

12. ETOBICOKE CENTRE SECONDARY PLAN

Toronto Official Plan – Chapter 6, Section 12

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1. A WESTERN FOCAL POINT FOR TORONTO

Etobicoke Centre will develop as the urban focal point for the western part of the City. Strategically located at the western gateway to the City between the *Downtown* and Lester B. Pearson Airport, Etobicoke Centre is well positioned to assist in the implementation of the urban structure and growth management objectives of the City of Toronto.

Enhancing the concentration of employment and housing in Etobicoke Centre will not only better utilize the substantial public transit and other urban infrastructure that currently exists, but will also serve to further protect the area's many low density residential neighbourhoods by accommodating new growth. A vibrant mix of employment and housing will present opportunities for residents to walk or use public transit to get to work, thereby reducing auto dependency. A hub of cultural, social, administrative and recreational uses will facilitate social interaction and foster a sense of community and identity for the area.

2. PRINCIPLES TO SUCCESS

A Close-Knit Urban Fabric

Etobicoke Centre will be transformed from a collection of high density residential and office buildings in the vicinity of the Bloor Street/Islington Avenue intersection to a physically and functionally integrated, mixed-use community. New streets and blocks will promote street-oriented buildings and provide connections between new and existing developments. The area will develop the feel and function of an urban core providing a wide range of housing, employment, shopping, recreation and entertainment opportunities.

Pedestrian Friendly Environment

Etobicoke Centre will become a pedestrian-oriented community through a series of well-connected and well-designed public sidewalks and walkways that will knit the community together. Streets will be developed with a pedestrian scale building-to-street relationship. Shopping areas will line the area's major roads to further promote an active and lively people-oriented streetscape.

Visually Stimulating

Architecture, public art and common physical elements will visually unify Etobicoke Centre and develop a distinct character for the area. A greater sense of community identity will evolve that will allow the area to be known as a well-defined and prominent place within the western part of Toronto. This increased awareness and reputation will assist in the on-going re-investment of the area.



Interesting architecture will enhance the visual experience.

Unity Amid Diversity

Etobicoke Centre comprises an area of approximately 169 hectares stretching 2.8 kilometres along Dundas and Bloor Streets and encompasses a variety of building types and urban conditions.

A total of seven areas within Etobicoke Centre will be enhanced on the basis of their respective location, physical form and function. Although each area is unique, they will be unified through common infrastructure elements, building massing, signage, pedestrian connections, community promotions and marketing efforts. The seven areas are shown on Map 12-1, Etobicoke Centre Areas and are described below.

Bloor/Islington Area

The Bloor/Islington Area encompasses the office employment core of Etobicoke Centre. A collection of high-rise office and residential buildings is centered on the north-east quadrant of the Bloor/Islington intersection. Within this area are both the Islington Subway Station and a “main street” shopping district that extends westward from the Kingsway commercial area.

Considerable development potential exists above the Islington subway station for high-rise office and/or residential uses. Development including the air rights above the subway will provide much needed building mass to match that which exists on the northeast corner of the intersection. A westerly extension of the “main street” shopping area with lower scale mixed-use buildings on the south side of Bloor Street will add to the level of pedestrian activity. The south-east and south-west corners of the Bloor/Islington intersection should be developed with mixed-use buildings which are massed to the extent that is practical to lend prominence to this highly visible intersection. Notwithstanding this goal, protection from impacts of development on the low density residential neighbourhood beyond the Plan’s southerly boundary must be provided.

Tom Riley Park/Mimico Creek

This major green space area comprises the 11.5-hectare Tom Riley Park as well as the Etobicoke Collegiate Institute, Our Lady of Sorrows Separate School and the City’s Memorial Health Club and Pool. The Mimico Creek Area provides a major open space resource for area residents as well as organized recreation opportunities for a broader constituency.

The Mimico Creek Area will continue as a major open space and institutional area to serve the Etobicoke Centre. The area will be a vibrant, activity-filled open space area with excellent visibility and access. The area will form an open space destination connected to a broader system of pedestrian open space linkages throughout the Secondary Plan area as well as neighbourhoods to the north and south along Mimico Creek.

Central Apartment Neighbourhood

This area forms a core of high density residential apartment buildings ranging from 6 to 36 storeys in height. Older predominantly rental buildings are found in the eastern part of this neighbourhood, while new condominium apartments are being constructed in the central and west portions of the area. This area has the potential to develop further high density residential buildings with good street relationships and abundant pedestrian connections between old and new neighbourhoods.

Islington Village

Islington Village is the historical “main street” shopping core located primarily along the north side of Dundas Street and continuing westward across Kipling onto Bloor Street. Buildings are typically two storeys with at-grade retail uses.

Additional “main street” development consisting of buildings up to five storeys in height with at grade retail and office or residential on subsequent floors, will fill existing gaps and provide a continuation of this pedestrian-oriented form of development throughout the area.

Six Points Area

This area is focussed on the Dundas/Kipling/Bloor intersection known as the “Six Points Interchange”. This largely underdeveloped area encompasses both the Kipling Subway Station as well as the 19.7 acre City-owned former Westwood Theatre site.

The lands immediately around the Kipling subway station will form a high-density mixed-use neighbourhood that can reap the benefits of the nearby transit facilities. Large development blocks in the area will be divided with new public roads that will provide connections to the existing community and organize tall urban-scale buildings. Similar conditions will apply to the lands north of Dundas Street in this area where less substantial heights will be afforded due to their proximity to lower density development to the north.

The City-owned Westwood Theatre lands can form a focus for the area becoming a hub of community activity including potential recreational, cultural, government administration and institutional uses. The ability to achieve city objectives such as the provision of social and affordable housing will also be possible. A variety of building heights, open space areas, an internal road structure and a pedestrian connection under Kipling Avenue to the subway station are prime objectives.

Dundas West

The area along Dundas Street, west of Subway Crescent exhibits fewer existing urban qualities than many of the other areas within the Plan. This area will intensify with a greater urban character through medium height mixed-use buildings that provide a well-defined streetwall. New commercial buildings will be constructed adjacent to the streetline with direct pedestrian connections between the public sidewalk and the buildings.

Fieldway Road Area

The Fieldway Road Area encompasses lands on the north side of Fieldway Road that are immediately south of the railway and subway tracks and the east-west hydro corridor. These lands are currently developed with small scale industrial/commercial and warehouse uses. Their location, in close proximity to the subway, will provide opportunities for small to medium scale office development.

3. A ROAD MAP TO SUCCESS

Four Key Initiatives Must Be Realized.

Although the foundation for a great neighbourhood exists, four key initiatives must be implemented to bring about change. These key initiatives form an organizing framework for a subset of specific works and actions to be carried out. The key initiatives are:

1. Developing Community Identity
2. Creating a Livable Community
3. Creating a Climate for Reinvestment
4. Relocating Inter-Regional Transit Terminal Facilities

3.1. **Developing Community Identity**

Area residents, businesses, visitors and the broader city constituency will identify with Etobicoke Centre as a definable and special place.

A more definable Etobicoke Centre will:

- a) increase the area's promotional capabilities to attract new residents, businesses and investment;
- b) increase levels of community spirit, feeling and belonging; and
- c) boost the cooperative capacity building of the area.

The identity of Etobicoke Centre will be furthered with greater definition, character, and function.

Etobicoke Centre residents and businesses can share in these characteristics, promote their sense of place and further their experience amongst themselves and their broader environs.



Common infrastructure can assist in defining the area.

3.2. **Creating Definition**

A well-defined Etobicoke Centre will create a sense of place.

Physical definition of the Etobicoke Centre is important to inform visitors and residents that they are within a special place. The boundaries of the area will be defined through a series of common infrastructure items and gateway treatments that will set the area aside from its environs.

POLICIES

- 3.2.1. Greater physical definition will be achieved through the development of gateway treatments and/or structures to physically create a sense of arrival. Buildings located at gateway locations should be of a scale and design that signifies a sense of arrival. Gateway locations will be identified in urban design guidelines prepared for Etobicoke Centre.
- 3.2.2. Common physical infrastructure items such as lighting, sidewalk treatment, street urniture and signage that define the area as a special place will be provided.



Area boundaries can be defined with physical structures.

3.3. Creating Character

Scale, urban design and public art will help shape the character of Etobicoke Centre.

The physical character of an area can help its residents and visitors identify with the area. The look and feel of an area can be characterized through its building scale, urban design, streetscape and public art. Signature buildings with the ability to create a lasting memory among visitors to the area, a close-knit urban fabric with good pedestrian connections and well designed and located public art will all provide a contribution toward the character of the area.

3.3.1. Scale

The general scale of buildings in Etobicoke Centre will make the area stand out from its environs and identify the area as a focal point. The provision of differing building scales will assist in establishing and promoting the character and function of various areas within the Centre.

