and to encourage an appropriate scale of redevelopment for those blocks.
- 7.2.3 The layout and pattern of new local streets illustrated on Map 6 is preliminary and flexible. The exact location, alignment and design of each new street will be refined through the review and approval of individual plans of subdivision and as development proceeds. An Official Plan amendment is not necessary to alter the number of local streets, their location or alignment from those shown on Map 6.
- 7.2.4 New segments of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times to the satisfaction of the City.
- 7.2.5 Access and servicing to development from new or existing local and collector streets will be encouraged. The impact of driveways, garages and parking areas will be minimized by locating them at the side or back of buildings, or underground.
- 7.2.6 A system of public laneways, shared private driveways and mews should be introduced to ensure service vehicles and parking access, to facilitate internal block circulation for vehicles and pedestrians and minimize impact to the Dufferin Street streetscape and cycling infrastructure.

## 7.3 Transit

Transit, walking and cycling are interrelated components of the Mobility Strategy, and together with a fine grain street network, will contribute to the provision of a range of sustainable travel options. The transit system, public streets, open spaces and development in the Secondary Plan Area will be generally consistent with the following transit-supportive principles:

- 7.3.1 The location and design of streets, buildings, and other facilities will give consideration to the efficient operation of surface transit vehicles.



- 7.3.2 Development and public infrastructure projects adjacent to the transit system will recognize and protect for possible future transit system improvements.
- 7.3.3 Access to and from existing transit stations and stops will be improved where possible with development, through the use of way-finding solutions, new pathways and enhancing existing transit facilities.
- 7.3.4 Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure where possible to support existing and growing ridership.
- 7.3.5 The public street and open space network will be designed to provide pedestrians and bicycles with direct, convenient and attractive connections to the transit system.

#### **7.4 Pedestrian and Cycling Movement**

- 7.4.1 Improvements to the Dufferin Street streetscape will create inviting spaces for pedestrians along the corridor and encourage walking and cycling as sustainable and desirable modes of transportation consistent with the following principles:
  - a) Planning, design, development, and construction of existing and new public streets and other components of the public realm in the Secondary Plan Area will be consistent with the Pedestrian and Cycling Connections Plans (Map 7a and 7b).
  - b) Pedestrian and bicycle infrastructure improvements in the Secondary Plan Area will provide networks of direct, convenient, safe and attractive walking and cycling routes that are connected and integrated with the existing and planned walking and cycling networks outside the Secondary Plan Area.
  - c) Bicycle infrastructure and facilities will be appropriately planned and provided with all site developments as identified in Map 7b. Bikeshare facilities will be encouraged at all proposed cycling interchanges identified in Map 7b.
  - d) New signalized pedestrian crossings identified in Map 7a will be implemented with development, where possible, to improve and enhance safe east-west pedestrian movement in the Secondary Plan Area.
- 7.4.2 High Order Pedestrian Zones are areas with high volumes of pedestrian traffic and where a fine-grained walking network is required to provide key connections for pedestrians. Locations where high volumes of pedestrian activity existing and/or are anticipated, shown on Map 7a, as High Order

Pedestrian Zones, will be provided with high quality facilities and amenities for pedestrians to:

- a) Increase pedestrian safety at offset intersections;
- b) Shorten pedestrian crossing with curb bulbouts and intersection radius reduction;
- c) Increase the width of sidewalk, pedestrian boulevard space at intersections, and pedestrian crossing to maintain acceptable pedestrian services; and,
- d) Enhance street furniture, streetscape treatments and pedestrian amenities to improve pedestrian and TTC user experience.

## **7.5 Parking and Traffic Demand Management (TDM)**

This Secondary Plan focuses on a balanced approach to transportation, including the use of Transportation Demand Management in reducing dependence on automobile travel and encouraging other modes of travel. Automobile and truck travel, however, will continue to play a central role for daily travel needs for residents and in the safe and efficient movement of goods to and from adjacent *Employment Areas*.

- 7.5.1 Zoning By-laws will establish appropriate minimum and maximum parking standards for development, which will be determined based on proposed land uses, proximity to transit service, shared parking principles and the use of TDM measures. Surface parking for new mixed use development will be discouraged.
- 7.5.2 Comprehensive mixed use development on the Large Blocks identified in Map 2 will require a comprehensive Transportation Demand Management Strategy.
- 7.5.3 New parking facilities will generally be provided below-grade as part of new development and will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.
- 7.5.4 On street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the neighbourhood parking supply.
- 7.5.5 Parking requirements for development which includes at-grade retail on Typical Avenue Blocks identified in Map 2, may be reduced at the City's discretion. Reductions in parking will be considered on the basis of contributions to the implementation of the TDM measures identified in the Dufferin Street Transportation Master Plan and other sustainable transportation mobility options and facilities.

## 8 SUSTAINABILITY

- 8.1 Environmentally sustainable built form will be encouraged through the redevelopment of individual sites.
- 8.2 New development will include approaches to mitigate stormwater management as necessary and consistent with the Wet Weather Flow Guidelines and Infrastructure and Stormwater Master Plan identified in Section 5 of this policy document.
- 8.3 New development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.

## 9 LARGE BLOCK POLICIES

The large blocks in Map 2 have the greatest potential for redevelopment and to influence the character and quality of Dufferin Street. The following policies outline a vision and direction unique to each of the large blocks.

### 9.1 Block 1

Block 1 shares its borders with a *Neighbourhood* to the south, Employment Areas to the west, Highway 401 and Bridgeland Avenue to the North and Dufferin Street to the east. Despite these shared borders on public streets, Block 1 has limited frontage, and primarily on Dufferin Street. The vision for this large block includes a network of new public streets and blocks, and a new public park as a focal point for a mixed use community. Development will be sensitively designed and set back to respect adjacent *Neighbourhoods* and *Employment Areas*. A landscape gateway feature will mark a sense of arrival into the Secondary Plan Area from Highway 401 and from the north. Block master planning between land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives additional to those identified in this Secondary Plan for new mixed use development on Block 7 shown on Map 2, will be secured, including:

- 9.1.1 A network of new public streets and appropriately scaled blocks will provide address and enhanced connectivity to Dufferin Street and Bridgeland Avenue, and will be designed according to appropriate policies related to streets and blocks in this Secondary Plan.
- 9.1.2 A landscape gateway designed within the public realm and required setback to Dufferin Street, including the required MTO setbacks to the off-ramp from Highway 401, is highly encouraged to help create and strengthen the Secondary Plan area's identity as a gateway to the City.
- 9.1.3 A new public park will be introduced as a focal point for the block. The park will have generous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the development

approval process and will meet the design criteria outlined in Section 3.3 of this policy document.

