

Draft Official Plan Amendment No. 525

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto
Council on ~, 2021

Enacted by Council: ~, 2021

**CITY OF TORONTO
BY-LAW No. ~-2021**

**To adopt Amendment No. 525 to the Official Plan for the City of Toronto
respecting the King-Parliament Area**

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 attached Amendment No. 525 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

AMENDMENT NO. 525 TO THE OFFICIAL PLAN

King-Parliament Secondary Plan

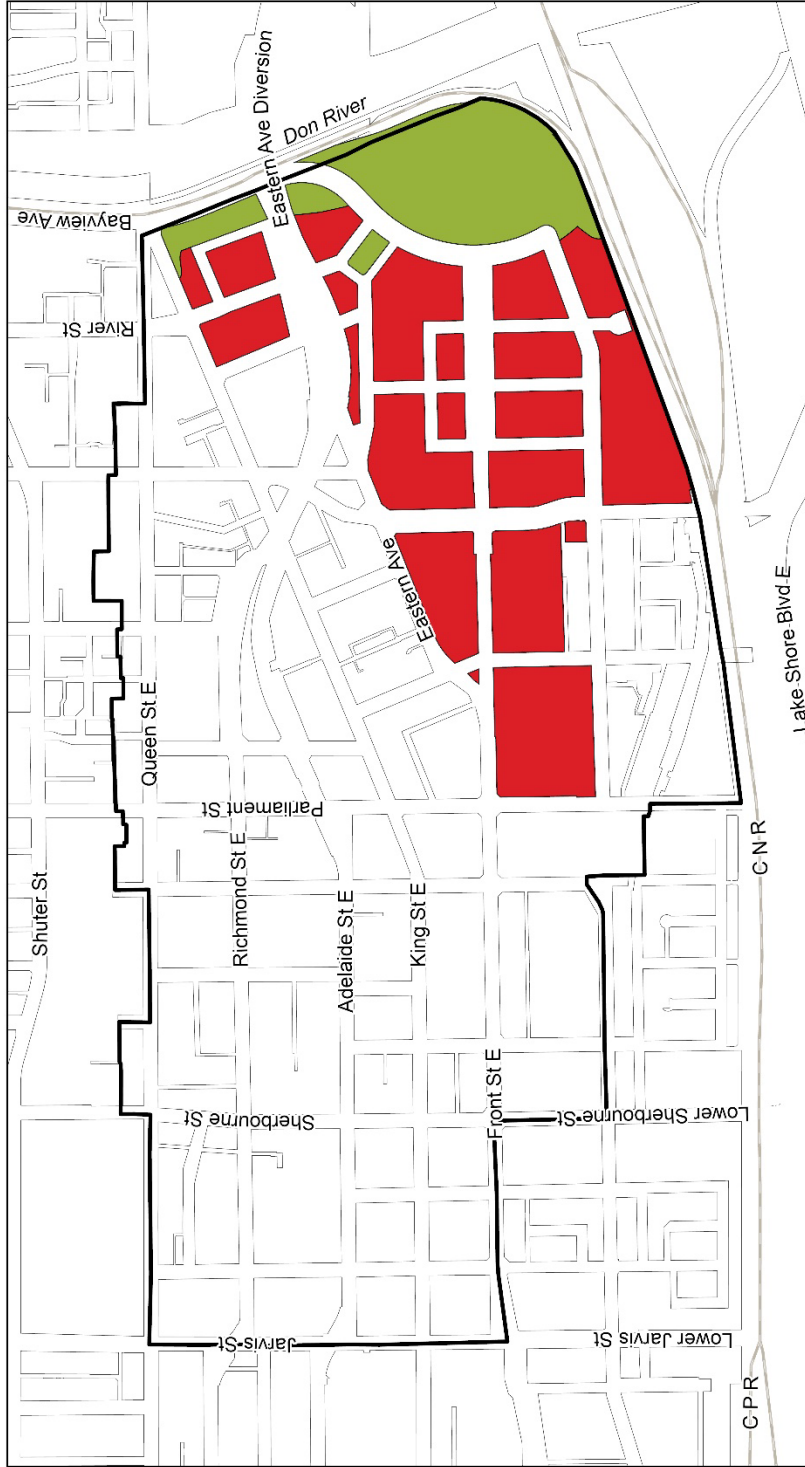
The Official Plan of the City of Toronto is amended as follows:

1. Map 18, Land Use Plan, is amended by re-designating the West Don Lands area, generally bounded by Eastern Avenue, Bayview Avenue, Mill Street and east of Parliament Street from *Regeneration Areas* to *Mixed Use Areas* and *Parks* as shown on the attached Schedule 1.
2. Schedule 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amending by adding the following roads:

STREET NAME	FROM	TO
New Link 1	A point 85 metres east of Parliament Street and 30 metres north of Mill Street	Cherry Street
New Link 2	A point 85 metres east of Parliament Street	New Link 1

3. Map 35, Secondary Plan Key Map, is amended by amending the boundary of the King-Parliament Secondary Plan Area, in accordance with Map 15-1 in the attached Schedule 1.
4. Chapter 6, SECONDARY PLANS, is amended by deleting and replacing Section 15, King-Parliament Secondary Plan as shown in the attached Schedule 2.

SCHEDULE 1



King-Parliament Secondary Plan Schedule 1 West Don Lands Mixed Use Area



King-Parliament Secondary Plan Boundary



Mixed Use Areas



Parks



Not to Scale

SCHEDULE 2

15

King-Parliament Secondary Plan

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1. INTERPRETATION

- 1.1. The policies of the King-Parliament Secondary Plan apply to the area shown on Map 15-1.
- 1.2. The policies of the King-Parliament Secondary Plan will be read together with the policies of the Official Plan and the Downtown Plan (OPA 406). In the case of conflict, the policies of the King-Parliament Secondary Plan will prevail.
- 1.3. Site and Area Specific Policies and Heritage Conservation Districts that fall within, or partially within, the boundaries of the King-Parliament Secondary Plan will be read together with this Plan. In the case of conflict, Site and Area Specific Policies and any Heritage Conservation District Plans will prevail.
- 1.4. The policies of the Central Waterfront Secondary Plan will be read together with the policies of the King-Parliament Secondary Plan within the West Don Lands Policy Area, as outlined on Map 15-2. In the case of conflict, the King-Parliament Secondary Plan will prevail.
- 1.5. The implementing zoning by-law will conform to the built form policies and land use designations of the Secondary Plan, Site and Area Specific Policies and Heritage Conservation District Plan.
- 1.6. Council-adopted precinct plans, master plans and guidelines applicable to the King-Parliament Area will continue to guide and inform development review.

2. OBJECTIVES

- 2.1. The King-Parliament Secondary Plan Area ("King-Parliament Area") will accommodate growth and new investment across a full and balanced mix of uses that are designed to conserve cultural heritage resources, be compatible with their existing and planned context, and improve and expand the public realm.
- 2.2. Development will continue to support and enhance the cluster of employment uses and the *culture sector* in the King-Parliament Area. Non-residential floor space associated with cultural spaces in the King-Parliament Area will be preserved or expanded for *cultural spaces*. Development of each site designated *Mixed Use Areas 2* in the Downtown Plan will also provide the greater of:
 - 2.2.1. the replacement of all existing non-residential gross floor area on site, including *cultural spaces*; or
 - 2.2.2. a minimum of 25 per cent of the total proposed gross floor area as non-residential uses, including any floor space preserved for include *cultural spaces*.
- 2.3. If the requirements of Policy 2.2 cannot be fulfilled on a site proposed for development or redevelopment, these requirements can be fulfilled on another site within the King-Parliament Area.
- 2.4. The diverse physical character of the King-Parliament Area will be maintained and enhanced, including through the conservation of properties on the City's Heritage Register. Development is encouraged to retain and adaptively re-use properties on the City's Heritage Register for employment uses and *cultural spaces*.
- 2.5. Development and investment in the King-Parliament Area will contribute to the improvement, expansion and connectivity of the existing pedestrian network of:
 - 2.5.1. sidewalks, laneways and mid-block connections as integral components of the public realm and the local network; and
 - 2.5.2. parks and open spaces within and adjacent to the King-Parliament Area.

3. URBAN STRUCTURE

- 3.1. The King-Parliament Area comprises five distinct Policy Areas, as shown on Map 15-2. Development will respect and reinforce the existing and planned character of each Policy Area as described below:
 - 3.1.1. the Queen Street Policy Area, a historic main street suited for mid-rise development;
 - 3.1.2. the Old Town Policy Area, an area for context-specific growth surrounding the original ten blocks of the Town of York, centred on historic King Street East;
 - 3.1.3. the Corktown Policy Area, a mixed-use neighbourhood of predominantly lower-scale building types;
 - 3.1.4. The West Don Lands, redeveloping as a master-planned complete community; and
 - 3.1.5. The Distillery District Policy Area, a mid-to-high rise neighbourhood surrounding the historic Gooderham & Worts facility.
- 3.2. The King-Parliament Area's diverse physical character will be maintained and enhanced through development that integrates context-specific built form, cultural heritage resources and enhancements to the public realm including but not limited to streets, pedestrian connections, parks and open spaces.
- 3.3. In the case of a development site that is subject to two Policy Areas, the policies of the more restrictive Policy Area will apply to the entire development site.
- 3.4. In the case of a development site that is immediately adjacent to a more restrictive Policy Area, development will have regard for the policies of the more restrictive Policy Area.
- 3.5. Not all areas within the King-Parliament Area will experience the same level of intensification. The scale and intensity of development in a particular Policy Area will be determined through the balanced consideration of:
 - 3.5.1. the provision of community service facilities, parkland, green infrastructure and physical infrastructure to support complete communities;
 - 3.5.2. land use designations as identified in the Downtown Plan or Official Plan;
 - 3.5.3. whether the proposed development site has the appropriate characteristics to accommodate a tall building in accordance with the required performance standards established in the zoning by-law;
 - 3.5.4. local character, immediate surrounding context and individual site characteristics, including properties on the Heritage Register;
 - 3.5.5. Heritage Conservation District Plans, as applicable; and
 - 3.5.6. the proximity of development to existing or planned and funded rapid transit stations, as may be amended from time to time.

- 3.6. Block Context Plans will be encouraged, to explore opportunities for coordinated development of multiple sites within a block, including but not limited to shared access, new public streets or mid-block connections, parkland dedication and public realm improvements.

4. HERITAGE

- 4.1. The King-Parliament Area includes significant parts of Toronto's oldest neighbourhoods and commercial and industrial areas. Within its boundaries are built, landscape and archaeological resources that reflect the long evolution of the area, from the earliest Indigenous habitation through the late 18th century founding of the Town of York, to the present day. The contemporary road network and built form of the area reflects its evolution from a primarily residential and commercial area in the first half of the 19th century, to a commercial and industrial district with pockets of working class housing by the mid- 20th century. Since the late 1990s, the King-Parliament Area has experienced reinvestment, leading to its growth as a mixed commercial-residential community with a distinct character that responds to the built heritage and landscape context.

Ongoing growth and development of the area, and its distinct Policy Areas, will respect the significance of the King-Parliament Area in the history of Toronto and will reinforce its heritage character.

- 4.2. Additional design responses, including but not limited to setbacks, stepbacks and stepping down of building heights over and above the built form and urban design standards identified in this Plan, the zoning by-law, and Council-adopted urban design guidelines may be required to conserve the scale and character of a property included on the City's Heritage Register.

5. PARKS AND PUBLIC REALM

Public Realm Network and Connections

- 5.1. The public realm network in the King-Parliament Area will be achieved over time through development, capital investment and maintenance projects. The expanded network will include parks, privately owned publicly-accessible spaces (POPS), widened sidewalks, enhanced lanes, new mid-block connections and Public Realm Big Moves, including but not limited to those shown on Map 15-3.
- 5.2. Additional parks, open spaces and public realm opportunities may be added to the network conceptually illustrated on Map 15-3, without amendment to this Plan, as opportunities arise.
- 5.3. Extensions to the pedestrian network will be prioritized to increase the overall connectivity of the public realm to provide added utility with improved access to existing and planned rapid transit stations, cultural facilities, places of employment, significant open spaces and other major community destinations.
- 5.4. Safety within the public realm network will be prioritized through design that includes good pedestrian lighting, wayfinding, unobstructed visibility and natural surveillance.
- 5.5. Development in the King-Parliament Area will:
 - 5.5.1. adequately limit net new shadow as measured from March 21 to September 21 from 10:18 a.m. – 4:18 p.m. on Corktown Common, Lawren Harris Square and Diamond Jubilee Promenade;
 - 5.5.2. result in no net new shadow on St. James Park, as measured from March 21 to September 21 from 10:18 a.m. – 4:18 p.m.
 - 5.5.3. result in no net new shadow on Moss Park as measured on March 21 and September 21 from 10:00 a.m. to 6:00 p.m.