POLICIES

- a) To maximize the number of housing opportunities within the City Centre, new housing will take the form of mid-rise and high-rise apartment dwellings.
- b) The general scale of buildings in Etobicoke Centre will promote an urban character.
- c) To promote the Secondary Plan focal points the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations.
- d) To further the concept of the Islington Village “Main Street” area, buildings along Dundas Street will be developed at a pedestrian scale.
- e) The scale of buildings in areas other than Islington Village will generally be of mid- and highrise character consistent with their location and surroundings.



Buildings of differing heights establish a character for the area.

3.4. **Urban Design**

Development within the Centre will be guided by Urban Design policies and a set of Urban Design Guidelines.

POLICIES

- 3.4.1. Parking areas, access and automobile drop-offs will be designed in a manner that does not interfere with the continuity of the interface between the building and the street.
- 3.4.2. Buildings and parking structures will be located in a manner to preserve existing mature vegetation around the edges of development sites.
- 3.4.3. Above-grade parking structures will only be developed where it is not physically possible to construct underground parking.
- 3.4.4. To avoid massive continuous building slabs, the size of tower floor plates should be limited to create a distinct skyline character and allow views through the site.
- 3.4.5. New commercial buildings will reinforce the pedestrian activity and amenity of the street by:
 - a) locating buildings close to the streetline;
 - b) locating main entrances to buildings facing public streets and providing direct connections to the public sidewalk;
 - c) placing all parking and drive-aisles (except those drive-aisles required to provide access to the street) behind the front wall of the building;
 - d) providing pedestrian amenities such as walkways, seating areas and weather protection; and
 - e) providing direct exterior access to all ground floor commercial units.
- 3.4.6. Tall building proposals must, at a minimum, address key urban design considerations such as:
 - a) demonstrate how the proposed building and site design will contribute to and reinforce the urban structure of the area;
 - b) demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate neighbourhood;
 - c) minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks, open spaces;
 - d) take into account the relationship of the site to topography and other tall buildings;
 - e) minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
 - f) provide adequate transition between taller buildings and the adjacent lower scaled buildings; and
 - g) provide high quality, comfortable and usable publicly accessible open spaces and areas.
- 3.4.7. Urban Design Guidelines will support and implement the objectives and policies of the City's Official Plan and this Secondary Plan.

3.5. Public Art

Etobicoke Centre will be identified, celebrated and remembered through creative landmarks and visually interesting public art. The provision of public art in both the public and private realm will assist in beautification and recognition of the area. Public art has the ability to create character and identity by celebrating the history, character, identity and creativity of the area and its people.

POLICIES

3.5.1. 3.5.1 The creation of public art that reflects the character and history of the area will be promoted by:

- a) the adoption of an Etobicoke Centre “District Art Plan” to coordinate the locations, designs and funding of public art in the area;
- b) the encouragement of the inclusion of public art projects or financial contributions toward public art in all significant private sector developments in Etobicoke Centre;
- c) the encouragement of public art initiatives on properties under the jurisdiction of the City its agencies, boards and commissions;
- d) actively soliciting tax deductible gifts to the City to implement the District Art Plan; and
- e) dedicating one percent of the capital budget of all major municipal buildings and structures to public art.



Public Art adds interest and memory to the public realm.

3.6. Function and Purpose

Etobicoke Centre will be the civic, cultural and institutional focus for the west part of Toronto. The Etobicoke Centre has a tremendous opportunity to exhibit a greater specialization of use and purpose that will assist in providing greater City-wide identity. The area has the resources and location that readily lend itself to develop as the civic, cultural and administrative focus for the western part of the City. Two City-owned sites (former Westwood Theatre and the Islington Subway station) possess attributes to assist in the development of the area as an institutional service centre for west



Civic squares help City residents identify with the area.

Toronto.

POLICIES

- 3.6.1. A compact, high density, transit-oriented development pattern will be encouraged in order to provide a tight urban fabric and pedestrian oriented core area.
- 3.6.2. The City will actively market and promote the area, to encourage further office development in the Etobicoke Centre.
- 3.6.3. City-owned lands will be utilized in a strategic manner to further the objectives of this Secondary Plan.

a) Westwood Theatre/Six Points

With an area of 7.8 hectares located in the geographic heart of Etobicoke Centre, the former Westwood Theatre site provides an opportunity to develop as a campus of institutional uses including:

- i) the civic administration centre for the western part of the City;
- ii) multi-purpose community centre;
- iii) entertainment and cultural facilities; and
- iv) open space/plazas and gathering places.

In addition to the foregoing uses, ample land would remain for development of residential and/or commercial office uses.

b) Islington Subway Station

Strategically located at the northwest corner of Islington Avenue and Bloor Street, the Islington subway station site offers immediate access to rapid transit and buses as well as the most prominent and visible location within the Centre. Development including the above the subway could accommodate a new civic administration centre as well additional commercial office space.

- 3.6.4. The City will actively promote the Etobicoke Centre as a location for new civic, cultural and institutional uses in the west part of Toronto.
- 3.6.5. In conjunction with planning for the accommodation of City employees, the former Westwood Theatre lands and the Islington Subway station will be considered as candidates for the location of the civic administration centre for the western part of the City.
- 3.6.6. Any disposition of the Westwood Theatre lands or development including the air rights above the Islington Subway station will consider the ability to develop civic, cultural and institutional uses in the Etobicoke Centre.

3.7. **Creating a Liveable Community**

Etobicoke Centre will meet the needs of a growing and dynamic population. A highly functioning and liveable community must provide a wide array of services and facilities to meet the needs of existing and future residents. Integration in the planning for social services, parks, recreation, schools, housing and transportation is key to the creation of a liveable community.

3.8. Community Services

A strong network of community services is essential to maintaining and enhancing the health, safety and well being of residents in Etobicoke Centre. Affordable, accessible, high quality community services that meet the changing needs of area residents will assist in providing equity and social cohesion in Etobicoke Centre.

The provision of daycare, youth services, seniors services, immigration and cultural specific programs, health services and education is as important to a successful community as hard services such as roads, sewers, water and transit.

Coordination of the delivery of services, sharing of facilities and the expansion of programs and services consistent with growth and change in Etobicoke Centre are the cornerstones to success. Memorial Pool and Health Club provide multi-use recreation opportunities. Area churches can play a vital role in delivering community services.

POLICIES

- 3.8.1. The levels and types of programs and services will be expanded and adjusted to meet the varied needs of all Etobicoke Centre residents.
- 3.8.2. Priorities for changes in community service provision will be based on an examination of:
 - a) the changing demographic profile of Etobicoke Centre residents;
 - b) inventories of existing facilities and services; and
 - c) identification of gaps in service provision.
- 3.8.3. Shared use of existing and new facilities will be encouraged. The addition of new community services in existing facilities will be provided consistent with the ability of facilities to accommodate all uses.
- 3.8.4. Existing local community facilities will be preserved and enhanced to provide for the delivery of community services. Surplus schools will be maintained for community service uses wherever possible. Where it is not possible to maintain surplus schools,



Memorial Pool and Health Club provide multi-use recreation opportunities.



Area churches can play a vital role in delivering community services.

access to school playgrounds should be provided.

- 3.8.5. Planning approvals and the disposition of public lands in the Etobicoke Centre will have regard to the need for a multi-use municipal community centre to be located in the vicinity of the Kipling Avenue/ Dundas Street intersection.
- 3.8.6. Negotiations through the development approvals process will attempt to balance growth with the provision of community services and facilities.

3.9. **Parks, Open Space and Natural Heritage**

Expanded parks and open space opportunities will enhance the quality of life in Etobicoke Centre. The livability and desirability of the Centre will be enhanced by the provision of additional area parkland as well as improvements to the area's existing parks and open spaces. The nature and function of area parks will reflect the changing character of the area and its residents. Privately managed but publicly accessible open spaces can augment formal parks and open space areas. Maintenance and enhancement of natural heritage areas will provide a connection to the natural environment and relief from the urban context of the area.

POLICIES

- 3.9.1. On-site parkland will be dedicated through the planning approval process to provide a geographic distribution that reflects the increase in area population with specific consideration given to new parkland being added in the western portion of the Secondary Plan including the former Westwood Theatre site.
- 3.9.2. Planning approvals and the disposition of public lands in the Etobicoke Centre will have regard for opportunities to develop new parks and open space consistent with the future use of the property.
- 3.9.3. Privately held open space, school yards and utility corridors will be used to augment public parks.
- 3.9.4. New parks and open space will provide linkages between existing parks, open



Tom Riley Park provides a wide range of active and passive recreation opportunities.

space and residential developments as well as existing and proposed networks of trails.

