

**Dufferin Street Secondary Plan  
City Initiated Official Plan Amendment – Final Report**

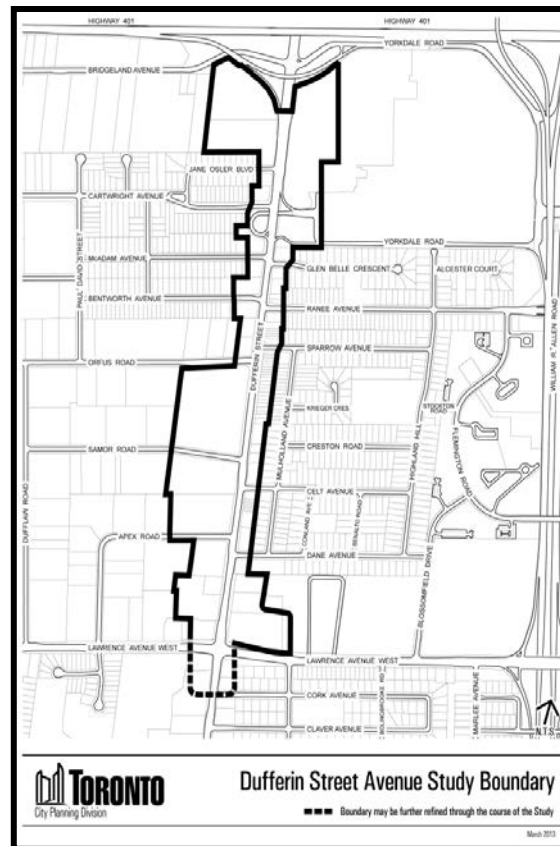
<b>Date:</b>	October 26, 2015
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 15 – Eglinton Lawrence
<b>Reference Number:</b>	15 130874 NPS 00 OZ

**SUMMARY**

The Dufferin Street Secondary Plan includes lands fronting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West.

Further to Staff’s May 28, 2015 report, which summarized and contained recommendations on the implementation approach for the Dufferin Street Secondary Plan to achieve the Avenue Study vision and objectives over time, including a community consultation strategy, this report summarizes the community consultation process and comments raised by agencies and City divisions, including the study Technical Advisory Committee and Local Advisory Committee, and outlines any new refinements to the Secondary Plan as a result of those comments.

The purpose of this report is to recommend approval of the proposed Dufferin Street Secondary Plan and to seek authority from Council to add the Dufferin Street Secondary Plan to the Official Plan.



The proposed Secondary Plan for Dufferin Street between Highway 401 and just south of Lawrence Avenue West 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.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council adopt the Official Plan Amendment for the Dufferin Street Secondary Plan, attached as Attachment 1 to the report (October 23, 2015) from the Director, Community Planning, North York District.
2. City Council direct staff to use the Dufferin Street Secondary Plan in the evaluation of all current and new development proposals falling within its boundaries.
3. City Council adopt "The Dufferin Street Urban Design Guidelines" (Attachment 2).
4. City Council endorse the Dufferin Street "Transportation Master Plan" and "Infrastructure and Stormwater Master Plan" as technical resources for City staff to support the implementation of the Secondary Plan. The Transportation Master Plan and Infrastructure and Stormwater Master Plan satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment process.
5. City Council direct staff to use the "The Dufferin Street Urban Design Guidelines", including the Dufferin Street Transportation Master Plan and Infrastructure and Stormwater Master Plan" in the evaluation of all new and current development proposals and public initiatives.
6. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

### **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 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>

At its meeting of June 16, 2015, North York Community Council endorsed in principle the Dufferin Street Secondary Plan and adopted a report and recommendations by the Director, City Planning Division recommending that City Planning staff be directed to circulate the draft Dufferin Street Secondary Plan 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.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY7.39>

## **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 public transit service enhanced. 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 segment 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.

## **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. 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 Shopping Centre, 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 findings of the Dufferin Street Avenue Study are proposed to be implemented through the adoption of a Secondary Plan and Urban Design Guidelines.

## **Agency Circulation**

Further consultation with the appropriate agencies and City divisions was required to finalize the draft Secondary Plan policies. The draft Secondary Plan and Urban Design Guidelines were circulated to members of the Technical Advisory Committee, which included Economic Development, Strategic Initiatives, Policy & Analysis, Urban Forestry, Parks, Development Engineering, Transportation Services, The Toronto Public

and Separate School Boards, The Toronto Transit Commission, Toronto Water and the Ministry of Transportation, among others. Comments received by agencies and City Divisions were minimal and limited to refinements for the purposes of clarification or of a technical nature.

## **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 focused questions to the participants. Information panels and a physical model assisted in graphically communicating the existing conditions of the Secondary Plan Area. 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>, 2014; March 26, 2014);
- An Employment Area Business Owners Meeting (December 4<sup>th</sup>, 2013).
- Circulation of the draft Secondary Plan and Urban Design Guidelines to the Local Advisory Committee and Technical Advisory Committee for review and comment (September 18, 2015);
- Posting the draft Secondary Plan and Urban Design Guidelines on the study webpage for public review and comment; and
- Two Planners in Public Spaces (PIPs) events hosted by City Staff on August 12<sup>th</sup>, 2015 at the Marleeville Festival on Marlee Avenue and September 10<sup>th</sup>, 2015 at the Columbus Centre;

A total of 170 people visited the PIPs booths and many provided feedback on the study and Secondary Plan Vision for the corridor. Comments were predominantly supportive of

the Study Vision for a new green and pedestrian/cycling friendly Dufferin Street, while some stated concerns about added traffic congestion with new development.

## 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 Section 5.2.1 of the Official Plan, 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.

The proposed Secondary Plan for Dufferin Street between Highway 401 and just south of Lawrence Avenue West 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 eleven sections:

**Section 1: Vision** introduces the Secondary Plan and the context for mixed use development, with Dufferin Street as 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;** as well as **Section 5: Density;** guide, manage and direct growth and development.

**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 supports future growth.

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

**Section 8: Sustainability** addresses sustainability goals.

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

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

**Section 11: Implementation and Interpretation** articulates 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, and Infrastructure and Stormwater Master Plan, have also 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.

The Staff report to North York Community Council's June 16<sup>th</sup>, 2015 meeting describes in detail and comments on the content of each of the eleven sections of the proposed Secondary Plan.

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-80963.pdf>

## **Stepbacks**

Policies with respect to building stepbacks have been added to the Secondary Plan as Section 3.5, in Section 3.0, 'Development, Land Use and Built Form' in Schedule II. These stepback policies provide design direction to support the relationship of the street wall of base buildings (20m or 6 storeys) as a unifying element for heights of tall and mid-rise buildings on Dufferin Street, and the establishment of a 16.0m (4-5 storey) streetwall height of mid-rise buildings on secondary streets in the Secondary Plan Area. Step-backs are also discussed in more detail in the Dufferin Street Secondary Plan Urban Design Guidelines.

## **Employment Areas**

A new section entitled '3.6 Separation Distance to Employment Areas' has been added to the Secondary Plan (Schedule II) and includes further direction for development of residential or sensitive uses in *Mixed Use Areas* adjacent or near to *Employment Areas*. These policies require new development to be designed, buffered and/or separated from industries as necessary to prevent or mitigate adverse effects from noise, vibration, traffic, odour and other emissions and contaminants upon residential occupants of the new development and lessen complaints and their potential costs to businesses. The policies in this section are consistent with 'OPA 231: Economic Health Policies and the Policies, Designations and Mapping for Employment Areas'.

The word 'minimum' has been added to the required 20m separation distance in policy 3.6.2 in Schedule II, to ensure consistency with the Ministry of the Environment's Series D Guidelines, which may require additional separation distances between impactful industry in *Employment Areas* to any proposed sensitive uses than the Secondary Plan requirement of 20m.

The words 'near to' have been added to policy 3.6.1 in Schedule II, in addition to properties adjacent to *Employment Areas*, as sensitive uses may also be impactful to (or impacted by) nearby industry without necessarily being adjacent to it.

The term 'Sensitive Use' has also been defined in the Secondary Plan consistent with the Provincial Policy Statement (2014) definition of Sensitive Uses.

## **Transportation**

The policies in Section 7: 'Mobility' in Schedule II have been strengthened, or where necessary, language was added to introductory text to add clarity to the policies (Transit, Pedestrian and Cycling Movement, and Park and Travel Demand Management).

Two new policies have been added to Section 7.2: Public and Private Streets, Lanes and Driveways in Schedule II. These new policies speak to facilities for pedestrians, cyclists, transit and shared mobility users added and/or reorganized within the right-of-way with development, which will be guided by the Dufferin Street Urban Design Guidelines and Complete Street principles. A second policy emphasizes the importance of design in maximizing the safety and comfort of pedestrians and cyclists in any future design of highway interchanges and grade separated facilities.

A new policy has also been added to Section 7.3: Parking and Travel Demand Management (TDM) in Schedule II. The policy encourages the use of shared vehicular parking facilities in the design of new development.

## **Large Block Policies**

### 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 prepared by the landowners of the individual 'Large Blocks' identified on Map 36-2 of the Secondary Plan. The purpose of the Block Master Plan 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 a future 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.



