

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

**To adopt Official Plan Amendment 912
for the City of Toronto
respecting the lands known municipally in the year 2025, as
1121 and 1123 Leslie Street**

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No. 912 to the Official Plan is hereby adopted pursuant to the
Planning Act, as amended.

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

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT NO. 912 TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 2025 AS
1121 AND 1123 LESLIE STREET

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

1. Map 20, Land Use Plan, is amended by redesignating the lands from *Regeneration Areas* to *Mixed Use Areas* and *Natural Areas*, as shown in Appendix A.
2. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads, as shown conceptually on Map 2 – Structure Plan in Appendix B:

Street Name	From	To
New Link A	Leslie Street	New Link C (on site to south)
New Link B	New Link A	New Link A

3. Chapter 7, Site and Area Specific Policies, is amended by deleting the policies within Site and Area Specific Policy No. 848 and replacing them with the policies set out in Appendix B.

APPENDIX A



Official Plan Amendment #912

1121 Leslie Street and 1123 Leslie Street

Proposed changes to redesignate lands from Regeneration Areas to Mixed Use Areas & Natural Areas File # 25 225482 CPS 00 TM

-  Mixed Use Areas
-  Natural Areas



Not to Scale
04/30/2026

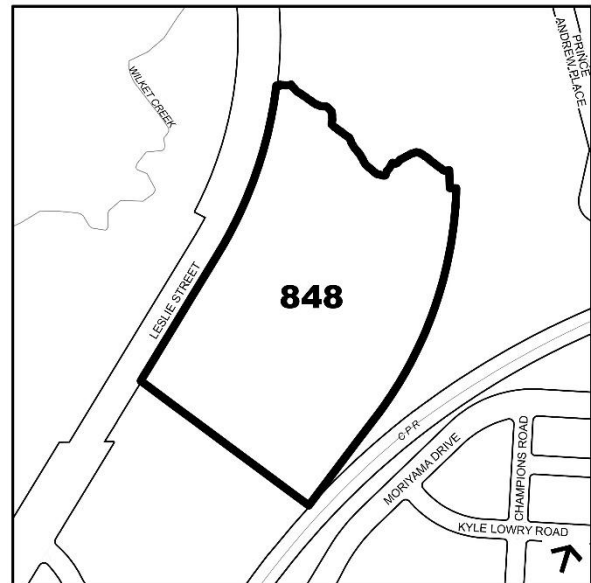
APPENDIX B

Vision

1. Redevelopment of the lands, located within the Sunnybrook Park Major Transit Station Area, will establish a transit supportive, mixed-use, complete community through a connected network of new local streets and mid-block connections, a consolidated, centrally located park, an appropriate mix of residential and non-residential uses, diverse housing opportunities and a high quality public realm.

Land Use

2. Light industrial uses are permitted in *Mixed Use Areas* where applicants demonstrate, to the satisfaction of the City, that the proposed facility and operations will be compatible with residential and other sensitive uses, including through the use of measures that mitigate noise, vibration, odour, and other potential impacts.
3. To encourage a mix of uses, maintain employment opportunities and support a complete community, non-residential uses will be integrated on the site as follows:
 - a) Non-residential gross floor area across the entire SASP area will comprise a minimum of 13,000 square metres or 5 per cent of the total gross floor area, whichever is less;
 - b) Non-residential gross floor area is encouraged along public streets and/or along public or publicly-accessible amenities, such as parks and POPS, to support street-level animation and the provision of non-residential gross floor area concurrent with residential development; and
 - c) Non-residential gross floor area is encouraged on each site and in each phase of development.
4. The minimum required non-residential gross floor area is encouraged to include employment-focused uses that are compatible with residential uses such as office, medical office, lab, research and development facilities, green labs, media, information and technology facilities, cultural industry spaces, incubators, co-working space and/or other light industrial uses.



Map 1 – SASP Area

Public Realm: Parks, POPS and Mid-Block Connections

5. The major elements of the public realm network are identified conceptually on Map 2 – Structure Plan. The exact location, alignment and design of these public realm elements may be refined through the development review process to the satisfaction of the City. Such refinements will not require an amendment to this SASP, provided that the refinements meet the intent of this SASP.