- 3.9.5. Private outdoor space including accessible green roofs will be sought where appropriate, through the development approvals process.
- 3.9.6. Stormwater management projects, restoration of aquatic and terrestrial habitats and removal of barriers to fish passage will be undertaken in concert with ongoing environmental initiatives in the area.
- 3.9.7. All development will be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies.
- 3.9.8. An alternative park dedication rate of 0.4 ha per 300 units will be applied to proposals for residential development and for the residential portion of mixed use development as follows:
 - a) the parkland dedication will not exceed 20% of the development site (excluding public roads);
 - b) to maximize opportunities to obtain parkland, the dedication of land is preferred to the dedication of cash-in-lieu of parkland, especially on sites greater than 1 hectare; and
 - c) any payment of cash-in-lieu of parkland to be conveyed through the alternative rate provision in excess of 5 percent of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development;
- 3.9.9. Any previously authorized agreements for use of the alternative parkland dedication rate legally in effect at the time of adoption of this plan are deemed to comply with this Plan.
- 3.9.10. Decisions about whether to accept parkland or cash as a consideration of development will take into account a range of factors including:
 - a) amount of existing parkland in the area;
 - b) parkland characteristics and quality;
 - c) existing natural features of the site;
 - d) existing amenities and facilities;
 - e) population growth, demographics and social characteristics;
 - f) anticipated development;
 - g) amount of publicly accessible open space;
 - h) opportunities to link open spaces;
 - i) urban form; and
 - j) land availability and cost.
- 3.9.11. The specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each site specific proposal.
- 3.9.12. Where on-site park dedication is not feasible, an off-site parkland dedication that is

accessible to the area in which the development site is located may be substituted for an on-site dedication provided that:

- a) the off-site dedication is a good substitute for any on-site dedication;
- b) the value of the off-site dedication is generally equal to the value of the on-site dedication that /would otherwise be required; and
- c) both the City and the applicant agree to the substitution.

3.9.13. The location and configuration of all parkland to be conveyed shall meet all of the following criteria:

- a) be free of encumbrances;
- b) be visible and publicly accessible from adjacent public streets and promote the safe use of the park;
- c) be of usable shape, topography and size that reflects its intended use;
- d) where possible, be consolidated or linked with an existing or proposed park or open space system; and
- e) meet Ministry of the Environment residential/parkland soil standards.

3.9.14. The use of the following means of improving parks, open space and natural heritage areas will be considered:

- a) community and corporate fundraising to raise awareness and generate monies for park, open space and natural heritage improvements;
- b) Section 37 Agreements to secure improvements in exchange for increased density and height of new developments;
- c) capital budget monies, potentially as part of a Community Improvement Plan to improve existing parks;
- d) leases, agreements, and partnerships – with the school boards, utility companies, TTC, and social housing providers with respect to shared-use lands and facilities, and the upgrading of existing lands, facilities and amenities;
- e) the development approvals process to protect and enhance natural heritage features and secure connections to parks and open space; and
- f) community promotion of stewardship activities to protect and enhance natural heritage areas.

3.10. **A Safe, Attractive and Connected Pedestrian Environment**

Walking will be an interesting and pleasurable experience in Etobicoke Centre. A successful and highly functioning pedestrian environment in Etobicoke Centre will make walking an attractive and effective means of movement through the area. The walking experience will be visually interesting, safe and will connect the pedestrian to a variety of points of desire.

POLICIES

3.10.1. Pedestrian movement in the Etobicoke Centre will be improved by:

- a) increasing the level of safety in walking along, and crossing the area's arterial roads;
- b) improving the visual amenity of pedestrian routes; and
- c) further integrating the system of walkways and public sidewalks in the area.

3.10.2. The safety of the pedestrian network will be improved by:

- a) providing additional lighting, safety barriers and hand rails on bridges and underpasses in the area;
- b) providing greater separation and/or definition between the pedestrian and automobile environment;
- c) requiring buildings to locate close enough to the street line to provide "eyes on the street" surveillance;
- d) reducing the long distances between pedestrian connections found in large development blocks; and
- e) providing safe and convenient locations for pedestrians to cross public and private thoroughfares.

3.10.3. Visual amenity of pedestrian routes will be increased through:

- a) the provision of streetscape improvements, including: new and/or improved sidewalks, tree planting and street furniture;



Visually interesting routes



A close building-to-street relationship and pedestrian amenities improve pedestrian environment.

- b) the alignment of public and private walkways to provide view corridors and vistas; and
 - c) the inclusion of public art into the pedestrian system.
- 3.10.4. Greater connectivity of the pedestrian system will be provided through:
 - a) the creation of new streets, blocks and linkages on large redevelopment sites (see Linkages and Connections Opportunities – Map 12-2;
 - b) improvements in connections between the area’s subway stations and bus stops and the public sidewalk and private developments; and
 - c) improved pedestrian connections between the east and west sides of Kipling Avenue.
- 3.10.5. The Community Improvement Plan undertaken for the Etobicoke Centre will identify and prioritize the various public improvements related to an improved pedestrian environment.
- 3.10.6. Development applications in the Etobicoke Centre will be required to demonstrate how they can implement Policy 3.10.1.
- 3.10.7. Urban design guidelines and zoning bylaw regulations developed for the Etobicoke Centre will promote close building-to-street relationships as well as building entrances, building massing and building designs which are friendly to the pedestrian.

3.11. **A Balanced Transportation Network**

Etobicoke Centre will be highly accessible to local and regional residents and employees.

The transportation network traversing and serving the Etobicoke Centre fulfills important local and regional functions. To support the continued development of the Etobicoke Centre, development objectives and broader transportation needs must be respected and balanced.

Both the Islington and Kipling subway stations are key subway portals for west-end residents, and for commuters living beyond City boundaries,



who choose transit as their primary mode of transportation for trips destined across the City. The high level of transit services concentrated in the study area, including the two subway stations mentioned above, the convergence of TTC and Mississauga Transit bus routes, and a GO station, is also a major benefit to residents and employees of the Etobicoke Centre. A significant amount of travel generated by future development in the Centre will be accommodated by transit.



Several major arterial roads traverse the Centre carrying significant volumes of traffic through central Etobicoke, as well as hundreds of buses accessing the Kipling and Islington subway stations on a daily basis. The convergence of three arterial roads, namely Bloor Street West, Dundas Street West and Kipling Avenue, at what is known as the Six Points Interchange, creates a rather inhospitable urban environment with limited access opportunities to adjacent development sites, particularly the Westwood Theatre lands. The Six Points Interchange presents a number of significant challenges to be overcome if the continuity of the urban fabric and pedestrian amenity across Etobicoke Centre is to be achieved.



The subway, buses and arterial roads are all important to moving people in Etobicoke Centre.

POLICIES

- 3.11.1. Where appropriate, measures to mitigate delays to surface transit vehicles serving the Centre will be secured in conjunction with the approval of development applications and through the design of capital road works. Particular attention will be focused on improving access to subway stations for surface transit vehicles.
- 3.11.2. Existing pedestrian linkages to rapid transit stations will be improved to further encourage transit use by existing and future residents and employees.
- 3.11.3. Where appropriate, new pedestrian linkages will be created between new development and rapid transit station.
- 3.11.4. The feasibility of providing a new pedestrian access to the east end of the Kipling bus terminal will be investigated in conjunction with any plans to develop the Westwood Theatre lands.
- 3.11.5. The efficient operation of the arterial road network will be maintained so that “through” traffic does not spill over into

adjacent residential neighbourhoods and to facilitate the efficient operation of surface transit routes feeding the Kipling and Islington subway stations. Applicants may be required to prepare a Transportation Impact Study in conjunction with the submission of a development proposal to assess the impact the proposed development will have on road and transit operations.

3.11.6. Potential major road improvements that may be required to accommodate growth within the Centre include the widening of Bloor Street to six lanes between Dunbloor Road and Aberfoyle Crescent, the widening of Kipling Avenue to six lanes between Dundas and the Gardiner Expressway, the widening of Auckland Road to four lanes between Bloor Street and Dundas Street, and the extension of Auckland Road from Bloor Street to Burnhamthorpe Road. The need and timing for these road network improvements will be assessed through an ongoing monitoring process taking into consideration local and regional travel patterns and characteristics, observed traffic volumes and growth trends, and the impacts and status of development approvals in the Centre.

3.11.7. The reconfiguration of the Six Points Interchange is a municipal objective. Map 12-4, Reconfiguration of the Six Points Interchange illustrates the approved interchange reconfiguration road plan. Benefits to be accrued by the reconfigured interchange include:

- a) improved connectivity and amenity of pedestrian and bicycle infrastructure through and around the interchange and to adjacent neighbourhoods and employment areas;
- b) improved vehicular access to adjacent development sites, particularly the Westwood Theatre Lands;
- c) the creation of new development opportunities on surplus interchange lands; and
- d) improving the cohesiveness and unity of the streetscape.

Incremental redevelopment of the Westwood Theatre Lands may proceed in conjunction with the phased implementation of the interchange reconfiguration.

3.11.8. Implementing zoning bylaws will restrict major new development on the Westwood Theatre lands until the potential for a new road pattern has been established to improve vehicular access to the lands and to ensure that access to new development from adjacent arterial roads will be compatible with any future reconfiguration of the Six Points Interchange, and improve connectivity with the local road pattern.

3.11.9. Implementing zoning bylaws will restrict major new development on the lands on the south side of Dundas Street west of Kipling Avenue, shown conceptually on Map 12-3, Potential Road Infrastructure Improvements, until the need for a new road pattern to provide a publicly accessible lots and blocks pattern has been established.

