

REVISED

15

King-Parliament Secondary Plan

**REDLINED Consolidated Revisions for Consultation
October 2020**

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NOTE TO DRAFT: Some Maps appearing in the October 2019 draft have been deleted. Remaining Maps will be re-numbered and references updated in the final recommended Secondary Plan.

1 INTERPRETATION

- 1.1 The policies of the King-Parliament Secondary Plan apply to the area shown on Map 15-1.
- 1.2 The Official Plan and Site and Area Specific Policies and Heritage Conservation Districts that fall within, or partially within, the boundaries of the King-Parliament Secondary Plan will be read together with this Plan. In the case of conflict, Site and Area Specific Policies and any Heritage Conservation District Plans will prevail.
- 1.3 The policies of the Central Waterfront Secondary Plan will be read together with the policies of the King-Parliament Secondary Plan within the West Don Lands Policy Area, as outlined on Map 15-21. In the case of conflict, the King-Parliament Secondary Plan will prevail.
- 1.4 The policies of the King-Parliament Secondary Plan will be read together with the policies of the Downtown Plan. In the case of conflict, the policies of the King-Parliament Secondary Plan will prevail.
- 1.5 The implementing zoning by-law will reflect the built form directions of the Secondary Plan, Site and Area Specific Policies and Heritage Conservation District Plan.
- ~~4.51.6~~ Existing Council-adopted precinct plans and guidelines within the King-Parliament Secondary Plan area will continue to guide and inform development review.

2 OBJECTIVES

- 2.1 The King-Parliament Secondary Plan area ("King-Parliament area") ~~is targeted for~~will accommodate growth and new investment across a full mix of uses that are designed to be compatible with their existing and planned context, conserve cultural heritage resources and improve and expand the public realm.
- 2.2 Development will continue to support and enhance the cluster of employment in the King-Parliament area by providing the greater of:
 - 2.2.1 the replacement of all existing non-residential gross floor area; or
 - 2.2.2 a minimum of 25 per cent of the total gross floor area as non-residential uses.
- 2.3 Development will encourage the retention and adaptive re-use of properties on the City's Heritage Register for employment uses.
- 2.4 King-Parliament's diverse physical character will be maintained and enhanced through conservation and adaptive re-use of properties on the City's Heritage Register.
- 2.5 Development and investment in King-Parliament will contribute to the improvement, expansion and connectivity of the existing network of:
 - 2.5.1 sidewalks, laneways and mid-block connections as integral components of the public realm and the local pedestrian ~~transportation system~~network; and
 - 2.5.2 parks and open spaces within and adjacent to the King-Parliament area.

3 URBAN STRUCTURE

3.1 The King-Parliament area comprises five Policy Areas including Queen Street, Jarvis Parliament, Corktown, West Don Lands and Distillery District, as shown on Map 15-2.

3.2 In the case of a property that straddles two Policy Areas ~~or is immediately adjacent to a more restrictive Policy Area~~, the policies of the more restrictive Policy Area will prevail.

3.3 In the case of a property that is immediately adjacent to a more restrictive Policy Area, development will have regard for the policies of the more restrictive Policy Area.

~~3.3.4~~ Not all areas within the King-Parliament area will experience the same level of intensification. The scale and intensity of growth development in a particular Policy Area will be determined by through the balanced consideration of:

~~3.3.13.4.1~~ the provision of community service facilities, parkland, green infrastructure and physical infrastructure to support complete communities;

~~3.3.23.4.2~~ land use designations as identified in the Downtown Plan or Official Plan;

3.4.3 performance standards established in the implementing zoning by-law;

3.4.4 local character, immediate surrounding context and individual site constraints; and

~~3.3.33.4.5~~ Heritage Conservation District Plans, as applicable; and

~~3.3.43.4.6~~ the proximity of development to existing or planned rapid transit stations.

~~3.43.5~~ The King Parliament area's diverse physical character will be maintained and enhanced through development that integrates built form, cultural heritage resources and elements of the public realm including streets, blocks and parks.

