Attachment 9: Secondary Plan Policies to be Deleted

Secondary Plan	Policy No.	Policy Text	Reason for Deletion
15. King-Parliament	2.8	The King-Parliament area has a diverse physical character. As such: (a) The portion of King-Parliament west of Power Street will be viewed as a Regeneration Area for a wide variety of land uses including commercial, retail, entertainment, compatible industrial development, live/work and residential land uses within both existing and new buildings;	A further study of these lands is forthcoming. The policy can be deleted as it is covered by the Land Use policies within TOcore.
15. King-Parliament	5.3	To assist implementations of the policies of Sections 2, 3 and 4 of this Secondary Plan: (c) new or replacement parking spaces for any development, other than re-use or conversions of existing buildings, should be provided below grade; and	This policy is duplicated in the TOcore Mobility section.
15. King-Parliament	2.3 (under S. 15. Site and Area Specific Policies, Gooderham & Worts Special Identity Area)	A broad mix of land uses in the Gooderham and Worts Special Identity Area including residential, retail, institutional, office, restaurant, cultural or arts related uses, community service and facility uses and light industrial uses are encouraged in order to ensure: (d) a satisfactory living environment is achieved.	TOcore provides stronger policies regarding liveability and how to achieve liveability through built form.
17. Railway Lands East	8.3.2	The use of bicycles in and through the Railway Lands East will be encouraged in line with policies to facilitate modes of travel other than the private automobile. Bicycle use will be encouraged by: (b) the provision of bicycle parking as an integral part of developments;	This policy is covered by the Toronto Green Standard.

Secondary Plan	Policy No.	Policy Text	Reason for Deletion
18. Railway Lands Central	8.5.3	Development adjacent to the Rail Corridor as identified on Map 18-3 will respect the physical configuration of the Rail Corridor and its current and future operation, including approaches, access, easements and emergency access both during and subsequent to development construction	Wording is duplicated in the Downtown Secondary Plan Mobility section.
19. Railway Lands West	8.3.2	The use of bicycles in and through the Railway Lands West will be encouraged by: (b) the provision of bicycle parking as an integral part of developments;	This policy is covered by the Toronto Green Standard.
34. Queen-River	3.1.1	The Mixed Use Areas land use designation in Chapter 4 of the Official Plan will apply.	The Mixed Use Areas designations of TOcore have been applied to the Secondary Plan lands.
34. Queen-River	3.2.1	The Mixed Use Areas land use designation in Chapter 4 of the Official Plan will apply.	The Mixed Use Areas designations of TOcore have been applied to the Secondary Plan lands.
34. Queen-River	3.3.1	The Mixed Use Areas land use designation in Chapter 4 of the Official Plan will apply.	The Mixed Use Areas designations of TOcore have been applied to the Secondary Plan lands.
34. Queen-River	3.4.1	The Mixed Use Areas land use designation in Chapter 4 of the Official Plan will apply.	The Mixed Use Areas designations of TOcore have been applied to the Secondary Plan lands.
34. Queen-River	3.5.1	Neighbourhoods land use designation in Chapter 4 of the Official Plan will apply.	This policy is not necessary.
34. Queen-River	3.6.1	Existing uses and buildings will continue to be permitted in this area.	This policy is not necessary.

Secondary Plan	Policy No.	Policy Text	Reason for Deletion
34. Queen-River	3.6.3	This Secondary Plan does not alter the existing development permissions in this area	This policy is not necessary.
34. Queen-River	4.2.1	New buildings will be set back from the street curb to provide ample space for tree planting, a pedestrian clearway, street furniture, lighting, as well as for landscaped open space within the site	TOcore Built Form policies provide greater guidance and contain a numeric value for the setback requirement