3.12. **Relocating Inter-Regional Transit Terminal Facilities**

The Islington subway station served as the western terminus of the Bloor-Danforth subway from its opening in 1969 until 1980 when a westerly extension of the line to Kipling was opened. A long standing planning objective has been the elimination of as many land consumptive “terminal” station facilities at Islington as possible in favour of compact, transit supportive development. The development of such lands, including “air-rights” over the station, would substantially complete the development at the Bloor/Islington node which is currently anchored by several office towers at the northeast corner of this intersection.

To achieve development objective at the intersection of Bloor/Islington, several existing terminal

transit facilities at Islington station would either need to be reconfigured, reduced, or relocated. Relocated facilities would be moved to Kipling station, or in the longer term, to a new subway station west of Kipling station, should the Bloor-Danforth subway line be extended to the west.

POLICIES

- 3.12.1. Inter-regional bus terminal facilities at Islington Station will be relocated to Kipling Station or further west.
- 3.12.2. Commuter parking in the vicinity of the Islington Subway Station will be minimized to reflect the movement of the non-local terminal function.
- 3.12.3. The Cordova Avenue commuter parking lot and development including the air rights above Islington Station will be planned for transit supportive development.
- 3.12.4. Development over Islington Station must comprehensively address the integration of new or reconfigured station facilities within the development including station entrance facilities for pedestrians and TTC bus terminal facilities.



Commuter parking in the vicinity of Islington Station could be better used for transit supportive development.

3.13. **Creating a Climate for Reinvestment**

Etobicoke Centre's potential will be actively promoted to attract new investment and area improvements.

Area businesses, property owners, the development community and the broader city constituency must be made aware of the tremendous potential of the Centre. Conditions that promote the benefits of living, working, entertaining and investing in Etobicoke Centre must be provided. These conditions can be created through:

- flexible, growth-oriented land use policies;
- the provision of incentive-oriented programs; and
- leadership by example.

3.13.1. **Flexible, Growth-Oriented Land Use Policies**

Flexible land use policies will create synergies between a mix of uses and pave the way for new investment.

Land Use Policies

A mixed-use strategy will permit a wide variety of residential, commercial and institutional uses to encourage development and create a synergy between various uses. It forms the basis for a self-sustaining, integrated urban core area with retail and other non-residential uses encouraged at grade level to maximize pedestrian activity to provide local services and shopping opportunities. Clear, direct and easy to understand land use policies will assist in facilitating new growth and investment.

Within the mixed-use strategy, specific direction is provided to the areas along Dundas and Bloor Streets to enhance and further the pedestrian oriented shopping and service area.

Land use designations are shown on Map 12-5, Land Use Plan and on Maps 14 and 15, Land Use Plan of the Official Plan.

POLICIES

a) *Mixed Use Areas A and B:*

- i) Large scale, stand-alone retail stores and “power centres” are not permitted in *Mixed Use Areas A and B*.
- ii) Commercial uses (other than ancillary commercial uses) in *Mixed Use Areas A and B* will generally only be permitted where there is good access to arterial roads.
- iii) Retail units located below grade are only permitted where there is direct access to a subway station.

b) *Mixed Use Areas A*

Mixed Use Areas A in Etobicoke Centre will permit a wide variety of land uses that will be the backbone of achieving the area’s vision – an area where residents can live, work, shop and be entertained without relying on a automobile.

POLICIES

i) *Mixed Use Area A* will:

- 1) create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;
- 2) consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open space;
- 3) have access to schools, parks, community centres, libraries and childcare; and
- 4) be designed and situated to take advantage of nearby transit services.

c) *Mixed Use Areas B*

Mixed Use Area B will continue as the pedestrian focus of Etobicoke Centre. Primarily located along Dundas Street west of Islington Avenue and comprising the historic Islington Village area, lands in this designation will be developed with pedestrian-scale buildings having retail and service uses located at grade to enhance and expand the main street shopping area.

POLICIES

i) Mixed Use Area B will:

- 1) consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings;
- 2) have buildings that are built to the street line with at-grade retail, office or service uses;
- 3) have buildings that are developed at a pedestrian-scale height; and
- 4) provide a continuous pedestrian-oriented retail shopping strip to serve surrounding residential and office and institutional uses.

d) *Utility Corridors*

Utility corridors play an important role in the Etobicoke Centre in the movement of both people, goods and electricity. The Bloor-Danforth subway line including the Kipling and Islington stations share space with the east-west hydro electric and rail corridor that travels through the area. Additional open space and trail uses (particularly on the north-south hydro corridor leading from the Manby Transmission Station) can enhance pedestrian movement through the area.

POLICIES

i) Utility corridors may be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, essential public services, stormwater management and public transit facilities. Secondary uses in utility corridors will:

- 1) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage;
- 2) protect for potential road and public transit corridors; and
- 3) protect for an open space corridor link to develop or extend pedestrian or bicycle trails.

ii) *Utility Corridors* on or in the vicinity of the Kipling and Islington subway stations shall be protected for the use of transit terminal function.

3.13.2. **Incentive Programs**

Incentives and programs will assist in attracting new investment and area improvements.

To further the ability to attract reinvestment, the City can administer a number of incentives to develop land and improve properties. Most notable, is the creation of a Community Improvement Plan (C.I.P.).

Section 28 of the *Planning Act* allows for the designation of a Community Improvement Area, that provides powers to the City related to investment, acquisition and planning within the designated area. A Community Improvement Plan, will provide the ability to confer public benefits to private properties. Incentives include loans and grants for improvements to store fronts, signage and properties. The implementation section of

this Plan provides further detail regarding the use of a Community Improvement Plan in Etobicoke Centre.

Future changes in federal and provincial tax legislation and policy may provide further tools that will be appropriate for attracting and stimulating growth and investment within the area. Similarly, programs administered by senior levels of government to rehabilitate buildings and properties may become available and will be considered for use in Etobicoke Centre.

POLICIES

- a) The City will investigate the use of all available loans, grants and incentive programs to further reinvestment in Etobicoke Centre.

3.13.3. **Leadership by Example**

Long-term planning and civic investment will promote municipal commitment to Etobicoke Centre.

To accommodate new growth and keep up with changing demands of residents and businesses in Etobicoke Centre, the need for investment in infrastructure will be required. Both the planning and investment in municipal infrastructure such as water, sewer, transportation, road improvements and community and social services will prove the City's commitment to the area.

This will in turn boost the confidence of area residents, businesses and investors in furthering private reinvestment in Etobicoke Centre. Municipal reinvestment can be provided through direct spending or the leveraging of City assets such as land and buildings to assist in meeting the objectives of Etobicoke Centre.

POLICIES

- a) Maintenance of existing hard and soft infrastructure assets to meet the existing and future needs in Etobicoke Centre will be a priority.
- b) New and/or expanded infrastructure will be planned in accordance with the goals and policies of this Secondary Plan and provided through all available implementation mechanisms.
- c) City lands and buildings in Etobicoke Centre including Islington Station, commuter parking lots and the former Westwood Theatre lands can be used to advance the goals of this Secondary Plan and leverage other public and private reinvestment.

4. SITE AND AREA SPECIFIC POLICIES

In addition to the general policies of this Plan, the following development policies shall apply to the specific sites. In the event of a conflict between the Site and Area Specific Policies and the other provisions of the Secondary Plan, the Site and Area Specific Policies shall prevail.

4.1. 1. 7, 9 and 11 Burnhamthorpe Crescent

Notwithstanding the policies of the Etobicoke Centre Secondary Plan, regarding height indicated within Islington Village, the alternative parkland dedication rate and zoning by-laws and agreements authorized on the basis of Section 37 of the *Planning Act*, the Official Plan policies affecting the Site identified as Parts 1, 2, 3, 4 and 6 on Plan 66R-20031 are as follows:

4.1.1. Land Use Designation:

Mixed Use Areas A

a) *Mixed Use Areas A* will:

- i) create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;
- ii) consist of a broad range of commercial, residential and institutional uses in single or mixed-use buildings, as well as parks and open space;
- iii) have access to schools, parks, community centres, libraries and childcare; and
- iv) be designed and situated to take advantage of nearby transit services.