3.5 — ~~Mixed Use Areas within the West Don Lands Policy Area are shown on Map 15-3.~~

4 HERITAGE

- ~~4.1 Built heritage resources and cultural heritage landscapes within the King-Parliament area, including properties on the City of Toronto's Heritage Register, are shown on Map 15-4.~~
- ~~4.2 A Heritage Impact Assessment will be submitted to the satisfaction of the City for any development proposed on those properties identified as built heritage resources and cultural heritage landscapes on Map 15-4.~~
- ~~4.3 Where any development is proposed on properties adjacent to those properties identified as built heritage resources and cultural heritage landscapes on Map 15-4, a Heritage Impact Assessment will be submitted to the satisfaction of the City for those properties identified as built heritage resources and cultural heritage landscapes.~~
- ~~4.4 Properties deemed by the City to have cultural heritage value will be included on the City of Toronto's Heritage Register and Section 3.1.5 of the City's Official Plan will apply to the development on these lands. The City may also designate the property under Part IV of the Ontario Heritage Act.~~
- 4.1 The King-Parliament Area includes significant parts of Toronto's oldest neighbourhoods and commercial and industrial areas. Within its boundaries are built, landscape and potential archaeological resources that reflect the long evolution of the area, from ancient Indigenous habitation through the late 18th century founding of the Town of York, to the present day. The contemporary road network and built form of the area reflects its evolution from a primarily residential and commercial area in the first half of the 19th century, to a commercial and industrial area with pockets of working class housing by the end of the 20th century. Since the late 1990s, the King-Parliament Area has experienced reinvestment, leading to its growth as a mixed commercial-residential community with a distinct character that responds to the built heritage context.
- The ongoing growth and development of the area, and its distinct Policy Areas, will respect the significance of the King-Parliament Area in the history of Toronto and will reinforce its heritage character.
- ~~4.54.2~~ Additional setbacks, stepbacks and stepping down of building heights over and above the minimum sitebuilt form and urban design standards identified in this Plan, or in the implementing zoning by-law, may be required in order to conserve the scale and character of a property included on the City's Heritage Register.

5 PARKS AND PUBLIC REALM

Public Realm Network and Connections

- 5.1 The pedestrian network in the King-Parliament area will be achieved over time through development, capital investment and maintenance projects. The expanded network will include sidewalks on new public streets, enhanced laneways and new mid-block connections as shown on Map 15-5.
- 5.2 Extensions to the pedestrian network will be prioritized to increase the overall connectivity of the public realm. They will provide added utility with improved access to existing and planned rapid transit stations, cultural facilities, places of employment and other major community destinations, and be made to feel safe with designs that include good pedestrian lighting, wayfinding, unobstructed visibility and natural surveillance.

Mid-Block Connections

~~5.15.3~~ New mid-block connections will be secured through development review ~~to create a functional pedestrian network and improve utility for pedestrian transportation including for access to existing and planned rapid transit stations and other major community destinations. Existing and potential mid-block connections include, but are not limited to, those shown on Map 15-5.~~

~~5.25.4~~ Mid-block connections will provide ~~direct~~continuous, legible, ~~continuous~~ and ~~connected~~direct public access through blocks and will:

~~5.2.15.4.1~~ follow existing and future pedestrian desire lines to provide alternative off-street routes through the area;

~~5.2.25.4.2~~ be located at grade, and be spacious with ~~high-quality design and materials and~~ clear sight lines for and good pedestrian lighting to improve public safety;

~~5.4.3~~ be ~~publicly~~designed to facilitate maintenance with high-quality materials;

~~5.4.4~~ be physically accessible in all seasons for pedestrians of all ages and abilities;

~~5.2.3~~ be publicly accessible at all times, secured with easements where necessary; and

~~5.2.45.4.5~~ be universally labeled as publicly accessible, ~~signed and lit~~ with pedestrian-scale lightingsignage.

~~5.35.5~~ Existing public and private mid-block connections will be:

~~5.3.15.5.1~~ be maintained to ensure ~~a public realm that is~~they remain walkable and fully physically accessible and available for public use; and

~~5.3.25.5.2~~ be extended to improve the utility and connectivity of the pedestrian network and the permeability of ~~mid-block connections for pedestrians the area.~~

~~5.45.6~~ New exterior mid-block connections ~~will be~~:

~~5.4.15.6.1~~ will be designed and landscaped ~~with~~to accommodate pedestrian clearways that are a minimum of 4.0 metres wide to allow for comfortable two-way pedestrian passage; and

~~5.4.25.6.2~~ ~~encouraged to~~will be unencumbered by new overhead building cantilevers and awningsbalconies to provide ~~adequate~~open sky viewviews from the public realm.

