

PUBLIC ATTACHMENT 1

WITH PREJUDICE

Draft DSSP Modifications and Site Specific Policies - May 29, 2023

PROPOSED MODIFICATIONS TO AMENDMENT NO. 294 TO THE OFFICIAL PLAN

1. Official Plan Amendment No. 294 is modified by replacing Schedule II with Schedule C below.
2. The Table in Clause 3 of Official Plan Amendment No. 294 is modified by adding a New Link 9 and replacing the description of Link 8 with the following:

STREET NAME	FROM	TO
New Link 8 (2023)	Dufferin Street	Yorkdale Road
New Link 9 (2023)	Yorkdale Road	New Link 8 (Street A)

3. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing Maps 36-1 to 36-11, inclusive, with: Maps 36-1 to Maps 36-11, inclusive in Schedule 'A' below, and adding Maps 36-17, 36-18 and 36-19 in Schedule 'A' below.
4. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing the Table in Appendix 1 with Schedule 'B' below.
5. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing the following policies and descriptive text with the text below:

3. Development, Land Use & Built Form

3.7 Built Form (fourth paragraph)

Tall buildings will be strategically located at the northern and southern extents of the Secondary Plan Area, at the intersection of the Dufferin Street and Lawrence Avenue West *Avenues*, on portions of Block 14 and on the west side of Dufferin Street near Highway 401. These tall buildings will have appropriately scaled base buildings and tower heights and locations that will transition in scale and buffer lower scale development in *Neighbourhoods* and *Employment Areas*.

3.7.1.7 Mid-rise buildings are appropriate for the entire Secondary Plan Area with the exception of Low-Rise Areas in Map 36-10, where appropriate.

6. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, Section 9.5 Block 14 is modified by deleting and replacing the following policies and descriptive text with the policies below:

9.5 Block 14

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

Yorkdale Shopping Centre plays an important role along Dufferin Street, within the City of Toronto, and within the broader region as a major tourist destination, large scale employer, and an important economic driver. This role is intended to increase over the horizon of this Secondary Plan and beyond, as the uses on the site continue to expand and evolve. Within Block 14, the existing Yorkdale Shopping Centre is an important retail location on Dufferin Street, where it acts as a northern anchor for the street, drawing pedestrians and economic activity. Block 14 will continue to evolve into a mixed use neighbourhood that will support the implementation of the Secondary Plan Vision for Dufferin Street.

The Secondary Plan Vision for these lands is for a landmark mixed use destination that maximizes opportunity for additional transit supportive development on the Block. New development within Block 14 will positively address and animate Dufferin Street and Yorkdale Road and improve permeability into and through the Block to Dufferin Street, the Yorkdale Subway Station, surrounding parks and the broader area, with new public and publicly accessible streets, pedestrian routes, and a connected network of public parks and privately owned publicly accessible open spaces. The Yorkdale Crescent will be an organizing element on Block 14, strengthening the integration of new development with the existing Yorkdale Shopping Centre. Yorkdale Crescent will be comprised of a series of public realm elements, including streets, landscaped setbacks, parks and open space organized to create a radial gesture unifying the north and west development areas on Block 14. Block master planning will ensure comprehensive and coordinated redevelopment across the Block. The build out of Block 14 is expected to occur to 2041 or beyond, with construction of initial phases expected prior to 2030.

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

Climate Adaptation

9.5.1 Applying an innovative approach to sustainable design that is climate resilient and reduces heat exposure, impervious surfaces and flooding, including through the provision of green infrastructure.

9.5.2 Minimizing energy demand, seeking opportunities for district energy and/or other low carbon energy solutions, and pursuing zero emissions, including from the impacts of embodied emissions from materials.

9.5.3 Increasing the urban tree canopy and promoting landscapes with native species and pollinators.

Coordinated Development

9.5.4 A Block Master Plan for Block 14, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated development. The Block Master Plan for Block 14 is shown on Map 36-17 “Block Master Plan”.

9.5.5 Water, sewer, and stormwater servicing will be required to accommodate for future development on Block 14 in accordance with the Yorkdale Development Infrastructure Master Plan Addendum. New development will not exceed the capacity of municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed development on Block 14, upgrades and improvements to infrastructure will be required with development to provide adequate capacity.

9.5.6 New development will coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new servicing and transportation infrastructure where required to support new development. Infrastructure upgrades and/or improvements will be guided by the Yorkdale Transportation Master Plan and Yorkdale Development Infrastructure Master Plan Addendum. This may also include cost sharing agreements between landowners, where appropriate.

9.5.7 New development will include stormwater management methods to address existing site impacts on the environment resulting from extensive surface parking and to manage future development in an environmentally responsive manner.

9.5.8 Transportation infrastructure will be provided to accommodate for future development on Block 14. Planning for future transportation infrastructure will be guided by the Yorkdale Transportation Master Plan, and future Multi-modal Transportation Impact Study updates, to account for changes in demand and modal split over the build out of Block 14.

9.5.9 The planned street network, as shown on Map 36-3 “Structure Plan” and Map 36-6 “Street Network”, will provide a fine grain of streets to improve connectivity for pedestrians, cyclists and vehicles, and enhance access to/from, through and within Block 14.

9.5.10 Improvements to the pedestrian and cycling network on Block 14 and connections to surrounding neighbourhoods will be provided as shown on Maps 36-7a and 36-7b and will be implemented through the phased development of Block 14.

9.5.11 Development and public infrastructure projects adjacent to existing and planned transit priority routes and to the transit interchanges identified in Map 36-19 “Transit and Transportation Demand Management (TDM) Plan”, will recognize and consider local and regional transit system infrastructure needs.

9.5.12 A Multi-modal Transportation Impact Study and Parking Management Program outlining recommended improvements for Block 14 will be updated and submitted to the City with each Block Plan, in conjunction with any Zoning By-law Amendment Applications for lands within the Block Plan.

9.5.13 A green streets approach will be applied to the design and construction of new public streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

Land Use

9.5.14 The entirety of Block 14 will continue to be designated *Mixed Use Areas* with retail, service, entertainment, residential, hotel, office, parks, open spaces, and other appropriate uses supported and encouraged on site. Retail and active uses at grade will be encouraged in new development and along the Dufferin Street edge within a streetwall oriented toward Dufferin Street.

Parks, Open Space and Public Realm

9.5.15 The redevelopment of Block 14 over time will create a high quality public realm of public and private streets, parks, open spaces, pedestrian and cycling connections. The design and activation of the public realm will support the new complete community at Yorkdale, while reflecting the shopping centre's critical role as a regional retail destination. The Yorkdale Urban Design Guidelines provide guidance on implementing public realm design and streetscaping within Block 14.

9.5.16 The redevelopment of Block 14 will include the creation of a fine grain pattern of appropriately scaled development blocks, public and private streets, mid-block connections, parks and open spaces as shown on Map 36-3 “Structure Plan” and Map 36-17 “Block Master Plan”. Mixed use redevelopment will occur on Blocks 14-1 through 14-10,

while parks and major open space will be provided on open space Blocks 14-A through 14-D, as generally shown on Map 36-17 “Block Master Plan” and Map 36-5 “Greening Plan”.

9.5.17 Within the site interior, the relationship between the public realm and built form, and between the existing Yorkdale Shopping Centre and the new development blocks will be reinforced by the Yorkdale Crescent, a radial design gesture generally extending from the public park on Block 14-A to the publicly accessible open space on Block 14-D and connecting the parks, open spaces and public realm elements along Street A, as shown on Map 36-17.

9.5.18 Active uses will be provided along the edges of public and private, publicly accessible streets, where appropriate, as generally shown on Map 36-8 “Priority Retail Areas”.

9.5.19 Block 14 forms part of the Dufferin Landscape Gateway. Implementation of the Landscape Gateway will be encouraged with new development along the Dufferin Street frontage, consistent with the policies of this Secondary Plan and with the Yorkdale Urban Design Guidelines.

9.5.20 Development will contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy and providing adequate soil volume to ensure healthy, mature tree growth in addition to minimizing conflicts with utilities throughout the development site, where possible.

Urban Design

9.5.21 Notwithstanding Policy 11.7, the Yorkdale Urban Design Guidelines will prevail in the case of a conflict with the Dufferin Street Urban Design Guidelines. The Yorkdale Urban Design Guidelines will replace guidelines for Block 14 as set out in Section 6.2.5 of the Dufferin Street Urban Design Guidelines. The Yorkdale Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plans of Subdivision and Site Plan Control.

9.5.22 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block. Notwithstanding policies in Section 3.7.2, building height permissions for Block 14 are identified in Section 12.X below and on Map 36-10 “Building Type Areas”.

9.5.23 In addition to policy 3.7.2.3, the implementing Zoning By-law(s) will cease to restrict the height of buildings and structures in consideration of the flight approach to

the airport once the Downsview Airport is no longer operational, at which time the maximum building heights will be as shown on Map 36-10.

Phasing

9.5.24 Development will be sequenced, generally as shown on the Reference Phasing Diagram in Appendix "X", to ensure the policies of this Plan are met for each phase of development of Block 14. For additional clarity, phasing of the development on Block 14 is not required to proceed in the alphabetical order shown on the Reference Phasing Diagram in Appendix "X".

9.5.25 Phasing Plans will provide guidance as to when and how Block 14 will develop over time. The Reference Phasing Diagram in Appendix "X" is provided for information purposes only and may be revised without the need for an amendment to the Secondary Plan.

9.5.26 Development phases will be informed by the Yorkdale Transportation Master Plan, Yorkdale Development Infrastructure Master Plan Addendum, the Parks and Recreation Facilities Master Plan and other relevant Master Plans and studies that are applicable or provided at the time of future Block Plan(s). Any studies that are provided in support of development will be informed by these Master Plans.

9.5.27 A Reference Phasing Diagram for Block 14 will be submitted to the City concurrent with the first Block Plan and Zoning By-law Amendment application for Block 14, and will be updated and resubmitted with each subsequent Block Plan and Zoning By-law Amendment application.

Block Master Plans and Block Plans

9.5.28. The Block Master Plan for the entirety of Block 14, as shown on Map 36-17, forms the basis for development of Block 14, the policies found in this section and Section 12.X.

9.5.29 Further Block Plans for areas generally consistent with the phases outlined in the Reference Phasing Diagram will be submitted concurrent with applications for Zoning By-law Amendment. The extent of lands contained in each Block Plan will be consistent with the lands subject to the respective application for Zoning By-law Amendment.

9.5.30 Subject to approval by the City, Block Plans may serve to amend the Block Master Plan for Block 14 as shown on Map 36-17 without the requirement for an amendment to this Secondary Plan.

9.5.31 To ensure a coordinated approach for the development of Block 14, the following reports and studies establishing the framework for all of Block 14 will be required with the first Block Plan and Zoning By-law Amendment application on all or a part of Block 14:

- i. Net Zero Emissions Strategy;
- ii. Sustainability Strategy (including Green Street Strategy, strategies to achieve and articulate net zero carbon targets, materials and sources, active transportation, and mobility as it relates to sustainability and climate resiliency);
- iii. Yorkdale Urban Design Guidelines (including Built Form, Streetscape and Public Realm Strategy);
- iv. Public Art Strategy, per policy 12.X.41 below;
- v. Transportation Demand Management Strategy; and
- vi. Affordable housing strategy.

For greater clarity, the above noted list of studies and reports is not a comprehensive list of all required reports and studies that may be requested as part of an application for Zoning By-law Amendment. The complete application requirements of the Official Plan continue to apply, which may also be supplemented by further reports and studies as may be identified in accordance with the list above.

9.5.32 In addition to requirements identified in policies 11.13.2 and 11.13.3, the following matters will be addressed as part of a Block Plan:

- i. A description of the character and the key elements of the Block Plan;
- ii. Delineation of the lands within the Block Plan, generally consistent with the phases, as updated, in the Reference Phasing Diagram for Block 14;
- iii. Coordination of services (including but not limited to streets, parks, servicing infrastructure, housing, connections) between the subject Block Plan lands and the other lands on Block 14;
- iv. The location, preliminary design and costing of required water, sewer and stormwater infrastructure for development within the Block Plan;
- v. Details of the transportation network improvements for the Block Plan, including costing and interim conditions to facilitate the transportation network as identified in the Yorkdale Transportation Master Plan and on Maps 36-3, 36-6, 36-7a, 36-7b, 36-18 and 36-19 for Block 14;
- vi. An updated Community Services and Facilities (CS&F) Study that identifies which facilities have been delivered and which facilities remain to be delivered including location(s) of facilities provided within the Block Plan;
- vii. Additional site-specific built form and public realm strategies for individual development blocks, based on the Yorkdale Urban Design Guidelines;
- viii. Public art plans; and

ix. Location and proposal for affordable housing.

9.5.33 As the development of Block 14 will occur over time, in order to ensure that development is proceeding with coordinated and up to date information, each application for Zoning By-Law Amendment must address the implementation of the Block Master Plan and approved plans and reports described in Policy 9.5.31 above.

7. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, Section 12 Site and Area Specific Policies is modified by adding the following:

12.X 3401 Dufferin Street and 1 Yorkdale Road (Yorkdale Block Master Plan)

Interpretation

The following Yorkdale Block Master Plan policies are intended to be read with the policies of the Official Plan, Dufferin Street Secondary Plan, and Lawrence Allen Secondary Plan, except where provided otherwise. In case of a conflict between the Official Plan or applicable Secondary Plans and their implementing plans, strategies and guidelines, and policies in Section 12.X, the policies of Section 12.X will prevail.

Block 14 as shown on Map 36-2 shall be developed in accordance with the following policies.

Land Use and Density

12.X.1 The permitted maximum density on Block 14 will not exceed 2.5 times the gross area of Block 14 (including public road and public park conveyances), as shown on Map 36-11 "Maximum Density".

12.X.2 The permitted maximum density of residential uses on Block 14 will not exceed 1.25 times the gross area of Block 14 (including public road and public park conveyances).

12.X.3 Retail at grade and active frontages will be encouraged along the Dufferin Street edge, along new streets, public parks and publicly accessible open spaces. Mandatory retail areas will be required as shown on Map 36-8 "Priority Retail Areas". Active uses at grade, where retail is encouraged among other uses, but not required, are shown as "Active Uses at Grade: Retail Encouraged But Not Required" on Map 36-8. Notwithstanding areas designated in Map 36-8 as "Active at Grade Frontages", buildings facing parks and open spaces as well as buildings fronting Dufferin Street on Block 14-2 will incorporate street-related retail and services uses at grade for at least 50 percent of the building's street frontage.

12.X.4 Notwithstanding Policy 3.2.5, large-format retail uses will be permitted on Block 14 within the Yorkdale Shopping Centre and within the podiums of new development. New

drive-through establishments and new stand-alone structures for auto-oriented establishments are not permitted.

12.X.5 On an interim basis, prior to full build-out, surface parking will continue to be permitted on the unbuilt portions of Block 14 that are subject to future phases of development. Such uses shall not preclude the redevelopment of future phases.

12.X.6 Existing (as of the time of approval of this policy) parking, loading and servicing associated with the Yorkdale Shopping Centre will continue to be permitted at, and above grade.

12.X.7 New above grade parking is not encouraged, but may be provided in appropriate locations, as identified and refined through the development approvals process. New above grade parking, loading and servicing may be incorporated into the built form of new development and will be wrapped with active uses on all sides facing a public street or park, with the exception of the Yorkdale Road frontage, where such uses may be screened. In designing above grade parking areas, consideration should be given for the potential conversion of such areas to other uses in the future.

Built Form

12.X.8 Building edges will frame streets, parks and open spaces, strengthening the relationship between the built form and public realm. New building edges and open spaces internal to Block 14 will enhance the radially shaped Yorkdale Crescent from Block 14-A to Block 14-D.

12.X.9 Minimum building setbacks will be provided on Block 14 as shown on Map 36-9 "Minimum Setback Plan".

12.X.10 The tallest buildings will form a primary height peak generally located in the northeastern quadrant of Block 14, adjacent to the intersection of Highway 401 and Allen Road, and in closest proximity to higher-order transit. Heights will generally transition down to adjacent blocks within Block 14, and to surrounding development.

12.X.11 In addition to policy 12.X.10 above, building heights will provide variation, visual interest and an engaging skyline, while transitioning to the lower height zone at the southwest portion of the site along Dufferin Street.

12.X.12 Tall buildings will only be permitted in the Existing or Permitted Tall Buildings Areas with maximum heights identified on Map 36-10 "Building Type Areas".

12.X.13 The maximum building heights shown on Map 36-10 "Building Type Areas" may be exceeded only for mechanical penthouses or non-habitable architectural features, which

will not count as additional storeys. Should the use of low carbon energy sources not require mechanical penthouses, and a Tier Two or better Greenhouse Gas Intensity target of the applicable Toronto Green Standard version is met, the maximum heights shown on Map 36-10 "Building Type Areas" may be exceeded for another use by the height equal to that of a mechanical penthouse as specified in the Zoning By-law, as may be amended or varied from time to time.

12.X.14 Notwithstanding Policy 3.7.2.4, the base building of tall buildings will be subject to angular plane performance standards from Dufferin Street, whereas tower portions of tall buildings at Blocks 14-2 and 14-3, as shown on Map 36-17 "Block Master Plan" will be exempt from these standards if a minimum 5 metre setback is provided between the base building and tower portion of the building along Dufferin Street.

12.X.15 Base buildings on Block 14 will help define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and to support an overall pedestrian friendly environment. Base buildings will generally provide a unified streetwall along the Dufferin Street edge and along major east-west street edges, and will contribute to the expression of Yorkdale Crescent.

12.X.16 Base building heights will be appropriately scaled in relationship to the street rights-of-way they front and will range as follows:

- i. Along Dufferin Street: generally between 4 and 6 storeys, to a maximum of 80% of the planned Dufferin Street right-of-way width;
- ii. Along Street A-2 (north side): generally between 4 and 7 storeys, to a maximum of 100% of the right-of-way width of Street A-2;
- iii. Along Streets A-1 and A-2 (south side): generally between 4 and 6 storeys, to a maximum of 80% of the right-of-way width of those streets; and
- iv. Along Streets C and D, generally 4-6 storeys, to a maximum of 80% of the distance between two fronting building edges.

12.X.17 Base buildings will generally be designed to achieve the following design objectives:

- i. relate to the scale and proportion of adjacent streets, parks and open spaces;
- ii. animate and promote the use of adjacent streets, parks and open spaces by providing active uses at grade and building articulation with multiple entrances on long building faces;
- iii. incorporate an appropriate amount of glazing;
- iv. supporting tree planting and mature tree growth, where appropriate; and

v. include high-quality materials and design elements that fit with neighbouring buildings and contribute to a high-quality pedestrian scale.

12.X.18 A minimum stepback of 1.5 metres will be provided between the base buildings and tower portions of buildings along the Yorkdale Road frontage.

12.X.19 New development on Block 14 will include high quality, durable materials and sustainable and resilient building practices.

12.X.20 Developments will :

- i. consider the orientation, layout and façade design of buildings so as to take advantage of opportunities for energy efficiency and reduction of greenhouse gas emissions;
- ii. define, frame, support, and contribute to public realm elements such as streets, parks and open spaces, privately owned publicly accessible spaces (POPS), mid-block pedestrian connections, public art, views and vistas;
- iii. be located and designed to limit shadows to preserve the utility of sidewalks, parks, open spaces, childcare centres, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS and extend pedestrian comfort in all seasons.

12.X.21 Pedestrian level wind comfort in parks, the public realm and outdoor amenity areas will be suitable for all activities envisioned in these spaces, including in passive areas intended for sitting and in active areas intended for playing and engaging in physical activity.

12.X.22 Appropriate space between tall buildings will:

- i. provide for a high-quality, comfortable public realm;
- ii. help limit shadow impacts on the public realm, including streets, parks, POPS, open spaces, and surrounding properties;
- iii. provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- iv. provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS and open spaces; and
- v. limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces and surrounding properties.

12.X.23 Notwithstanding Policy 3.7.1.7 and Map 36-10 “Building Type Areas”, the height of the existing Yorkdale Shopping Centre is not limited by this site and area specific policy and the maximum permitted height for the existing Yorkdale Shopping Centre is as set out in the Zoning By-law, as may be amended or varied from time to time.

Parks and Open Space

12.X.24 In addition to Policies 2.3 and 3.3.4, a minimum of 1.52 hectares of unencumbered public parkland will be conveyed on Block 14, to serve both the anticipated future population as well as the broader community.

12.X.25 The location and size of new planned public parkland is identified within Blocks 14-A, 14-B and 14-C on Map 36-17 and is as follows:

- i. Block 14-A – A public park with frontage on Dufferin Street, a minimum of 8,660 square metres in size;
- ii. Block 14-B – A public park with frontage on the new Street A-1, a minimum of 2,580 square metres in size; and
- iii. Block 14-C - A public park with frontage on the new Street A-2, a minimum of 3,980 square metres in size.

Each phase (or sub-phase) of development within Block 14 will be required to satisfy the parkland requirements for that development phase (or sub-phase).

12.X.26 All public parkland must have frontage on a public street, with all public infrastructure and servicing required for the parkland to be located within a public right-of-way.

12.X.27 Public parks will be fronted by active uses and will be screened or separated from servicing and loading infrastructure by incorporating such infrastructure into the built form where possible, or through the use of appropriate setbacks, architectural, and landscape elements.

12.X.28 A minimum setback of 5 metres will be provided between parkland boundaries and any adjacent building face, as shown on Map 36-9 “Minimum Setback Plan”.

12.X.29 Land for public parkland will be conveyed to the City in a phased manner, and will be addressed and secured through the Draft Plan(s) of Subdivision for each phase (or sub-phase) of development shown on the Reference Phasing Diagram in Appendix “X”. Parkland will generally be conveyed in a south to north direction, beginning with lands in Block 14-A and ending with lands in Block 14-C. Parkland areas will be conveyed contiguously when within the same block as shown on Map 36-17 “Block Master Plan”, or in

close proximity to one another when not within the same block.

Street Network and Streetscaping

12.X.30 Notwithstanding Section 3. Development, Land Use and Built Form and Policy 7.2.1, the planned street network is identified on Map 36-17 “Block Master Plan” and Map 36-6 “Street Network”, and will include the following components:

- i. Street A (including Street A-1 and Street A-2) will be an east-west street, connecting Dufferin Street and Yorkdale Road and will provide an accessible landscaped urban boulevard for all users. This street is envisioned as an urban green connection linking public parks and private open spaces and may accommodate additional building setbacks, landscaping and other green infrastructure, where possible, to contribute to this character. Street A will form part of the Allen Greenway, which is a subset of the Northwest Cultural Trail that connects the Jack Layton Ferry Terminal to the Vaughan Metropolitan Centre.
- ii. Street B (including Street B-1 and Street B-2) will be a north-south street, connecting Street C and Yorkdale Road. This street will accommodate all road users.
- iii. Street C will be an east-west commercial street, connecting Street A and Yorkdale Road along the northern edge of the Yorkdale Shopping Centre. This street will provide a high level of activation at grade, with flanking retail, commercial, and other appropriate active uses.
- iv. Street D will be a north-south street, connecting Dufferin Street with Streets A and C. This street will provide the interface between the Yorkdale Shopping Centre and Park Blocks 14-A and 14-B, and beyond to Dufferin Street. Street D will accommodate pedestrian pick-up and drop-off locations for the existing shopping centre, and may allow programming and celebrations for both existing shopping centre and park users.
- v. The Yorkdale South Service Road is an east-west servicing street between Dufferin Street and Allen Road and will be realigned to connect with the entrance to/from the McAdam Loop. This street will continue to be a servicing street critical to the operations of the existing Yorkdale Shopping Centre.

12.X.31 Streets will be appropriately scaled, pedestrian-oriented, safe and comfortable, inviting and promoting movement into and through Block 14. Streets will be designed to meet or exceed City standards, and will be guided by the Yorkdale Urban Design Guidelines.

12.X.32 Notwithstanding Policy 4.1 and Policy 9.5.12, the Dufferin Landscape Gateway will be achieved on Block 14 through urban landscaping over a minimum setback of 5 metres, as shown on Map 36-9 “Minimum Setback Plan”.

12.X.33 Development will generally locate and organize vehicular access, ramps, loading, and servicing underground and organize above grade uses so as to minimize the impact of vehicular activities and improve the safety and attractiveness of the public realm by integrating service access within the built form and landscape features.

Mid-Block Connections

12.X.34 New publicly-accessible mid-block connections will be implemented through the development application review process, where appropriate, to create a functional and accessible pedestrian network and improve utility for pedestrian mobility including access to transit stations and other community amenities and pedestrian networks.

12.X.35 Mid-block connections provide direct, legible, continuous and connected public access through blocks and are planned to:

- i. follow existing and future pedestrian desire lines;
- ii. be located at grade with high-quality design and materials;
- iii. be publicly accessible in all seasons and secured with easements where necessary; and
- iv. be universally accessible, signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety.

Private Open Spaces

12.X.36 At full build-out of Block 14, a range of Privately Owned Publicly Accessible Spaces (POPS) will be provided as a distributed network on the site to facilitate open space connectivity, further animate the public realm, and to connect unencumbered park areas on the site. POPS will be strategically located and designed to accommodate a wide range of potential uses and amenities for the enjoyment of all users. The locations of proposed POPS within a particular phase of development will be provided as generally identified on Map 36-17 “Block Master Plan” as “Other Open Space”, and the exact dimensions and configuration of each proposed POPS will be refined, where applicable, within the Block Plan for that phase.