4.1.2. Section 37 Agreement:

The owner of the Site shall provide the City of Toronto with the following facilities, services and matters as provided for in an Agreement with the City, pursuant to Section 37 of the *Planning Act*:

a) Burnhamthorpe Crescent Improvements:

The owner shall complete streetscape improvements to Burnhamthorpe Crescent including the installation of a storm sewer connecting to Dundas Street West, curbing and a public sidewalk on the south side of the street including landscaping of the municipal boulevard from Dundas Street West to Burnhamthorpe Road. The width of the Burnhamthorpe Crescent/Burnhamthorpe Road intersection shall be increased to provide for separate westbound left and right turn lanes. The boulevard and roadway sections affected by this construction shall be restored. The timing and design of these works shall be to the satisfaction of the City.

b) Park Dedication:

All parkland dedication requirements for the development of the Site shall be satisfied by a cash-in-lieu payment calculated at the rate of 5% of the value of the Site, as well as \$1,400.00 per dwelling unit constructed, payable prior to the issuance of a building permit.

c) Public Art/Streetscape Improvements:

The owner shall provide a cash contribution to the City in the amount of \$50,000.00 to be used for public art/streetscape improvements along Dundas Street within the boundaries of the Islington Village B.I.A. area.

d) Road Widening:

The owner shall dedicate to the City, free of all costs and encumbrances, a strip of land satisfactory to the Works and Emergency Services Department of the City for road widening purposes across the Burnhamthorpe Crescent frontage of the Site.

e) Agreement:

The owner of the Site shall enter into an Agreement with the City of Toronto, pursuant to Section 37 of the *Planning Act*, to secure the facilities, services and matters referred to herein and such Agreement shall be in a form satisfactory to the City and be registered on title to the Site as a first priority, subject only to the fee interest in the Site. Such Agreement shall be deemed to comply with the policies of the Plan.

4.2. **5145 Dundas Street West**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan as those policies relate the required alternative parkland dedication rate and with regard to zoning by-laws and agreements authorized on the basis of section 37 of the *Planning Act*, the Official Plan policies affecting the Site located on the south side of Dundas Street West, north side of Bloor Street West, east of Dunbloor Street, municipally known as 5145 Dundas Street West are as follows:

4.2.1. **Land Use Designations:**

Mixed Use Areas B

The Mixed Use Area B designation applies to lands fronting on Dundas Street West to a depth of approximately 10 metres.

Mixed Use Areas A

The Mixed Use Area A designation applies to the balance of the lands to which this site specific exception applies.

a) Mixed Use Area B will:

- i) have buildings that are built to the streetline with at-grade retail, office or service uses;
- ii) have buildings that are developed at a pedestrian-scale height; and
- iii) provide a continuous pedestrian-oriented retail shopping strip to serve surrounding residential, office and institutional uses.

b) *Mixed Use Areas A* will:

- i) create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;
- ii) consist of a broad range of commercial, residential and institutional uses in single or mixed-use buildings, as well as parks and open space;

- iii) have access to schools, parks, community centres, libraries and childcare; and
- iv) be designed and situated to take advantage of nearby transit services.

4.2.2. **Section 37 Requirements**

- a) The owner of the Site shall provide the City of Toronto with the following facilities, services and matters as provided for in an Agreement with the City, pursuant to Section 37 of the *Planning Act*:
 - i) Subject to subsection (ii), the following density bonuses shall be permitted on the Site:
 - ii) Council may not pass any by-law designating the lands for uses described in this by-law, unless in return for the residential densities and height permissions thereby granted, the owner of the lands is required by such by-law to have first entered into an agreement with the City of Toronto pursuant to Section 37 of the *Planning Act* to secure the facilities, services and matters set out in such by-law, and to ensure that such agreement is in a form satisfactory to the City and is appropriately registered on title to the lands.

- b) Seniors Housing/Senior Citizen Apartment:

A density (Floor Space Index) bonus of 1.0 times the lot area shall be permitted if the additional density (Floor Space Index) is devoted to the construction of seniors housing/senior citizen apartment building, provided that a contribution of \$225,000.00 is made to the City to be used for seniors service capital facilities (Islington Seniors Centre), as deemed appropriate by the City, which contribution shall be provided prior to the issuance of any building permit which causes the gross Floor Space Index (FSI) for the Site to exceed 3.50 times the lot area.

- c) Supermarket and/or Convenience Food Store:

As an alternative to the cash contribution of \$225,000.00, the Owner may construct a supermarket and/or convenience food store of a minimum gross floor area of 700 square metres, to a maximum gross floor area of 4 200 square metres, with all the gross floor area devoted to the supermarket and/or convenience foodstore excluded from the calculation of density and in addition make a cash contribution of \$50,000.00 to be used for seniors service facilities (Islington Seniors Centre), which contribution shall be provided prior to the issuance of any building permit which causes the gross Floor Space Index (FSI) for the Site to exceed 3.50 times the lot area.

4.2.3. **Additional Provisions in Section 37 Agreement**

The Owner of the Site shall provide the City of Toronto with the following facilities, services and matters, which would otherwise have been required in the absence of using Section 37 and are secured in the Section 37 agreement because it serves as a convenient legal mechanism:

- a) Transportation Improvements:

The Owner, at their expense and to the satisfaction of the Commissioner of Works and Emergency Services, is required to convey to the City a 1.5 metre (5 feet) wide property dedication for the future road allowance improvement purposes along the entire Dunbloor Road frontage of the site and 8 metre (26.3 feet) by 8 metre (26.3

feet) intersection sight triangles at the southwest and northwest corners of the subject property, as widened.

The Owner is financially responsible for the cost of installing traffic control signals and related intersection improvements at and near the intersection of Dundas Street West/ Dunbloor Road.

These improvements consist of the following works, and will be made by the Owner as part of the site plan approval for the first building on the Site:

- i) New left-turn storage lanes at both the Dunbloor Road/Dundas Street West intersection and at the north approach to Dunbloor Road/Site Drive.
- ii) Installation of traffic control signals at the Dunbloor Road/Dundas Street West intersection, including the cost of traffic signal hardware, installation and maintenance.
- iii) Increasing the length of the existing left and right turn storage lanes at both the Dunbloor Road/Dundas Street West intersection and at the Dunbloor Road/Bloor Street intersection.

The design of the Dundas Street West/ Dunbloor Road intersection shall be provided to the satisfaction of the Commissioner of Works and Emergency Services. The Owner is required to provide Works and Emergency Services (District 2) with a certified cheque or letter of credit concurrent with the first phase of this development for the cost of the traffic control signals, traffic control signal maintenance costs and associated road improvements.

In the event that redevelopment of the property on the west side of Dunbloor Road (2 Dunbloor Road) occurs within five (5) years of the date of the execution of the Section 37 agreement, then the total cost of signalling the Dundas Street West/ Dunbloor Road intersection shall be shared between the two property owners in a cost sharing agreement acceptable to the Commissioner of Works and Emergency Services.

b) Sidewalk and Streetscape Improvements:

The Owner agrees to design and construct to the satisfaction of the Commissioner of Urban Development Services and Works and Emergency Services sidewalk and streetscape improvements along its public frontages to current City standards and in conformity with the current Business Improvement Area (BIA) standards.

c) School Board Notice:

The Owner agrees to provide the Toronto District School Board and the Toronto Catholic District School Board with appropriate notice of its intention to apply for building permits.

The Owner also agrees to install on-site signage and insert warning clauses in offers of purchase and sale, advising purchasers that students may be accommodated outside the area.

d) Environmental Assessment:

The Owner is required to satisfy the City with respect to the environmental condition of the site and for all lands to be dedicated to the City.

e) Agreement:

The owner of the Site shall enter into an Agreement with the City of Toronto, pursuant to Section 37 of the *Planning Act*, to secure the facilities, services and matters referred to herein and such Agreement shall be in a form satisfactory to the City and be registered on title to the Site as a first priority, subject only to the fee interest in the Site. Such Agreement shall be deemed to comply with the policies of the Plan.

4.3. **3391 Bloor Street West**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan as those policies relate to the required alternative parkland dedication rate and with regard to zoning by-laws and agreements authorized on the basis of section 37 of the *Planning Act*, the Official Plan policies affecting the lands municipally known as 3391 Bloor Street West and that portion of the public lane located immediately to its south and incorporated into the development site are as follows:

4.3.1. **Land Use Designation:**

Mixed Use Areas B

a) *Mixed Use Areas B* will:

- i) consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings;
- ii) have buildings that are built to the street line with at-grade retail, office or service uses;
- iii) have buildings that are developed at a pedestrian-scale height;
- iv) this site may develop at greater heights and densities than other Main Street *Mixed Use Areas* to provide sufficient building mass and height to lend prominence to the high profile Bloor Street/Islington Avenue intersection; and
- v) provide a continuous pedestrian-oriented retail shopping strip to serve surrounding residential and office and institutional uses.

4.3.2. **Section 37 Agreement**

a) Public Benefit:

The applicant will be required to provide the City with a cash contribution in the amount of \$115,000.00 to be used for public art/ streetscape improvements in the vicinity of the Bloor Street West and Islington Avenue area.

The owner of the site shall also provide the City of Toronto with the following additional facilities, services and matters, which would otherwise have been required in the absence of using Section 37 and are secured in the Section 37 agreement because it serves as a convenient legal mechanism.

b) Park Dedication:

The applicant will be required to provide cash-in-lieu of parkland equivalent of up to 0.5 hectares per 300 units to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.

c) School Board Notice:

The applicant agrees to provide the Toronto District School Board and the Toronto Catholic District School Board with appropriate notice of its intention to apply for building permits.

