

## **NORTH YORK CENTRE SECONDARY PLAN**

## 8. NORTH YORK CENTRE SECONDARY PLAN

### 1. GENERAL CONCEPT AND OBJECTIVES

This Secondary Plan forms the general basis for the redevelopment of the *North York Centre* as identified on Map 8-1.

#### 1.1 *North York Centre as a Centre*

The *North York Centre* is an important focus of transit-based employment and residential growth. The *North York Centre* is one of the four Centres that have an important role in achieving the strategic growth objectives of the Official Plan. While redevelopment is encouraged in the *North York Centre*, existing Neighbourhoods outside the *North York Centre* will be protected, preserved and enhanced.

#### 1.2 *North York Centre South and North York Centre North*

The *North York Centre* is comprised of *North York Centre South* and *North York Centre North*. The *North York Centre South* is focused on the *North York Centre Station* on the Yonge Subway and the Sheppard Station on both the Yonge Subway and Sheppard Subway. *North York Centre North* is focused on the Finch Station on the Yonge Subway. The boundaries of these sub-areas are shown on Map 8-1.

1.3 This Secondary Plan is intended to provide for the development of a vibrant *North York Centre* comprising a mix of residential, commercial, parks and open space and institutional uses, through the establishment of development policies for the *North York Centre North* and *North York Centre South* portions of the *North York Centre*.

1.4 The population of the *North York Centre* is dependent on fulfillment of the policies of this Secondary Plan and the provision of the necessary infrastructure required to support development.

#### 1.5 *Character of North York Centre South and North York Centre North*

The *North York Centre* is to be multi-use in character, containing a variety of office, retail, service, institutional, hotel, entertainment, residential and open space uses. It is intended that *North York Centre South* will be the preferred location for cultural and governmental uses. This will not preclude such uses from locating in *North York Centre North* provided that the predominance of the *North York Centre South* for civic uses is not jeopardized.

1.6 A broad variety of uses and facilities which will increase the diversity, vitality and interest of the *North York Centre* for residents of the entire City, as well as the surrounding regions is encouraged. In particular, the retention or, where appropriate, replacement of existing institutional, cultural, entertainment and recreational facilities and the provision of additional new facilities will be encouraged in accordance with the policies of this Secondary Plan.

1.7 Major concentrations of employment and residents will be located in *North York Centre North* and *South* in conjunction with rapid transit in order to increase the proportion of travel that can be served by transit, and the separation of pedestrians from vehicular traffic as part of a pedestrian system integrated with existing and future development.

#### 1.8 *Variation in Densities*

Throughout the *North York Centre*, it is intended that there should be a variation in maximum permitted densities, with the highest densities served well by rapid transit, and that within

municipal blocks the major massing of density is to be on the portion of the block which is adjacent to Yonge Street and Highway 401. In addition, the southern portion of the *North York Centre North* will develop at lower densities than the areas better served by rapid transit.

#### 1.9 **North York Centre South as the Primary Employment Location**

The *North York Centre South* is the primary location for employment within the *North York Centre*. Generally, the *North York Centre South* will have higher densities and a greater concentration of commercial uses than the *North York Centre North*.

#### 1.10 **Limitation on Densities**

It is intended that distribution of densities assigned in the *North York Centre* will be strictly maintained to ensure that:

- a) appropriate redevelopment takes place;
- b) redevelopment does not exceed the capacity of the physical infrastructure as improved from time to time, including sewerage, roads and public transportation; and
- c) the built form of redevelopment is compatible with the abutting stable residential community.

#### 1.11 **Transit Modal Split and Capacity of Infrastructure**

It is an objective of this Secondary Plan to work towards reducing the reliance on the use of the automobile and attaining a high transit modal split, consistent with the *North York Centre Parking Policy* specified in an Appendix to this Secondary Plan, and to ensure that development levels do not exceed the capacity of the infrastructure serving the *North York Centre*.

#### 1.12 **Urban Design Policies**

This Secondary Plan includes urban design policies and guidelines to help shape the character of new development and of public spaces.

#### 1.13 **Amendments to this Secondary Plan**

Any general change in the boundaries, densities or heights of the *North York Centre South* or of the *North York Centre North* will be preceded by a comprehensive review of this Secondary Plan, or of a major portion of this Plan, taking into account the impact of the Sheppard Subway. Aside from such comprehensive reviews, substantial amendments to this Secondary Plan that may be proposed will normally be addressed by general, rather than site-specific, review. Ad hoc, site-specific amendments that are not consistent with basic principles of this Secondary Plan or that create uncertainty will be discouraged.

#### 1.14 **Site-Specific Amendments**

In considering proposed site-specific amendments to this Secondary Plan, the City will be satisfied that the proposed amendment is minor in nature and local in scope, and that it does not materially alter provisions of this Secondary Plan dealing with boundaries, land use, density, height or built form. However, the numeric limits contained in this Secondary Plan with respect to density, and the limits respecting height, will nonetheless be considered to be absolute.

In dealing with such site-specific amendments, the City will further be satisfied that the traffic certification requirements of this Secondary Plan are satisfied and that the amendments do not adversely impact stable residential areas.

### 1.15 **Prime Frontage Area**

The Prime Frontage Area shown on Map 8-2 fronting along Yonge Street, Sheppard Avenue and Finch Avenue, is the prime retail area of the *North York Centre*.

### 1.16 **Street Retail**

It is the intention of this Secondary Plan that along the sections of Yonge Street, Sheppard Avenue and Finch Avenue located in the Prime Frontage Area shown on Map 8-2, at grade street-related narrow frontage retail uses will be required. Below-grade and internalized retail uses will be discouraged.

### 1.17 **Relationship to Stable Residential Areas**

Residential areas (including their various components such as homes, schools and parks) which are not within the boundaries of the *North York Centre*, and are therefore outside the redevelopment areas proposed by this Secondary Plan, are considered to be stable residential areas. The stability of these residential areas is to be maintained and enhanced in accordance with established Official Plan policies for those areas. The stable residential areas encompass all lands outside the *North York Centre South* and *North York Centre North* that are designated *Neighbourhoods* or *Parks and Open Space Areas* in the Official Plan.

The stable residential areas are considered to provide a high-quality setting for the *North York Centre*. Moreover, the *Centre* provides employment, shopping and leisure opportunities within walking distance of the stable residential areas. Accordingly, the stable residential areas and the *North York Centre* are complementary land use areas.

## 2. **LAND USE**

### 2.1 **Land Use for the *North York Centre South***

#### 2.1.1 **Nature of the *North York Centre South***

- a) It is generally intended that the *North York Centre South* will be a mixed use area, but with significant commercial nodes in the vicinity and between the Sheppard and North York stations on the Yonge Subway and Sheppard Subway.
- b) Generally, the lands fronting along Yonge Street should contain substantial office buildings, or other commercial uses including retail and entertainment uses. Intensity, massing and height should be greatest here, relative to the rest of the *North York Centre South*. Building design should reflect the importance of this location, and provide for a pleasant pedestrian environment.
- c) Street oriented commercial uses and other uses contributing to the animation of the street should be located on lands abutting arterial roads. Open space, recreational, and community related uses such as schools, places of worship, day nurseries and other social facilities should be located throughout the *North York Centre South*.

#### 2.1.2 ***North York Centre South* Land Use Designations and Permitted Uses**

The land use designations which apply to lands in the *North York Centre South* are shown on Map 8-3. Policies for areas designated Mixed Use Area on Map 8-3 are described below. Policies for the *Parks and Open Space Areas* land use designation are found in the Official Plan and will apply except as otherwise indicated in this Secondary Plan.



a) *Mixed Use Area A*

The permitted uses in *Mixed Use Area A* are: commercial, institutional, public parks and recreational uses, and transit terminals. Residential uses are not permitted.

b) *Mixed Use Area B*

The permitted uses in *Mixed Use Area B* are: commercial, institutional, residential, public parks and recreational uses, and transit terminals. The total of all residential uses on a site in *Mixed Use Area B* will not exceed 50 per cent of the maximum permitted gross floor area on the site or portion of the site designated *Mixed Use Area B*.

c) *Mixed Use Area C*

The permitted uses in *Mixed Use Area C* are: commercial, institutional, residential, public parks and recreational uses.

*Mixed Use Area D*

The permitted uses in *Mixed Use Area D* are: institutional uses that are not predominantly offices, residential, public parks and recreational uses.

2.1.3 Street Retail

All buildings within the Prime Frontage Area shown on Map 8-2 will incorporate at grade street-related retail uses at the build-to line. Street-related retail and service commercial uses are encouraged along arterial roads outside the Prime Frontage Area and along local roads in the immediate vicinity of arterial roads.

2.1.4 Nature of the Lands South of Sheppard Avenue and East of Yonge Street

The area south of Sheppard Avenue will generally be residential in nature, with a significant commercial node focused on the Yonge Street and Sheppard Avenue intersection, and along the Yonge Street corridor to Highway 401. This area forms the southern entrance into the *North York Centre*.

It is the intention of this Secondary Plan to realize the following development objectives for lands south of Sheppard Avenue:

- a) to ensure the stability of the existing low density residential communities outside the *North York Centre South* boundary;
- b) to allow for the commencement of new development on lands designated within the *North York Centre South* boundary, building upon well established principles of development from the *North York Centre* plans for site specific areas; and
- c) to maintain the City's commitment to provide the *North York Centre South* Service Road south of Sheppard Avenue and that, until such time as the *North York Centre South* Service Road routes are constructed, traffic certifications pursuant to Section 4.8 of this Secondary Plan, may reflect traffic assignments that continue to recognize capacity constraints and diversion opportunities within the context of sound traffic engineering principles.

Buildings near the Yonge Street - Highway 401 interchange should be designed to reflect a *North York Centre South* gateway, without diminishing the importance of the remainder of the *North York Centre* focused at the intersection of Yonge Street and Sheppard Avenue for the *North York Centre South*.

Street oriented commercial uses and other uses contributing to the animation of the street should be located on lands abutting the Yonge Street and Sheppard Avenue sidewalks.

High quality and convenient pedestrian access to the Yonge-Sheppard subway station should be supported. Pedestrian access and safety in the Yonge Street corridor should be considered. Site specific development proposals will consider local bus service design requirements when establishing the street and block pattern for future development.

Site specific development proposals will include an assessment of the impact the proposed development has on the available trunk sanitary sewer capacity.

Open space, recreational, and community related uses such as parks, schools, places of worship, day nurseries and other social facilities are encouraged to locate throughout the area.

#### 2.1.5 Residential Component in Phased Development

Where a development is proposed in phases, the amount of residential floor space in any one phase may exceed the maximum proportion of residential gross floor area established in Section 2.1.2, provided that the development on completion of all phases does not exceed the maximum proportion permitted.

#### 2.1.6 Development Sites Occupying More Than One *Mixed Use Area*

Where a development site comprises land situated within more than one *Mixed Use Area*, the amount of residential floor space in any one Area may exceed the maximum proportion of residential gross floor area established in Section 2.1.2 for that Area, provided that:

- a) the total residential floor space in the development does not exceed the aggregate of the permissible gross floor area for residential use in each portion of the site within each Area; and
- b) no residential use is permitted on land designated *Mixed Use Area A*.

### 2.2 **Land Use for the North York Centre North**

#### 2.2.1 Nature of the *North York Centre North*

- a) It is generally intended that the *North York Centre North* will be a predominantly residential area, but with a significant commercial node in the vicinity of the Finch Station focused primarily on the intersection of Yonge Street and Finch Avenue. This is the primary node within the *North York Centre North*, as well as the focus of non-residential activity and is considered a secondary node within the context of the *North York Centre*.

Substantial office buildings with the greatest intensity and massing may be considered at this location relative to the rest of the *North York Centre North*, due to the node being established at the intersection of two arterial roads as well as proximity to the entrance of rapid transit.

Building design should reflect the importance of this node and provide for a pleasant and efficient pedestrian environment as well.

Intensive non-residential activities within the *North York Centre North*, such as large places of employment, are to be located in close proximity to arterial roads and transit, and are to be most concentrated in the vicinity of the intersection of Yonge Street and Finch Avenue. While the *North York Centre South* will continue to be the primary centre of governmental and cultural institutions, this does not preclude similar institutions from being located in the *North York Centre North*.

- b) Street oriented commercial uses and other uses contributing to the animation of the street should be located on lands abutting arterial roads. Open space, recreational, and community related uses such as schools, places of worship, day nurseries and other social facilities should be located throughout the *North York Centre North*.

## 2.2.2 Boundary Location Principles

The location of the boundary is intended to include sufficient land area within the *North York Centre North* to enable an adequate transition of use, density, height and mass between Yonge Street and the edge of the *North York Centre North*, to permit road links within the *North York Centre North* to function properly, and to minimize the extent of change experienced by nearby residential neighbourhoods.

The boundary of the *North York Centre North* generally has been based on the following:

- a) the location of publicly owned lands, such as parks and schools;
- b) the location of the Fairchild electric power transformer station;
- c) the location of minor arterial roads;
- d) the presence of existing local streets forming loops or cul-de-sac;
- e) the Northtown site;
- f) the boundary of the *North York Centre South*;
- g) sufficient distance from Yonge Street to the nearest road intersection to allow the proposed Service Road to be located within the *North York Centre North* area; and
- h) where the boundary is situated within a block of existing single family dwellings, maintaining the residential character of the portion remaining outside the *North York Centre North*.

It is intended that the *North York Centre North* area will be demarcated as clearly as possible from the stable residential area where limited change is expected. Accordingly, the edge of the *North York Centre North* will be distinguished by physical features that visually mark the boundary and serve a buffering function, such as roadways, the Fairchild electric power transformer station, parks, open spaces, low scale residential or institutional buildings.

## 2.2.3 *North York Centre North* Land Use Designations and Permitted Uses

The land use designations which apply to lands in the *North York Centre North* are shown on Map 8-4. Policies for areas designated *Mixed Use Area* on Map 8-4 are described below. Policies for the *Utility Corridors*, and *Parks and Open Space Areas* land use designations are found in the Official Plan and will apply except as otherwise indicated in this Secondary Plan.

### *Mixed Use Area E*

The permitted uses in *Mixed Use Area E* are: commercial, institutional, residential, public parks and recreational uses, and transit terminals.

The total of all commercial uses on a site or portion of a site in *Mixed Use Area E* will not exceed 65 per cent of the maximum permitted gross floor area on the site or portion of the site designated *Mixed Use Area E*.

### *Mixed Use Area F*

The permitted uses in *Mixed Use Area F* are: commercial, institutional, residential, public parks and recreational uses, and transit terminals.

The total of all commercial uses on a site or portion of a site in *Mixed Use Area F* will not exceed 50 per cent of the maximum permitted gross floor area on the site or portion of the site designated *Mixed Use Area F*. In addition, commercial uses are not permitted in the *North York Centre North Buffer Area* shown on Map 8-5.

#### *Mixed Use Area G*

The permitted uses in *Mixed Use Area G* are: commercial, institutional uses that are not predominantly offices, residential, public parks and recreational uses.

The total of all commercial uses on a site or portion of a site in *Mixed Use Area G* will not exceed 20 per cent of the maximum permitted gross floor area on the site or portion of the site designated *Mixed Use Area G*. In addition, commercial uses are not permitted in the *North York Centre North Buffer Area* shown on Map 8-5.

#### *Mixed Use Area H*

The permitted uses in *Mixed Use Area H* are: institutional uses that are not predominantly offices, residential, public parks and recreational uses.

### 2.2.4 Street Retail

All buildings within the Prime Frontage Area shown on Map 8-2 will incorporate at grade street-related retail uses at the build-to line. Street-related retail and service commercial uses are encouraged along arterial roads outside the Prime Frontage Area and along local roads in the immediate vicinity of arterial roads.

### 2.2.5 Commercial Component in Phased Development

Where a development is proposed in phases, the amount of commercial floor space in any one phase may exceed the maximum proportion of commercial gross floor area established in Section 2.2.3, provided that the development on completion of all phases does not exceed the maximum proportion permitted.

### 2.2.6 Development Sites Occupying More Than One Mixed Use Area

Where a development site comprises land situated within more than one Mixed Use Area, the amount of commercial floor space in any one Area may exceed the maximum proportion of commercial gross floor area established in Section 2.2.3 for that Area, provided that:

- a) the total commercial floor space in the development does not exceed the aggregate of the permissible gross floor area for commercial use in each portion of the site within each designation; and
- b) that no commercial use is permitted on land designated as Mixed Use Area H.

## 2.3 Interim Uses in Phased Development or Prior to Completion of Development

### a) Site Plan Control

Where a development is proposed in phases, interim uses should be shown on site plans submitted for approval. Where a development, or a phase of a development, is not to be promptly developed, the City may require, through a site plan agreement, that the lands be landscaped, or used for another purpose permitted by the Zoning By-law, in order to reduce the impact of delayed development on surrounding lands, the pedestrian environment, and nearby residential neighbourhoods.

### **3. DENSITY**

#### **3.1 Definitions**

The following definitions apply only in the interpretation of this Secondary Plan for the *North York Centre*:

a) Floor Space Index or Density

“Floor Space Index or density” means the ratio of gross floor area to net site area.

b) Gross Floor Area

“Gross Floor Area” means the aggregate of the areas of each floor, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any areas used as balconies, but excluding:

- i. any part of the building used for mechanical purposes;
- ii. any space used for motor vehicle or bicycle parking contained in a parking garage, including an above-grade parking structure provided the structure does not exceed three storeys in height above-grade and provided that its roof deck exclusive of any mechanical area is fully landscaped and made directly accessible to adjacent redevelopment projects; and
- iii. the floor area of unenclosed residential balconies.

c) The Gross Floor Area calculation may omit the gross floor area of density incentives as set out in Section

3.3. The resulting net figure will be employed in ascertaining compliance with the density limits specified in Maps 8-6 and 8-7 of this Secondary Plan.

Notwithstanding the foregoing, for those sites where the Zoning By-law permitted other exclusions from Gross Floor Area, prior to January 1, 1986, those Zoning By-law provisions will be deemed to comply with this Secondary Plan.

#### **3.2 Density Limits**

a) The maximum density assigned to lands is shown as Density Limits on Maps 8-6 and 8-7. These densities omit any incentives discussed in Section 3.3 and any transfers discussed in Section 3.4.

b) In no event will the City approve a development proposal that:

- i. exceeds the amount of actual floor space that can reasonably be accommodated in conformity with applicable policies of this Secondary Plan; and
- ii. exceeds the maximum permitted gross floor area as set out in Section 3.2(a) by more than 33 per cent through density incentives and density transfers combined as set out in Sections 3.3 and 3.4, except where and to the extent specifically provided for in Figure 3.3.1.

c) The area devoted to storage lockers constitutes gross floor area and will be included in calculations pertaining to the density limits set out in Section 3.2(a).

#### **3.3 Density Incentives**

a) Figure 3.3.1 shows the complete list of incentives for the provision of specific uses and facilities. The gross floor area of such facilities is exempted from the calculation of density, to the extent provided for in Figure 3.3.1. The provision and maintenance of such facilities will be secured by appropriate legal agreements.

b) In lieu of the provision of public recreational centres and social facilities, including school facilities, in exchange for the additional density as set out in Figure 3.3.1, a monetary contribution towards the cost of constructing and furnishing the same facilities at another location serving the *North York Centre* may be accepted by the City, provided:

- i. the provision of the facility within the development is not practical or feasible, or alternative arrangements for the provision of the facility are preferable; and
- ii. arrangements to expend the funds for the provision of the specified facility in a timely fashion at an alternative location have been secured in an appropriate legal agreement.

The amount of the monetary contribution will be equal to the market value of the gross floor area obtained through this incentive, as specified in Figure 3.3.1.

c) The City may also accept a monetary contribution towards the cost of acquiring land necessary for completion of the Service Roads identified in Sections 8.6 and 8.7, and associated road network and buffer areas, such contribution to be used for no other purpose. The amount of the monetary contribution will be equal to the market value of the gross floor area obtained through this incentive, as specified in Figure 3.3.1.

d) For major office developments in the *North York Centre*, considered to be commercial or mixed use projects that provide new office space in excess of 15,000 square metres gross floor area, the monetary contribution provided under Section (b) and/or (c) above may be partially or wholly offset by the costs of providing one or more continuous indoor pedestrian connections from the development to a transit terminal. The allowable offset will be proportional to the relative amount of commercial gross floor area provided (calculated as the ratio of commercial gross floor area to total gross floor area for the entire project, multiplied by the amount of the monetary contribution payment otherwise due). The timing of the offset will be secured by appropriate legal agreements.

e) In this Section, “market value” refers to the land value of density in the *North York Centre*.

**FIGURE 3.3.1 INCENTIVES**

USE	INCENTIVE
<p>Bicycle Parking</p> <ul style="list-style-type: none"> <li>• Bicycle parking spaces provided in an at-grade common bicycle room conveniently accessible to the outside</li> <li>• Showers and change rooms for bicycle parking in commercial projects</li> </ul>	<p>The gross floor area of an at-grade common bicycle room, and that of any associated commercial showers and change rooms, is exempted from the calculation of gross floor area.</p>
<p>Private Recreational Use Accessory to a Residential Use</p> <ul style="list-style-type: none"> <li>• located in a residential development</li> <li>• must not be a commercial for profit enterprise</li> </ul>	<p>The gross floor area of the private recreational use up to a maximum of 1.5 square metres per dwelling unit is exempted from the calculation of gross floor area.</p>
<p>Provision of a Public Recreational Centre</p> <ul style="list-style-type: none"> <li>• to be owned by the City</li> <li>• will be constructed and equipped to the satisfaction of the City</li> </ul>	<p>The gross floor area of the public recreational centre is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the public recreational centre is available as an incentive.</p>
<p>Provision of or Retention of a Place of Worship (including relocation)</p> <ul style="list-style-type: none"> <li>• may be located anywhere or relocated anywhere in the <i>North York Centre</i></li> </ul>	<p>The gross floor area of the place of worship is exempted from the calculation of gross floor area</p>
<p>Provision of Social Facility</p> <ul style="list-style-type: none"> <li>• such as but not limited to child-, elder-, or co-generational day care, drop-in counselling or crisis centre, etc.</li> <li>• school facilities</li> <li>• does not include institutions that are predominantly office or residential uses other than group homes</li> <li>• premises will be designed and furnished to enable operation of the social facility in compliance with relevant legislation and regulations, and will be of sufficient size and condition to enable its efficient operation</li> <li>• will be located close to grade and easily accessible to the public</li> <li>• such uses existing on the date of adoption of this Secondary Plan may be relocated on appropriately zoned sites in the surrounding residential neighbourhoods</li> <li>• may include the retention or relocation of such existing social facilities at any location within the <i>Centre</i></li> <li>• secured through an appropriate legal agreement pursuant to Section 37 of the <i>Planning Act</i></li> </ul>	<p>The gross floor area of the social facility is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the social facility is available as an incentive.</p>
<p>Heritage Building</p> <ul style="list-style-type: none"> <li>• designation in accordance with <i>Ontario Heritage Act</i> will be considered</li> <li>• relevant property will be zoned to limit development of the site in a manner consistent with the heritage objective</li> <li>• secured through an appropriate legal agreement (Heritage Easement)</li> </ul>	<p>In accordance with the Heritage policies.</p>

USE	INCENTIVE
<p>Continuous Indoor Pedestrian Connections to a Transit Terminal</p> <ul style="list-style-type: none"> <li>owned or operated by a public authority</li> <li>may include above grade or below grade spaces</li> </ul>	<p>The gross floor area of the pedestrian connection is exempted from the calculation of gross floor area for all developments. In addition, for major office developments (over 15,000 m<sup>2</sup>) connected to a transit terminal, the gross floor area of the connection is not subject to the 33 per cent incentive/transfer limit specified in Section 3.2(b)(ii).</p>
<p>Provision of a Live Theatre, Auditorium, Concert Hall, Museum, Art Gallery, and Cultural Heritage Centre</p> <ul style="list-style-type: none"> <li>provided these uses are located in the <i>North York Centre South</i></li> </ul>	<p>The gross floor area of a live theatre, auditorium, concert hall, museum, art gallery or cultural heritage centre is exempted from the calculation of gross floor area.</p>
<p>Street-related Retail</p> <ul style="list-style-type: none"> <li>in the Prime Frontage Area to a depth of 30 metres</li> <li>provided the retail uses are located at grade and are directly accessible from the street</li> </ul>	<p>The gross floor area of street-related retail uses to a depth of 30 metres is exempted from the calculation of gross floor area.</p>
<p>Transit Terminal</p> <ul style="list-style-type: none"> <li>owned or operated by a public authority</li> <li>may include small-scale retail and service commercial uses within the transit terminal</li> </ul>	<p>The gross floor area of the transit terminal is exempted from the calculation of gross floor area for all developments. In addition, for major office developments (over 15,000 m<sup>2</sup>) connected to the transit terminal, the gross floor area of the terminal is not subject to the 33 per cent incentive/transfer limit specified in Section 3.2(b)(ii).</p>
<p>Provision of Service Roads</p> <ul style="list-style-type: none"> <li>lands required for portions of the Service Roads, and Associated Road Network or Buffer Areas identified in Maps 8-10 and 8-11 but not yet secured by the City</li> </ul>	<p>The gross floor area attributable to the monetary contribution.</p>
<p>Major Office Development Connected to a Transit Terminal</p> <ul style="list-style-type: none"> <li>commercial or mixed use project providing new office space in excess of 15,000 square metres gross floor area, linked to a transit terminal by a continuous indoor pedestrian connection</li> </ul>	<p>The monetary contribution provided under Section 3.3(b) and/or (c) may be partially or wholly offset by the costs of providing one or more continuous indoor pedestrian connections to a transit terminal, as specified in Section 3.3(d).</p> <p>The gross floor area of an indoor pedestrian connection to a transit terminal, owned or operated by a public authority, is not subject to the 33 per cent incentive/transfer limit specified in Section 3.2(b)(ii).</p> <p>The gross floor area of a transit terminal located within the development site, connected to the development and owned or operated by a public authority, is not subject to the 33 per cent incentive/transfer limit specified in Section 3.2(b)(ii).</p>



## 3.4 Density Transfers

### 3.4.1 General Policies

- f) A development may be permitted to have a greater amount of total floor space than would otherwise be permitted on that specific site in accordance with Maps 8-6 and 8-7 provided the density transfer is in accordance with Section 3.4.2 and subject to the density limits specified in Section 3.2.
- g) Density transfers will be implemented by rezoning the donor site and the receiving site so that the total gross floor area permitted does not exceed the aggregate of the gross floor area permitted by this Secondary Plan on the individual sites. A record of density transfers showing the parcel from which the density originates, and the parcel which receives the transferred density, will be maintained as an Appendix to this Secondary Plan.
- h) The determination of the use of and amount of transferred floor space will be based on the designation and assigned density of the donor site, and on the ability of development at the receiving site to satisfy all other requirements of this Secondary Plan.
- i) In the *North York Centre South*, density may only be transferred to a receiving site which is within the *North York Centre South* and which is on the same side of Yonge Street and Sheppard Avenue as the donor site.
- j) In the *North York Centre North*, density may only be transferred to a receiving site which is within the *North York Centre North* and which is on the same side of Yonge Street and Finch Avenue as the donor site.

### 3.4.2 Qualifications for Density Transfers

Density transfers may be permitted only in accordance with the following:

#### a) Provision of Land for Public Purposes

The gross floor area resulting from the density assigned to land within the *North York Centre* may be transferred if the land is conveyed to the City for nominal consideration for public purposes such as roads, public parks subject to the parkland dedication policies in Section 6.5, public recreational centres or other public purposes identified in this Secondary Plan.

#### b) Density Transfer from Public Land

It is an objective of this Secondary Plan that, to the greatest extent possible, new development pay for the costs of infrastructure and facilities needed to support or serve new development, and that the general tax rate not be used to support development.

Accordingly, when the City has purchased land for public purposes, the gross floor area attributable to the land may be transferred by the City subsequent to that purchase.

#### c) Density Assigned to Service Road in Hydro Corridor in the *North York Centre North*

Where land in the Hydro corridor in the *North York Centre North* is conveyed to the City for nominal consideration, for establishing a road allowance or for other purposes associated with a Service Road, the land so conveyed will be considered to be assigned a density of FSI = 1.0 provided this density is transferred to a site other than the Hydro corridor, to be used for any uses permitted on the receiving site.

#### d) Conservation of Heritage Features, Buildings or Sites

Unused density may be transferred to another site in order to facilitate the preservation, retention or adaptive reuse of a heritage feature, building or site in the *North York Centre*, provided that:

- i. the relevant property is recommended for designation or designated pursuant to the *Ontario Heritage Act*;
  - ii. the zoning of the relevant property is amended to limit development of the site in a manner consistent with the heritage objective; and
  - iii. the heritage conservation is secured through an appropriate legal agreement.
- e) Place of Worship, Public Recreational Centre, or Social Facility  
Unused density may be transferred to another site in order to facilitate the retention or provision of a place of worship, a public recreational centre, or a social facility such as (but not limited to) a day nursery, and a school facility.

### 3.5 **Development Sites Occupying More Than One Density Area**

Where a development site, as defined in Section 2.2.6, is divided by different areas of assigned density on Maps 8-6 and 8-7, the floor space that may be permitted in a development proposal is the aggregate of the gross floor area permissible for each portion of the site in accordance with Section 3, and the total floor space may be located anywhere on the site provided the proposal complies with the relevant policies of this Secondary Plan.

## 4. **TRANSPORTATION**

### 4.1 **General**

The full achievement for the potential development proposed by this Secondary Plan for the *North York Centre* requires a supporting transportation system. Improvements to the system are set out in the following Section 4.2.

The construction of the Sheppard Subway from the *North York Centre* to the *Scarborough Centre* is supported. This high capacity transit link will further enhance the viability of the *North York Centre* as a *Centre* as defined in the Official Plan, and is environmentally advantageous as a means of reducing the dependency on the automobile for commuting.

### 4.2 **Transportation Improvements**

- a) The following transportation network improvements have been identified as necessary to support the development of the *North York Centre* to the land use and density levels permitted by this Secondary Plan:
- i. Transportation Facilities
    - 1) The widening of Sheppard Avenue between Beecroft Road and Bayview Avenue to six through lanes plus turning lanes.
    - 2) The construction of the Sheppard Subway.
    - 3) Other improvements to the arterial road or transit networks that may be identified through the Monitoring Program, referred to in Section 9. These improvements may include one or more of the following: the widening of Finch Avenue to six lanes plus turning lanes from Bathurst Street to Bayview Avenue, the widening of Sheppard Avenue to six lanes plus turning lanes from Beecroft Road to Bathurst Street, the construction of part or all of proposed new rapid transit lines, improved connections to Highway 401 from Yonge Street, transportation demand management systems, or other improvements that may be identified.
- Until such time as the improvements referred to in the above paragraph (3) have received all necessary approvals and the timing of construction assigned, rezonings for development proposals that require the capacity generated by these works will not be approved.

The introduction of a subway system along the Sheppard Avenue corridor will support development of the *North York Centre*. However, until this facility is available, interim surface transit improvements may be identified through the Monitoring Program.

ii. Roads

The completion of the *North York Centre* South Service Road, as described in Section 8, and the completion of the *North York Centre* North Service Road, as shown on Map 8-11.

- b) Lands required for the rights of way for the widening of arterial roads providing capacity for the development of the *North York Centre* will be protected and obtained, as such requirements become known, through the relevant approval processes.
- c) Where lands have been identified, through the relevant planning processes, as required for the construction of the *North York Centre* South or *North York Centre* North Service Roads, and where such lands form part of a development site, it is the policy of the City to acquire, or to secure the acquisition of, such lands before permitting the redevelopment of the site.
- d) Where land is conveyed at nominal consideration to the City for a public purpose, such as road network improvements or parkland, this Secondary Plan provides for the transfer of the density attributable to the lands so conveyed to another site, as provided in Section 3.4 and subject also to Section 10.5.
- e) From time to time, lands for planned road improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the *North York Centre*. It is intended that the funds for such acquisition of land, and for the construction of planned road improvements, be provided to the greatest extent practical through a charge against developments in the *North York Centre*, under the provisions of the *Development Charges Act*, or by other means available to the City.

#### 4.3 **Transportation Capacity and Long Range Development Levels**

- a) Development of the *North York Centre* will be managed within the capacity of the existing and planned transportation system as discussed in Section 4.2 of this Secondary Plan. Accordingly, as a means of indicating the projected long range limits to growth, aggregate long range development levels are established by this Secondary Plan. These Long Range Development Levels, set out in Figure 4.3.1, represent the anticipated level of development associated with the land use and density designations of this Secondary Plan, based on certain assumptions and factors including trip generation rates, modal split, gross floor area per population estimates, and the extent to which the commercial permissions of this Secondary Plan will be maximized.
- b) No zoning by-law or holding by-law may be enacted that would permit either the residential or non-residential gross floor area levels specified in Figure 4.3.1 to be exceeded.
- c) The figures set out in Figure 4.3.1 may only be adjusted by amendment to this Secondary Plan where:
  - i. a comprehensive transportation study demonstrates that the overall trip generation rate is not increased, or
  - ii. the findings of the Monitoring Program reveal a significant change in trends or assumptions or the ability to provide more or less transportation system capacity than that required to accommodate the projected transportation demand associated with these development levels, or
  - iii. the Monitoring Program referred to in Section 9.0 reveals a trend towards building less than the maximum proportion of commercial floor space in the *North York Centre* North and residential floor space in the *North York Centre* South, in which case Figure 4.3.1 may be amended to adjust the Development Levels accordingly, provided that the overall trip generation rate is not increased.

**FIGURE 4.3.1 LONG RANGE DEVELOPMENT LEVELS**

	NORTH YORK CENTRE NORTH	NORTH YORK CENTRE SOUTH	TOTAL
Residential Gross Floor Area	1,550,000 m <sup>2</sup>	1,665,098 m <sup>2</sup>	3,215,098 m <sup>2</sup>
Non-Residential Gross Floor Area	540,000 m <sup>2</sup>	1,356,586 m <sup>2</sup>	1,896,586 m <sup>2</sup>
Total	2,090,000 m <sup>2</sup>	3,021,684 m <sup>2</sup>	5,111,684 m <sup>2</sup>

#### 4.4 Service Roads and Enactment of Zoning By-Laws

- a) For the purpose of the following subsections, a “new functional section” is defined as a part of, or an improvement to, a Service Road which part or improvement has not yet been constructed, but which is needed in order to satisfactorily accommodate the traffic demands associated with the proposed development. When submitting a traffic impact study (TIS), the transportation analyses will take into account the potential traffic which would be generated by other existing and approved developments in the Centre and identify the new functional section, if required for the proposed development.
- b) No zoning by-law may be enacted to permit a new development unless;
  - i. no new functional section is required for the development, or
  - ii. the City has acquired either
    - 1) the lands required for any new functional section required for the development, or
    - 2) binding commitments to convey to the City the lands required for any new functional section for the project; such commitments are conditional only upon the coming into force of the zoning by-law, and the start of construction of the functional section within the next three fiscal years has been authorized.
- c) Notwithstanding Subsection (b) above, a by-law may be enacted to permit a proposed development where the City has acquired either;
  - i. the lands required for any new functional section required for the development, or
  - ii. binding commitments to convey to the City the lands required for any new functional section for the project; such commitments are conditional only upon the coming into force of the zoning by-law, but has not authorized construction of the said functional section, provided that the by-law incorporates a holding symbol in accordance with the *Planning Act* and the provisions of this Secondary Plan, and that the effect of the holding symbol is to prohibit the erection or use of the proposed development until the construction of the new functional section within the next three fiscal years from the release of the holding zone has been authorized.
- d) Where a development is proposed to be constructed in phases, each phase may be considered to be a separate development for the purposes of this section, and a zoning by-law may be enacted for part of the site, or a holding symbol may be applied to part of the site, which part may contain one or more phases.
- e) Redevelopment should take place within the capacity of existing and planned infrastructure. Before approving an application for rezoning, the City will be satisfied that the development proposed will not cause the capacity of the transportation, sewer and water infrastructure (existing and planned) to be exceeded upon anticipated occupancy of the project.