Mid-Block Connections

- 5.6. New mid-block connections will be secured through new development.
- 5.7. Mid-block connections will provide continuous, legible and direct public access through blocks, and will:
 - 5.7.1. follow existing and future pedestrian desire lines to provide alternative off-street routes through the area;
 - 5.7.2. be located at grade, and be spacious with clear sight lines and good pedestrian lighting to improve public safety;
 - 5.7.3. be designed to facilitate maintenance with high-quality materials;
 - 5.7.4. be physically accessible in all seasons for pedestrians of all ages and abilities;
and

5.7.5. be publicly accessible at all times, secured with easements where necessary and labeled as publicly accessible with signage.

5.8. Existing public and private mid-block connections will be:

5.8.1. maintained to ensure they remain walkable, publicly accessible and designed for all ages and abilities; and

5.8.2. extended to improve the utility and connectivity of the pedestrian network and the permeability of the area.

5.9. New exterior mid-block connections will be:

5.9.1. designed and landscaped to accommodate pedestrian clearways that are a minimum of 4.0 metres wide to allow for comfortable two-way pedestrian passage; and

5.9.2. unencumbered by new overhead building or structural elements to provide open sky views from the public realm.

5.10. Additional land may be required and secured through new development to create new, or widened and/or extended existing mid-block connections on lands not shown on Map 15-3.

Lanes

5.11. Public lanes contribute to the network of off-street pedestrian and cyclist connections through the King-Parliament Area and will be expanded and improved through new development. The closing of public lanes is discouraged.

5.12. Additional land may be required and secured through new development to create new, widen and/or extend existing public lanes.

New Public Streets

5.13. New public streets include, but are not limited to, those generally shown on Map 15-3.

5.14. A new public street, generally shown as Street 1 on Map 15-3, will be secured through new development to provide access and street frontage to the block bounded by Front Street East, Cherry Street, Mill Street and Trinity Street within the West Don Lands and Distillery District Policy Areas.

5.15. A new public street, generally shown as Street 2 on Map 15-3, will be secured through new development to provide access and street frontage to the block bounded by Front Street East, Trinity Street, Mill Street and Parliament Street within the West Don Lands Policy Area.

5.16. New public streets will be of a sufficient right-of-way width to provide high quality pedestrian amenities including street trees, street furniture and good pedestrian lighting.

External Connections

- 5.17. Enhanced external connections to and from the King-Parliament Area are shown on Map 15-4.
- 5.18. Enhanced external connections will be designed and maintained to prioritize pedestrian and cyclist safety and comfort to and through the King-Parliament Area. They will be achieved over time through development review, capital investment and maintenance and will include, but will not be limited to:
 - 5.18.1. connections across the Union Station Rail Corridor to the waterfront at Lower Jarvis Street, Lower Sherbourne Street, Parliament Street, Trinity Street and Cherry Street;
 - 5.18.2. a multi-use path connection from Corktown Common across the Don River to the Unilever Precinct; and
 - 5.18.3. connections to rapid transit stations from major focal points and activity nodes in the community.

Transit Stations

- 5.19. Transit stations serving the King-Parliament Area play an important civic role as focal points for the community, and will be designed to support pedestrian movement and access to transit by:
 - 5.19.1. providing significant setbacks to accommodate pedestrian plazas, tree planting and street furniture;
 - 5.19.2. ensuring connectivity to existing and planned pedestrian and cycling routes, parks and open spaces; and
 - 5.19.3. reflecting and contributing to the intended character of Great Streets and their intersections through context-specific development and public realm improvements.

Public Realm Big Moves

Trinity Triangle

- 5.20. Trinity Triangle is located at the intersection of Front Street East, Eastern Avenue and Trinity Street, as shown on Map 15-3.
- 5.21. Public realm improvements to the portions of Front Street East, Eastern Avenue and Trinity Street adjacent to and nearby Trinity Triangle will:
 - 5.21.1. enhance pedestrian and cyclist safety, comfort and accessibility;
 - 5.21.2. enhance pedestrian and cyclist movement and connectivity between Corktown, the West Don Lands and Distillery District Policy Areas; and
 - 5.21.3. create meaningful opportunities for place-making.
- 5.22. The public realm will be expanded through development and/or capital investment to review options for:
 - 5.22.1. the closure of the one-way eastbound portion of Front Street East between Eastern Avenue and Trinity Street to vehicular traffic in accordance with the West Don Lands Class Environmental Assessment Master Plan; and
 - 5.22.2. realignment of the Eastern Avenue and Trinity Street intersection to improve pedestrian and cyclist movement and enable the creation of a public open space at the northwest corner of Eastern Avenue and Trinity Street.
- 5.23. Public realm improvements will be achieved over time through development and/or capital investment and may include the following:
 - 5.23.1. streetscape improvements, including but not limited to new trees, seating and landscaping along Eastern Avenue, Front Street East and Trinity Street; and
 - 5.23.2. high quality paving materials, new trees, seating, lighting, public art, heritage interpretation, programming, landscaping and integration of stormwater capture where possible on the existing Trinity Triangle and new public open spaces as identified in Policy 5.22.

King-Sumach Plazas

- 5.24. The King-Sumach Plazas will be established on the series of separate parcels of City-owned land under or adjacent to the Richmond Street East, Adelaide Street East and Eastern Avenue overpass network as shown on Map 15-3.
- 5.25. The King-Sumach Plazas will be designed:
 - 5.25.1. to provide different amenities for people of different ages and abilities;
 - 5.25.2. to reinforce a sense of place and provide opportunities to gather;

- 5.25.3. to provide opportunities for safe off-street movement through the new plazas, leading to Sackville Playground and Percy Park;
 - 5.25.4. to improve pedestrian safety, comfort and accessibility by including unobstructed views into the plazas, preserving opportunities for overlook and providing good pedestrian lighting; and
 - 5.25.5. to enhance pedestrian and cyclist connectivity between adjacent streets and between the West Don Lands, Distillery District, Corktown and Queen Street Policy Areas.
- 5.26. Public realm improvements in and around the plazas on adjacent streets and will be achieved over time through development and capital investment and may include the following:
- 5.26.1. streetscape improvements, including but not limited to, new trees, seating and landscaping along King Street East, Sumach Street and Cherry Street; and
 - 5.26.2. on City-owned lands under the overpass network, amenities including high quality paving materials, pedestrian paths, wayfinding, new trees, seating, lighting, public art, heritage interpretation, programming, landscaping and integrated stormwater capture where possible.
- 5.27. Prior to the implementation of capital projects for public realm improvements, interim uses may be considered on City-owned lands within the King-Sumach Plazas provided:
- 5.27.1. public pedestrian access, connectivity and amenity are maintained on the lands; and
 - 5.27.2. permanent structures for such uses are not permitted on the lands.

First Parliament Site and Parliament Square Park

- 5.28. The First Parliament Site and Parliament Square Park are located on the blocks bounded by Front Street East, Parliament Street, 33 Hahn Place and Berkeley Street, as shown on Map 15-3.
- 5.29. The First Parliament Site will be developed to accentuate its historic significance.
- 5.30. The First Parliament Site will be developed in a manner appropriate to its intended role as a public community resource and will be configured to accommodate services and amenities for the growing numbers of residents, workers and visitors in the area.
- 5.31. Development of the First Parliament Site will be guided by a master plan based on objectives including but not limited to:
- 5.31.1. retaining significant archaeological resources in situ;
 - 5.31.2. identifying opportunities for heritage interpretation through holistic public realm and building design to reveal all layers of the site's history;
 - 5.31.3. establishing a design character that is responsive to the site's heritage while reflecting the contemporary time;

- 5.31.4. developing a complete and connected public realm framework that identifies opportunities to create new parks, public open spaces and enhanced streetscaping initiatives appropriate to the historic importance of the site and area;
 - 5.31.5. optimizing and enhancing pedestrian and cycling connectivity across the First Parliament Site and between the site and area parks, open spaces, circulation routes and adjacent planned rapid transit station; and
 - 5.31.6. capitalizing on the site's prominent location facing Front Street East and Parliament Street to convey through design the historic significance of the site and to reinforce the character of these Great Streets.
- 5.32. The design and development of the site and its ongoing use will include collaborations among municipal and provincial stakeholders, Indigenous communities and the general public.

6. RAIL SAFETY

- 6.1. Development must be set back a minimum of 30 metres from the property line of the Union Station Rail Corridor, or an appropriate distance deemed to sufficiently provide risk mitigation through a peer-reviewed Rail Safety and Risk Mitigation Study, with the exception of those uses identified in Policy 6.2.
- 6.2. Within the 30 metre setback adjacent to the rail corridor, or within an appropriate distance as identified in a peer-reviewed Rail Safety and Risk Mitigation Study, the following uses are permitted:
 - 6.2.1. rail safety and vibration/noise mitigation structures;
 - 6.2.2. transit infrastructure;
 - 6.2.3. auxiliary non-residential uses such as parking, storage and loading; and
 - 6.2.4. existing non-residential uses.
- 6.3. Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality and prepared, stamped and signed by qualified and licensed Professional Engineers or other appropriate professionals.
- 6.4. Berms should be landscaped and maintained and opportunities for public art, murals and community artwork should be pursued on the north face of noise walls and other structures.

7. QUEEN STREET POLICY AREA

- 7.1. Development in the Queen Street Policy Area will occur incrementally and will generally take the form of additions to existing buildings, or mid-rise buildings, where the height will be consistent with the adjacent right-of-way width, and compatible with the area's distinct main street character and significant presence of heritage buildings.
- 7.2. Generally, development will be built to the property line abutting the Queen Street East right-of-way. A greater minimum setback may be required:
 - 7.2.1. to provide for wider sidewalks where high pedestrian volumes exist, are expected to be generated by development or on the approach to existing or planned rapid transit stations;
 - 7.2.2. to achieve parkland dedication or POPS on the site; or
 - 7.2.3. to align with the existing setback of a property on the City's Heritage Register on or immediately adjacent to the site.
- 7.3. Increased building setbacks required in accordance with Policy 7.2 will be unencumbered by building cantilevers and balconies, to provide for open sky views, improved streetscaping opportunities and animation of the public realm.
- 7.4. Development with frontage on Queen Street East will be compatible with the historic main street character of the street and provide an enhanced pedestrian experience by:
 - 7.4.1. contributing to a consistent streetwall height and stepping back taller building elements to reduce its massing as perceived from the street;
 - 7.4.2. including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;
 - 7.4.3. limiting large areas of glass and using building materials within the streetwall that are consistent with and sympathetic to the materials traditionally used on Queen Street East;
 - 7.4.4. providing a ground floor height that is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building facades;
 - 7.4.5. providing vertical articulation that is in keeping with existing non-residential storefronts within the adjacent development block; and
 - 7.4.6. discouraging vehicular and service access from Queen Street East.

- 7.5. Development with frontage on the north side of Britain Street, between George Street and Sherbourne Street, will be designed and massed to:
 - 7.5.1. contribute to a consistent streetwall height along each of the north and south sides of Britain Street; and
 - 7.5.2. provide built form transition from lower-scale and mid-rise building heights along the south side of Queen Street East.

8. OLD TOWN POLICY AREA

- 8.1. The Old Town Policy Area will accommodate context-specific growth. The area includes the original ten blocks of the Town of York, bounded by Jarvis Street, Adelaide Street East, Berkeley Street and Front Street East, and numerous properties identified on the Heritage Register, characterizing this historical context. Development will be responsive to the form and scale of surrounding buildings, and will support a balance of residential, commercial and institutional uses.
- 8.2. Development will be sited, designed and massed to:
 - 8.2.1. fit harmoniously within the existing and planned context, having regard for the setbacks, streetwall and building setbacks of adjacent properties within the same block;
 - 8.2.2. provide noticeable and discernible built form transition to adjacent *Mixed Use Areas 3* and *Mixed Use Areas 4*;
 - 8.2.3. provide noticeable and discernible built form transition from Front Street East toward the St. Lawrence Neighbourhood to the south; and
 - 8.2.4. maintain and reinforce the predominant streetwall and character of King Street East.
- 8.3. Development will be set back from the property lines adjacent to streets to provide wider sidewalks with improved streetscaping. Setbacks will be unencumbered by building cantilevers and balconies to reinforce their public character, provide sky views and accommodate the canopy of mature street trees planted within the adjacent right-of-way.
- 8.4. A reduced minimum setback may be permitted:
 - 8.4.1. where a strong, legible heritage character of street-oriented buildings located closer to the property line exists; or
 - 8.4.2. for portions of properties where buildings on the City's Heritage Register exist.
- 8.5. A greater minimum setback may be required:
 - 8.5.1. where high pedestrian volumes exist or are anticipated to be generated by development, or in proximity to rapid transit stations;
 - 8.5.2. to improve planting conditions for street trees; or
 - 8.5.3. to generally improve the quality of the public realm.
- 8.6. Tall buildings will be permitted on sites that can accommodate minimum built form standards, including but not limited to:
 - 8.6.1. built form transition to areas of lower intensity and scale as described in Policy 8.2;
 - 8.6.2. building setbacks as described in Policies 8.3, 8.4 and 8.5;

- 8.6.3. generous setbacks from the façade of base buildings adjacent to streets to the tower building face, to establish a pedestrian-scale streetwall and comfortable micro-climactic conditions; and
- 8.6.4. appropriate separation distances between tall buildings on the same block and on adjacent blocks.
- 8.7. Development with frontage on King Street East, between Jarvis Street and Berkeley Street, will be compatible with the historic retail main street character of the street and provide an enhanced pedestrian experience by:
 - 8.7.1. including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing built form pattern within the area;
 - 8.7.2. limiting large areas of glass and using building materials within the streetwall that are consistent with and sympathetic to the materials traditionally used on King Street East;
 - 8.7.3. providing a ground floor height that is in keeping with existing commercial ground floor heights within the adjacent development block to reinforce the existing horizontal articulation of building facades;
 - 8.7.4. providing vertical articulation that is in keeping with existing non-residential storefronts within the adjacent development block; and
 - 8.7.5. discouraging vehicular and service access from King Street East.
- 8.8. Development with frontage on the south side of Britain Street, between George Street and Sherbourne Street, will be designed and massed to:
 - 8.8.1. maintain and be consistent with the two- to three-storey streetwall height of existing heritage buildings on Britain Street; and
 - 8.8.2. provide built form transition from lower-scale and mid-rise building heights in the Queen Street Policy Area.