To permit residential or mixed use development on Blocks 1, 6, 7, and 8 in Map 36-2 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. Block Master Planning on Block 14 will facilitate Master Planning on the Yorkdale lands, consistent with the policy direction for the Shopping Centre outlined in the Lawrence-Allen Secondary Plan.

The minimum number of public streets for each block has been removed from the Large Block policies. The Secondary Plan Guiding Principle and policy 2.6 'Improve Mobility and Balance Movement Priorities', and other mobility policies in the Secondary Plan, in Section 7.0, the Block specific policies, and policy 11.13.2 refer to creating a fine grain network of public streets through the Secondary Plan area. A new policy has also been added to the Large Block Policies that directs all the owners of each Large Block to engage in master planning, in accordance with Policy 11.13.2 of the Secondary Plan, to ensure comprehensive and coordinated redevelopment within the Block.

### **Housing Policies**

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. These policies have been refined in the Secondary Plan.

New policies added to Section 10 encourage the achievement of a complete and inclusive community to meet different and changing household needs over time. The Secondary Plan encourages new development to contain three or more bedrooms to ensure the provision of housing suitable for larger households, including families with children. New residential buildings that provide affordable housing are encouraged to do so with affordable unit sizes that are similar in size and type as market development. Finally, to support the needs of a variety of households, new buildings which include residential uses are encouraged to provide for interior and exterior amenity areas that can accommodate a range of programming.

### **Implementation – Making it Happen**

Section 11 of the proposed Secondary Plan provides policies to implement the Avenue 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, affordable housing, community facilities and the public realm that are required to support a high quality of life in the area's neighbourhoods. Policies were added to this section to ensure that the Plan be read comprehensively, and to add clarity to the existing policies.

## Implementation

Attachment 1 to this report contains the final draft of the Dufferin Street Secondary Plan recommended for adoption. The implementing zoning by-law is proposed to proceed in a separate report to Council in 2016 for all the properties identified as 'Mid-Rise Blocks' on Map 36-2 of the Secondary Plan. The proposed Secondary Plan establishes a comprehensive planning framework for development and intensification, but will not put in place detailed zoning for Large Blocks 1, 6, 7, 8 and 14 (Map 36-2 to Schedule II). Development consistent with the Vision of the Secondary Plan on these Large Blocks will proceed through site Block Master Plans and approvals must be achieved by development proponents through appropriate applications under the *Planning Act*.

The Dufferin Street Secondary Plan will be supported by Urban Design Guidelines, which are a place-making tool consisting of a set of written guidelines, illustrative plans, diagrams and images of buildings and places, as well as an illustrative perspective and massing model of the Secondary Plan at full build out. The Dufferin Street Urban Design Guidelines provide a context for coordinated development and will be used as a tool to ensure appropriate development consistent with the Official Plan, and Dufferin Street Secondary Plan. OPA No. 294 directs development within the Secondary Plan Area to be consistent with the Dufferin Street Urban Design Guidelines. The public streets plan, pedestrian and cycling connections plans, and the greening plan are intended to be conceptual. Actual locations of these features will be determined as development and public infrastructure projects are reviewed and approved by the City and City Council.

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 36-2 to Schedule II). 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.

### 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 in 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 approve the proposed Secondary Plan and Urban Design Guidelines. Implementing zoning will be developed for all properties in the Secondary Plan identified as 'Mid-Rise Blocks' on Map 36-2 in Schedule II, and brought forward in a separate report to Council.

## **CONTACT**

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## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Draft Official Plan Amendment  
Attachment 2: Dufferin Street Urban Design Guidelines

**Attachment 1: Draft Official Plan Amendment**

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

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To adopt an amendment to the Official Plan  
for the City of Toronto**

respecting the Dufferin Street Secondary Plan generally between Bridgeland Avenue to just south of Lawrence Avenue West.

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

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 294.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

**Amendment No. 294  
To the Official Plan of The City of Toronto**

City of Toronto By-law No. ~~-20~

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For lands abutting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West.

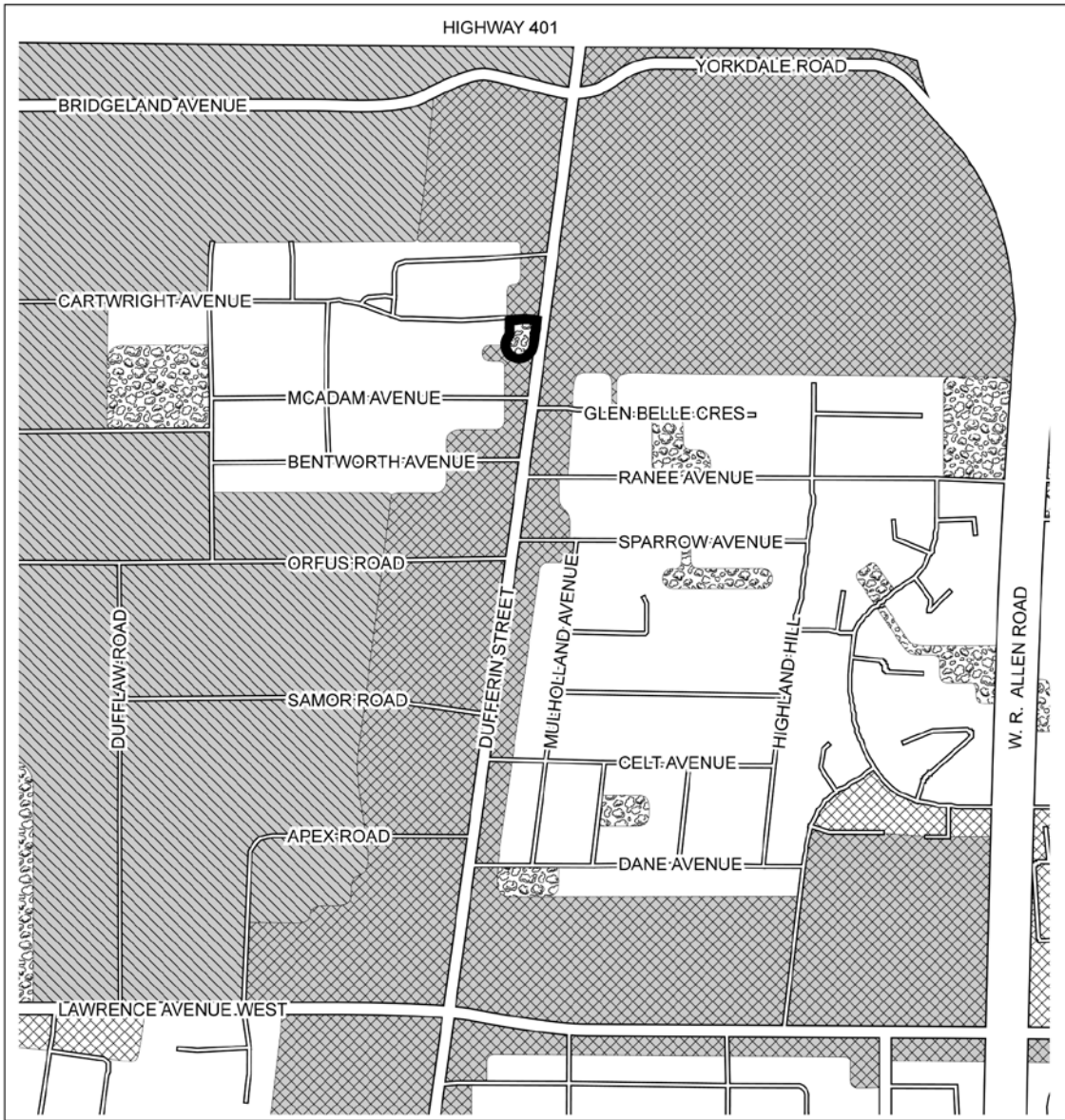
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Amendment No. 294 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plans, is amended by adding Secondary Plan No. 36 to lands abutting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West, identified on Map 1, as shown in Schedule II.
2. Map 16, Land Use Plan, is amended by re-designating the lands illustrated in Schedule 'I' from *Mixed Use* to *Parks*.
3. Schedule 2, The Designation of Planned But Unbuilt Roads, is amended by adding new planned but unbuilt roads and new links as follows:

<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 Link 1 (2015)	Dufferin Street
New Link 5 (2015)	New Link 2 (2015)	Dufferin Street
New Link 6 (2015)	New Link 3 (2015)	Dufferin Street
New Link 7 (2015)	Dufferin Street	Bridgeland Avenue
New Link 8 (2015)	Dufferin Street	Approx 150m east of Dufferin Street

# Schedule 1



## Official Plan Amendment 294

Revisions to Land Use Map 16

## Dufferin Street Secondary Plan

File # 15 130874 NPS 00 02



↑  
Not to Scale  
10/20/2015

## Schedule II' to By-law No. ~

### 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 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, that is shown on Map 36-1, 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 form of development that promotes a vibrant pedestrian realm and experience. This goal will be achieved through the implementation of area specific policies, an area specific zoning by-law, Urban Design Guidelines, a Greening 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 36-1 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 guiding principles to bring about the Vision in Section 1.

#### 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 and nearby *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 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 encouraging 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, through a network of local streets and midblock connections introduced with development to enhance connectivity and circulation.