#### 4.5 Holding By-Laws

A zoning by-law may be enacted for a proposed development and the letter “H” appended to the zone symbol applying to the lands that are the subject of the by-law, when the circumstances described in Section 4.4(c) apply. The by-law will specify the uses which will be permitted if and when the “H” is removed in accordance with the *Planning Act*. In addition, this by-law may specify uses that are permitted despite the “H” designation, which will be limited to open space, mechanical and building services, essential municipal services, roads, underground parking structures, public parks, and existing uses.

The “H” symbol may be removed when the start of construction of the new functional section required for the proposed development within the next three fiscal years has been authorized.

#### 4.6 Parking Management

##### 4.6.1 Provisions For Parking Supply

- a) The supply of parking in the *North York Centre* will be strictly regulated so as to attain an overall average auto driver modal split of no more than 33 per cent (in the p.m. peak hour) for all new development in the *Centre*.
- b) To achieve this goal, a parking policy has been established for the *North York Centre* which is included as an Appendix to this Secondary Plan. The policy will be consistent with the provisions of this Secondary Plan and may only be revised subsequent to suitable review and public input obtained at a meeting called for that purpose.
- c) No zoning by-law may be enacted that allows any new development to proceed with a parking supply that is not demonstrated to be consistent with achievement of the overall average auto modal split value. Consequently, parking will be provided in accordance with the *North York Centre* Parking Policy included in Appendix 1- *North York Centre* Motor Vehicle Parking Policy.
- d) A minimum and maximum motor vehicle parking requirement will be applied for all projects requiring a rezoning for increased density or change in use.
- e) For motor vehicles, surface parking should be limited generally to short term visitor parking for residential uses, with other parking provided underground to the greatest extent practical. It is recognized that underground parking may not be feasible in all cases and in such instances, surface parking should be provided to the rear of a building, to allow the building to screen the view of the parking area from the street. If this is not feasible or practical, such surface parking should be screened by landscaping.
- f) Bicycle Parking spaces provided in an at-grade common bicycle room will be secured through the implementing zoning by-law in accordance with Appendix 1(a) – *North York Centre* Bicycle Parking Policy and the City of Toronto Bike Plan.

##### 4.6.2 Toronto Parking Authority

- a) In the *North York Centre*, in areas found deficient in parking, the Toronto Parking Authority will be encouraged to provide parking facilities in a manner which is compatible with surrounding development and supports the policies, goals and objectives of this Secondary Plan.
- b) Emphasis will be placed on achieving an appropriate balance in the provision of both short term and long term parking.

#### 4.6.3 Other Parking Operators

- a) Private commercial parking lots for non-accessory parking, either interim or temporary, will not be permitted within the *North York Centre* as such use is contrary to the objectives of the plan to attain a high transit modal split associated with the development of the *Centre*.

#### 4.7 Transportation Demand Management (TDM)

##### a) Transit Use

It is a basic objective of this Secondary Plan to encourage the use of public transit and establish a high transit modal split in the *North York Centre*. This is desirable to make the best use of the available capacity of the existing and planned transportation network, and to minimize the environmental effects from automobile traffic.

The City will actively work with developers, owners and tenants in the *North York Centre* to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, and reduce the use of low-occupancy automobiles for trips, particularly work trips, to and from the *North York Centre*.”

These measures include:

- i. promoting the use of public transit by employees;
- ii. promoting the use of bicycles by employees, residents and visitors for business and recreational trips;
- iii. promoting measures to foster higher vehicle occupancy;
- iv. assisting in organizing and promoting car pooling;
- v. giving priority parking space assignments and/or reduced rates for car pools;
- vi. varying hours of work to reduce peak hour loads;
- vii. participating in a Transportation Management Association;
- viii. giving priority parking space assignments or reduced rates for non-polluting motor vehicles, such as electric cars, as they become available to the general market; and
- ix. other measures that may be identified.

##### b) Traffic Management

The formal program which monitors traffic levels on roads in the vicinity of the *North York Centre North* and *North York Centre South* will be maintained and expanded as necessary to determine which roads show a pattern of increasing traffic volume. On those local and collector roads, which show such a pattern, appropriate origin/destination studies will be undertaken to determine the extent of transient traffic. Based on the results of the program, such traffic control devices or measures will be deployed and implemented on local and collector roads as are appropriate in the circumstances to prevent undesirable infiltration of stable residential areas.

Community consultation will take place prior to selecting the appropriate traffic control devices or measures on local and collector roads in a given area. Possible devices or measures include entry prohibitions, looping of streets and installation of turning circles.

#### 4.8 Traffic Certification

- 4.8.1 In order for rezonings for developments of more than 5,000 square metres of total floor space (including transfers and incentives) to be approved, a qualified professional must attest in an acceptable traffic certification and in accordance with the policies of this Secondary Plan and associated appendices and guidelines that:

- a) the auto traffic resulting from occupancy of the proposed development will not significantly contribute to reducing the level of service on nearby arterial roads and their intersections with local and collector roads to below a generally acceptable level;

- b) the project can be accommodated by the existing and planned transportation infrastructure, including any identified new functional sections of the *North York Centre South* or *North York Centre North* Service Roads, except those excluded by Section 4.8.2, taking into account all existing developments and zoned developments approved but not yet constructed or fully occupied in the *North York Centre North* and *North York Centre South*;
  - c) the project will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for nearby residential communities;
  - d) the project provides enough parking so that the building's occupants and visitors will be unlikely to disrupt off-site roadways and unaffiliated parking areas, but does not provide so much parking as to discourage achievement of the transit modal split targets of this Secondary Plan; and
  - e) the site layout provides adequately for the movement needs of visiting pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties.
- 4.8.2 The theoretical capacity provided by major improvements to the roads and transit networks that may be identified in the future will be excluded when undertaking the certification required by Subsection 4.8.1 until all necessary approvals have been secured and the timing of construction assigned.

## 5. ENVIRONMENT AND URBAN DESIGN

### 5.1 General Urban Design Objectives

- a) Within the *North York Centre*, height, massing and intensity of buildings will generally be focused along Yonge Street and in the immediate vicinity of subway stations. In the *North York Centre South*, the highest building heights will be along Yonge Street, generally north of Sheppard Avenue and at Highway 401 on the east side of Yonge Street.
- b) As the spine of the *North York Centre*, Yonge Street will have the primary promenades of the City. Public and private initiatives should ensure that pedestrians are provided with adequate safety to cross the street and have space for movement and recreation.
- c) A fine urban street grid pattern is encouraged with small City blocks. As a condition of development approval, the provision of new east-west public or private streets or pedestrian routes may be secured in order to increase amenity, orientation and public access to and from Yonge Street.
- d) On all streets in the *North York Centre*,
  - i. street trees should be planted;
  - ii. continuous building frontages will be encouraged; and
  - iii. height limits adjacent to the streets should establish a comfortable human scale and create a sense of spatial containment.
- e) Building heights, setbacks and build-to requirements as set out elsewhere in this Secondary Plan provide appropriate scale and massing of buildings in relation to the specific context and edge condition of each development or redevelopment site.
- f) Heritage buildings and public amenities will be encouraged to be retained through the use of density incentives and transfers.
- g) Buildings will be designed to be accessed directly from the streets or publicly accessible outdoor space. "Gated" developments will be discouraged.
- h) Public art is encouraged to be provided on City owned lands as well as on privately owned lands as part of redevelopment projects.



## 5.2 Urban Design Principles for the Lands South Of Sheppard Avenue and East of Yonge Street

- a) The location of streets and the resultant blocks define the urban pattern of a city. Therefore new streets proposed through development, wherever possible, should continue the existing street and block pattern established in the surrounding area.
- b) The lands should be connected with and form part of the *North York Centre South*, and be connected with the existing and proposed park system and with the surrounding stable residential areas.
- c) The built environment (i.e., buildings and other structures) should reflect the prevailing street and block pattern as well as define the form and character of the surrounding spaces.
- d) Public open spaces including existing and proposed parks, parkettes, buffer areas and streets should form a continuous system throughout the lands and link with the surrounding areas.
- e) The yards, heights and massing of buildings should be in scale to adjacent streets, stable residential areas and pedestrians.
- f) The entrance to the *North York Centre South* should be defined through particular attention to the design of buildings near the Yonge Street - Highway 401 interchange.

## 5.3 Built Form Policies

### 5.3.1 Relationship to Streets

#### a) General

In this Secondary Plan, the term “street” includes the paved roadway used for vehicular traffic, sidewalks and associated open places, and is generally defined by the buildings that front on the street. Streets are regarded as public open space assets, and buildings should be designed in a manner that maintains animation and interest along the street, and have ground floor uses and front doors that relate to the grade of the street. Building facades should relate to and aid in defining the street.

#### b) Block Definition

The division of large blocks of land by streets or other ground related features such as outdoor pedestrian malls or linear parks is encouraged in order to provide an efficient, fine grain and attractive grid system provided that the roads within the *North York Centre South* or *North York Centre North* do not create additional access to nearby residential neighbourhoods, and provided that the efficiency and function of other existing or planned intersections involving an arterial road or a Service Road are not disrupted.

#### c) Street Definition

- i. The relationship of the building to the street should contribute to the definition of the street, while maintaining an attractive pedestrian environment along sidewalks and open places.
- ii. Buildings’ facades and entrances should serve as an extension of the pedestrian environment, and the ground level of buildings should be built to the street line, or to open places directly associated with the pedestrian portion of the street. These open areas will be publicly accessible to pedestrians, and visible from the street.

#### d) Streetscape

- e) Projects should be designed to achieve an attractive streetscape in conformity with the City’s Streetscape Guidelines.



### 5.3.2 Yonge Street

- a) There will be a transition in built form from Yonge Street to neighbouring residential areas through a decrease in height and building mass.
- b) Retail commercial and other uses that provide pedestrian oriented animation of the street and reflect the primacy of Yonge Street as the spine of the *North York Centre* are encouraged along Yonge Street on the ground floor with entrances at grade. Windows should allow for views of and from the street. Where retail or service commercial uses are permitted, such uses should be encouraged to wrap around onto side streets, maintaining the ground orientation, in a manner that aids in defining the transition from residential areas to Yonge Street.
- c) All buildings will be set back approximately 4 metres from the property line adjacent to Yonge Street in order to create a publicly accessible boulevard approximately 10 metres in width from the roadway. This setback will also establish a build-to line to ensure a continuous building façade.
- d) The setback and build-to line may be modified in order to surround publicly accessible open space.
- e) All buildings within the Prime Frontage Area along Yonge Street as shown on Map 8-2 will incorporate street-related retail uses at grade at the build-to-line.
- f) Each retail store fronting on Yonge Street in the Prime Frontage Area as shown on Map 8-2 will be required to have an entrance from Yonge Street.
- g) On those sites that abut Yonge Street in the Prime Frontage Area as shown on Map 8-2, priority will be given to uses which add animation and activity to the sidewalk. Accordingly:
- h) less active uses such as banks, offices and health care uses may be prohibited along the Yonge Street sidewalk;
- i) any individual retail/service commercial store front, along the Yonge Street sidewalk may be restricted to a maximum width of 14 metres;
- j) office and residential entrance lobbies, along the Yonge Street sidewalk, may be restricted to a maximum width of 6 metre; and
- k) limitations on frontage width for some depth along side streets away from Yonge Street may be extended.
- l) In order to achieve a pedestrian-scale street wall condition along Yonge Street, any buildings within 10 metres of the build-to line are required to be constructed between 8 metres and 25 metres in height.
- m) Along approximately two-thirds of the street frontage of the lot, higher buildings will be set back 10 metres above that height.
- n) Along approximately one-third of the street frontage of the lot, higher buildings may be located to the street frontage provided they have a setback or an architectural treatment such as a cornice at the approximate height of the adjacent lower portion of the building so that the lower portion is delineated from the higher portion of the building.
- o) This height limitation may extend for some depth along side streets away from Yonge Street.
- p) Surface parking will not be permitted in any required building setback adjacent to Yonge Street.

### 5.3.3 Sheppard and Finch Avenues

- a) On Sheppard and Finch Avenues, in the *North York Centre*, buildings will be set back approximately 4 metres from the property line adjacent to Sheppard and Finch Avenues in order to create a publicly accessible boulevard approximately 10 metres in width from the roadway. This setback will also establish a build-to line to ensure a continuous building façade.
- b) The setback and build-to line may be modified in order to surround publicly accessible open space.
- c) All buildings within the Prime Frontage Area along Sheppard Avenue and Finch Avenue as shown on Map 8-2 will incorporate street-related retail uses at grade at the build-to line.
- d) On those sites that abut Sheppard Avenue or Finch Avenue in the Prime Frontage Area as shown on Map 8-2, priority will be given to uses which add animation and activity to the sidewalk. The City may:
  - i. prohibit less active uses such as banks, offices and health care uses along the Sheppard Avenue and Finch Avenue sidewalk;
  - ii. restrict any individual retail/service commercial store front, along the Sheppard Avenue and Finch Avenue sidewalk to a maximum width of 14 metres; and
  - iii. restrict office and residential entrance lobbies, along the Sheppard Avenue and Finch Avenue sidewalk, to a maximum width of 6 metres.
- e) In order to achieve a pedestrian-scale street wall condition along Sheppard Avenue and Finch Avenue, any buildings within 3 metres of the build-to line are required to be constructed between 8 metres and 25 metres in height.
  - i. Along approximately two-thirds of the street frontage of the lot, higher buildings will be set back 3 metres above that height.
  - ii. Along approximately one-third of the street frontage of the lot, higher buildings may be located to the street frontage provided they have a setback or an architectural treatment such as a cornice at the approximate height of the adjacent lower portion of the building so that the lower portion is delineated from the higher portion of the building.
  - iii. This height limitation may extend for some depth along side streets away from Sheppard and Finch Avenues.

### 5.3.4 Service Roads

- a) Where the service roads are located at the outer boundary of the *North York Centre*, low rise development fronting along new sections of the service road will be encouraged in order to provide a transition between the higher density uses in the *North York Centre* and the adjacent stable residential neighbourhoods.
- b) For lands along service roads where the maximum permitted building height as shown on Map 8-8 is greater than 18 metres and 6 storeys, the following will apply:
  - i. buildings along service roads will not exceed a height of 12 metres at the street frontage; and
  - ii. above the 12 metres height, taller buildings will be set back a minimum of 3 metres from the street frontage.

### 5.3.5 Side Streets

- a) Along side streets, buildings should generally be set back between 1.5 metres and 3 metres to ensure a consistent setback from the street with the objective of achieving approximately two-thirds of the frontage length at a consistent setback.

- b) For lands along side streets where the maximum permitted building height as shown on Map 8-8 is greater than 18 metres and 6 storeys, the following will apply:
  - i. buildings along side streets will not exceed a height of 12 metres at the street frontage; and
  - ii. above the 12 metres height, taller buildings will be set back a minimum of 3 metres from the street frontage.
- c) Entrances to loading, service, garbage pickup areas, parking and other similar uses should be hidden to the greatest degree possible from the view of the street.

#### 5.3.6 Interface Between *North York Centre* and Adjoining Neighbourhoods

- a) The use and form of development in the *North York Centre* should create a well defined boundary and facilitate a stable buffer from the surrounding residential neighbourhoods to the *North York Centre* South and *North York Centre* North.
- b) The lands within the *North York Centre* South and *North York Centre* North adjacent to the adjoining residential neighbourhoods, are intended to establish a clearly defined edge, generally with provision of low-rise residential uses or landscaped open space.
- c) The interface between the *North York Centre* and the adjoining residential neighbourhoods will develop in a manner to minimize adverse impacts and to respect the character of the stable residential areas.
- d) “Relevant Residential Property Lines” generally representing the closest property lines of detached or semi-detached dwellings outside the boundaries of the *North York Centre* South and *North York Centre* North, demarcating stable residential areas as described in Section 1.17, are identified on Map 8-8.
- e) In the *North York Centre* South, the lands located along the perimeter of the *North York Centre* South boundary serve as a buffer to the adjacent stable residential areas.
- f) In the *North York Centre* North, a Buffer Area which generally consists of land which is within 75 metres of Relevant Residential Property Lines, is shown on Map 8-5.

### 5.4 Building Heights

#### 5.4.1 In order to implement the goals and objectives of this Secondary Plan with respect to the height of buildings in the *North York Centre*, and more particularly to:

- a) protect stable residential areas adjacent to the *North York Centre*;
- b) provide for appropriate transitions in height between the highest intensity areas along Yonge Street and the residential communities outside the *Centre*;
- c) encourage the highest intensity developments along Yonge Street and in the vicinity of the subway stations, with the highest buildings along Yonge Street in the *North York Centre* South, generally north of Sheppard Avenue and near the Highway 401 interchange on the east side of Yonge Street; and
- d) achieve a comfortable human scale and sense of spatial enclosure along the primary pedestrian streets in the *Centre*, this Secondary Plan establishes maximum permitted building heights as set out on Map 8-8.

#### 5.4.2 Site-specific amendments to the height limits shown on Map 8-8 are discouraged. When considering an application for such an amendment, the City will be satisfied that the contemplated increase in height:

- a) is necessary to provide for desirable flexibility in built form;

- b) would have no appreciable impact on the residential amenity of properties within the stable residential area defined in Section 1.17; and
- c) meets the urban design objectives of Section 5, whereupon the provisions of Section 1.14 will be deemed to be satisfied.

Nothing herein will be interpreted or applied so as to encourage, facilitate or justify any increase in density beyond the limits specified in Section 3 of this Secondary Plan.

## 5.5 Heritage

- 5.5.1 To ensure that the massing of proposed development in the vicinity of the Gibson House is complementary, to the extent possible, to the Gibson House a building design will be sought that allows:
  - a) sunlight to penetrate to the front yard area of Gibson House, and to its south and east elevations; and
  - b) a vista from Yonge Street to Gibson House.

## 5.6 Pedestrian Environment

### 5.6.1 General

- a) The key to the development of a vibrant *North York Centre* is the provision of an attractive, convenient and secure pedestrian environment. Streets in the *North York Centre* are regarded as the primary pedestrian areas.
- b) Generally, all developments will be required to provide open, sheltered and interior areas that are able to accommodate, in attractive surroundings, the demand that can be reasonably expected for pedestrian movement within the site weekdays, evenings and weekends.
- c) Due regard will be given to such urban design aspects as landscaping, privacy, adequate day-lighting, street lighting by means of underground wiring, street furniture, including such items as external seating, pedestrian lighting and covered walkways, facilities for refuse, mail and telephones, and the overall aesthetic design of graphics and colour to create spatial interest and variety along Yonge Street. Streetscape Guidelines will be reviewed from time to time, and will be employed in the City's consideration of development applications.
- d) On-site parking and landscaping will be carefully integrated. Parking structures will not be located adjacent to Yonge Street and underground garage entrances and exits will not be permitted onto Yonge Street. Wherever possible vehicular access to these structures will be from secondary roads at the rear or side of buildings fronting on Yonge Street.
- e) The installation of overhead wiring is to be actively discouraged.

### 5.6.2 Streets as Pedestrian Routes

- a) Pedestrian and vehicular routes should generally be well defined. Where such routes are parallel, as in the case with sidewalks and roadways, they should be separated and defined through use of landscaping features, including street furniture and paving textures. Where such routes are combined, as might be the case in driveways or parking areas, landscaping features emphasizing pedestrian safety will be required.
- b) Mechanical equipment, ventilation shafts, and other appurtenances that may be unsightly or generate unacceptable noise levels should, where possible, be located away from pedestrian

routes, and be screened by landscaping features or building design and include appropriate sound attenuation measures.

#### 5.6.3 Security

Building facades, entrances, landscaping and street furniture should be designed and maintained in a manner that enhances the safety and visibility of persons walking or sitting day and night. Pedestrian areas should be well lit, visible from the street and adjacent buildings, and free of high walls or other physical or visual barriers.

#### 5.6.4 Barrier-Free Accessibility

It is the intent of the City to strive for the safe and convenient movement of pedestrians, goods and vehicles and to facilitate the movement of persons with physical disabilities. Proposed developments will be reviewed for barrier accessibility based on the Barrier-Free Accessibility Design Guidelines.

#### 5.6.5 Pedestrian Comfort

- a) In order to provide for a comfortable environment, the City will endeavour to ensure that wind conditions at ground level and in outdoor recreational areas are generally compatible with outdoor human activity, and that seasonally appropriate access to sunlight and shade is provided.
- b) Guidelines and standards relating to wind, sunlight, and shadowing may be adopted. Such guidelines and standards will be consistent with the provisions of this Secondary Plan and will only be adopted or revised subject to suitable review and public input.
- c) In order for developments 20 metres in height or greater to be approved, a qualified professional must attest in an acceptable form and in accordance with the policies of this Secondary Plan and any guidelines, that:
  - i. the effects of the proposal on wind and on snow drifting conditions at ground level and in outdoor recreational areas are found to be acceptable by diagnostic climatic testing, or that such conditions can be made acceptable by means of changes in scale, location, orientation or exterior design elements of the proposal; and
  - ii. the proposal will not significantly reduce, beyond a seasonally-appropriate extent, access to sunlight and shade on streets, in outdoor recreational areas, and in other properties within the *North York Centre* or nearby residential neighbourhoods.
- d) Pedestrian areas should be designed to ensure that acceptable wind and thermal comfort conditions are maintained or enhanced.
- e) The incorporation of cantilevers, arcades, canopies, awnings or similar features into a proposed development is encouraged, in order to provide for greater pedestrian comfort and weather sheltered surface pedestrian routes, as well as to provide interest and variety to the streetscape.

#### 5.6.6 Sunlight and Shadowing

Buildings and structures in the *North York Centre* should be designed in a manner that ensures that access to sunlight is not significantly reduced in residential areas outside of the *North York Centre* boundary, as well as along public streets and public open spaces in the *Centre*.

#### 5.6.7 Pedestrian and Cycling Links

- a) The provision of pedestrian and cycling links within the *North York Centre* and between the nearby neighbourhoods and the *Centre* is encouraged, in association with or separate from road allowances. These links should provide secure and pleasant routes and should

connect to similar links in the surrounding neighbourhoods. Landscaping and tree planting associated with these links should enhance the linear park concept where feasible. In particular, secure pedestrian and cycling links from closed or “looped” local streets to the proposed Service Roads should be provided.

- b) A comfortable and pleasant pedestrian environment within the public realm will be maintained during all phases of a development project.

#### 5.6.8 Underground Pedestrian Connections

Underground connections between developments and rapid transit stations are encouraged, particularly under the arterial roads. In order to enhance the attractiveness of such connections, and contribute to personal security, such connections may include commercial uses, and long isolated corridors should be avoided.

- 5.6.9 Bicycle parking facilities are encouraged to be provided at subway stations, municipal parking facilities, parks and community facilities, and will be required as part of major development proposals as identified in Appendix 1(a) – *North York Centre Bicycle Parking Policy*.

## 6. PARKS AND OPEN SPACE

### 6.1 General

- a) Open space is defined as all forms of natural and landscaped spaces for the enjoyment and use of the residents and employees in the *North York Centre*, the surrounding communities, and the City as a whole. It includes parks serving the entire City, community parks serving the active and passive recreational needs of persons living and working in the Centre, parkettes or linear parks providing recreational, linking, and buffering functions, as well as public and private areas.
- b) It is recognized that additional parkland and open space are needed to serve the employment and residential growth provided for by this Secondary Plan.

### 6.2 Goals

- a) Generally the *North York Centre* will be enhanced through the provision of parks and open spaces, to ensure that persons living and working in the *Centre* have access to open space, parks, and a range of recreational opportunities.
- b) New municipal parks, streetscape improvements and publicly accessible privately owned parkettes should be located and linked in a manner to form a continuous open space system.
- c) The supply of open space and recreational facilities will be balanced with demand within each quadrant of the *North York Centre South* and *North York Centre North*, recognizing that supply may be located outside of the *North York Centre South* and *North York Centre North* boundaries but within the service area, in accordance with the City’s hierarchy of parks.
- d) Neighbourhood parks and local open space should be provided within a reasonable walking distance of their users, generally within 0.8 kilometres.
- e) Public art should be encouraged in publicly accessible open spaces. Potential locations for public art are illustrated on Map 8-14.
- f) A system of pedestrian and bicycle linkages should be provided over time which would better connect the *North York Centre North* with the *North York Centre South*, natural areas, other principal recreational activity areas and the surrounding communities.
- g) Existing mature, healthy trees will be retained wherever possible on all redevelopment sites, as determined by the City. All City trees are to be protected throughout construction activities.

- h) Where as part of a development proposal, the statutory parkland dedication requirement is provided to the City to serve the parkland needs of the *North York Centre*, the parkland associated with the statutory parkland dedication requirement should generally be provided and developed as parkland prior to final completion of the development.

### 6.3 **Conceptual Parks and Open Space Plan**

- a) Map 8-9 shows the conceptual parks and open space system within the *North York Centre* and its linkage to the adjacent areas.
- b) This parks and open space plan is conceptual in nature in that the final determination of parks, open space and recreational needs will be made as development proceeds and as the City implements its Parkland Acquisition Strategy and other public initiatives as outlined in Subsection (d).
- c) The conceptual parks and open space system as shown on Map 8-9 is comprised of the following public and private open space components:
  - i. the Yonge Street promenade comprised of a planted median and wide boulevards which can accommodate sidewalks, trees and other plantings and sidewalk cafe seating;
  - ii. public parks;
  - iii. areas under consideration by the City for parks acquisition;
  - iv. publicly accessible private open space;
  - v. linear parks along the Service Roads;
  - vi. the Wilket Creek parks system; and
  - vii. treed streets and pedestrian links within the *Centre* and to the parks and open space system outside the *North York Centre* including the Don River Metro Toronto parks system.
- d) The *North York Centre* Conceptual Parks and Open Space Plan as shown on Map 8-9 will be implemented through the following:
  - i. in part through surplus property arising from the acquisition of properties for the construction of the Service Roads;
  - ii. implementation of the Parkland Acquisition Strategy through the acquisition of land for new parks or expansion of existing parks;
  - iii. development approval process including parkland dedication;
  - iv. extension of the Yonge Street median generally throughout the *North York Centre*;
  - v. widening of pedestrian boulevards along Yonge Street and upgrading of sidewalks on other streets; and
  - vi. City streetscape and other public works initiatives.

### 6.4 **Linear Parks, Streetscaping and Landscaping**

- a) Streetscaping plans for public road allowances and/or other linear routes may be adopted and implemented. Such plans may serve to co-ordinate landscaping on private lands with the public portion of the street.
- b) Plans for extending the Yonge Street Median from the *North York Centre* South into the *North York Centre* North may be adopted and implemented, in order to contribute to the vitality and attractiveness of the *North York Centre* as a whole.
- c) Landscaping, outdoor furnishings and pedestrian-scale lighting should be co-ordinated with public spaces in order to contribute to a consistent, high quality environment. In particular, the planting of trees in the boulevards is encouraged.
- d) The planting of trees and other effective landscaping measures such as dense planting of a variety of trees and shrubs, berms or other screening is encouraged in areas along the

boundaries of the *North York Centre*, so as to alleviate any adverse impact, but not create security hazards for pedestrians.

- e) The preservation of viable, mature trees is encouraged. Where landscaping is removed to facilitate development, the replacement (with the equivalent size landscaping where possible) and augmentation of landscaping is required, especially in buffer areas.
- f) As a condition of site plan approval, that all or part of a development site may be required to be landscaped and maintained until construction commences.
- g) Linear parks that serve primarily as a buffer for stable residential neighbourhoods may be considered as part of the parkland dedication. Service Road buffering that forms part of the road allowance will not form part of the minimum required parkland dedication.

## 6.5 **Parkland Dedication**

- a) All development or redevelopment proposals will be subject to sections 42, 51 or 53 of the *Planning Act*, RSO 1990. Except as provided for in Subsection (b) below, all proposals will be subject to the dedication of 5 per cent of lands for parks purposes for residential development, and 2 per cent for all other uses.
- b) For residential development in the *North York Centre*, an alternative parkland dedication rate of 0.6 hectares per 560 dwelling units or portion thereof, will be applied based on a local park standard for the *North York Centre* of 0.6 hectares per 1,000 population.
  - i. For sites of 1 hectare or more in size, the parkland dedication will not exceed 15 per cent of the development site.
  - ii. For sites less than 1 hectare in size, the parkland dedication will not exceed 10 per cent of the development site.
  - iii. The density attributable to the first 5 per cent of the land dedication will be conveyed to the City along with the land.
  - iv. Any density attributable to the land dedication in excess of 5 per cent of the site will remain on the development site.
  - v. Any payment of cash-in-lieu of the land dedication will be limited to a maximum of 5 per cent of the value of the site.
- c) Parkland dedication either in the form of land or cash-in-lieu of land or land and cash-in-lieu will be required for each development. The specific combination of land or cash will be determined as part of the consideration of a specific proposal.
- d) Where as part of a development, on site parkland dedication is not feasible and the abutting Community is below the established park standard of 1 hectare per 1,000 population, an off-site parkland dedication which is located within 0.8 kilometres of the site may be considered.
- e) When a development is located in a part of the *North York Centre South* or *North York Centre North* where the abutting Community is below the established level of 1 hectare per 1,000 population, the City will endeavour to acquire parkland within 0.8 kilometres of the site in an effort to achieve the established standard in that Community.
- f) Land taken by the City should meet the following criteria:
  - i. the land should be free of any encumbrances;
  - ii. it should be developable land;
  - iii. it should be visible and publicly accessible;
  - iv. it should be of a usable shape, topography and size that reflects its intended use; and
  - v. where possible, it should be consolidated with an existing or proposed park.



## **6.6 Common Outdoor Space Requirement for Non-Residential Development**

- a) Non-residential development having a gross floor area of 1,000 square metres or greater will be required to provide a minimum common outdoor space area equal to 4 per cent of the non-residential floor area or 10 per cent of the lot area, whichever is greater. This common outdoor space area will be secured in the zoning by-law and an appropriate legal agreement.
- b) This common outdoor space area:
  - i. will be an unenclosed exterior area;
  - ii. will adjoin and be directly accessible from a street or public park;
  - iii. will be accessible to the public at all times;
  - iv. will include landscaping (such as grass, trees, shrubs and flowers), and outdoor seating; and
  - v. may include other features including public art.

## **6.7 Private Outdoor Recreational Space Requirement for Residential Development**

- a) Residential development of 100 dwelling units or greater will be required to provide a minimum of 1.5 square metres per dwelling unit of private outdoor recreational space.
- b) This private outdoor recreational space will be located at grade and should incorporate outdoor play areas and passive recreational areas for the use of and benefit of the residents of the development.
- c) The private outdoor recreational space will not be counted towards parkland dedication.
- d) Rooftop outdoor recreational space will not be counted as part of the private outdoor recreational space requirement.

## **6.8 Open Space Areas for the Lands South of Sheppard Avenue East of Yonge Street**

It will be a goal to obtain an 8,000 square metres (2 acres) public park east of Yonge Street and south of Sheppard Avenue.

# **7. COMMUNITY FACILITIES**

## **7.1 Provision of Adequate Community Facilities**

- a) The provision of adequate community facilities to serve the needs of residents in the *North York Centre* is encouraged.
- b) The provision of appropriate community facilities will be monitored as development proceeds. All development proposals will be assessed to determine their anticipated impact on both existing and proposed community facilities including school facilities, and to determine if any additional facilities may be required.

## **7.2 Private Indoor Recreational Space Requirement for Residential Development**

- a) Residential development of 100 dwelling units or greater will be required to provide a minimum of 1.5 square metres per dwelling unit of private indoor recreational space. The private indoor recreational space will not be counted towards parkland dedication.
- b) This private indoor recreational space may be exempted from the calculation of density as provided in Section 3.3.

### 7.3 **Recreational Needs Assessment**

Proponents of new residential development may be required to submit a recreational needs assessment of their proposal prior to receiving zoning approval. The study should identify the public active and passive recreational needs of the projected users of the proposal in the context of the surrounding neighbourhoods, and indicate private recreational uses that are to be provided as accessory uses.

### 7.4 **Schools**

- a) Schools are an integral community resource that serve the educational and community needs of residents within the *North York Centre*. Accordingly, adequate school facilities should be made available on a timely basis to meet the demand of new residential development.
- b) When considering rezoning applications for proposed residential development, the Toronto District School Board and the Toronto Catholic District School Board will be consulted to:
  - i. assess the anticipated impact of development on the adequacy of existing and proposed school facilities designated to serve students from proposed development in the *North York Centre*; and
  - ii. determine if any additional school facilities may be required.
- c) The provision of adequate school facilities in and adjacent to the *North York Centre* to serve the residents within the *Centre* is encouraged, through:
  - i. the use of density incentives and density transfers as provided for in Sections 3.3 and 3.4; and
  - ii. the provision of joint facilities with the Toronto District School Board, the Toronto Catholic District School Board, the City or with a private developer, or any combination thereof.
- d) The Toronto Catholic District School Board is encouraged to locate a school site in or near the area south of Sheppard Avenue. It is also recognized that the size of the site required is in the range of 12,000 square metres to 20,000 square metres.

The provision of a joint facility, either with the Toronto District School Board or with the City, or with a private developer, or any combination thereof, should be encouraged. It is recognized that, should this option of a joint facility be pursued, the size of the required site may vary.

## 8. **ROADS AND SERVICES**

### 8.1 **Road Structure Within the *North York Centre***

The road structure within the *North York Centre* is based on a network of arterial, minor arterial, collector and local roads of which Yonge Street, Sheppard Avenue and Finch Avenue as arterial roads will form the primary routes for vehicular traffic through the *North York Centre*. The Service Roads as identified in the relevant Environmental Study Reports will function as collector roads and are intended generally to carry traffic originating in or destined for the *North York Centre North* or the *North York Centre South*. The minor arterial and other collector roads connect with the greater regional network while the local roads within the *North York Centre* will provide a fine grained access grid.

## 8.2 Cummer and Drewry Avenues

Cummer Avenue and Drewry Avenue, east and west of Yonge Street respectively, form the northerly boundary of the *North York Centre* and are the only minor arterial roads associated with the road network for the *Centre*. The widening of Cummer and Drewry Avenues outside the *North York Centre* North boundary is not required to accommodate the development levels shown in this Secondary Plan, and will not be considered as an alternative to the widening of arterial roads needed to accommodate development proposed by this Secondary Plan.

## 8.3 Service Roads

### a) Purpose

The *North York Centre* requires the implementation of the Service Roads to support the full development of the *Centre* as designated. These roads are intended to provide capacity to the road network, as well as vehicular circulation and access to developments in the *Centre*. The Service Roads and associated network are also intended to separate *North York Centre* traffic from traffic related to surrounding residential neighbourhoods to the greatest extent practical.