12.X.37 At the time of development of Block 14-1, a publicly-accessible Urban Plaza will be established as a POPS on Block 14-1, as shown on Map 36-5 “Greening Plan”. This open space feature will form an attractive focal point on Block 14, will act as a pedestrian

connection between Dufferin Street and the enclosed Yorkdale Shopping Centre, and will enhance the pedestrian experience entering the site. The POPS, shown generally as Urban Plaza on Map 36-3 “Structure Plan” and Map 36-5 “Greening Plan”, will be designed consistent with Policy 3.3.7 of this Secondary Plan and the Yorkdale Urban Design Guidelines.

12.X.38 A POPS of approximately 5,000 square metres will be provided between Street C and Street A-2, on Block 14-D, shown as “Other Open Space – New” on Map 36-5 “Greening Plan”. This open space will accommodate passive recreation, community events and programming associated with the Yorkdale Shopping Centre. This POPS will act as an extension of the internalized pedestrian route that is provided within the Yorkdale Shopping Centre to facilitate a convenient connection between the Yorkdale Subway Station and Street A-2.

12.X.39 Where POPS and parks are located in close proximity to each other, opportunities will be explored to coordinate their design and wayfinding strategy.

12.X.40 POPS will be coordinated, where possible, with active ground level uses in adjacent buildings, such as residential entrances and/or amenity spaces, active office uses, retail, restaurant and community spaces, and provide seating and gathering spaces within the public realm.

Public Art

12.X.41 A site-wide comprehensive public art strategy will be submitted to the City for Block 14 concurrent with the first Block Plan and Zoning By-law Amendment application, and will guide the subsequent development application(s) for Block 14 by providing conceptual locations for the siting of public art installations as well as broad guidance on potential topics for expression and representation.

12.X.42 Public art will reflect the artistic and sculptural tradition at Yorkdale and will be considered in the design of parks, urban plazas, street boulevards and other private open spaces. Proposed locations, design strategies and budget for public art will be provided with each Block Plan submitted to the City.

12.X.43 Public art will contribute to the character of Block 14 by:

- i. enhancing the quality of public spaces and other spaces that are publicly accessible and visible from the public realm; and
- ii. facilitating expression of the area’s cultural and natural heritage, including Indigenous history, and Indigenous cultural representation.

Mobility

12.X.44 The Yorkdale Transportation Master Plan forms the basis of the transportation infrastructure recommended or required to service the growth envisioned on Block 14 and in the broader Yorkdale Transportation Master Plan study area. The work undertaken for the Transportation Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. Where the recommended improvements from the Yorkdale Transportation Master Plan are required to accommodate development on Block 14, they will be refined, considered and implemented through the development application process. Additional or alternative improvements may also be identified over time by the City and by landowners, to the satisfaction of the City.

12.X.45 The expansion of the street network on Block 14 into a finer grid of streets identified on Map 36-6 “Street Network” and Map 36-18 “Street Width” will occur incrementally with development through the construction and conveyance of new streets.

12.X.46 Redevelopment of Block 14 will provide a fine grain of streets and mid-block connections to ensure a high level of permeability for pedestrian, cycling and vehicular circulation, and to encourage an appropriate scale of redevelopment for adjacent blocks.

12.X.47 The planned street network is conceptually shown on Map 36-6 “Street Network” and identified on Map 36-17 “Block Master Plan”.

12.X.48 The street network described in policy 12.X.47 above will provide for convenient and safe passenger pick-up and drop-off activities, where appropriate.

12.X.49 The Street Network will consist of Public Streets, Conceptual Streets, and Private Streets, which are defined as follows:

- i. Public Streets will be publicly owned and accommodate all users and modes;
- ii. Conceptual Streets are privately owned streets that may become Public Streets in accordance with Policies 12.X.53 and 12.X.54 below; and
- iii. Private Streets are connections that are privately owned and not anticipated to become Public Streets.

12.X.50 Conceptual Streets on Block 14 will be designed and maintained to the same or higher quality as Public Streets, and will:

- i. be designed and constructed to City standards, as may be amended from time to time;
- ii. be made accessible to the public; and
- iii. be subject to Policies 12.X.53 and 12.X.54.

12.X.51 Public and Conceptual Streets will have a minimum width of 20 metres for streets with shared cycling facility and 24 metres for streets with dedicated cycling facility.

12.X.52 Notwithstanding Policy 12.X.51, Street D may have a minimum width of 20 metres with dedicated cycling facility for the portion of the street adjacent to a public park or publicly accessible open space.

12.X.53 Should residential redevelopment be approved along the western edge and within the footprint of the Yorkdale Shopping Centre (lawfully existing as of September 20, 2016), and/or in the Contiguous Development Area shown on Map 36-17, then Conceptual Street D will be conveyed as a Public Street.

12.X.54 Should residential redevelopment be approved on the footprint of the Yorkdale Shopping Centre (lawfully existing as of September 20, 2016), then Conceptual Streets B-2 and/or C, or segments of such streets with appropriate public street connections at both ends, that are required to support the proposed residential redevelopment will be conveyed as Public Streets.

12.X.55 Additional connections at grade will be provided in the form of private connections and laneways, as shown on Map 36-17. These connections will link to main access points for underground circulation, parking and servicing infrastructure, or as private laneways integrated into the public realm through the use of landscape elements and paving treatments.

12.X.56 Notwithstanding Policy 7.2.2, the exact location, alignment and design of streets will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.

12.X.57 In addition to Policies 12.X.47 12.X.48 and 12.X.49 above, a network of underground vehicular connections for circulation and loading may be permitted throughout Block 14, subject to City Council approval where such underground vehicular connections are proposed to be located below lands that are being conveyed to the City.

12.X.58 Notwithstanding Policy 7.2.7, the design of space within the right-of-way will be guided by the Yorkdale Transportation Master Plan, the Yorkdale Urban Design Guidelines, as well as green streets and Complete Streets principles.

12.X.59 On-street parking provided on new public streets should be constructed with electrical conduits to enable installation of public electric vehicle/bicycle charging equipment.

12.X.60 Cycling infrastructure and facilities will be planned and provided through site development and will be provided as identified on Map 36-7b "Cycling Connections" and the Reference Phasing Diagram in Appendix "X". At the intersection of dedicated cycling

facilities, Protected Intersection designs may be used to mitigate vehicle and pedestrian/cyclist turning conflicts and to secure safer turning movements for cyclists at Proposed Cycling Interchanges identified on Map 36-7b “Cycling Connections”. Design of the cycling infrastructure will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.

12.X.61 Publicly accessible bicycle parking, in addition to the on-site by-law requirement, will be planned and located along cycling routes, within public parks and privately-owned publicly accessible open spaces. Bike-share facilities will be primarily located within Mobility Hubs which will be located, as appropriate, in or adjacent to parks, publicly accessible open spaces and major transportation infrastructure. Conceptual Mobility Hub Locations are identified on Map 36-19 “Transit and Transportation Demand Management (TDM) Plan”.

12.X.62 Pedestrian routes will be provided as shown on Map 36-7a through the development of adjacent blocks within Block 14. Pedestrian routes are pedestrian connections connecting adjacent streets, parks, open spaces, cycling and transit infrastructure, and major retail destinations. Safe, generously-scaled and comfortable pedestrian connections on individual blocks will extend the mobility network from the Yorkdale Shopping Centre interior to the exterior public realm.

12.X.63 Two internal pedestrian routes to the Yorkdale Subway Station through Yorkdale Shopping Centre will be made accessible to the public generally during TTC subway and GO Bus Terminal operating hours (including services provided by TTC and GO Transit), shown as “Publicly Accessible Pedestrian Route to Subway Station” on Map 36-3 and as “Extended Hours Indoor Walkway” on the Reference Phasing Diagram in Appendix “X”. This access will be provided at the time that residential development is permitted on the Block 14 lands through the approval of subsequent development applications. Changes to the proposed alignment do not require an Official Plan Amendment.

12.X.64 A high degree of transit usage will be promoted by providing safe, direct and convenient active (pedestrian and cycling) connections to transit facilities within and adjacent to Block 14.

12.X.65 The existing Yorkdale Bus Terminal has capacity limitations and the redevelopment of Block 14-10 should consider the retention of the Yorkdale Bus Terminal as identified in the Yorkdale Transportation Master Plan. The design of this facility will be determined through further study with stakeholders.

12.X.66 At locations conceptually identified on Map 36-19: Transit and Transportation Demand Management Plan, development will incorporate multi-modal shared mobility hubs that include a mix of elements such as bike-share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations, high-occupancy

vehicle parking and ride share hailing points. The exact locations, appropriate concentration and mix of multi-modal elements will be determined and secured through the development application review process.

12.X.67 Prior to the conveyance of completed portions of the Public Streets, public access easements may be secured for the ingress and egress of vehicles and pedestrians between Block 14 and the public street network.

Community Services and Facilities

12.X.68 The provision of community services and facilities secured through the development approval process(es) for Block 14 will be informed by the priority community facilities identified in Section 10.3 of this Secondary Plan and by subsequent updates to the Community Services and Facilities studies provided with Block Plans for Block 14.

12.X.69 Community services and facilities will be considered and provided at the time of development of each Block Plan, where appropriate and based on needs identified through a Community Services and Facilities study.

12.X.70 Community facilities on Block 14 will:

- i. generally be located within the base buildings of new development, or within the footprint of the existing Yorkdale Shopping Centre;
- ii. be located in highly visible locations with pedestrian access fronting onto a public street; and
- iii. have a relationship, where possible, to other public or publicly accessible amenities, such as public parks, privately owned publicly accessible spaces, transit or active transportation facilities.

12.X.71 Potential locations for community services and facilities are shown on Map 36-17 and are subject to change at the discretion of the City, at the time of development of individual Block Plans and associated Zoning By-law Amendment applications.

12.X.72 Space for the following community services and facilities uses will be planned for on Block 14, and may be varied at the discretion of the City, subject to the needs and priorities identified in Community Services and Facilities studies:

- i. A minimum of 930 square metres to accommodate one child care facility for 62 children;
- ii. A minimum of 6,500 square metres to accommodate a community recreation centre;
- iii. A minimum of 1,300 square metres to accommodate a public library; and

- iv. A minimum of 470 square metres to accommodate community agency space.

Housing

12.X.73 Residential development on Block 14 may include a range of tenures, unit types, sizes and affordability levels to accommodate a variety of households and achieve a balanced mix of housing.

12.X.74 To achieve a balanced mix of residential unit types and sizes, for developments that contain more than 20 new residential units, a minimum of 40 percent of the total number of new units will be a combination of two- and three-bedrooms units, including:

- i. A minimum of 15 percent of the total number of units as two-bedroom units;
- ii. A minimum of 10 percent of the total number of units as three-bedroom units; and
- iii. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.

12.X.75 Affordable rental housing units will be provided at the required rate prior to or at the same pace as development of the market housing units.

12.X.76 Affordable housing units will be integrated into development and tenants will have shared access on the same terms as other rental units to all indoor and outdoor amenity areas.

12.X.77 A Housing Issues Report will be submitted at the time of submission of the Block Plan and Zoning By-law Amendment application for each phase that identifies the unit mix, unit sizes, and the way in which affordable housing requirements, if any, will be met.

Sustainability and Resilience

12.X.78 Development on Block 14 will focus on environmental sustainability through all development applications and is encouraged to meet or exceed the applicable Toronto Green Standard (TGS) version and achieve net zero emissions.

12.X.79 An updated Net Zero Emissions Strategy Report, following the latest Net Zero Emissions Strategy Terms of Reference in effect at the time of an application submission, will be provided to identify and evaluate opportunities within the entire development to achieve net zero emissions, while considering the anticipated phasing of the development, applicable TGS Versions, and the accelerated TGS Greenhouse Gas Intensity (GHGI) targets.

Updates to this report may be provided with each Block Plan and Zoning By-law Amendment application, as needed.

12.X.80 Development is encouraged to:

- i. Explore and 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 (GHG) emissions;
- ii. Explore and develop a low carbon thermal energy network (district energy system) or incorporate connections to an existing or planned thermal energy network;
 - a. If shown not technically or financially viable, design buildings to be low carbon-ready, as informed by guidelines developed by the City;
- iii. Explore and incorporate measures to reduce embodied carbon emissions;
- iv. Integrate on-site renewable energy and electricity production to reduce electricity demand; and
- v. Provide backup power for resilience to area-wide power outages, as informed by guidelines developed by the City.

Implementation

12.X.81 The City may enact Zoning By-laws and approve Block Plans and Plans of Subdivision to permit the development of residential uses on Block 14, provided that proposals meet all applicable policies and legislation. The City may enter into Agreements pursuant to the Planning Act, including Sections 37, 41, 51, and 53 and the City of Toronto Act, to secure matters required to support the development provided for by this Secondary Plan.

Plans of Subdivision

12.X.82 In addition to Policy 11.12.1, one or more Plans of Subdivision may be approved for Block 14, and may be registered in phases.