## 2.7 Encourage a Rich and Varied Urban Form

New development will be encouraged to 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 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 provide transition between areas of different development intensity and scale, particularly toward adjacent and nearby *Neighbourhoods*. New development will 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 public 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 side of Dufferin Street, and where appropriate, along the rear of blocks along the west side of Dufferin Street, will be extended to provide better access to off-street parking, loading and servicing uses, and limit curb cuts to Dufferin Street. Along with a fine grain network of pedestrian and cycling routes, the blocks will be developed with a richly varied built form and type with building frontages that line the street and support active streets and public spaces.

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, at-grade street-related retail and service uses will be required at key locations. These Priority Retail Areas coincide with a High Order Pedestrian Zone in Map 36-7a, where pedestrian traffic is generally higher than the rest of the Secondary Plan Area or where there is a concentration of existing retail.

## 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 and nearby *Neighbourhoods* and *Employment Areas*, its relationship to the public realm, and its access to transportation facilities.
- 3.1.3 The Large Blocks indicated on Map 36-2 will be divided into smaller scaled land parcels with a fine grain of local 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 are predominantly *Mixed Use Areas* except where otherwise shown on Map 36-4. The policies of this Secondary Plan will refine the manner in which growth and development will occur in these *Mixed Use Areas*, and Block Master Plans and Urban Design Guidelines for the Secondary Plan Area will guide the implementation of future growth.
- 3.2.2 At-grade street-related retail and services uses will be required for new development at key intersections in the Priority Retail Areas Plan (Map 36-8).
- 3.2.3 At-grade street-related retail and service uses will be encouraged as accessory uses to a main use in multi-storey buildings for other areas not identified in Map 36-8.
- 3.2.4 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 in *Employment Areas*.
- 3.2.5 New auto-oriented and large format retail uses, and drive-through establishments, are not permitted in the Secondary Plan Area.

### 3.3 Parks, Open Spaces and Amenity

The Dufferin Street Secondary Plan Area is underserved by parkland. 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 36-5), the expected parkland dedication could serve up to 2 hectares of local parkland for this area.

New open spaces such as privately owned publicly accessible spaces (POPS) 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 spaces, located and designed to 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 privately owned 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 36-5). 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 36-5);
  - 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; and
  - vii. Any land used as a landscape buffer for the purpose of mitigating adverse effects or setback from street infrastructure or *Employment Areas* will not be accepted by the City as parkland dedication.
- 3.3.5 Residual parks, and other publicly accessible spaces, that do not have frontage on public streets and are not of a usable shape and size to provide active and/or passive recreational opportunities 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 spaces (POPS) will be highly encouraged in the locations identified in the Greening Plan (Map 36-5). The provision of POPS will be encouraged in all new development. These will:

- a) be integrated and physically and visually connected through its 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 service retail uses; and
- 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.

3.3.9 Dufferin Street and existing local streets will be enhanced over time through streetscape improvements, such as widened sidewalks, and street tree planting.

#### **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 five (5) metres.

3.4.2 Landscaped setbacks will provide at-grade amenity for retail uses, while also buffering residential uses at grade from street activity.

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.

#### **3.5 Step-backs**

Step-backs are portions of mid-rise buildings that are recessed from the primary street wall and help to relate the scale of larger buildings to the pedestrian. Although heights of buildings on Dufferin Street may vary, a consistent street-wall height of base buildings will help unify and tie the heights of buildings on both sides of the street.

- 3.5.1 Midrise buildings in the Secondary Plan area will provide a step-back of three (2) metres at a height of no more than twenty (20) metres (approximately 6 storeys).
- 3.5.2 Mid-rise buildings that front 20 metre rights-of-way should provide a step-back of three (3) metres at a height of no more than 16.0 metres (4-5 storeys) and no less than 10.5 metres (approximately 3 storeys).

### **3.6 Separation Distances to *Employment Areas***

- 3.6.1 New residential and other sensitive lands uses adjacent to, or near to *Employment Areas* will be appropriately designed, buffered and/or separated from impactful industries as necessary to prevent or mitigate adverse effects from noise, vibration, traffic, odour and other emissions and contaminants upon the occupants of the new development and lessen complaints and their potential costs to businesses. The costs of studies and any required mitigation measures shall be borne by the developer of the new residential or other sensitive land uses adjacent or near to *Employment Areas*.
- 3.6.2 Properties that share a boundary with *Employment Areas* (Blocks 1, 6, 7 and 8) will provide a minimum setback of 20m between any building containing sensitive land uses and the rear property line. The 20m minimum setback will act as a buffer to minimize adverse effects. 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;
  - e) surface or below grade parking; and
  - f) any combination of the above.

### **3.7 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 sustainable building and 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. 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.

Tall buildings will be strategically located at the northern and southern extents of the Secondary Plan Area, at the intersection 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 and tower heights and locations that will transition in scale and buffer lower scale development in *Neighbourhoods* and *Employment Areas*.

### 3.7.1 **Building Types**

- 3.7.1.1 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*.
- 3.7.1.2 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.
- 3.7.1.3 Mid-rise buildings constructed in Tall Building areas will meet the development criteria in this Secondary Plan, as appropriate.
- 3.7.1.4 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.
- 3.7.1.5 Tall buildings will be limited to the northern and southern nodes identified in Map 36-10 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*.
- 3.7.1.6 Low-rise townhouses, low-rise multi-unit apartments, or street-related units at the base of mid-rise and tall buildings are encouraged to create a lower scale within the Larger blocks.
- 3.7.1.7 Mid-rise buildings are appropriate for the entire Secondary Plan Area with the exception of Block 14, and in Low-Rise Areas in Map 36-10, where appropriate.

### 3.7.2 **Height**

- 3.7.2.1 The height of development with frontage on Dufferin Street will not exceed the planned right-of-way width onto which it fronts, which is 30 metres (9 storeys), unless otherwise identified in this Secondary Plan.
- 3.7.2.2 A 20 metre (6 storeys) streetwall height on Dufferin Street will be encouraged to provide a consistent and unifying streetwall height.

- 3.7.2.3 Development in the Secondary Plan Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s), and/or Minor Variance, will restrict the height of buildings and structures in consideration of the flight approach to the airport.
- 3.7.2.4 All new buildings in the Secondary Plan Area will be subject to the angular plane performance standards of the Dufferin Street Urban Design Guidelines. 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.
- 3.7.2.5 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 36-5) and will mark a sense of arrival for visitors heading toward Yorkdale Shopping Centre or to downtown destinations. Landscape gateways will establish a green vegetated entrance through setbacks on Blocks 1 and 14 as identified in Map 36-2. Any proposed landscaping within the 14 metre setback to the Highway 401 ramps will require further discussion with the Ministry of Transportation.
- 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 balanced with the timely provision of physical and social infrastructure consistent with the comprehensive planning framework outlined in this Secondary Plan. Development will be consistent with the maximum gross densities shown in Map 36-11.
- 5.2 Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in Tall Building Areas identified in Map 36-10.

Development will transition away from these areas in scale, massing, height and density.

## **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 streets, parks and accessible open spaces 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.

Dufferin Street and existing local streets will be enhanced over time through streetscape improvements, such as widened sidewalks, parking and street tree planting, and 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. The Travel Demand Management strategies in this Secondary Plan promote a range of viable travel options and encourage sustainable travel behaviours.

## 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 this Secondary Plan. The work undertaken for the Transportation Master Plan satisfies phase one and two of the Municipal Class Environmental Assessment process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development application process.
- 7.1.2 The realization of the Secondary Plan Vision is expected to occur over a 20 year time horizon. Development will protect for the long range vision of this Secondary Plan.

## 7.2 Public and Private Streets, Lanes and Driveways

Improvements to the local street network will be developed through the creation of a street grid with interconnected streets that defines new and smaller development blocks, improves access to *Employment Areas*, and reduces reliance on Dufferin Street for local travel.

- 7.2.1 The Large Blocks identified in the Specific Policy Block Plan (Map 36-2) will be divided into appropriately 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 building type and scale of redevelopment for those blocks.
- 7.2.2 The layout and pattern of new local public streets is illustrated on Map 36-6. The exact location, alignment and design of each new street will be refined through the review and approval of the respective Block Master Plan and individual plans of subdivision adopted by City Council. Landowners that are adjacent to, but outside of the Secondary Plan Area, will not be responsible for providing new public streets and laneways.
- 7.2.3 An Official Plan amendment is not necessary to alter the number of local streets, their location or alignment from those shown on Map 36-3 and Map 36-6.

- 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 or shared private driveways should be introduced to ensure service vehicles and parking access, to facilitate internal block circulation for vehicles and pedestrians and minimize impact to streetscape and cycling infrastructure, particularly on Dufferin Street.
- 7.2.7 Facilities for pedestrians, cyclists, transit and shared mobility users will be improved as the space within the right-of-way is reorganized with development. The re-organization of the space within the right-of-way will be guided by the Dufferin Street Urban Design Guidelines and Complete Street principles.
- 7.2.8 Design features that maximize the safety and comfort of pedestrians and cyclists will be considered in the future design of highway interchanges and grade separated facilities.