### b) Implementation in Phases

It is intended that *North York Centre* development pay the costs of infrastructure improvements needed to support planned development. In order to achieve this, it is foreseen that development of the Service Roads may proceed in phases, consistent with the need to provide functional sections of the Service Roads to support new development.

### c) Functional Sections

- i. The City will be responsible for the construction of the *North York Centre* South and *North York Centre* North Service Roads in functional sections, or any extensions or widenings of existing portions as related development proceeds or, if necessary, prior to such development should such need be demonstrated through the monitoring program. In no case will a site specific zoning by-law allowing a development to proceed be enacted until the City has acquired, or secured binding commitments to acquire, the lands required for the functional section of the Service Road that is relevant to a particular development.
- ii. The functional section of the Service Roads related to a particular development refers to the segment (or segments) that, according to the result of the traffic certification (Section 4.8) is required to support the development; or through the review by the City using the monitoring program.

## 8.4 Land Acquisition for the Service Roads

- a) The City will use its available powers, including without limitation, its right to require the conveyance of land pursuant to the *Planning Act*, and/or its power to acquire land, compulsorily or otherwise, pursuant to the provisions of the *Municipal Act* and the *Expropriations Act*, in order to acquire lands identified as being required for the implementation of the *North York Centre* South and *North York Centre* North Service Roads. The lands which are required in order to implement the *North York Centre* South Service Road and associated buffer areas are shown on Map 8-10. The lands which are required in order to implement the *North York Centre* North Service Road and associated buffer areas are shown on Map 8-11.
- b) (Where appropriate, additional land will be acquired by the City beyond the outer limit of the *North York Centre* South and *North York Centre* North Service Roads and associated buffer areas, as shown on Map 8-10 and 8-11, for further buffering and for improvements to the local street system that are designed to prevent traffic infiltration. Additional lands may also be acquired by the City within the inner limit of the Service Roads as shown on Map 8-10 and

8-11 in order to implement requirements for additional widenings in accordance with the Transportation policies of the Official Plan and for other functional improvements to the road.

#### 8.5 **Service Roads - Pedestrian Enhancing Measures**

- a) The Service Roads will support wherever practical, integration with the pedestrian environment through the use of pedestrian enhancing measures such as links to crosswalks and sidewalk widenings.
- b) To ensure that the Service Roads do not become a barrier to pedestrian movement, safe and convenient pedestrian crossings (pedestrian crossover) will be installed in accordance with the appropriate legislation and prescribed guidelines.

Consistent with standard practices for such crossings, sidewalks will be ramped down to the street in order to facilitate the movement of wheelchairs, baby carriages/strollers etc.

#### 8.6 **North York Centre South Service Road**

- a) The higher density portion of the *North York Centre South* is intended to be encircled by a four-lane collector road (service road) which will provide access to development in the *North York Centre South* and thereby relieve traffic pressure on Yonge Street and Sheppard Avenue. In addition, Map 8-10 shows in greater detail the lands that are used or will be used for the *North York Centre South Service Road* and associated buffer areas.
- b) The location of the *North York Centre South Service Road* is located in accordance with the approved Environmental Study Report (ESR) as shown on Map 8-10. This road is to be separated from the adjacent stable residential area by the creation of a suitable buffer. Accordingly, in all cases the nearest curb of the *North York Centre South Service Road* yet to be constructed, including widenings, will be a minimum of 12 metres from the property lines of detached or semi-detached dwellings located in the adjacent stable residential area. Wherever possible, the intervening property will either form part of the road right-of-way or be appropriately landscaped, owned by the City, and form part of a linear park and/or other public open space.
- c) The *North York Centre South Service Road* will be comprised of both existing road rights-of-way and new road segments. The *North York Centre South Service Road* presently exists in its full width and correct alignment on Beecroft Road between Sheppard Avenue and Park Home Avenue and on Doris Avenue between Sheppard Avenue and Norton Avenue.
- d) The specific alignment of the *North York Centre South Service Road* between Sheppard Avenue East and Yonge Street will be determined in accordance with the requirements of the *Environmental Assessment Act*. The Service Road routes are generally shown on Map 8-10 and will be subject to technical adjustments as may be required by the final approved Environmental Study Report without amendment to the Official Plan.
- e) In all cases, road construction within the *North York Centre South* will be in accordance with the Environmental Study Report (ESR) for the "Downtown Service Road and Associated Road Network" as approved by the Minister of the Environment on August 12, 1991.

#### 8.7 **North York Centre North Service Road**

- a) The *North York Centre North* is also intended to be encircled by a four lane collector road (an extension of the *North York Centre South Service Road*) which will provide access to development in the *North York Centre North* and thereby relieve traffic pressure on Yonge Street and Finch Avenue. This four lane road is designated on Map 8-11. In addition, Map 8-11 shows in greater detail the lands that are used or will be used for the *North York Centre North Service Road* and associated buffer areas.

- b) Relationship with Local Roads
  - i. It is intended that local roads in nearby residential neighbourhoods be separated from the Service Road. To achieve this, local roads should be ended in a cul-de-sac, or looped, to eliminate intersections with the Service Road.
  - ii. Pedestrian walkways between the local roads and the Service Road will be designed and constructed so that they may also serve as all season emergency vehicle access routes.
- c) In all cases, road construction within the *North York Centre* North will be in accordance with the Environmental Study Report (ESR) for the “*North York Centre* North Service Road and Associated Road Network” as approved by the Minister of Environment and Energy on December 14, 1993.

## 8.8 Collector Roads Serving the *North York Centre*

The carrying capacity of collector roads that serve the *North York Centre*, and that are flanked by lands designated *Neighbourhoods*, and where no redevelopment is proposed by this Secondary Plan, will not be increased. Accordingly, neither the road allowance nor the road pavement of such road segments will be widened.

The collector roads to which this policy is applicable are as follows:

Avondale Avenue  
 Bishop Avenue  
 Church Avenue  
 Churchill Avenue  
 Empress Avenue  
 Florence Avenue  
 Hilda Avenue  
 Kenneth Avenue  
 Park Home Avenue  
 Talbot Road  
 Tamworth Road

The City will monitor traffic volumes on these roads with a view to implementing appropriate traffic control measures before the volume of traffic on these roads reaches planning capacity levels and issue a public report on an annual basis.

## 8.9 Sheppard Bus Station

The Sheppard Avenue bus station, west of Yonge Street, when reconstructed either integrated with surrounding development or by itself, should be designed to reduce conflict with traffic on Sheppard Avenue as buses enter and leave the station.

## 8.10 Vehicular Access

- a) Generally, vehicular access from Yonge Street directly to buildings and uses on redevelopment sites abutting Yonge Street is to be discouraged, wherever vehicular access to the redevelopment sites from the Service Roads or east-west local streets is possible. In the case of such sites primary vehicular access is to be from the collector or local street system. Secondary vehicular access to sites from the arterial system may also be approved.
- b) The vehicular traffic generated by development in the *North York Centre* is to be discouraged from using local streets within the stable residential areas. Road access across the boundary of the *North York Centre* should be by collector, minor arterial or arterial roads. Traffic control measures, including the physical separation of local streets from roadways in or adjacent to the *Centre* will be evaluated and implemented.

#### 8.11 **Driveway Access**

- a) Driveways to individual developments should preferably be from local roads, and where necessary from a Service Road. Where a property abuts a Service Road, the number of driveways directly accessing the Service Road will be kept to a minimum.
- b) Where a driveway crosses a sidewalk or other pedestrian route, the access and landscaping will be designed in a manner that provides clear visibility for drivers and pedestrians.

#### 8.12 **Service Vehicle Access**

- a) Service vehicle access should be designed in a manner that minimizes disruption to traffic flow, pedestrian routes, and sidewalks.
- b) Loading areas should be designed to minimize negative visual impact from the street, to ensure that service vehicles do not have to manoeuvre on the street to access or egress the loading area, and to have sufficient area to ensure that service vehicles do not have to queue on the street.
- c) Specific locations for off-street parking of couriers and delivery vehicles should be provided to ensure that such vehicles do not block traffic.

#### 8.13 **Boulevard Widths and Utilities**

- a) Boulevards should have sufficient width to accommodate underground services, and preferably should be a minimum of 6 metres wide. In specific circumstances, such as road widenings within existing road allowances, reduced boulevard widths could be permitted. Underground utility locations should be co-ordinated, where possible, to allow for the planting of trees in boulevards.
- b) Overhead wiring is actively discouraged. Underground wiring is encouraged.

#### 8.14 **Sanitary Sewers**

The *North York Centre* is served by local and sub-trunk sewers that drain into the Don Trunk Sewers.

Capacity constraints currently exist within the Trunk Sewer system. Interim sewer capacity has been allocated to the *North York Centre*, and plans are proceeding for additional long term capacity.

In order to ensure that development does not exceed interim capacity allocations, any application for rezoning may be refused as premature if it cannot be demonstrated that the needed capacity in the sewer infrastructure can be provided upon occupancy.

#### 8.15 **Water Supply**

No constraints on water supply are evident, although local improvements may be required to accommodate specific development.

In order to ensure that the capacity of the water system is not exceeded, any application for rezoning may be refused as premature if it cannot be demonstrated that the needed capacity in the infrastructure can be provided upon occupancy.

#### 8.16 **Solid Waste Disposal**

Development project design should facilitate source separation of solid waste products, and programs to reuse or reduce the volume of waste from each project are encouraged.

Waste material should be stored in a secure, screened area, preferably within a building, in order to prevent litter, or odour in public areas. Projects should be designed to allow ease of vehicular access for pick up of waste.

#### 8.17 **Services and Infrastructure**

The City will ensure that adequate services and infrastructure for new and existing development within the *North York Centre* will be provided through appropriate means, including civic budget expenditures, development charges, parks levies, conditions of site plan or subdivision approval, and the density incentives and transfers specified in Sections 3.3 and 3.4.

### 9. **PLAN REVIEW AND MONITORING**

#### 9.1 **Plan Review**

This Secondary Plan will be reviewed at five year intervals, and a public meeting held as required by the *Planning Act*, in order to:

- a) assess the continued appropriateness of the policies of this Secondary Plan;
- b) measure the success of the various policies in achieving the goals and objectives of this Secondary Plan; and
- c) identify the need for any changes to the policies of this Secondary Plan.

The review will include a comprehensive sewerage capacity analysis as well as a comprehensive transportation analysis.

#### 9.2 **Monitoring**

Programs will be established to monitor, evaluate and report on key population, employment, development, transportation, parks and community facility indicators including but not limited to the following:

- a) traffic volumes on key routes and at key intersections, based on periodic traffic counts in the area;
- b) travel characteristics and modal split;
- c) evaluation of traffic volumes and transit ridership in the context of available capacity;
- d) existing and approved floor space;
- e) existing population and employment;
- f) trends and projections of population, employment and floor space;
- g) the effectiveness of density incentives and transfers;
- h) progress toward achieving the Conceptual Parks and Open Space Plan and the Parkland Acquisition Strategy; and
- i) the impact of development in the *North York Centre* on schools and other community facilities in the vicinity.

### 9.3 **Reporting**

The results of the various monitoring programs contained in Section 9.2 will be reported in the following manner:

- a) an annual report on the cordon count which addresses traffic volumes and transit ridership on key routes in and out of the *North York Centre*; and
- b) report on all other programs every 2 to 3 years.

## 10. **IMPLEMENTATION**

### 10.1 **Exceptions for Existing Zoning**

Where a zoning by-law has been enacted prior to September 17, 1997, and the by-law does not meet the requirements of the Secondary Plan, the present zoning permissions will continue to apply. Minor adjustments to such by-laws may be permitted without amendment to this Secondary Plan.

### 10.2 **Relationship to Other Lands**

The rezoning of specific sites within the *North York Centre South* or *North York Centre North* may be refused if approval of the development proposal is premature, or would unreasonably impair future development of the balance of the block or other nearby lands in a manner that fulfils the objectives of this Secondary Plan.

### 10.3 **Land Acquisition**

Land required for public purposes by this Secondary Plan may be acquired by the City in compliance with all applicable laws. The City may also require the conveyance of lands for roads, parks and other services pursuant to the provisions of the *Planning Act*.

The City will endeavour to acquire lands required for the Service Roads and local road network in the *North York Centre* when needed, subject to the availability of funds, to facilitate the construction of planned roads and road improvements as needed, and the separation of local roads in nearby residential neighbourhoods from those in the *North York Centre South* or *North York Centre North*.

It is recognized that the planning and design, acquisition and construction of the Service Roads will be in accordance with the *Environmental Assessment Act*, the *Planning Act*, the *Municipal Act* and other relevant legislation, and may proceed over time depending on the availability of the needed funds.

Proponents of development are also encouraged to acquire lands needed for roads, parks, or other public purposes in the *North York Centre*, and to convey such lands to the City, through Section 3.4 of this Secondary Plan and the provisions of the *Development Charges Act*.

### 10.4 **Density of Required Land Conveyances**

Notwithstanding any other provision of this Secondary Plan, where there has been a conveyance of a portion of a lot for the purpose of:

- a) widening, realigning, opening or extending a public road; or
- b) public parkland in excess of a required dedication,

by-laws may be enacted to provide the calculation of permitted gross floor area on the remainder of the lot based on the lot as it existed prior to the conveyance.



#### 10.5 **Section 37 of the *Planning Act*, RSO 1990**

Council will require, as a condition of approval, the entering into an agreement concerning the transfer of density described in Section 3.4 and the provision of matters qualifying for incentives described in Section 3.3. The provisions of this Secondary Plan pertaining to Section 37 will prevail over the policies embodied in Section 5.1.1 of the Official Plan. The policies of the Official Plan are not to be interpreted as encouraging site specific amendments that exceed the height and density limits of the prevailing *North York Centre* Secondary Plan.

#### 10.6 ***Environmental Assessment Act***

- a) An Official Plan must establish goals and policies governing the physical development of the planning area, taking into account social, environmental and economic issues. In this regard, the Official Plan deals with land use, density, height and built form and timing issues, among others. The *Environmental Assessment Act* sets out a planning and design procedure for approval of undertakings such as new roads and highway ramps. The Municipality must satisfy the relevant regulations of that *Act* before proceeding with any specific undertaking.
- b) The lands required for a widening of Avondale Avenue, Tradewind Avenue, Bonnington Place and Anndale Drive including its extension west to intersect with Yonge Street in the vicinity of Poyntz Avenue, for the *North York Centre* South Service Road, will be acquired by or conveyed to the City from the affected properties prior to rezoning or concurrent with site plan approval at the time of redevelopment.

In all cases, construction of the *North York Centre* South Service Road south of Sheppard Avenue East will be in accordance with the Downtown Plan South of Sheppard Avenue Environmental Study Report Addendum approved by the Minister of the Environment on November 12, 1998.

#### 10.7 **Guidelines**

In order to provide further guidance, and to illustrate technical requirements and means of implementing this Secondary Plan, Guidelines may be developed.

### 11. **MAPS AND SCHEDULES**

Maps 8-1 to 8-14 inclusive form part of the *North York Centre* Secondary Plan.

### 12. **NORTH YORK CENTRE SOUTH SITE SPECIFIC POLICIES**

This section contains site specific policies which apply to the lands respectively identified on Map 8-12. All the policies of the Official Plan, including the site specific policies, will apply to the lands shown on Map 8-12. Where there is a conflict between the site specific policies and the policies in the rest of the Official Plan, the site specific policies will take precedence.

#### 1. **Lands on the North Side of Sheppard Avenue East, both East and West of Kenneth Avenue, being Lots 1 to 7 inclusive on Registers Plan 4433 (1 on Map 8-12)**

The average density for the lands will not exceed 3.26 times the lot area over the entire site, but the maximum density of that part of the site east of Kenneth Avenue will not exceed 2.55 times the lot area. Further, the maximum gross floor area devoted to commercial uses east of Kenneth Avenue will not exceed 13,935 square metres.

2. **Lands located West of Yonge Street and South of North York Boulevard Municipally known as 5000 Yonge Street (2 on Map 8-12)**

- a) The above lands will be developed in such a manner that the overall development on all the lands shown on Map 8-12 as 2 will not exceed a density of 4.5 times the lot area.
- b) Despite the *Mixed Use Area* policies applying to the lands at 5000 Yonge Street, by-laws may be enacted to permit a mixed-use commercial and residential project consisting of:
  - i. a total gross floor area not exceeding 169,945 square metres of gross floor area plus incentives;
  - ii. residential gross floor area not exceeding 138,059 square metres and the non-residential gross floor area not exceeding 120,770 square metres; and
  - iii. a maximum of 1850 dwellings, provided that a minimum of 37,160 square metres of non-residential gross floor area and a non-residential podium with a minimum height of 8-metres must be constructed at the same time or prior to any residential uses along the Yonge Street portion of the site.
- c) The City may enter into an agreement, under Section 37 of the *Planning Act*, R.S.O. 1990, with the landowner to secure the construction of the 37,160 square metres of office use, prior to the construction of any residential uses on the Yonge Street portion of the site.
- d) The use of Section 37 in this policy is to implement the goals and objectives of the Secondary Plan. The provision of a mixed use project with retail uses at grade supports the policies of the Secondary Plan which seeks to provide a diverse range of commercial, residential and service commercial uses at appropriate locations and active streetscapes.

The development of these lands will be based on:

- a) a clear publicly accessible east-west vehicular link between Beecroft Road and Yonge Street, which protects for signalization at Beecroft Road; and
- b) underground pedestrian connections linking the site to the properties to the north (5100 Yonge Street) and to the south (4950 Yonge Street).

3. **Lands approximately 3.5 hectares in extent, being a part of the Civic Centre, bounded by Beecroft Road, Park Home Avenue, Yonge Street and North York Boulevard (3 on Map 8-12)**

A maximum density 4.5 times the lot area has been assigned to the lands shown on as 3 on Map 8-12.

4. **Lands located in the block bounded by Yonge Street, North York Boulevard, Beecroft Road and Elmhurst Avenue (4 on Map 8-12)**

For the purpose of density calculation, net site area within the area shown as 4 on Map 8-12 may include half the area of abutting public lanes.

5. **Lands located in the block bounded by Yonge Street, Norton Avenue, the Service Road and Parkview Avenue (5 on Map 8-12)**

On the lands shown as 5 on Map 8-12 the area of the auditorium/ballroom of a hotel, to a maximum of 1,732 square metres, may also be exempted from the calculation of gross floor area and density as a density incentive.

6. **Lands on the East side of Doris Avenue, South of Spring Garden Avenue, and on the North and South sides of Spring Garden Avenue, between Doris and Kenneth Avenues (6 on Maps 8-12)**

Development of the lands shown as 6 on Map 8-12 will be based on the following:

- a) the mature tree-lined street should be treated as a major asset and kept as a public right-of-way;
- b) Spring Garden Avenue should be reconnected to the Service Road at Doris Avenue, and closed at the east end, just west of the church;
- c) grade-accessed two and three-storey single-detached, semi-detached and townhouse dwellings not exceeding a height of 11 metres or 3 storeys whichever is less, may be built on the north and south sides of Spring Garden Avenue and facing Kenneth Avenue;
- d) on the south side of Spring Garden Avenue residential uses may be built to a height of 18 metres or 6 storeys, whichever is less with a minimum distance separation of 15 metres from Spring Garden Avenue. Notwithstanding this height limit as shown on Map 8-8, the minimum distance separation from Spring Garden Avenue may be reduced to 8 metres on the east part of the block in order to accommodate permitted densities within an appropriate built form;
- e) on the south side of Spring Garden Avenue at the west part of the block, as shown on Map 8-8, residential uses may be built to a maximum height of 35 metres or 12 storeys, whichever is less; and
- f) institutional uses may be permitted subject to the above height limitations.

7. **Lands bounded by Frizzell Road, Poyntz Avenue, Beecroft Road, and the South limit of Albert Standing Park (7 on Map 8-12)**

All density of land in this area may be transferred to the site on the opposite side of Beecroft Road that is subject to Site Specific Policy 12.20, to be used for any of the uses permitted on the receiving lands.

8. **North side of Park Home Avenue between Yonge Street and Beecroft Road (8 on Map 8-12)**

- a) The lands shown as 8 on Map 8-12 are designated *Mixed Use Area C*, and *Parks and Open Space Areas* and are assigned a maximum density of 4.5 times the lot area in the Official Plan. To facilitate the establishment of the park, all of the density assigned to the *Parks and Open Space* lands will be transferred to the *Mixed Use Area* lands.
- b) The *Parks and Open Space Areas* lands at the western end of the site, east of the Downtown Service Road, having a minimum area of 6,000 square metres, will be developed as a City park. Those lands beneath the surface of the City park more than 74 metres and less than 172 metres east of the western property line may be used for an underground parking structure associated with development on the *Mixed Use Area C* lands. However, use of the lands at grade will be limited to those uses permitted within a *Parks and Open Space Areas* designation together with vehicular and pedestrian access to the below grade parking structure.
- c) The *Parks and Open Space Areas* lands at the eastern end of the site, at the corner of Yonge Street and Park Home Avenue, of minimum area 1,350 square metres, will be developed as a City park. Those lands beneath the surface of the City park more than 25 metres west of the eastern property line may be used for an underground pedestrian connection linking the development on the *Mixed Use Area C* lands to the *North York Centre* transit terminal, through the development located on the south side of Park Home Avenue.

- d) The lands are exempted from the private outdoor recreational space requirement of Section 6.7.
- e) Despite the provisions of Section 5.3.5, a podium fronting onto Park Home Avenue that is equal in height to a like podium fronting onto Yonge Street may be allowed.

9. **Joseph Shepard Building (9 on Map 8-12)**

The redesign of the plaza in front of the Joseph Shepard Building is strongly encouraged to create a below-grade, animated, north-south walkway and to provide for retail continuity on the Yonge Street sidewalk frontage.

10. **Lands located in the block bounded by Yonge Street, Harlandale Avenue, Beecroft Road and Elmhurst Avenue, East of Atrium I (10 on Map 8-12)**

Comprehensive development of the above lands is encouraged in order to facilitate the provision of surface and below grade pedestrian walkways.

11. **South side of Poyntz Avenue (11 on Map 8-12)**

In the consideration of development proposals for lands in the area shown as 11 on Map 8-12, the City will seek to ensure that the potential to extend Beecroft Road in a direct alignment south of Poyntz Avenue is not denied by new development. Accordingly, setback requirements may be imposed for new development that will ensure an adequate reservation for this possible future roadway and associated buffer area.

12. **Lands South of Norton Avenue abutting the East side of Doris Avenue North of Parkview Avenue (12 on Map 8-12)**

The above lands, as identified on Map 8-12, are designated *Parks and Open Space Areas* and are assigned a maximum density of 4.5 times the lot area.

- a) The existing building at 34 Parkview Avenue is considered to be a heritage building and, as such, will be retained. The remaining portion of the subject lands is intended to become a City-owned park.
- b) To facilitate the achievement of these objectives, all of the unused density assigned to the subject lands will be transferred to a site or sites located within the *North York Centre South*, at a distance of up to approximately 100 metres. In conjunction with such a transfer, the ownership of these lands is to be conveyed at nominal or no cost to the City.
- c) Notwithstanding the *Parks and Open Space Areas* designation, the use of the existing building at 34 Parkview Avenue is not regulated specifically in the Official Plan. However, the use of this building will be appropriate to, and compatible with, the adjacent stable residential area. The specific uses are to be appropriately regulated by the Zoning By-law.

13. **Lands located at the Northwest corner of Yonge Street and Sheppard Avenue West (13 on Map 8-12)**

On the lands shown as 13 on Map 8-12 for the purpose of calculating density:

- a) the floor area of enclosed T.T.C. pedestrian spaces, to a maximum of 2,500 square metres, may be exempted and will be considered a density incentive; and
- b) the floor area of T.T.C. open vehicular areas to a maximum of 6,000 square metres may be excluded from the definition of gross floor area.

14. **Lands located at the Northeast corner of Yonge Street and Sheppard Avenue East (14 on Map 8-12)**
- a) On the lands shown as 14 on Map 8-12 the following areas may also be exempted from the calculation of gross floor area and density:
    - i. the floor area of Level 2 walkways, to a maximum of 4,189 square metres; and
    - ii. the floor area of Level 3 cinemas, to a maximum of 3,318 square metres.
  - b) The floor areas referred to in (i) and (ii) above will be considered density incentives.
  - c) In addition to the above, the density limits on Level 1 and Level 2 retail facilities may be considered collectively, to a maximum Floor Space Index of 1.5 times the lot area.
  - d) For the purposes of the implementing zoning by-law, Levels 1, 2 and 3 will be defined terms based upon references derived from Canadian Geodetic Datum.
  - e) The existing 29 storey building at the southeast corner of the lands predates the building height policies in the Official Plan. The lawful and conforming height of the existing building is therefore recognized.
15. **Lands bounded by Yonge Street, Empress Avenue, Doris Avenue, and Hillcrest Avenue (15 on Map 8-12)**
- a) The City may enter into an agreement, under Section 37 of the *Planning Act*, R.S.O. 1990, with the owner of the lands shown as 15 on Map 8-12 to secure a retail building with frontage on Yonge Street and such other matters deemed appropriate in order to permit additional residential density.
  - b) The use of Section 37 in this amendment is to implement the goals and objectives of the Secondary Plan. The provision of the retail building is a community benefit within the *North York Centre South*. It is supportive of the policies of the Secondary Plan which seek to achieve the development of mixed use projects, provide a diverse range of service commercial uses at appropriate locations with interesting and active streetscapes.
  - c) The maximum building height as measured from Yonge Street will be 106 metres.
16. **Lands at the Northeast corner of the intersection of Highway 401 and Yonge Street (16 on Map 8-12)**
- a) This approximately 11 hectare landmark site, including property fronting on the south side of Avondale Avenue west of Tradewind Avenue, is located at the gateway to the *North York Centre*, as shown as 16 on Map 8-12.
  - b) An important objective for the planning of this site is to co-ordinate the concentrations of employment and residents in relation to:
    - i. existing and potential rapid transit facilities;
    - ii. Highway 401 interchange exposure, in order to take advantage of the regional prominence afforded by such a location to function as a gateway for the *North York Centre South*; and
    - iii. the separation of pedestrians from vehicular traffic as part of a comprehensive pedestrian system integrated with existing and future development.
  - c) If the owners of the lands subject to this policy execute a subdivision agreement with the City to provide the dedication of public roads and the conveyance of parkland through the registration of a plan of subdivision, and provided that such additional density and height is certified as in compliance with Sections 4.8.1(a), 4.8.1(c), 4.8.1(d), 4.8.1(e), 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan to the satisfaction of the City through the execution of such subdivision agreement and subsequently through detailed site plan approval, the zoning of these lands may be increased to realize the maximum density limits as set out

on Map 8-6. Within this maximum density limit, rezonings to permit ancillary or accessory retail and service commercial uses up to a maximum of 23,225 square metres may be permitted subject to traffic certification in accordance with the policies of Section 4.8 of this Secondary Plan.

- d) The density attributable to lands located within this specific policy area, which are conveyed at nominal or no cost to the City or to the Government of Ontario, for public purposes such as roads or parks, may be transferred anywhere within this specific policy area.
- e) Redevelopment of these lands will be considered comprehensively with regard to the following principles.
  - i. These lands will be developed by a plan of subdivision, and site plans, subject to urban design guidelines registered on title as part of the subdivision agreement.
  - ii. New public streets will be introduced into the site through registered plan of subdivision. These streets should extend the grid of existing local streets southwards serving developable blocks and building parcels, and will be provided at the time of subdivision registration. The public road abutting the lands to the east will terminate in 0.3 metre reserves restricting access from the adjacent lands to the east subject to Site Specific Policy 12.17.
  - iii. A maximum gross floor area of 46,450 square metres will be used for the non-residential uses permitted on lands designated *Mixed Use Area C* including accessory and ancillary retail and service commercial uses provided such uses have frontage on Yonge Street or abut Highway 401 or abut the southern perimeter of the central park. Portions of the Yonge Street frontage, constrained by the prevailing influence of the Highway 401 and Yonge Street interchange, may be exempted from the requirements of this Secondary Plan for street-related retail and service commercial uses. The total gross floor area of all retail and service commercial uses will not exceed 23,225 square metres.
  - iv. Notwithstanding (iii) above, a maximum 1,395 square metres of the total maximum gross floor area permitted for all retail and service commercial uses may be accessory or ancillary to a residential use provided such use is located on lands which do not have frontage on Avondale Avenue.
  - v. Measures will be taken to ensure linkages between the north and south portions of the site. Such measures could include, but are not limited to, streets, open and weather-protected pedestrian links, public parks and open spaces to streets, and to other areas of the site.
  - vi. In considering approval of site plans necessary to implement development at this location, regard will be had to the following:
    - 1) the needs of pedestrian and vehicular movements and circulation on the site will be adequately provided for in the layout of the site, including provisions for visitors and service activities as well as the occupiers of the site;
    - 2) the development should be designed to achieve a good relationship of buildings with the sidewalk and street, and to achieve an attractive landscape. This includes relating building height to street width; and
    - 3) the proposal should not significantly reduce, beyond a seasonally appropriate extent, access to sunlight and shade on streets, on outdoor recreational areas and on other properties.
  - vii. Particular attention should be given to the relationship of new buildings on this site to the lot lines of detached and semi-detached dwellings on lands to the northeast within the stable residential area. The height of any building or any portion thereof will not exceed one half the horizontal distance separating such building or portion thereof from the nearest Relevant Residential Property Line as shown on Map 8-8 to the northeast of this site. Consideration may be given to additional buffering measures. Such measures

may include, but are not limited to, fencing, buffer planting and yard requirements. Notwithstanding these provisions, residential units not exceeding four storeys or 12 metres in height will be permitted on these lands adjacent to the south side of Avondale Avenue and the west side of Oakburn Crescent.

The height of any building or any portion thereof for the lands west of Bales Avenue south of Avondale Avenue with frontage on Yonge Street will not exceed the horizontal distance separating such building or portion thereof from the nearest Relevant Residential Property Line as shown on Map 8-8.

- viii. Should Terlean Road be closed and some or all of the road allowance acquired by the owners of these lands, the policies of this Section will also apply to those road allowance lands.
- ix. Regional Scale Retail Commercial Uses will not be permitted. For the purposes of this specific development policy, Regional Scale Retail Commercial Uses will be defined to mean a Shopping Centre or a Regional Shopping Centre or a Retail Warehouse or a Department Store or any combination thereof.
- x. On lands described as Blocks 4 and 5, Plan 66M-2354, the gross floor area of street-related retail uses are exempted from the calculation of gross floor area, provided such uses are at grade, directly accessible from a public street or public pedestrian walkway and provided that they are weather sheltered in accordance with the Pedestrian Comfort Guidelines in Appendix 6 of this Secondary Plan.

17. **Oakburn Crescent and Oakburn Plan Lands (17 on Map 8-12)**

- a) These lands shown as 17 on Map 18-12, are currently developed with a series of low rise rental apartment buildings. It is proposed that these lands may be redeveloped in phases subject to all of the requirements of the *Tenant Protection Act* and the Housing policies of the Official Plan. Every effort should be made to accommodate existing tenants within the new buildings in replacement units.
- b) As well, Oakburn Crescent and Oakburn Place currently intersect these lands. It is intended that, at the appropriate time, these public roads may be closed, subject to all the requirements of the *Municipal Act* and any related legislation, and that redevelopment of these lands may eventually be served by a new road whose location is protected by design on the abutting lands to the west.
- c) Particular attention should be given to the relationship of new buildings on this site to the rear lot lines of detached and semi-detached dwellings to the north within the stable residential area. Building height will be related to street width. The height of any building or any portion thereof will not exceed one half the horizontal distance separating such building or portion thereof from the nearest Relevant Residential Property Line as shown on Map 8-8, except that the height of one-storey garages to the south of the north property boundary may exceed this restriction. Consideration may be given to additional buffering measures. Such measures may include, but are not limited to, fencing, buffer planting and yard requirements.
- d) These lands are designated *Mixed Use Area D* with a maximum density of 2.0 times the lot area.
- e) Development of these lands will proceed by plan of subdivision and site plans subject to urban design guidelines registered on title as part of the subdivision agreement.
- f) Providing that Subsections 4.8.1(a) and 4.8.1(c) of this Secondary Plan have been satisfied, the zoning of these lands may be increased to permit the maximum density limits shown on Map 8-6, subject to the approval of a master concept plan as part of the subdivision agreement for these lands, requiring certification of compliance with Sections 4.8.1(d), 4.8.1(e), 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan during detailed site plan review.



- g) If required at the time of rezoning, part of the Non-Residential Long Range Development Level gross floor area, as set out in Figure 4.3.1 which is in excess of that used by existing, under construction and approved developments, may be converted to Residential gross floor area without amendment to this Secondary Plan to accommodate the *Mixed Use Area D* residential use. Such conversion, if required, will be shown as an Appendix to this Secondary Plan.
- h) A maximum of 1,195 dwelling units, including a minimum of 285 replacement rental units, will be permitted on these lands, provided that the total number of dwelling units may be increased by way of a rezoning or variance application that includes a satisfactory traffic certification. Any increase above 1,195 dwelling units cannot result in an increase in the maximum Floor Space Index, including density incentives, permitted on these lands.
- i) Until such time as an improved intersection at Yonge Street and Avondale Avenue is constructed and a new east-west public road network is constructed through the abutting lands to the west, traffic certification under Section 4.8 of this Secondary Plan may rely upon Oakburn Crescent, Avondale Avenue and Yonge Street. That part of the eastern leg of Oakburn Crescent within the lands covered by this policy may be closed and access to these lands will be via the lands abutting to the west and the west end of Oakburn Crescent onto the Avondale Avenue - Tradewind Avenue intersection.

18. **Lands municipally known as 43 Sheppard Avenue East, approximately 0.96 hectares in extent and formerly the Seneca College Sheppard Campus Lands (18 on Map 8-12)**

- a) The lands shown as 18 on Map 18-12 are designated Mixed Use Area C and are assigned a maximum density of 4.5 times the lot area plus available density incentives and density transfers. Road requirements associated with the development of this site in order to achieve its planned density and use will be prescribed by the traffic certification described in (ii) of this site specific policy.
- b) In the event that a zoning amendment application intended to implement the current provisions of this Secondary Plan on these lands should precede the construction of the *North York Centre South Service Road*, despite any other policies to the contrary, the following principles will be applied in finalizing the zoning:
- c) in considering any road impacts related to the subject site, particularly in combination with related Sheppard Avenue widening and subway impacts, portions of the site may be exempted from various urban design and street-related policies to achieve appropriate development;
- d) until such time as a Service Road is constructed, traffic certifications pursuant to Section 4.8 of this Secondary Plan, may reflect traffic assignments that continue to recognize capacity constraints and diversion opportunities within the context of sound traffic engineering principles; and
- e) provided that Sections 4.8.1 (a) and (c) have been satisfied, the zoning of these lands may be increased to the maximum density shown on Map 8-6 subject to the approval of a master site plan by the City, requiring Sections 4.8.1(d), 4.8.1(e), 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan to be met during detailed site plan review.