6. New parkland will be planned and secured through the coordinated consolidation of parkland dedications from multiple developments and/or property owners, as applicable, to establish a centrally located park as identified conceptually on Map 2 – Structure Plan.
7. Trees will be planted to enhance the public realm and support climate resilience, including on both sides of new streets wherever feasible. Where not feasible, other types of green infrastructure will be included.
8. Privately owned, publicly-accessible spaces (POPS) are encouraged in the general locations identified on Map 2 – Structure Plan to achieve multiple public realm objectives, including:
 - a) preservation of existing mature trees;
 - b) reintegration of the heritage landscape of the adjacent heritage building at 1123 Leslie Street; and
 - c) connection to the Don Mills Trail and the future pedestrian bridge over the rail line.
9. Where a POPS is located adjacent to the Don Mills Trail and future pedestrian bridge over the rail line, it will be designed to accommodate an active transportation connection between the Don Mills Trail and the new street network.
10. Mid-block connections will enhance active transportation and permeability across the site by supplementing public sidewalks and the multi-use trail network and providing connections for residents and visitors to surrounding streets, open spaces, and/or transit. Mid-block connections are encouraged in the general locations identified on Map 2 – Structure Plan to support additional connectivity, including between the new street network and:
 - a) Leslie Street; and
 - b) the new park.
11. Mid-block connections provide direct, legible, continuous and connected public access through blocks and will:
 - a) be publicly accessible throughout the year;
 - b) be well-lit with pedestrian-scale lighting and clear and direct sight lines;
 - c) incorporate a pedestrian clearway or a multi-use path with sufficient width; and
 - d) incorporate cycling facilities and/or landscaping, including trees, where appropriate.
12. Where a mid-block connection is internal to a building, it should have sufficient height to support its intended function.
13. Development adjacent to an existing or approved mid-block connection will enhance and support the functionality of the mid-block connection.
14. Required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms should be landscaped and maintained, and where noise walls or other structures are required, opportunities for murals and community artwork should be pursued for those that are visible from the public realm.

15. Public art, wayfinding and other interpretive features will be encouraged in private development and associated public realm improvements to engage and educate the public on the adjacent natural features and ecological functions associated with the broader Don River Valley system.

Mobility

16. Connections for people walking and people using personal mobility devices will be prioritized as part of the mobility network. These connections will be integrated into the broader mobility network, so that people walking and using personal mobility devices can comfortably and directly access transit and daily needs.
17. Bikeways identified conceptually on Map 2 – Structure Plan are to be incorporated into the design of streets. Where physically separated facilities and other bikeways intersect, protected intersection designs such as corner islands, may be required to mitigate conflicts between people and vehicles.
18. New streets are conceptually identified on Map 2 – Structure Plan. The exact location, alignment and design of streets will be refined through the development application review process to the satisfaction of the City. Resulting refinements to the street network will not require an amendment to this SASP, provided that the refinements meet the intent of this SASP to enhance connectivity through this site and to the surrounding street network.
19. Signalized intersections are to be located where the new street intersects with Leslie Street and with the access to the Don Mills Trail. Additional signalized intersections may be required to facilitate all modes of transportation and ensure safe pedestrian and cycling connections. All intersections will be designed to ensure safety, continuity and priority for pedestrians and cyclists.
20. A multi-modal shared mobility hub provides a variety of movement choices in one location. Such a hub consists of a combination of elements which may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging and alternative fuel stations, micromobility stations (e.g. electric bike charging points), taxi stands, and pick-up-and-drop-off locations. Locations for multi-modal shared mobility hubs are conceptually shown on Map 2 – Structure Plan. Additional locations may be identified through the development review process.

Community Services and Facilities

21. New and/or expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth.
22. In the case development proceeds in multiple phases, on-site community services and facilities are encouraged to be provided in the first phase of development.
23. The following community services and facilities will be prioritized to support development:
 - a) space for non-profit community-based organizations eligible under the City's Community Space Tenancy Policy;
 - b) child care centre(s); and
 - c) one public (Toronto Catholic District School Board) elementary school.