12.X.83 Notwithstanding Policy 11.12.2 and Appendix 2 of the Dufferin Street Secondary Plan, Plan(s) of Subdivision may be submitted and approved for portions of Block 14 and Appendix 2 may apply to all or portions of Block 14. Portions of Block 14 may include individual development blocks 14-1 through 14-9 and parks and open space blocks 14-A through 14-D, or combinations thereof.

Holding Provisions

The redevelopment of Block 14 provides great opportunity for significant change and the establishment of a residential, mixed-use neighbourhood with new streets, blocks and open spaces.

12.X.84 City Council may enact a zoning by-law pursuant to Section 34 and 36 of the Planning Act, with an 'H' holding symbol in respect of the residential uses on lands within Block 14.

12.X.85 In order to appropriately sequence development within a Block Plan area(s) and/or phase and otherwise address the provisions of a development site, any implementing Zoning By-law on Block 14 may define and incorporate a Holding (H) symbol pursuant to Section 36 of the Planning Act. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

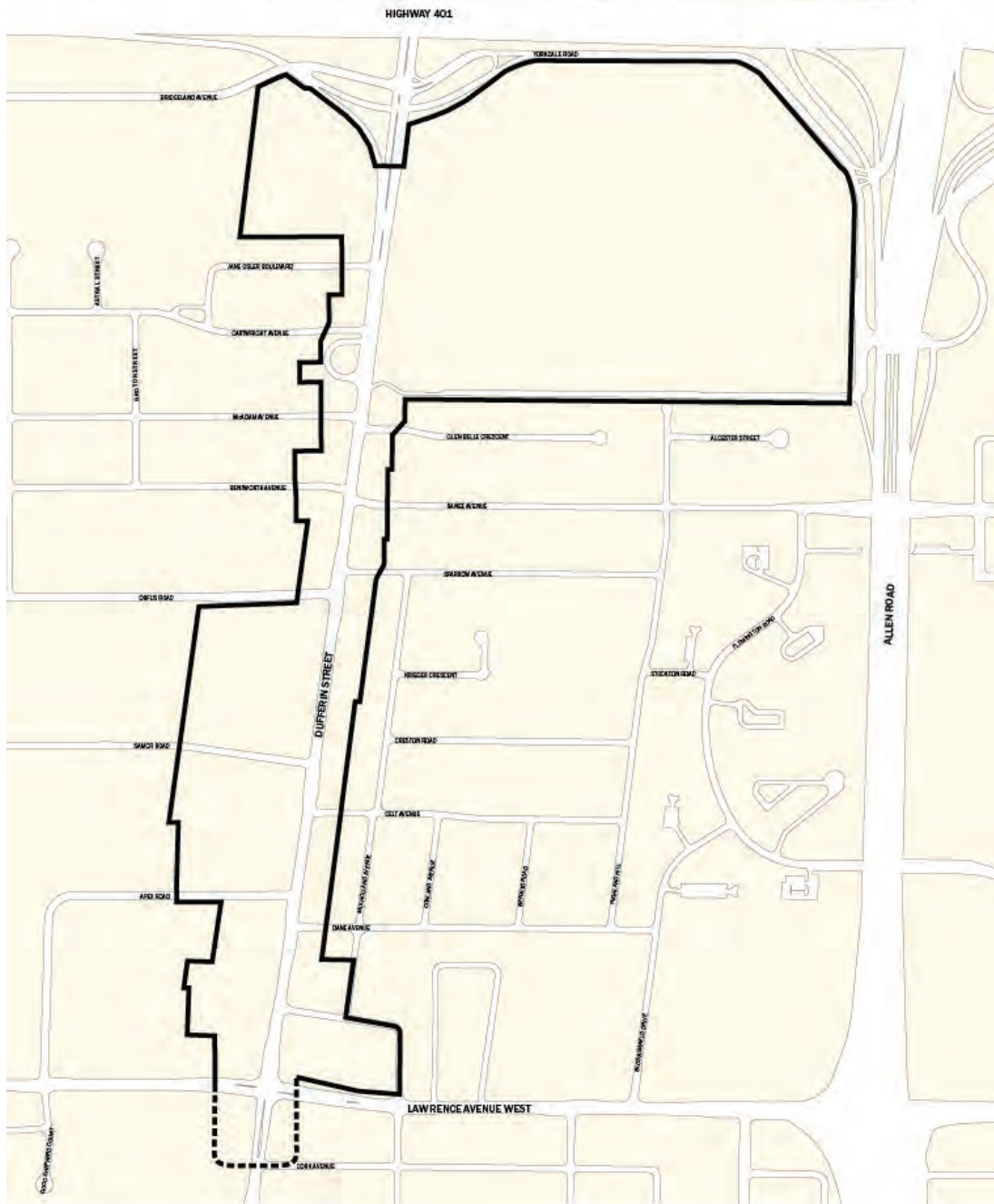
The Zoning By-law(s) for Block 14, and any amendments thereto, will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to those conditions identified in the City's Official Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a Holding (H) symbol may include:

- i. registration of a Plan of Subdivision;
- ii. construction of or securing of required water, sewer and stormwater infrastructure, having regard to the Infrastructure Master Plan and Infrastructure Master Plan Addendum;
- iii. construction of or securing of required public streets and appropriate transportation infrastructure and network improvements having regard to the Yorkdale Transportation Master Plan in order to provide sufficient multi-modal transportation capacity to support the proposed development;
- iv. conveyance of new parkland;
- v. construction of or securing of required community facilities; and
- vi. confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.

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

Schedule B

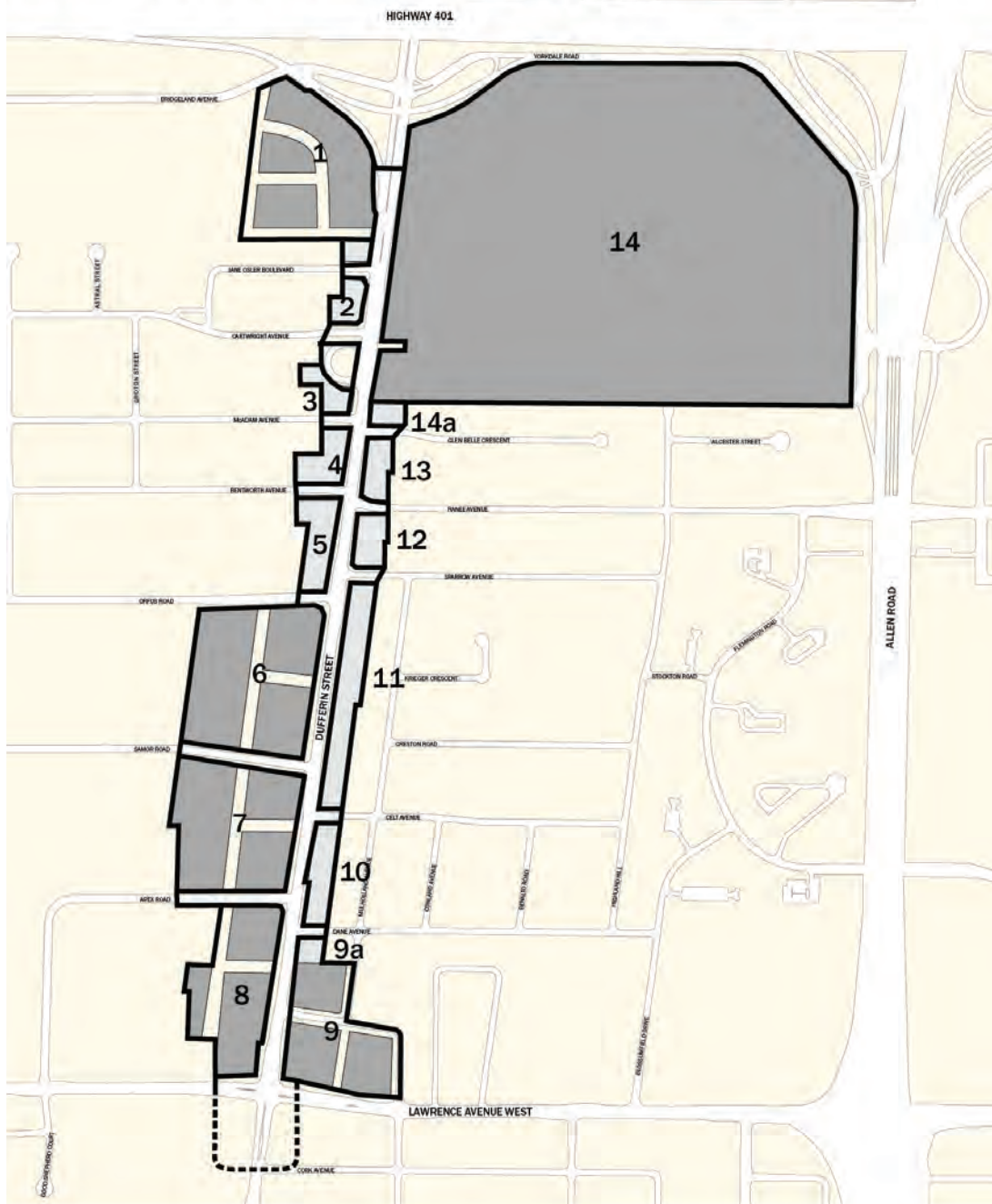
DRAFT MODIFICATIONS TO DSSP SCHEDULES - May 29, 2023







Map 36-1 Secondary Plan Area

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

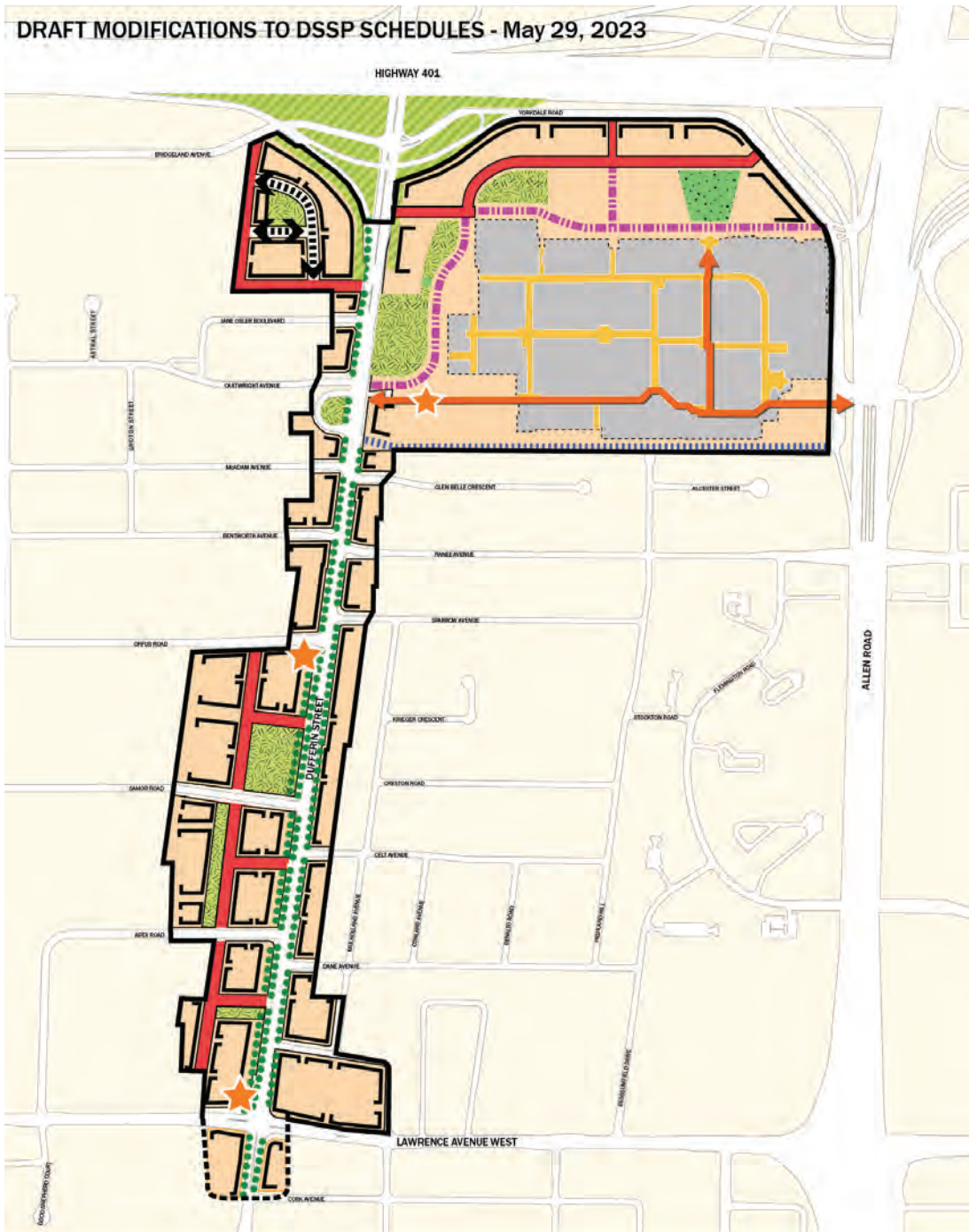
DRAFT MODIFICATIONS TO DSSP SCHEDULES - May 29, 2023