19. **Lands located East of Yonge Street and South of Sheppard Avenue East, approximately 1.5 hectares in extent and referenced as the Willowdale Plaza Lands (19 on Map 8-12)**

- a) The lands shown as 19 on Map 8-12 are designated *Mixed Use Area A* and are assigned a maximum density of 4.5 times the lot area plus available density incentives and density transfers. The density from any part of the lot acquired by the City following approval of this site specific policy will remain on the balance of the lot without transfer. Despite the *Mixed Use Area A* designation, with the provision of at least 6,200 square metres of retail space and at least 23,000 square metres of office space, residential uses are also permitted on these lands, subject to the density limits and other policies contained in this Secondary Plan. Road requirements associated with the development of this site in order to achieve its planned density and use will be prescribed by the traffic certification described in Section (b)(i) of this site specific policy.
- b) In the event that a zoning amendment application intended to implement the current provisions of this Secondary Plan on the subject lands should precede the construction of the *North York Centre South Service Road* in this location, for greater clarity, the following principles will be applied in finalizing the zoning matters and considerations to implement the *Mixed Use Area A* designation and density provisions of this Secondary Plan:
  - i. until such time as the *North York Centre South Service Road* is constructed in this location, traffic certification proposed on these lands, pursuant to Section 4.8 of this Secondary Plan, may reflect traffic assignments that continue to recognize capacity constraints and diversion opportunities within the context of sound engineering principles;
  - ii. impacts of any roads that may or may not be associated with a Service Road requirement or that may be required to accommodate development within the general area will be mitigated with careful regard so as to protect the existing plaza operation and future development opportunities of the site;
  - iii. access to these roads would be protected for the existing uses and for future development of the site for the purposes of traffic certification; and
  - iv. provided that Sections 4.8.1 (a) and (c) have been satisfied, the zoning of these lands may be increased to the maximum density shown on Map 8-6 subject to the approval of a master site plan by the City, requiring sections 4.8.1(d), 4.8.1(e), 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan to be met during detailed site plan review.
- c) If the City constructs, in whole or in part, the portion of the *North York Centre South Service Road* to be located on the Willowdale Plaza lands before a rezoning amendment application for these lands is made, the following principles will apply:
  - i. impacts of such road and the construction thereof will be mitigated with careful regard so as to protect the existing plaza operation and minimize such impacts, including without limitation, those impacts relating to access to the existing Willowdale Plaza from Yonge Street and relating to loss of parking;
  - ii. access to and from the *North York Centre South Service Road*, as so constructed, from and to the existing Willowdale Plaza operation will be provided;
  - iii. no portion of the *North York Centre South Service Road* will be constructed on the Willowdale Plaza lands until the Toronto Transit Commission no longer requires any portion of the Willowdale Plaza lands for or in connection with the Sheppard Subway construction at which time construction of a one way road may commence; and
  - iv. construction of a full two way road on the Willowdale Plaza lands will not commence until the tenants of the Willowdale Plaza lands vacate the portion of such lands located on the route of the *North York Centre South Service Road* and the City has vacant possession thereof.
- d) Despite the provisions of Section 6.7(b) and (d), rooftop podium recreational area may be included in the calculation of the private outdoor recreational space requirement.

- e) Any redevelopment of these lands will provide two continuous indoor pedestrian connections from the development to the transit terminal at Yonge Street and Sheppard Avenue, one at the southern end of the lands (the "south pedestrian connection") and another at the northern end of the lands (the "north pedestrian connection"). The proportional offset specified in Section 3.3(d) will apply to the total cost of providing both pedestrian connections, subject to Section (f) below.
- f) The cost of providing the north pedestrian connection is anticipated to greatly exceed the cost of providing the south pedestrian connection due to extraordinary construction complications resulting from existing transit facilities at the Yonge-Sheppard interchange. In this circumstance, the difference in costs between the north and south pedestrian connections will be deducted from the total cost of providing both connections for purposes of calculating the applicable proportional offset specified in Section 3.3(d). In addition, those costs resulting from providing the north pedestrian connection that exceed the costs of providing the south pedestrian connection will be fully offset against the monetary contribution specified in Section 3.3, up to the amount of the contribution payment otherwise due.
- g) Despite the provisions of Section 3.3, the gross floor area of all retail spaces directly accessible from the street is exempted from the calculation of gross floor area.
- h) Despite the provisions of Section 5.3.3(c), retail uses at grade along the Sheppard Avenue frontage are not required.
- i) Pursuant to Section 5.4.2 of this Secondary Plan, two point towers with maximum building heights of 115 metres and 160 metres are permitted on the lands at the locations identified on Map 8-8d.
- j) The City will take appropriate measures to secure construction of the commercial uses of the development, including setting out performance standards in the zoning by-law and entering into an agreement with the landowner under Section 37 of the *Planning Act*.
- k) The use of Section 37 in this policy is for the purpose of implementing the goals and objectives of this Secondary Plan, which include providing a diverse range of residential, office and service commercial uses at appropriate locations in the *North York Centre*, within the constraints imposed by available infrastructure. The provision of a mixed use project that conforms to the density limits specified for the site, and includes substantial office and retail uses directly accessible from both the street and the Yonge and Sheppard transit terminal, supports these goals and objectives.

20. **Lands bounded by Yonge Street, Poyntz Avenue, Bogert Avenue and Beecroft Road (20 on Map 8-12)**

- a) The lands are designated *Mixed Use Area C* and are assigned a maximum density of 4.5 times the lot area plus available density incentives and density transfers.
- b) Despite Section 3.0 of this Secondary Plan, a zoning by-law for these lands may permit other exclusions from Gross Floor Area, including grade level shopping facilities and may permit an aggregate Gross Floor Area, including exemptions, incentives and transfers, that exceeds the maximum permitted density of 4.5 times the lot area by more than 33 per cent, however, the total maximum density on these lands will not exceed 8.6 times the lot area, including the exemptions, incentives and transfers.
- c) Road requirements associated with the development of this site in order to achieve its planned density and use will be prescribed by the traffic certification described in (iii) of this site specific policy.
- d) In the event that a zoning amendment application intended to implement the current provisions of the Secondary Plan on these lands should precede the completion of the

Service Road in this location, despite any other policies to the contrary, the following principles will be applied in finalizing the zoning:

- i. any conveyance for road purposes in respect of these lands should reflect the general configuration of the road alignment identified in the *North York Centre South Service Road Environmental Study* [1991]. Where there has been a conveyance of a portion of a lot for road purposes, the calculation of permitted gross floor area on the remainder of the lot will be based on the lot as it existed prior to the conveyance;
  - ii. in considering any road impacts related to the subject site, portions of the site may be exempted from the various urban design and street-related policies to achieve appropriate development;
  - iii. until such time as a Service Road is constructed, traffic certification pursuant to Section 4.8 of this Secondary Plan may reflect traffic assignments that continue to recognize capacity constraints and diversion opportunities within the context of sound traffic engineering principles;
  - iv. provided that Section 4.8.1(a) and (c) have been satisfied, the zoning of these lands may be increased to the maximum density shown on Map 8-6 subject to the approval of a master site plan by the City, requiring Sections 4.8.1(d) (subject to the *North York Centre Parking Policy*), 4.8.1(e), 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan to be met during detailed site plan review;
  - v. Despite Section 2.1.2 of this Secondary Plan, in order to encourage comprehensive redevelopment of the subject lands, the City upon receipt of an application which consolidates this area with lands known municipally as 4726-4750 Yonge Street, 9-31 Bogert Avenue and 2-28 Poyntz Avenue may pass a by-law to include residential gross floor area in *Mixed Use Area A*, subject to a minimum 10,500 square metres of non-residential gross floor area being provided;
  - vi. Pursuant to Section 37 of the *Planning Act*, the following facilities, services and/or matters are to be secured; street related retail and service commercial uses on Yonge Street and Poyntz Avenue; the transfer of density from the Lansing United Church lands (49 Bogert Avenue); and, a monetary contribution to the City for the density for social facility space;
  - vii. Despite Section 6.7, private outdoor recreational space is permitted on the roof of the podium and will be counted as part of the private outdoor recreational space requirement for residential development; and
  - viii. all other provisions of this Secondary Plan will apply.
- e) Despite Policy 4.6.2 or Policy 4.6.3, the non-accessory portions of a private commercial parking lot, facility or structure may be permitted, subject to the *North York Centre Parking Policy*.

21. **The Bales Estate Lands located at the Southwest corner of Bales Avenue and Avondale Avenue (21 on Map 8-12)**

- a) The lands shown as 21 on Map 8-12 are designated *Mixed Use Area C* and are assigned a maximum density of 2.5 times the lot area plus available density incentives and density transfers provided by this Secondary Plan. Subject to the *Environmental Assessment Act* process, consideration will be given to widening Avondale Avenue from both the north and south sides as part of the *North York Centre South Service Road*. In considering any impacts resulting from the widening of Avondale Avenue, portions of the site may be exempted from various urban design and street-related policies in order to achieve appropriate development.
- b) For a stand alone development, all other policies of this Secondary Plan will apply. Residential and non-residential uses may be permitted subject to compliance with Sections 4.8.1, 5.3.1(d), 5.6.1(b), 5.6.5(c) and 5.6.6 of this Secondary Plan.

- c) Should Terlean Road be closed and some or all of the road allowance acquired by the owners of the Bales Estate Lands, the policies of this Section should also apply to those road allowance lands.
- d) Should these lands be acquired by the owner of the adjacent lands to the south, the policies of Section 12.16 of this Secondary Plan will apply.

22. **The Elihu Pease House Lands located at 34 Avondale Avenue (22 on Map 8-12)**

- a) The Elihu Pease House has been designated as an architecturally and historically significant building under Part IV of the *Ontario Heritage Act*. The City may consider acquiring a heritage easement covering the house. These lands are designated *Mixed Use Area D* and are assigned, a maximum density of 3.5 times the lot area plus available density incentives and density transfers provided by the Plan. In addition, in order to enhance its preservation, the gross floor area of the Elihu Pease House building is exempted from the calculation of gross floor area and up to four times the gross floor area of the existing Elihu Pease House building is available as an incentive for these lands, if the building remains on the site. Should the building be relocated to another site in accordance with the policies of this Secondary Plan, four times the gross floor area of the existing Elihu Pease House building is available as an incentive for these lands.
- b) The Elihu Pease House may be consolidated into a new building as part of its architectural treatment, or be preserved as a stand alone structure. If the latter, it should be complemented by public open space or private outdoor amenity space which is publicly accessible. The heritage building may be rezoned to include residential or non-residential uses compatible with its historic preservation and complementary to any open space area.
- c) Rezoning to permit redevelopment within the block bounded by Bales Avenue, Glendora Avenue, Tradewind Avenue and Avondale Avenue will be evaluated in the context of a comprehensive concept plan which anticipates and encourages comprehensive development, which is capable of supporting the heritage designation of this property and which maximizes the density available from this site in the redevelopment of the block.
- d) The Elihu Pease House may be relocated from these lands to an appropriate site satisfactory to the City provided that:
  - i. it is preserved and protected as a heritage building;
  - ii. its relocation and maintenance are the responsibility of the owner; and
  - iii. the technical specifications and procedures relating to its relocation are satisfactory to the City.

23. **Lands designated *Mixed Use Area D* North of Avondale Avenue and South of Anndale Drive (23 on Map 8-12)**

Notwithstanding the *Mixed Use Area D* designation of the lands shown as 23 on Map 8-12, grade related ancillary or accessory non-residential uses may be permitted subject to rezoning.

If required at the time of rezoning, part of the Non-Residential Long Range Development Level gross floor area, as set out in Figure 4.3.1, which is in excess of that used by existing, under construction and approved development, may be converted to Residential Gross Floor Area without amendment to this Secondary Plan to accommodate the *Mixed Use Area D* residential use. Such conversion, if required, will be shown as an Appendix to this Secondary Plan.

24. **Lands on the West side of Yonge Street, known as 5172 Yonge Street (Gibson House) (24 on Map 8-12)**

- a) Despite the *Parks and Open Space Areas* designation, a density of 4.5 times the lot area is assigned to the lands shown as 24 on Map 8-12. The existing building at 5172 Yonge Street

is considered to be a heritage building, which is excluded from the calculation of density and, as such, will be retained.

- b) The density assigned to this site may be transferred in whole or in part in accordance with Section 3.4 of this Secondary Plan subject to rezoning. A maximum of 4,552 square metres of density may be transferred for the purposes of commercial, institutional, public parks, recreational, residential and transit terminal uses provided the density transferred from this donor site for residential purposes does not exceed 2,276 square metres.

25. **Lands at 6 Spring Garden Avenue (25 on Map 8-12)**

The density permission attributable to the lands shown as 25 on Map 8-12 may be used for either residential or non-residential provided a social facility is retained on the site.

26. **Lands located at the Terminus of Bales Avenue and Anndale Drive, extending South to Glendora Avenue, known as 27-49 Bales Avenue and 30, 32, 34, and 42 Glendora Avenue (26 on Map 8-12).**

Despite the *Mixed Use Area B* and *Mixed Use Area D* designations respecting the lands shown as 26 on Map 8-12, and despite the density limits set out in Section 3.2 of this Secondary Plan, by-laws may be passed respecting such lands permitting a maximum gross floor area of 43,970 square metres for residential purposes, plus 262 square metres used exclusively for Bicycle Storage Space, provided that:

- a) the owner of the lands, at its expense and in accordance with and subject to the Section 37 Agreement referred to in Subsection (b) below, will provide or fund the following facilities, services and/or matters on terms satisfactory to the City:
  - i. a minimum of 1.5 square metres Recreational Amenity Area per unit to be provided in indoor facilities, and a minimum of 262 square metres for Bicycle Storage Space for the project;
  - ii. a pedestrian route from the development to the TTC subway station; and
  - iii. a public art contribution; and
- b) the owner of the lands enters into an Agreement with the City satisfactory to the City Solicitor, pursuant to Section 37 of the *Planning Act*, to secure the facilities, service and matters required to be provided by Subsection (a) above, and such Agreement has been registered as a first priority against the title to the land.

27. **Lands bounded by Yonge Street, Spring Garden Avenue, Doris Avenue and Hollywood Avenue, excluding 6 Spring Garden Avenue (27 on Map 8-12)**

- a) Despite the *Mixed Use Area A* designation of the lands municipally known in 2004 as 4917-4975 Yonge Street, a mixed-use development of these lands may incorporate a residential component of maximum 36,800 square metres gross floor area including exemptions, provided that the development incorporates a non-residential component of minimum 9,000 square metres gross floor area including exemptions. Except for residential lobbies, the first three floors of the building will be restricted to non-residential uses and the ground floor will be additionally restricted to retail and service commercial uses.
- b) Despite the provisions of Subsections 6.7(b) and 6.7(d) of this Secondary Plan, rooftop podium recreational area may be included in the calculation of the private outdoor recreational space requirement.
- c) No buildings will be constructed on the school playground area of approximately 3,000 square metres located in the *Mixed Use Area D* area north of Spring Garden Avenue and west of Doris Avenue.

28. **Lands on the north side of Sheppard Avenue East, known as 160 Greenfield Avenue, 150 Maplehurst Avenue and 120 Sheppard Avenue East being Lots 8 to 10 inclusive on Registered Plan 4433 and more particularly being Parts 21 to 34 and Park 38 of Plan 66R-13018 (28 on Map 8-12)**

- a) The lands shown as 28 on Map 8-12 are designated *Mixed Use Area C*, *Mixed Use Area D* and *Parks and Open Space Areas* and are assigned a maximum density of 2.5 times the gross lot area.
- b) For the purposes of calculating density on the lands, those lands which are located outside of this Secondary Plan and subject to Site and Area Specific Policy Area 4 in the Sheppard Avenue Commercial Area Secondary Plan in respect of 166 Sheppard Avenue East and Site and Area Specific Policy No. 321 in Chapter 7 in respect of 163 Maplehurst Avenue, will not be included. It is intended that these other lands located outside of this Secondary Plan be utilized for traffic access, site circulation, parking, loading, servicing, building area and site amenity features in conjunction with redevelopment on the lands.
- c) Three low rise rental apartment buildings constructed on the lands in the 1950's may be redeveloped in one or multiple phases.
- d) With respect to bicycle parking, Sections 3.1(b)(ii) and 4.6.1(f), Figure 3.3.1, and Appendix 1(a) do not apply on the lands.
- e) A density incentive in the amount equal to the gross floor area of the storage area exclusively reserved for bicycle storage including ancillary facilities (i.e. change rooms and showers) may be given in addition to those listed in Figure 3.3.1.
- f) Replacement of all the 123 rental housing units existing on the lands on August 30, 2001 is not required, provided that at least 74 new rental housing units are built on the lands, a cash-in-lieu of replacement is contributed to the City, and these matters are secured through an appropriate legal agreement pursuant to Section 37 of the *Planning Act*.
- g) In considering approval of site plans necessary to implement development on the lands, the City may require additional buffering measures that include, but are not limited to, fencing, buffer planting and yard requirements.

30. **90 Sheppard Avenue East**

Pursuant to Section 5.4.2 of this Secondary Plan, a maximum building height of 100 metres is permitted at the location identified on Maps 8-8c and 8-8d.

- h) Despite the Mixed Use Area B designation, a maximum of 30,600 square metres of residential gross floor area is allowed on these lands with the provision of a minimum of 28,400 square metres of commercial gross floor area.

31. **5182-5192, 5200 and 5218 Yonge Street**

- a) This Site Specific Policy 12.31 applies to the lands identified in heavy outline on Schedule "1" attached to this By-law (the "Lands").
- b) Pursuant to Section 5.4.2 of this Secondary Plan, a maximum building height of 118 metres is permitted on the Lands.
- c) Notwithstanding its *Mixed Use Area B* designation, a maximum of 32,822.43 square metres of residential and non-residential gross floor area is allowed on the Lands, provided a minimum of 5,575 square metres of such gross floor area is non-residential gross floor area.
- d) Notwithstanding Section 6.7 of this Secondary Plan, the Private Outdoor Recreational Space Requirements for Residential Development on the Lands shall be as follows:
  - i. Residential development of 100 dwelling units or greater will be required to provide a

- minimum of 1.2 square metres per dwelling unit of private outdoor recreation space.
  - ii. The private outdoor recreational space may be located above-grade including on a rooftop.
  - iii. The private outdoor recreational space will not be counted towards parkland dedication.
  - iv. Rooftop outdoor recreational space will be counted as part of the private outdoor recreational space requirement.
  - e) For the purposes of this exception, a Social Facility under Section 3.3 of this Secondary Plan will be deemed to include facilities within the development, including among other uses retail, community office and social facilities, that are conveyed to the City or otherwise required to be managed by the City or required to be provided for community uses pursuant to an agreement with the City.
32. **5009-5021 Yonge Street**
- a) Notwithstanding the provisions of Section 4.6.1 (c) and the commercial parking standards set out in Section 2.1 of Appendix 1 of this Secondary Plan, the required parking rate for a restaurant of 960 square metres of gross floor area with a 310 square metre outdoor terrace on these lands shall be as follows:
    - i. A minimum of 0 parking spaces; and
    - ii. A maximum of 3 parking spaces per 100 square metres of Gross Floor Area.

### 13. NORTH YORK CENTRE NORTH SITE SPECIFIC POLICIES

This section contains site specific policies which apply to the lands respectively identified on Map 8-13. All the policies of the Official Plan, including the site specific policies, will apply to the lands shown on Map 8-13. Where there is a conflict between the site specific policies and the policies in the rest of the Official Plan, the site specific policies will take precedence.

#### 1. **Newtonbrook United Church (1 on Map 8-13)**

The density shown on Map 8-7 may be applied to the entire parcel shown as 1 on Map 8-13, which comprises Lots 253 to 259 and 266 to 269, inclusive, in Registered Plan 5345, provided that the portion of the site now used for a place of worship continues to be used for that purpose.

#### 2. **Lands in Hydro Corridor Fronting on Yonge Street (2 on Map 8-13)**

Notwithstanding any provision of the Plan, the lands designated as Utility Corridor on Map 8-4 fronting on Yonge Street, north of Finch Avenue, may be developed for commercial uses for a depth of 50 metres, provided that the height of such development does not exceed 2 storeys, in order to provide for the continuation of an attractive pedestrian environment along Yonge Street. Such development potential will not be transferred to another site.

#### 3. **Lorraine Drive (3 on Map 8-13)**

- b) It is preferred that the portion of Lorraine Drive between Blakeley Road and Finch Avenue West be closed, and incorporated into a comprehensive development that includes the surrounding lands. At a minimum, when the Service Road is in place, it is intended that Lorraine Drive be closed at Finch Avenue, in order to provide for the effective function of the Service Road and the intersection of Yonge and Finch.
- c) Despite the *Mixed Use Area G* designation, permitted uses on the land shown as part of 3 of Map 8-13 between Blakeley Road and the *North York Centre North* Service Road will be limited to existing uses and landscaped open space, such as a public park, except that those



lands fronting on Finch Avenue may be used for residential or mixed commercial/residential purposes, in accordance with the provisions of the Central Finch Area Secondary Plan *Mixed Use Area B* designation. Unused density may be transferred to lands between the westerly Service Road and Yonge Street, south of Finch Avenue.

4. **Jog Eliminations (4 on Map 8-13)**

- a) Jog eliminations will be implemented at the intersection of Yonge Street/Kempford Avenue/Byng Avenue.
- b) The proposed jog elimination of Yonge Street/Ellerslie Avenue/Norton Avenue may involve lands located in the *North York Centre North* area.

5. **Lands South of Bishop Avenue, West of Kenneth Avenue (5 on Map 8-13)**

- a) For the lands shown as 5 on Map 8-13, a transit terminal and underground connections to a rapid transit terminal, including below grade retail along the connections, will be permitted. All lands subject to this provision may be considered to be a contiguous development site for the purposes of Section 2.2.6 of this Secondary Plan.
- b) The gross floor area for lands owned by Metropolitan Toronto Condominium Corporation 878 will be defined as the aggregate of the areas of each floor above grade, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any part of the buildings or structure above grade used for locker storage and laundry facilities, but excluding any part of the building or structure used for recreational, social, religious, institutional and mechanical purposes, and any above grade parking structures (which may include automotive services uses) provided that any above grade parking structure does not exceed three storeys in height above grade and provided that its roof deck is fully landscaped and made directly accessible to adjacent residential development.
- c) The maximum units per hectare for lands owned by Metropolitan Toronto Condominium Corporation 878 will be 523.

6. **Newtonbrook Plaza and Associated Lands (6 on Map 8-13)**

Notwithstanding the provisions of Section 2.2.3(c), the total of all commercial uses on the lands shown as 6 on Map 8-13 will not exceed 32 per cent of the gross floor area attributable to the site.

7. **Northtown Site (7 on Map 8-13)**

- a) At present, the existing Grocery Store is located where the Service Road will be constructed. In order to encourage the relocation of the Grocery Store on this site to permit the acquisition and development of the Service Road, an incentive in the amount equal to the gross floor area of the relocated grocery store may be given, in addition to those listed in Figure 3.3.1.
- b) In addition, when the lands previously zoned C4 directly east of Kenneth Avenue are rezoned to uses in accordance with the Official Plan applying to those lands, an additional 7,825 square metres of gross floor area may also be permitted on the site of the Northtown Plaza.
- c) The relocation of the Lansing Co-operative Nursery School to the east side of Kenneth Avenue to a site more compatible with its use as a pre-school nursery is encouraged.
- d) Development of the Northtown block, comprising lands bounded by Yonge Street, Byng Avenue, Kenneth Avenue and Church Avenue may be approved with increased height and density zoning permissions and agreements elected through the imposition of Section 37 of the *Planning Act* to secure the acquisition of lands for the *North York Centre North* Service Road and associated road network and for public park purposes.



- e) Zoning will be approved within the context of a Concept Plan adopted in accordance with this Secondary Plan.
- f) Not all development rights need to be released at any one time and the density may be stored within the context of the policies of this Secondary Plan subject to further incremental rezoning.
- g) Subject to the criteria listed below, zoning provisions may be enacted permitting up to 1600 residential units. Upon fulfillment of the criteria set out below further incremental rezoning(s) may be permitted in conformity with this Secondary Plan for additional gross floor area and residential units.
- h) Criteria to be fulfilled as a condition of obtaining up to 1600 units are as follows:  
Prior to the enactment of zoning, an agreement is entered into which may be registered on title and which requires:
  - i. the conveyance to the City, free and clear of all encumbrances, of the sections of the *North York Centre North Service Road* and a proposed public park, within the owner's lands, not encumbered by the existing grocery store leases;
  - ii. the execution of an "option and indemnity agreement" in a timely fashion to secure the Service Road alignment when it is required, whereby the owner grants to the City an option to acquire the 'grocery store lands' within the portion of the proposed Service Road alignment and the proposed public park encumbered by the grocery store and an Agreement whereby the owner agrees to provide the grocery store lands free and clear of encumbrances or to indemnify the City of the cost of expropriating or otherwise acquiring the release of the grocery store lease and the removal of the grocery store from those portions of the *North York Centre North Service Road* and of the public park encumbered by the existing grocery store;
  - iii. prior to occupancy of any residential unit on lands zoned C3(5), the owner will obtain a release of the existing grocery store lease, remove the existing grocery store from the Service Road lands and the public parkland, and convey these lands to the City free and clear of all encumbrances; and
  - iv. conveyance to the City of that portion of 29 Byng Avenue which is required for the *North York Centre North Service Road* free and clear of all encumbrances.
- i) The assessment of the affordable housing component of the combined development on lands within the Northtown block and lands at the northwest corner of Yonge Street and Horsham Avenue, and if warranted, upon the execution of an Affordable Housing Agreement to ensure that 25 per cent of the units constructed or to be constructed will meet the criteria of the Provincial Policy Statement.

The parkland which has been dedicated to the City or the dedication of which has been secured by agreement on or before December 16, 1999, will be deemed to satisfy all requirements for the provision of parks on the subject lands pursuant to this Secondary Plan and/or the *Planning Act*. Furthermore, the density attributable to all parkland so dedicated will remain on the development site and is eligible for transfer subject to Section 3.4 of this Secondary Plan.

#### LANDS EAST OF THE SERVICE ROAD ZONED RM1(12) and RM6(41)

Lands east of the *North York Centre North Service Road* alignment may be developed with Casita residential stacked townhouse units. Further, two apartment house buildings may be developed, each with a maximum height of six storeys and a maximum combined aggregate density of 32,753 square metres and 243 residential dwelling units. Subject to the Section 37 *Planning Act* Agreements described above, an increased aggregate density may be permitted of an additional 17,238 square metres for the apartment house buildings resulting in a sum total permitted

gross floor area of 49,991 square metres for a maximum of 428 residential dwelling units for the apartment house dwellings exclusive of the Casita development. An additional gross floor area in the amount of a minimum of 1.0 metre square up to a maximum 3.0 metre square per residential dwelling unit for private recreational uses may be permitted provided such uses are wholly enclosed within residential buildings.

**LANDS WEST and EAST OF THE SERVICE ROAD ZONED C3(5)**

- a) Lands west and east of the *North York Centre* North Service Road alignment may be developed with buildings containing residential, commercial or retail uses, or a mix thereof, of which a minimum of 3,540 square metres is to be a grocery store. An incentive in the amount equal to the floor area of the as built relocated grocery store may be given in addition to those listed in Figure 3.3.1 and will be stored in the monitoring table until required for further rezoning(s). By-laws implementing this density incentive will occur after the construction and relocation of the existing grocery store.
- b) An additional gross floor area equal to the amount of a minimum of 1.0 metre square up to a maximum of 3.0 metres square per residential dwelling unit for private recreational uses may also be permitted provided such uses are wholly enclosed within residential buildings.
- c) Section 6.6 (common outdoor space requirements for non-residential development) and Section 6.7 of this Secondary Plan (private outdoor recreational space requirement for residential development) will not apply to the subject lands pursuant to, or respecting any development or redevelopment permitted by, the site specific zoning provisions in effect on June 24, 1999.
- d) An archaeological and historical assessment of the Willowdale Methodist Pioneer Cemetery consolidation in the northeast corner of Yonge Street and Church Avenue has been considered. The purpose of the assessment is to identify remedial measures necessary to protect this abutting property and to meet needs identified through its archaeological and historical assessment. The recommendations of the report will be secured through appropriate site plan agreement with the owners and such other means considered appropriate to protect the Pioneer Cemetery property.

**8. Lands on the East side of Doris Avenue between Norton and McKee Avenues (8 on Map 8-13)**

Any development on the lands shown as 8 on Map 8-13 for low-rise residential uses in accordance with the provisions of this Secondary Plan, other than single family dwellings, will be required to take access directly from the Service Road.

**9. Lands on the West side of Yonge Street, know as 5734 to 5740 Yonge Street (9 on Map 8-13)**

Despite the provisions of Section 2.2.3(b) and Map 8-7, the maximum density of the site will be 3.75 times the lot area, provided the total of all commercial uses on the site does not exceed 30 per cent of the gross floor area attributable to the site.

**10. Lands on the West side of Yonge Street, municipally known as 5566 Yonge Street (10 on Map 8-13)**

When reviewing any applications for Zoning By-law amendments and/or Site Plan Approval, the City will consider that vehicular and service access may be provided to the site shown as 10 on Map 8-13 directly from Yonge Street, that on-site pedestrian, vehicular and servicing circulation may reflect the mid-block configuration of this property and that the Yonge Street frontage may incorporate pedestrian, vehicular and service access and publicly accessible open spaces, and will incorporate some street-related retail uses, along a continuous building facade in order to achieve appropriate development of these lands.

11. **Lands known as 76, 78, 80 and 84 Ellerslie Avenue (11 on Map 8-13)**

The lands shown as on Map 8-13 are exempt from the requirements of the Secondary Plan that regulate height and setbacks in relation to the Relevant Residential Property Line. Buildings on these lands will maintain a minimum northerly setback of 11 metres from the property known as No. 1 Basswood Road.

12. **Lands bounded by Finch Avenue West, Greenview Avenue, Hendon Avenue and Duplex Avenue, excluding 35 Hendon Avenue (12 on Map 8-13)**

- a) Despite the provisions of Sections 3.3 of this Secondary Plan, the gross floor area of bicycle storage lockers next to indoor above-grade parking may be exempted from the calculation of density.
- b) Despite the provisions of Subsections 6.7(b) and 6.7(d) of this Secondary Plan, rooftop podium recreational area may be included in the calculation of the private outdoor recreational space requirement.

13. **Lands municipally known as 5791, 5793 and 5795 Yonge Street (13 on Map 8-13)**

Notwithstanding any other provision of this Secondary Plan, residential or non-residential uses or a mix of these uses may be permitted for the Yonge Street portion of the site known municipally in the year 2006 as 5791 and 5793 Yonge Street, with a maximum gross floor area of 32,004 square metres and a building height limit of 73.1 metres inclusive of any mechanical penthouse as measured from established grade, provided the owner enters into an agreement with the City, pursuant to Section 37 of the Planning Act to secure the following:

- a) the provision on site of a minimum of 1.5 square metres per dwelling unit of private indoor amenity area;
- b) the provision of an amount of \$300,000 to be used for the public art referenced in the Section 37 Agreement; and
- c) the obligation that arrangements be made for deferred conveyance of unencumbered title to a triangular portion of land at the northwest corner of the site measuring approximately 8.7 metres and 24 metres along the west and north property lines respectively for nominal consideration in the event that the City provides notice that the lands are required for public road purposes.

