



Michael Melling
michaelm@davieshowe.com
Direct: 416.263.4515
Main: 416.977.7088
Fax: 416.977.8931
File No. 703910

Without Prejudice

May 28, 2021

By E-Mail Only to *Laura.Bisset@toronto.ca* and *Michael.Mahoney@toronto.ca*

Ms. Wendy Walberg, City Solicitor
City of Toronto Legal Services Division
26th Floor, Metro Hall
55 John Street
Toronto, ON M5V 3C6

Attention: Ms. Laura Bisset and Mr. Michael Mahoney

Dear Ms. Walberg:

**Re: Official Plan Amendment No. 478 ("OPA 478") Mediation
L.P.A.T. Case No. PL200072
Tri-Metro Investments Inc. ("Tri-Metro")**

As you know, we are counsel to Tri-Metro, the owner of lands municipally known as 2721 Danforth Avenue (the "**Property**").

The Property is located on the south side of Danforth, west of Guest Avenue, is approximately 0.57 ha (1.42 ac) in size, and comprises a portion of the lands occupied by an existing Canadian Tire Store, an associated garden centre, and a parking lot.

The Property is within the boundaries of OPA 478, which was adopted by the City and appealed to the Local Planning Appeal Tribunal (the "**Tribunal**") by numerous landowners, including Tri-Metro. The appeals are scheduled for a 30-day Hearing commencing on April 4, 2022.

OPA 478 has been the subject of extensive private mediation, which occurred over eighteen sessions beginning on November 18, 2021, and concluding on May 26, 2021. The Mediation resulted in proposed policy language and mapping that Tri-Metro supports. It is appended to this correspondence (the "**Revised OPA**").

Our client very much appreciates, and wishes to acknowledge, the hard work of City staff over the course of the Mediation.

Our client believes that the Revised OPA represents an appropriate resolution of its OPA 478 appeal. Therefore, if Council endorses the Revised OPA at its meeting beginning on June 8, 2021, and instructs the City Solicitor to support the Revised OPA at the Tribunal, our client will settle its appeal on the basis of mutual support of the Revised OPA, and no costs.

We look forward to receiving notice of Council's decision. In the meantime, do not hesitate to contact me or our associate Zachary Fleisher at zacharyf@davieshowe.com should you have any questions, or require anything further in advance of presenting the Revised OPA to Council.

Yours sincerely,
DAVIES HOWE LLP



Michael Melling

MWM:zf

encl.: As above

copy: Mr. Ted Davidson, Ted Davidson Consultant Inc.
Clients

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019, as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main Street; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road.

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 enacts:

1. The attached Amendment No. 478 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,
Speaker

ULLI S. WATKISS,
City Clerk

(Seal of the City)

AMENDMENT NO. 478 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 2451-2763 DANFORTH AVENUE;
2494-2774 DANFORTH AVENUE; 143-315 MAIN STREET; 124-308 MAIN STREET; 2185-2225
GERRARD STREET EAST; 2192-2210 GERRARD STREET EAST; 90-76 KIMBERLY
AVENUE; AND 6-30 DAWES ROAD**

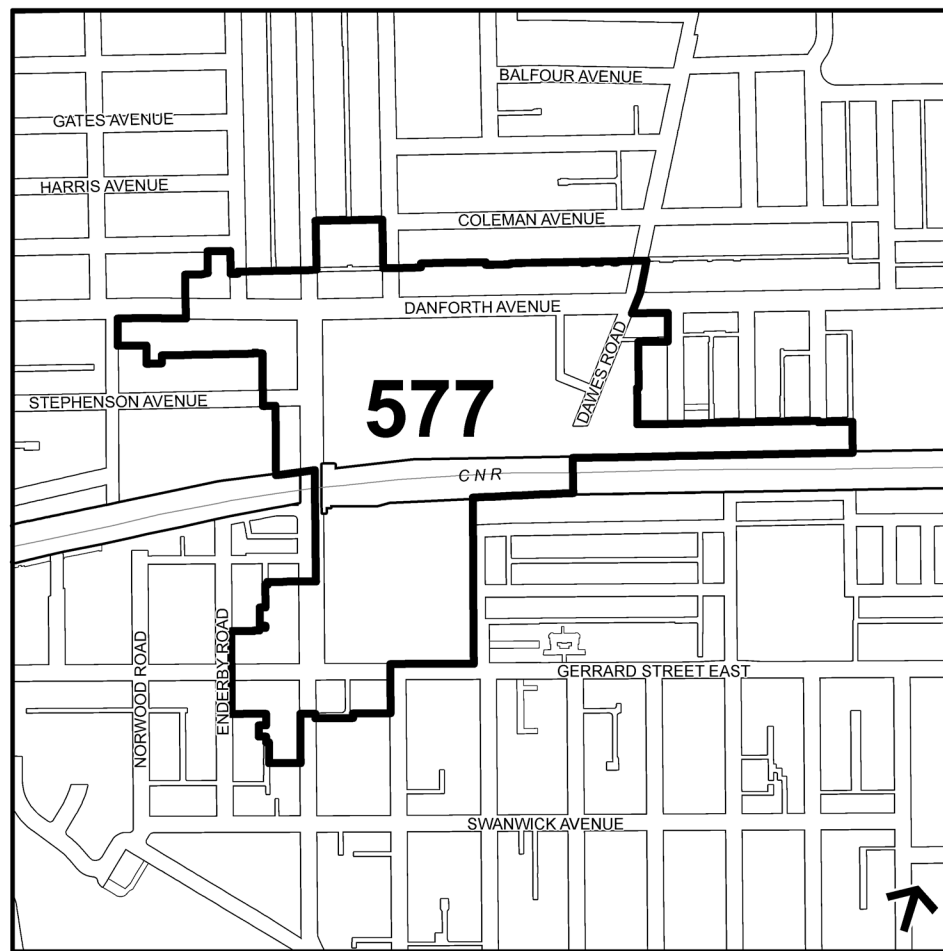
The Official Plan of the City of Toronto is amended as follows:

1. To amend Map 3 to extend Dawes Road generally 150 metres south of Danforth Avenue. This existing portion of Dawes Road will have a non-uniform width, to be retained as existing at the time of Plan adoption.
2. Schedule 2 of the Official Plan, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt road:

Street Name	From	To
Dawes Road (extension)	Dawes Road terminus south of Danforth Avenue	Danforth Avenue

3. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 577 for lands known municipally in 2019 as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road, as follows:

577. Main Street between Danforth Avenue and Gerrard Street East, and Danforth Avenue between Main Street and Dawes Road



1. Objectives

This Site and Area Specific Policy has the following objectives:

- 1.1 Establish a public realm structure of streets, parks, and open spaces that create opportunities for orderly development and intensification.
- 1.2 Establish a complete, mixed-use, mixed-income community with an appropriate land use mix that includes a full range of housing, retail and commercial uses, employment uses, community service facilities, public parks and open spaces.
- 1.3 Foster employment opportunities that support a vibrant local economy.
- 1.4 Establish a network of public streets and mid-block connections that create a highly permeable community with connections both within and to the surrounding area to support this complete community and create opportunities for redevelopment.
- 1.5 Organize through the future intensification and redevelopment opportunities contemplated in this SASP the complete community to have a network of programmable public parks, and open spaces such as Privately-Owned Publicly-Accessible spaces (POPS) interspersed to provide passive and active outdoor recreational opportunities for residents, employees, and visitors.
- 1.6 Promote opportunities for complete streets and active and safe transportation.