Map 36-2 Specific Block Policies Plan

-  Secondary Plan Area Boundary
-  Blocks South of Lawrence
-  Mid-rise Blocks
-  Large Blocks
- 1** Block Number

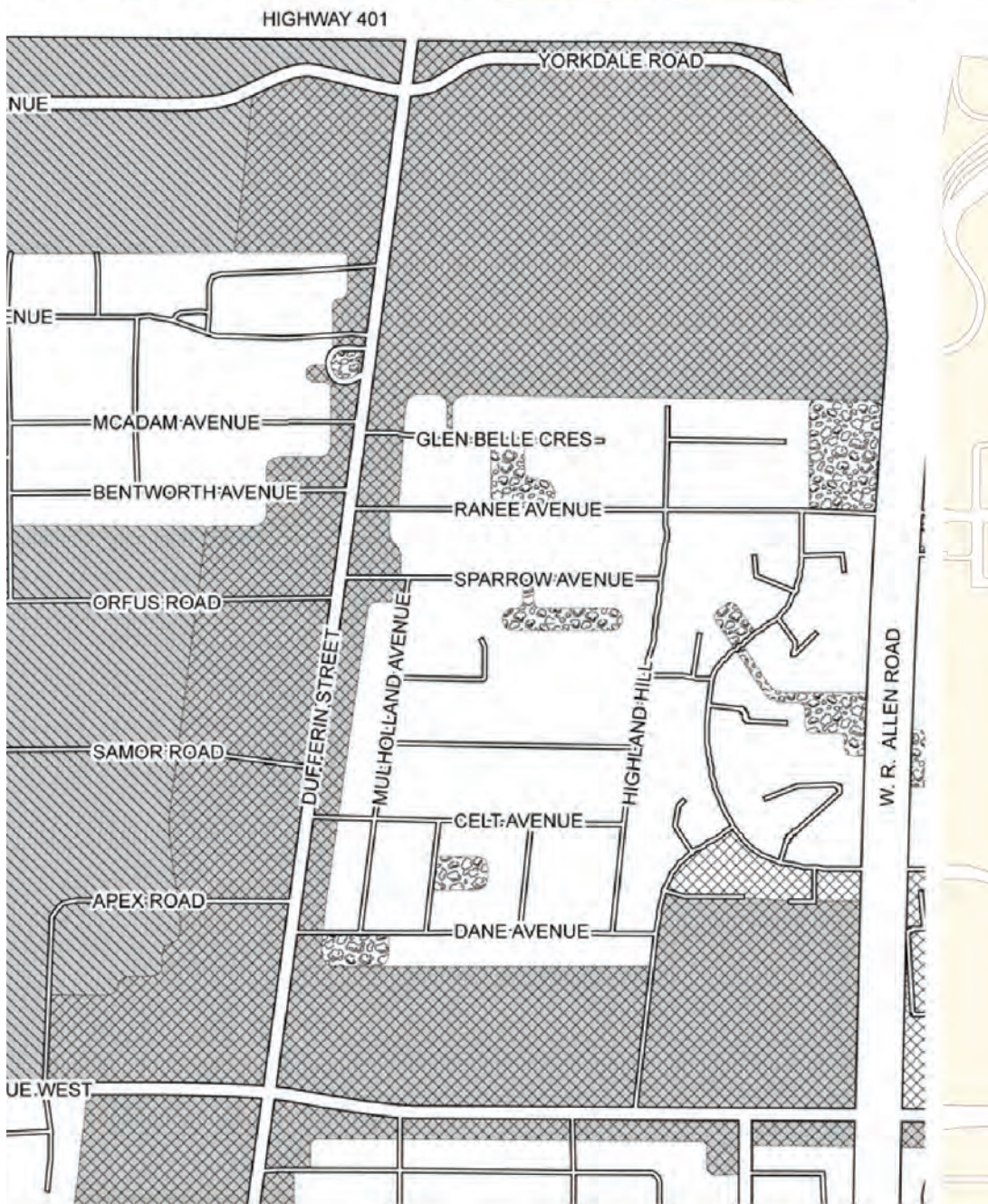
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Map 36-3 Structure Plan

- | | | | |
|--|--------------------------------|--|--|
| | Secondary Plan Area Boundary | | Dufferin Gateway |
| | Blocks South of Lawrence | | Dufferin Promenade / Street Greening |
| | Possible Building Edge | | Private Streets - New or Existing |
| | New Public Streets | | Conceptual Streets |
| | New Public Streets: Conceptual | | Existing Shopping Centre |
| | Public Park | | Internal Circulation |
| | Other Open Space | | Development Block |
| | Urban Plazas | | Publicly Accessible Pedestrian Route to Subway Station |

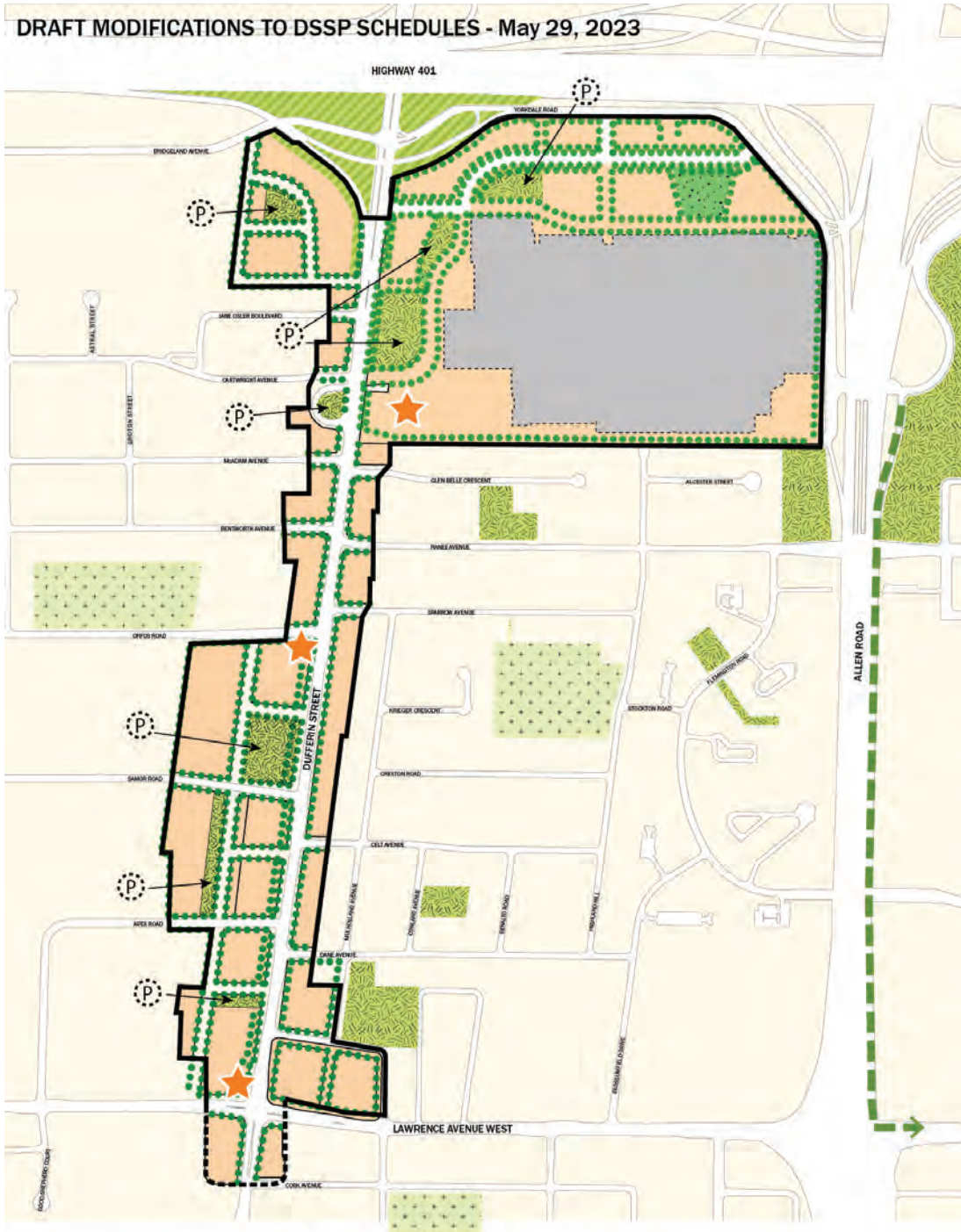
Note: The public streets identified on this map are conceptual.




Map 36-4 Land Uses

-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Employment Areas
-  Parks

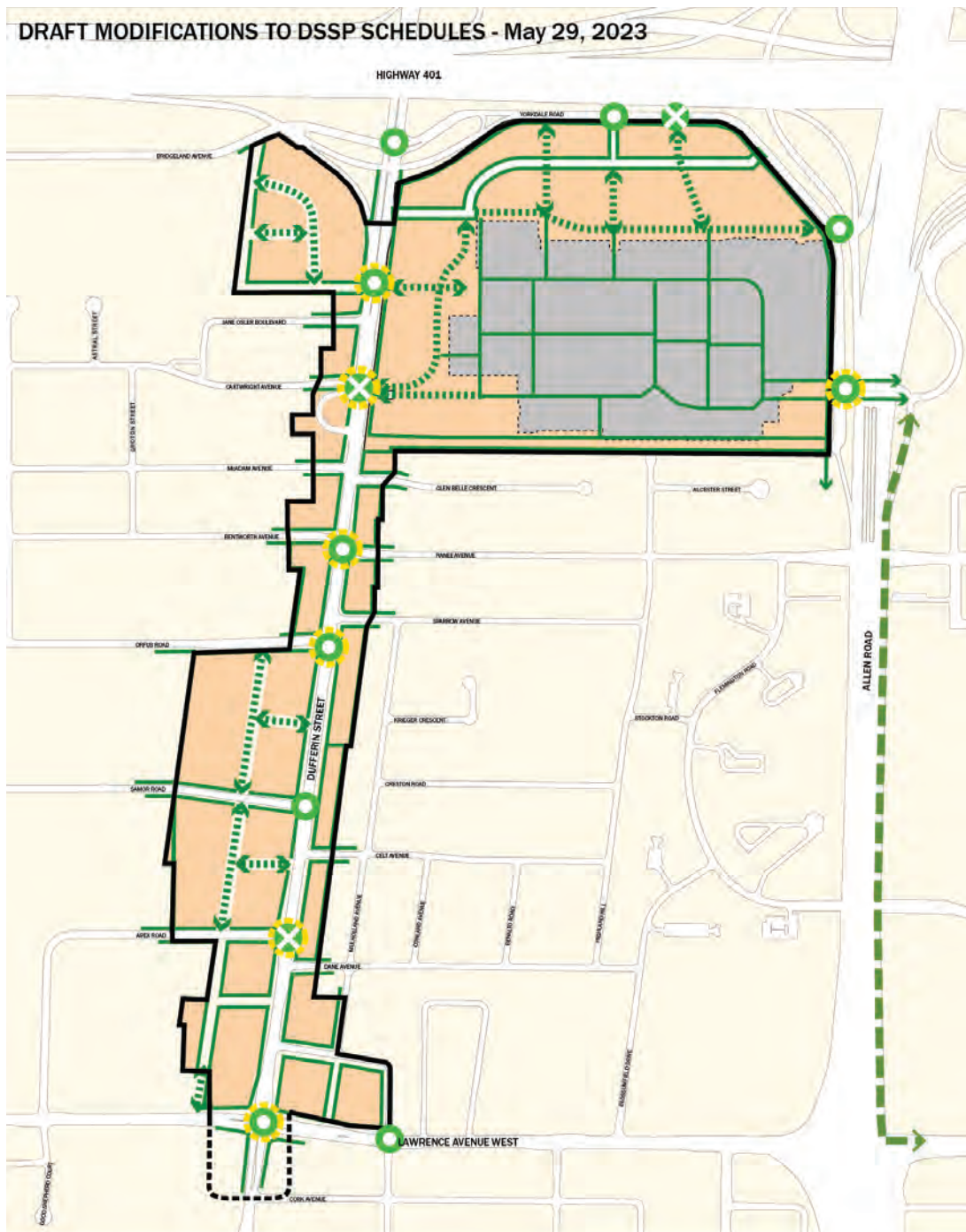
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Map 36-5 Greening Plan

- | | | | |
|---|---|---|-------------------------------|
|  | Secondary Plan Area Boundary |  | Dufferin Landscape Gateway |
|  | Blocks South of Lawrence |  | Public Park - New or Existing |
|  | Conceptual Location for Potential New Public Park |  | Other Open Space - New |
|  | Urban Plaza |  | Other Open Space - Existing |
|  | Dufferin Promenade/ Street Greening |  | Development Block |
|  | Allen Greenway |  | Existing Shopping Centre |