## 9.2 Block 6

Block 6 is framed by Dufferin Street to the east, Orfus Road to the north, Samor Road to the south and an *Employment Area* to the west. This large block shares its northerly frontage with Orfus Road, which is a busy retail area and collector street. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park, and an urban plaza or other open space as a focal point for a mixed use community. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*. In addition to providing setbacks on Dufferin Street, a setback on Orfus Road and Samor Road will provide pedestrian and retail amenity as well as enhanced landscape to improve the walking experience on these existing streets. Block master planning will ensure comprehensive and coordinated redevelopment.

Public planning objectives additional to those identified in this Secondary Plan for new mixed use development on Block 6 shown on Map 2, will be secured, including:

- 9.2.1 A network of new public streets, with a minimum of one new north-south street and one east-west street. Appropriately scaled blocks will provide address and enhanced connectivity to Dufferin Street, Orfus Road and Samor Road. The location of the new public streets will be determined through a comprehensive block master plan process.
- 9.2.2 A new public park will be introduced as a focal point for the block. The park will have generous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the development approval process and will meet the design criteria outlined in section 3.3 of this policy document.
- 9.2.3 A POP-UP or other privately owned, publicly accessible space will be encouraged as a focal point for the block.
- 9.2.4 Low-rise forms, such as townhouses, located at the rear and interior of these blocks will be encouraged to provide transition in height and scale.

## 9.3 Block 7

Block 7 is framed by Dufferin Street to the east, Samor Road to the north, Apex Road to the south and an *Employment Area* to the west. Samor Road and Apex Road provide links to the adjacent *Employment Area*. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*. Block master planning between land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives additional to those identified in this Secondary Plan for new mixed use development on Block 7 shown on Map 2, will be secured, including:

- 9.3.1 A network of new public streets will be introduced through the block with a minimum of one new north-south street and one east-west street. The location of the new public streets will be determined through a comprehensive block master plan process.
- 9.3.2 A new public park will be introduced as a focal point for the block. The park will have generous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the development approval process and will meet the design criteria outlined in section 3.3 of this policy document.
- 9.3.3 Low-rise forms, such as townhouses, located at the rear and interior of these blocks will be encouraged to provide transition in height and scale.

#### 9.4 **Block 8**

The intersection of Dufferin Street and Lawrence Avenue West are where two *Avenues* meet and is a gateway to the Secondary Plan Area from the south. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*. Tall buildings are envisioned at the corner with a new east-west street defining the limit of tall building sites as well as mirroring the limit of tall buildings on the east side of Dufferin Street. Generous setbacks and an urban plaza will define the intersection, connect to the open space network and create a focal point for social activity. Block master planning between land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives additional to those identified in this Secondary Plan for new mixed use development on Block 8 shown on Map 2, will be secured, including:

- 9.4.1 A network of new public streets will be introduced through the block with a minimum of one new north-south street and one east-west street. The location of the new public streets will be determined through a comprehensive block master plan process.
- 9.4.2 A new public park will be introduced as a focal point for the block. The park will have generous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the development approval process and will meet the design criteria outlined in section 3.2(a-f) of this policy document.
- 9.4.3 Tall buildings are permitted on Block 8 and are limited to the Dufferin Street and Lawrence Avenue West intersection. The design of the tall buildings will

meet all setbacks, transition and built form policies in this policy document and will be consistent with the appropriate urban design guidelines.

## 9.5 Block 14

Block 14 is the northeastern most site in the Dufferin Street SASP Area and comprises the westerly frontage of the Yorkdale Shopping Centre property. Together with Block 1 and the lands within the Highway 401 interchange they form part of the north Dufferin Gateway. The Vision for these lands is for a landmark destination, with a retail commercial focus. New development within Block 14 will positively address and animate Dufferin Street with new public and publicly accessible streets, pedestrian routes and an urban plaza. The landowner will be required to prepare a conceptual block master plan to comprehensively coordinate redevelopment for the entire site. Block master planning will ensure comprehensive and coordinated redevelopment.

Public planning objectives additional to those identified in this Secondary Plan for new development on Block 14 shown on Map 2, will be secured, including:

- 9.5.1 Stormwater management to address existing site impacts on the environment resulting from surface extensive surface parking and manage future change in an environmentally responsive manner;
- 9.5.2 Comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods;
- 9.5.3 A comprehensive strategy to provide a network of streets, including a new public street connecting Dufferin Street to Yorkdale Road. Where possible, new streets will align with the proposed street network in Block 1.
- 9.5.4 New streets and pedestrian routes will create smaller blocks and a more urban scaled frontage along Dufferin Street.
- 9.5.5 A Transportation Demand Management Strategy;
- 9.5.6 A Traffic and Parking Management Program;
- 9.5.7 Active uses along the edges of public streets;
- 9.5.8 Block 14 forms part of the Dufferin Landscape Gateway. Implementation of the Landscape Gateway will be encouraged with new development along the Dufferin Street frontage, consistent with policy 4.0 of this Secondary Plan and the Dufferin Street Urban Design Guidelines.
- 9.5.9 A POP-UP is encouraged as a focal point. This open space feature will form an attractive focal point and enhance the pedestrian experience of the Shopping Centre. The POP-UP will be designed consistently with policy 3.3 of this Secondary Plan and the Dufferin Street Urban Design Guidelines. The layout and configuration of this privately owned publicly-accessible open space will be determined through the development approval process.
- 9.5.10 Land uses for Block 14 will be predominantly commercial. Retail at grade will be encouraged in new development and along the Dufferin Street edge to provide a streetwall oriented toward Dufferin Street.

- 9.5.11 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block.
- 9.5.12 There are no residential uses planned on Block 14 at this time. Residential uses were not considered for this Block. However, should residential uses be considered with future development, further analysis, study and community consultation would be required in consultation with the local area Councillor and at the discretion of City Council.

## 10 HOUSING and COMMUNITY SERVICES AND FACILITIES

The housing policies reflect a desire for a family friendly neighbourhood with a range of housing opportunities in terms of tenure and affordability.

### 10.1 Housing

- 10.1.1 A full range of housing in terms of tenure and affordability will be provided throughout the Policy area including units that are suitable for families with children and units designed as accessible for seniors;
- 10.1.2 The provision of residential units sized appropriately for families will be encouraged within any new mixed use or residential development; and
- 10.1.3 The provision of affordable housing units will be encouraged in all new development throughout the Policy area.

### 10.2 Community Services and Facilities

- 10.2.1 Where new development generates community benefits under Section 37 of the *Planning Act*, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
  - a) Flexible multi-purpose space to provide for a wide range of programs and services including: community recreation programs, supplemental library space and/or human agency programs;
  - b) Two to three new child care facilities to serve the projected population growth;
  - c) Capital improvements to the Glen Long Community Centre and potential expansion;
  - d) Capital improvements to library branches servicing the lands subject to this Secondary Plan; and
  - e) Small scale improvements for large existing parks.
- 10.3 The priority community facilities identified above will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.