- 1.7 Provide built form and massing in good proportion that responds to existing built heritage resources. Built form will include mid-rise buildings as well as consistent, pedestrian-scaled base buildings punctuated by appropriately spaced towers. New development will fit within its existing and planned context.
- 1.8 Ensure land uses and built form are compatible with, support, and appropriately limit impacts on light, view and privacy to surrounding properties and neighbourhoods.
- 1.9 Conserve and promote cultural heritage resources.
- 1.10 Create a sustainable and resilient community with a focus on higher energy efficiency, lower greenhouse gas emissions, retaining stormwater, and enhancing the quality and quantity of biodiversity.
- 1.11 Promote integration of new development with public transit stations.
- 1.12 Promote design excellence and high quality architectural and landscape design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible design for development/redevelopment, public realm improvements, and parks and open space design.
2. Public Realm
 - 2.1 Streets and Block Network
 - 2.1.1 New development as contemplated in this SASP will create a walkable public street, private lane and/or midblock connection network as shown generally on Map 2A (Streets and Block Plan) and Map 4 (Parks and Public Realm Plan) that will improve pedestrian permeability, provide access and addresses for new development, and provide access for emergency vehicles and other City services. The precise location and configuration of the new public street and private lanes will be determined in association with future site-specific development applications.
 - 2.1.2 The new public street as generally shown on Map 2A (Streets and Block Plan) will have an 18.5 metre right-of-way width, inclusive of the passenger pick-up and drop off described in Sections 2.1.4 to 2.1.6 of this SASP, when the new public street is fully constructed in accordance with this SASP.
 - 2.1.3 Future site-specific development applications will be required to convey portions of the new public street described in Section 2.1.2, as such development is approved. The new public street may be constructed in stages, provided that it can be demonstrated, to the satisfaction of the General Manager, Transportation Services and the Chief Planner, that each stage of construction of the public street is safe and functional. An interim condition may be considered to allow public frontage and access to development sites and to the rail corridor.
 - 2.1.4 The south side of the east-west extension and/or the west side of the north-south extension of the new public street as generally shown on Map 2A (Streets and Block Plan) will provide for a passenger pick-up and drop-off area of at least 10 spaces for the dedicated use of transit riders accessing the Lakeshore East GO rail corridor.
 - 2.1.5 The passenger pick-up and drop-off area will provide for barrier-free spaces totalling no less than 12 metres in length per space, so that such barrier-free parking space can accommodate two vehicles.
 - 2.1.6 Where adjacent to the passenger pick-up and drop-off area, sidewalk widths shall be no less than 4.1 metres. Where adjacent to the barrier-free spaces of the passenger pick-up and drop-off area,

sidewalk widths shall be no less than 2.1 metres, to accommodate access for specialized transit vehicles.

- 2.1.7 The north-south extension of the new public street as generally shown on Map 2A (Streets and Block Plan) will connect to the existing signalized intersection at Danforth Avenue.
- 2.1.8 The private lanes generally shown on Map 2A (Streets and Block Plan) will, as appropriate, provide vehicle, parking and servicing access, be publicly accessible, and should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.
- 2.1.9 Public streets will be designed with consideration for opportunities to interpret and commemorate the historic environment, including Indigenous histories related to Dawes Road, the Grand Trunk Railway yards and related industries, and Little York.
- 2.1.10 The existing east-west portion of Guest Avenue may be closed, and Guest Avenue extended southerly as a public lane within the 10-30 Dawes Road lands, to join the east-west extension of the new public street; in which case, the public lane will have a minimum right-of-way width of 6.4 metres (including curbs), will be conveyed to the City, and should be comfortable for pedestrian movement, safe, and publicly accessible. Additionally, if the existing east-west portion of Guest Avenue is closed and Guest Avenue extended southerly as a public lane, a woonerf walkway with a minimum width of 2.5 metres is required on the east side of the new lane within the 10-30 Dawes Road lands, which will be subject to a surface easement for public use. High quality soft landscaping and decorative pavers are encouraged on the woonerf.

2.2 Sidewalks and Midblock Connections

- 2.2.1 Public streets will generally have a total sidewalk width (i.e. curb to building face) of 6 metres, where a tall building is proposed, and a total sidewalk width of 4.8 metres, where a mid-rise or low-rise building is proposed.
- 2.2.2 Where there is a strong, legible, historic character of street-oriented buildings on or adjacent to a development site, narrower sidewalk widths than outlined in Section 2.2.1 may be considered. Minimum sidewalk widths may also be less than the required minimums where sidewalks are adjacent to properties on the Heritage Register.
- 2.2.3 Midblock connections, where feasible, should be comfortable for pedestrian movement, safe, and publicly accessible, improving connections to Main Street TTC Station and Danforth GO and ensuring permeability. Soft landscaping is encouraged on midblock connections.
- 2.2.4 Pedestrian connections to improve access to Main Street TTC Station and Danforth GO Station will be required through redevelopment.
- 2.2.5 The precise location and configuration of the new midblock connections, will be determined in association with future site-specific development applications.

2.3 Parks and Open Space

2.3 Parks and Open Space

- 2.3.1 New public parks and open spaces will be located as shown on Map 4 (Parks and Public Realm Plan). In particular:
 - a) a larger central public park will be located within the area outlined on Map 4 (Parks and Public Realm Plan), and more particularly, in the block bounded by the proposed North-South extension of Dawes Road, the proposed East-West extension of Dawes Road, Guest Avenue, as may be extended in accordance with policy 2.1.10, and Danforth

Avenue. The larger central public park will have frontage on a public street, and will be a focal point for the new community. It will provide opportunities for a mix of active and passive programming and promote social gathering; and

- b) another public park will have frontage on Danforth Avenue and will act as a mid-block connection from Danforth Avenue to Stephenson Park, as well as the neighbourhoods to the south.

2.3.2 The precise size, location and configuration of new public parks and open spaces will be determined through the development review process.