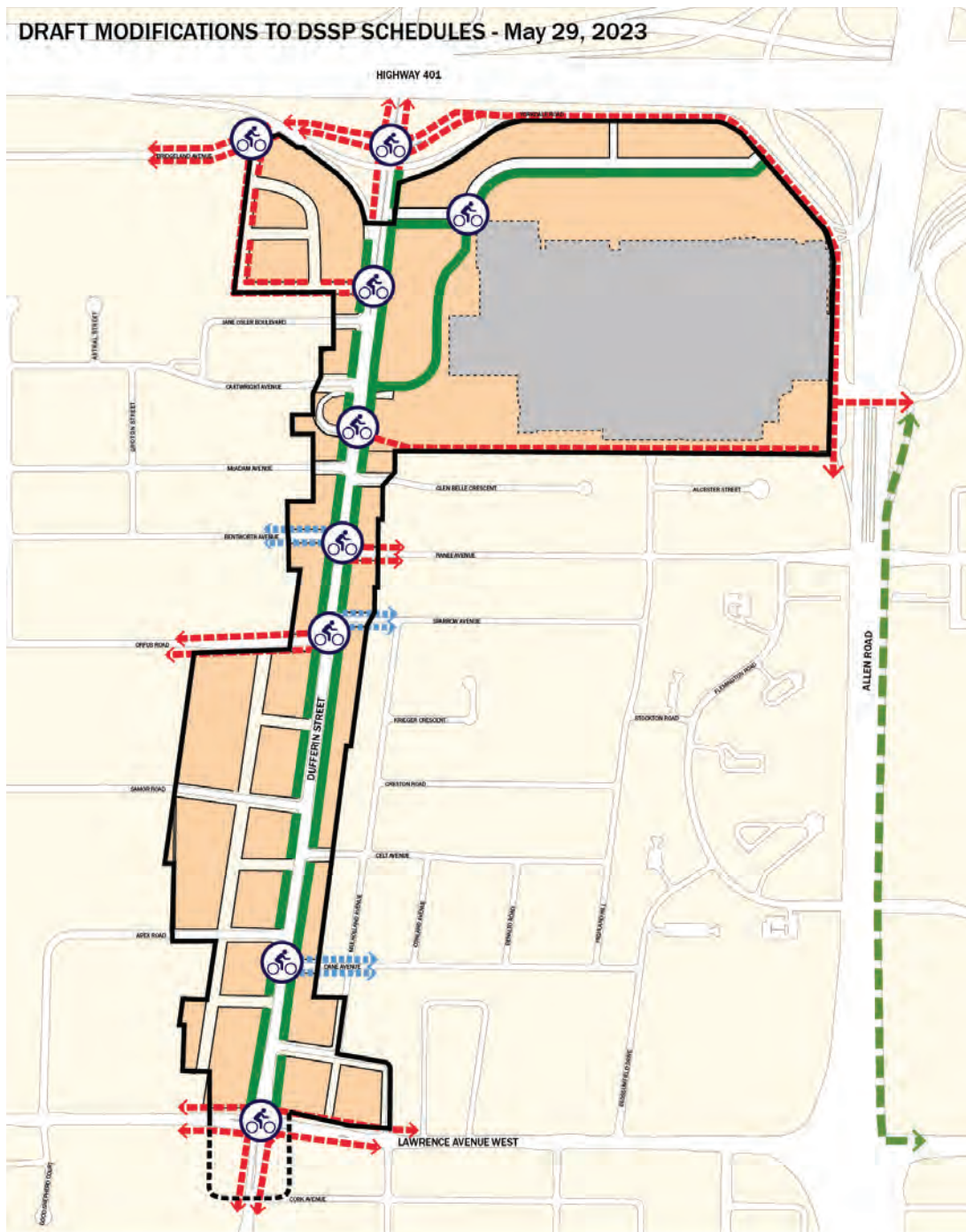
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Map 36-7a Pedestrian Connections

- Secondary Plan Area Boundary
- Blocks South of Lawrence
- Pedestrian Routes
- Existing Shopping Centre
- Development Block
- New Pedestrian Routes Conceptual
- Allen Greenway
- Signalized Intersection - Existing
- Signalized Intersection - Proposed
- High Order Pedestrian Zone

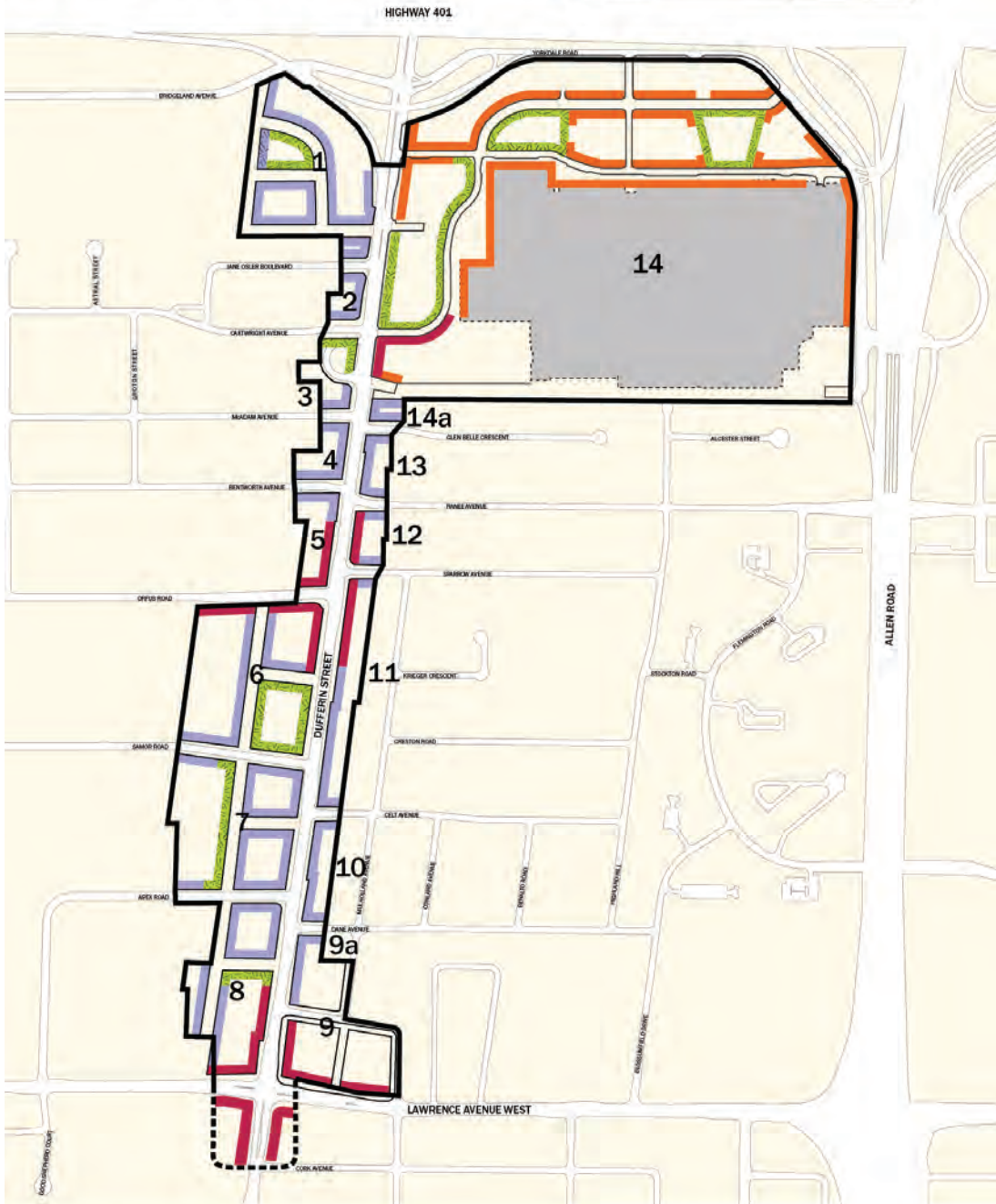
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Map 36-7b Cycling Connections

- | | | | |
|--|------------------------------|--|------------------------------|
| | Secondary Plan Area Boundary | | Proposed Cycling Interchange |
| | Blocks South of Lawrence | | Existing Shopping Centre |
| | Proposed Cycle Track | | Development Block |
| | Proposed Bike Lane | | |
| | Proposed Signed Route | | |
| | Allen Greenway | | |

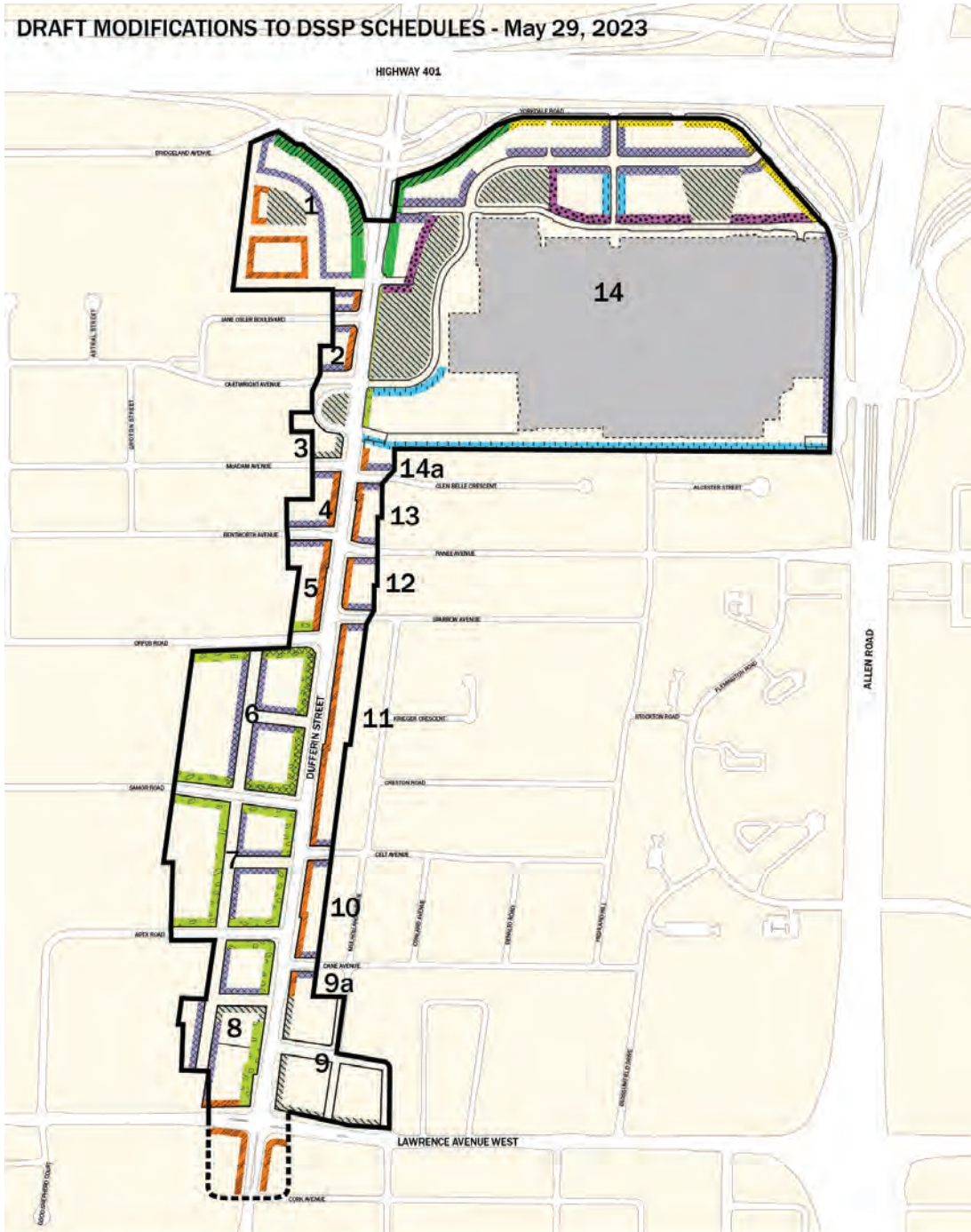
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Map 36-8 Priority Retail Areas

- Secondary Plan Area Boundary
- Blocks South of Lawrence
- Retail at Grade: Mandatory
- Retail at Grade: Encouraged but not Required
- Active Uses at Grade: (Retail Encouraged but not Required)
- Park or Other Open Space Frontage
- Existing Shopping Centre