### **7.3 Transit**

Transit, walking and cycling are interrelated components 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, parks and 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 and improvement of the transit users' experience.
- 7.3.2 New 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 and planned local and regional transit stations and stops will be improved where possible with new development through, but not limited to, 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 with new development and infrastructure projects, where possible, to support existing and growing transit ridership.

- 7.3.5 The public street, parks and open space network will be designed to provide pedestrians and cyclists with direct, convenient and attractive connections to the transit system.

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

The Secondary Plan Area will be planned to encourage a safe and attractive walking and cycling environment as a viable travel option and reduce the use of automobiles, as well as to complement retail activity at the ground level of mixed-use development. The cycling network within the Secondary Plan Area will provide connections to other planned cycling networks, including in the Lawrence Allen Secondary Plan Area and to planned networks in the larger City of Toronto Bike Plan. A fine-grain local street network and improved pedestrian crossings will improve movement through the Secondary Plan Area as well as east-west pedestrian movement to connect new and existing residential and retail development and amenities, open space areas, transit and *Employment Areas*.

- 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 local streets and other components of the public realm in the Secondary Plan Area will be consistent with the Pedestrian and Cycling Connections Plans (Map 36-7a and 36-7b).
  - 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 36-7b. Bikeshare facilities will be encouraged at all proposed cycling route interchanges identified in Map 36-7b.
  - d) New signalized pedestrian crossings identified in Map 36-7a 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 existing and/or anticipated pedestrian traffic and where an enhanced pedestrian network is required, are shown on Map 36-7a. Development coinciding with High Order

Pedestrian Zones will provide high quality facilities and amenities consistent with, but not limited to, the following:

- a) Increasing pedestrian safety at offset intersections;
- b) Shortening pedestrian crossing with curb bulb-outs and intersection radius reduction;
- c) Increasing the width of sidewalk, pedestrian boulevard space at intersections, and shortening pedestrian crossings to maintain acceptable pedestrian services; and,
- d) Street furniture, streetscape treatments and pedestrian amenities.

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

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

- 7.5.1 Surface parking for new mixed use development will be discouraged.
- 7.5.2 Quantitative multimodal transportation assessments and site related mitigation measures will demonstrate that sufficient and safe transportation infrastructure exists within the Secondary Plan Area to support proposed new development, consistent with the Dufferin Street Transportation Master Plan.
- 7.5.3 New mixed use development on the Large Blocks identified in Map 36-2 will be required to submit a comprehensive Travel Demand Management Strategy, to the satisfaction of the City.
- 7.5.4 New vehicular 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.
- 7.5.5 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.
- 7.5.6 Parking requirements for development which include at-grade retail on Typical Avenue Blocks identified in Map 36-2 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.

7.5.7 Shared vehicular parking facilities will be encouraged with new development.

## **8 SUSTAINABILITY**

Environmentally sustainable built form will be encouraged through the redevelopment of individual sites.

8.1 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 6 of this Secondary Plan.

8.2 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 36-2 have the greatest potential for redevelopment and to influence the character and quality of Dufferin Street. To achieve the vision of this Secondary Plan, the following policies outline 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 edges on public streets, Block 1 has limited frontage on Dufferin Street. The vision for this large block includes a network of new local public streets and blocks, and a new public park as a focal point for a mixed use community. Development will be sensitively designed, stepped down in height, and set back to provide transition to adjacent and nearby *Neighbourhoods*, and be appropriately separated from *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 for new mixed use development on Block 1 (Map 36-2) will be secured with new development, and will include:

9.1.1 Block master planning between all owners of Block 1, in accordance with 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.

9.1.2 A network of new public streets will be introduced through Block 1 and create appropriately scaled blocks to provide address and enhance connectivity to Dufferin Street and Bridgeland Avenue. The new streets and blocks will be designed according to appropriate policies related to streets and blocks in this Secondary Plan and a Block Master Plan approved by Council.

- 9.1.3 A landscape gateway, designed within the required Ministry of Transportation setbacks to the off-ramp from Highway 401, is highly encouraged to establish and strengthen the Secondary Plan area's identity as a gateway to the City.
- 9.1.4 A new public park will be introduced as a focal point for Block 1. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.

## 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*. Setbacks on Dufferin Street, Orfus Road and Samor Road will provide pedestrian and retail amenity as well as enhanced landscape features to improve the walking experience on these existing streets. Block master planning will ensure comprehensive and coordinated redevelopment.

Public planning objectives for new mixed use development on Block 6 (Map 36-2) will be secured with new development, and will include:

- 9.2.1 Block master planning between all owners of Block 6, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.2.2 A network of new local public streets will be introduced through Block 6. 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.
- 9.2.3 A new public park will be introduced as a focal point for Block 6. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.
- 9.2.4 A privately owned, publicly accessible space, such as urban plazas and walkways to support the park and open space system will also be encouraged.

- 9.2.5 In Low-Rise Areas identified in Map 36-10, low-rise buildings, such as townhouses, will provide transition in height and scale from Mid-Rise and Tall Building areas.

### 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 for new mixed use development on Block 7 (Map 36-2) will be secured with new development, and will include:

- 9.3.1 Block master planning between all owners of Block 7, in accordance with 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.3.2 A network of new local public streets will be introduced through Block 7. Appropriately scaled blocks will provide address and enhanced connectivity to Dufferin Street, Samor Road and Apex Road. The location of the new public streets will be determined through a comprehensive Block Master Plan process.
- 9.3.3 A new public park will be introduced as a focal point for the block. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.
- 9.3.4 In Low-Rise Areas identified in Map 36-10, low-rise buildings, such as townhouses, will provide transition in height and scale from Mid-Rise Areas.

### 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 involving land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives for new mixed use development on Block 8 (Map 36-2) will be secured with new development, and will include:

- 9.4.1 Block master planning between all owners of Block 8, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.4.2 A network of new local public streets will be introduced through the block. The location of the new public streets will be determined through a comprehensive block master plan process.
- 9.4.3 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 Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.
- 9.4.4 Tall buildings are permitted on Block 8 in Tall Building Areas and are limited to the Dufferin Street and Lawrence Avenue West intersection. The design of tall buildings will meet all setbacks, transition and built form policies in this Secondary Plan. Tall buildings will be designed according to the applicable policies of the Official Plan and consistent with the Tall Building Design Guidelines for the City of Toronto.

## 9.5 **Block 14**

Block 14 is the north-eastern most site in the Dufferin Street Secondary Plan Area and comprises the westerly frontage of Yorkdale Shopping Centre. Together with Block 1 and the lands within the Highway 401 interchange, Block 14 forms part the north gateway to the Secondary Plan.

The Secondary Plan 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/or publicly accessible streets, pedestrian routes and an urban plaza. Block master planning will ensure comprehensive and coordinated redevelopment.

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.



Public planning objectives for new retail and commercial development on Block 14, additional to policies in the Lawrence Allen Secondary Plan for the Yorkdale Shopping Centre, include the following:

- 9.5.1 Block Master Plans for Block 14, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.5.2 Stormwater management methods to address existing site impacts on the environment resulting from extensive surface parking and to manage future development in an environmentally responsive manner.
- 9.5.3 Comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods.
- 9.5.4 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 for Block 1 in Map 36-6.
- 9.5.5 New streets and pedestrian routes will create smaller blocks and a more urban scaled frontage along Dufferin Street.
- 9.5.6 A Transportation Demand Management Strategy.
- 9.5.7 A Traffic and Parking Management Program.
- 9.5.8 Active uses along the edges of public streets.
- 9.5.9 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 the policies of this Secondary Plan and the Dufferin Street Urban Design Guidelines.
- 9.5.10 A privately owned, publicly accessible space is encouraged as a focal point on Block 14. This open space feature will form an attractive focal point and enhance the pedestrian experience of the Shopping Centre. The POPS will be designed consistently with Section 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.
- 9.5.11 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.

9.5.12 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block.

9.5.13 Block 14 is restricted by the Airport Height Limits and will generally consist of low-scale buildings.

## **10 HOUSING and COMMUNITY SERVICES AND FACILITIES**

The introduction of residential uses provided for in this Secondary Plan will require additional community services and facilities to service a growing population. Community services and facilities which were identified through the Community Service and Facilities Study as priority for community benefits through Section 37 contributions with new development should be provided in the new community in a timely fashion. The housing policies in this Secondary Plan reflect a desire for a new community with a range of housing opportunities in terms of tenure and affordability.

### **10.2 Housing**

10.2.1 To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be provided throughout the Secondary Plan Area to meet the different and changing household needs over time, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.

10.2.2 To ensure the provision of housing suitable for larger households, including families with children, the development of larger units with at least 2 and 3 bedrooms is strongly encouraged. At a minimum, 5% of all residential units in new developments should be built to contain 3 or more bedrooms.

10.2.3 Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to the full range of housing.

10.2.4 Affordable housing units provided in new development in the Secondary Plan Area will be encouraged to be of the same type and size as market development.

10.2.5 New buildings which include residential uses are encouraged to provide interior and exterior amenity areas that can accommodate a range of programming to support the needs of a variety of households.

### **10.3 Community Services and Facilities**

10.3.1 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.

10.3.2 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*.

10.3.3 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.

10.3.4 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 This Secondary Plan should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

11.2 Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries of the Building Type Areas shown on Map 36-10 will not require amendment to this Secondary Plan.