Public Realm

- 8.9. Princess Street, Frederick Street and George Street, shown as Park Link Streets on Map 15-3, will be prioritized for public realm improvements to extend the character of David Crombie Park, providing visual connections to Moss Park and pedestrian amenity along local streets.

9. CORKTOWN POLICY AREA

- 9.1. The Corktown Policy Area will experience gradual growth and change over time, supporting a balance of residential and non-residential uses. The area is characterized by a unique collection of main street and row house properties identified on the Heritage Register, with a fine-grained street pattern reflective of its historic context. Development will be primarily through infill and adaptive reuse of buildings that complement the existing character of the area, which is composed of small lot sizes, clusters of historically significant buildings and fine-grained retail streets.

King Street East

- 9.2. Policies 9.3 to 9.6 apply to King Street East, east of Parliament Street in the Corktown Policy Area.
- 9.3. Development will be set back from the front property line, to provide for wider sidewalks, improved streetscaping and animation of the public realm.
- 9.4. A reduced minimum setback may be permitted:
 - 9.4.1. where a strong, legible, heritage character of street-oriented buildings exists;
or
 - 9.4.2. for portions of a properties where buildings on the City's Heritage Register exist.
- 9.5. A greater minimum setback may be required where high pedestrian volumes exist or are expected to be generated by development, or on the approach to rapid transit stations.
- 9.6. Development with frontage on King Street East will be compatible with the historic main street character of the street and provide an enhanced pedestrian experience by:
 - 9.6.1. including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;
 - 9.6.2. limiting large areas of glass and using materials such as brick within the streetwall to complement the materials traditionally used on King Street East;
 - 9.6.3. providing a ground floor height that is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building facades; and
 - 9.6.4. providing vertical articulation that is in keeping with existing non-residential storefronts within the adjacent development block.

Eastern Avenue

- 9.7. Development with frontage on the north side of Eastern Avenue will be designed and massed to provide built form transition to adjacent *Mixed Use Areas 4*.

Development Abutting Overpasses

- 9.8. Development on properties abutting the Adelaide Street East, Richmond Street East and Eastern Avenue overpasses will:
 - 9.8.1. provide a minimum continuous building setback from the overpass structure, unencumbered by building cantilevers or balconies, as required by the zoning by-law;
 - 9.8.2. be required to submit air quality and noise and vibration studies which assess the impact of the overpasses on the proposed development as well as mitigation measures to reduce any adverse impacts, and which may be subject to peer review to be funded by the applicant; and
 - 9.8.3. seek opportunities to animate and program the areas below the overpasses and improve connectivity between the Corktown Policy Area and the West Don Lands Policy Area, as identified in Policies 5.24 to 5.27.

Public Realm

- 9.9. The Downtown Parks and Public Realm Plan and the Corktown Parks Master Plan will serve as the framework to improve the quality, quantity and connectivity of parks and the public realm, and will guide development review, parkland provision and the allocation of capital funding.
- 9.10. Primary and secondary connection corridors identified in the Corktown Parks Master Plan will be improved to provide greater connectivity between the area's existing network of active parks and other open spaces.

10. WEST DON LANDS POLICY AREA

- 10.1. The West Don Lands Policy Area will accommodate residential, commercial and institutional growth as it continues to develop into a vibrant mixed-use community. Future development and public realm improvements will continue to build upon the vision for the area outlined in the West Don Lands Precinct Plan.
- 10.2. Front Street East serves as a direct visual and physical link between the Downtown and the West Don Lands Policy Area. Buildings on each side of Front Street East will form continuous streetwalls to emphasize this connection and focus views towards Corktown Common at the street's eastern terminus. New development will contain a mix of office, residential and institutional uses with ground floors primarily occupied by retail uses fronting widened, tree lined sidewalks.
- 10.3. Cherry Street serves as an important connection within the West Don Lands Policy Area that links to adjacent neighbourhoods. It is the area's main transit corridor with the King streetcar terminating at the rail corridor south of Front Street East, with a future planned extension south into the Port Lands. Development along Cherry Street will include a mix of uses, focusing primarily on institutional and retail uses.

Eastern Avenue

- 10.4. Development along the south side of Eastern Avenue, between Trinity Street and Cherry Street, will:
 - 10.4.1. provide an appropriate transition in height and massing from the West Don Lands Policy Area to the existing and planned context of the Corktown Policy Area;
 - 10.4.2. be set back from the front property line, unencumbered by building cantilevers and balconies, to provide for wider sidewalks, improved streetscaping and animation of the public realm;
 - 10.4.3. provide a publicly accessible mid-block connection from Eastern Avenue to Front Street East as generally shown in Map 15-3; and
 - 10.4.4. limit disruptions to public sidewalks and reduce the visual impacts of vehicular, loading and servicing activities on site by reducing, consolidating or eliminating existing curb cuts, limiting the creation of new curb cuts and providing shared accesses and/or driveways.

Front Street East

- 10.5. Development with frontage on Front Street East, between Parliament Street and Bayview Avenue, will:
 - 10.5.1. be sited, massed and designed to be consistent with the existing and planned context of adjacent and nearby streetwall heights; and
 - 10.5.2. be set back from the front property line, unencumbered by building cantilevers and balconies, to provide for wider sidewalks, improved streetscaping and animation of the public realm.

Mill Street

- 10.6. Development of lands on the north side of Mill Street, between Parliament Street and Cherry Street in the West Don Lands Policy Area will:
 - 10.6.1. provide appropriate separation distances between existing and proposed buildings to provide access to natural light, sky view and privacy, and maximize the utility of private open spaces between buildings;
 - 10.6.2. provide vehicular, loading and servicing access from Streets 1 and 2 shown on Map 15-3; and
 - 10.6.3. provide for a new public park as described in Policy 10.14 and generally as shown on Map 15-3.

Dominion Foundry Complex

- 10.7. Development of the Dominion Foundry Complex at 153-185 Eastern Avenue shall conserve the industrial heritage character of the complex defined by the buildings identified in the Heritage Register on this site.
- 10.8. Development is encouraged to provide a substantial Privately Owned Publicly-accessible Space (POPS) generally located at the intersection of Rolling Mills Road and Palace Street to provide landscaping, outdoor seating and play spaces.

Public Realm

- 10.9. The West Don Lands Public Realm Master Plan and the Downtown Parks and Public Realm Plan will serve as the framework to improve the quality, quantity and connectivity of parks and the public realm, and will guide development review, parkland provision and the allocation of capital funding.
- 10.10. Front Street East and Parliament Street will be prioritized for public realm improvements to be achieved through development and capital investment.

10.11. Public realm improvements will:

- 10.11.1. create a unified streetscape while reinforcing the identity, distinct characteristics and heritage value and attributes of each segment of each street;
- 10.11.2. provide widened pedestrian clearways, designated transit stops and spaces for public gatherings;
- 10.11.3. be implemented using a high standard of design and materials;
- 10.11.4. prioritize tree planting and investment in infrastructure to support the growth of a healthy tree canopy;
- 10.11.5. be guided by complete street principles; and
- 10.11.6. include green infrastructure where feasible.

10.12. Development and public realm improvements along Front Street East will extend and enhance the existing promenade by providing opportunities for gathering spaces, including, but not limited to, seating areas, generous pedestrian clearways, enhanced landscaping, heritage interpretation and public art opportunities.

10.13. It is the intent of the City to acquire the lands north of Mill Street and east of Parliament Street for parkland, where opportunities exist.

10.14. Development that includes larger retail stores must be located and designed to:

- 10.14.1. locate larger stores on the second level or above or below-grade, with appropriately scaled and visible lobby areas;
- 10.14.2. wrap larger stores with smaller retail units around the perimeter of the building to maintain reinforce the existing rhythm of the street;
- 10.14.3. include multiple entrances; and
- 10.14.4. provide appropriate glazing on storefronts based on local ground floor character, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.

Community Services and Facilities

10.15. Development will be encouraged to contribute to the delivery of community service facilities, as appropriate, as a community benefit, through:

10.15.1. new, expanded or retrofitted space for one or more community service facilities, on-site;

10.15.2. new, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or

10.15.3. a contribution towards specific community service facilities that meets identified needs.

10.16. New community service facilities and expansions or retrofits of existing community service facilities will be designed to meet the requirements of the City, public agencies, boards and commissions and will, where appropriate:

10.16.1. be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;

10.16.2. consider co-location within mixed-use buildings; and

10.16.3. provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.

Flood Protection Landform

10.17. Development and/or public works within the West Don Lands Policy Area must protect, and not interfere with or undermine, the existing flood protection landform.

10.18. Development and/or public works in proximity to the flood protection landform may be subject to additional study and/or report requirements in consultation with the City and the Toronto and Region Conservation Authority.

Holding Provision

10.19. The following conditions must be met prior to the removal of the holding provision "H" symbol within the West Don Lands Policy Area:

- 10.19.1. transportation and servicing improvements, including the provision of roads, sewer and water services;
- 10.19.2. environmental protection, remediation and mitigation measures;
- 10.19.3. measures to conserve built heritage resources, cultural heritage landscapes, properties with archaeological potential and archaeological sites; and
- 10.19.4. the provision of a phasing plan outlining the sequencing of new development and the timing of the provision of matters set out above in Policies 10.19.1 to 10.19.3.

10.20. The requirements outlined in Policy 10.19 above are to be secured through an appropriate agreement(s) between the landowner and the City.

11. DISTILLERY DISTRICT POLICY AREA

- 11.1. Development in the Distillery District Policy Area will be limited and subject to the Site and Area Specific Policies included in Section 13 of this Plan; responsive to the heritage context of the area; and will continue to integrate conservation, rehabilitation, adaptive re-use and new construction to support a balance of residential and non-residential uses.

Mill Street

- 11.2. Development on the north side of Mill Street, between Trinity Street and Cherry Street in the Distillery District Policy Area, will obtain vehicular, loading and servicing access from Street 1 shown on Map 15-3.

12. IMPLEMENTATION

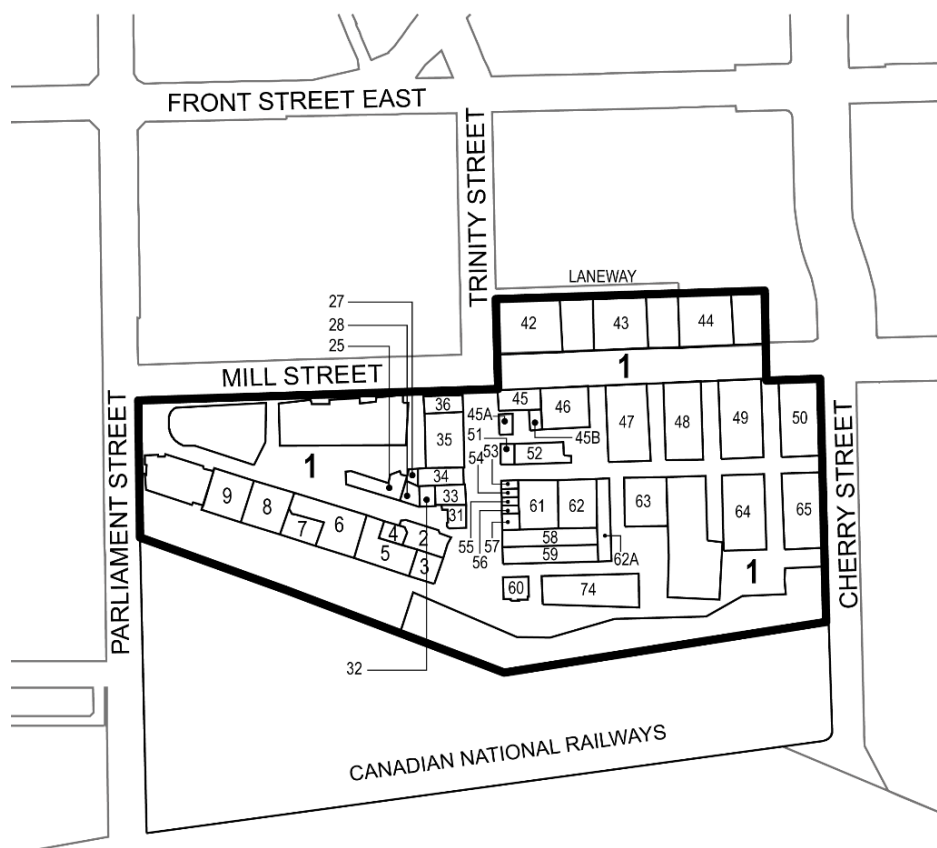
- 12.1. Parkland provision and public realm improvements in the King-Parliament Area will be guided and informed by the Downtown Parks and Public Realm Plan, adopted by Council in May 2018 and as updated.
- 12.2. The provision of community service facilities in the King-Parliament Area will be guided and informed by the Downtown Community Services and Facilities Strategy, adopted by Council in May 2018 and as updated.
- 12.3. Improvements to the transportation system in the King-Parliament Area will be guided and informed by the Downtown Mobility Strategy, adopted by Council in May 2018 and as updated.
- 12.4. Development in the King-Parliament Area will be informed by the Downtown Water Strategy and the Downtown Energy Strategy, adopted by Council in May 2018 and as updated.
- 12.5. When public streets within the King-Parliament Area are reconstructed, opportunities to repurpose space within the City-owned right-of-way will be explored, informed by the City's Complete Streets Guidelines, to incorporate road safety standards and allow for an increased boulevard to accommodate pedestrian clearways, landscaping and street trees, among other potential public realm improvements.