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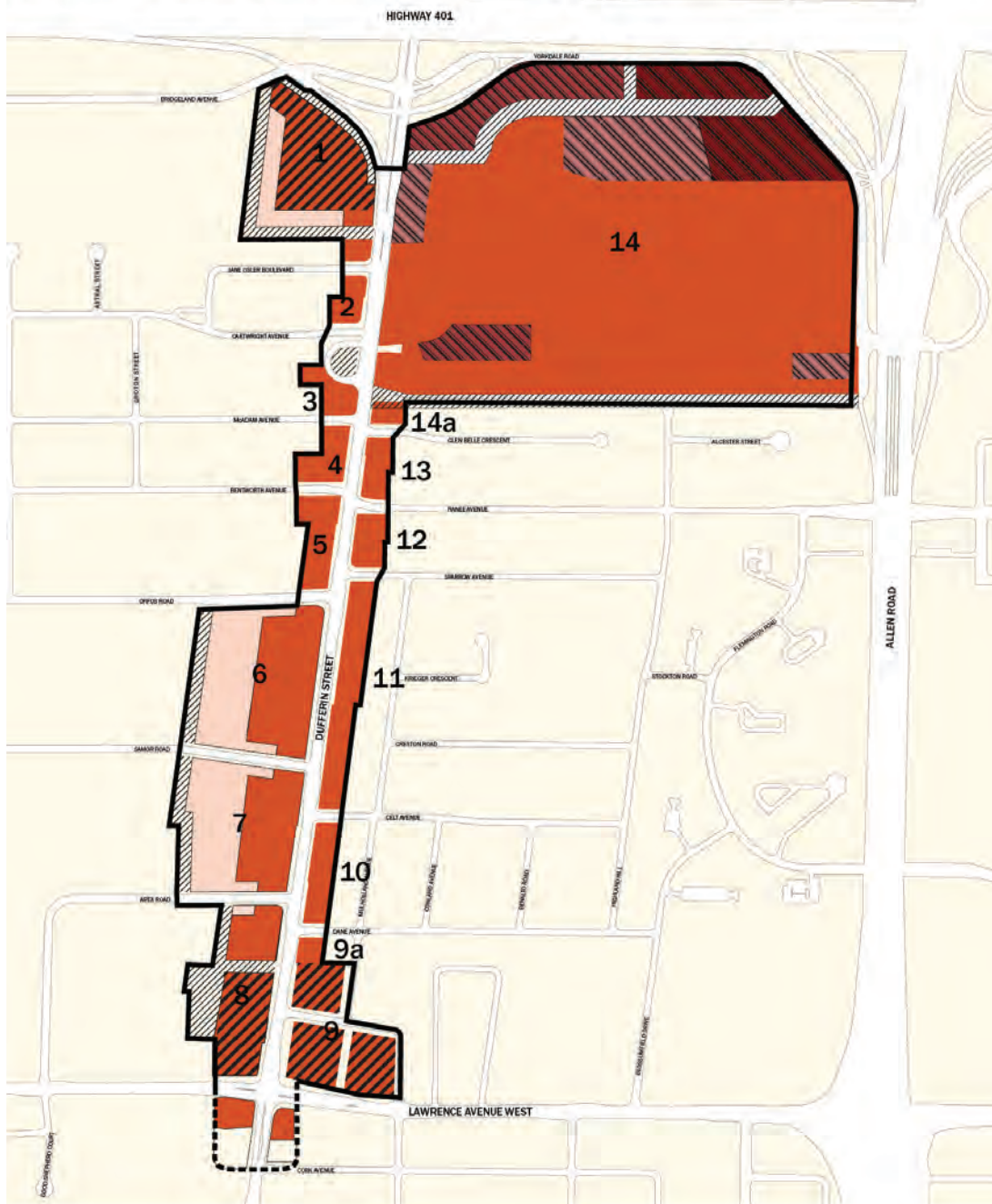


Map 36-9 Minimum Setback Plan

	Secondary Plan Area Boundary		3.0m: Local Streets
	Blocks South of Lawrence		3.0m: Typical Avenue Setbacks
	14.0m: Setback from MTO Ramp		3.0m: Conceptual / Private Street
	5.0m: Dufferin Landscape Gateway		5.0m: Private Street / Setbacks from Parks
	5.0m: Green Setbacks and Existing East/West Streets		No Setbacks Required: Parks, POPS or Recent Development
	0.0m: Yorkdale Road Setback		Existing Shopping Centre

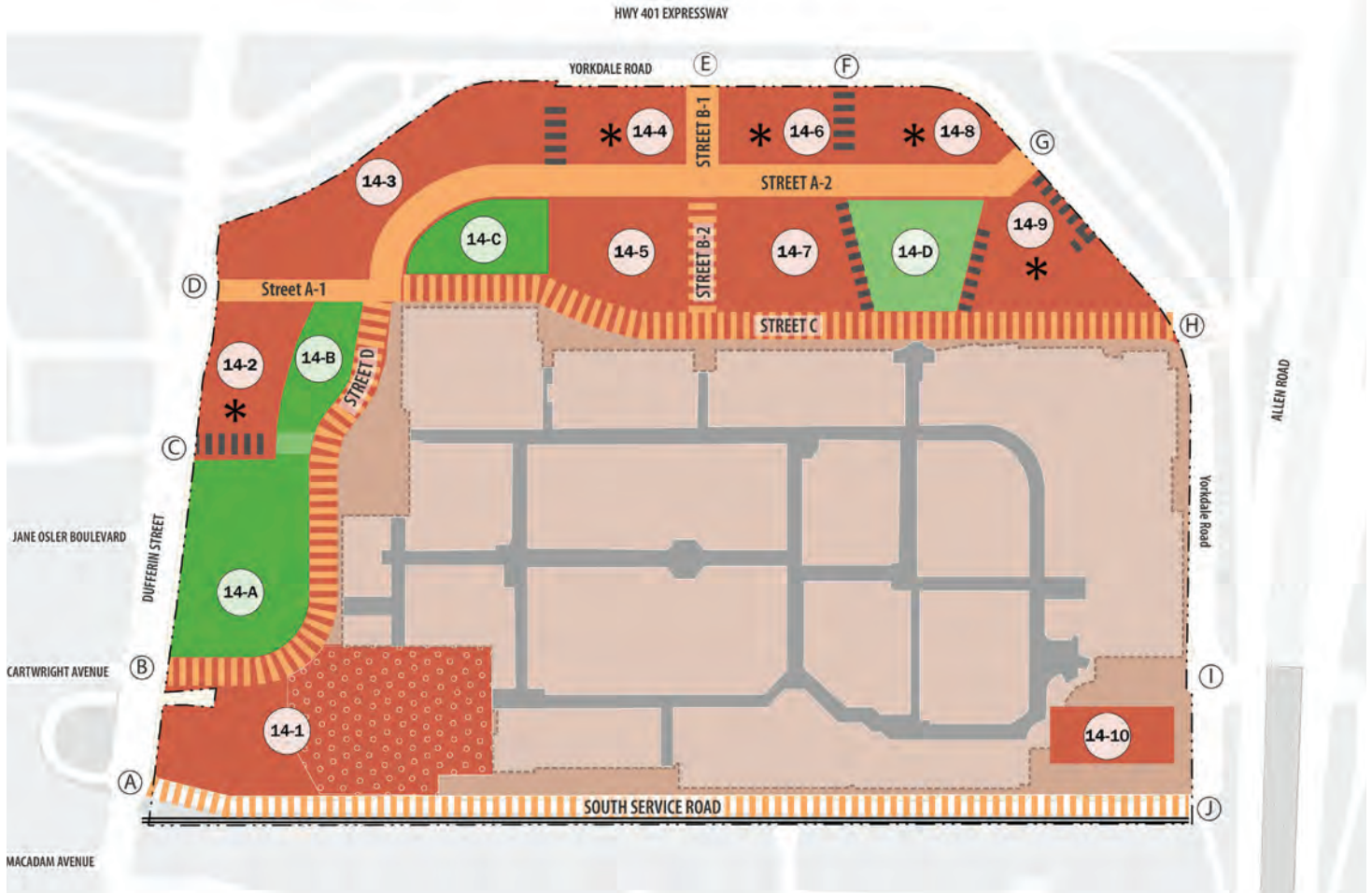
* Not to Scale: setbacks illustrated are conceptual only

DRAFT MODIFICATIONS TO DSSP SCHEDULES - May 29, 2023



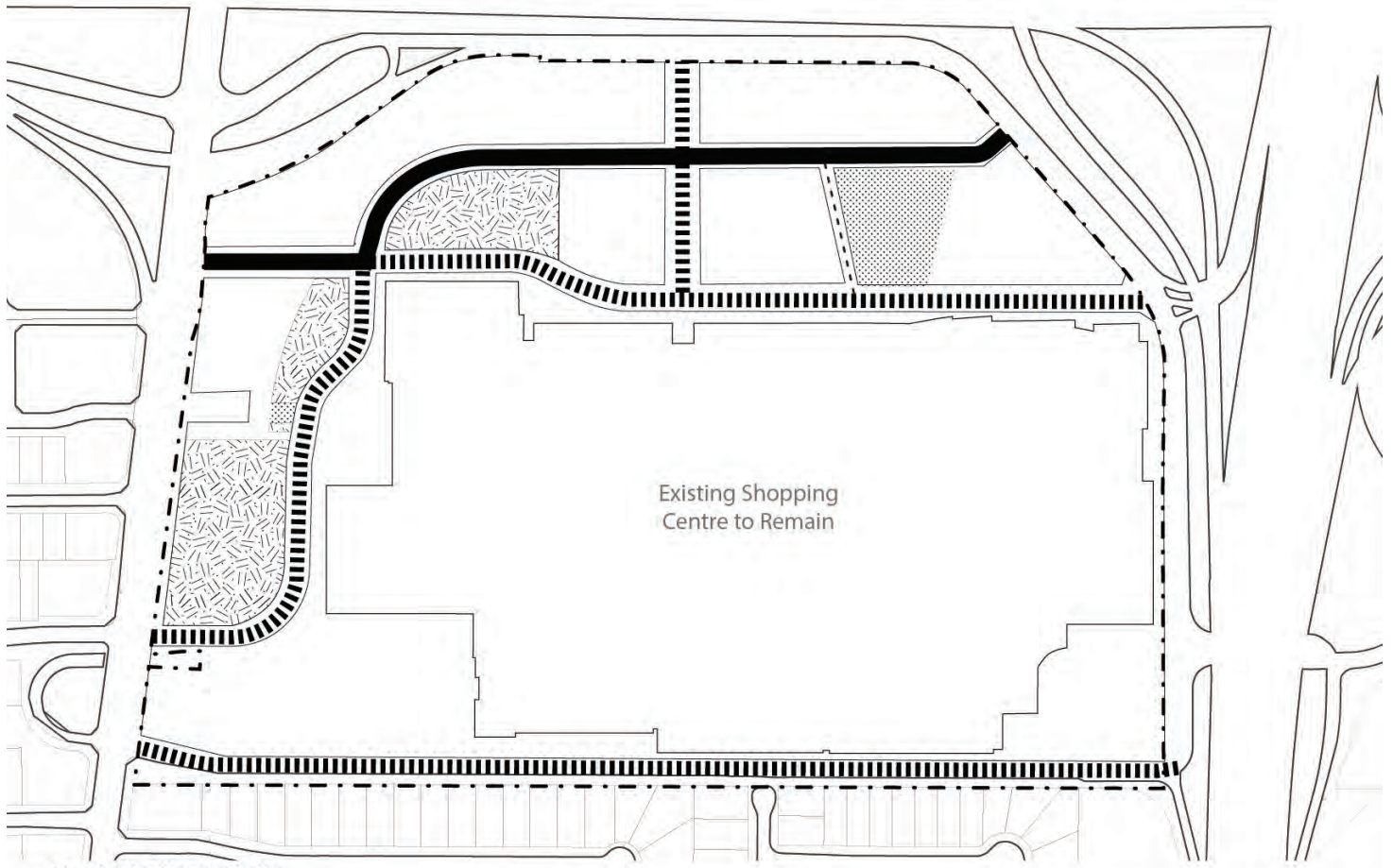
Map 36-10 Building Type Areas

- | | | | |
|--|---|--|---|
| | Secondary Plan Area Boundary | | Minimum 20m Separation Area / no build zone |
| | Blocks South of Lawrence | | Approved Development |
| | Existing or Permitted Tall Buildings Area | | Existing or Permitted Tall Buildings Area: Up to 25 Storeys |
| | Mid-rise areas | | Existing or Permitted Tall Buildings Area: 25-32 Storeys |
| | Low-rise Areas | | Existing or Permitted Tall Buildings Area: 30-40 Storeys |



Map 36-17 Block Master Plan

- H Connection Points
- 10 Development Block
- New Public Street
- Private Streets - new or existing
- Private Access (Laneway or Ramp)
- Existing Mall to Remain
- Indoor Connections
- Contiguous Development Area
- Public Park
- Other Open Space
- Ornamental Wall
- * Potential Location for Community Services and Facilities