2.3.3 Assembling parkland dedications and parkland conveyances from more than one development will contribute to the creation of public parks. Parkland dedications and conveyances may be secured through landowner agreements, in conjunction with the City.

2.3.4 The location and design of public parks will be guided by the following objectives:

- a) have a functional size, shape and appropriate public street frontage to provide the greatest possible benefit to safety and visibility for those accessing the park or nearby POPS, and be seamlessly integrated and connected to the broader public realm;
- b) be developed as a focal point in the community, providing easy access for surrounding residents, workers and visitors;
- d) fit harmoniously within the planned built form context of each of the three Character Areas, allowing for relief between existing and new buildings;
- e) create a seamless relationship between streets, parks and other elements of the public realm;
- f) contribute to a pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm;
- g) where possible, provide opportunities for expansion when adjacent properties redevelop;
- h) create spaces that provide visual interest and achieve design excellence;
- i) encourage public life through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, active uses at grade and programming;
- j) provide site-specific place-making opportunities through public art, heritage interpretation and cultural expression, including celebrating Indigenous histories;
- k) support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
- l) accommodate people of all ages and abilities year-round;
- m) include green infrastructure that enhances the ecological function of the public realm, supports storm water management and promotes biodiversity, in accordance with best practices and standards;
- n) be designed and built with high-quality and durable materials that can be maintained and that support the intensity of use by residents, workers and visitors; and
- o) be designed for thermal comfort through maximizing sunlight access and minimizing wind impacts to improve usability, enjoyment and opportunities for vegetation growth.

2.3.5 Parkland provision will be considered in the following order of priority:

- a) on-site dedication;
- b) off-site dedication;
- c) cash-in-lieu of parkland.

2.3.6 Where, as part of a development, an on-site parkland dedication is determined to not be technically feasible or desirable by the City, an off-site parkland dedication that is in the vicinity of the development site, or that contributes to the Parks and Public Realm Plan shown in Map 4 (Parks and Public Realm Plan), may be substituted for an on-site dedication prior to the consideration of cash-in-lieu of land, at the City's discretion.

2.3.7 Where parkland contributions are unable to provide for the new public parks as generally identified in Section 2.3.1 and on Map 4 (Parks and Public Realm Plan), alternative locations and configurations for public parkland may be considered, provided the alternative location and/or configuration meets Section 2.3.4 of this SASP.

2.3.8 Additional public parks and open spaces may be added to the network conceptually illustrated on Map 4 (Parks and Public Realm Plan), without amendment to this SASP, as opportunities arise.

2.3.9 Development abutting public parks will:

- a) achieve the required Ontario Building Code setbacks related to fire separation in order to allow the building and any of its exterior amenities to be provided and maintained on the development site;
- b) provide an appropriate interface between public and private lands;
- c) be oriented to maximize public access and views to the park;
- d) be designed to have an attractive façade with animated uses at grade;
- e) provide for casual overlook, increasing the passive surveillance and safety of the park;
- f) be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
- g) be located and designed to minimize shadowing on parks; and
- h) avoid locating loading and servicing areas abutting parks; and where avoidance is not possible, loading and servicing areas abutting parks will be visually screened from the park.

2.4 Potential New Privately Owned, Publicly-Accessible Spaces (POPS)

2.4.1 Potential New POPS are strongly encouraged as part of new development. POPS should be strategically located in Character Area C as conceptually illustrated on Map 4 (Parks and Public Realm Plan). POPS provided through development will increase the variety of publicly-accessible spaces with a range of uses and amenities for the enjoyment of all users, and provide transitions between buildings and the public realm. POPS do not replace the need for new public parks.

2.4.2 The open space proposed to be adjacent to the rail corridor will be in keeping with all rail safety guidelines. This open space will provide unrestricted access to the general public and be a high quality, sustainable, attractive, and safe space. Its design should engage with the Lakeshore GO East rail corridor and protect for pedestrian connections to the rail corridor, to the satisfaction of the City in consultation with Metrolinx.

2.4.3 POPS will be guided by City's Design Guidelines for Privately-Owned, Publicly-Accessible Spaces (POPS).

3. Community Services and Facilities

3.1 New and/or improved community facilities will be required in order to achieve the amount and range of community services and facilities necessary to serve future growth as a result of greater intensification near higher order public transit.

3.2 Community services and facilities will be:

- a) located in highly visible and accessible locations, on public streets with strong pedestrian, cycling and transit connections;
- b) designed in a manner that promotes flexible multi-purpose facilities that can be adjusted to meet the varied and evolving needs of the complete community; and
- c) delivered in a timely manner to support residential and non-residential growth.

3.3 Innovative approaches to providing community services and facilities will be encouraged, including shared uses and integrating facilities within private developments that maintain public accessibility.

3.4 Development that is phased will include required facilities as part of the first phase of development.

3.5 Community services and facilities priorities for the area governed by this SASP are listed below:

- a) capital improvements to and/or the replacement of area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space;
- b) securing space within developments for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy; and
- c) child care spaces.

Priorities may change or be expanded based upon monitoring and review of needs and demand as the area develops and/or changes.

3.6 Development will replace the total gross floor area of any existing on-site community services and facilities to ensure no net loss of community space. The replacement of any existing community services and facilities off-site will be at the City's discretion.

4. Sustainability and Resilience

4.1 New development will be strongly encouraged to achieve the highest level of the Toronto Green Standard, including achievement of near zero emissions and retention of 100% of rainfall and snowmelt.

4.2 Development will be encouraged to:

- a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- b) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) integrate on-site renewable energy and electricity production to reduce electricity demand;
- d) provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and
- e) limit the loss of embodied energy and emissions contained within the existing building stock.

4.3 Owners of existing apartment buildings will be encouraged to renovate and retrofit older apartment buildings in order to reduce energy use and greenhouse gas emissions, absorb more stormwater, reduce urban heat island impacts and improve resilience, especially when proposing new infill development on their lands.