13. SITE AND AREA SPECIFIC POLICIES

Site and Area Specific Policy 1 – Gooderham & Worts Area

1. Interpretation and Designation

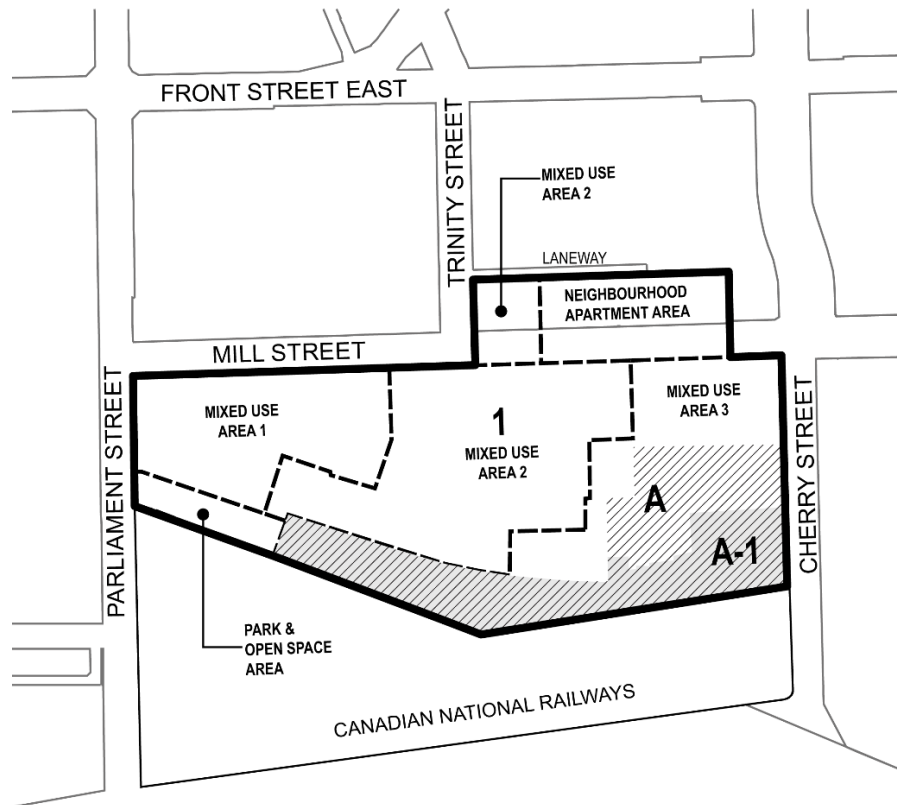
- 1.1. The provisions of this Site and Area Specific Policy will prevail over any other provision of this Secondary Plan, if:
 - 1.1.1. Heritage Easement Agreements, pursuant to Section 37 of the Ontario Heritage Act, securing the conservation and maintenance of certain portions of the lands known as Gooderham & Worts Area, have been entered into with the City by the owner of such lands shown bounded by heavy lines on Map 15-5-A, including:
 - 1.1.1.1. all of the designated historic buildings listed in Appendix 1 and shown on Map 15-5-A; and
 - 1.1.1.2. Trinity Street overhead bridges, overhead pipes and chutes and the historic setting, all located on the lands shown bounded by heavy lines on Map 15-5-A; and
 - 1.1.2. all of the Heritage Easement Agreements referred to in Policy 1.1.1 above have been registered on title, or such execution and registration has been secured.



MAP 15-5-A



- 1.2. The Gooderham & Worts Area, also known herein as "the Area", will be defined as the area bounded by heavy lines on Map 15-5-A and will comprise the lands designated on Map 15-5-B as *Mixed Use Areas '1', '2' and '3', Neighbourhood Apartment Area and Parks and Open Space Areas*.



MAP 15-5-B



2. Objectives

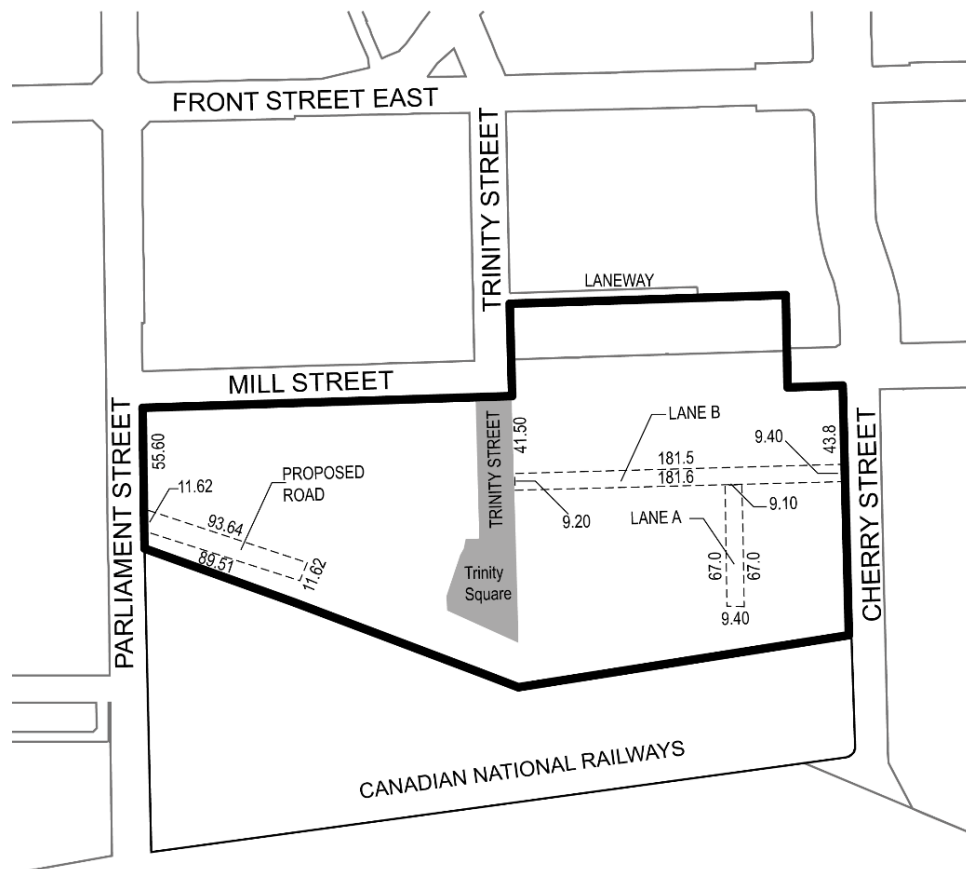
- 2.1. The Gooderham & Worts Area is provincially and nationally significant. The unique industrial heritage of this National Historic Site is recognized. The objective is to ensure the retention and conservation of the Gooderham & Worts Area in accordance with accepted heritage conservation practice.
- 2.2. The comprehensive redevelopment of the Gooderham & Worts Area in accordance with the provisions of this Site and Area Specific Policy is encouraged.
- 2.3. A broad mix of land uses in the Gooderham & Worts Area including residential, retail, institutional, office, restaurant, cultural or arts related uses, community service and facility uses and light industrial uses are encouraged in order to ensure:
 - 2.3.1. the Area is a focal point of activity for area residents, residents of the Toronto Region and tourists visiting Toronto;
 - 2.3.2. a balance between residential and non-residential uses is achieved in the Area;
 - 2.3.3. the Area is animated throughout as broad a time period of each day as possible; and
 - 2.3.4. a satisfactory living environment is achieved.
- 2.4. A high level of public use of and public accessibility to the Area will be ensured by securing a publicly accessible open space system that includes, but is not limited to:
 - 2.4.1. existing streets, lanes, courtyards and open spaces;
 - 2.4.2. areas within the buildings containing public uses; and
 - 2.4.3. areas within the buildings with specified heritage interiors and/or interpretation.
- 2.5. The heritage of the Gooderham & Worts Area will be made accessible to the general public through among other means, the establishment and maintenance of a site interpretation program including a site interpretation centre.

3. Heritage

- 3.1. It is an objective of this SASP to ensure that the conservation, restoration and any permitted alteration of heritage buildings conserve the cultural heritage value and attributes of the existing heritage resources, including both exteriors and interiors. Additions to existing buildings in *Mixed Use Areas '2' and '3'* and the *Neighbourhood Apartment Area* may be permitted only if it has been demonstrated that they respect the three dimensional integrity of the heritage building and the quality and the character of both the heritage building being added to and its relationship to adjacent heritage buildings within the Area and shall be in accordance with the Standards and Guidelines for the Conservation of Historical Places in Canada, as revised from time to time and as adopted by Council.
- 3.2. The industrial heritage of the Gooderham & Worts Distillery will be preserved, including the retention, conservation, restoration and maintenance of overhead bridges, over-head pipes, chutes and equipment which reflect its industrial heritage.
- 3.3. The landscaping design, lighting design, signage design and public art provided for the Gooderham & Worts Area will reinforce the heritage character and assist in the historical interpretation of the Area.
- 3.4. The City will work with other levels of government to encourage the respectful re-use of key historic buildings within the Gooderham & Worts Area for public uses which showcase the buildings interiors such as a distillery museum, a wine and spirits centre, a performing arts centre, an industrial heritage education centre and a conservation skills training centre.
- 3.5. Development/redevelopment, where permitted by other policies in this Site and Area Specific Policy shall respect and complement the industrial heritage character of the Area through the consideration of matters such as, but not limited to, building height, massing, scale, setbacks, stepbacks and the existing heritage building rooflines as seen from the pedestrian ground level and will create a lively public environment which will enhance the retention and adaptive re-use of existing heritage buildings. Such development/redevelopment shall be in accordance with the Standards and Guidelines for the Conservation of Historical Places in Canada, as revised from time to time and as adopted by Council.

4. Conceptual Plan Uses and Densities

The Gooderham & Worts Area consists of five districts shown on Map 15-8-B, each identified with a unique role in any proposed development/redevelopment of the Area. Trinity Street and Trinity Square, as shown on Map 15-5-C, from the northern boundary to the southern boundary of the Area, are the focus of the major assembly of heritage buildings to be retained, conserved, rehabilitated, restored and respectfully re-used. Trinity Street and Trinity Square also serves as the Area's main open space. Mill Street is the major linkage to neighbouring districts and the focus of neighbourhood services. Residential development within the Area will be located within *Mixed Use Area '1'*, *Mixed Use Area '3'*, the portion of *Mixed Use Area '2'* north of Mill Street and the *Neighbourhood Apartment Area*. The lands within *Mixed Use Area '3'* will also be the location of major commercial development for the Area. The *Parks and Open Space Area* will be publicly accessible open space, including a publicly accessible private road.