24. New community services and facilities will be designed to meet the requirements of the City and its agencies and will:
 - a) be located in highly visible and accessible locations with prominent pedestrian entrances fronting onto a public street;
 - b) where possible, have a relationship to other public or publicly accessible amenities, such as parks and POPS; and
 - c) provide flexible, multi-purpose spaces that can be adapted to varied needs and support diverse programming.
25. The co-location of multiple services and agencies, including community services and facilities, arts and culture facilities, and institutional uses is encouraged.
26. To support the City's provision of emergency services to the area, fire, paramedic and police facilities may be considered as part of development. New or relocated facilities for emergency services may be provided within base buildings of new development.

Environment and Climate Change

27. Development should identify and implement strategies and on-site improvements to reduce greenhouse gas emissions in support of Toronto's goal of net zero greenhouse gas emissions by 2040 and to adapt, and be resilient, to the impacts of climate change.
28. Development is encouraged to:
 - a) use designs, practices and materials that minimize waste and embodied carbon and promote a circular economy;
 - b) develop a thermal energy network, connect to an existing thermal energy network, or have the capability to connect to a future thermal energy network;
 - c) integrate distributed energy resources, such as solar photovoltaics and energy storage, to manage peak electricity demand;
 - d) incorporate low carbon thermal energy technologies, such as geo-exchange or wastewater energy recovery, to reduce greenhouse gas emissions;
 - e) retain and expand the urban forest and increase the tree canopy; and
 - f) promote diverse landscapes with native plant species and pollinators, and/or invasive species management, to increase and enhance biodiversity.

Built Form

29. Development will provide a diversity of built form massing and height, including tall and/or mid-rise buildings, designed to achieve an appropriate pedestrian scale and character.

30. Within the SASP area, the highest development intensity will generally be located to the south to:
 - a) generally locate the highest development intensity closer to higher-order transit;
 - b) avoid, minimize, and where this is not possible, mitigate shadow impacts on the *Natural Areas*; and
 - c) provide an appropriate transition in scale to the heritage building.
31. The maximum permitted gross density is 3.0 Floor Space Index. New development proposing greater densities may be considered without requiring an amendment to this SASP, provided that the following is demonstrated to the satisfaction of the City:
 - a) it conforms with and meets the intent of this SASP;
 - b) there is adequate municipal water, wastewater and stormwater servicing infrastructure, transportation infrastructure and community service facilities to support the proposed level of intensification in the context of existing and proposed development in the surrounding area;
 - c) it does not impede the logical and coordinated development of the SASP area as a whole, in accordance with the policies of this SASP; and
 - d) it is planned in a manner that reflects the local context, including consideration for the interface with existing buildings and open spaces.
32. New buildings along the Leslie Street frontage should provide generous setbacks from the property line to maintain the existing landscape character and protect sightlines to the heritage building. In recognition of existing grading conditions along Leslie Street, building setbacks should be designed to respond to and integrate with the existing topography. Retaining structures will be minimized through the use of terraced landscape treatments, increased setbacks and enhanced landscape features, where appropriate
33. Where residential units are proposed at grade, development will generally be set back a minimum of 3.0 metres from a street-facing property line to provide transition between the public and private realms. Where residential units are not proposed at grade, development along all new streets will be set back to support adequate space for streetscaping improvements and street trees.
34. Development will be set back a minimum of 5.0 metres from a property line along any frontage adjacent to a park to allow the building and any of its exterior amenities to be provided and maintained entirely on the development site.
35. Streetwalls will be designed to support a consistent pedestrian scale and sense of enclosure, providing:
 - a) a streetwall height generally between 3 storeys and 80% of the adjacent street right-of-way width along all streets; and
 - b) a streetwall height of generally 4 storeys where adjacent to parkland and/or POPS.

36. New development on properties with cultural heritage value or interest will require a site-specific approach with additional consideration and design solutions that may entail setbacks, stepbacks and building and streetwall heights over and above the minimum site and urban design standards to address the unique characteristics of on-site heritage buildings.
37. New mixed use buildings will be designed with the flexibility to accommodate a range of permitted non-residential uses and unit sizes within ground floor and podium levels, through measures such as, but not limited to:
 - a) designing ground floors with generous floor-to-ceiling heights and with appropriate unit depths to accommodate retail, service, commercial, community and other non-residential uses;
 - b) providing for frequent, prominent entrances accessible from sidewalks and generally flush with grade;
 - c) limiting the width of residential lobbies along the street frontage; and
 - d) designing spaces with the adaptability to be subdivided or consolidated to accommodate a range of unit sizes.