5. Parking and Loading

5.1 The following are encouraged to reduce parking demand:

- a) car-share facilities; and

- b) shared parking among uses that have different peaking characteristics.
- 5.2 Parking facilities may be provided on the ground floor only if enclosed by active uses that face the public realm.
- 5.3 Above-grade parking structures may also be permitted in the base of buildings above the ground floor for development that abuts the rail corridor.
- 5.4 Developments adjacent to each other are encouraged to share consolidated access points from the public street or public laneways for parking and loading. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.
- 6. Land Use
 - 6.1 Non-residential uses that provide for employment opportunities are required in Employment Priority Areas, as shown on Map 3 (Employment Priority Area). Tall buildings within the Employment Priority Area must provide non-residential uses generally on the first and second floors, and are also encouraged to provide such uses on higher floors. Non-residential uses can include: office, commercial, community services and facilities, creative industry (e.g. music, arts, "makerspaces"), medical, tourism, cultural, institutional, studio, service, civic uses, and other uses to be determined through a site-specific Zoning By-law Amendment process. Uses required for the functionality of the building, such as elevators, lobbies, loading areas and parking ramps are also permitted on non-residential floors.
 - 6.2 Active uses will be located along the ground floor of development with frontages along public streets, public parks, and privately owned, publicly-accessible open spaces. Active uses include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers, recreational and arts facilities, institutional uses, and building lobbies.
 - 6.3 The amount, type and location of required non-residential uses for properties that abut the rail corridor will be determined through the rezoning process, having regard to rail safety and mitigation requirements and the limitations that may result for remaining areas within the base building. Where the non-residential uses required by Section 6.1 are not feasible, as a result of rail safety mitigation requirements, an amount of space, to be determined through the rezoning process, will be dedicated to other uses such as affordable housing, provided such uses conform with the policies of Section 10 of this SASP.
- 7. Built Form
 - 7.1 Character Area A
 - 7.1.1 Development in Character Area A, as shown on Map 5 (Mixed Use Character Areas Plan), will conform to those policies set out in Site and Area Specific Policy 552.
 - 7.2 Character Area B
 - 7.2.1 Development in Character Area B, as shown on Map 5 (Mixed Use Character Areas Plan), may be low-rise or mid-rise. The maximum building height will generally be no taller than the width of the adjacent right-of-way with appropriate transition to adjacent properties designated Neighbourhoods.
 - 7.2.2 New and modified mid-rise buildings in Character Area B will employ setbacks, stepbacks, and angular planes in order to limit impacts on light, view and privacy to adjacent properties designated Neighbourhoods.

- 7.2.3 Mid-rise building design will have regard for the City of Toronto Council adopted Avenues and Mid-rise Building Study.
- 7.3 Character Area C
- 7.3.1 A planned function of Character Area C is to accommodate transit-supportive development. New development in Character Area C, as identified on Map 5 (Mixed Use Character Areas Plan), will include new tall buildings in slender towers with compact floor plates and new mid-rise buildings, where appropriate.
- 7.3.2 New tall buildings will:
- a) appropriately limit physical impacts on lands designated *Neighbourhoods* in order to achieve compatibility in scale between buildings of different intensity, ensure appropriate access to sunlight and sky view, and appropriately limit shadows and overlook. This can be achieved using a variety of measures – individually or in different combinations – including, but not limited to, angular planes, stepping of heights, location and orientation of the building(s), the use of setbacks and step-backs of building mass, and separation distances;
 - b) have a tower floor plate no larger than 750 square metres unless it can be demonstrated that the impact of a larger floor plate (sunlight/shadow, transition, sky view and wind) can be appropriately mitigated;
 - c) appropriately limit shadow impacts on properties designated *Neighbourhoods* and new and existing public parks and open spaces, as well as appropriately limit shadow impacts on the sidewalk on the north side of Danforth Avenue;
 - d) provide appropriate tower setbacks from side and rear lot lines; and
 - e) provide appropriate separation between towers.
- 7.3.3 Mid-rise buildings located in Character Area C should provide appropriate transition to properties designated *Neighbourhoods*.
- 7.3.4 Tall and mid-rise buildings must meet the noise, vibration and rail safety standards in Sections 10.1, 10.2 and 10.3 of this SASP.
- 7.3.5 Mid-rise building design will have regard for the City of Toronto Council-adopted Avenues and Mid-Rise Building Study.
- 7.3.6 Tall building design will have regard for the City of Toronto Council-adopted Tall Building Design Guidelines.
- 7.4 Character Area D
- 7.4.1 Character Area D is illustrated on Map 5 (Mixed Use Character Areas Plan), and has a depth of 37.5 metres.
- 7.4.2 New development in Character Area D will not be subject to the policies of SASP 552, except that new development in Character Area D will have regard for the Danforth Avenue Urban Design Guidelines, and shall:
- a) define appropriate streetwall heights through the use of setbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building façade on Danforth Avenue; and
 - b) accommodate sidewalk widths of a minimum of 4.8 metres from the face of the building to the street curb.

- 7.4.3 Where it can be demonstrated that lots in Character Area D have sufficient width, depth, and appropriate access for parking and servicing, building height above 14 metres may be considered by way of a Zoning By-law Amendment, provided that such development fits under a 45 degree angular plane, taken from the curb of the sidewalk on the north side of Danforth Avenue.
- 7.5 Transit Integration
- 7.5.1 Development adjacent to public transit is encouraged to integrate with public transit stations, such as Main Street TTC Station and Danforth GO Station. This integration should improve visibility, accessibility, and make efficient use of both private and public lands for the benefit of residents, workers, and visitors.
8. Heritage
- 8.1 A Heritage Impact Assessment will be submitted to the satisfaction of the City for any development proposed on or adjacent to those properties identified as potential built heritage resources on Map 6 (Potential Built Heritage Resources).
- 8.2 Properties on the Heritage Register, or properties adjacent to a property on the Heritage Register, will require additional consideration and alternate design solutions which may include additional setbacks, stepbacks and stepping down on building heights over and above the minimum site and urban design standards, and specialized material articulation and treatments.
9. Housing
- 9.1 New residential development will provide a diverse range and mix of housing options, including seniors housing and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.
- 9.2 To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:
- a) a minimum of 10 per cent of the total number of units as three-bedrooms units; and
 - b) a minimum of 25 per cent of the total number of units as units with at least 2 bedrooms.
- 9.3 Indoor and outdoor amenity spaces provided in development containing residential uses are encouraged to be suitable for a range of households, including families with children and pet owners.
10. Noise, Vibration and Rail Safety
- 10.1 Noise and vibration studies submitted in support of development will specifically review the noise and vibration that will be reflected from the rail corridor to the properties surrounding the tracks as a result of the redevelopment of any new building to the tracks. The noise and vibration study will recommend mitigation measures for noise reflection and be implemented through the development by the owner.
- 10.2 New development adjacent to rail lines, spurs and yards must provide appropriate mitigation and safety features to implement the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations.
- 10.3 New development adjacent to rail lines, spurs and yards must prepare a rail safety report that will be circulated to Metrolinx (or the appropriate rail authority) and reviewed to ensure that the proposed safety measures meet applicable rail safety standards.