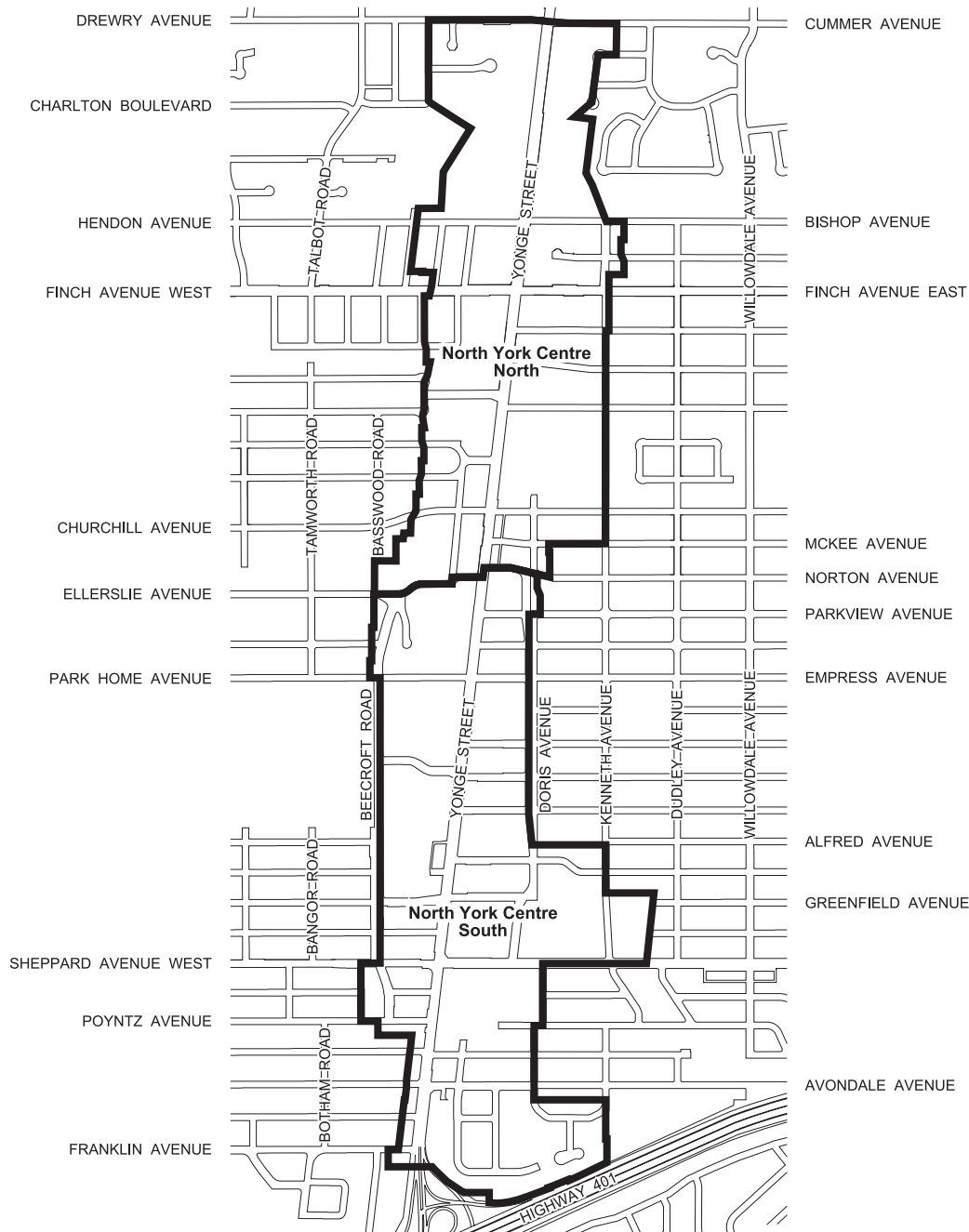
14. **Lands municipally known as 19, 21, 23, 27, 29, 31, 33, 37 Olive Avenue, and 18, 22, 24, 26, 28, 32 Holmes Avenue (14 on Map 8-13)**

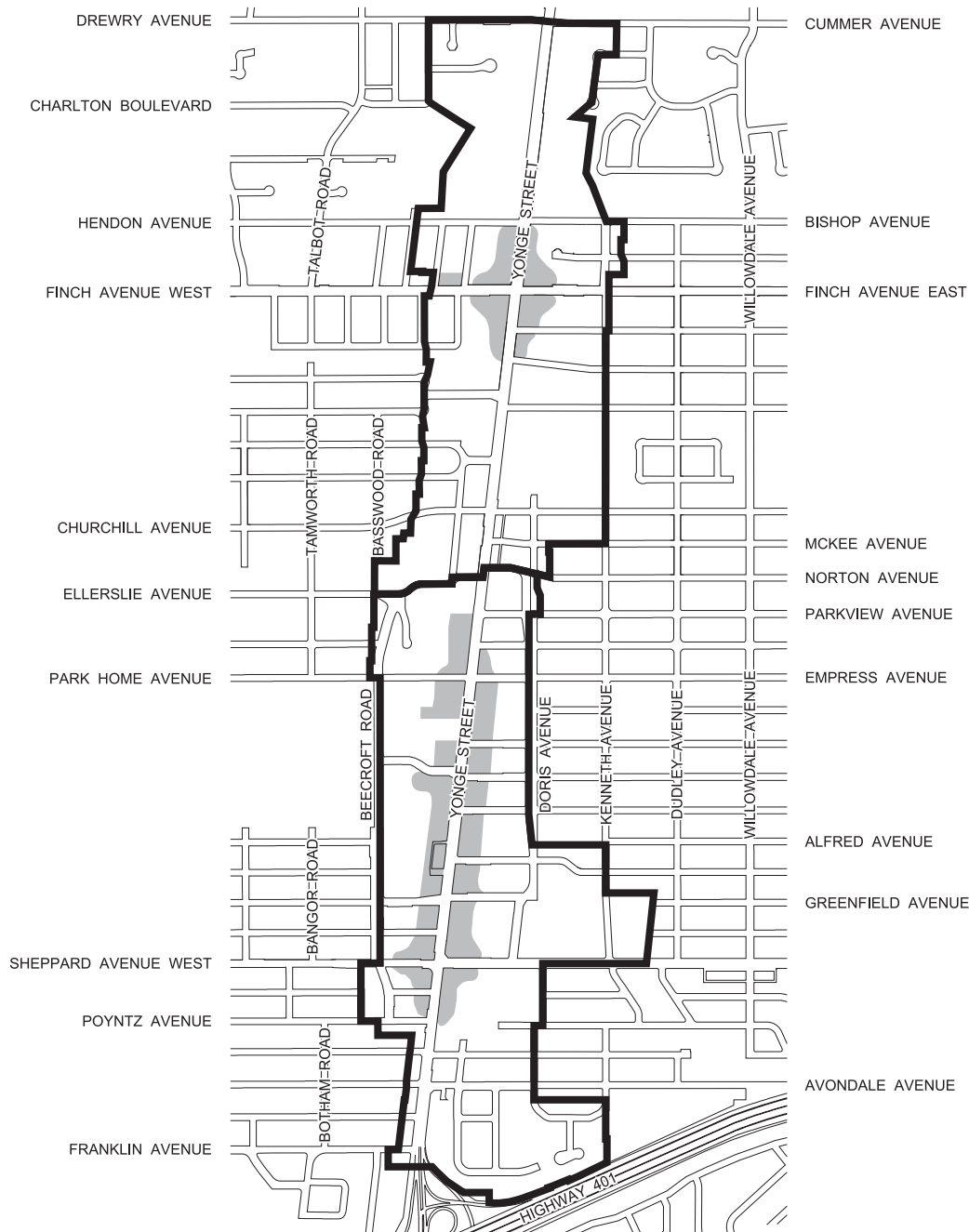
- a) Gross floor area excludes any space used exclusively for bicycle parking contained in a parking garage.
- b) Any area devoted to storage lockers constitutes gross floor area and will be included in calculations pertaining to the density limits set out in Section 3.2(a) of this Secondary Plan.
- c) The gross floor area of bicycle parking facilities provided in an at-grade common bicycle room conveniently accessible to the outside is exempted from the calculation of gross floor area and is included as a density incentive within the provisions of Section 3.3(a) of this Secondary Plan. The provision and maintenance of such facilities will be secured by appropriate legal agreements.
- d) A minimum of 0.10 bicycle parking spaces for each non grade-related dwelling unit shall be provided on the site and such minimum number will be provided in an at-grade common bicycle room and will be secured through the implementing Zoning By-law. Bicycle parking spaces provided on the site will be provided in accordance with proposed Appendix 1(a) – *North York Centre Bicycle Parking Policy*, adopted by City Council at its meeting of December 11, 12 and 13, 2007, and the City of Toronto Bike Plan.

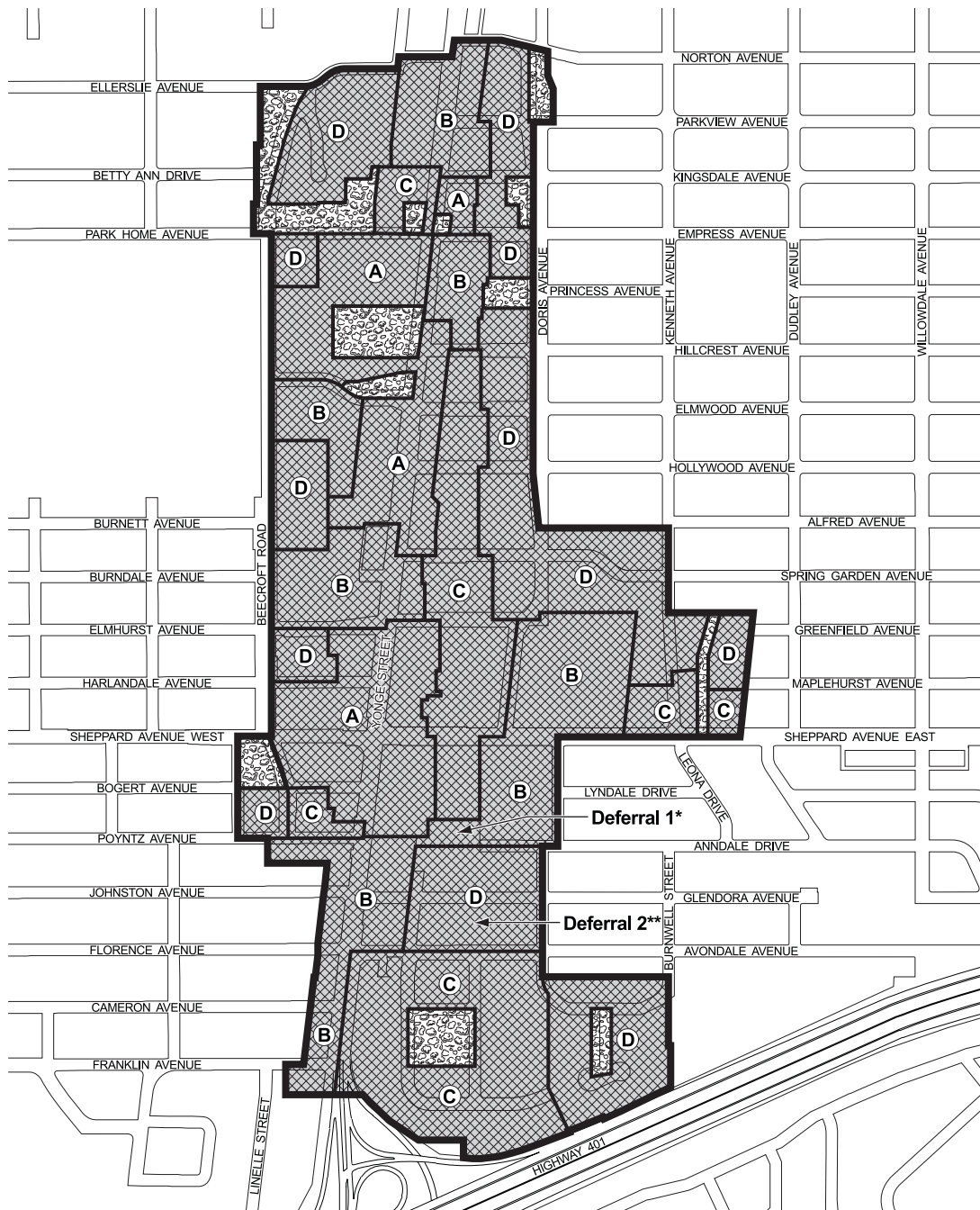
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For the electronic version, please note some of these files may take some time to download.

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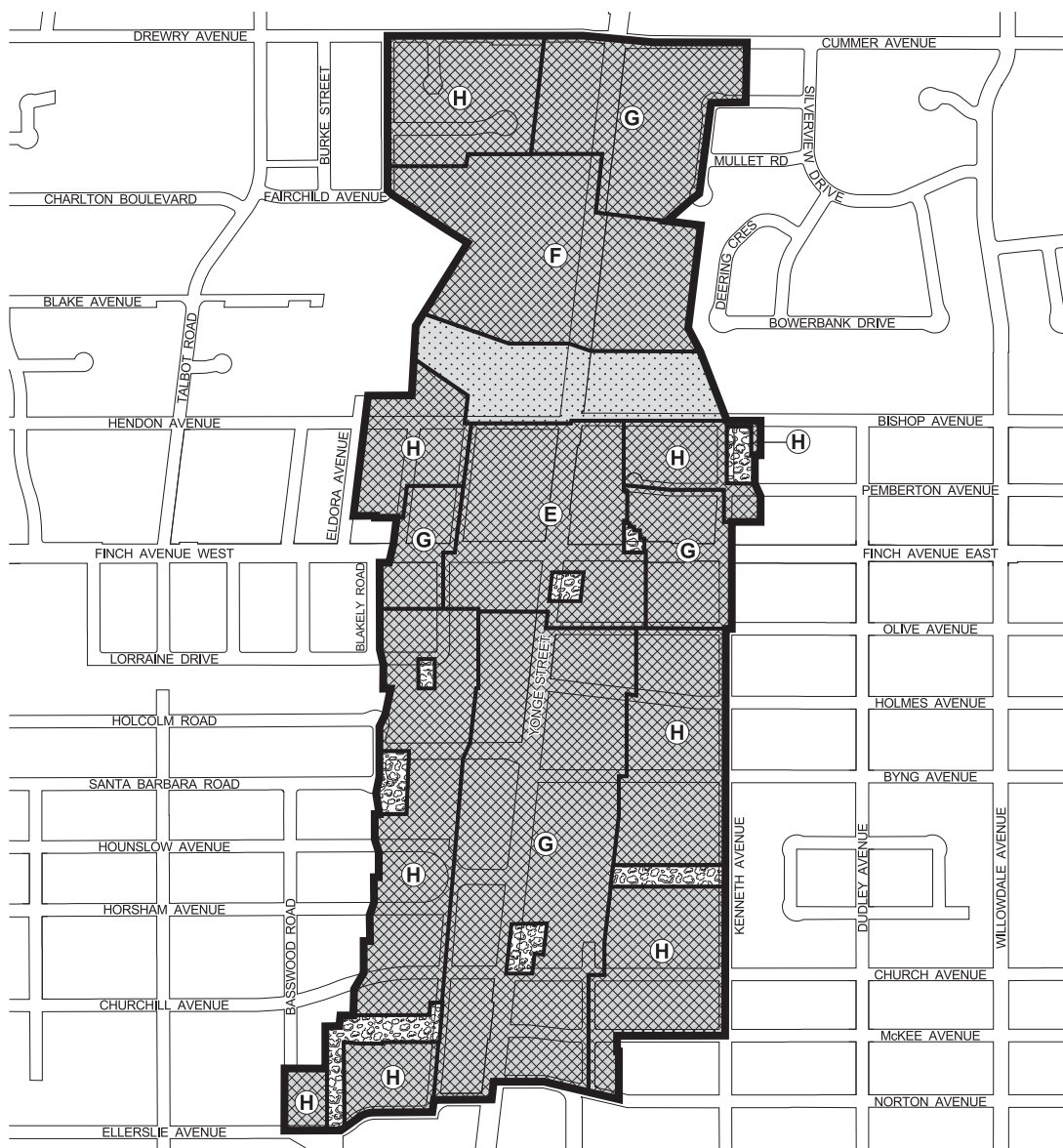
## North York Centre Secondary Plan





### MAP 8-3 North York Centre South Land Use Areas

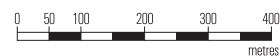
- Secondary Plan Boundary
- Mixed Use Areas
  - Area A - 0% Residential Use
  - Area B - Maximum 50% Residential Use
  - Area C - Maximum 100% Residential Use
  - Area D - Maximum 100% Residential Use
- Parks and Open Space Areas

\*Deferral 1 No decision made by Ministry on lands identified as Deferral 1  
 \*\*Deferral 2 Lands identified as Deferral 2 have not yet received approval from the OMB

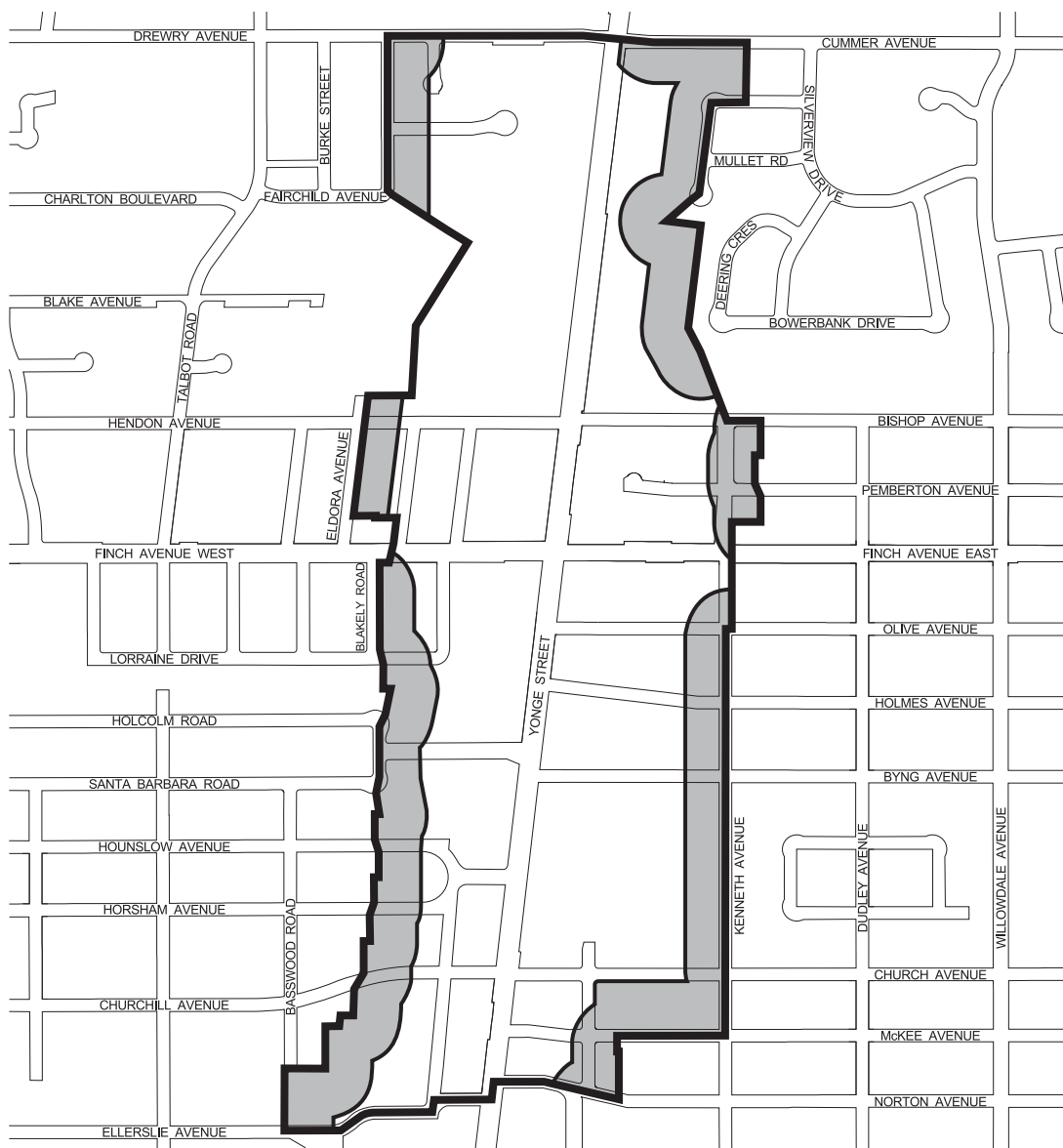


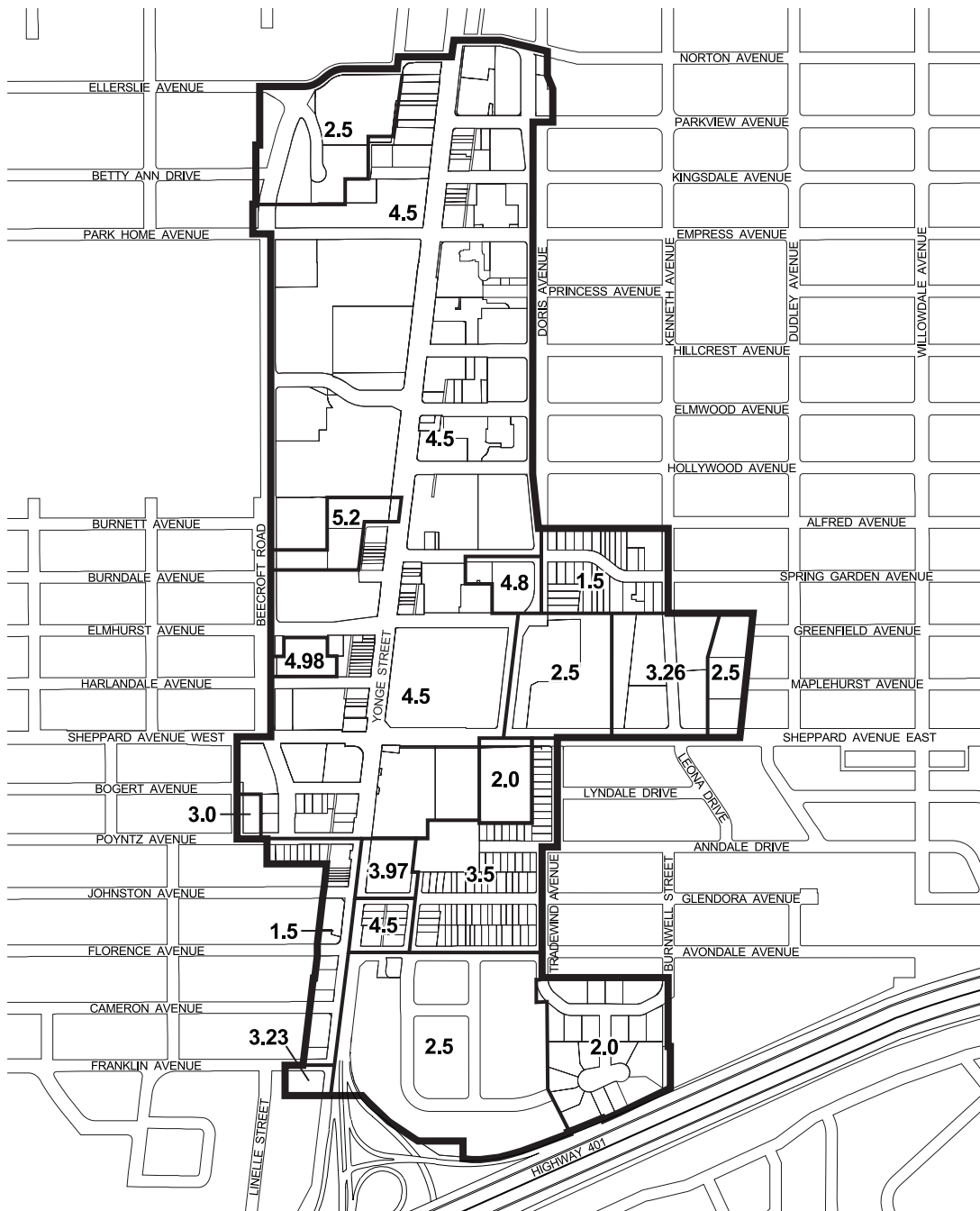


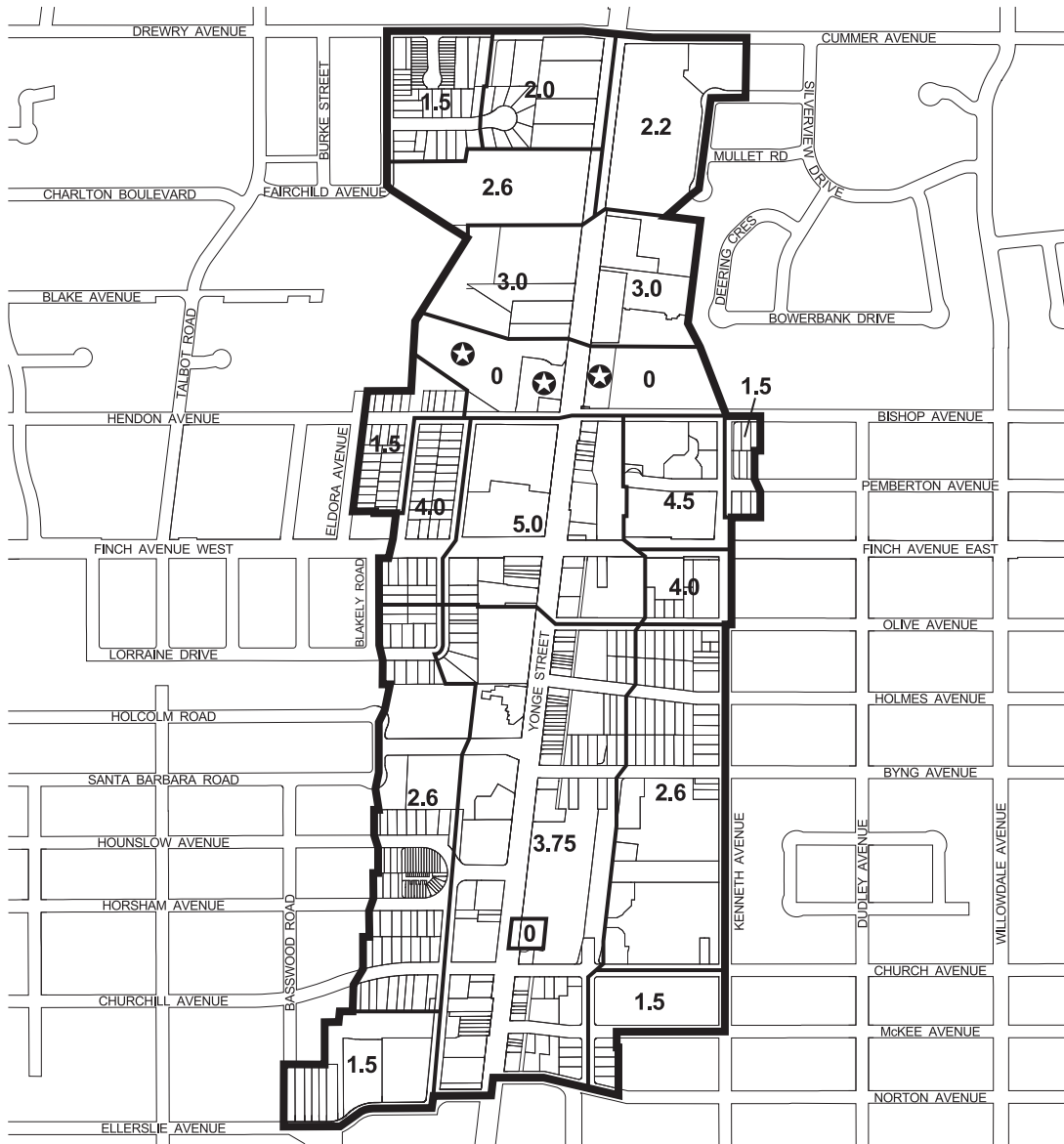
-  Secondary Plan Boundary
-  Mixed Use Areas
  - Area E - Maximum 65% Commercial Use
  - Area F - Maximum 50% Commercial Use
  - Area G - Maximum 20% Commercial Use
  - Area H - 0% Commercial Use
-  Parks and Open Space Areas
-  Utility Corridors











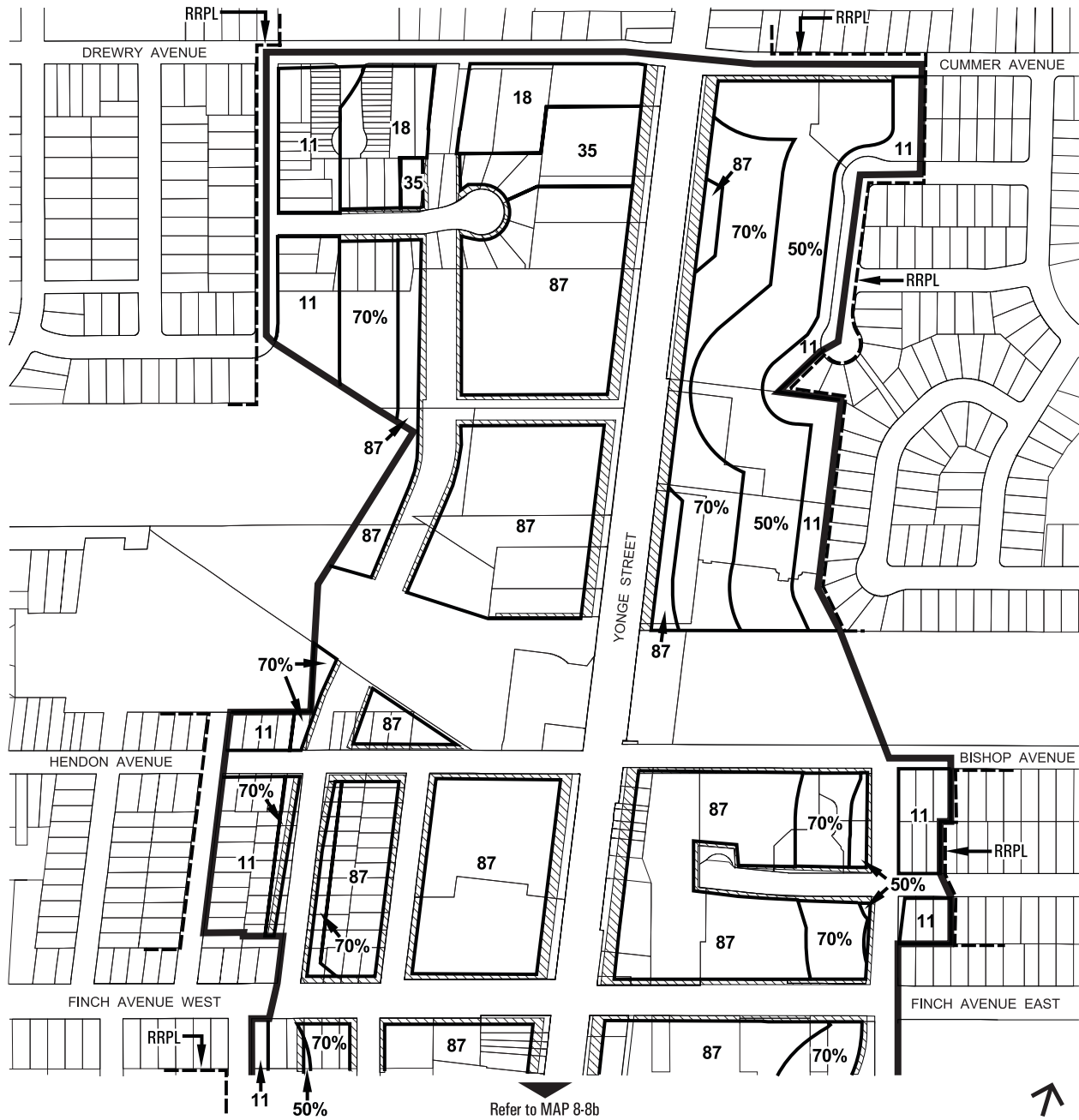
**Secondary Plan Boundary**



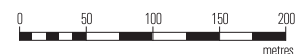
Density can only be assigned to these lands pursuant to the Official Plan, North York Centre Secondary Plan, Section 3 or Section 13

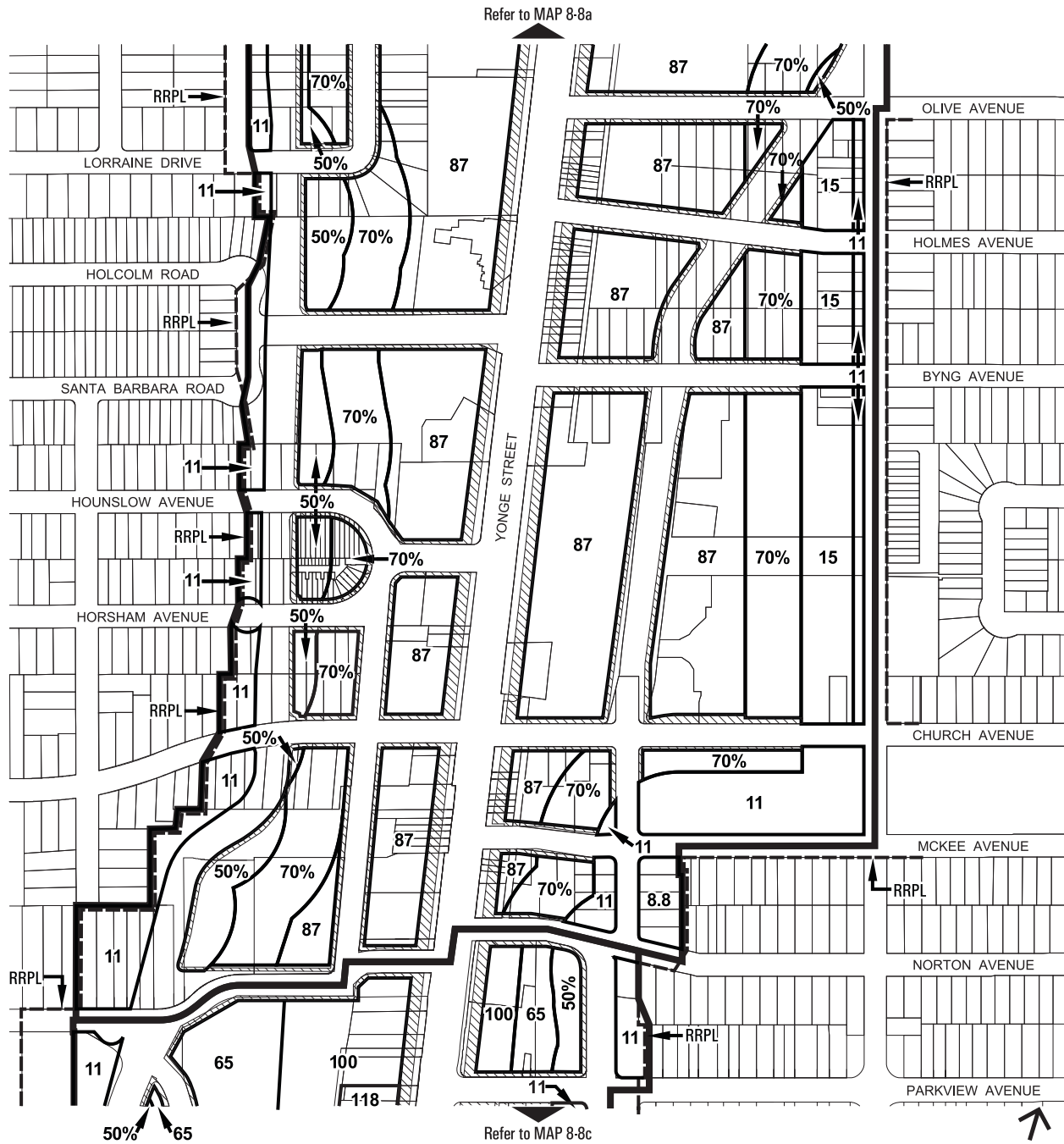
Note: Density Limits are exclusive of density incentives and transfers















- |   |  |
|---|--|
| <b>Secondary Plan Boundary</b>            | <b>50%</b> Maximum 50% Horizontal Distance from RRPL                 |
| <b>11</b> The Lesser of 11m or 3 Storeys  | <b>70%</b> Maximum 70% Horizontal Distance from RRPL                 |
| <b>18</b> The Lesser of 18m or 6 Storeys  | <b>Street Facade Limit as per Section 5.3 of this Secondary Plan</b> |
| <b>35</b> The Lesser of 35m or 12 Storeys | <b>Relevant Residential Property Line (RRPL)</b>                     |
| <b>87</b> Maximum 87m Above Grade         |  |





 Secondary Plan Boundary	 <b>87</b> Maximum 87m Above Grade
 <b>8.8</b> The Lesser of 8.8m or 2 Storeys	 <b>100</b> Maximum 100m Above Grade
 <b>11</b> The Lesser of 11m or 3 Storeys	 <b>50%</b> Maximum 50% Horizontal Distance from RRPL
 <b>15</b> The Lesser of 15m or 4 Storeys	 <b>70%</b> Maximum 70% Horizontal Distance from RRPL
 <b>65</b> Maximum 65m Above Grade	 Street Facade Limit as per Section 5.3 of this Secondary Plan

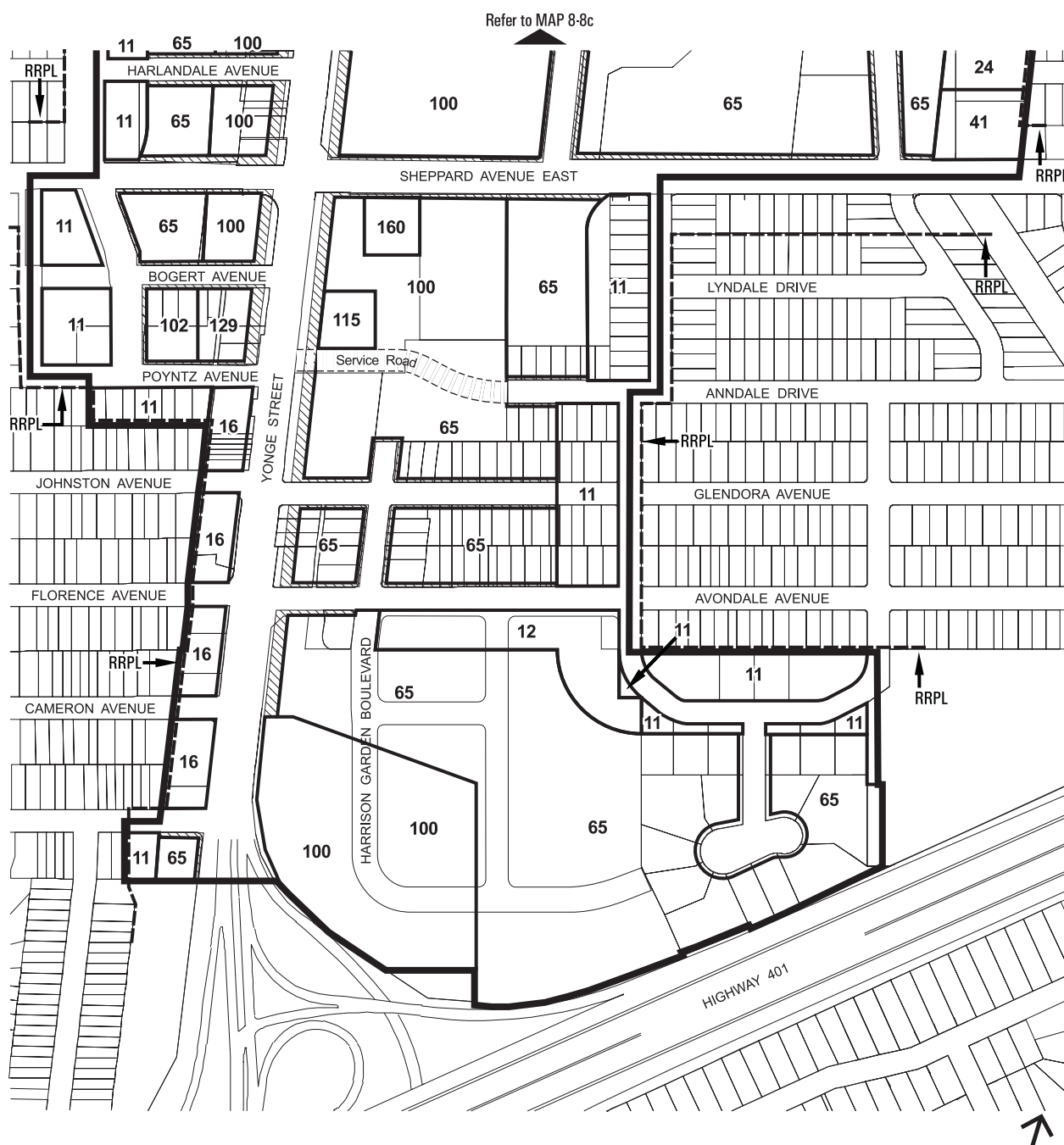
 Relevant Residential Property Line (RRPL)