MAP 15-5-C



- 4.1. *Mixed Use Area '2'* will be regarded as the focus of the heritage resources in the Area. The physical character of the heritage buildings will be preserved. New buildings will not be permitted. Additions to existing buildings within *Mixed Use Area '2'* may be permitted only where they do not negatively impact the cultural heritage value of the resource.
- 4.2. Despite the provision of Section 4.1:
 - 4.2.1. a one storey addition to the west side of the Malting House and Malt Kilns, identified as Buildings No. 35 and 36 on Map 15-5-A and in Appendix 2, may be permitted at the ground level within *Mixed Use Area '2'*;
 - 4.2.2. a one storey addition set back from Trinity Street and the northeast corner of the building identified as building No. 52 on Map 15-5-A and in Appendix 2, and linking the Boiler housing group of buildings identified as Buildings No. 45, 45A, 46, 51 and 52 on Map 15-5-A and in Appendix 2, may be permitted at the ground level; and
 - 4.2.3. an addition to Rack House D, identified as Building No. 42 on Map 15-5-A, may be permitted in *Mixed Use Area '2'*.
- 4.3. *Mixed Use Area '3'* contains a group of one storey historic buildings situated in a grid pattern. The Area will contain a wide variety of non-residential employment generating uses such as offices, studios, light industrial and institutional uses. This Area is intended to accommodate a wide variety of emerging economic sectors such as media and publishing, design, computer software development and related educational facilities. The massing of the buildings in this Area will respect the grid-pattern and provide a transition in scale from the historic buildings in *Mixed Use Area '2'*, with the highest portions of buildings being located adjacent to the land located in *Mixed Use Area '3'* and shown as Lane A on Map 15-5-C.
- 4.4. Additions to Tank House No. 4, 9 and 10 identified respectively as Buildings No. 48, 49 and 50 on Map 15-5-C and in Appendix 2 and to Rack Houses "G" and "J" identified respectively as Buildings No. 64 and 65 on Map 15-5-A and in Appendix 2, may be permitted only if their setbacks from the land south of Mill Street, shown as Lane B on Map 15-5-C and their heights are sensitive to and respect the unique heritage and pedestrian quality of such lane.
- 4.5. On the lands shown as "A" on Map 15-5-B, a maximum gross floor area of 75,000 square metres is permitted, consisting of the following:
 - 4.5.1. one residential building with non-residential uses at grade and a maximum height of 123 metres (including mechanical penthouse, excluding rooftop structures and elements), incorporating Rack Houses "G" and "J" identified respectively as Buildings No. 64 and 65 on Map 15-5-A and in Appendix 2; and
 - 4.5.2. one residential building with non-residential uses at grade and a maximum height of 137 metres (including mechanical penthouse, excluding rooftop structures and elements);

provided that:

 - 4.5.3. there will be no residential occupancy of the buildings until the Toronto and Region Conservation Authority deems the flood protection landform in the West Don Lands complete and functional from a floodplain management perspective; and

- 4.5.4. if the flood protection landform in the West Don Lands is not complete and functional from a floodplain management perspective at the time of the building permit request, development in the *Cherry Street Mixed Use Area* will be constructed subject to policies 10.17 and 10.18 of the King-Parliament Secondary Plan.
- 4.6. A non-residential building on lands shown as "A-1" on Map 15-5-B is not subject to the maximum gross floor area of 75,000 square metres set out in Policy 4.5.
- 4.7. *Mixed Use Area '1'* contains residential uses with retail and service shops or community service and factory uses primarily located at the ground level. The massing of new buildings in this Area will provide a transition in scale from the historic buildings in *Mixed Use Area '2'*, with the highest buildings being located adjacent to Parliament Street.
- 4.8. *Neighbourhood Apartment Area* contains two one-storey heritage buildings along Mill Street. The Area will contain residential uses and may contain cultural or arts related uses, ground level retail and service shops and ground level community service and facility uses. New buildings will be designed with consideration for possible future development/redevelopment of the lands to the north and east of the Area.
- 4.9. *Parks and Open Space Areas* as shown on Map 15-5-B is the former rail spur along the southern edge of the Gooderham & Worts Area. The area will contain a publicly accessible private road for vehicular service to the Area and a variety of publicly accessible open spaces. The private road will be located within the area shown as "Proposed Road" on Map 15-5-C. Vehicular access to Trinity Street through this Area will be restricted so as only to permit bicycles, emergency vehicles, vehicles providing access to *Mixed Use Area '2'* for people with disabilities, and deliveries for buildings in other Areas which front onto Trinity Street.

5. Design Guideline

- 5.1. The Gooderham & Worts Area will be redeveloped in accordance with the principles described in the design guidelines attached as Appendix 3 to this Site and Area Specific Policy, including securing the owner's agreement to redevelop guided by such principles through appropriate agreement(s) to be registered on title where possible, between the owner and the City.

6. Open Space and Pedestrian Circulation

As a result of the layout of the heritage buildings, the Area includes a series of streets, courtyards, lanes and open spaces within the regular grid system of the City streets comprising the publicly accessible open space system. The publicly accessible open space system will enhance the sense of public accessibility and the linkages between the system and buildings within the Area and the emerging larger neighbourhood.

- 6.1. The Area will be pedestrian oriented and retain the interconnected streets, courtyards, lanes and open spaces as the publicly accessible open space system reflecting the Area's heritage character. The publicly accessible open space system shall be secured through any development/redevelopment.
- 6.2. A linear publicly accessible open space system will be established in the *Parks and Open Space Areas*, the design of which will include a bicycle path and will enhance the historical interpretation of the Area.
- 6.3. An adequate amount of semi-private open space will be provided in buildings containing residential uses within the Area primarily in the form of roof top terraces to compensate for the public nature of the ground level open space.
- 6.4. Development/redevelopment will maintain the quality and function of the publicly accessible open space system.
- 6.5. Pedestrian linkages connecting the publicly accessible open space system to the emerging larger neighbourhood are encouraged through development/redevelopment.

7. Transportation and Parking

- 7.1. The continued improvement of transit and active transportation infrastructure to the Area which is integrated into the existing transportation network, so as to achieve:
 - 7.1.1. A high level of public accessibility to the Area;
 - 7.1.2. A network that favours transit, cycling and other forms of active transportation over the automobile.
- 7.2. To achieve the transportation objectives in Section 7.1 of this Site and Area Specific Policy, the City will work with relevant government agencies so as to:
 - 7.2.1. ensure the frequency of existing bus and streetcar service serving the Area, as appropriate;
 - 7.2.2. implement the Waterfront East LRT; and
 - 7.2.3. provide connections to rapid transit stations in proximity to the Area.
- 7.3. To maintain the quality and character of Trinity Street and Trinity Square within the Area, as shown on Map 15-5-C, vehicular access will be restricted so as only to permit bicycles, emergency vehicles, vehicles providing access to *Mixed Use Area '3'* for people with disabilities and deliveries to the buildings fronting on Trinity Street.
- 7.4. The provision of a publicly accessible private access road through the Parks and Open Space Areas will be required to provide access to buildings adjacent to this area, but not to provide vehicular access to Trinity Street other than as permitted in Section 7.3 of this Site and Area Specific Policy.
- 7.5. In order to minimize the impact of the automobile on the Gooderham & Worts Area and to promote pedestrian orientation within the Area, with the exception of parking provided in conjunction with non-profit home equity housing within the *Neighbourhood Apartment Area* or temporary surface parking lots, parking will be located in underground garages and the number of vehicular access points to those garages will be minimized.
- 7.6. Development/redevelopment will internalize loading and servicing areas.
- 7.7. Development/redevelopment will require a transportation management plan that establishes a strategy to accommodate potential vehicular lay-bys, drop-off areas and motor coach parking zones, without negatively impacting the existing transportation network.

8. Flood Proofing

- 8.1. In enacting zoning by-laws or approving site plan applications to permit development within the Gooderham & Worts Area, site grading, building access and egress, the design of access ramps to underground parking garages and the floor levels within buildings will provide adequate flood proofing protection as identified in policies 10.17 and 10.18 of the King-Parliament Secondary Plan.

9. Rail Safety

- 9.1. The provision of an engineered rail protection wall and berm adjacent to the southern limit of the Area will be provided to meet rail safety requirements to the satisfaction of CN Rail, including securing the owner's provision of such wall and berm through an appropriate agreement with the City.

10. Implementation Strategy

- 10.1. The retention, rehabilitation and restoration in *Mixed Use Area '2'* will occur in concert with development in other Areas, so as to ensure that the *Mixed Use Area '2'* will become the focus of public activity in a timely fashion. This will be secured through an appropriate agreement with the City.
- 10.2. Detailed plans and agreements pursuant to Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act, 2006*, will be required to respect a Master Development Concept Plan to be prepared by the owner and to be approved by the City to assist in the achievement of the objectives of this Site and Area Specific Policy, including the ability to incrementally redevelop the Area in a comprehensive, cohesive and consistent manner which respects the significant heritage resource which the Area comprises. The submission by the owner of a satisfactory Master Development Concept Plan and its implementation through Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act, 2006* will be secured through an appropriate agreement with the City.
- 10.3. The City will consult with other levels of government and their agencies such as the provincial Ministry of Tourism, Culture and Sport and the Department of Canadian Heritage (Canadian Heritage) respecting the ongoing heritage planning of the Area to assist in ensuring that a quality of conservation, rehabilitation and restoration, respectful re-use of buildings, structures, open spaces, courtyards, streets and lanes is achieved and that heritage recording, archaeological activities and site interpretation activities are conducted in accordance with good practice.
- 10.4. Enwave and the property owners are encouraged to work co-operatively to establish district heating and cooling facility within the Gooderham & Worts Area to serve the Area. If such a facility is established or used within the Area, the structures and elements required by such facility to provide heating and cooling will be excluded from the calculations of permitted non-residential gross floor area to the extent they do not exceed 1,900 square metres of non-residential gross floor area.
- 10.5. The submission of satisfactory studies related to pedestrian wind mitigation, sunlight conditions, air quality and noise and vibration will be required at the time of an application under the *Planning Act* and the submission and implementation of such studies and remediation measures to be taken by the owner will be secured through a Section 37 agreement or other legal agreement as appropriate.
- 10.6. A pedestrian wind study for development/redevelopment will address, in addition to standard requirements as stipulated in the Official Plan, mitigation measures for building entrances, courtyards, lanes and open spaces in the Area and the Triangle Lands shown on Map 15-5 of the King-Parliament Secondary Plan at a level where wind conditions are suitable for the intended use during the summer.

APPENDIX 1

List of Buildings for which Heritage Easement Agreements are required:

1. the Stone Distillery Complex, shown as Buildings No. 2, 3, 4, 5, 6 and 7 on Map 15-5-A and in Appendix 2, the Malting Complex and the Cooperage Complex shown as Buildings No. 27, 28, 31, 32, 33, 34, 35 and 36 on Map 15-5-A and in Appendix 2, the Pump House, shown as Building No. 60 on Map 15-5-A and in Appendix 2, the Pure Spirits Complex and the Cannery Building, shown as Buildings No. 53, 54, 55, 56, 57, 58, 59, 61, 62 and 62A on Map 15-5-A and in Appendix 2, the Boiler House Complex shown as Buildings No. 45, 45A, 46, 51 and 52 on Map 15-5-A and in Appendix 2, Rack House “D”, shown as Building No. 42 on Map 15-5-A and in Appendix 2; and the Denaturing Room, shown as Building No. 47 on Map 15-5-A and in Appendix 2;
2. Tank House 4, Tank House 9 and Tank House 10, shown as Buildings No. 48, 49, and 50 on Map 15-5-A and in Appendix 2;
3. the Paint Shop, shown as Building No. 63 on Map 15-5-A and in Appendix 2;
4. Rack House “G” and Rack House “J”, shown as Buildings No. 64 and 65 on Map 15-5-A and in Appendix 2;
5. Rack House “I”, shown as Building No. 43 on Map 15-5-A and in Appendix 2;
6. Rack House “H”, shown as Building No. 44 on Map 15-5-A and in Appendix 2; and
7. the Machine Shop and the Molasses Storage Building shown as Buildings No. 8 and 9 on Map 15-5-A and in Appendix 2.

Note: In the event of any discrepancies between building numbers and building names the building numbers will prevail.

APPENDIX 2

EXISTING BUILDING LIST

Building Numbers and Names

COMPLEXES

No.	Name
Stone Distillery Complex	
2	Old Boiler House
3	Grist Mill
4	Economizer Building
5	Main Distillery
6	Fermenting Cellar
7	Yeast House

The Cooperage Complex

25	Barrel Wash House
27	Bake Shop
28	Cooper Shop
31	Offices
32	Rectifying Tower
33	Offices
34	Old Coopers Yard

The Malting Complex

35	Malting House
36	Malt Kilns

Boiler House Complex

45	Workshop
45A	Lunch Room
45B	Garage
46	Boiler House
51	Cart House
52	Stables

Pure Spirits Complex

53	Pure Spirits
54	Distilling
55	Chambers
56	
57	Mash Tun Room
61	Tank House 1
62	Tank House 2
62A	Long Room
8	Machine Shop
9	Molasses Storage
42	Rack House "D"

OTHER BUILDINGS

No.	Name
43	Rack House "I"
44	Rack House "H"
47	Denaturing Room
48	Tank House 4
49	Tank House 9
50	Tank House 10
58	The Cannery
59	The Cannery
60	Pump House
63	Paint Shop
64	Rack House "G"
65	Rack House "J"
74	Case Goods Warehouse

Note: In the event of any discrepancies between building numbers and building names the building numbers will prevail.