11. Servicing

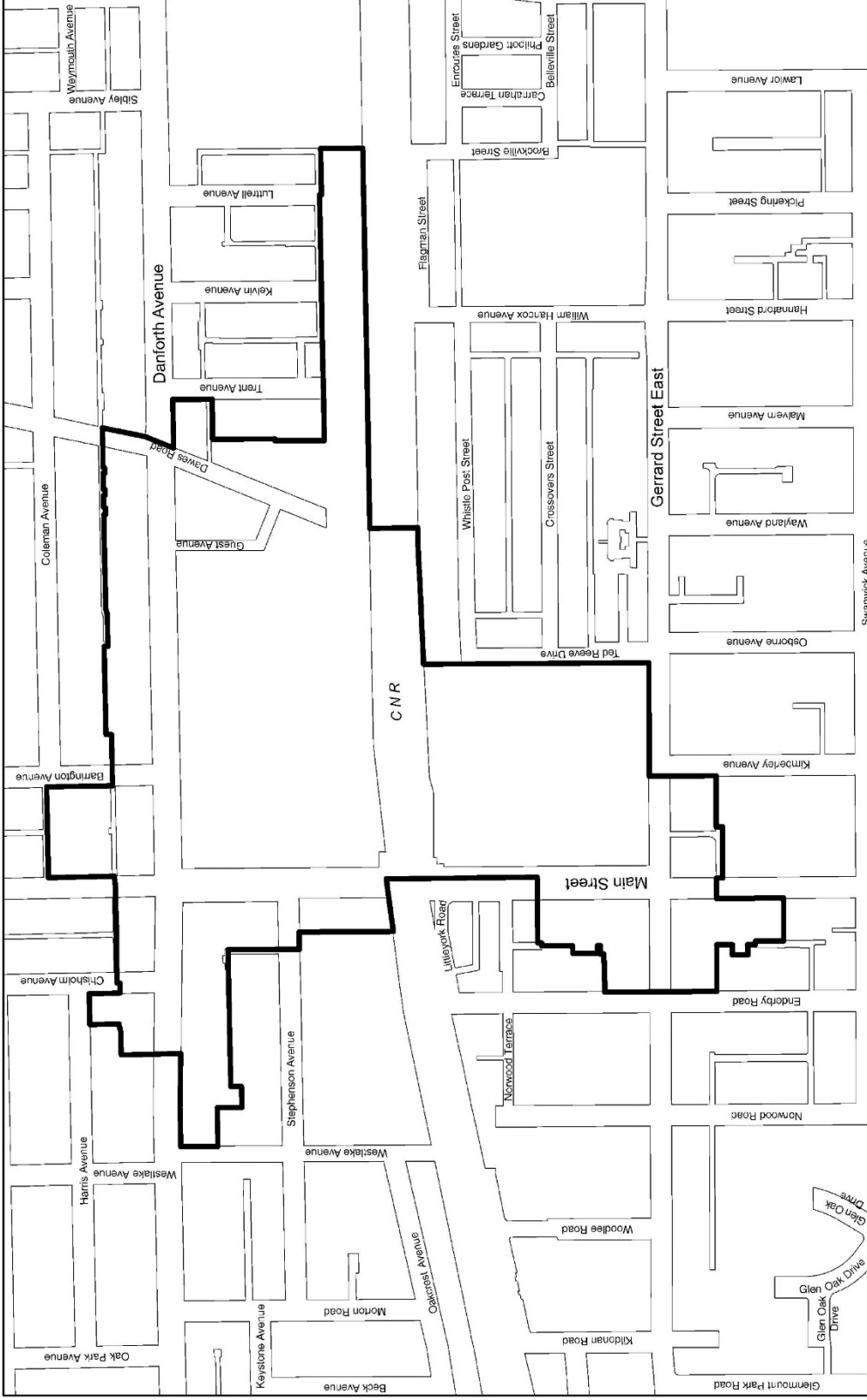
- 11.1 No proposed development shall proceed unless roads, sanitary sewers, watermains and storm sewers, adequate to service that development, are available or can be secured.
- 11.2 New development within Character Area C may be required to provide and pay for new infrastructure or improvements to existing infrastructure (including roads, sanitary and storm sewers, and watermains). Infrastructure requirements, construction, phasing, funding and methods of securing the infrastructure will be addressed as part of the approval of site-specific development applications. A cost-sharing agreement, front-ending agreement, Development Charge credits, or other similar mechanism(s) may be relied upon to finance any new infrastructure or improvements to existing infrastructure. Any Development Charge credit(s) will equal the cost of the improvements that are in excess of the improvements necessitated by and attributable to the development(s)/redevelopment(s), but not to exceed the applicable Development Charge Component, being one or more of Roads, Water, Sanitary Sewer and/or Storm Water Management, as the case may be; provided that the City and the landowner(s) have entered into a prior written agreement in relation to the Development Charge credit, in accordance with the City of Toronto Municipal Code Section 415-9(A).
- 11.3 New development will be required to assess and appropriately implement stormwater management on its site.
- 11.4 Despite Section 11.3, in Character Area C, opportunities may be investigated during the design and construction of the new public street, and POPS to incorporate facilities to manage stormwater, and to divert it from the City's storm sewers, where feasible.
- 11.5 Prior to development in Character Area C, a Master Functional Servicing Report will be required to be prepared by one or more applicant(s) for zoning by-law amendment or site plan approval within Character Area C, to the satisfaction of the City, which will identify any existing and new municipal infrastructure (including upsizing) required to support development(s) and/or redevelopment(s) proposed by such applicants in Character Area C, along with the municipal servicing impacts to the SASP area, and where applicable, for both interim and ultimate scenarios, including analyses of the sanitary/combined, storm and watermain networks. The Master Functional Servicing Report may, as appropriate, be updated over time as new developments and/or redevelopments are proposed within Character Area C. The Master Functional Servicing Report, as updated from time to time, may, and if requested by the City, will include an implementation strategy that identifies the required timing for upgrades, and/or a strategy for fair and equitable cost-sharing between the applicant(s) and, where appropriate, the City.