~~5.55.7~~ Additional land may be required and secured through development review to create new, widen and/or extend existing mid-block connections.

Laneways

~~5.65.8~~ Public laneways contribute to the network of off-street pedestrian and cyclist connections ~~through~~ the King-Parliament area and will be expanded and improved through development review.

~~5.75.9~~ Additional land may be required and secured through development review to create new, widen and/or extend existing public laneways.

New Public Streets

~~5.85.10~~ New public streets include, but are not limited to, those generally shown on Map 15-5.

~~5.95.11~~ A new public street, generally shown as Street 1 on Map 15-5, will be secured through development to provide access and street frontage to the block bounded by Front Street East, Cherry Street, Mill Street and Trinity Street within the West Don Lands and Distillery District Policy Areas.

~~5.105.12~~ A new public street, generally shown as Street 2 on Map 15-5, will be secured through development to provide access and street frontage to the block bounded by Front Street East, Trinity Street, Mill Street and Parliament Street within the West Don Lands Policy Area.

~~5.115.13~~ New public streets, ~~including the right of way,~~ will provide high quality pedestrian amenities including, ~~but not limited to,~~ street trees, street furniture and good pedestrian ~~seale~~ lighting ~~as informed by design guidelines for Complete Streets as developed and applied by the City.~~

External Connections

~~5.12~~5.14 ~~Potential~~Enhanced external connections to and from the King-Parliament area are shown on Map 15-6.

~~5.13~~5.15 ~~Potential~~Enhanced external connections will be designed and maintained to prioritize pedestrian and cyclist safety and comfort. They will be achieved over time through development, capital investment and maintenance and will include, but ~~are~~will not be limited to:

~~5.13.15~~5.15.1 connections across the Union Station Rail Corridor to the waterfront at Lower Jarvis Street, Sherbourne Street, Berkeley Street, Parliament Street, Trinity Street and Cherry Street; and

~~5.13.25~~5.15.2 a multi-use path connection from Corktown Common across the Don River to East Harbour.

~~5.14~~ ~~Within the King-Parliament area, public realm improvements will connect to and support enhanced pedestrian and cyclist infrastructure outside of the King-Parliament area on the streets shown on Map 15-6. These public realm improvements will be achieved over time through development and capital investment and maintenance projects.~~

~~5.15 Rail Safety from the property line of the Union Station Rail Corridor, or an appropriate distance as identified in a peer-reviewed Rail Safety Study, with the exception of those uses identified in Policy 5.16.~~

~~5.15.1 the Cherry Street surface transit loop.~~

~~5.16 Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the north face of noise walls and other structures.~~

Public Realm Big Moves

Trinity Triangle

~~5.17~~5.16 Trinity Triangle is located at the intersection of Front Street East, Eastern Avenue and Trinity Street, as shown on Map 15-~~75~~.

~~5.18~~5.17 Public realm improvements to the portions of Front Street East, Eastern Avenue and Trinity Street adjacent to and nearby Trinity Triangle will:

~~5.18-45~~5.17.1 enhance pedestrian and cyclist safety, comfort and accessibility;

~~5.18-25~~5.17.2 enhance pedestrian and cyclist movement and connectivity between Corktown, the West Don Lands and Distillery District Policy Areas; and

~~5.18-35~~5.17.3 create meaningful opportunities for placemaking.

~~5.19~~5.18 The public realm will be expanded through development and/or capital investment ~~and will include~~ to review options for:

~~5.19-45~~5.18.1 the closure of the one-way eastbound portion of Front Street East between Eastern Avenue and Trinity Street to vehicular traffic, in accordance with the West Don Lands Class Environmental Assessment Master Plan; and

~~5.19-25~~5.18.2 realignment of the Eastern Avenue and Trinity Street intersection to improve pedestrian and cyclist movement and enable the creation of a public open space at the northwest corner of Eastern Avenue and Trinity Street.

~~5.20~~5.19 Public realm improvements will be achieved over time through development and/or capital investment and may include the following:

~~5.20-45~~5.19.1 streetscape improvements, including but not limited to, new trees, seating and landscaping along Eastern Avenue, Front Street East and Trinity Street;

~~5.20-25~~5.19.2 high quality paving materials, new trees, seating, lighting, public art, heritage interpretation, programming, landscaping and integration of stormwater capture where possible on the existing Trinity Triangle and new public open spaces as identified in Policy 5.~~2022~~.