APPENDIX 3

Design Guidelines

A. For the Entire Gooderham & Worts Area

1. The siting of new buildings should reinforce the existing geometry of lanes and courts within the Gooderham & Worts Area.
2. The landscaping design of the site, including lighting, paving, tree planting, and street furniture, should follow historical precedent, reinforce and highlight its heritage character. "Report No. 7 - Landscape History, Inventory and Guidelines" of the Heritage Masterplan should be consulted to assist and inform the design of these features.
3. Existing signage of heritage significance should be retained. New signage should be designed so that it is consistent with and maintains the heritage character of the site. Its size or scale should not dominate the building facade. "Report No. 7 - Landscape History, Inventory and Guidelines" of the Heritage Masterplan should guide the design of signage.
4. Where possible, existing building materials such as brick pavers, brickwork and interior wood should be re-used on the site in order to reinforce the heritage character of the site.
5. Overhead bridges, pipes and chutes should be retained, where possible, to help retain the industrial character of the site.
6. The aging, patterning, detail, patina and craft evident in existing interior and exterior building fabric should be respected. As much of the existing building fabric as possible should be retained.
7. Priority should be given to pedestrians and cyclists as the means of circulation on the site. Opportunities for public pedestrian circulation on the site should be maximized.
8. Vehicular access to the interior of the site should be discouraged. Vehicular access to underground parking garages, and loading spaces should be kept to the perimeter of the site. Trinity Street should be accessed only by emergency vehicles, vehicles providing access to the Trinity Street Heritage District for people with disabilities, and service vehicles serving the buildings fronting onto Trinity Street.
9. Accessibility to heritage buildings on the site should be completed in a manner that is visually unobtrusive and minimizes disruption to the heritage building fabric.
10. New building mass should complement but distinguish from existing building fabric.
11. Mechanical penthouses and H.V.A.C. equipment placed on building roofs, including existing buildings, should be designed to minimize their visibility by pedestrians at street level and from other buildings. Where appropriate such elements should be discretely hidden within the building interior, provided it does not detract from a heritage interior. Measures such as dropped ceilings, which conceal mechanical or ventilation equipment but also hide important heritage features, are discouraged.
12. The arrangement of new building mass such as podiums and arcades should be used to mitigate pedestrian level wind conditions.

13. Interventions into the facades of existing buildings such as openings for new doors and windows should be minimized. Historical precedent should be taken into account in considering alterations of existing building exteriors.
14. New buildings or multi-storey additions to existing buildings should produce a strong base, body and cap to the building mass.
15. New buildings or building additions should be highly articulated and modulated to minimize the visual impacts of building bulk, reinforce the modulation of exiting heritage buildings and reinforce the heritage character of the site.
16. Retention of existing equipment within buildings is encouraged in order to enhance the interpretative value of the site.
17. Streets, open spaces, lanes and courtyards comprising the publicly accessible open space system should have an acceptable level of sunlight penetration. In particular, net new shadows shall be minimized on Trinity Street and Trinity Square as shown on Map 15-5-C between March 21 to September 21 from the hours 10:18 a.m. to 5:18 p.m. Net new shadows are not permitted on June 21 at 2:18 p.m. on Trinity Street and Trinity Square. "Net new shadow" means shadow cast by a proposed development/redevelopment in excess of the shadow cast by existing and approved buildings and structures and by the building envelope permitted in the existing in-force Zoning By-law.
18. Exits, vents, structures or engineered control measures required to accommodate underground parking or to remediate soil contamination should be visually and physically unobtrusive and should not disrupt pedestrian and open spaces. They should be visually integrated with the surrounding grade level space in order not to detract from the provision of effective, and enjoyable pedestrian circulation and recreation within open spaces, lanes and courtyards. The design of these elements should complement the heritage character of the site.
19. Public art and private art pieces are encouraged within the Area as appropriate.
20. Special landscape treatment to signify the pedestrian entry points, in keeping with the heritage character of the Area is encouraged.

B. *Mixed Use Area 2*

1. Uses placed in buildings should have internal spatial arrangements which complement and display the important heritage building fabric. The existing spatial dimensions of the building interiors should be retained through implementation of measures such as open concept interior design or market style retail functions. Subdivision of the existing internal spaces through the addition of new partitioning or demising walls is discouraged.
2. Any permitted additions to buildings such as those required for Ontario Building Code purposes should respect the heritage character of the district. Such additions should complement and sensitively distinguish between the existing and new building fabric and should not detract from the heritage character of the existing building.
3. Where physically possible, the additions should be set back from the street edge on Trinity Street in order to minimize or eliminate their visibility from pedestrian grade level viewpoint on Trinity Street.

4. The internal compartments of the Pure Spirits Building - the Distilling Chambers (identified as Buildings No.53-57 on Map 15-5-A and Appendix 2) should be retained.
5. New interventions into the building facade such as openings for doors and windows should be minimized. Historical precedent should be taken into account in considering alterations of any existing building.
6. The addition of new building fabric should respect and be consistent with the existing heritage character of the building.
7. Where possible, important heritage building fabric hidden by recent renovation should be uncovered, exposed and restored.
8. A grade level addition to the west side of The Malting Complex (identified as Buildings No. 35 & 36 on Map 15-5-A and in Appendix 2) is acceptable provided it enhances the re-use of the Maltings Complex, is transparent and is fastened independently, of the existing building fabric.
9. The chimney of the Boiler House (Building No. 46 as shown on Map 15-5-A) should be as visible as possible so to retain its three dimensional character.
10. Preservation, renovation and adaptive re-use of Rack House "D" (identified as Building No. 42 on Map 15-5-A and in Appendix 2) for a non-profit cultural or arts related use should retain its salient heritage features, including a representative and significant portion of the interior rack structure in order to showcase the building's heritage and to facilitate site interpretation.
11. Physical barriers should be erected and a management plan completed to prevent access to Trinity Street to vehicles with the exception of bicycles, vehicles providing access to the District for people with disabilities, emergency or service vehicles servicing buildings fronting onto Trinity Street.

C. Mixed Use Area 1

1. The siting of building mass along the south side of Mill Street will be setback above the second floor to permit a vista of the Boiler House Chimney (identified as Building No. 46 on Map 15-5-A and in Appendix 2) and the cupola of the Malting House (Building No. 35 as shown on Map 15-5-A and in Appendix 2) from the Esplanade.
2. There should be a transition of building scale along Mill Street through the stepping up of building heights away from the historic buildings on Trinity Street. Any new building adjacent to Trinity Street should have a scale not exceeding the Malting Complex (identified as Buildings No. 35 & 36 on Map 15-5-A and in Appendix 2)
3. There should be at least two pedestrian connections from Mill Street to the interior courtyard to the south.
4. Buildings along Mill Street should be highly modulated and articulated. The streetwall along Mill Street should be interrupted through the creation of pedestrian connections from Mill Street to Trinity Street, and the creation of at least three distinct building segments along Mill Street.
5. Grade level commercial space should be oriented to and have access from Mill Street.
6. The commercial/residential building proposed to be adjacent to the intersection of Parliament Street and the proposed private road shown on Map 15-5-C should have the

majority of its mass closest to Parliament Street. The eastern portion of the building should have a scale and mass not exceeding the highest portion of the Stone Distillery complex (Buildings No. 2-7 as shown on Map 15-5-A and in Appendix 2).

7. The north and south walls of the Machine Shop and the north and south walls of the Molasses Storage Building (identified as Buildings No. 8 and 9 on Map 15-5-A and in Appendix 2) will be incorporated into the commercial/residential building located at the intersection of Parliament Street and the proposed private road shown on Map 15-5-C. The north and south walls of the Machine Shop will also be used to enclose the landscaped courtyard abutting the eastern end of the Stone Distillery. Additions above the walls of the Machine Shop will be designed to complement but sensitively distinguish from the existing building fabric.
8. The building materials of the commercial/residential building at the intersection of Parliament Street and the publicly accessible private road shown on Map 15-5-C will complement the facade of the Stone Distillery complex.
9. The southern foundation wall of the Barrel Wash House (identified as Building No. 25 on Map 15-5-A and in Appendix 2) will be retained as a visible remnant feature, such as a seatwall.

D. Neighbourhood Apartment Area

1. Any building addition to Rack Houses “H” and “I” (identified as Buildings No. 43 & 44 on Map 15-5-A and in Appendix 2) should be setback from existing walls building to retain the three dimensional character of the existing building.
2. A representative portion of the interior rack structure in Rack Houses “H” and “I” should be incorporated into the building lobbies.
3. New building mass should result in a transition in height from a scale that complements the scale of Rack House “D” (identified as Building No. 42 on Map 15-5-A and in Appendix 2) to the west and provides for the largest building at the eastern edge of the site.
4. If road or lane access is provided immediately north of the District, vehicular access and loading should be taken from the north side of the buildings.

E. Mixed Use Area 3

1. Any addition to Tank Houses 4,9, and 10 (identified as Buildings No. 48-50 on Map 15-5-A and in Appendix 2) should be setback on all sides in order to respect the three dimensional character of the existing buildings.
2. The provision of pedestrian access to Tank Houses 4, 9 and 10, from both Tank House Lane (Lane A as shown on Map 15-5-C) and Mill Street should seek to achieve a balance of heritage preservation and animation of the street and lane.
3. Alteration of the Paint Shop (identified as Building No. 63 on Map 15-5-A and in Appendix 2) for the purposes of an outdoor courtyard should include the retention of the majority of the existing facades and may include the retention of a portion of the roof.

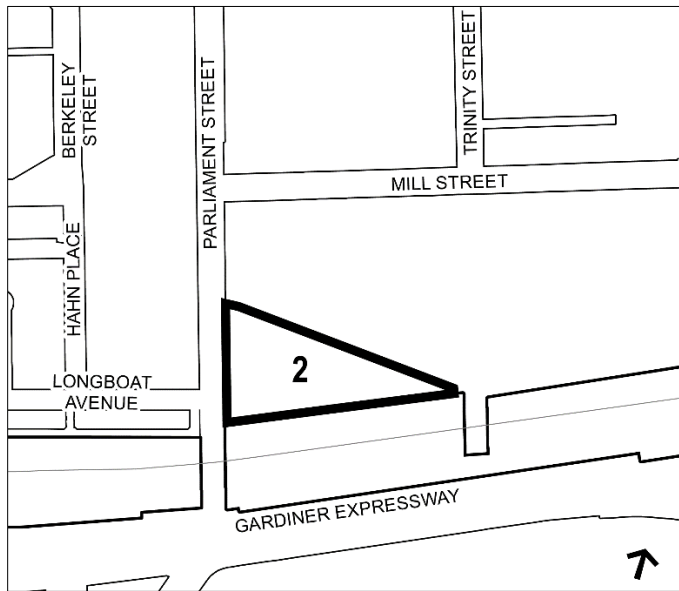
4. There should be a transition of building scale along the proposed private road shown on Map 15-5-C east of Trinity Street through the stepping up of building heights away from the buildings on Trinity Street. Any new building adjacent the Pump House (identified as Building No. 60 on Map 15-5-A and in Appendix 2) should respond to its mass through the creation of a compatible scale and a high level of articulation and modulation.
5. A representative portion of the interior rack structure within Rack House “G” (identified as Building No. 64 on Map 15-5-A and in Appendix 2) should be retained in order to showcase its heritage features.
6. the placement of new building mass adjacent to Tank House Lane (Lane A as shown on Map 15-5-C) should be accomplished in a manner that retains a pleasant and inviting environment for pedestrians.

F. Parks and Open Space Area

1. A bicycle path should be provided through the district from Parliament Street to Cherry Street
2. The publicly accessible private road shown on Map 15-5-C should have a surface comprised of a material such as masonry pavers distinct from those used on Trinity Street.
3. The north face of the railway protection wall and berm adjacent the southern property line should contain a decorative facing which complements, respects and enhances the heritage character of the site.
4. Heritage elements such as rail lines and docks serving the Area should be retained or recalled.