12. Implementation

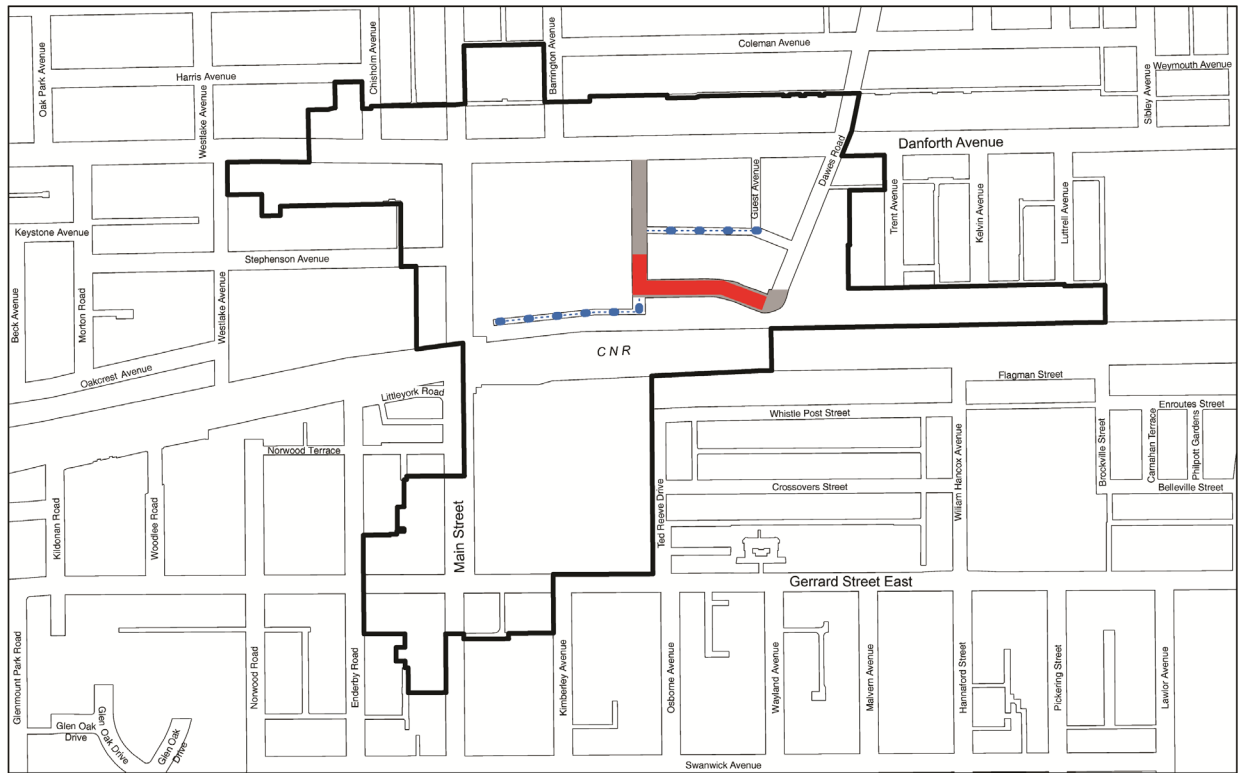
- 12.1 For the purposes of Sections 2.1.1, 2.1.2, 2.1.3, 2.3.1 and 2.3.2 and 11 of this SASP, the existing land use permissions under site specific by-law 249-2000, respecting the lands known municipally in the year 2020 as 2681, 2701, 2721 and part of 2575 Danforth Avenue, and site specific by-law 161-2006, respecting the lands known municipally in the year 2020 as 245-275 Main Street, 2553-2575 and 2625 Danforth Avenue, will continue for the lands regulated by those by-laws. Further development or re-development in accordance with such by-laws will not be required to convey land for public street or public park purposes or to contribute to municipal infrastructure to support redevelopment in accordance with this SASP.
- 12.2 Notwithstanding Sections 2.1.1, 2.1.2, 2.1.3, 2.3.1 and 2.3.2 and 11 of this SASP, minor expansions beyond existing land use permissions, provided for in by-laws 249-2000 and 161-2006, are permitted to the existing retail and service uses on the lands known municipally in the year 2020 as 2681, 2701, 2721 and part of 2575 Danforth Avenue, and to the existing mixed-use buildings on the lands known municipally in the year 2020 as 245-275 Main Street and 2553-

2575 and 2625 Danforth Avenue, without the need to convey land for public street or public park purposes or to contribute to municipal infrastructure to support redevelopment in accordance with this SASP.

- 12.3 Despite Sections 12.1 and 12.2, the conveyance of land for public street and public park purposes shall not be required from the lands known municipally in the year 2020 as 2681, 2701, 2721 and part of 2575 Danforth Avenue until such time as site-specific application(s) for redevelopment of those lands, other than the redevelopment described in Sections 12.1 and 12.2, are made to redevelop the existing retail and service uses for mixed or single-use mid- or high-rise uses, as contemplated in this SASP.
- 12.4 To ensure that the value of the conveyance of lands for the north-south portion of the new public street, described in Section 2.1.2 and shown on Map 2A (Streets and Blocks Plan), is equitably shared among the landowners of the lands known municipally in the year 2020 as 2681, 2701 and part of 2575 Danforth Avenue; and 245-275 Main Street, 2553-2575 and 2625 Danforth Avenue; where one landowner is required to convey proportionally more lands than another landowner the value of the dedication will be compensated through cost-sharing or other agreements between the landowners.



Main Street Planning Study MAP 1 Planning Study Boundary File # 18-159105 SPS 00 02