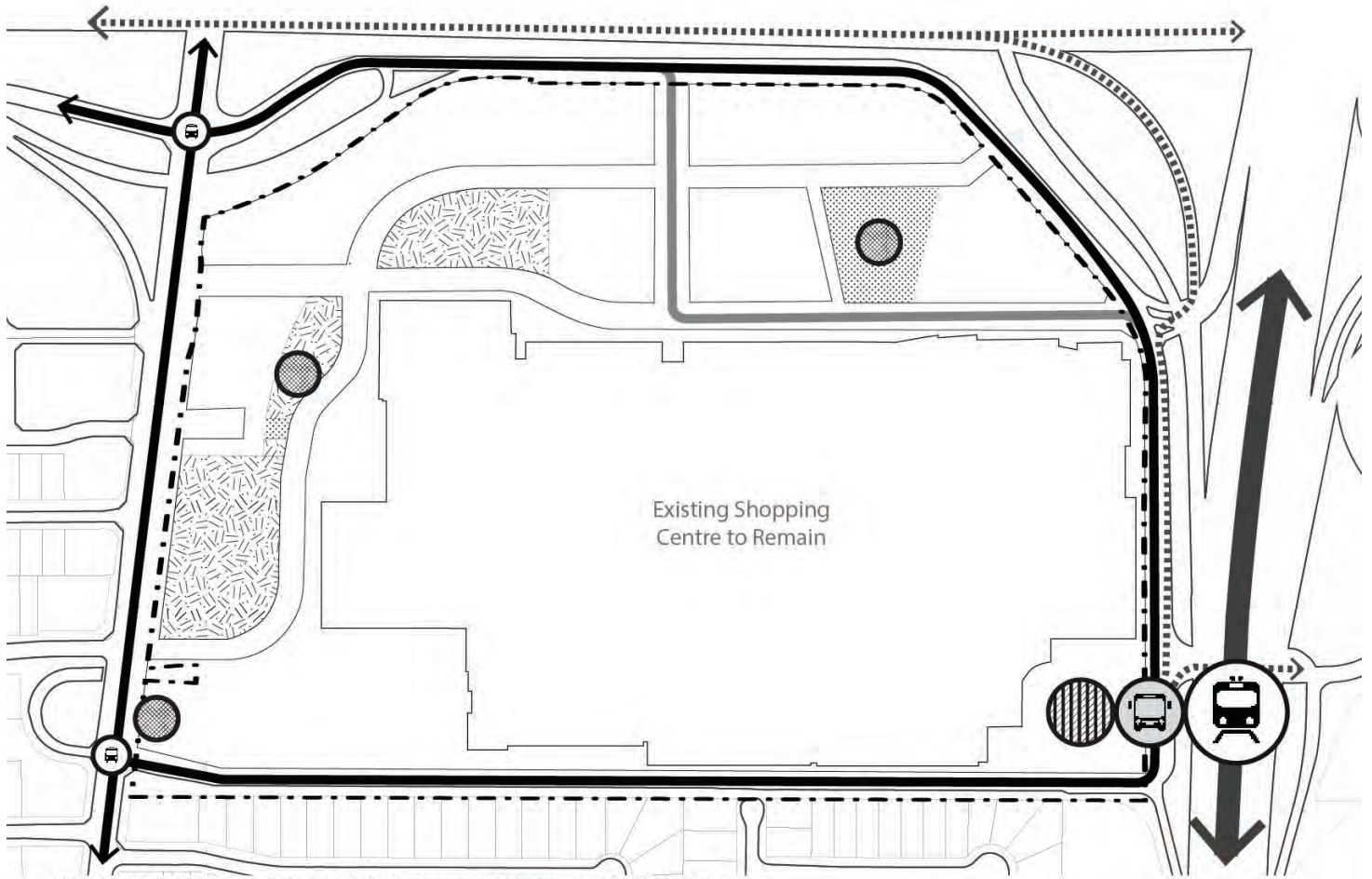


Map 36-18 Street Widths

- | | |
|---|--|
|  24m width |  Public Park |
|  20m width |  Other Open Space |
|  9m width | |



Not to Scale



Map 36-19 Transit and Transportation Demand Management (TDM) Plan

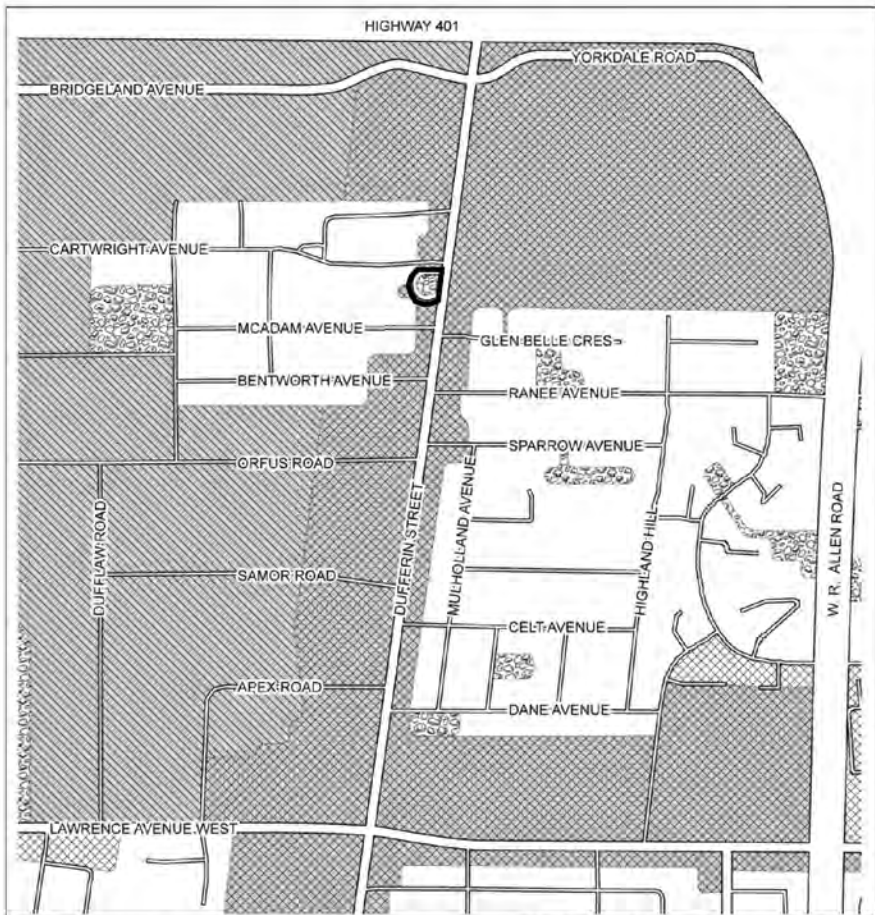
- | | | |
|------------------------------|-------------------------|--|
| Existing Subway Route | Subway Station | Public Park |
| Existing TTC Transit Route | TTC Transit Interchange | Other Open Space |
| Existing GO Transit Route | GO Bus Terminal | Conceptual Mobility Hub Location (Small) |
| Conceptual TTC Transit Route | | Conceptual Mobility Hub Location (Large) |
- Not to Scale

Appendix 1 to Secondary Plan No. 36

The table below provides the details of certain street segments

Location ID Map 2	Street Name	Proposed Classification	Right-of-Way (m)
Block 1	New north-south and new east-west streets	Local Commercial	23
Block 6, 7	New north-south street (between Orfus Road and Apex Road parallel to Dufferin Street) plus two east-west connections to Dufferin Street	Local Commercial	20
Block 8	New north-south street (between Apex Road and Lawrence Avenue West parallel to Dufferin Street) plus an east-west connection to Dufferin Street	Local Commercial	20
Block 14	New east-west street (between Dufferin Street and Yorkdale Road), including Street A-1 and Street A-2.	Collector or Local Commercial	24
Block 14	New north-south street (between Yorkdale Road and Street A-2).	Local Commercial	20 (Street B-1)

Schedule C to Secondary Plan No. 36



TORONTO City Planning

Official Plan Amendment 294

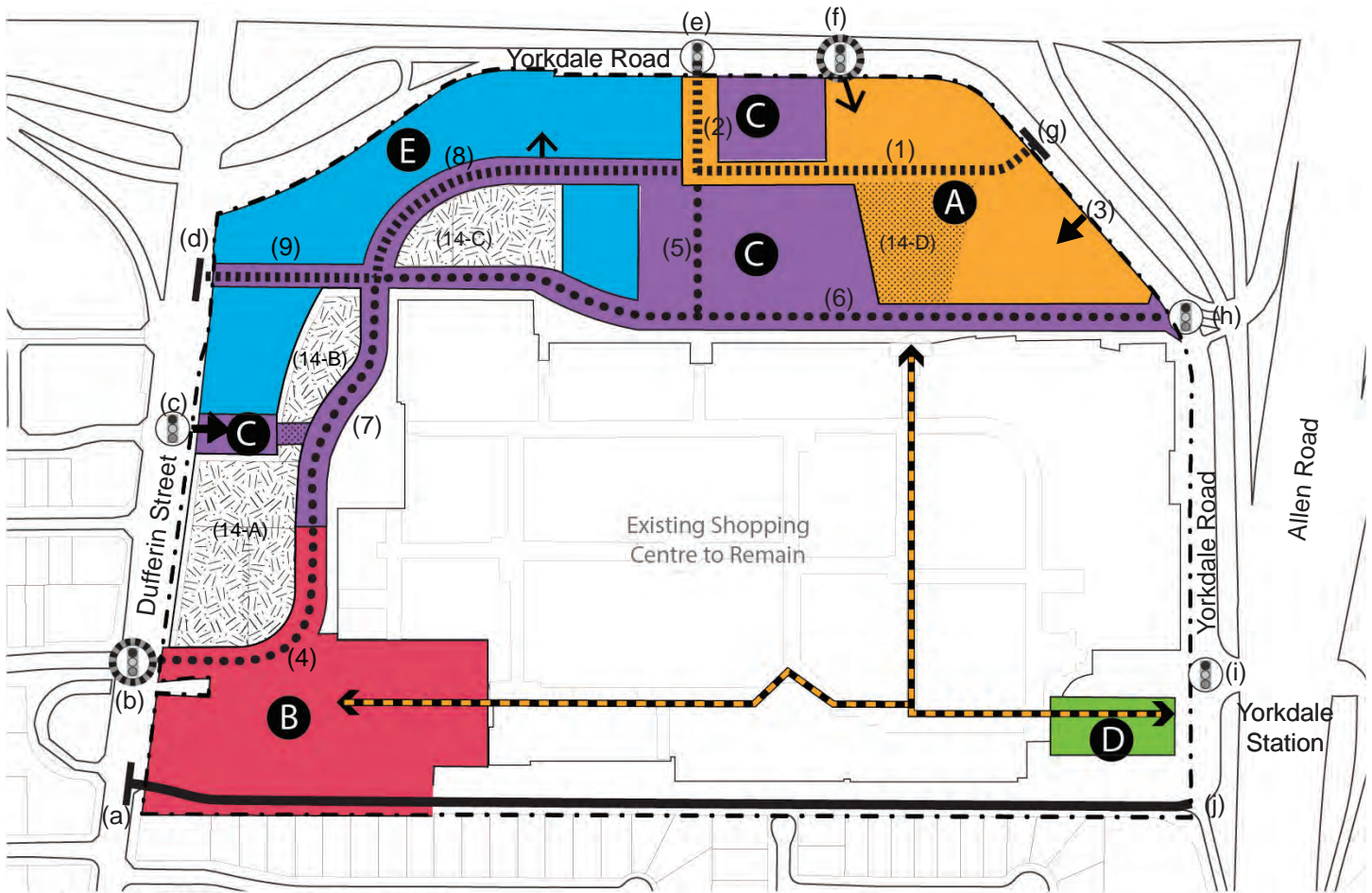
Revisions to Land Use Map 16

Dufferin Street Secondary Plan

File # XXXXXXXXXXXXXXX

-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Parks
-  Employment Areas
-  Site Location





Appendix-XX Reference Phasing Diagram

*Refer to map 36-17 for development block areas and street labels



- Development blocks 14-8 and 14-9
- Yorkdale Green (Open Space 14-D)
- A portion of Block 14 public park conveyance
- A portion of Street A-2 from Yorkdale Road to B-1 (1)
- A new right-in-right-out intersection (g)
- Street B-1 connection from Yorkdale Road to A-2 (2)
- A new signalised intersection (f) with access to underground parking
- A new underground access to the existing truck tunnel (3)



- Development block 14-1
- A portion of Block 14 public park conveyance
- A portion of Street D from Dufferin Street to an existing/modified privately owned drive aisle and pedestrian connection (4)
- A portion of South Service Road straightened to align with a new right-in-right-out intersection (a)
- New signalized intersection (b)



- Development blocks 14-7, 14-6 and eastern portion of 14-5
- A portion of Block 14 public park conveyance
- Street B-2 from Street A-2 to Street C (5)
- Street C from Yorkdale Road to Street A-2 (6)
- An extension of street D to Street C (7)
- Street A-2 from Street B1 to Street D (8)
- Street A-1 from Street C to Dufferin Street (9)
- Realigned existing signalised intersection (c) and underground parking access
- Right-in-right out intersection (d)



- Development Block 14-10



- Development Blocks 14-2, 14-3, 14-4, and western portion of 14-5
- A portion of Block 14 public park conveyance