- 10.4 The provision of appropriate community facilities will be monitored as development proceeds. All development proposals will be assessed to determine their impact on both existing and proposed community facilities. All necessary steps will be taken to secure community facilities as development proceeds and the co-ordination of joint community facilities among various public agencies is encouraged.
- 10.5 In particular, the impact of development will be assessed through monitoring of the following:
- a) The amount of parkland per capita, its distribution, and the adequacy of recreational facilities;
  - b) The adequacy of existing and proposed school facilities to serve the student population which new residential development may generate. The advice of the Toronto District School Board and the Toronto Catholic District School Board will be sought as to the adequacy of school facilities when considering rezoning applications for proposed residential developments; and
  - c) The adequacy of other community facilities such as libraries.

## **11 IMPLEMENTATION AND INTERPRETATION**

- 11.1 The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Secondary Plan Area.
- 11.2 The City may enact Zoning By-laws and approve Plans of Subdivision to permit the development of residential uses on Blocks 1,6,7,8, provided that proposals meet all applicable policies and legislation. The City may enter into Agreements pursuant to the *Planning Act*, including Sections 37, 41, and 53 and the *City of Toronto Act*, to secure matters required to support the development provided for by this Secondary Plan.
- 11.3 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the *Planning Act*, as amended, may be used.
- 11.4 Urban Design Guidelines for the Dufferin Street Secondary Plan Area will be adopted by City Council and will, among other matters, establish a context for coordinated development of the Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plans of Subdivision and site plan.
- 11.5 All development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as tall buildings, mid-rise buildings, and townhouses.



## 11.6 Plan of Subdivision

- 11.6.1 New residential development, including the passage of an implementing Zoning By-law, will not proceed within Blocks 1, 6, 7 and 8 without the approval by the City of a Draft Plan of Subdivision for the associated lands which implement new streets and blocks.
- 11.6.2 Applications for Plan of Subdivision within the Large Blocks identified in Policy 11.6.1 will comply with the statutory complete application submission requirements of the *Planning Act* and the requirements of Appendix 1 of this policy document.
- 11.6.3 Division of land will be in conformity with this policy document and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.
- 11.6.4 Applications for Plan of Subdivision within the Blocks identified in Policy 11.6.1 will be submitted with corresponding applications for Zoning By-law Amendment pursuant to Policy 11.7.

## 11.7 Zoning Bylaw Amendments

- 11.7.1 In addition to the submission requirements of Policy 11.6 and Appendix 1, a complete application to amend the Zoning By-law for Blocks 1, 6, 7 and 8 identified in Map 2, will include a Block Master Plan.
- 11.7.2 An acceptable Block Master Plan will be adopted by City Council concurrent with the adoption of an implementing Zoning By-law for the rezoning application. Upon adoption by City Council, the Block Master Plan will be appended to the Urban Design Guidelines to guide future development within the portion of the Block that is not subject to the implementing Zoning By-law.

The Block Master Plan will illustrate:

- a) How the proposed development addresses the principles of the Dufferin Street Secondary Plan Area policies, by showing the proposed massing of buildings, including heights, setbacks and stepbacks, and distribution of density on the block;
- b) The location, dimensions and character of interior and exterior publicly accessible private open spaces showing their continuity and complementary relationship to adjacent public spaces and streets and their pedestrian amenity including weather protection;
- c) The location and size of lands to be conveyed to the City as parkland;
- d) The location, size and design of public and private streets;
- e) The location and design of the pedestrian and cycling network;

- f) The general location of parking facilities and vehicular access points which are of sufficient detail to assess the effect of these facilities on the public sidewalk and on adjacent signalized intersections;
- g) The location of public street-related uses; and
- h) A phasing plan for development. Holding (H) policies and Holding (H) zones may be used as mechanisms to ensure that large developments proceed in step with infrastructure and community services and facilities.

11.7.3 Zoning By-law provisions for each Block identified in Policy 11.7.1 will include, but not be limited to, the following:

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

## 11.8 Holding (H) Symbol

The redevelopment of Blocks 1, 6, 7, and 8 provide the greatest opportunity for significant change and the establishment of residential, mixed-use neighbourhoods with new streets, blocks and open spaces.

11.8.1 City Council may enact a zoning by-law pursuant to Section 34 and 36 of the *Planning Act*, with an 'H' holding symbol in respect of the residential uses on lands within the area shown on Map 1.

### 11.8.2 Criteria for Removal of the 'H' Holding Symbol

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

alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

The Zoning By-law for the large Blocks identified in Map 2 with special provisions, will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to those conditions identified in the City's Official Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a Holding (H) symbol may include:

- a) Registration of a Plan of Subdivision;
- b) Construction of or securing of required water, sewer and stormwater infrastructure;
- c) Construction of or securing of required public streets;
- d) Provision of sites for the construction of schools, either as stand-alone buildings or as part of mixed-use development;
- e) conveyance of new parkland;
- f) construction of or securing of required community facilities;
- g) site-specific design guidelines for individual development blocks; and
- h) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development to be secured through Section 37 of the *Planning Act*.

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

11.8.3 No changes will be made through rezoning, minor variance or consent or other public action that are out of keeping with the vision for Dufferin Street Secondary Plan Area.

## 11.9 Section 37

11.9.1 Prior to enacting implementing Zoning By-laws or removing Holding Symbols, Section 37 of the *Planning Act* will be used to secure priorities for community benefits in the area, which include:

- a) provision of additional child care spaces within the base of new multi-storey developments;
- b) enhancement of existing library facilities already serving the Secondary Plan Area (Barbara Frum, Evelyn Gregory and Maria A. Schuka branches);
- c) capital improvements to the Glen Long Community Centre and potential expansion;
- d) the provision of public art, and
- e) small scale improvements to existing large parks servicing the area.

11.9.2 Community services and facilities identified in policy 11.9.1, with the exception of schools, secured through Section 37 agreements may take the form of facilities constructed and furnished within the Secondary Plan Area or monetary contributions provided to help the City achieve the Community Services and Facilities objectives of this Secondary Plan.

#### **11.10 Interpretation**

11.10.1 The City will encourage major landowners within the boundaries of Large Blocks to collaborate in the development of Block Master Plans and the preparation of development applications for lands within the Block.