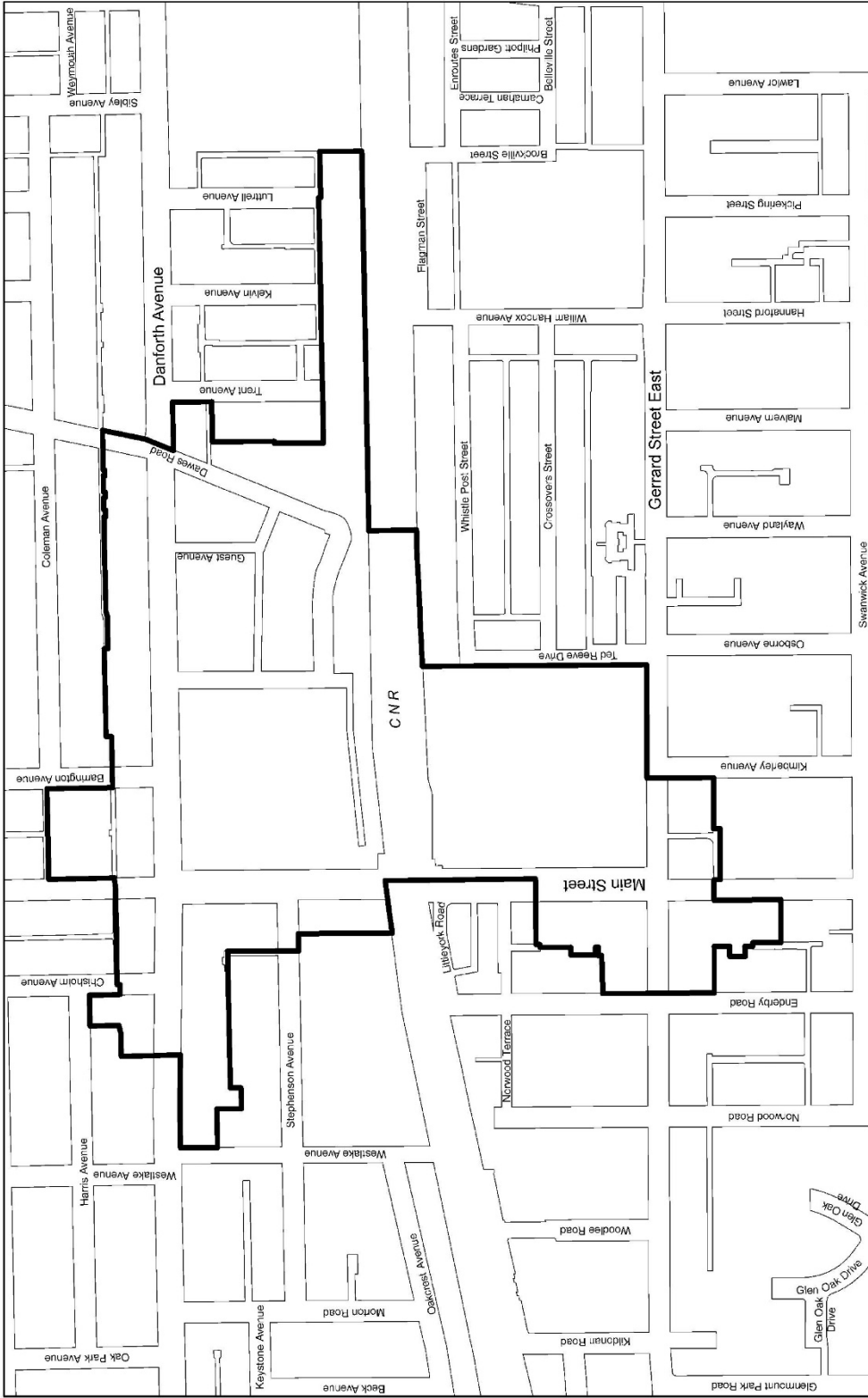
Toronto
Official Plan Amendment #478

Main Street Planning Study
MAP 2A Streets and Block Plan
 File # 18 159105 SPS 00 02

- Study Boundary
- 18.5 Metre Public Road
- Potential Areas for Barrier-Free PPUDO
- Private Lane

↑
 Not to Scale
 05/26/2021

DRAFT - WITH

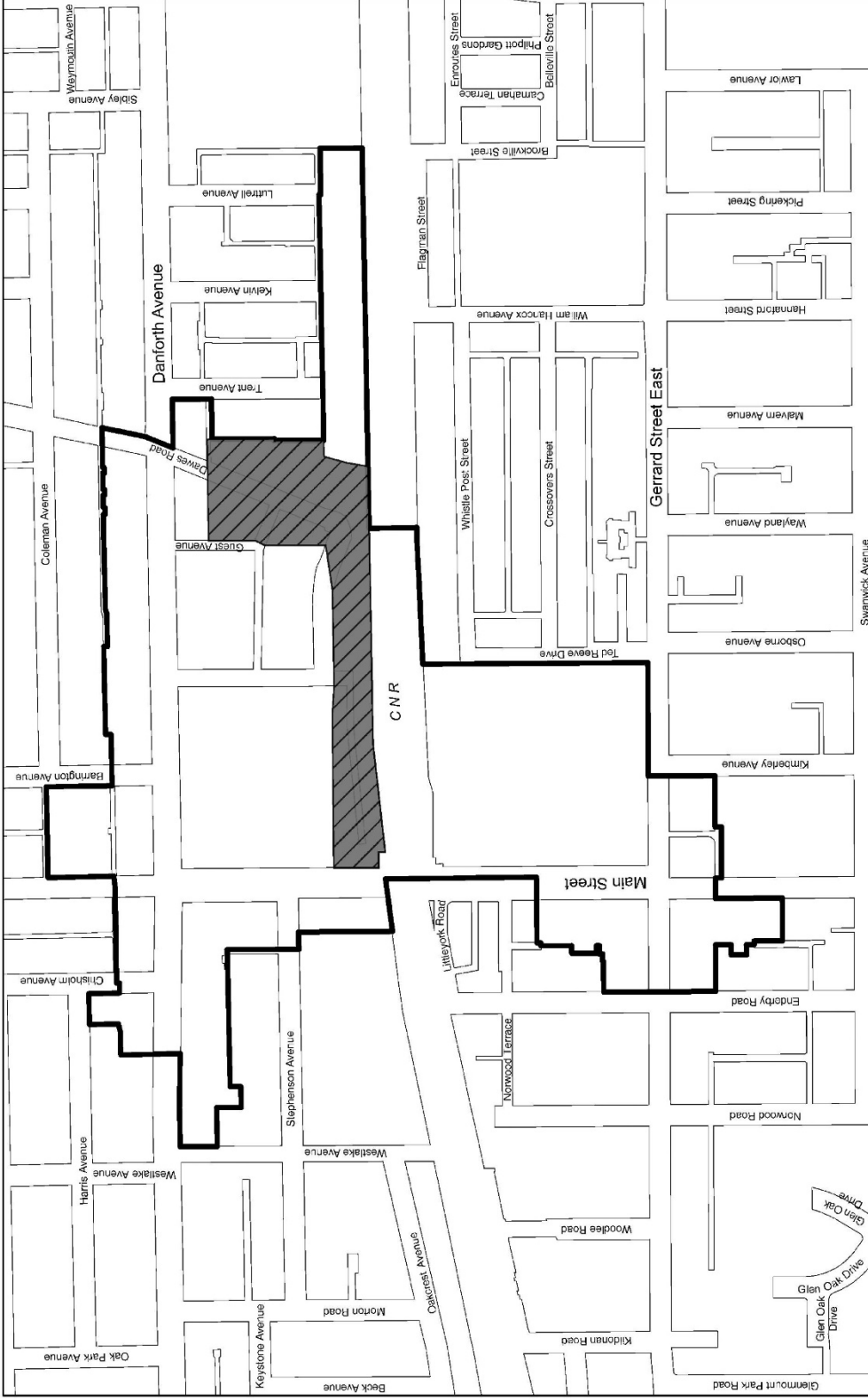


Toronto **Official Plan Amendment #478**

Main Street Planning Study
MAP 2B Streets and Block Plan
 File # 18 159105 SPS 00 02