Housing

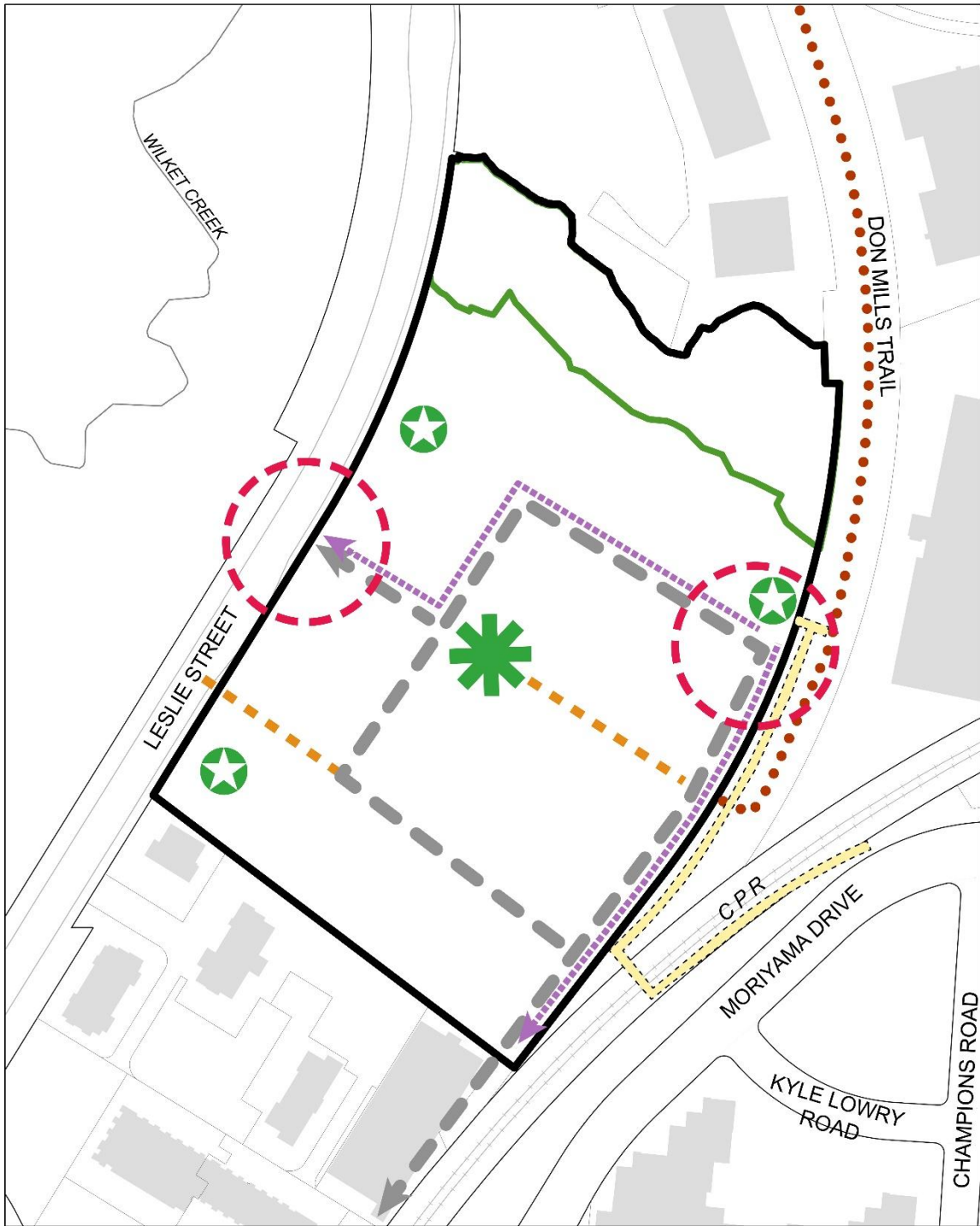
38. A mix of housing by tenure, size and affordability should be achieved to offer housing options for a wide variety of households. Residential development will support complete and inclusive communities through a range of housing opportunities across the housing spectrum.
39. To achieve a mix of residential unit types, a minimum of 40 percent of new units in developments with more than 80 new residential units will have two or more bedrooms, including:
 - a) a minimum of 15 percent of the total number of units as two-bedroom units; and
 - b) a minimum of 10 percent of the total number of units as three or more bedroom units.
40. New development containing residential units is encouraged to include a minimum amount of affordable housing to be maintained and secured with long-term affordability.