King-Sumach ~~Pedestrian Plaza~~ Belt

~~5.215.20~~ The King-Sumach ~~Pedestrian Plaza~~ generally comprises Belt will be established on the series of separate parcels of City-owned ~~lands located~~ land under or adjacent to the Richmond Street East, Adelaide Street East and Eastern Avenue overpass network as shown on Map 15-~~75~~.

~~5.225.21~~ Public realm improvements to City-owned lands within the The King-Sumach ~~Pedestrian Plaza area~~ Belt will be designed:

5.21.1 to provide different amenities for people of different ages and abilities;

5.21.2 to reinforce a sense of place and provide opportunities to gather;

5.21.3 to connect to and facilitate movement between the new plazas and Sackville Playground and Percy Park;

~~5.22.15.21.4~~ to improve pedestrian and cyclist safety, comfort and accessibility under or adjacent to by including unobstructed views into the overpass network; plazas, preserving opportunities for overlook and providing good pedestrian lighting; and

~~5.22.25.21.5~~ to enhance pedestrian and cyclist connectivity under or between adjacent to the overpass network streets and between the West Don Lands, Distillery District, Corktown and Queen Street Policy Areas; and.

~~5.22.3 create meaningful opportunities for placemaking and gathering.~~

~~5.235.22~~ Public realm improvements in and around the plazas on adjacent streets will be achieved over time through development and capital investment and may include the following:

~~5.23.15.22.1~~ streetscape improvements, including but not limited to, new trees, seating and landscaping along King Street East, Sumach Street and Cherry Street; and

~~5.23.25.22.2~~ on City-owned lands under the overpass network, amenities including high quality paving materials, pedestrian paths, wayfinding, new trees, seating, lighting, public art, heritage interpretation, programming, landscaping and integration of integrated stormwater capture where possible, on City-owned lands located under the overpass network.

5.23 Prior to the implementation of capital projects for public realm improvements, interim uses may be considered on City-owned lands within the King-Sumach Plaza Belt provided:

5.23.1 public pedestrian access, connectivity and amenity are maintained on the lands; and

5.23.2 permanent structures for such uses are not permitted on the lands.

First Parliament Site & Parliament Square Park

5.24 The First Parliament Site and Parliament Square Park are located on the blocks bounded by Front Street East, Parliament Street, 33 Hahn Place and Berkeley Street, as shown on Map 15-75.

5.25 The First Parliament Site will be developed to reveal its historic significance.

5.26 The First Parliament site will be developed in a manner appropriate to its intended role as a public community resource and will be configured to accommodate services and amenities for the growing numbers of residents, workers and visitors in the area.

5.27 Development of the First Parliament Site will be guided by a master plan that will identify, among other matters, existing based on objectives including but not limited to:

5.27.1 retaining key archaeological resources to be retained in situ;

~~5.25—identifying opportunities for heritage interpretation and the location of public uses on the site.~~

5.27.2 Improvements to the east-west through holistic public mid-block connection on the north side realm and building design to reveal all layers of Parliament Square Park will be made over the site's history;

5.27.3 establishing a design character that is sympathetic to the site's heritage while reflecting the contemporary time through development review, capital investment and maintenance projects to provide;

5.27.4 developing a complete and connected public realm framework that identifies opportunities to create new parks, public open spaces and enhanced streetscaping initiatives appropriate to the historic importance of the site and area;

5.27.5 optimizing and enhancing pedestrian and cycling connectivity across the First Parliament site and between the site and area parks, open spaces and circulation routes; and

5.27.6 capitalizing on the site's prominent location facing Front Street East and Parliament Street to convey through design the historic significance of the site and to reinforce the character of these Great Streets.

5.28 The design and development of the site and its ongoing use will include collaborations among municipal and provincial stakeholders, Indigenous Nations and the general public.

6 RAIL SAFETY

~~5.26~~6.1 Development must be set back a minimum of 30 metres from the property line of the Union Station Rail Corridor, or an appropriate distance as identified in a peer-reviewed Rail Safety Study, with the exception of those uses identified in Policy 6.2.