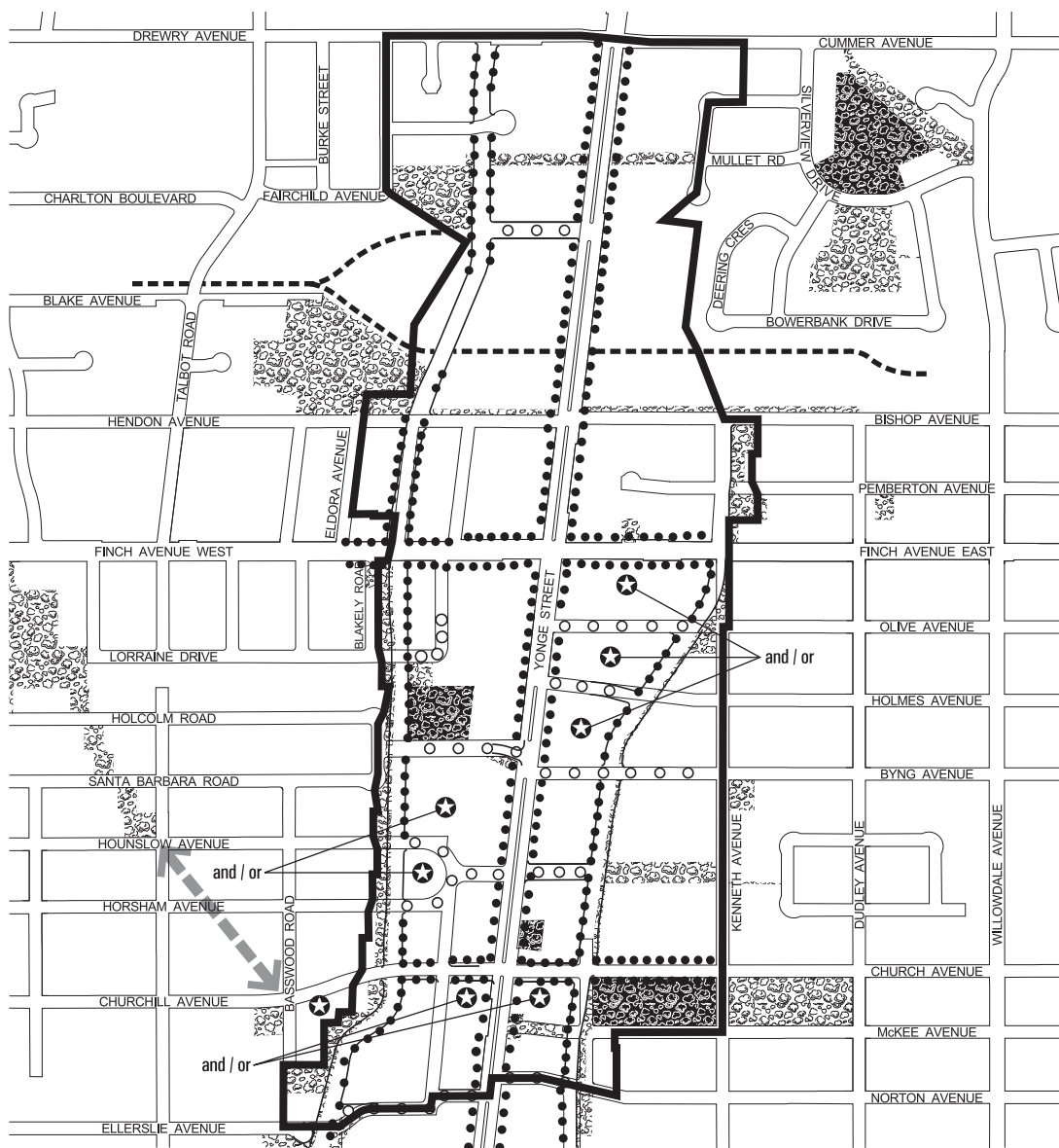
<b>Secondary Plan Boundary</b>	<b>86</b> Maximum 86m Above Grade
<b>11</b> The Lesser of 11m or 3 Storeys	<b>100</b> Maximum 100m Above Grade
<b>18</b> The Lesser of 18m or 6 Storeys	<b>50%</b> Maximum 50% Horizontal Distance from RRPL
<b>24</b> The Lesser of 24m or 7 Storeys	<b>Street Facade Limit as per Section 5.3 of this Secondary Plan</b>
<b>35</b> The Lesser of 35m or 12 Storeys	<b>Relevant Residential Property Line (RRPL)</b>
<b>65</b> Maximum 65m Above Grade	





- |  |   |
|--|---|
| Secondary Plan Boundary                  | <b>41</b> The Lesser of 41m or 13 Storeys                     |
| <b>11</b> The Lesser of 11m or 3 Storeys | <b>65</b> Maximum 65m Above Grade                             |
| <b>12</b> The Lesser of 12m or 4 Storeys | <b>100</b> Maximum 100m Above Grade                           |
| <b>16</b> The Lesser of 16m or 4 Storeys | Street Facade Limit as per Section 5.3 of this Secondary Plan |
| <b>24</b> The Lesser of 24m or 7 Storeys | Relevant Residential Property Line (RRPL)                     |



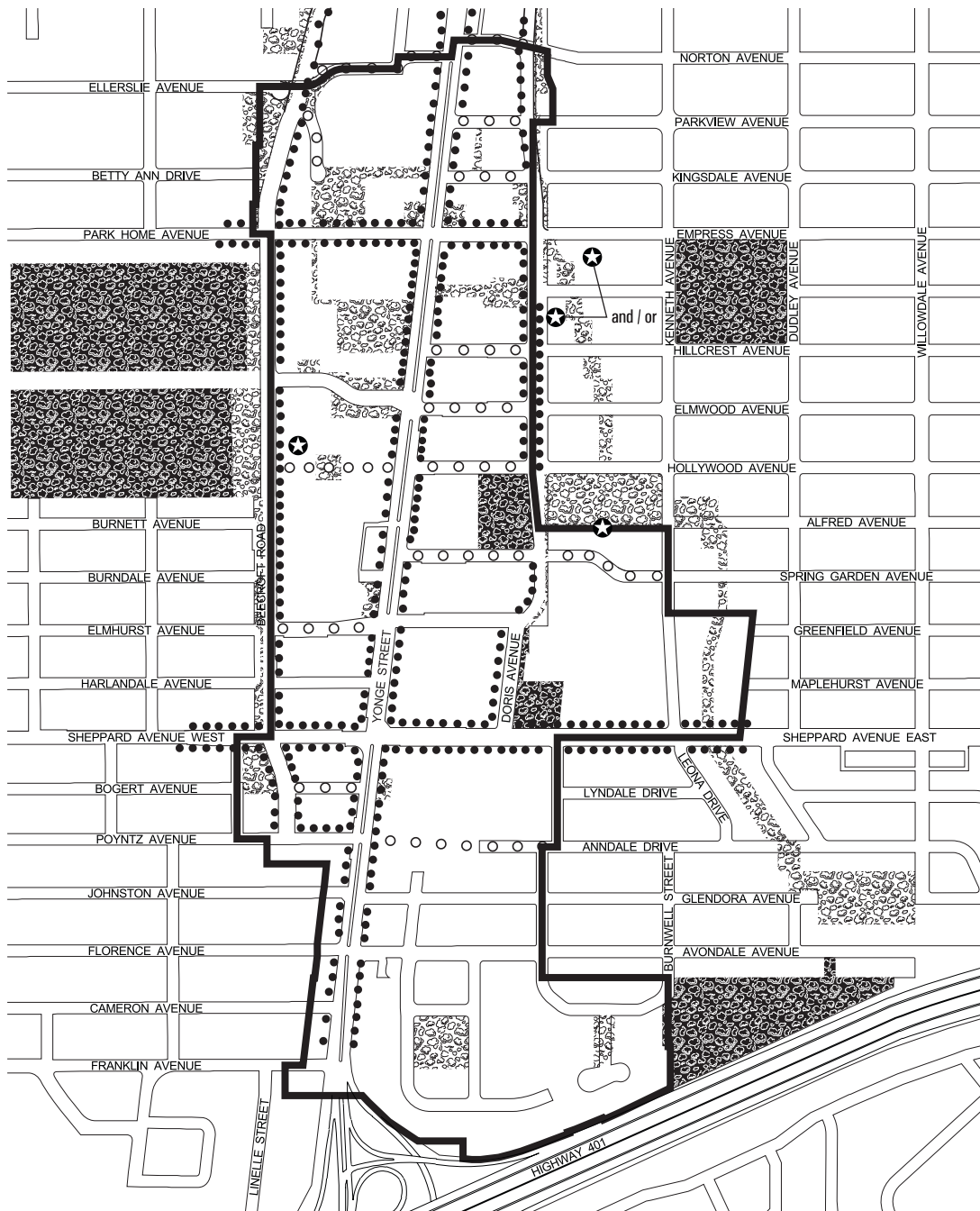


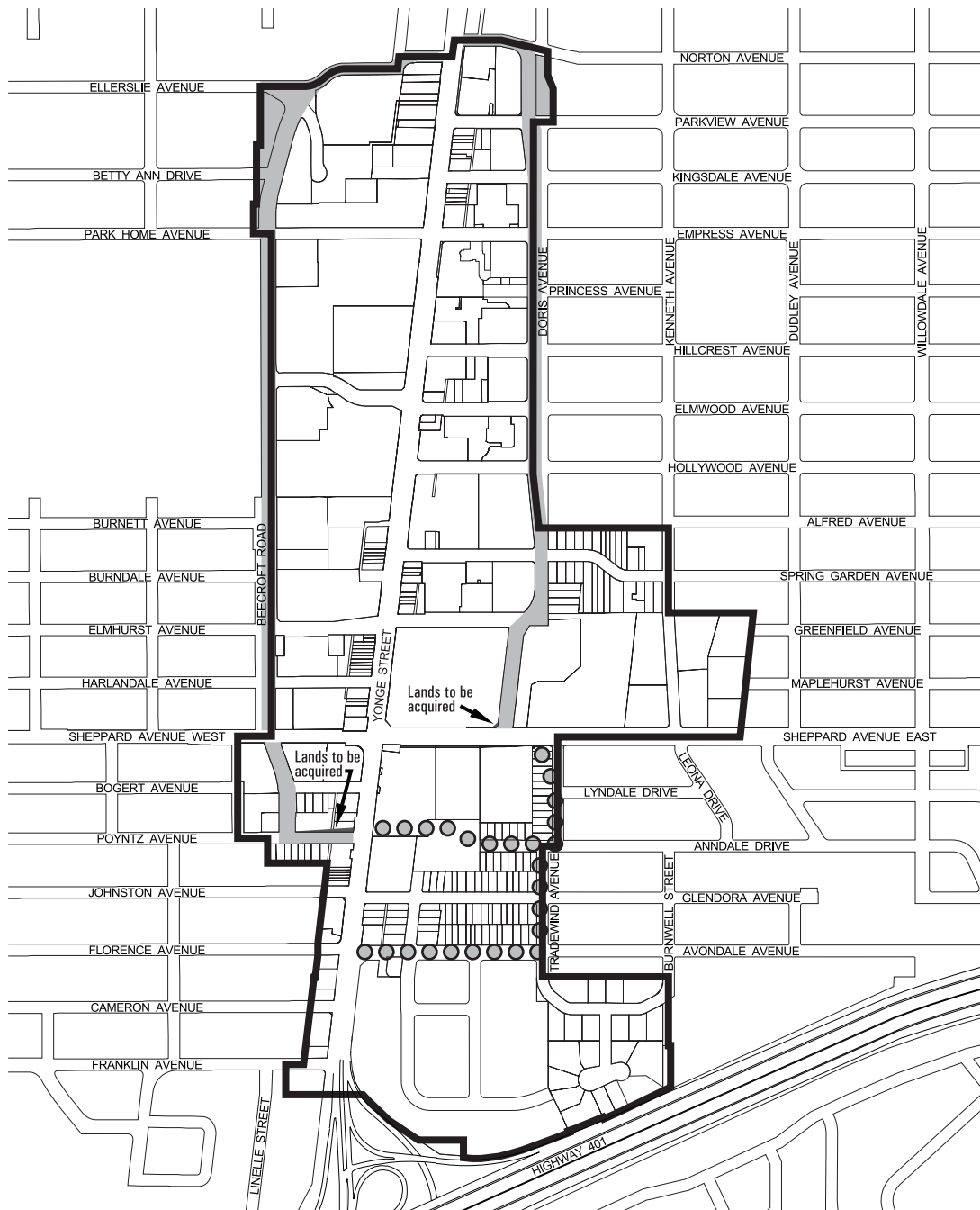
- Secondary Plan Boundary
- Parks and/or Private Publicly Accessible Open Spaces
- Schools, Cemetery and Ancillary Open Spaces
- Places Under Consideration by City for Additional Parks
- Yonge Street Promenade

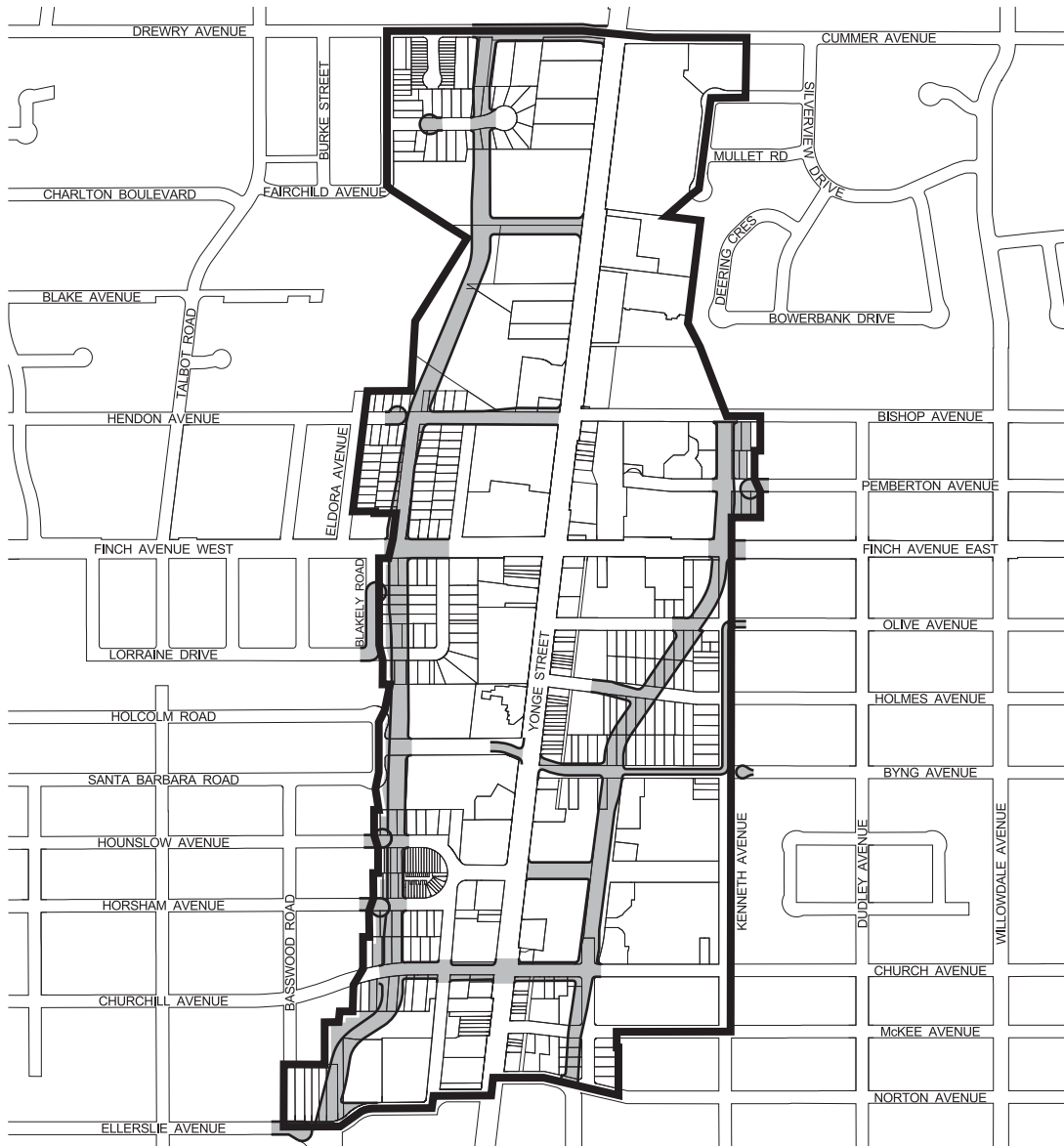
- Treed Arterial and Collector Roads
- Treed Side Streets and Pedestrian Links
- Trails

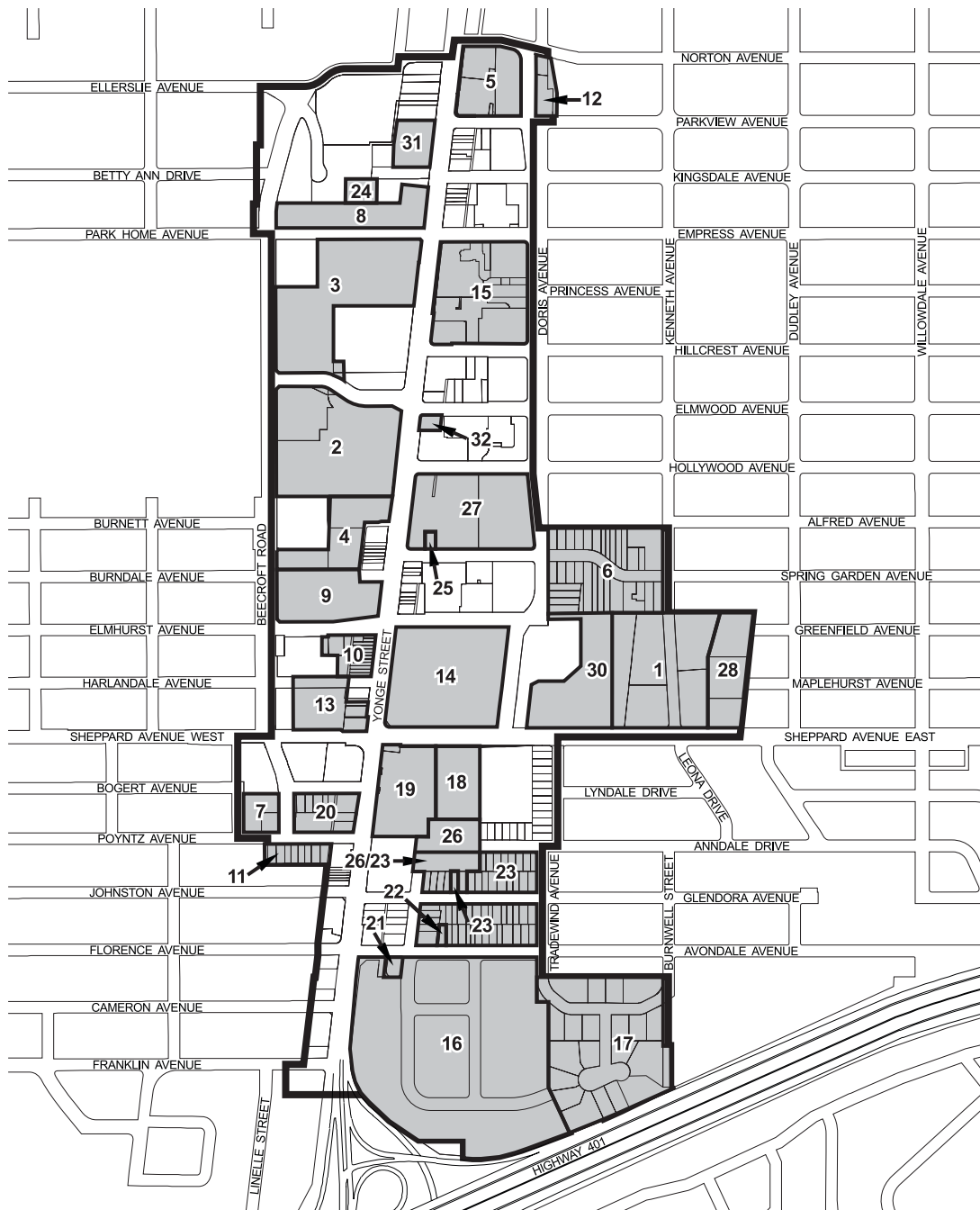


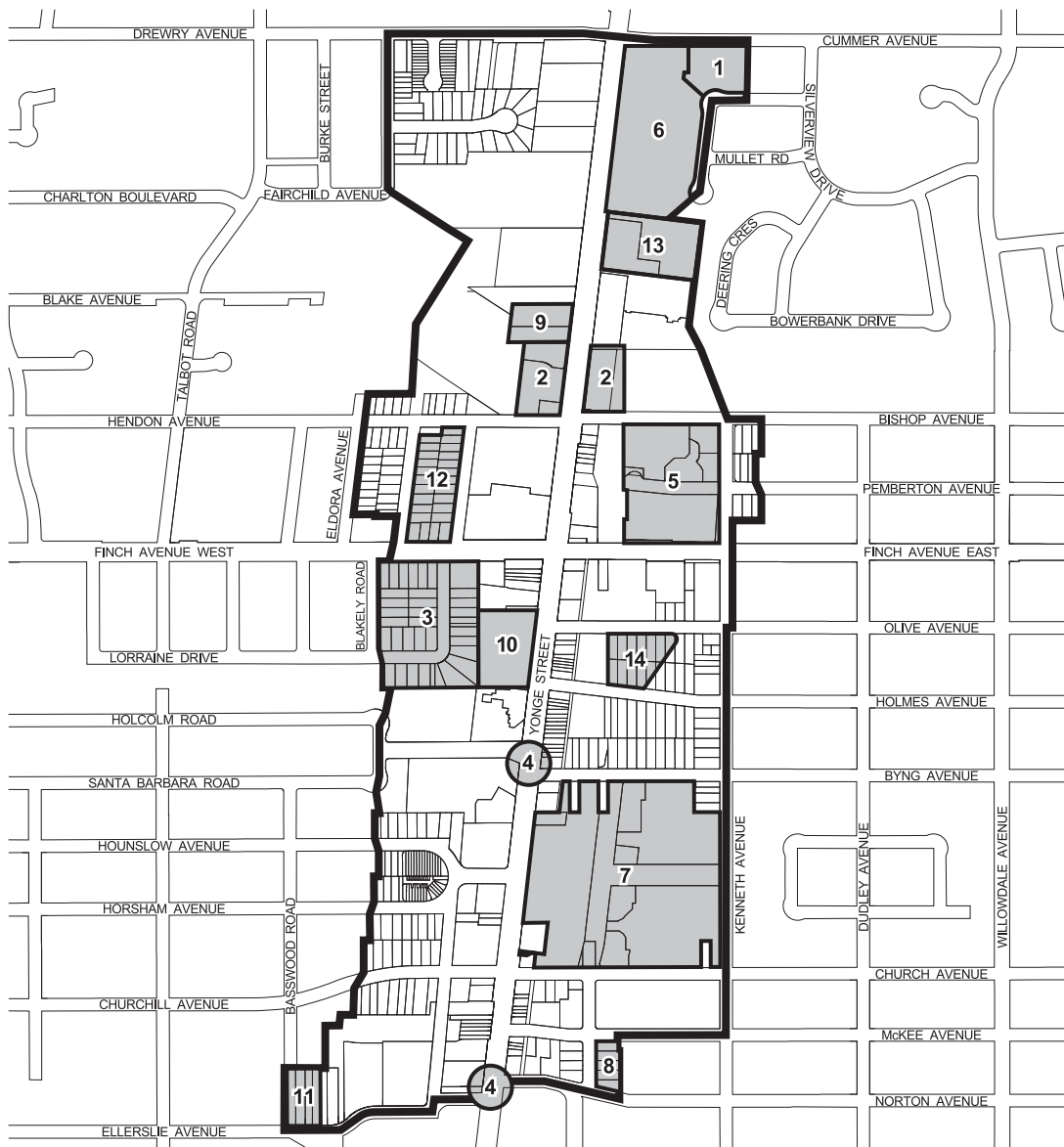










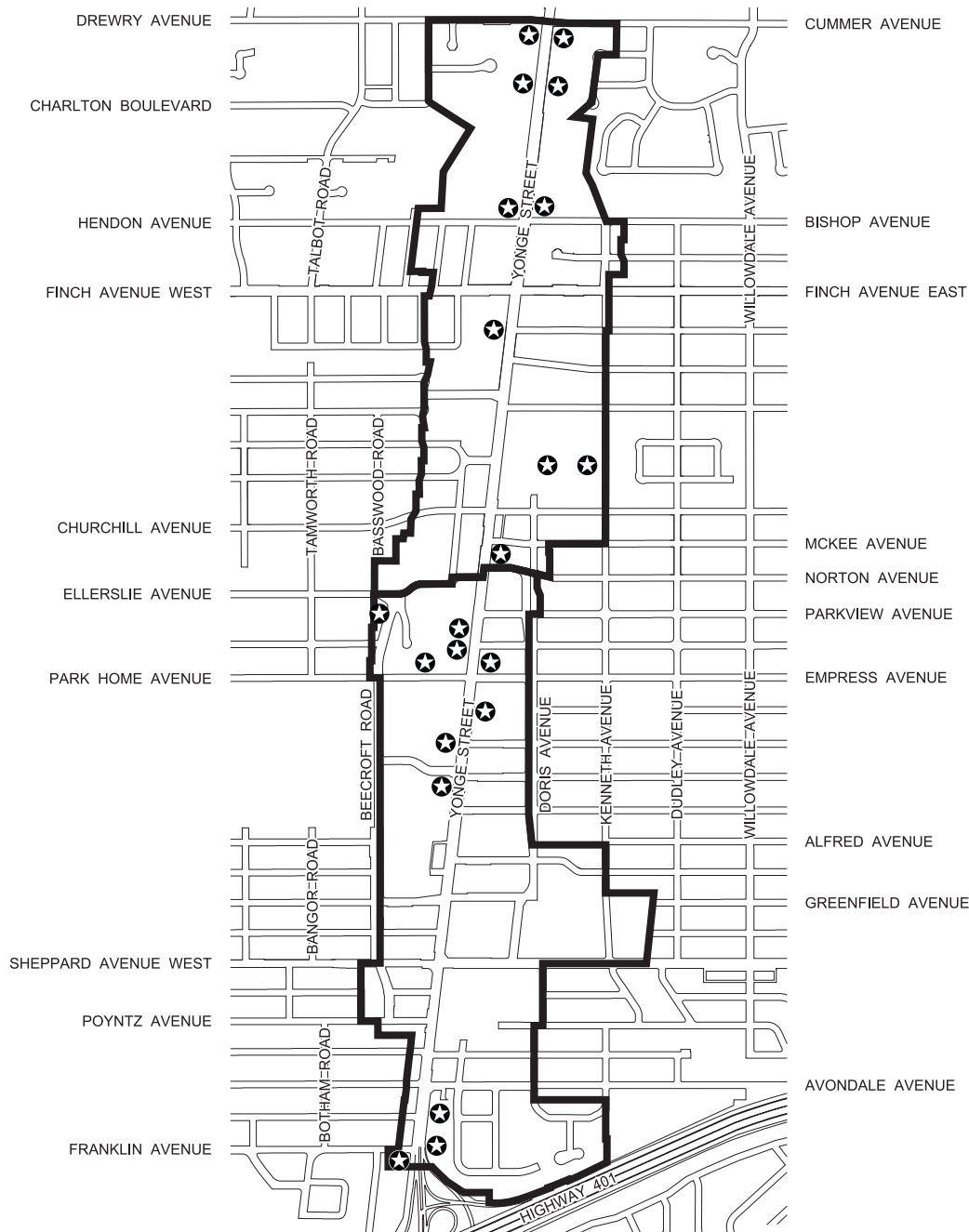


-  Secondary Plan Boundary
-  Site Specific Policy Areas\*

\* The shaded areas on this map are subject to the specific policies set out in the North York Centre Secondary Plan, Section 13.

This map forms part of the Official Plan and should be interpreted in conjunction with the written text.





## APPENDIX 1

### NORTH YORK CENTRE MOTOR VEHICLE PARKING POLICY

#### 1. CONTEXT

- 1.1 The following policy respecting motor vehicle parking will be implemented by the City in the North York Centre. This policy includes standards of motor vehicle parking provision which, in recognition of the availability of rapid transit and the limited road network, are lower than the requirements of the general Zoning By-law elsewhere in the North York District.
- 1.2 In addition, the City will require certification from a qualified transportation consultant for each proposed development project in accordance with the provisions of the Secondary Plan. The consultant's report will demonstrate that the proposed motor vehicle parking supply is consistent with the City's objective of achieving an overall average auto driver modal split of no more than 33 per cent (in the p.m. peak hour) for all new development in the North York Centre and, subject to the foregoing, may supersede the following standards in providing a basis for motor vehicle parking requirements provided, however, that any project that supplies motor vehicle parking to the minimum standard only, as set out in Section 2 of this Appendix, will be deemed to comply with the requirements of this Section.
- 1.3 The City will also amend the general Zoning By-law as it applies to redevelopment in the North York Centre in accordance with the intent of this policy and otherwise take such measures as may be necessary to regulate motor vehicle parking in the North York Centre so as to enable attainment of the City's modal split objective stated above. However, each development regulated by a site specific zoning by-law will be governed by the provisions of the said by-law which will comply with this policy for all new development.
- 1.4 Wherever the term "Gross Floor Area" or "GFA" is used in this policy, it will have the same meaning as defined in Section 3.1 of the North York Centre Secondary Plan (so that only mechanical spaces, motor vehicle and bicycle parking spaces contained in a parking garage, and unenclosed residential balconies are excluded).

Wherever the term "subway station entrance" is used in this policy, it will mean an entrance that leads directly into the subway station rather than to a pedestrian concourse that may lead to a subway station but itself forms part of a development project or links two such projects together.

A development project will be considered to have "access" to rapid transit when it has pedestrian access to a subway station entrance that is within 500 metres, measured horizontally and by a straight line, from the centroid of the floorplate (at the appropriate level) of any building on the site.

The term "auto driver modal split" will mean the number of travellers driving a motor vehicle divided by the total number of travellers, expressed as a percentage.

## 2. STANDARDS

### 2.1 Commercial Uses

(Office, Institutional, Ancillary Retail and Service Commercial)

Minimum: All Projects  
0.9 spaces per 100 m<sup>2</sup> of GFA

Maximum: Projects with access to rapid transit  
The number of spaces will be determined by the following formula:

$$P = 1.0 + 0.0008 \times D \text{ for } 0 < D < 500$$

where

P is the number of parking spaces per each 100 m<sup>2</sup> of Gross Floor Area, and

D is the distance in metres, measured horizontally and by a straight line, from the centroid of the floorplate (at the appropriate level) of the building nearest to any subway station entrance.

Projects in all other locations  
1.4 spaces per 100 m<sup>2</sup> of GFA

These standards for minimum and maximum parking provision include a visitor parking allowance of 0.1 spaces per 100 m<sup>2</sup> and are consistent with a p.m. peak hour auto trip generation rate range of

min      max  
0.36 to 0.58 per 100 m<sup>2</sup> of GFA, outbound

and related parameter value range of

min      max  
27% to 43% auto driver modal split

together with related parameter values of

30 m<sup>2</sup> floorspace/worker

100% building occupancy

90% worker attendance

45% peak hour factor.

### 2.2 Residential Uses

Minimum: Projects other than Senior Citizens  
1.0 spaces per dwelling unit

Maximum: Projects with access to rapid transit  
1.2 spaces per dwelling unit

Projects in all other locations  
1.4 spaces per dwelling unit



These standards for minimum and maximum parking provision include a visitor parking allowance of 0.1 spaces per dwelling unit and are consistent with a p.m. peak hour auto trip generation rate approximating

0.16 per dwelling unit, inbound

and related parameter value of

1.8 residents/unit.

### 2.3 Mixed Use Projects

For projects comprising more than one of the permitted uses (and containing shared parking arrangements) reductions from the above stated standards may be considered where supported by a qualified transportation consultant in a report that is satisfactory to the City.

### 2.4 Other Uses

Proponents of developments containing uses not covered above will identify parking standards for such uses that are consistent with the City's auto modal split objective, noted above, as part of the traffic certification process required by the Secondary Plan.

### 2.5 General

The parking standards as set out in this appendix are intended to encourage the use of public transit. This measure supports the City's objective of establishing an overall average transit modal split of 60 per cent at full build out of the North York Centre.

## 3. APPLICATION AND PUBLIC REVIEW

3.1 This policy will govern all development approvals in the North York Centre.

3.2 This policy will be reviewed from time to time as may be required and, in particular, whenever the City's approved planning assumptions regarding trip generation (and related parameter values) materially change. In the event that revisions are recommended, a public meeting will be held, with notice being provided in the same fashion as for official plan amendments.

No revisions to this policy will be made without a public review of the proposed changes at the above-noted meeting. Any City staff reports pertaining to such reviews will be made available to all interested parties no less than 15 days prior to the meetings.

## 4. TORONTO PARKING AUTHORITY

The Toronto Parking Authority is recognized as a local board of the City and is responsible for the provision of municipally owned public parking facilities, both on-street and off-street parking, and is encouraged to provide parking facilities in the North York Centre in support of the policies, goals and objectives of the Official Plan.