11.10.2 To achieve the Dufferin Secondary Plan Area vision, lot consolidation and land owner cooperation is encouraged.

## Appendix 1

### - Plan of Subdivision

In addition to the requirements of the *Planning Act*, a complete application for the Plan of Subdivision will also include:

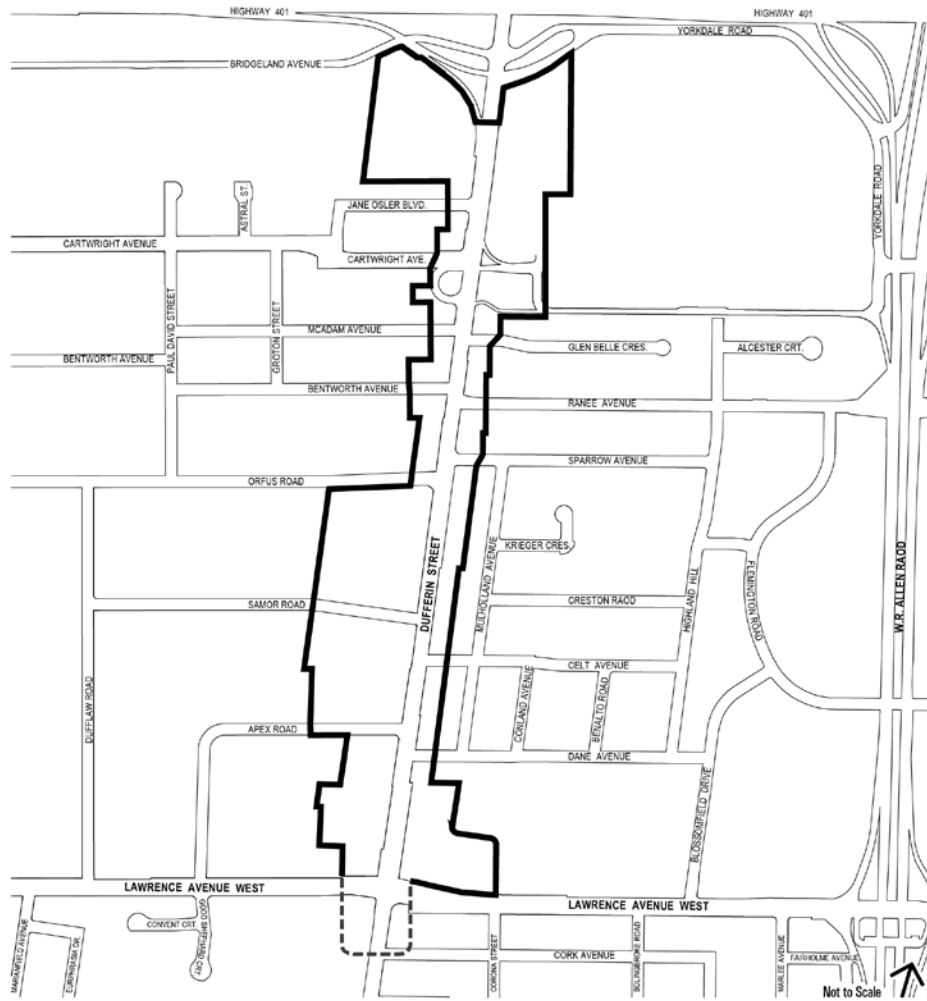
- A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Blocks required to serve the existing and incremental vehicular traffic created by the development provided for by this Secondary Plan.
- A plan and description of lands to be conveyed to the City for proposed public highways.
- A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the Block required to meet the needs of pedestrians travelling in and through the Block as a result of development provided for by this Secondary Plan.
- A description of the general treatment of all public sidewalks and public streets, referred to above, including:
  - Paving materials;
  - Street trees;
  - Street lighting including pedestrian scale lighting; and
  - The general locations of street furniture.
- Functional Servicing Report.
  - Infrastructure within the Blocks to support development
  - Infrastructure outside the Blocks and within the Secondary Plan Area to support development.
- A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the Block.
- A description of the phasing of construction within the Block, including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the Block. When municipal services or infrastructure are identified as required external to the District, the phasing description will demonstrate the cost effective and efficient implementation of this external infrastructure and its relationship to the planned intensification of the Avenue.
- Traffic Impact Assessment and Quantitative multimodal transportation assessments and site related mitigation measures.
- Infrastructure Costing Analysis

**Appendix 2: Proposed New Primary Street Segments**

The table below provides the details of the proposed new major street segments

Table 1: Proposed new major street segments

<b>Location ID Map 2</b>	<b>Street Name</b>	<b>Proposed Classification</b>	<b>Basic Right-of-Way (m)</b>
<b>Block 1</b>	<b>New north-south and new east-west streets</b>	<b>Local Commercial</b>	<b>23</b>
	<b>New semicircular and east-west street</b>	<b>Local Residential</b>	<b>20</b>
<b>Block 14, 14a</b>	<b>New north-south street and three east-west streets (inside Yorkdale Shopping Centre)</b>	<b>Local Commercial</b>	<b>23</b>
	<b>Proposed South Yorkdale Road (southern limit of Yorkdale Shopping Centre)</b>	<b>Collector</b>	<b>23</b>
<b>Blocks 6, 7</b>	<b>New north-south street (between Orfus Road and Apex Road parallel to Dufferin Street) plus two east-west connections to Dufferin Street</b>	<b>Local Residential</b>	<b>20</b>
<b>Block 8</b>	<b>New north-south street (between Apex Road and Lawrence Avenue West parallel to Dufferin Street) plus an east-west connection to Dufferin Street</b>	<b>Local Residential</b>	<b>20</b>