11.3 Where the policies of this Secondary Plan limit the Floor Space Index (FSI) of development, FSI calculations will exclude the gross floor area of City-

owned and non-profit community facilities. Net FSI calculations will exclude new public streets, parkland, and existing local public streets. Where land to be conveyed as a local public street or park is shared between development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of the FSI calculations.

- 11.4 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.
- 11.5 The City may enact Zoning By-laws and approve Block Master Plans and Plans of Subdivision to permit the development of residential uses on Blocks 1, 6, 7 and 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.
- 11.6 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.
- 11.7 Urban Design Guidelines for the Dufferin Street Secondary Plan Area adopted by City Council 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 Control.
- 11.8 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.
- 11.9 For the purposes of this Secondary Plan the term 'Sensitive land uses' shall have the same meaning as in the Provincial Policy Statement. In the Provincial Policy Statement (2014) sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.
- 11.10 New development will protect for the long term vision of Dufferin Street within the planned right-of-way consistent with the policies of this Secondary

Plan, the Dufferin Street Urban Design Guidelines, the Transportation Master Plan and Infrastructure and Stormwater Management Master Plan.

- 11.11 The policies of the Official Plan apply to the Dufferin Street Secondary Plan Area, except in the case of a conflict, the Dufferin Street Secondary Plan policies will prevail.

**11.12 Plans of Subdivision**

- 11.12.1 New residential development, including the passage of an implementing Zoning By-law, will not proceed within Blocks 1, 6, 7, 8 and 14 without the approval by the City of a Draft Plan(s) of Subdivision for the associated lands which implement(s) new streets and blocks.
- 11.12.2 Applications for Plan of Subdivision within the Large Blocks identified in Section 11.12.1 will comply with the statutory complete application submission requirements of the *Planning Act* and the requirements of Appendix 1 of this policy document.
- 11.12.3 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.
- 11.12.4 Applications for Plan of Subdivision within the Blocks identified in Policy 11.12.1 will be submitted with corresponding applications for Zoning By-law Amendment pursuant to Policy 11.13.

**11.13 Zoning Bylaw Amendments**

- 11.13.1 In addition to the submission requirements of Policy 11.12 and Appendix 1, a complete application to amend the Zoning By-law for Blocks 1, 6, 7, 8 and 14 identified in Map 36-2, will include a Block Master Plan, in consultation with all land owners in the respective blocks.
- 11.13.2 Block Master Plans acceptable to the City will be submitted for consideration to City Council concurrent with the consideration of an implementing Zoning By-law. If the Block Master Plan is adopted by City Council, the Block Master Plan will be appended to the Urban Design Guidelines to guide future development within the respective Block.

The Block Master Plan will demonstrate how the proposed development addresses the vision and principles of the Secondary Plan by illustrating:

- a) The location, size and design of public and private streets;
- b) The location and size of lands to be conveyed to the City as parkland;
- c) The location and design of the pedestrian and cycling network;

- d) The building location and organization, including entrances and ground floor uses;
- e) Building massing, including the proposed heights of buildings, including setbacks and stepbacks, and distribution of density on the block;
- f) 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;
- g) 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; 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.

11.13.3 Zoning By-law provisions for each Block identified in Section 11.13.1 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 including, but not limited to:
  - a. Side and rear yard setbacks, building heights and stepbacks, angular planes, facing distances between buildings;
  - b. Built form envelopes; and
  - c. Height limits and/or angular planes;
- e) Requirements for indoor and outdoor amenity space;
- f) Minimum and maximum vehicular and bicycle parking standards;
- g) Defined conditions for the use of a Holding (H) symbol pursuant to Section 36 of the *Planning Act*;
- h) The permitted uses of the lands and buildings when the Holding (H) symbol is removed by amendments to the by-law; and,
- i) Matters to be secured pursuant to Section 37 of the *Planning Act*.

#### 11.14 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.

11.14.1 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 Blocks 1, 6, 7 and 8.

#### 11.14.2 Criteria for Removal of the ‘H’ Holding Symbol

In order to appropriate sequence development within a phase and otherwise address the provisions of a development 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 use 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 36-2 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*.

11.14.3 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.

#### 11.15 Section 37

11.15.1 Prior to enacting implementing Zoning By-laws or removing Holding (h) 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 other nearby community centres, and potential expansions;
- d) the provision of 1% for public art;
- e) small scale improvements to existing large parks servicing the area; and
- f) improvements to new parks above base condition.

11.15.2 Community services and facilities identified in policy 11.15.1, 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.

#### **11.16 Interpretation**

11.16.1 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.

11.16.2 To achieve the Dufferin Secondary Plan Area vision, lot consolidation is required for typical Mid-rise blocks identified on Map-2. Land owner cooperation is encouraged in realizing the Secondary Plan Area vision through the Block Master Plan process.



## 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:

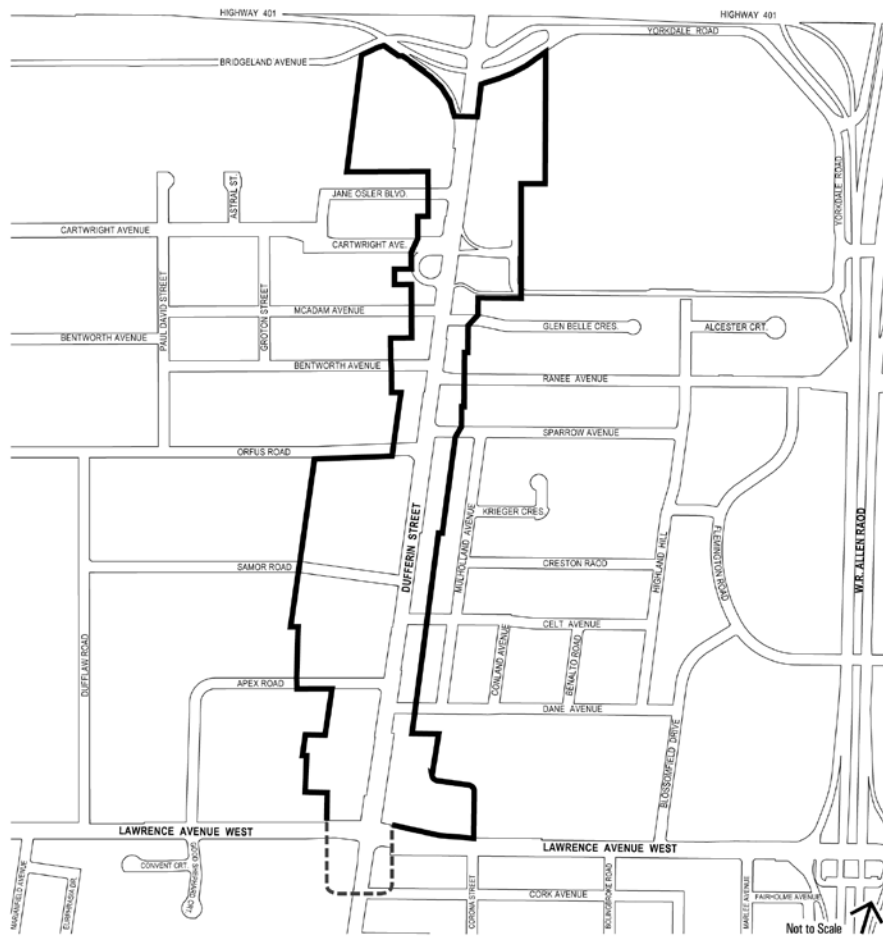
- A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Blocks required to serve the existing and incremental vehicular traffic created by the development provided for by this Secondary 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>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>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>
<b>Block 14</b>	<b>Proposed South Yorkdale Road (southern limit of Yorkdale Shopping Centre)</b>	<b>Collector</b>	<b>23</b>