Site and Area Specific Policy 2 - Triangle Lands

On the lands shown as #2 on Map 15-5:



- 1.1 Residential, retail, office, institutional, recreational and cultural land uses are permitted in combination with the light industrial uses on the lands shown on Map 15-5 as the Triangle Lands Site and Area Specific Policy area provided that:

- a) the massing, siting and design of any development/redevelopment shall conserve and complement the prevalent industrial heritage character of Gooderham & Worts, through the consideration of matters as identified, but not limited to Policies 4.1 and 4.2 of the King-Parliament Secondary Plan and the Heritage Conservation policies of the Official Plan;
- b) the Triangle Lands contains a maximum of 2 tall buildings, each consisting of a base building and tower. One of the tall buildings shall be located on the lands known as 31R Parliament Street in the year 2018 shown as #3 on Map 15-5, the second tall building may be located on the remainder of the lands. Notwithstanding the foregoing, an additional tall building is permitted on the remainder of the lands, provided it is in accordance with Policy 1.3 or Policy 1.4 as the case may be.
- c) the heights of tall building development/redevelopment shall transition down in height from the east to the west towards the St. Lawrence Neighbourhood; a tall building of up to 45 storeys may be permitted within the eastern portion of the Triangle Lands and a tall building of up to 30 storeys may be permitted within the western portion of the Triangle Lands;
- d) development/redevelopment, with the exception of permitted tall buildings, shall be mid-rise in height and scale;
- e) a minimum separation distance of 25 metres is provided between the building faces of the tower component of tall buildings, excluding balconies;
- f) an average floor plate area of a maximum 750 square metres for the tower component of a tall building is achieved;
- g) the height of the base building on any development/redevelopment shall be informed by the adjacent heritage resources; where there are no adjacent heritage resources the height of the base building shall not exceed a maximum of 16 metres;
- h) development/redevelopment shall ensure adequate sky views are maintained from Gooderham & Worts;
- i) development/redevelopment shall continue the publicly accessible open space system within the Triangle Lands by providing courtyards, lanes and open spaces as appropriate;
- j) development/redevelopment shall maintain the quality of the publicly accessible open space system that exists within Gooderham & Worts and shall maintain important views to those lands;
- k) development/redevelopment shall minimize net-new shadow on Trinity Street and Trinity Square as shown on Map 15-5-C between March 21 to September 21 from the hours 10:18 a.m. to 5:18 p.m. Development/redevelopment shall cast no net-new shadow on such lands on June 21 at 2:18 p.m.;
- l) development/redevelopment shall minimize net-new shadow on the site of Canada's First Parliament Building at 25 Berkeley Street, 265 and 271 Front Street and Parliament Square Park between March 21 and September 21 from the hours of 10:18 a.m. to 5:18 p.m. Development/redevelopment shall cast no net-new shadow on such lands on June 21 at 2:18 p.m.;

- m) development/redevelopment shall minimize net-new shadow on the lands northeast of Mill Street and Parliament Street, the site of a potential park and open space between March 21 to September 21 from the hours 10:18 a.m. to 5:18 p.m. Development/redevelopment shall cast no net-new shadow on such lands on June 21 at 2:18 p.m.;
- n) development/redevelopment shall minimize net-new shadow on the publicly accessible open space system consisting of existing streets, lanes, courtyards and open spaces within the Triangle Lands where possible;
- o) for the purposes of policies 1.1 (k) to (n), net-new shadow means shadow cast by a proposed development/redevelopment in excess of the shadow cast by existing and approved buildings and structures and by the building envelope permitted in the existing in-force Zoning By-law;
- p) development/redevelopment is flood-proofed in accordance with policies established by the Toronto and Region Conservation Authority;
- q) satisfactory strategies are secured to mitigate environmental considerations such as air quality, noise, dust, vibration and rail safety;
- r) an archaeological strategy for investigating and managing the potential heritage resources associated with the former Gooderham and Worts Distillery on the site is secured;
- s) any impacts on the additional need for community services and facilities created by the development/redevelopment have been satisfactorily addressed;
- t) a pedestrian wind mitigation strategy is secured to ensure building entrances, courtyards, lanes and open spaces within Gooderham & Worts and the Triangle Lands is at a level where wind conditions are suitable for the intended use during the summer;
- u) a transportation management strategy is secured to accommodate potential vehicular lay-bys and drop-off areas and motor coach parking zones, without negatively impacting the existing transportation network; and
- v) a construction management plan is secured to minimize disruptions of the daily activities of residents, employees and tourists, where appropriate.

1.2 Residential development will provide:

- a) A residential unit mix with 25 percent or more of the units built as two-bedroom units or larger, including 10 percent of the total units built as three-bedroom units or larger; and
- b) Affordable rental and affordable ownership units, where possible.

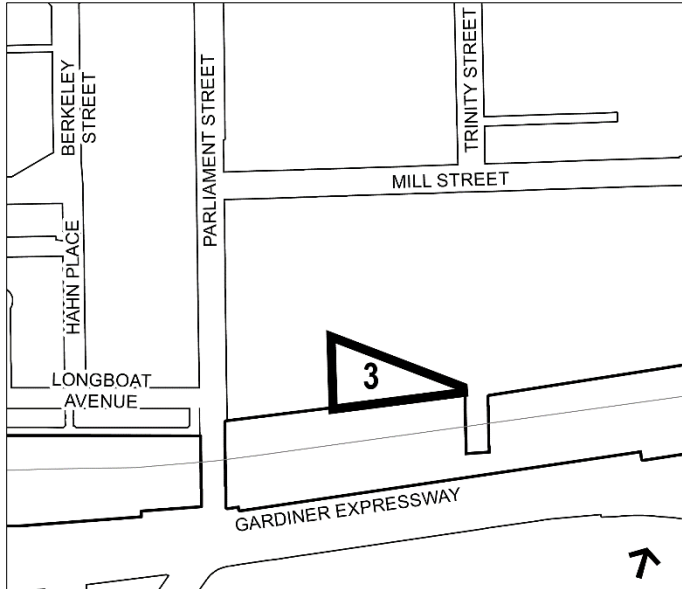
1.3 Despite policies 1.1(c) and (g) and 1.2, for the lands municipally known in the year 2018 as 31 Parliament Street, a development substantially in accordance with the approval by the Local Planning Appeal Tribunal, in its decision issued on July 19, 2018, case no. PL170101 is permitted.

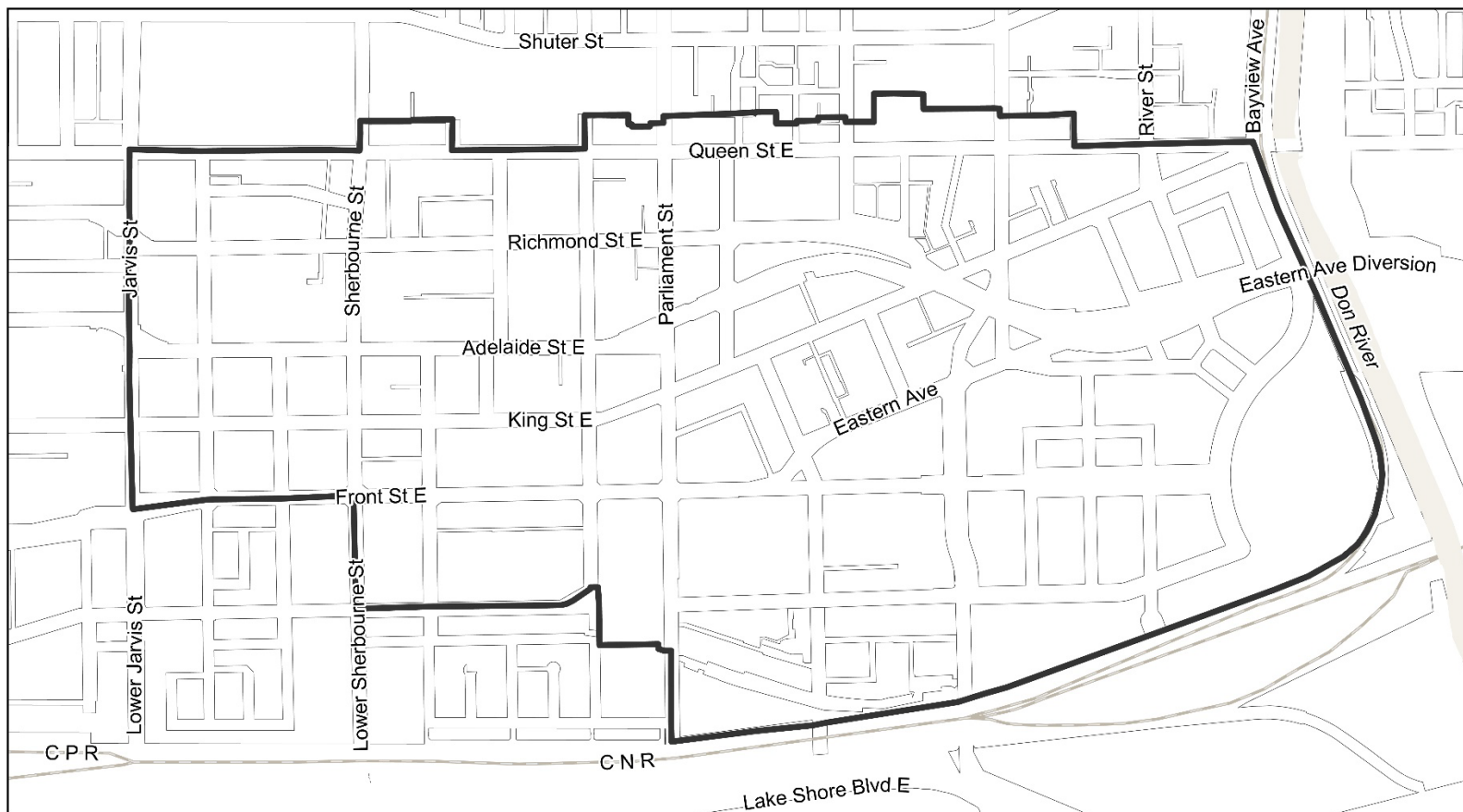
1.4 Despite policies 1.1 (c), (f), and (g) for the lands municipally known in the year 2018 as 33 and 37 Parliament Street, a development substantially in accordance with the approval by the Local Planning Appeal Tribunal, in its decision issued on May 21, 2020, case no. PL180112 is permitted.

Site and Area Specific Policy 3 - 31R Parliament Street

On the lands shown as #3 on Map 15-5:

A tall building is not subject to policies 1.1(c) – (l) and 1.2 of the preceding Triangle Lands Site and Area Specific Policy 2, and a development substantially in accordance with the approval by the Local Planning Appeal Tribunal, in its decision issued on July 6, 2017, case no. PL151116 is permitted.