The applicant also agrees to install on-site signage and insert appropriate warning clauses in offers of purchase and sale, advising purchasers that students may be accommodated outside the area.

d) Transportation Improvements:

The applicant agrees to contribute and/or construct any transportation/road improvements that are attributable to the development of the subject site.

e) Sidewalk and Streetscape Improvements:

The applicant agrees to design and construct, to the satisfaction of the Commissioner of Urban Development Services and Works and Emergency Services, sidewalk and streetscape improvements along the public frontages of the subject site to current City standards.

f) Environmental Assessment:

The applicant is required to satisfy the City with respect to the environmental (soil and groundwater) condition of the site that it is suitable for the proposed development and for any lands that are to be dedicated to the City.

g) Mitigation Requirements:

The applicant will incorporate appropriate mitigation measures to address the comments of the Toronto Transit Commission and the findings of a Noise Impact Analysis. The applicant shall include warning clauses in all Purchase and Sale and / or Lease Agreements, respecting concerns (if any) expressed by the Toronto Transit Commission and the recommendations of a Noise Impact Analysis.

h) Agreement:

The owner of the Site shall enter into an Agreement with the City of Toronto, pursuant to Section 37 of the *Planning Act*, to secure the facilities, services and matters referred to herein and such Agreement shall be in a form satisfactory to the City and be registered on title to the Site as a first priority, subject only to the fee interest in the Site. Such Agreement shall be deemed to comply with the policies of the Plan.

4.4. **15-19 Cordova Avenue and 1286-1294 Islington Avenue**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan as those relate to the required alternative parkland dedication rate and with regard to zoning by-laws and agreements authorized on the basis of section 37 of the *Planning Act* policies affecting the lands located at the intersection of Cordova Avenue and Central Park Roadway, west side of Islington Avenue, municipally known as 1286-1294 Islington Avenue and 15-19 Cordova Avenue are as follows:

4.4.1. **Land Use Designation**

Mixed Use Area A

Area Specific Policies

a) Mixed Use Area A will:

- i) create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;
- ii) consist of a broad range of commercial, residential and institutional uses in single use or mixed use buildings, as well as parks and open space;
- iii) have access to schools, parks, community centres, libraries and childcare; and
- iv) be designed and situated to take advantage of nearby transit services.

Notwithstanding existing Flood Plain policies, lands indicated as Site and Area Specific Policy No. 6, on Map 12-5, Land Use Plan will permit development subject to meeting the criteria of the Toronto and Region Conservation Authority.

4.4.2. Section 37 Agreement

The Owner of the site shall provide the City of Toronto with the following facilities, services and matters that are required under Section 37 of the *Planning Act*:

a) Financial Contribution to Toronto District School Board:

Prior to the issuance of the first Building Permit for a new building on the site, the Owner agrees to provide a financial contribution of \$150,000 to the City of Toronto on behalf the Toronto District School Board for school yard improvements to the Islington Junior Middle School which will include playground equipment and may also include capital facility improvements to the school yard, landscaped areas or similar capital facility improvements.

b) Park Contribution:

Prior to the issuance of the first Building Permit above grade for the first new building on the site, the Owner shall pay the City:

- i) pursuant to Section 42 of the *Planning Act*, an amount equal to the value of 5% of the land otherwise to be conveyed to the City for Park or other Public Recreational purposes; and
- ii) an additional parkland payment in the amount of \$84,108.

Prior to the issuance of the first Building Permit above grade for the second new building on the site, the Owner shall pay the City:

- iii) an additional park payment of \$84,108.

c) Preservation of Rental Housing:

The owner agrees to the retention of the existing rental apartment house dwellings as purpose built rental tenure buildings for a period of 20 years from the date of the By-law coming into full force and effect and to provide amenity space for the existing rental buildings and for the new apartment house dwelling buildings.

d) Landscape Improvements:

The owner agrees to provide landscape improvements to the open space adjacent

to Islington Avenue, within which the location, assignment and supply amount of surface parking will be secured as a specific matter to be determined at the time of site plan approval.

The owner agrees to a secured Tree Preservation and Maintenance Plan.

e) Mitigation:

Prior to the issuance of the first Building Permit for a new building, the Owner agrees to the preparation and implementation of a Construction Mitigation and Communications Plan.

The Owner agrees to the implementation of an approved Pedestrian Level Wind Study.

f) Agreement:

The Owner of the Site shall enter into an Agreement with the City of Toronto, pursuant to Section 37 of the *Planning Act*, to secure the facilities, services and matters referred to herein and such Agreement shall be in a form satisfactory to the City and be registered on title to the Site as a first priority, subject only to the fee interest in the Site and encumbrances permitted by the City. Such Agreement shall be deemed to comply with these policies of the Plan.

4.5. **5365 Dundas Street West**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan as those relate to the required alternative parkland dedication rate and with regard to zoning by-laws and agreements authorized on the basis of section 37 of the *Planning Act*, policies affecting the lands municipally known as 5365 Dundas Street West are as follows:

4.5.1. **Land Use Designation:**

Mixed Use Area A

a) General:

- i) Private streets which allow public access via a right-of-way/easement shall be deemed to conform with Policies 3.1.1.14 and 3.1.1.15 of the Official Plan.
- ii) Notwithstanding Section 3.13.1(a)(i), prior to the issuance of a Building Permit for any residential development, commercial uses shall continue to be permitted in conjunction with the site-specific Zoning By-law that applies to the subject site.

4.5.2. **Section 37 Agreement:**

The owner of the Site shall provide the City of Toronto with the following facilities, services and matters as provided for in an Agreement with the City, pursuant to Section 37 of the *Planning Act*:

a) Public Benefit:

The owner of the land will be required to provide the City with a cash contribution in the amount of \$266,000.00 to be used for local street improvements, public art, a contribution to the local Business Improvement Area, and local parkland

improvements, which contribution shall be provided prior to the issuance of a building permit. Said financial contribution shall be indexed, commencing 2 years from the date of issuance of the OMB Order.

The owner of the site shall provide the City of Toronto with the following facilities, services and matters, which would otherwise have been required in the absence of using Section 37 and are secured in the Section 37 agreement because it serves as a convenient legal mechanism.

b) Parkland:

The owner will be required to provide a 5% cash-in-lieu of parkland dedication payment, as well as an additional parkland payment, to the satisfaction of the Commissioner of Economic Development, Culture and Tourism.

c) Private Park:

The owner will be required to provide an at grade private open space having public access and a minimum area of 1 000 square metres abutting the Dundas Street West frontage.

d) Transportation Improvements:

To accommodate the additional vehicle traffic to be introduced by the subject development, the owner shall be responsible for access modifications to neighbouring properties, intersection improvements, and traffic control signalization.

e) Private Road:

The owner will be required to provide a private road having public access, with said road extending to the westerly limit of the site in order to provide access for the properties located to the west of the subject lands.

f) Sidewalk and Streetscape Improvements:

The applicant agrees to design and construct to the satisfaction of the Commissioner of Urban Development Services and Works and Emergency Services sidewalk and streetscape improvements along its public frontages to current city standards.

g) School Board Notice:

The applicant agrees to provide the Toronto District School Board and the Toronto Catholic District School Board with appropriate notice of its intention to apply for building permits.

The applicant also agrees to install on-site signage and insert warning clauses in offers of purchase and sale, advising purchasers that students may be accommodated outside the area to the satisfaction of the Toronto District School Board.

h) Environmental Assessment:

The applicant is required to satisfy the City with respect to the environmental (soil and groundwater) suitability of the subject site to the satisfaction of the Commissioner of Works and Emergency Services.

i) Toronto Transit Commission:

The applicant agrees to acknowledge that the acquisition of the future TTC easement will be dealt with at site plan; that the development of the site must not preclude the future construction of the subway extension and that the applicant will be required to submit for a TTC technical review at site plan.

j) Canadian Pacific Railway:

The owner will be required to provide the necessary studies to the Canadian Pacific Railway relating to noise and vibration matters, in connection with the location of buildings or structures within 30 metres of the rail lands, including the provision of appropriate warning clauses in all purchase and sale, or lease agreements.

k) Agreement:

The owner of the Site shall enter into an Agreement with the City of Toronto pursuant to Section 37 of the *Planning Act*, to secure the facilities, services and matters provided for above and such Agreement shall be in a form satisfactory to the City and registered on title to the Site as a first priority, subject only to the fee interest in the Site.

4.6. **Mimico Creek Special Policy Area**

Development will be permitted subject to the approval of the Toronto Region Conservation Authority.

4.7. **32 and 86 Montgomery Road**

Existing schools, legally operating within the *Parks and Open Space Areas* designation as of the date of adoption of this Plan are permitted.

4.8. **5322 Dundas Street West**

Should development proceed generally in accordance with a Site Plan approved by Council on May 21, 22 and 23, 2002, Policy 3.4.5 of the Official Plan shall not apply to this property.

4.9. **Southeast corner of Bloor Street and Islington Avenue**

The lands at the southeast corner of the Bloor Street/Islington Avenue intersection may develop at greater heights and densities than provided in the Mixed Use Area B designation in order to provide sufficient building mass and height to lend prominence to this high profile intersection.