Implementation & Phasing

41. The provision of affordable housing encouraged by this Site and Area Specific Policy framework shall be secured through one or more agreements with the City.
42. The City may require easements and/or other appropriate agreements to secure public access to privately-owned or controlled components of the public realm, including, but not limited to, mid-block connections and POPS. The final design of the public realm components will be secured through the development application review process, including securing necessary easements. When in private ownership, the public realm components will be constructed and maintained by the property owner.

43. Expansion of the transportation network will occur incrementally as sites develop. Where a site requires a network improvement:
 - a) should the improvement form part of the site under application for redevelopment, that improvement will be secured and/or constructed prior to development proceeding;
 - b) should the improvement be beyond the boundaries of the site under application for redevelopment, the development proponent will make best efforts to coordinate the required improvements with other property owners; and
 - c) should the improvement be beyond the boundaries of the site under application for redevelopment and the development proponent will not be constructing that improvement as a condition of that specific development approval, the development proponent must demonstrate to the satisfaction of the City that the transportation network will function appropriately until the required improvement has been implemented and the development proponent has entered into relevant agreements related to cost-sharing for the required network improvement and is in good standing with those relevant agreements.
44. Development shall be sequenced to ensure appropriate transportation and municipal water, wastewater and stormwater servicing infrastructure, and community services and facilities are available to service development.
45. In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan, the following will be required for the submission of a complete application:
 - a) Housing Issues Report to address how the proposal will contribute to a full range of housing and how affordable housing will be provided, where applicable, including the unit mix and unit sizes.
46. Development will not exceed the capacity of existing municipal water, wastewater and stormwater servicing infrastructure. Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure, are planned for implementation, timing and/or phasing of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure so as to coordinate land use planning, infrastructure planning and infrastructure investment.
47. Where existing municipal infrastructure is inadequate to support proposed and planned growth, development will be required to provide the necessary upgrades and/or improvements to existing municipal servicing infrastructure, and new infrastructure, where appropriate, to ensure there is adequate capacity in the system, secured prior to development proceeding and any zoning by-law amendment approval. Construction of and/or improvements to municipal servicing will be secured through conditions of approval and/or agreements for development applications to ensure that servicing will be available to support development.

48. In addition to Policy 5.1.2 of the Official Plan, to provide for the orderly sequencing of development and the required provision of supporting infrastructure and services, conditions to be met prior to the removal of a holding (“H”) provision may include the following:
- a) Entering into an agreement as may be satisfactory to the City Solicitor to secure the provision of affordable housing;
 - b) Entering into a Heritage Easement Agreement; and
 - c) The installation and operation of municipal servicing infrastructure upgrades and/or improvements, to the satisfaction of the City, where development is dependent on upgrades and/or improvements to municipal servicing infrastructure that are to be implemented by the City, and where development does not provide for or otherwise secure such upgrades and/or improvements.
49. The property owners within the SASP area may enter into one or more developers’ group agreements to address the sharing of the costs of municipal water, wastewater and stormwater servicing infrastructure, parkland, streets, and relevant access and construction arrangements



Leslie Structure Plan

1121 Leslie Street and 1123 Leslie Street

- | | |
|--------------------------|---------------------------------|
| Site | Don Mills Crossing Bridge |
| New Streets | Don Mills Trail |
| Natural Areas Boundary | Potential Mid-Block Connections |
| Conceptual Park Area | Bikeways |
| Potential POPS Locations | Multi-Modal Shared Mobility Hub |



Not to Scale