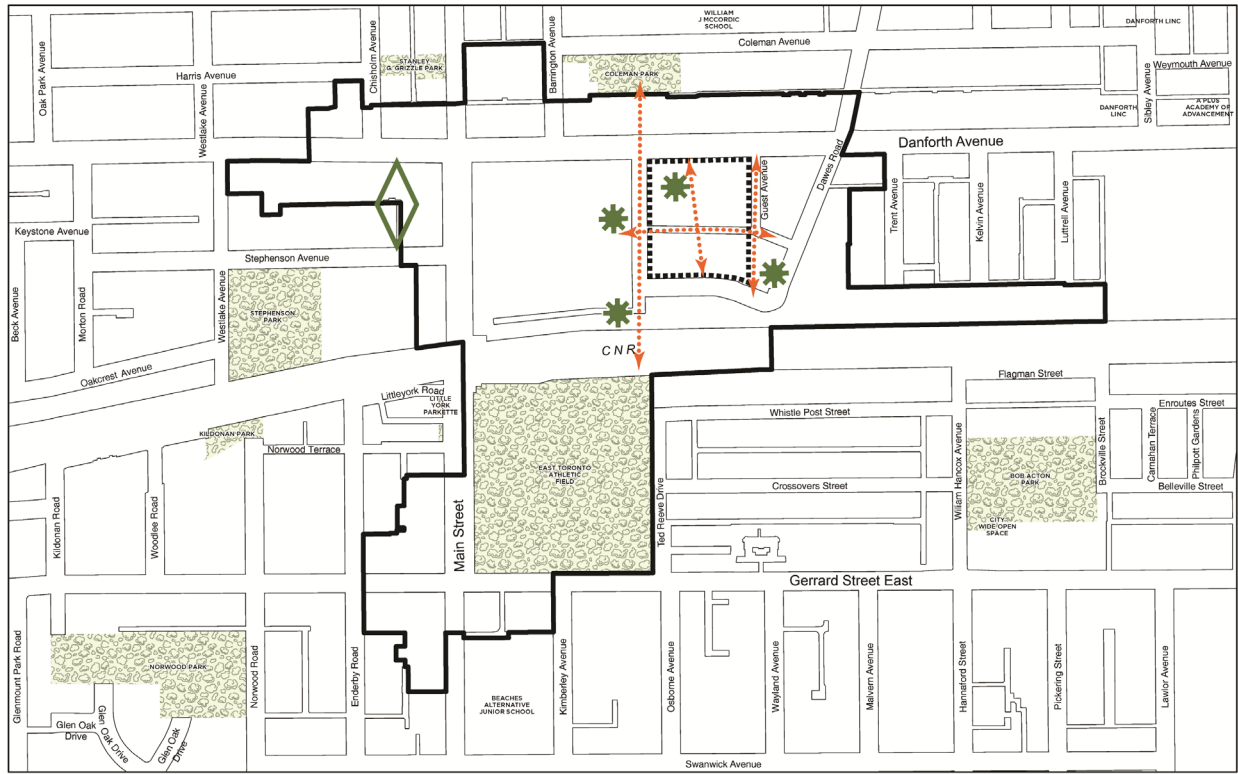
Not to Scale
 11/1/2019

Study Boundary



Toronto
Official Plan Amendment #478
Main Street Planning Study
MAP 3 Employment Priority Area
 File # 18 159105 SPS 00 02

— Study Boundary
 ■ Employment Priority Area
 Not to Scale
 11/06/2019



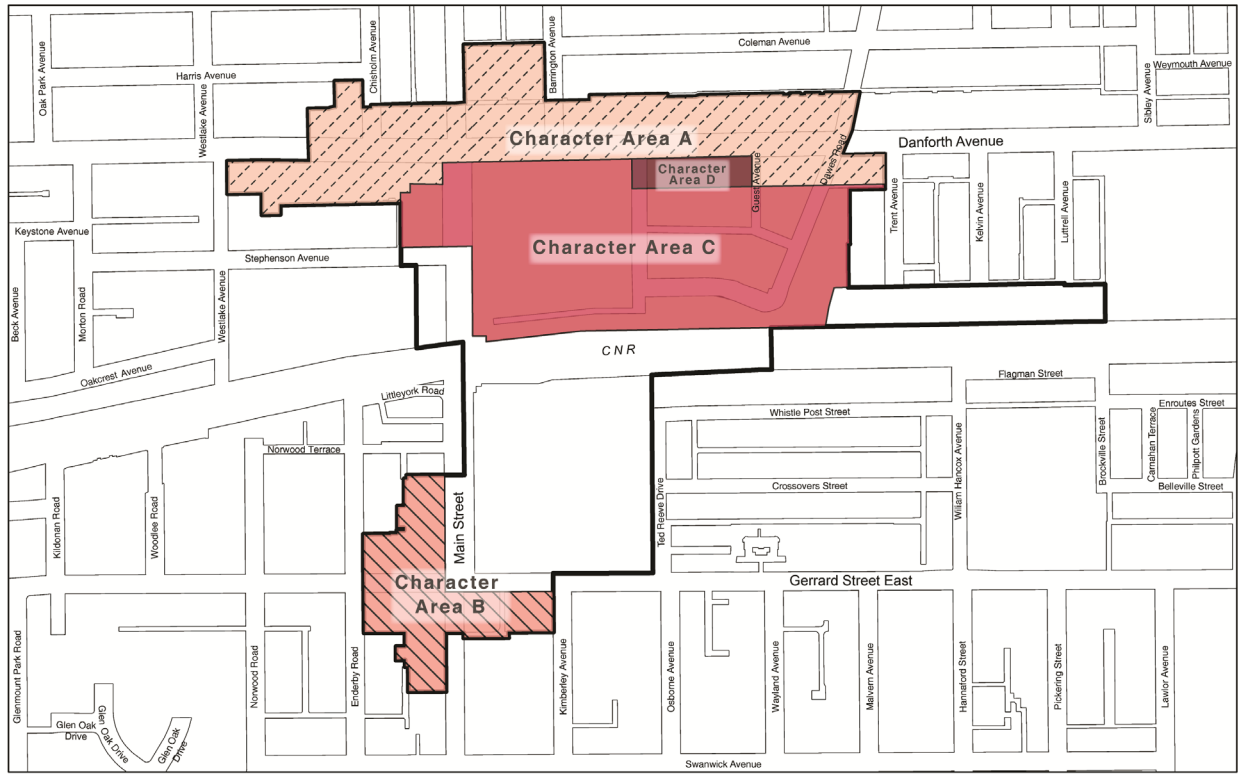
TORONTO
Official Plan Amendment #478

Main Street Planning Study
MAP 4 Parks and Public Realm Plan
 File # 18 159105 SPS 00 02

- Study Boundary
- ★ Potential New Privately Owned Publicly Accessible Space
- ◇ Location of public park with frontage on Danforth Avenue and Stephenson Avenue
- Existing Parks and Open Space
- Midblock Connection
- Block within which the Central Park will be located

↑
 Not to Scale
 05/28/2021

DRAFT - WITHDRAWN



TORONTO
Official Plan Amendment #478

Main Street Planning Study
MAP 5 Mixed Use Character Areas Plan
 File # 18 159105 SPS 00 02

— Study Boundary

- Character Area A
- Character Area B
- Character Area C
- Character Area D

↑
 Not to Scale
 05/28/2021



File # 18 159105 SPS 00 0Z

Not to Scale
05/26/2021