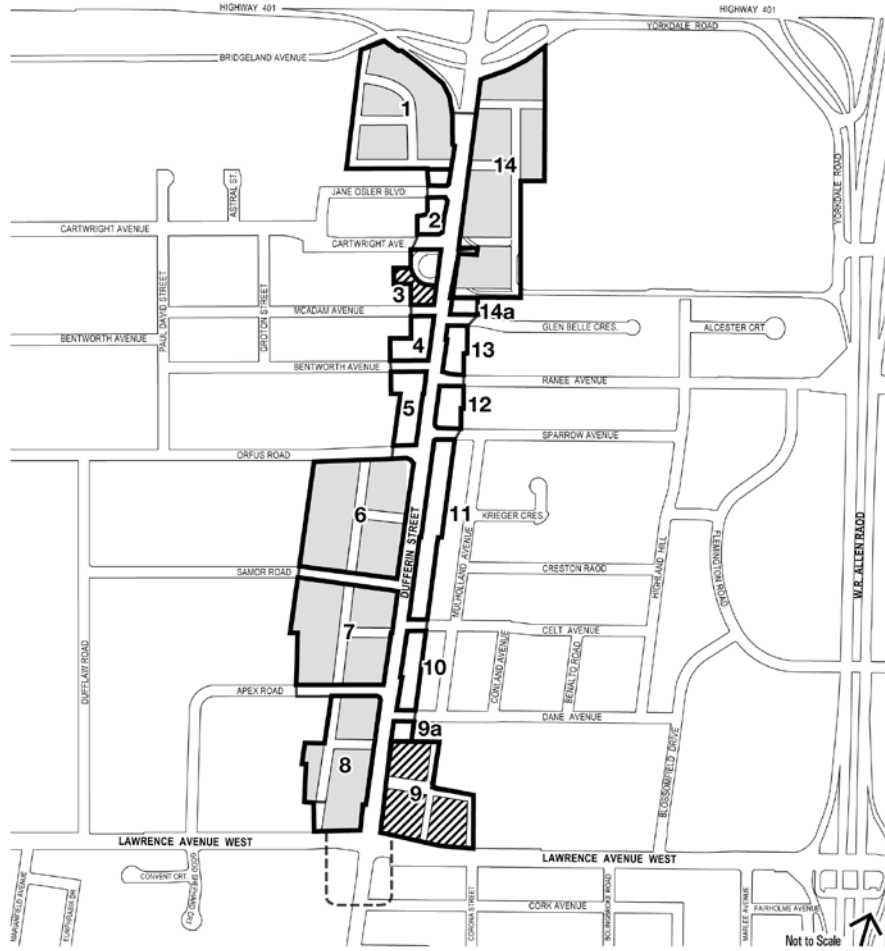


### Dufferin Street Secondary Plan

MAP 36-1 Secondary Plan Area

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

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### Dufferin Street Secondary Plan

MAP 36-2 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

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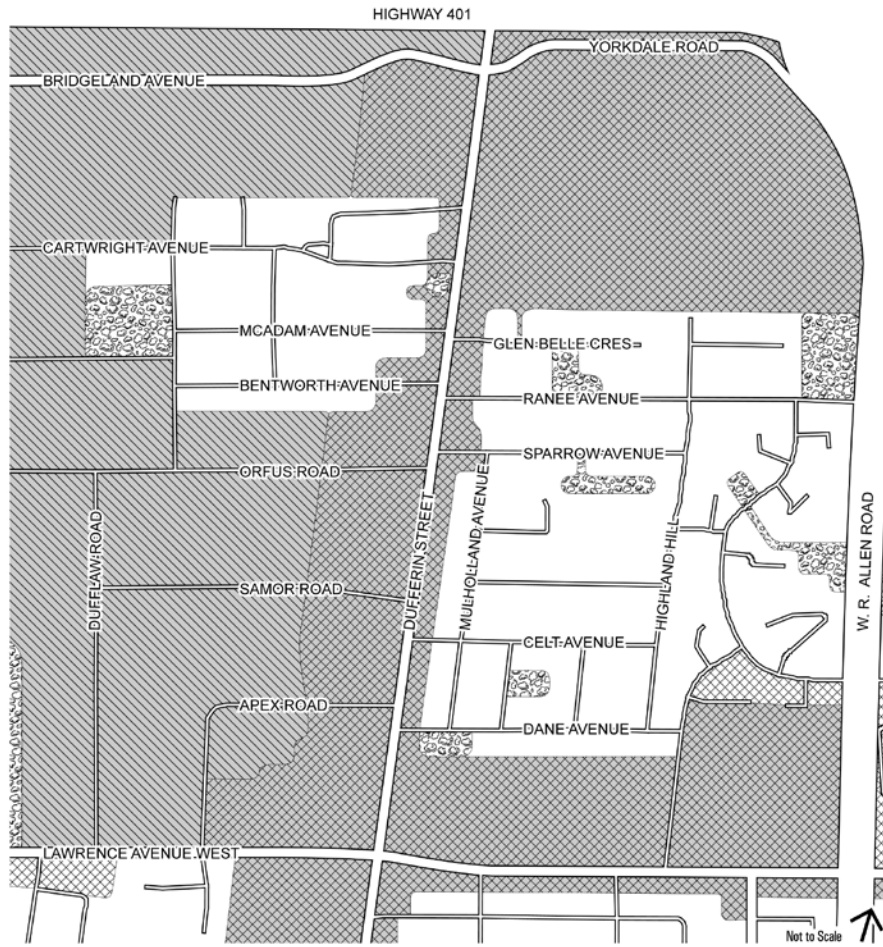


**Dufferin Street Secondary Plan**  
**MAP 36-3 Structure Plan**

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- ▬ Possible Building Edge
- New Public Streets
- ↔ New Public Streets: Conceptual
- 🌳 Public Park
- ★ Urban Plazas
- ▨ Dufferin Gateway
- ..... Dufferin Promenade
- Development Block

Note: The public streets identified on this map are conceptual. The exact number and location of these streets will be determined at the Block Master Plan stage.

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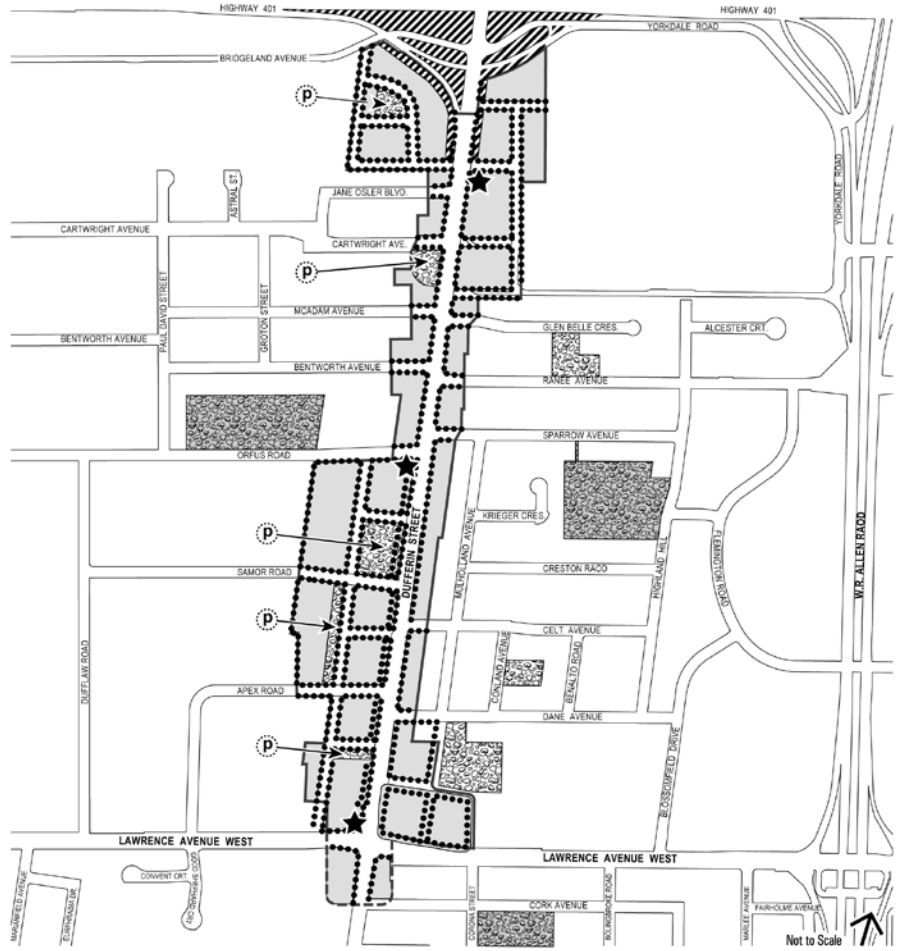


### Dufferin Street Secondary Plan

MAP 36-4 Land Uses

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

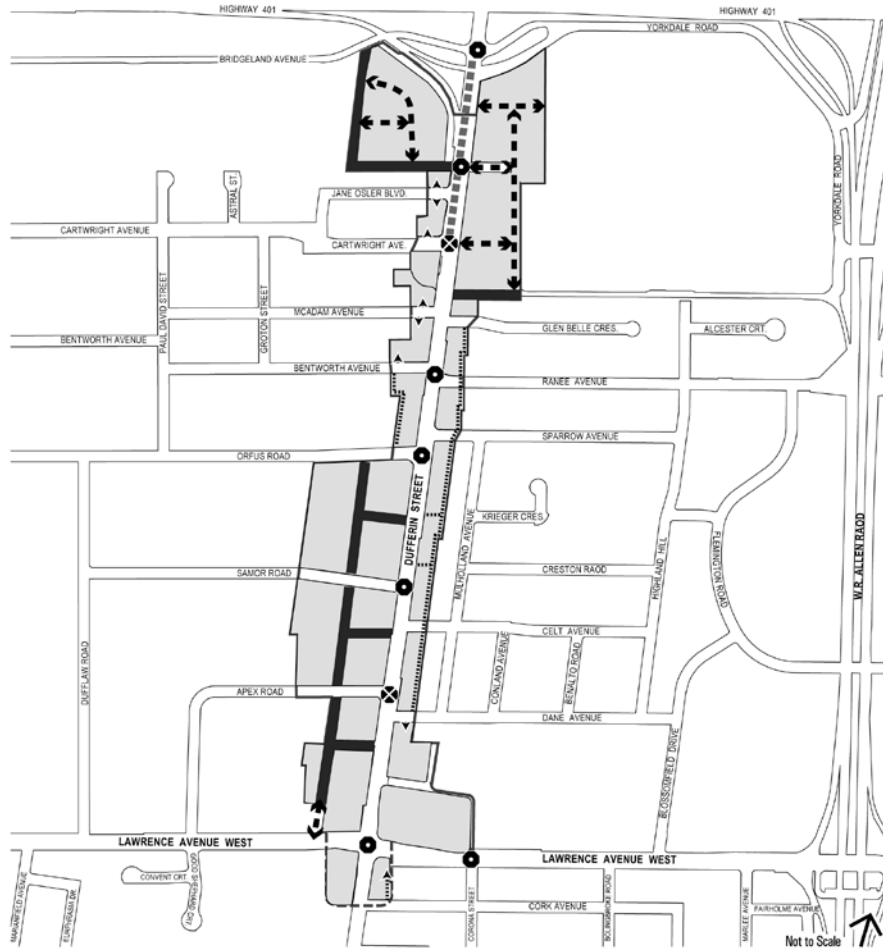
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**Dufferin Street Secondary Plan**  
**MAP 36-5 Greening Plan**