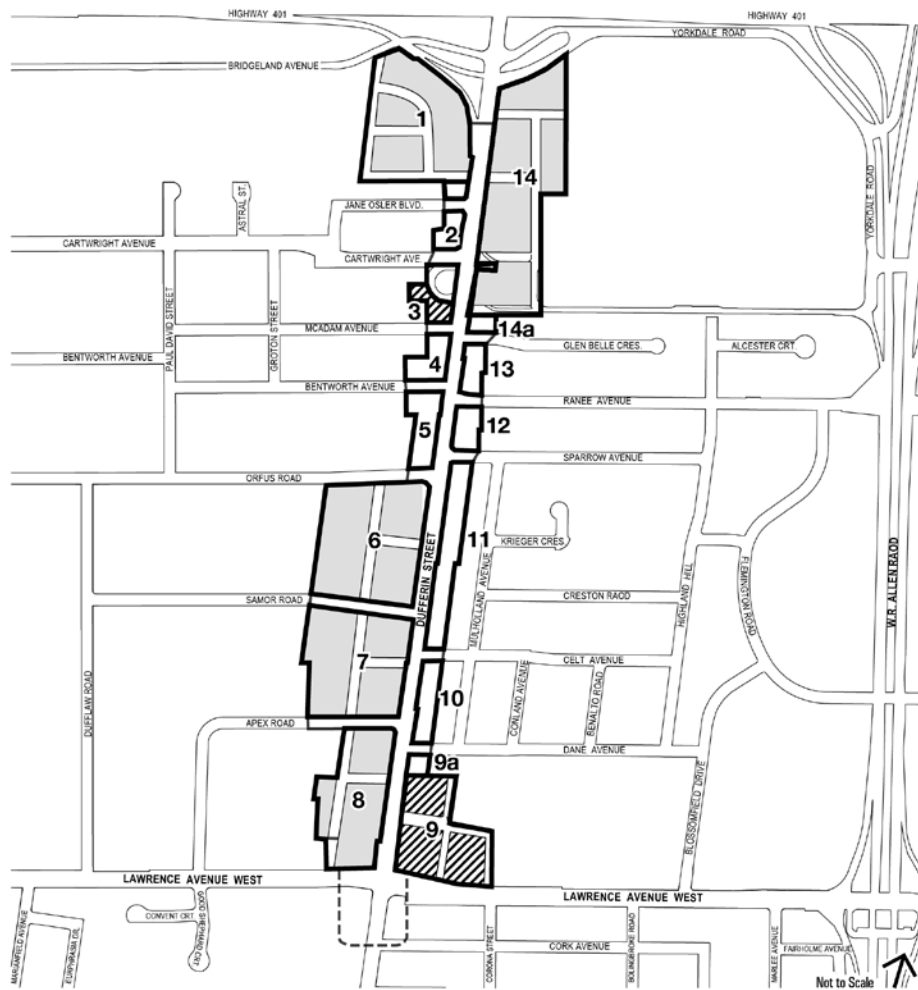


## Dufferin Street Secondary Plan

MAP - 1 Secondary Plan Area

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence

June 2015



## Dufferin Street Secondary Plan

MAP - 2 Specific Block Policies Plan

- Secondary Plan Area Boundary
  - - - Blocks South of Lawrence
  - ▭ Mid-rise Blocks
  - ▭ Large Blocks
  - ▨ Existing and/or Approved Development
- 1 Block Number

June 2015



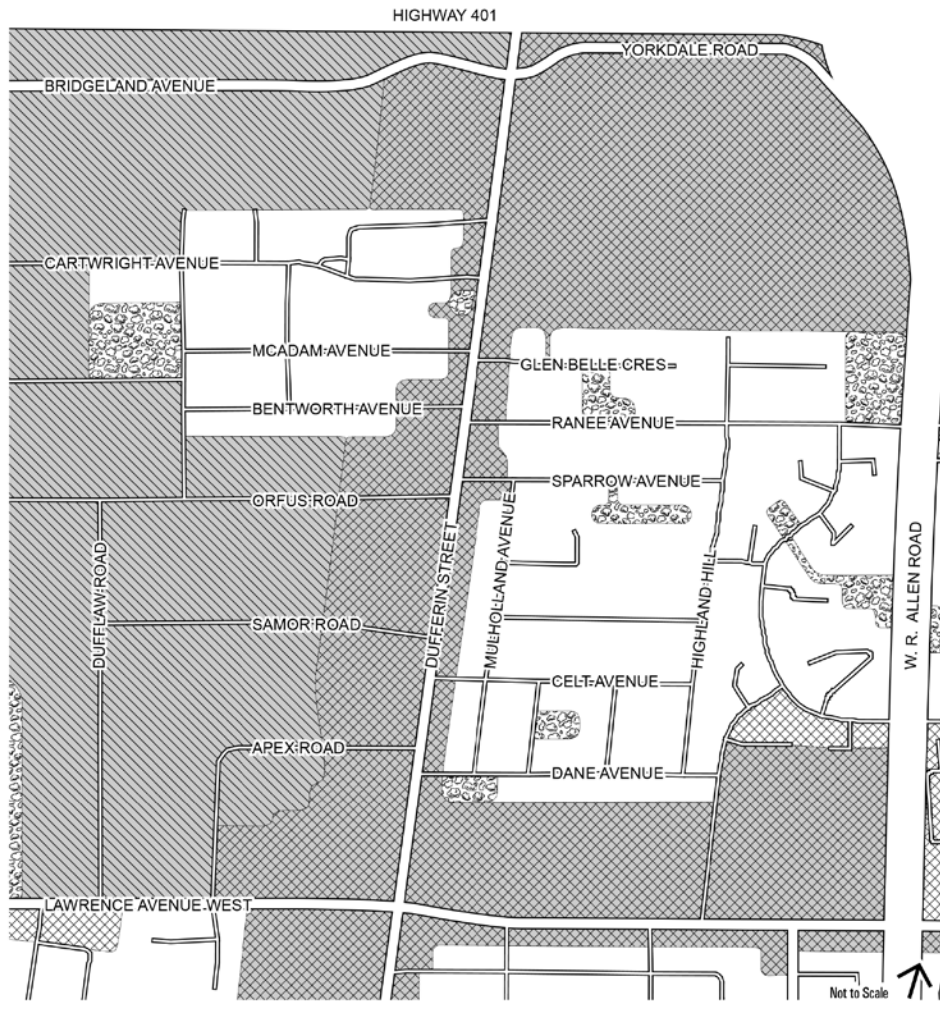


## Dufferin Street Secondary Plan

MAP - 3 Structure Plan

- |   |                          |
|---|--------------------------|
| — Secondary Plan Area Boundary          | Public Park              |
| - - - Blocks South of Lawrence          | ★ Urban Plazas           |
| — Possible Building Edge                | ▨ Dufferin Gateway       |
| ■ New Public Streets                    | ••••• Dufferin Promenade |
| ← - - -> New Public Streets: Conceptual | ■ Development Block      |