4.10. **3411 and 3429 Bloor Street West**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan, for the lands shown as Area 10 on Map 12-5 Land Use Plan:

- a) The lands known municipally as 3411 and 3429 Bloor Street West may develop at greater heights and densities than provided for in other *Mixed Use Areas* B designations.

4.11. **11. 4916-4946 Dundas Street West and 4-16 Burnhamthorpe Road**

Notwithstanding the policies of the Etobicoke Centre Secondary Plan, regarding pedestrian scale indicated within Islington Village and *Mixed Use Areas B*, a maximum building height of 34.6 metres is permitted for a nine-storey seniors living residence. Any building height above two-storeys and above six-storeys along Dundas Street West will be stepped back to maintain and reinforce the pedestrian scale within Islington Village.



The shared use of facilities will be key to maximizing resources.

4.12. **3100 and part of 3200 Bloor Street West**

The site may develop with a greater building scale than provided in the *Mixed Use Areas B* designation with increasing height toward the southwest corner in order to lend prominence and signify arrival at this gateway location in accordance with policy 3.2.1.

Commercial Uses are to be the most prevalent use at grade along Bloor Street West and the corner of Montgomery Road, with residential uses permitted at grade in other portions of the building.

5. IMPLEMENTATION

5.1. Community Services Strategy

An important tool to improve the social infrastructure provided to area residents will be the development and implementation of a Community Services Strategy. The strategy will identify existing local capacities and service gaps, set priorities for improvements and identify delivery systems for a variety of community services such as daycare, seniors services, youth services and cultural specific programs.

POLICIES

5.1.1. The Community Services Strategy will establish priorities and develop implementation mechanisms for the delivery of new and expanded services including:

- a) new daycare facilities in either private or public buildings that are coming on stream as part of ongoing construction in the area;
- b) additional library facilities in the secondary plan area;
- c) culturally specific programs that respond to the needs of various multi-lingual groups that reside in the area;
- d) the expansion of existing programs and community facilities such as youth drop-in centres;
- e) an increase in the amount of community meeting space and programmable recreation space;
- f) an expansion of school facilities in the area to meet a growing residential population;
- g) the coordination of the delivery of services to Etobicoke Centre residents; and
- h) identifying opportunities to establish partnerships with other levels of government, agencies, school and library boards and local service agencies to assist in the provision of community services.

5.1.2. Community capacity building will be encouraged through the direct involvement of local community and service agencies in the planning, implementation and evaluation of community services and facilities.

5.2. Height and/or Density Bonuses

Section 37 of the *Planning Act* enables the City to pass a zoning bylaw to grant a height and/or density increase for a project that is greater than otherwise permitted in return for community benefits. Community benefits can include the preservation or re-use of a heritage property, the provision of major cultural or arts facilities, the provision of public pedestrian access, land or units for affordable housing, daycare and other community services, parks and open space or cash-in-lieu of the foregoing.

Any application for additional height and/or density will be considered in light of the policies of the respective land use designations as well as all other goals, objectives and policies of this Secondary Plan. Any height and/or density increases must constitute good planning, be compatible with adjacent uses and not exceed the capacity of available municipal services.

As a condition of receiving a height and/or density increase, the owner of the land will be required to enter into one or more agreements with the City that will be registered on the title of the property.

POLICIES

- 5.2.1. Zoning bylaws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density than is otherwise permitted by the zoning bylaw in return for the provision of community benefits in the form of facilities, services or matters that are set out in the zoning bylaw. Development involving increases in height and /or density must constitute good planning and be consistent with the objectives and development policies of this Plan.
- 5.2.2. Where community benefits are provided in return for increased height and/or density, the community benefits will be secured in one or more agreements that are registered on title to the lands.
- 5.2.3. Section 37 Community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or *Development Charges Act* including:
 - a) the conservation of heritage resources that are designated and/or listed on the City of Toronto Inventory of Heritage Properties;
 - b) fully furnished and equipped non-profit child care facilities, including start-up funding;
 - c) public art;
 - d) other non-profit arts, cultural, community or institutional facilities;
 - e) parkland, and/or park improvements;
 - f) public access to ravines and valleys;
 - g) streetscape improvements on the public boulevard not abutting the site;
 - h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
 - i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
 - j) improvements to transit facilities including rapid and surface transit including pedestrian connections to transit facilities.
- 5.2.4. Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan. Priority will be given to on-site or local community benefits.
- 5.2.5. There shall be a quantitative relationship between the increases in density and/or height and the community benefits to be provided. The amount of the public benefit received may be up to 100 percent of the increase in permitted height and/or density.
- 5.2.6. All zoning bylaw provisions enacted pursuant to Section 37 and agreements in effect at the time of the adoption of this Secondary Plan are deemed to comply with this Secondary Plan.

5.3. **Zoning of Non-conforming Uses**

It is not possible or desirable to recognize all existing uses in the Secondary Plan. Uses which do not conform to the general Land Use designation should be replaced by conforming uses

over time. In some instances, not permitting the continuation or expansion of such uses may create undue hardship for the property owner or the tenants.

POLICIES

- 5.3.1. Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.

5.4. **Interpretation**

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of this Secondary Plan.

POLICIES

- 5.4.1. The numbered policies (shaded text), site and area specific policies and maps of this Secondary Plan are the Plan's policies. Other non-policy text (unshaded text) under each section heading is provided to give context and background and assist in understanding the intent of the Policies.
- 5.4.2. Illustrations, sidebars and photos are included for the purpose of illustration only and are not part of the Plan.
- 5.4.3. Boundaries of land use designations on Schedule "A" are general except where they coincide with fixed distinguishable features such as roads, railroads, watercourses or other clearly defined physical features. Where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendments to this Secondary Plan.