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- (P) 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

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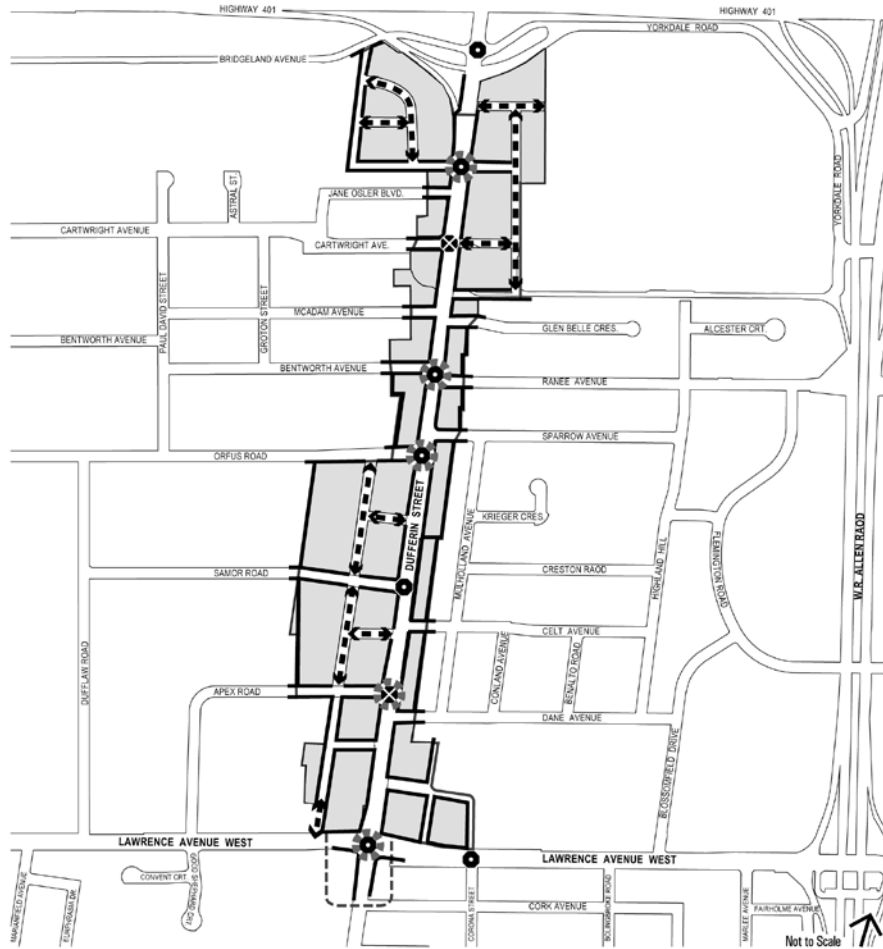
## Dufferin Street Secondary Plan

MAP 36-6 Public Streets Plan

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

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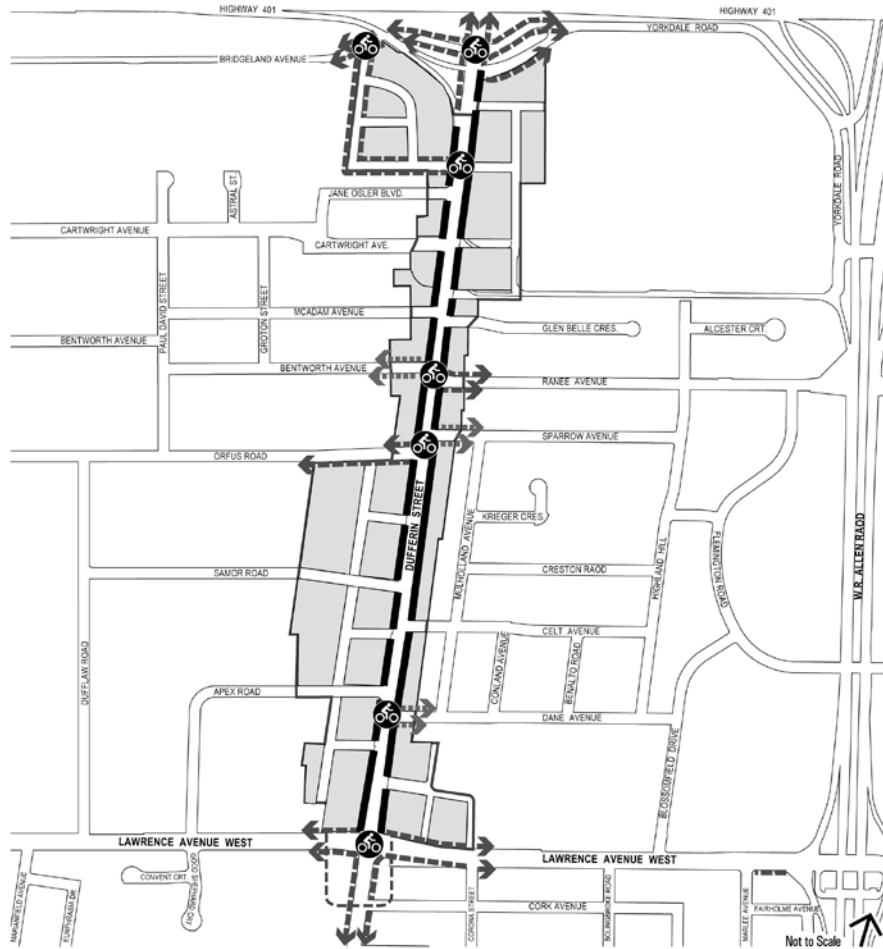


### Dufferin Street Secondary Plan

MAP 36-7a Pedestrian Connections

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

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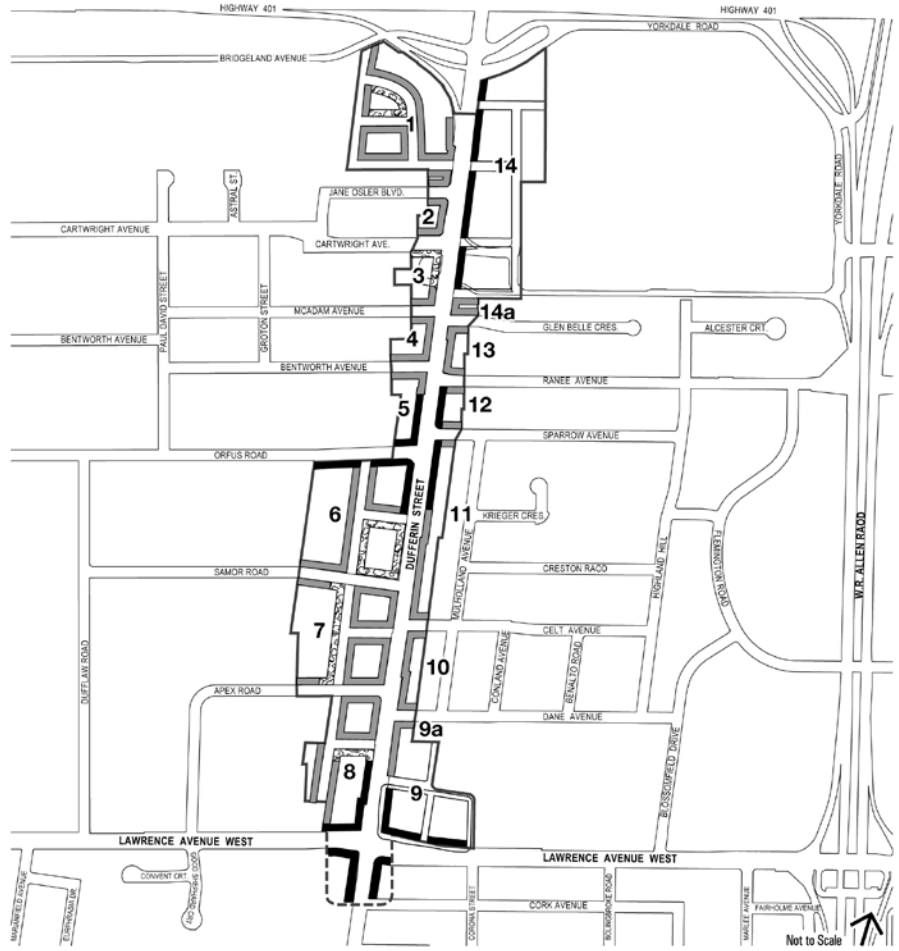