June 2015

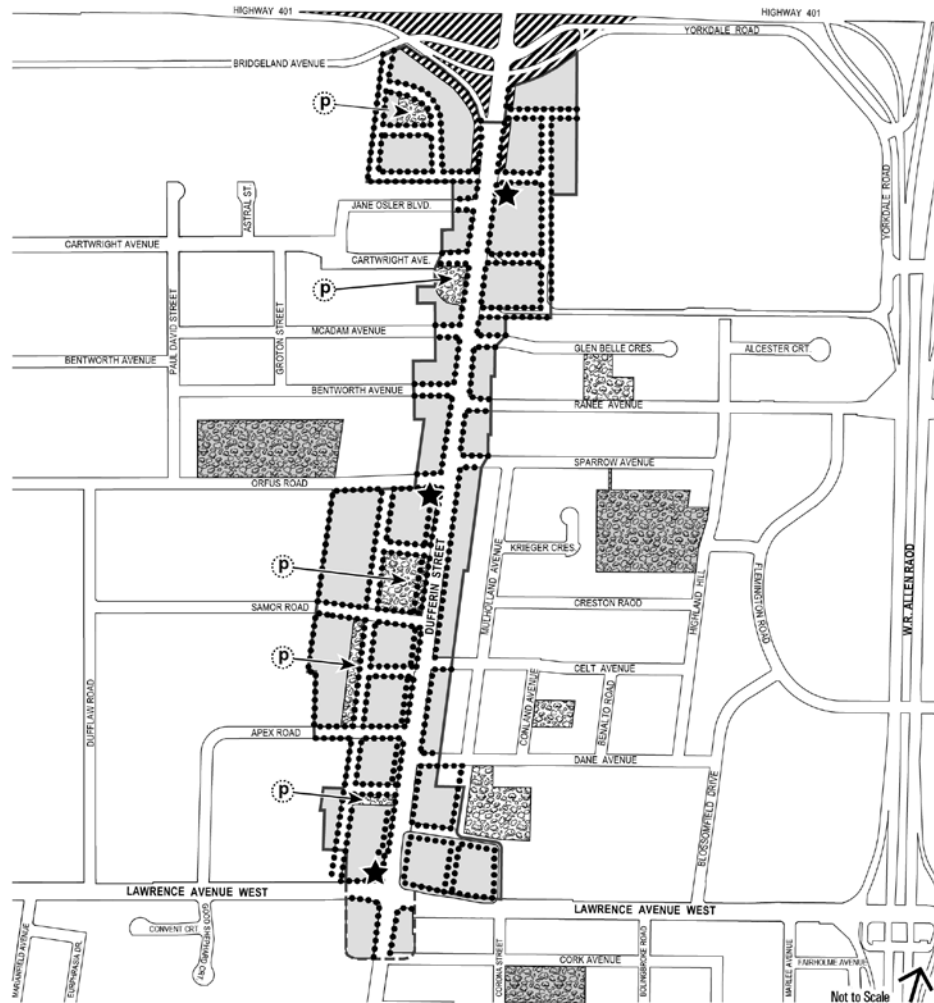


### Dufferin Street Secondary Plan

MAP - 4 Land Uses

- |  |  |
|--|--|
|  Neighbourhoods           |  Parks & Open Space Areas |
|  Apartment Neighbourhoods |  Parks                    |
|  Mixed Use Areas          |  |
|  Employment Areas         |  |

June 2015



## Dufferin Street Secondary Plan

MAP - 5 Greening Plan

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- Ⓟ Conceptual Location for Potential New Public Park
- ★ Urban Plazas
- Street Greening
- ▨ Dufferin Landscape Gateway
- ▨ Public Park - New or Existing
- ▨ Other Open Space - Existing
- ▨ Development Block

June 2015



**Dufferin Street Secondary Plan**  
**MAP - 6 Public Streets Plan**

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- █ New Public Streets
- ← → New Public Streets: Conceptual
- ..... Potential Access Lane
- Signalized Intersection - Existing
- ⊗ Signalized Intersection - Proposed
- ▼ ▲ Site Access
- █ Development Block
- ▣ TTC Transit Priority Lane (SB only)

June 2015

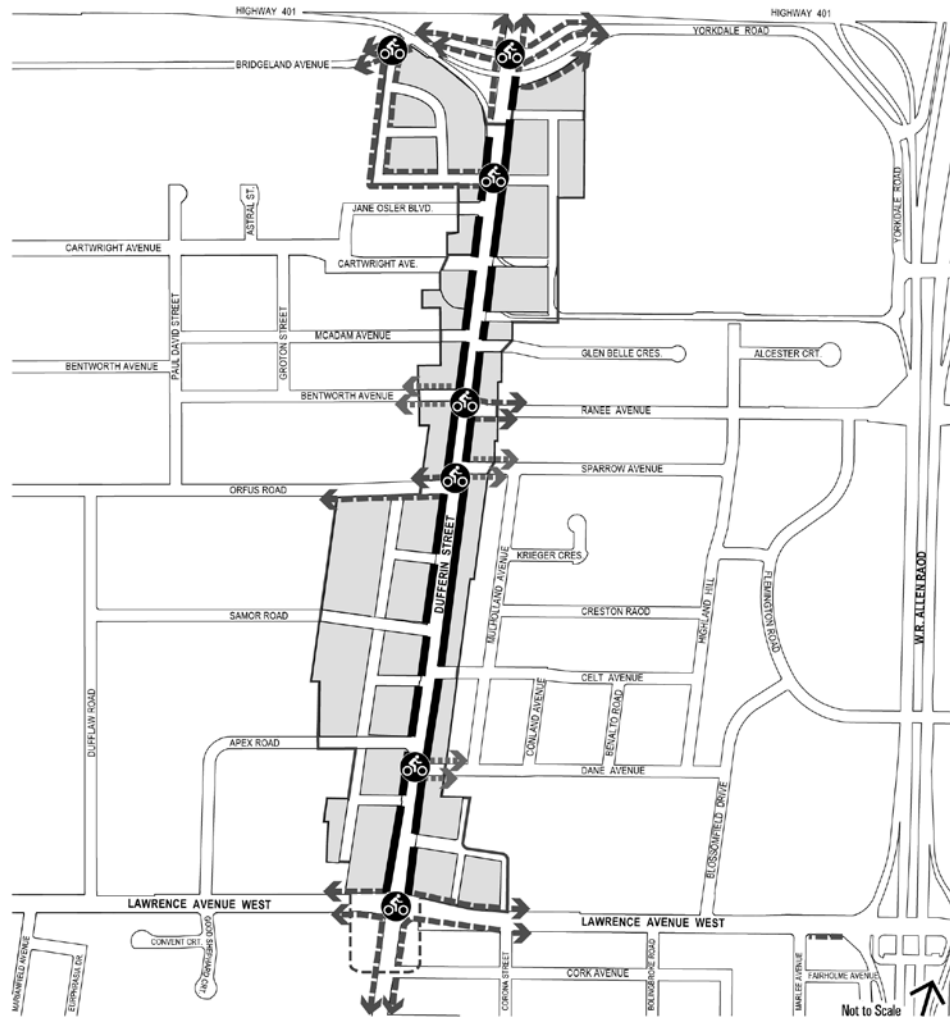


### Dufferin Street Secondary Plan

MAP - 7a Pedestrian Connections

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- Pedestrian Routes
- ← → New Pedestrian Routes
- Signalized Intersection - Existing
- ⊗ Signalized Intersection - Proposed
- ⊙ High Order Pedestrian Zones