## **APPENDIX 1(a)**

### **NORTH YORK CENTRE BICYCLE PARKING POLICY**

#### **1. CONTEXT**

- 1.1 The following policy respecting bicycle parking will be implemented by the City in the North York Centre. This policy includes guidelines for the provision of bicycle parking which, in recognition of the availability of rapid transit, the limited road network, and the need to therefore encourage the use of public transit and alternatives to the use of motor vehicles, are different than requirements found in other areas of the City of Toronto.
- 1.2 The City will require the provision of bicycle parking for all major new development in the North York Centre, and any project which provides bicycle parking as set out in Section 2 of this Appendix will be deemed to meet this policy.
- 1.3 The City will also amend the general Zoning By-law as it applies to development in the North York Centre in accordance with the intent of this policy. Variations from this policy and guidelines set out in Section 2 can be considered without the need for an amendment to this Secondary Plan or Appendix. Each development regulated by a site-specific zoning by-law will be governed by the provisions of said by-law which will have regard to the guidelines in Section 2.
- 1.4 Wherever the term “Gross Floor Area” or “GFA” is used in this policy, it will have the same meaning as defined in Section 3.1 of the North York Centre Secondary Plan (so that only mechanical spaces, motor vehicle and bicycle parking spaces contained in a parking garage, and unenclosed residential balconies are excluded).
- 1.5 Outdoor bicycle parking spaces are not considered as bicycle parking for the purposes of this policy. However, additional outdoor bicycle parking is encouraged to be provided in at-grade bicycle racks, posts or lockers located in a publicly accessible area and protected from inclement weather by means of a canopy or other design feature.
- 1.6 The guidelines in Section 2 are to be reviewed and, if necessary, amended as a result of any new bicycle parking zoning provisions that may be adopted as a result of the City’s Zoning By-law Project.

#### **2. GUIDELINES**

##### **2.1 Definition, Number, Location and Dimensions**

A bicycle parking space is an area designed and equipped exclusively for the purpose of parking and securing a bicycle. The space will not be provided within a dwelling unit, balcony or commercial suite. All types of bicycle parking space arrangements (e.g. racks, lockers, etc) can be considered in the review of meeting these guidelines.

The minimum number of bicycle parking spaces identified in this policy is to be provided in an at-grade common bicycle room conveniently accessible to the outside. Additional bicycle parking spaces may be provided in other locations.

The dimensions of bicycle parking spaces are to be a minimum of 1.9 metres high by 0.6 metres wide and either 1.2 metres deep (vertical parking) or 1.8 metres deep (horizontal parking). Not more than 50 per cent of bicycle parking spaces will be provided as vertical parking. Dimensions of shower-change facilities will meet the minimum requirements of the Ontario Building Code.

2.2 Number of Bicycle Parking Spaces for Commercial Uses  
(Office, Institutional, Ancillary Retail and Service Commercial)

Minimum: Projects with a gross floor area greater than 2,000 square metres  
The greater of either 4 bicycle parking spaces or 1 bicycle parking space for every 2,000 square metres  
Projects with a gross floor area greater than 20,000 square metres  
1 shower-change facility for each gender  
Maximum: None

2.3 Number of Bicycle Parking Spaces for Residential Uses

Minimum: Projects with 40 or more non grade-related dwelling units  
0.10 bicycle parking spaces for each dwelling unit  
No shower-change facility required  
Maximum: None

2.4 Other Uses

Proponents of development containing uses not covered above will identify bicycle parking standards for such uses that are consistent with the context and guidelines noted above.

**3. APPLICATION AND PUBLIC REVIEW**

3.1 This policy will govern all development approvals in the North York Centre.

3.2 This policy will be reviewed from time to time as may be required and, in particular, whenever the City's approved planning assumptions, or Appendix 1, materially change. In the event that revisions are recommended, a public meeting will be held, with notice being provided in the same fashion as for official plan amendments.

No revisions to this policy will be made without a public review of the proposed changes at the above-noted meeting. Any City staff reports pertaining to such reviews will be made available to all interested parties no less than 15 days prior to the meetings.

**4. TORONTO PARKING AUTHORITY**

4.1 Bicycle parking spaces are encouraged to be provided as part of any municipally owned parking facilities provided in the North York Centre.

## **APPENDIX 2**

### **NORTH YORK CENTRE POPULATION POLICY**

#### **1. GROSS FLOOR AREA AND POPULATION ESTIMATING**

The residential and non-residential gross floor area levels specified in Figure 4.3.1 of the North York Centre Secondary Plan are based on a general standard of 30 square metres of non-residential gross floor area per worker, and 62 square metres of residential gross floor area per resident. When attributing the gross floor area to be assigned to a specific development proposal, these general standards will be used, except for special uses defined as uses that are characterized by extremely low or high employee density or exceptionally low or high daytime peak period traffic generation.

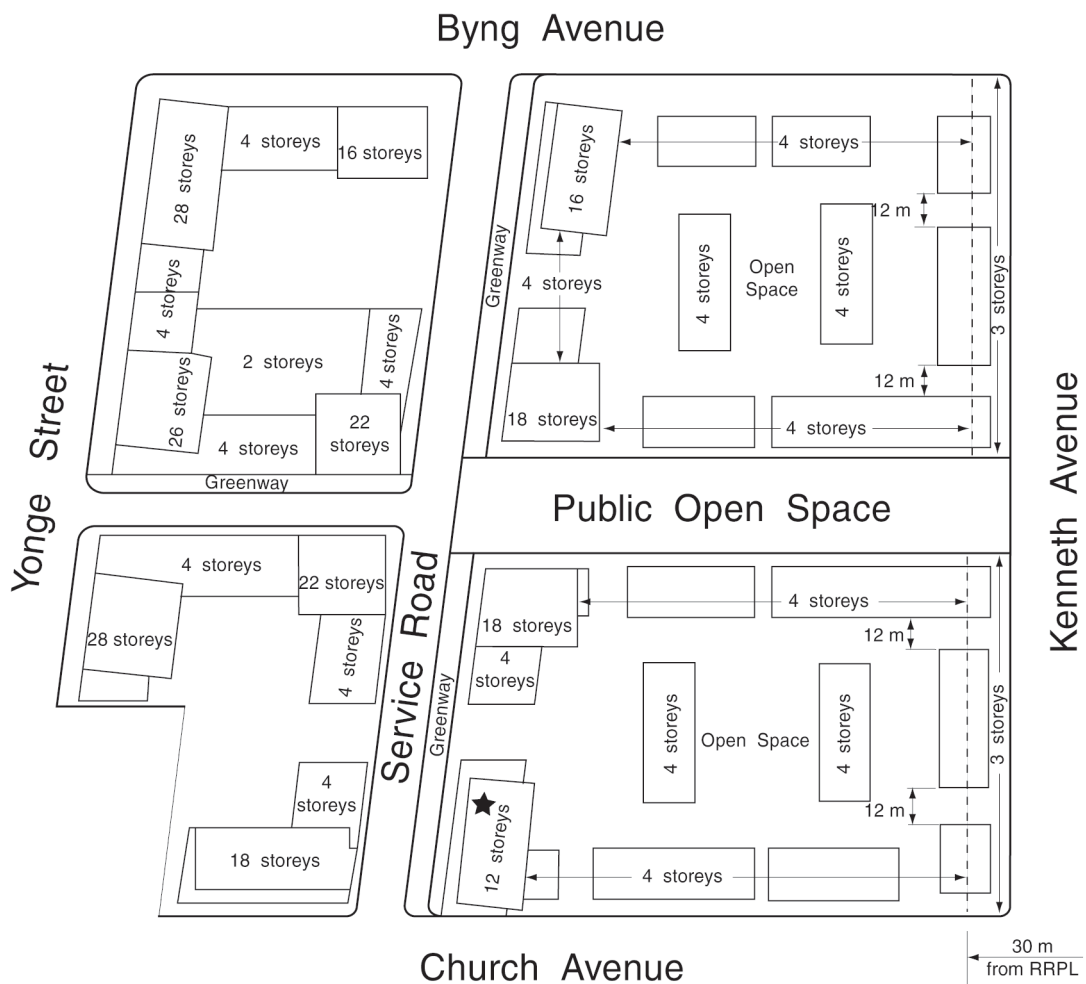
Special uses are defined as:

- a) non-residential uses that generate an employee density of greater than 45 square metres per worker, or less than 15 square metres per worker, or
- b) non-residential uses that have a p.m. peak hour trip generation rate of less than 0.18 trips per 100 square metres of gross floor area, or greater than .87 trips per 100 square metres of gross floor area.

When considering existing and committed gross floor area of Special Uses in relation to the Long Range Development Levels in the North York Centre North and North York Centre South specified in Figure 4.3.1, an Adjusted Gross Floor Area (AGFA) value should be used. The AGFA is an index which expresses the GFA of a Special Use as the equivalent GFA of a use which is based on the general standard cited above. For example, a Special Use with a floor space per worker of 60 square metres, on a unit basis, would have half the employee density of the standard, and therefore the AGFA to be counted toward the Long Range Development Levels would be one half the actual GFA.

## APPENDIX 3

### CONCEPT PLAN FOR THE NORTHTOWN BLOCK



★ This building may only exceed 10 storeys (to a maximum of 12 storeys) if the additional storeys are terraced in such a way so as to not negatively impact lands to the south.

## MONITORING OF USED GROSS FLOOR AREA - NORTHTOWN BLOCK

SOURCE	POTENTIAL UNDER THE SECONDARY PLAN	AMOUNT USED THROUGH APPROVALS	AMOUNT STORED
Assigned Density on lands east of the Service Road*	2.6 FSI, exclusive of Incentives and Transfers	110,112.0m <sup>2</sup> (UD0Z-92-54) 2,900m <sup>2</sup> (UDZ-94-03)	100.0 m <sup>2</sup>
Assigned Density on Lands west of the Service Road	3.75 FSI, exclusive of Incentives and Transfers	-	-
Specific Development Policy in Section 6.8 of the former Uptown Plan	7,825 m <sup>2</sup>	7,825 m <sup>2</sup>	-

\* Comprises lands of amendment applications UD0Z-92-54 and UDZ-94-03

## APPENDIX 4

### MONITORING OF TRANSFERRED DENSITY IN NORTH YORK CENTRE NORTH

PURPOSE	DONOR SITE	RECEIVING SITE	DENSITY TRANSFERRED (M <sup>2</sup> )	REMARKS
Road Widening	Portion on Finch Ave. East	29-37 Pemberton Ave., 34-42 Finch Ave. East	687	Implemented by By law 32370
Road Widening	Portion on Kenneth Ave.	29-37 Pemberton Ave., 34-42 Finch Ave. East	1,852	Implemented by By law 32370
Parkland	52 Pemberton Ave. zoned O1(1)	29-37 Pemberton Ave., 34-42 Finch Ave. East	824.7	Implemented by UDCA 95 167 and agreement
Retention of Social Facility	15 Horsham Ave.	5412-5422 Yonge Street	6,315.3	Implemented by By law 32086
Service Road Dedication	7 Blakeley Ave. (site area = 696.7 m <sup>2</sup> , FSI = 4.0	15-27 Lorraine Drive	2,787	Implemented by By law 33061
Parkland Dedication	Westerly 7.5m of 27 Lorraine Dr.	15-27 Lorraine Drive	736	Implemented by By law 33061
Road Dedication	Northerly 10m of 15 Lorraine Dr. (site area = 455 m <sup>2</sup> , FSI = 3.75)	15-27 Lorraine Drive	1,706	Implemented by By law 33061
Surplus Buffer Area Density	39+45 Hounslow Ave. (site area = 1,348 m <sup>2</sup> , FSI = 2.6) unused density of 2,193 m <sup>2</sup>	15-27 Lorraine Drive	2,193	Implemented by By laws 33061 and 32762
Parkland Dedication	Portion on Finch Ave. East (site area = 569 m <sup>2</sup> , FSI = 4.5), zoned O1(12)	17-27 Pemberton Ave., 22-32 Finch Ave. East	2,561	Implemented by By law 32899
Road Widening	Finch Ave. E. widening (site area = 377.5 m <sup>2</sup> , FSI = 4.5)	17-27 Pemberton Ave., 22-32 Finch Ave. East	1,699	Implemented by By law 32899
Road Widening	West side of Kenneth Ave	Bishop/Kenneth/ Pemberton, RM6(37)	1,323	Implemented by OMB Order Z930134
Parkland Dedication	East side of Kenneth Ave., 45 & 47 Bishop Ave., 50 & 54 Pemberton Ave.	Bishop/Kenneth/ Pemberton. RM6(37)	3,308	Implemented by OMB Order Z930134
Road Widening	East side of Kenneth Ave.	Bishop/Kenneth/ Pemberton. RM6(37)	440	Implemented by OMB Order Z930134
Road Dedication	Service Rd. along east side of site, site area = 2,208 m <sup>2</sup> , FSI = 4	479 492 Kenneth Ave., 40 Olive Ave.	8,832	Implemented by By law 33105
Road Widening	Finch Ave. widening, site area = 234.5 m <sup>2</sup> , FSI = 4	479 492 Kenneth Ave., 40 Olive Ave.	938	Implemented by By law 33105

PURPOSE	DONOR SITE	RECEIVING SITE	DENSITY TRANSFERRED (M <sup>2</sup> )	REMARKS
Road Widening	Drewry Ave. widening	29 35 Drewry Ave.	404.8	Implemented by By law 32338
Road Widening	Lands at northwest corner of Yonge St. and Horsham Ave.	5412-5422 Yonge St.	23.3	Implemented by By law 32086 and OMB Order R940239 and R950070
Unused Density from Social Facility	15 Horsham Ave., zoned C1(12)	5412-5422 Yonge St.	6,315.3	Implemented by By law 32086 and OMB Order R940239 and R950070
Parkland Dedication		5575 Yonge St. and 7, 11 & 15 to 25 Finch Ave. E. and 16-30 Olive Ave.	7,717	Implemented by By-law 536-2000
Road Widening	Finch Ave. widening	5575 Yonge St. and 7, 11 & 15 to 25 Finch Ave. E. and 16-30 Olive Ave.	2,353	Implemented by By-law 536-2000
Road Dedication	Service Rd. parcel known as 11 Blakely Road	15 to 19 Finch Ave. W. and 7 to 11 Lorraine Drive	1,812	Implemented by OMB Order 1427 (2000)
Road Widening	Finch Ave. widening	15 to 19 Finch Ave. W. and 7 to 11 Lorraine Drive	128	Implemented by OMB Order 1427 (2000)
Road Dedication	Service Rd. parcel known as 31 Lorraine Drive	15 to 19 Finch Ave. W. and 7 to 11 Lorraine Drive	1,000	Implemented by OMB Order 1427 (2000)
Parkland Dedication	Parkland parcel known as 31 Lorraine Drive	15 to 19 Finch Ave. W. and 7 to 11 Lorraine Drive	377	Implemented by OMB Order 1427 (2000)
Road Dedication	Service Rd. parcel known as 28 Byng Avenue	40, 42, 44, 46, 56, 60, 62 Byng Avenue and 35 Holmes Avenue	1,796.4	Implemented by By-law 744-2002
Road Widening	Byng Avenue widening	40, 42, 44, 46, 56, 60, 62 Byng Avenue and 35 Holmes Avenue	1.53	Implemented by By-law 744-2002
Road Dedication	Service Road parcel known as north-westerly portion of 40 Byng Avenue	40, 42, 44, 46, 56, 60, 62 Byng Avenue and 35 Holmes Avenue	278.22	Implemented by By-law 744-2002
Road Dedication	Service Road parcel and buffer, Finch Ave. widening, daylight triangle corner roundings	25, 27, 29, 31, 33 and 35 Finch Avenue West; 8, 10, 12, 14, 26, 28, 30, 32 and 34 Lorraine Drive; 5 and 9 Blakely Road	17,613	Implemented by By-law 1001-2003



PURPOSE	DONOR SITE	RECEIVING SITE	DENSITY TRANSFERRED (M <sup>2</sup> )	REMARKS
Road Dedication	Service Road parcel known as 35 Lorraine Drive	25, 27, 29, 31, 33 and 35 Finch Avenue West; 8, 10, 12, 14, 26, 28, 30, 32 and 34 Lorraine Drive; 5 and 9 Blakely Road	1,837	Implemented by By-Law 1001-2003
Road Dedication	Service Road parcel known as 47 Horsham Avenue	25, 27, 29, 31, 33 and 35 Finch Avenue West; 8, 10, 12, 14, 26, 28, 30, 32 and 34 Lorraine Drive; 5 and 9 Blakely Road	1,638	Implemented by By-Law 1001-2003
Road Widening	Finch Avenue West widening	24 Finch Avenue West	2,533	Implemented by By-Law 145-2005
Road Widening	Corner Roundings	55-61 Drewry Avenue	10.37	Implemented by By-Law 530-2004
Road Widening	Cummer Ave. Widening	53 Cummer Avenue	138.6	Implemented by By-Law 758-2003
Road Dedication	New Road	5566 Yonge Street	1772.7	Implemented by By-Law 944-2003
Road Dedication	32 & 34 Holmes Ave.	70 Byng Ave and 426,430,434,440 and 442 Kendall Ave.	1789.89	Implemented by By-Law 1056-2004
Road Dedication	33 Churchill	19,21,25, and 27 Churchill Ave	112.8	Implemented by By-Law 815-2005
Road Dedication	52 Horsham	19,21,25, and 27 Churchill Ave	1275.0	Implemented by By-Law 815-2005
Road Dedication	33 Churchill	19,21,25, and 27 Churchill Ave	1436.8	Implemented by By-Law 815-2005

## APPENDIX 5

### MONITORING OF TRANSFERRED DENSITY IN NORTH YORK CENTRE SOUTH

PURPOSE	DONOR SITE	RECEIVING SITE	DENSITY TRANSFERRED (M <sup>2</sup> )	REMARKS
Road Widening, Open Space	Portion on Finch Ave. East	29-37 Pemberton Ave., 34-42 Finch Ave. East	687	Implemented by By law 32370
Road Widening	Portion on Kenneth Ave.	29-37 Pemberton Ave., 34-42 Finch Ave. East	1,852	Implemented by By law 32370
Roads, Gibson Park Road Widening, Local Open Space,	Gibson/Penta Stolp	Gibson/Penta Stolp Commercial Lands	57,812	Implemented by By law 31237
Gibson House Lands			5,889	
Gibson Park, Roads, Road Widening	Gibson/Penta Stolp	Gibson Residential Lands	11,401	Implemented by By law 31237
Gibson House Lands	Gibson House Lands	See Part D.1, Section 12.24 (OPA 474)	4,552	Council decision at meeting of June 9, 10 and 11, 1999
Road Widening	4881 Yonge St. 2 Sheppard Ave. E. Sheppard Centre	4881 Yonge St./2 Sheppard Ave. E. Sheppard Centre	2,403	Implemented by By law 31560
Road Widening	Spring Garden/Hollywood/Yonge Bramalea	Spring Garden/Hollywood/ Yonge Bramalea	5,863.5	Implemented by By law 32537
Road Widening	Spring Garden/Hollywood/Doris NY. Bd. of Ed.	Spring Garden/Hollywood/Doris NY. Bd. of Ed.	3,208.5	Implemented by By law 32537
Road Widening	18, 28, 38 Hollywood Ave./Hollywood Plaza	18, 28, 38 Hollywood Ave./Hollywood Plaza	8,299	Implemented by By law 30706
Road Widening	Hillcrest/Doris/ Elmwood Doris Hillcrest Inc.	Hillcrest/Doris/ Elmwood Doris Hillcrest Inc.	6,516	Implemented by By law 31612
Road Widening and Road Dedication	Empress Plaza Menkes	Empress Plaza/Yonge/ Empress/Hillcrest	15,962	Implemented by By law 32850
Road Widening and Road Dedication	Parkview/Doris/ Kingsdale Presstown Inv.	Parkview/Doris/ Kingsdale Presstown Inv.	265	Implemented by By law 32208
Road Widening, Road Dedication, Parks Dedication	Yonge/Norton Centre	Yonge/Norton Centre	15,075.5 6,094.8	Implemented by By law 33027
Heritage Conservation	34 Parkview	Yonge/Norton Centre	5,037.7	Implemented by By law 32207

PURPOSE	DONOR SITE	RECEIVING SITE	DENSITY TRANSFERRED (M <sup>2</sup> )	REMARKS
Road Widening	4800 Yonge St. Marathon Realty	4800 Yonge St./ Marathon Realty	1,640	Implemented by By law 30687
Road Widening	25 Sheppard Ave. W. Nestle	25 Sheppard Ave. W. Nestle	3,381	Implemented by By law 30686
Road Widening and Road Dedication	20-32 Empress Ave./ 14, 15 Kingsdale Ave.	20-32 Empress Ave./ 14, 15 Kingsdale Ave.	1,922	Implemented by By law 32948
Parks Dedication	21 Kingsdale Ave.	20-32 Empress Ave./ 14, 15 Kingsdale Ave.	2,138	Implemented by By law 32948
Unused density of Social Facility	Royal Canadian Legion known as 6 Spring Garden Avenue	4917-4995 Yonge Street, 11-27 Hollywood Avenue 8, 18 Spring Garden Avenue	5927	Implemented by OMB Order 1340 (2001) and 1558 (2002)
Road Widening		4917-4995 Yonge Street, 11-27 Hollywood Avenue 8, 18 Spring Garden Avenue	2,120.4	Implemented by OMB Order 1340 (2001) and 1558 (2002)
Road Dedication	Lands north of the Future Anndale Drive Extension (site area = 1981m <sup>2</sup> , FSI = 4.5)	27-49 Bales Avenue and 30,32,34,42 Glendora Avenue	8,914.5	Implemented by By-law 529-2003

## **APPENDIX 6**

### **PEDESTRIAN COMFORT GUIDELINES**

#### **INTRODUCTION**

The following guidelines will be used when conducting pedestrian level wind studies for North York Centre Secondary Plan applications (North York Centre North and North York Centre South), received after January 20, 1993. In addition, planning staff may require an initial review after initial screening of applications outside the North York Centre, and may require further study depending on the results of this review.

#### **1. Initial Study**

A preliminary review of all developments in the North York Centre will be conducted by a qualified microclimate specialist to identify any obvious design or massing features that could create pedestrian comfort concerns. Developments outside the North York Centre may also require the review based upon a preliminary screening by the City. The intent is to have a review early in the design process when modifications are easily incorporated. The initial study is to be submitted to the City prior to Council approval of the development proposal.

General issues to be addressed in the preliminary review include the following:

- Height of the proposed development in relation to the height of surrounding structures;
- The orientation and general massing of the development with respect to the primary wind directions;
- Location and shape of specific design features that could induce wind activity;
- Orientation of the development with respect to sun angles;
- Potential impact of wind speed increases created by the development on the surroundings;
- The need for basic mitigative features to be included in the development design such as podiums, canopies, tower orientation, etc.; and,
- Qualitative snow assessment.

As part of the initial study, a quantitative pedestrian comfort evaluation including a wind tunnel test will be undertaken for all developments in the North York Centre that are 20 metres in height or greater. The evaluation will follow the same parameters as those to be used in the final study phase except for the following changes:

- A minimum of 15 sensor locations will be analyzed as part of the wind test; and
- The only mitigation measures that are to be examined and tested in the initial study involve changes to the building design, form and massing. Mitigation measures involving landscaping are not to be included in the initial study.

#### **2. Final Study**

Prior to City approval of the site plan conditions, and in addition to the applicable policies contained in the Official Plan, all developments in the North York Centre, being 20 metres in height or greater will require quantitative wind tunnel testing. All certifications and attestations as required by the policies of the Official Plan will be based upon these Guidelines.

Developments less than 20 metres in height in the North York Centre may require a quantitative wind assessment depending upon the proposed development site, surrounding conditions,

and massing design. That assessment would be based upon these Guidelines. The need for a detailed quantitative assessment for developments under 20 metres in height will be determined by the City after reviewing the wind consultant's preliminary report required as an Initial Study, as defined in Section 1.0.

Characteristic windflow diagrams and building mass concepts for wind control are contained at the back of this guideline document.

In the North York Centre, applications to extend the time frame of an approved site plan, to amend an approved site plan, or for a new site plan approval when the conditions of a previously approved site plan have expired, may be required to undertake an initial study and final study subject to the requirements of sections 1 and 2, where warranted.

## 2.1 Model Scale

The model scale will be no smaller than a 1:500 representation of the prototype and will include all buildings within a minimum of 480m radius of the development site. Structures and features outside the 480m radius that are deemed to have an impact on the wind flows will be included on the tunnel floor upwind of the scale model.

## 2.2 Test Configurations

Unless otherwise stipulated by the City, the following conditions will be evaluated:

Initial conditions defined as all existing and City approved developments and those developments under construction:

- Proposed conditions defined as all existing and City approved developments, those developments currently under construction and those proposed development applications being studied; and
- If mitigation, for the purpose of increasing pedestrian comfort, is required the mitigation measures are also to be evaluated.

Buildings adjacent to a development proposal, which have received approval from the City more than 5 years ago but which have not yet been built or whose site plan approval has expired, are not to be included in the test configuration.

Proposed projects whose application was submitted to the City more than 5 years from the date of the wind test being undertaken and which have not yet received approval from the City, are not to be included in the test configuration.

## 2.3 Scope of Study

At the beginning of each project, the City will set the scope of work to be conducted in order to evaluate the pedestrian level comfort conditions. The scope will contain the following:

Test configurations to be studied (as stipulated in Section 2.2) and including any development phasing;

The approved and proposed developments to be included on the various configurations; and

Any specific requirements pertaining to pedestrian comfort on and around the development site.

## 2.4 Study Methodology

The methodology to be employed to conduct the pedestrian comfort analysis is outlined in this Section and Section 2.7. The pedestrian level comfort evaluation will include three primary comfort components, namely:

- Wind Force: based on wind frequency, and wind velocity;
- Thermal Comfort: based on relative humidity, solar radiation (exposure to sun and shade), temperature, pedestrian activity level, wind velocity, clothing insulation and exposure time; and
- Wind Chill: based on wind velocity and temperature.

The guidelines to assess each of these components are given below.

### Wind Force

A minimum of sixteen compass points at 22.5° intervals will be tested.

The wind simulation facility must be capable of simulating the full earth's boundary layer and appropriate wind profile for all wind directions tested.

Wind speeds will be presented in kilometres per hour.

Generally, a minimum of 30 sensor locations are to be analyzed to assess a typical development.

A plan identifying the proposed location of all test wind sensors on the model(s) to be studied on the scale model(s) will be submitted for review/approval to the City prior to testing. Locations may be added or adjusted at the request of the City.

The wind sensors used to collect wind data will be omni-directional and represent the wind speed at a full-scale height of 1.5m to 2.0m above grade or public spaces. The sensors must be capable of measuring not only the mean wind speed but also wind speed fluctuations, including peak gusts of 3 to 10 seconds duration under strong wind conditions.

Sampling time in the wind tunnel, to derive the velocity at each test location on the scale model, will represent a minimum of one hour of wind velocity sampling on the proposed development (full-scale time).

The wind force component of the pedestrian level comfort criteria will be evaluated according to the following criteria:

Activity	+Gust Wind Velocities
Sitting conditions	0 - 17 km/h
Standing conditions	0 - 25 km/h
Walking conditions	0 - 32 km/h
Uncomfortable	32 - <88 km/h
Severe	>88 km/h

Please Note: for the purposes of the criteria, the gust wind velocity is defined as the peak gust occurring on average approximately once every 5 minutes (full scale) during the sample period. Approximately 10 to 12 peak gusts are to be collected per test location (representing 1 hr. of sample at full scale) and then averaged to determine the representative peak gust.

## Thermal Comfort

The prediction of thermal comfort for short periods requires a transient energy balance model such as the Pierce two-node model. The necessary parameters to conduct this assessment and their recommended values are given below:

Parameter	Recommended Value
-----------	-------------------

Minimum metabolic rates for

Sitting	65 W/m <sup>2</sup>
(Watts per square metre)	
Standing	75 W/m <sup>2</sup>
Walking	115 W/m <sup>2</sup>

Exposure times for

Sitting	15 min.
Standing	15 min.
Walking	15 min.

A detailed list of test parameters is provided in these guidelines.

The resultant mean body temperature at the end of the exposure time is translated into a relative scale of human comfort, called thermal sensation or TSENS. In the analysis, TSENS is calculated for three different metabolic rates corresponding to sitting, standing, and walking. The normal comfort zone, appropriate to this study, is the range from -.75 to +1.

The recommended criterion assumes minor deviations such as +0.5 TSENS to be within the zone of acceptability for outdoor pedestrian comfort. Exceeding these values will create increased levels of sweating (hot) and shivering (cold) until unbearable levels of discomfort are reached. An explanation of these acceptability limits is shown on the TSENS chart.

The recommended pass limit for thermal comfort for each of the three pedestrian activity levels (i.e. sitting, standing, walking) is +1.0 and -0.75 TSENS.

## Wind Chill

Wind chill is defined as heat loss from exposed skin due to the combined effect of cold ambient temperatures and significant wind speeds. An equivalent wind speed (Teq) of -20°C or lower is considered uncomfortable while Teq > -20°C is considered comfortable. Wind chill is to be calculated for the spring, fall and winter seasons.

## Overall Pedestrian Comfort

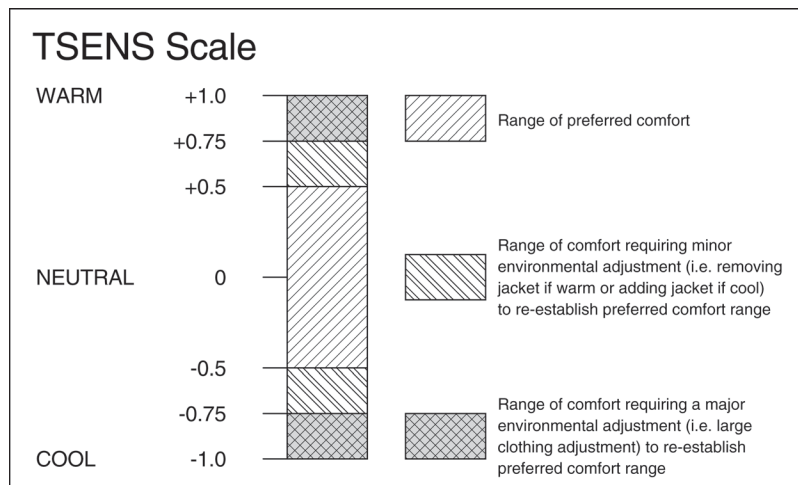
The overall pedestrian comfort will be determined by identifying the percentage of time a given location is subject to acceptable levels of wind force, thermal comfort and wind chill, concurrently, for three base pedestrian activities, namely; sitting, standing, and walking. Overall comfort is not felt by a pedestrian if only one or two of the comfort components are acceptable. The percentage of time uncomfortable and severe conditions occur will also be identified.

A sample tabular output is provided as follows:

Location %	Sitting %	Standing %	Walking %	Uncomfortable %	Severe	Category
1	53	77	88	12	0	Walking
2	47	72	86	14	0.01	Walking

Each location is categorized as one of sitting, standing, walking, uncomfortable or severe in accordance with the following:

- If severe conditions occur 0.15% of the time or greater, the categorization is Severe, if not then
- If sitting conditions occur a minimum of 80% of the time, the categorization is Sitting, if not then
- If standing conditions occur a minimum of 80% of the time, the categorization is Standing, if not then
- If walking conditions occur a minimum of 80% of the time, the categorization is Walking, if not then
- If uncomfortable conditions occur more than 20% of the time, the categorization is Uncomfortable.



## 2.5 Discretionary Range

At the discretion of the City a 5 per cent “range” or “leeway” may be applied to the pedestrian comfort criteria. Accordingly, the proposed comfort conditions for an activity may be a maximum of 5 per cent less than the required minimum comfort level of 80 per cent or, if this is not feasible, then there may be a maximum of 5 per cent less than the initial comfort conditions. However, if the proposed development includes a change in pedestrian use (for example, from a parking lot to outdoor eating area), the comfort criteria requirement (minimum 80 per cent) still applies.

The use of the discretionary range will be determined on a project by project basis. It is not to be considered a standard applied to all developments and test locations.



## 2.6 Alternate Building Design

If the proposed development conditions produce pedestrian comfort results that are less than desirable, the City may request the developer to investigate a reasonable alternative to the proposed design. This alternative design would incorporate the attributes of the applicant's design, combined with suggestions of the City.

## 2.7 Comfort Criteria

The comfort criteria are defined as follows:

The overriding comfort category is the severe category. If severe wind conditions (wind gusts of 88 km/h or greater) occur for 0.15 per cent of the time (one event per season) or more, the location is categorized as "severe" and action must be taken to mitigate the wind velocity.

All locations are required to maintain overall pedestrian comfort conditions, suitable for the primary pedestrian use of the area, a minimum of 80 per cent of the time. This level of comfort is to be maintained for each season.

Sample comfort levels for various types of locations are as follows:

AREA	COMFORT LEVEL REQUIRED FOR A MINIMUM OF 80% OF THE TIME
Courtyards, urban parks, urban gardens, outdoor cafes, similar types of areas.	Sitting
Bus shelters, plazas, squares, similar types of areas.	Standing
All other areas such as sidewalks, athletic fields and similar areas.	Walking

Please note: it is possible for the primary pedestrian use of areas to change with the seasons; therefore, the comfort level categorization to be achieved would also change. For example; courtyards, urban gardens, urban parks, outdoor cafes, etc. may require a comfort categorization level of sitting during the summer (and possibly spring and fall), but would only require a comfort categorization level of walking during the winter.

If initial (existing) conditions do not meet the comfort criteria (minimum 80 per cent) then the proposed conditions will not be required to meet the comfort criteria provided there has not been a change in pedestrian use of the area. The proposed conditions, however, cannot create a reduced level of comfort when compared to the initial conditions. If initial (existing) conditions do not meet the comfort criteria (minimum 80 per cent) but the pedestrian use of the area, under proposed conditions, has changed the proposed conditions will be required to meet the comfort criteria.

A discretionary range of 5 per cent may be employed for specific developments and study areas. The use of this discretionary range is not to be considered a standard to be applied to all developments and test locations. The use of this discretionary range will be selective.

Mitigation will be required when acceptable comfort conditions are not achieved.

If the proposed development conditions produce pedestrian comfort results that are less than desirable, the City may request the developer to investigate a reasonable alternative to the proposed design.

### 3. Test Parameters

The following parameters are necessary to study overall pedestrian comfort. The parameters and their respective values are listed below:

Parameter	Value
Maximum allowable wind chill index WCI	1166 kcal/(m <sup>2</sup> h) (T <sub>eq</sub> = -20°C)
Maximum allowable peak gust velocities for	
Sitting	17km/h
Standing	25km/h
Walking	32km/h
Severe	>88km/h
Metabolic rates for	
Sitting	65W/m <sup>2</sup>
Standing	75W/m <sup>2</sup>
Walking	115W/m <sup>2</sup>
Exposure times for	
Sitting	15 min
Standing	15 min
Walking	15 min
Pass limit for thermal Comfort	+1.0 and -0.75 TSENS
Clearness number	1.025
Hours of data used per day	20 (6:00 a.m. to 2:00 a.m.)