### Dufferin Street Avenue

MAP 36-7b Cycling Connections

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

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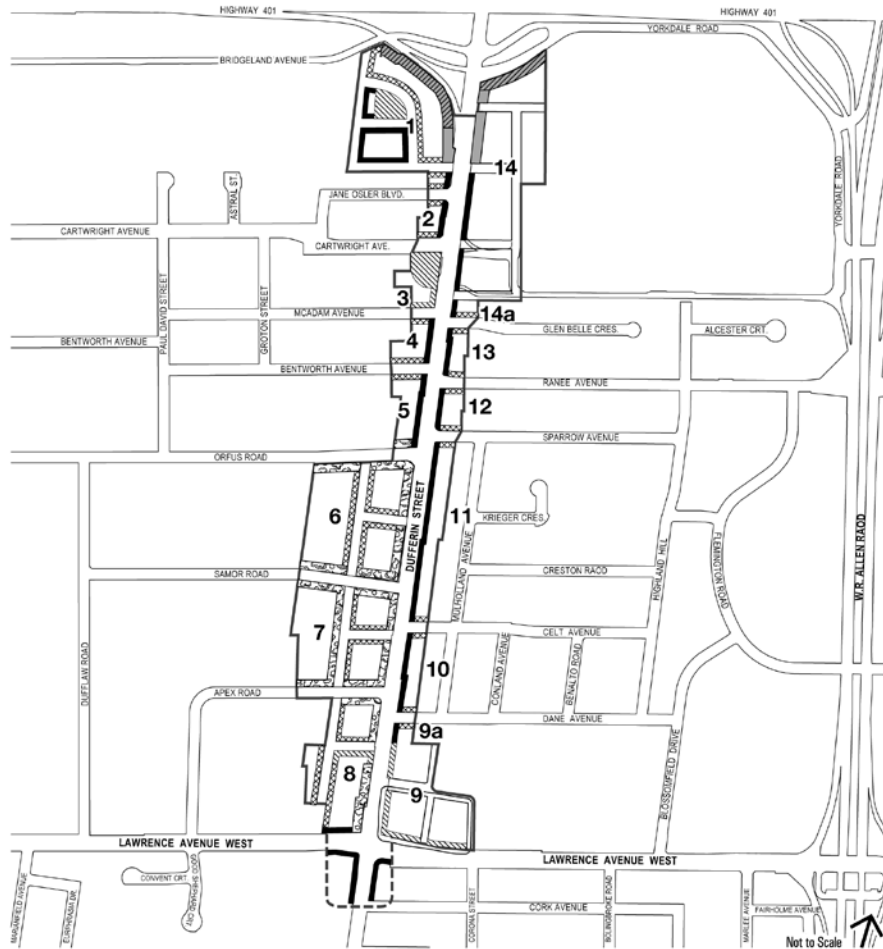


### Dufferin Street Secondary Plan

MAP 36-8 Priority Retail Areas

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

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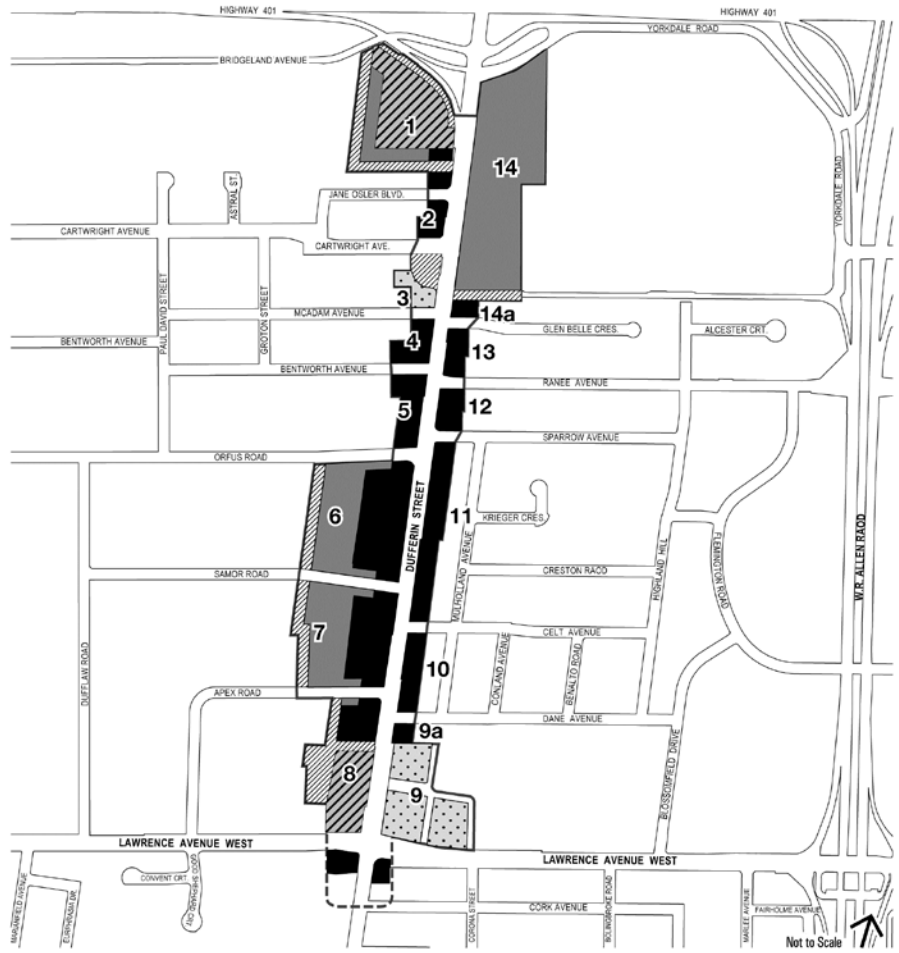


### Dufferin Street Secondary Plan

MAP 36-9 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

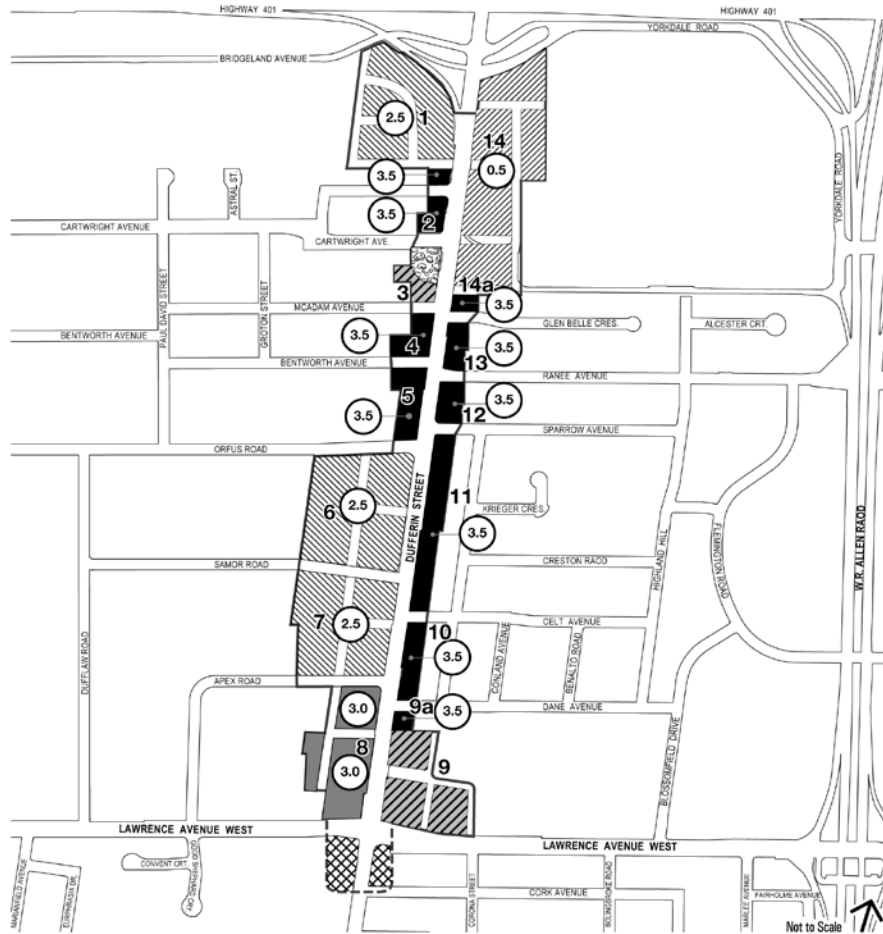
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**Dufferin Street Secondary Plan**  
 MAP 36-10 Building Type Areas

- Secondary Plan Area Boundary
- - - Blocks South of Lawrence
- ▨ Existing or Permitted Tall Buildings Areas
- Mid-rise Areas
- Low-rise Areas
- ▨ Minimum 20m separation area / No build zone
- Approved Development

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### Dufferin Street Secondary Plan

MAP 36-11 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

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## **Attachment 2: Dufferin Street Urban Design Guidelines**