LIST OF MAPS

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

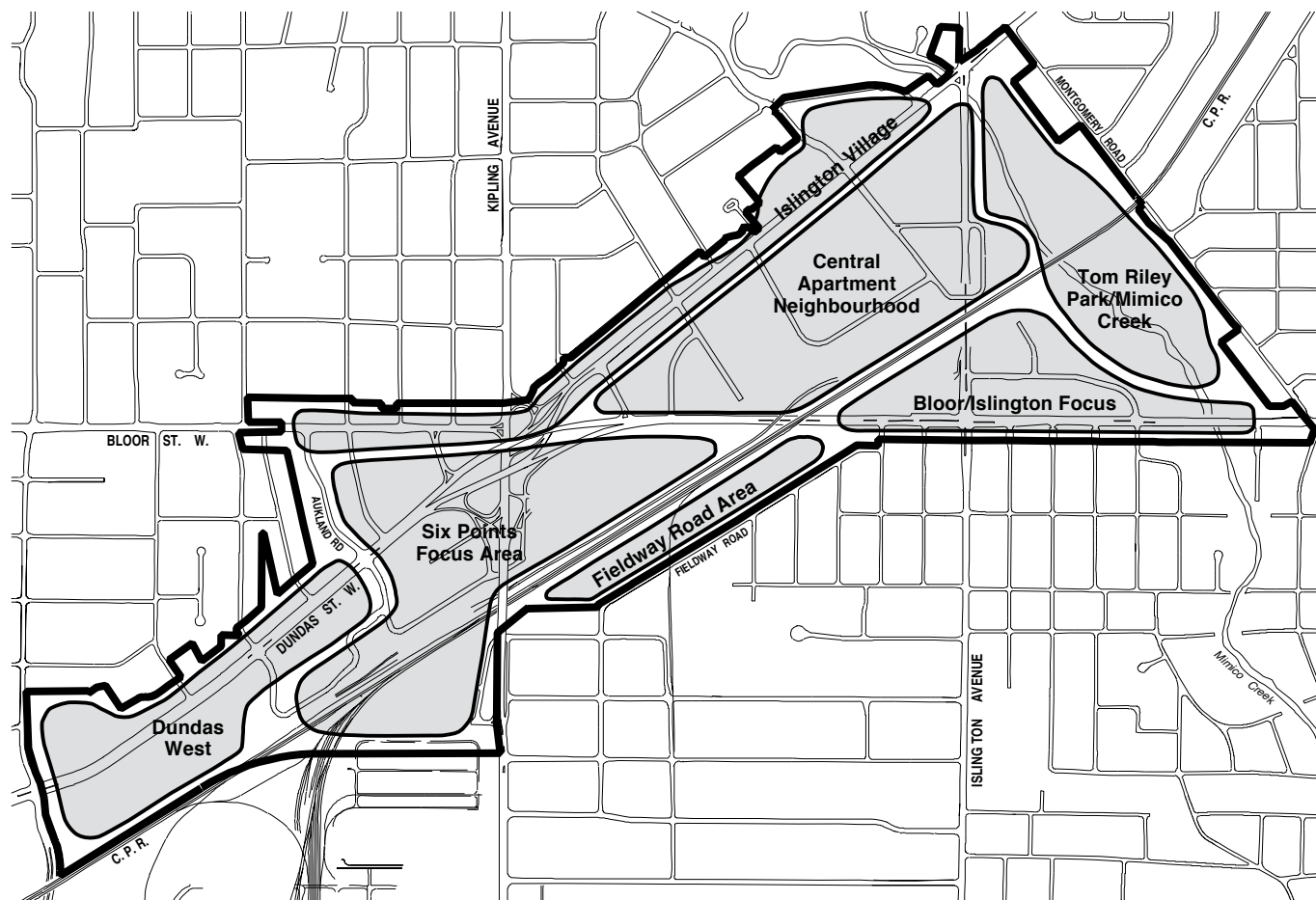
Map 12-1: Etobicoke Centre Areas

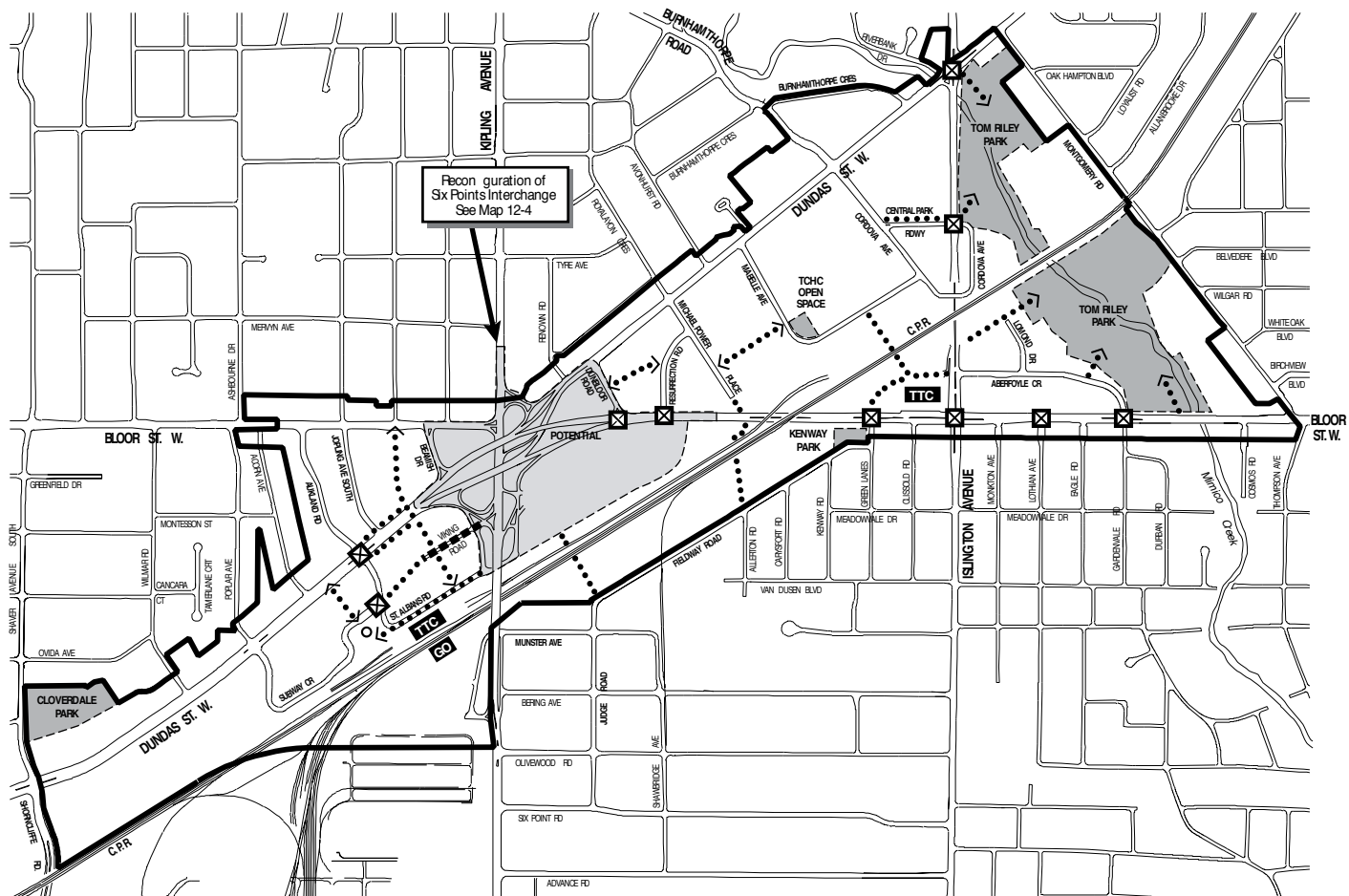
Map 12-2: Linkage and Connection Opportunities

Map 12-3: Potential Road Infrastructure Improvements

Map 12-4: Reconfiguration of the Six Points Interchange

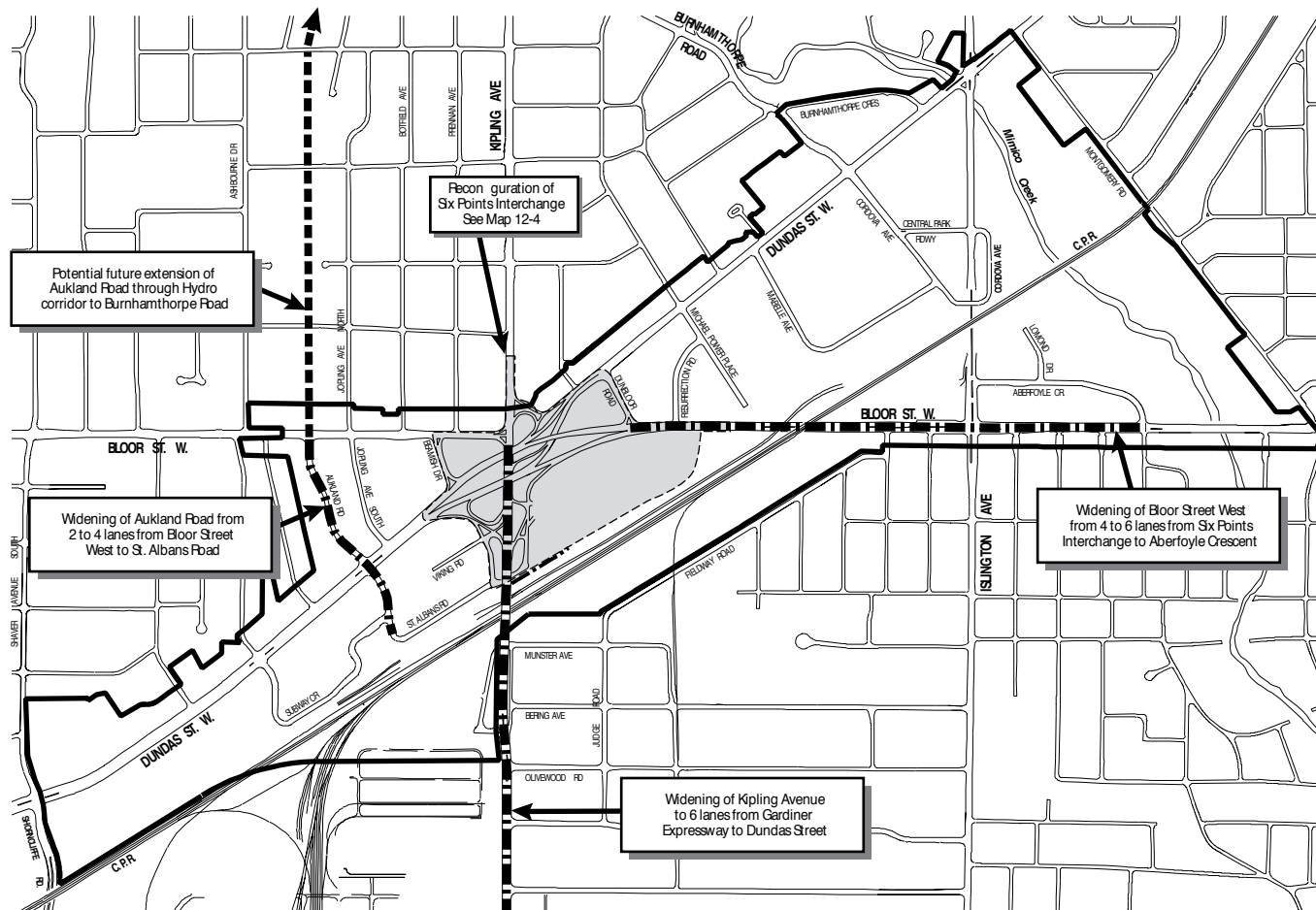
Map 12-5: Land Use Plan








- Secondary Plan Boundary
- Potential Road Connections
- Potential Pedestrian Routes
- X Pedestrian Crossing Improvements

MAP 12-3: POTENTIAL ROAD INFRASTRUCTURE IMPROVEMENTS



-  Secondary Plan Boundary
-  Potential New Road
-  Potential Road Widening

MAP 12-4: RECONFIGURATION OF THE SIX POINTS INTERCHANGE