Wardrobe	clo Value
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Business suit with overcoat. Winter apparel	1.7
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Heavy business suit. Heavy sweater or jacket	1.4
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Typical business suit. Heavy shirt or light sweater	1.1
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Shirt and tie or sport shirt with heavy trousers	0.8
---	-----

Knee length skirt, long sleeve shirt/blouse	0.7
--	-----

Wardrobe	clo Value
----------	-----------

Long sleeve shirt, light trousers	0.6
-----------------------------------	-----

Short sleeve shirt, light trousers	0.5
------------------------------------	-----

Short sleeve shirt, walking shorts	0.4
------------------------------------	-----

### Seasons

Spring	April 1- June15
Summer	June 16 – September 15
Fall	Sept. 16 – November 15
Winter	November 16 – March 31

#### **4. Wind Flow Characteristics and Remedial Solutions**

The general characteristics of wind flows, which typically create uncomfortable pedestrian level wind conditions around tall buildings, have been illustrated in the following sketches. The lettered characteristics correspond to the letters designating various flow types in the text. The  $\Delta$  symbol on the sketches indicates areas where increased wind activity and uncomfortable wind conditions are likely to occur. Conversely, a low velocity area that will likely be comfortable for most pedestrian activities is indicated by the \* symbol.

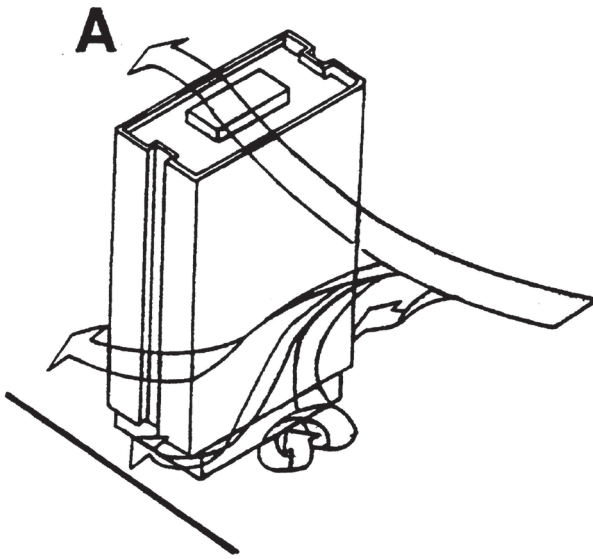
The remedial solutions required to reduce the impact of the accelerated wind have been listed for each problem wind flow characteristic. These solutions are categorized into these general groups:

- 1) Landscaping,
- 2) Wind screens, and
- 3) Canopies.

Further details regarding the application of these remedial measures and their overall effectiveness have been shown on the sketches following the problem wind flow characteristics.

It should be noted that solutions in the form of canopies, wind screens/breaks and coniferous landscaping are required to reduce wintertime wind speeds as deciduous trees will not effectively reduce wind speeds when they have lost their foliage.

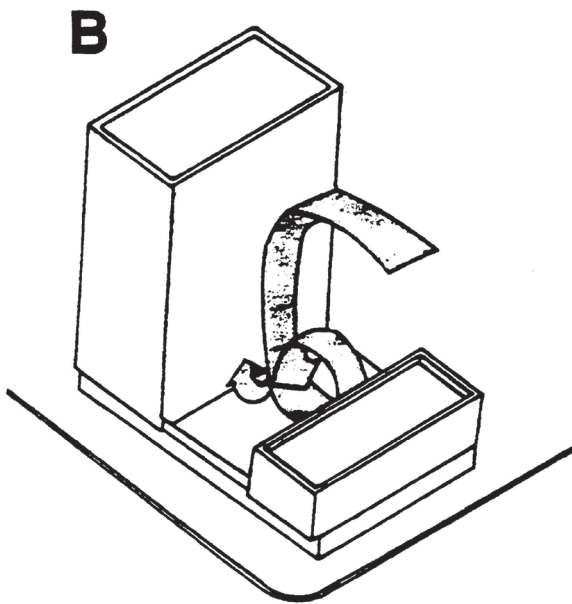
#### 4.1 Wind Flow Characteristics



**A**

CONDITION: Strong upper level winds impinge on the building face, deflect downwards and accelerate around the corners of the building.

SOLUTIONS: 1, 3, 1 and 3, or 2 and 3.



**B**

CONDITION: Locating a low-rise building upstream of a high rise can cause more wind to be deflected down the face of the building.

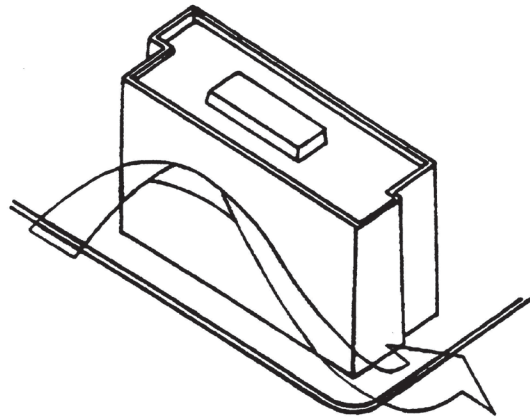
SOLUTIONS: 1, 3, 1, and 3, or 2 and 3.

**C**

CONDITION: Wind flowing at an angle to a long (and tall) building will be concentrated at the downwind corner of the building. The longer the building, the greater the increase in pedestrian level wind speed.

SOLUTIONS: 1, 1 and 2, 1 and 3, or 2 and 3.

**C**

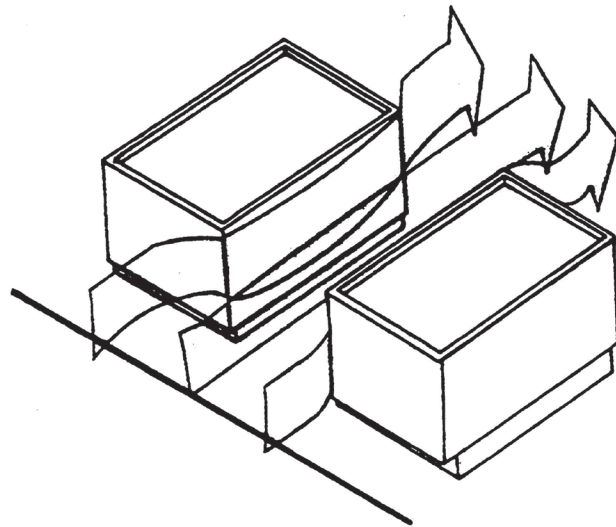


**D**

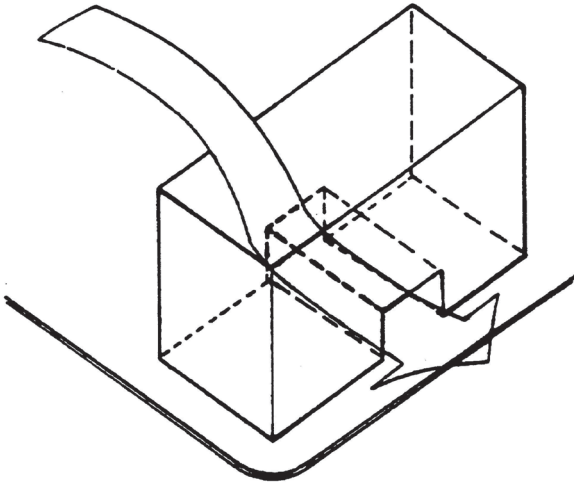
CONDITION: Wind tunnels between two buildings causing acceleration. This can create a very severe pedestrian level wind condition if the distance between the buildings is narrow. Relatively low buildings can also tunnel wind.

SOLUTIONS: 1, 2, or 1 and 2.

**D**



**E**

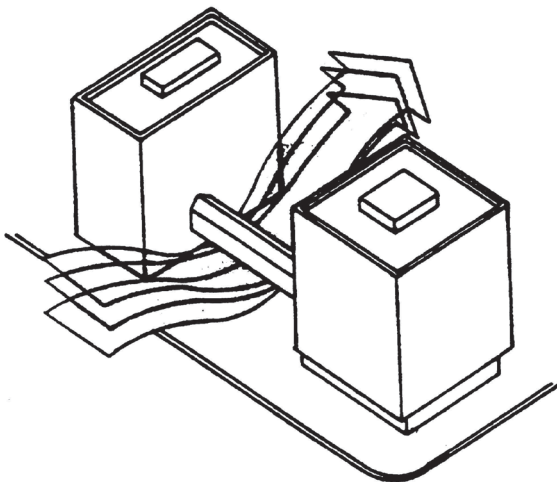


**E**

CONDITION: An open passageway through a tall building creates an uncomfortable condition in the passageway and reduces the sheltered condition behind the building. This effect is magnified as the height of the building is increased.

SOLUTIONS: 2, 3, or 2 and 3.

**F**



**F**

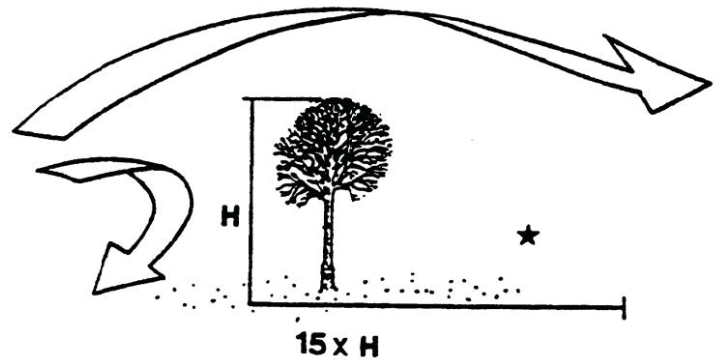
CONDITION: Elevated walkways can further increase already accelerated wind flows.

SOLUTIONS: 1, 2 or 1 and 2.

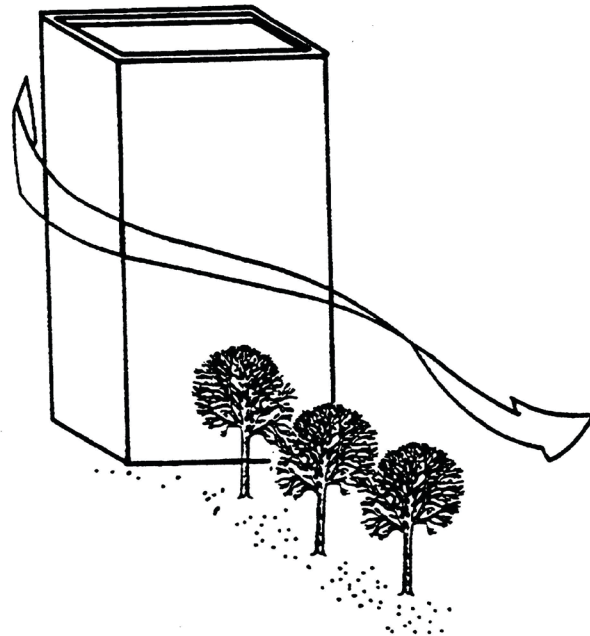
## 4.2 Remedial Solutions

### 4.2.1 Landscaping

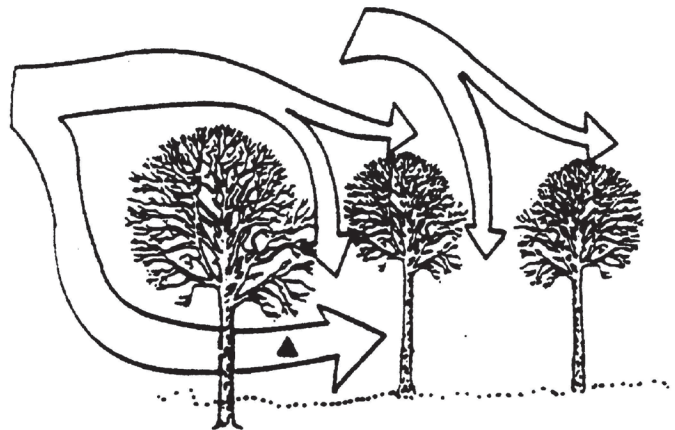
Reduced velocity area exists for approximately 15 times the height (H) of the trees.



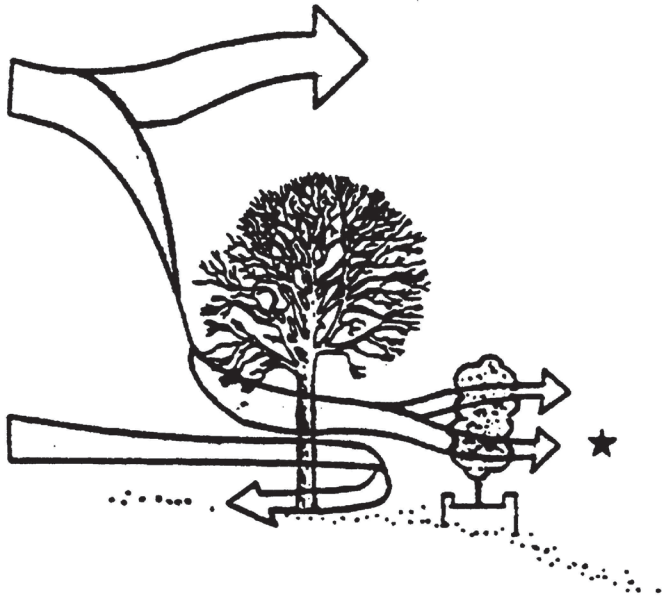
Downwash from a building can shorten this protected area.



Deciduous trees often do not provide ground level protection, only provide protection during the summer months, and are good for forming canopies to reduce downwash wind flows.



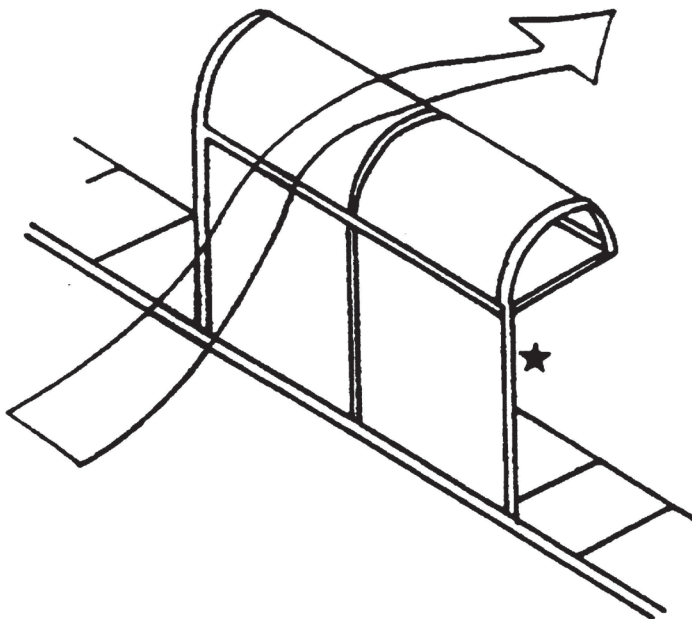




Underplanting will assist deciduous trees in providing ground level protection.

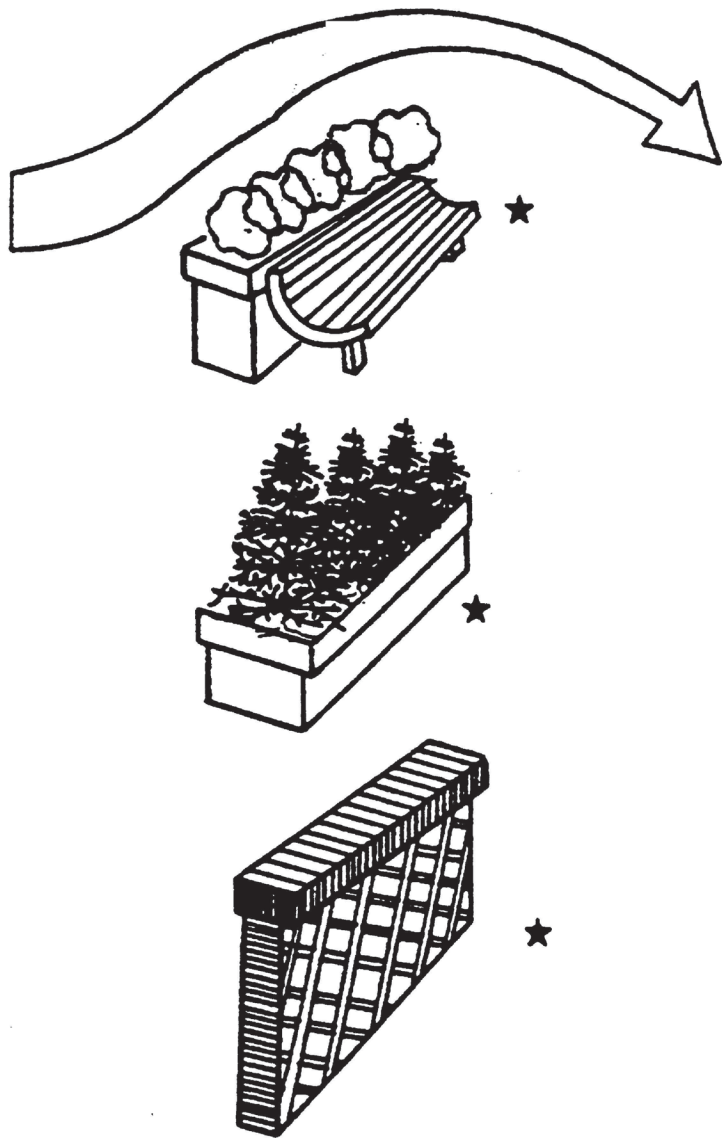


Coniferous trees are considered a good alternative for winter wind protection.

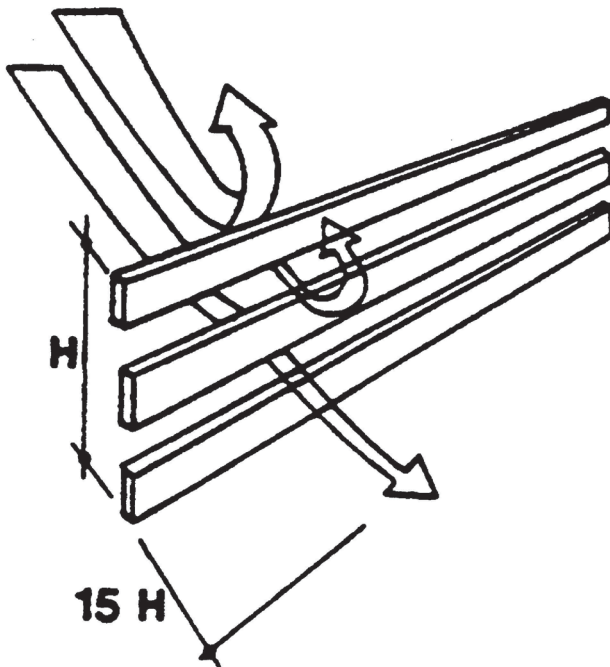


Partially enclosed walkways must be oriented considering the prevailing wind directions.

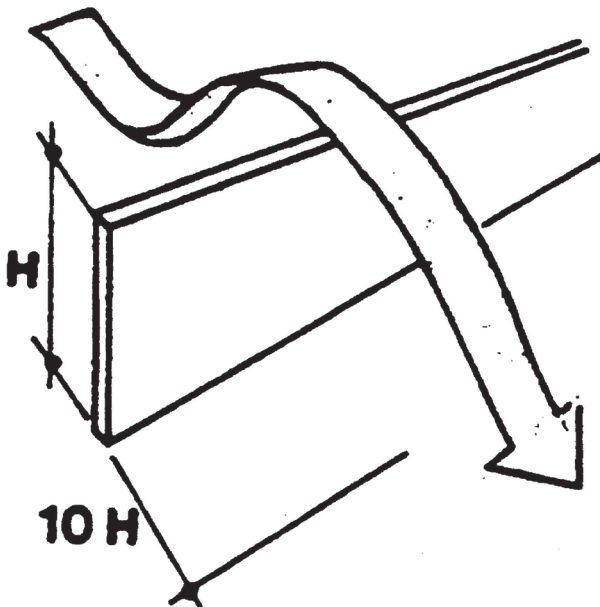
Small-scale features such as benches, planters, and lattices should be placed to shelter pedestrians from adverse wind conditions.



#### 4.2.2 Windscreens

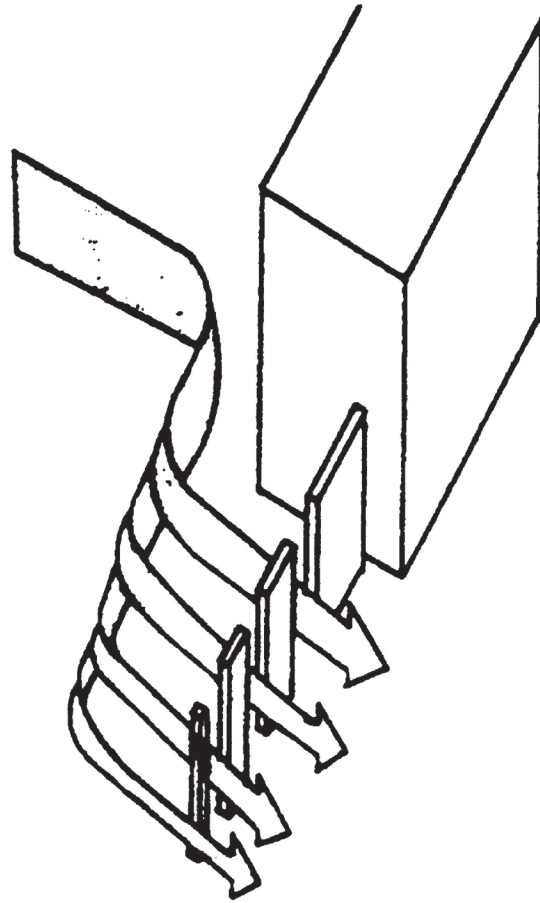


A 50 per cent porous screen produces a reduced velocity area for 15 times the height ( $H$ ) of the screen.



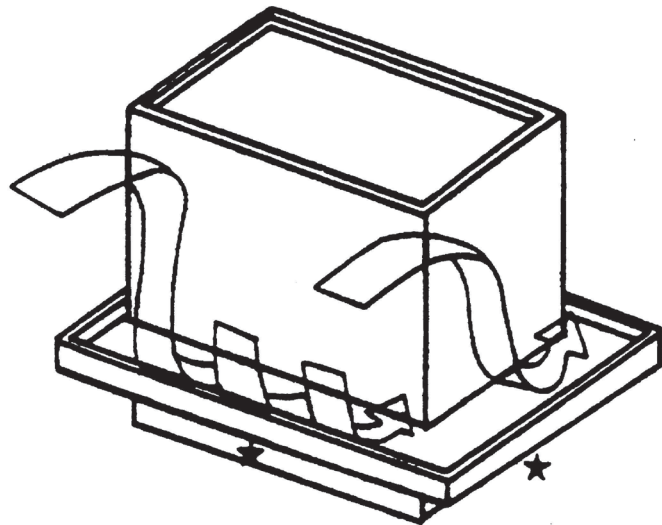
A solid fence produces a reduced velocity area for 10 times the height ( $H$ ) of the fence.

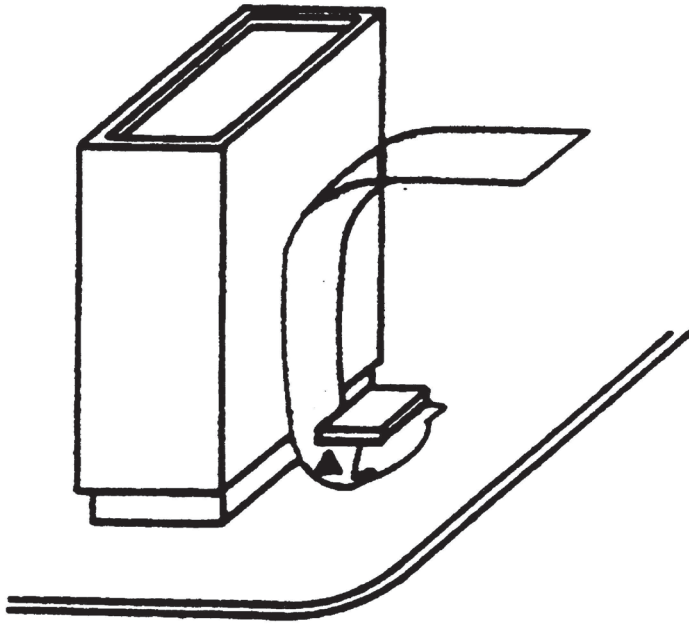
If a windy area is unavoidable, introduce pedestrians to the high wind speed area gradually. For example, baffles could be used to break up the wind.



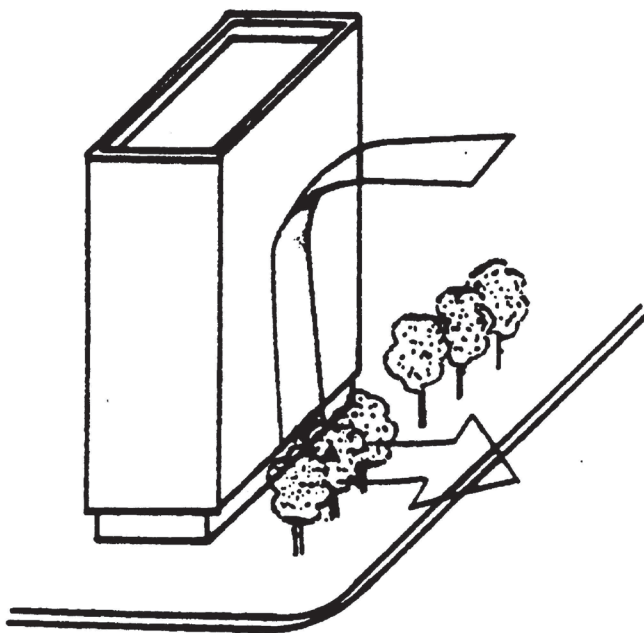
#### 4.2.3 Canopies

Canopies are beneficial on the windward face and should be continued around the building. Parapet walls will make the canopy more effective.



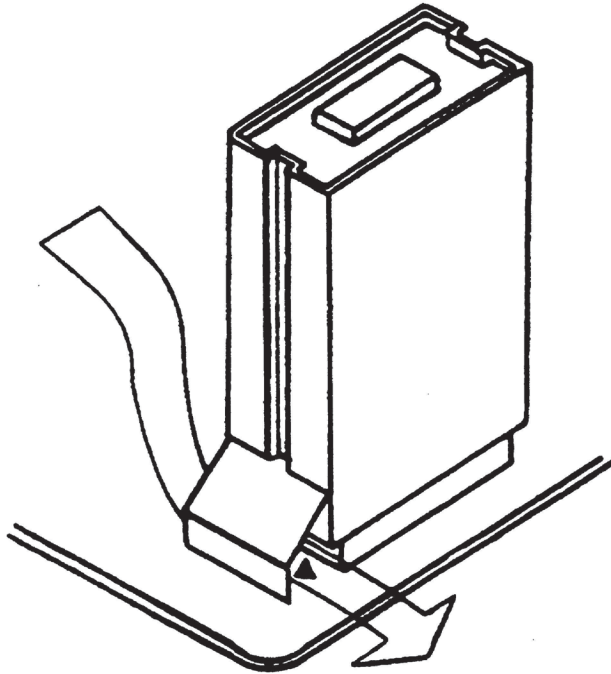


A canopy that is not touching the building is ineffective.

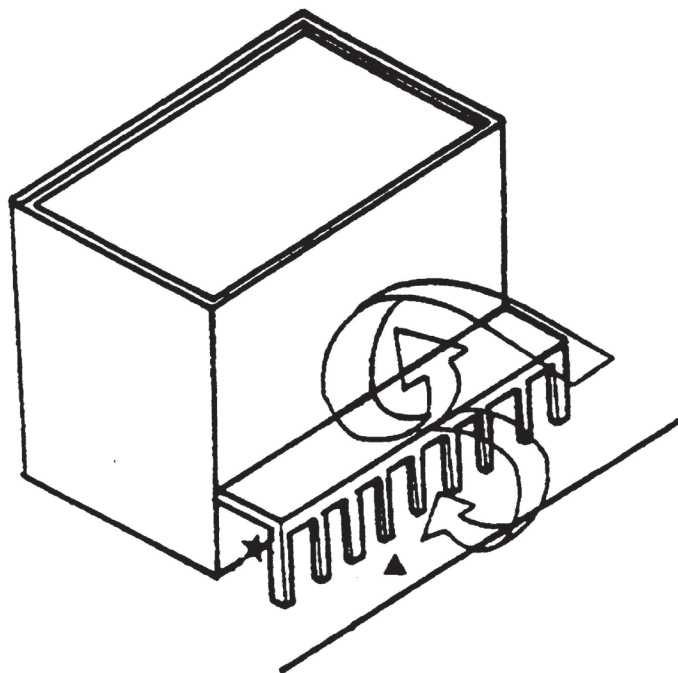


If a windy area is unavoidable, introduce pedestrians to the high wind speed area gradually. For example, baffles could be used to break up the wind.

Enclosed passageways  
should connect areas of  
equal pressures.

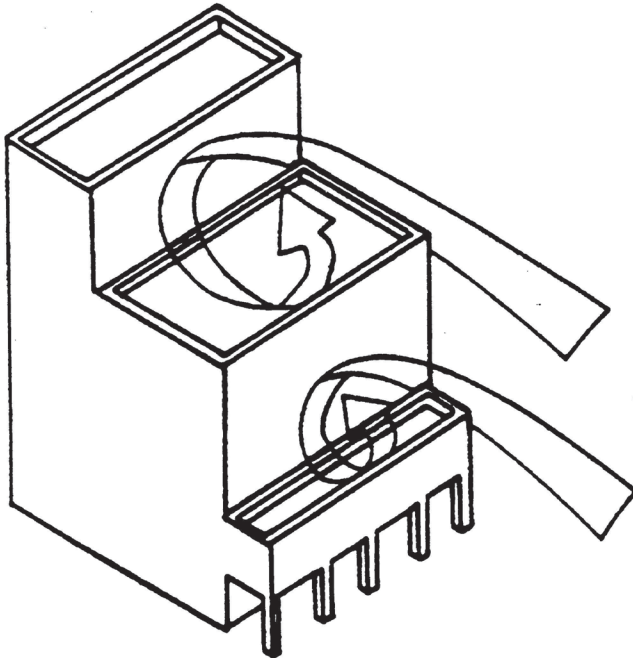


Give pedestrians a choice  
of calm or windy areas  
(breezes are welcome on  
hot days).

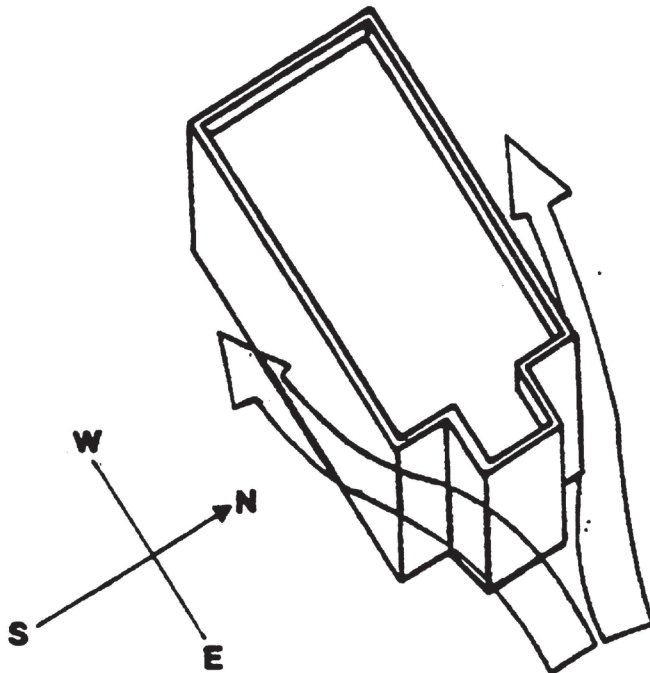


5. Building Mass Concept for Wind Control

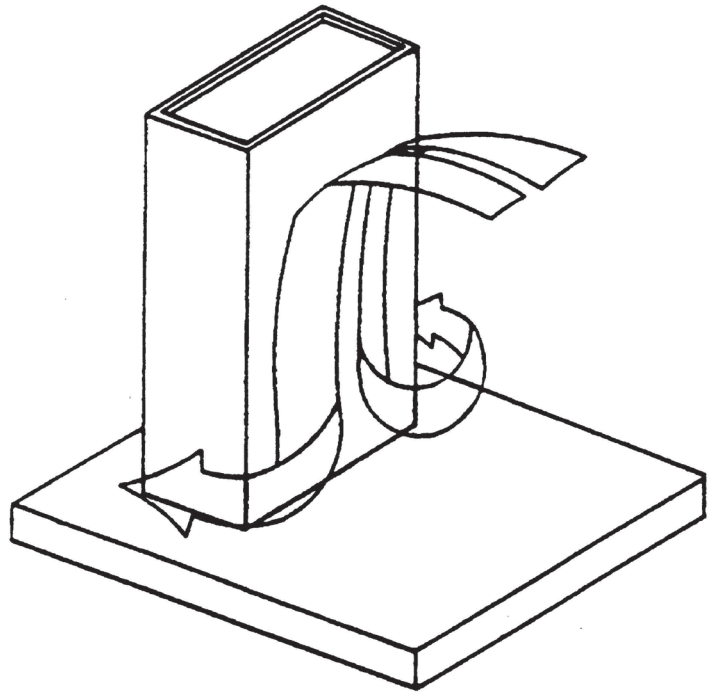
Stepped buildings will gradually break up approaching wind flows.



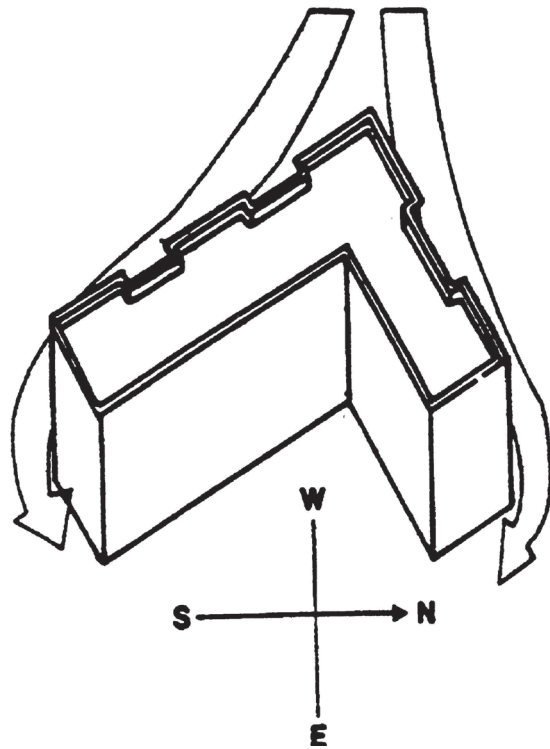
Alignment of elongated buildings with prevailing winds minimizes impact on wind flows. Cutting/chamfering windward building corners further reduce impact.



Non-pedestrian podiums provide comfortable walkways around tall buildings.



Buildings can be used as windscreens but pedestrian areas are to be carefully selected.





## **6. Mitigation Measures**

Mitigation measures involving landscaping will indicate the following:

- type and species of landscaping; and
- the location, and minimum number, size and height of landscaping.

Mitigation measures involving landscaping are to be effective at the time that they are installed. Landscaping mitigation measures are to be included in the approved site plan.