June 2015

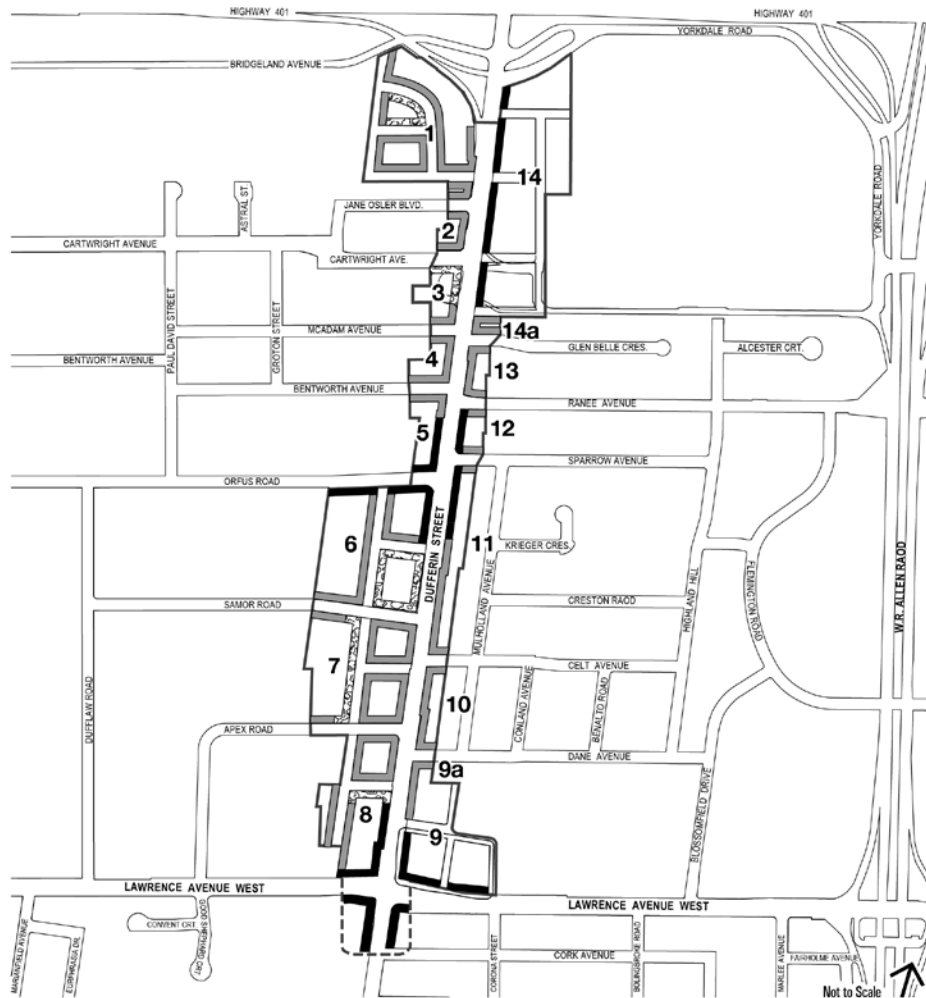


## Dufferin Street Avenue

MAP - 7b Cycling Connections

- Study Area Boundary
- Blocks South of Lawrence
- Proposed Cycle Track
- Proposed Bike Lane
- Proposed Signed Route
- Proposed Cycling Interchange

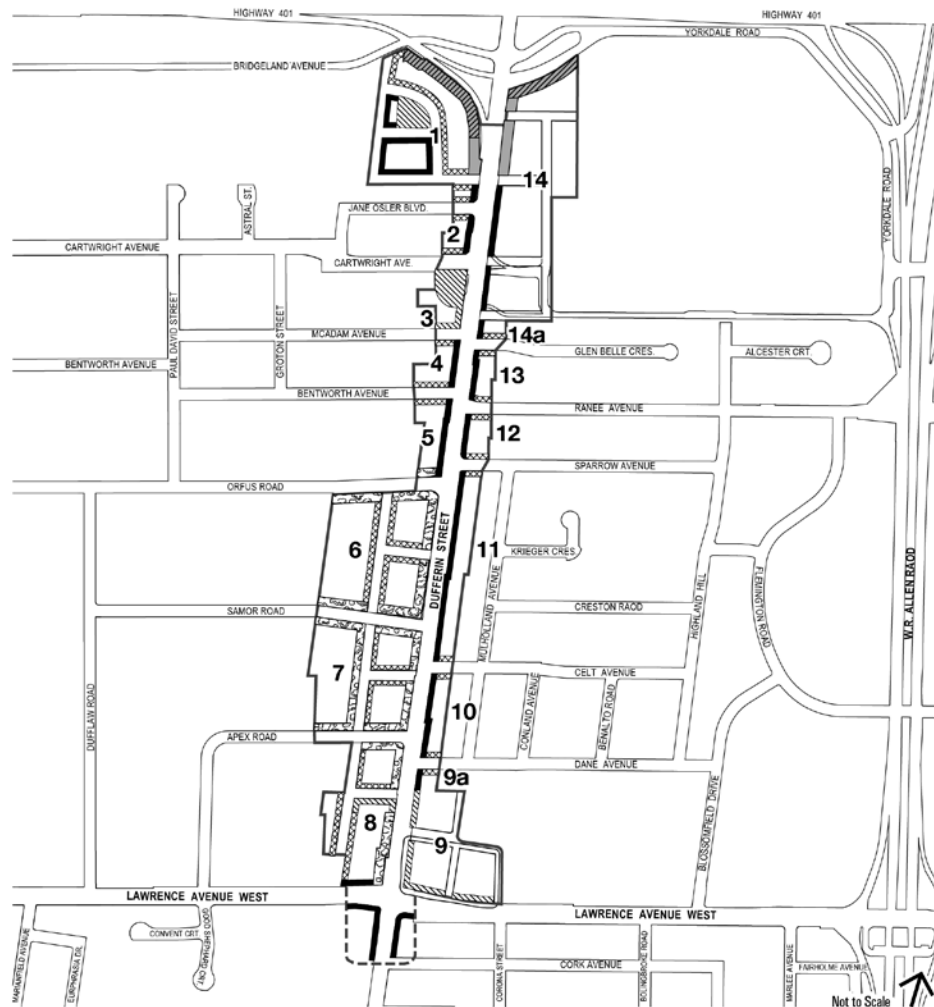
May 2015



**Dufferin Street Secondary Plan**  
**MAP - 8 Priority Retail Areas**

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- █ Retail at Grade: Mandatory
- ▒ Retail at Grade: Encouraged but not Required
- ▨ Park Frontage