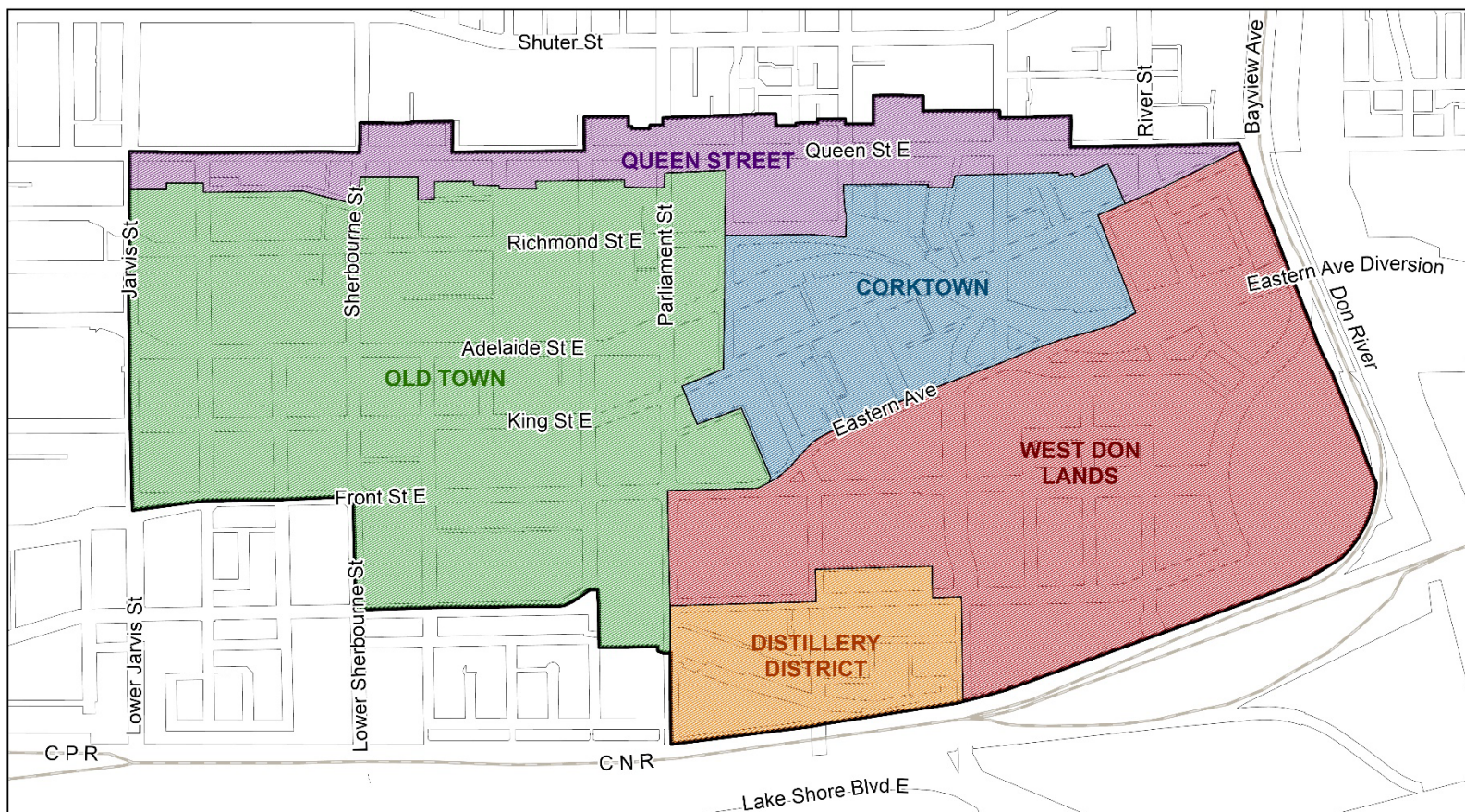


King-Parliament Secondary Plan

Map 15-1 Secondary Plan Boundary

 King-Parliament Secondary Plan Boundary

Not to Scale 





King-Parliament Secondary Plan

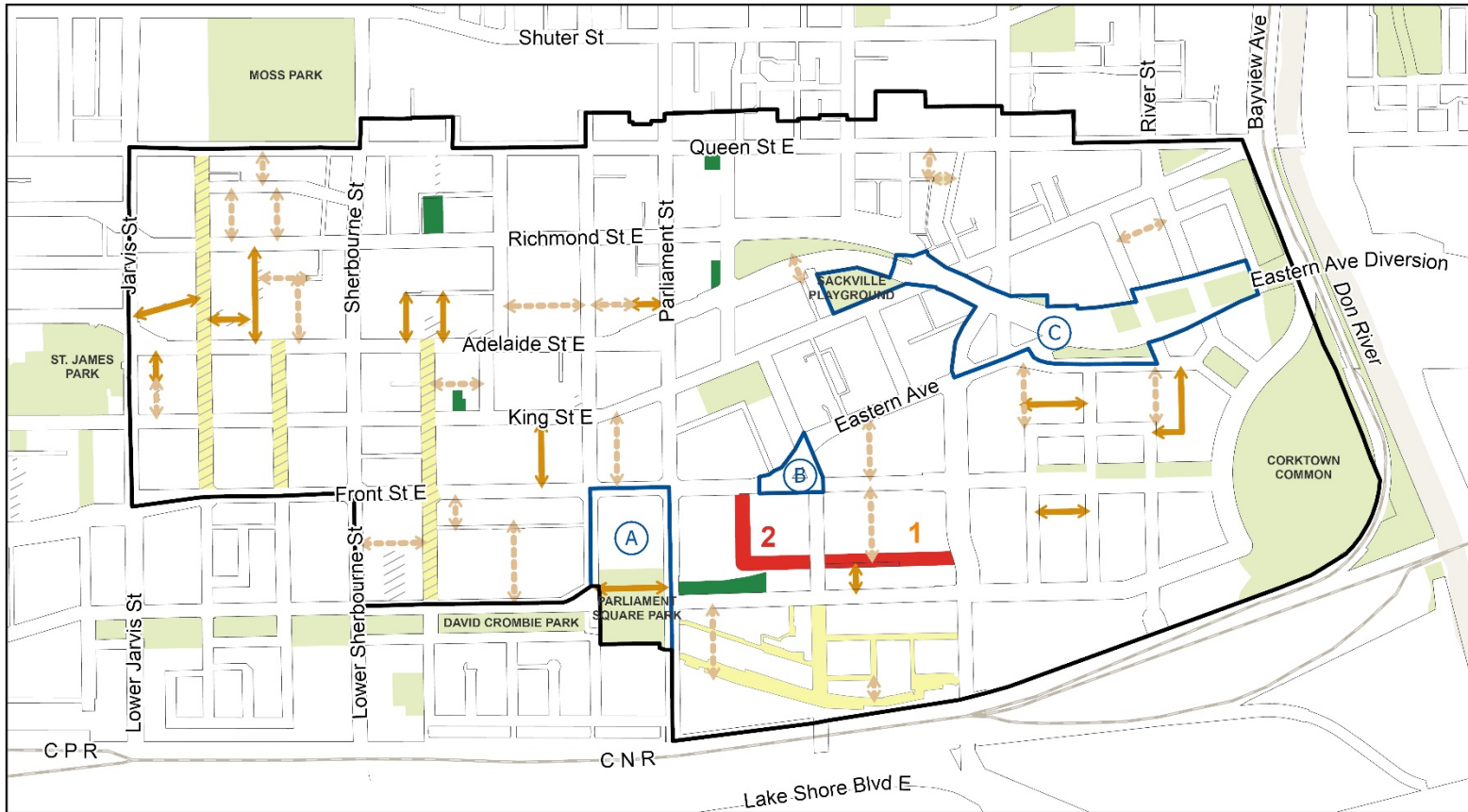
Map 15-2 Policy Areas

 King-Parliament Secondary Plan Boundary

 Corktown
 West Don Lands
 Distillery District

 Old Town
 Queen Street

Not to Scale 



King-Parliament Secondary Plan

Map 15-3 Parks and Public Realm Plan

King-Parliament Secondary Plan Boundary

Potential Mid-block Connection

Existing Mid-block Connection

New Public Street

Privately Owned Publicly-accessible Spaces

Future Parks and Open Spaces (approved through Development)

Parks and Open Spaces

Distillery District Open Space

Park Link Streets

Public Realm Big Moves:

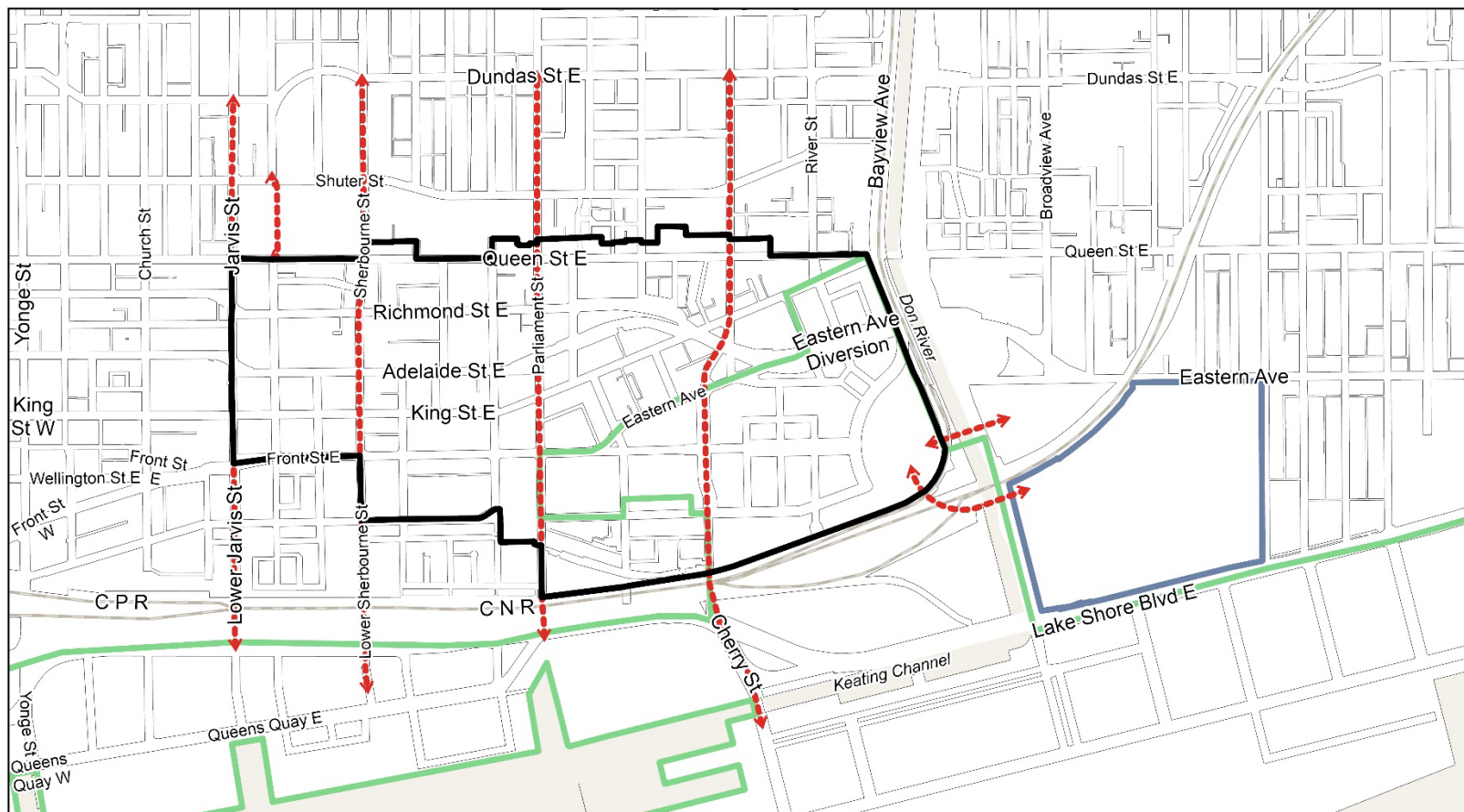
First Parliament Site & Parliament Square Park

Trinity Triangle

King-Sumach Plaza Belt

Not to Scale

March 28, 2021



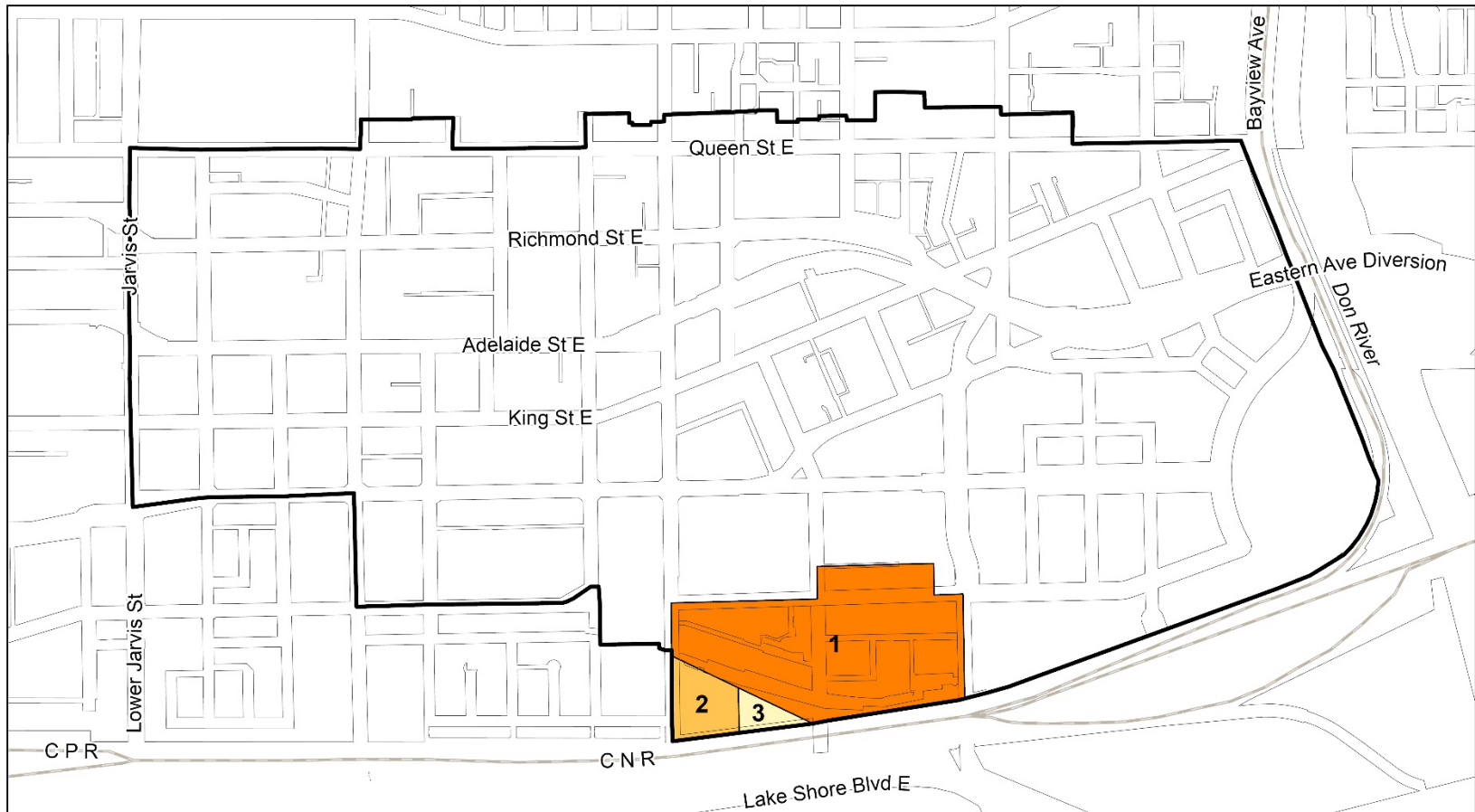
King-Parliament Secondary Plan

Map 15-4 External Connections

- King-Parliament Secondary Plan Boundary
- External Connections
- Central Waterfront Secondary Plan Boundary
- Unilever Precinct

Not to Scale







King-Parliament Secondary Plan

Map 15-5 Site and Area Specific Policies (SASP)

 King-Parliament Secondary Plan Boundary

 SASP 1 - Gooderham and Worts

 SASP 2 - Triangle Lands

 SASP 3 - 31R Parliament

Not to Scale 