June 2015

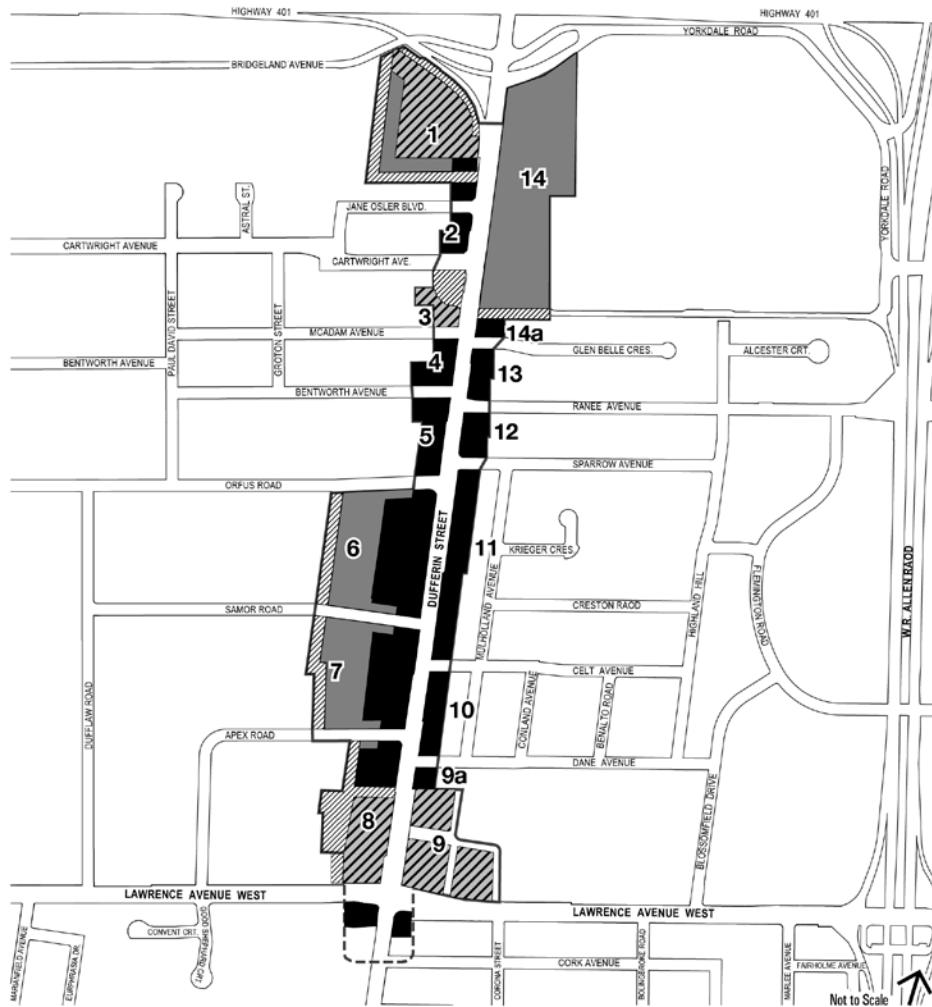


### Dufferin Street Secondary Plan MAP - 9 Minimum Setback Plan

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- ▨ 14.0 m: Setback from MTO Ramps
- ▧ 7.0 m: Dufferin Landscape Gateway
- ▩ 5.0 m: Green Setbacks and Existing East/West Streets
- ▤ 3.0 m: Local Streets
- ▬ 3.0 m: Typical Avenue Setbacks
- ▩ No Setbacks Required: Park or Recent Development

June 2015



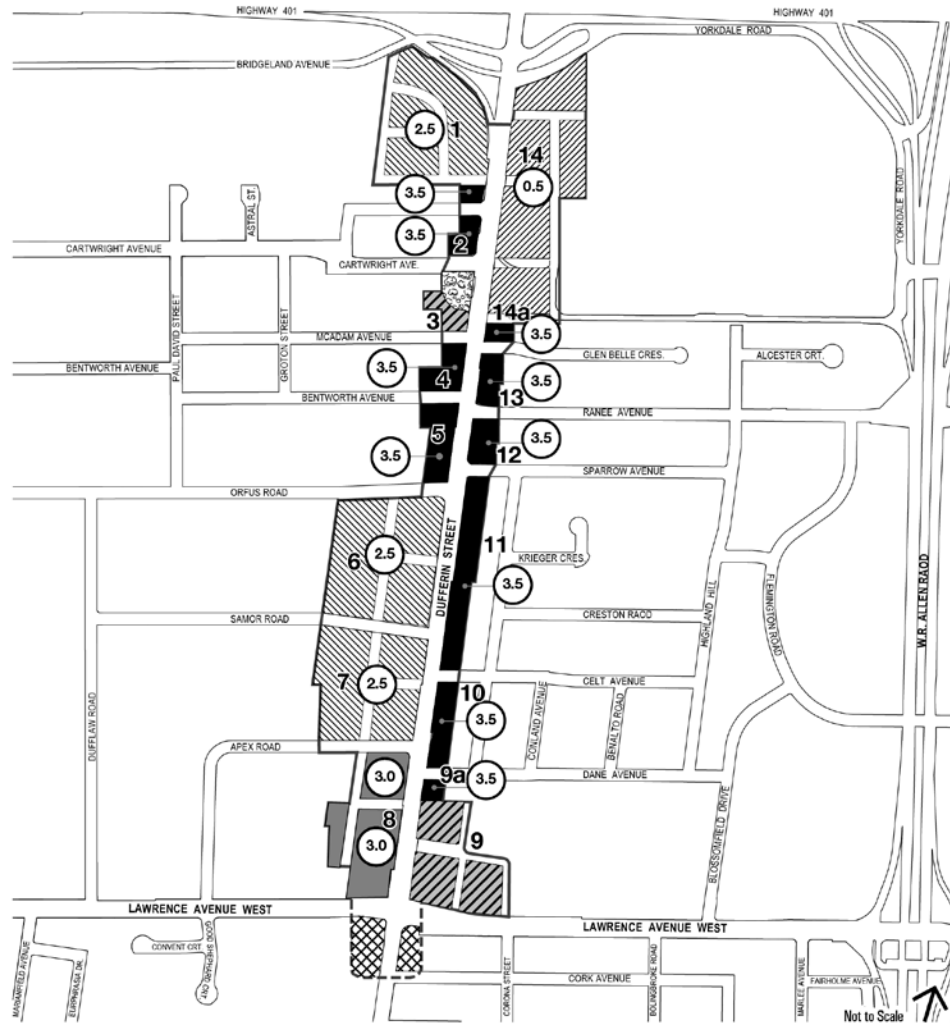


## Dufferin Street Secondary Plan

MAP - 10 Building Type Areas

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- Existing or Permitted Tall Buildings Areas
- Mid-rise Areas
- Low-rise Areas
- Defined No Build Zones:  
i.e., Buffers, Future Streets  
or Parks

June 2015



### Dufferin Street Secondary Plan

MAP - 11 Maximum Density

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- 0.0 Maximum Overall Block Density
- 3.5x FSI
- 3.0x FSI
- ▨ 2.5x FSI
- ▧ Less than 2.5x FSI
- ▩ Current Redevelopment Site
- ⊠ No Density Assigned, Subject to Further Study
- ⊞ No Additional Density Permitted

June 2015