~~5.27~~6.2 Within the 30 metre setback adjacent to the rail corridor, or within an appropriate distance as identified in a peer-reviewed Rail Safety Study, the following uses are permitted:

~~5.27.16~~6.2.1 rail safety and vibration/noise mitigation structures;

~~5.27.26~~6.2.2 auxiliary non-residential uses such as parking, storage and loading; and

6.2.3 existing non-residential uses such as the Cherry Street Interlocking Tower, bicycle facilities, and the Cherry Street surface transit loop.

~~5.286.3~~ 5.286.3 Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality and prepared, stamped and signed by qualified and licensed Professional Engineers or other appropriate professionals. Berms should be landscaped and maintained and opportunities for public art, murals and community artwork should be pursued on the north face of noise walls and other structures.

67 QUEEN STREET POLICY AREA

~~6.17.1~~ Development in the Queen Street Policy Area will occur incrementally and will generally take the form of additions to existing buildings, or mid-rise buildings of a height consistent with the adjacent right-of-way width, that are compatible with the area's ~~diverse~~distinct main street character and ~~large~~significant number of heritage buildings.

~~6.2~~ To maintain the distinct main street character of the street, the overall height of buildings with frontage on Queen Street East will not exceed 25.0 metres, inclusive of mechanical penthouses.

~~7.2~~ Development with frontage on Queen Street East on The City may require development to be set back from the front property line:

~~7.2.1~~ to provide for wider sidewalks where high pedestrian volumes exist or are expected to be generated by development;

~~7.2.2~~ to achieve parkland dedication or publicly-accessible open space on the site;

~~7.2.3~~ to reflect the existing setback of a property on the City's Heritage Register will provide a 5.0 metre setback above the existing heritage on or immediately adjacent to the site; and/or

~~6.2-7.2.4~~ to allow for variation in the streetwall.

~~6.3~~ Development with frontage on the north side of Queen Street East will provide transition to adjacent ~~Neighbourhoods~~ by fitting generally within a 45-degree angular plane taken from a height of 10.5 metres from the rear property line, or in the case of an abutting public laneway, from the opposite side of the laneway.

~~6.4~~ Development will generally fit within a 45-degree angular plane taken from a height of 16.0 metres along the Queen Street East frontage.

~~6.57.3~~ Development will be set back a minimum of 3.0 metres from the front property line; Increased building setbacks required in accordance with Policy 7.2 will be unencumbered by building cantilevers and balconies, to provide for wider sidewalksopen sky views, improved streetscaping and animation of the public realm.

~~6.6~~ The City may reduce the minimum 3.0 metre setback requirement where:

~~6.6.1~~ a strong, legible, historic character of street-oriented buildings exists; or

~~6.6.2~~ a property on the City's Heritage Register exists on-site.

~~6.7~~ The City may require more than a 3.0 metre setback where high pedestrian volumes exist or are expected to be generated by development.

~~6.87.4~~ Development with frontage on Queen Street East will be compatible with the historic retail main street character of the street and provide an enhanced pedestrian experience by:

~~6.8.17.4.1~~ including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;

~~6.8.27.4.2~~ limiting large areas of glass and using solid materials such as brick within the streetwall to complement the materials traditionally used on Queen Street East;

~~6.8.37.4.3~~ providing a ground floor height that ~~generally~~ is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building facades; and

~~6.8.47.4.4~~ providing vertical articulation that ~~generally~~ is in keeping with existing non-residential storefronts within the adjacent development block.

Public Realm

~~7.5~~ Development ~~at with frontage on the intersections where two Great Streets meet, including those along Queen Street East, Kingnorth side of Britain Street, between George Street East and Parliament Sherbourne Street, will be prioritized for public realm improvements designed and massed to:~~

~~7.5.1~~ contribute to a consistent streetwall height along each of the north and south sides of Britain Street; and

~~7.5.2~~ provide built form transition from lower-scale and mid-rise building heights along the south side of Queen Street East.

~~6.97.6~~ Development in the Queen Street Policy Area will result in no net new shadows on Moss Park.

78 JARVIS PARLIAMENT POLICY AREA

~~7.18.1~~ The Jarvis Parliament Policy Area will be an area of context-specific growth. The area includes the original ~~40~~ten blocks of the Town of York and is characterized by its historically and architecturally significant buildings. Development will be ~~context-specific and~~ responsive to the form and scale of surrounding buildings, and will support a balance of residential, commercial and institutional uses.

~~7.28.2~~ Development will generally provide a 5.0 metre setback above the base building on the street frontage. Tall buildings will be designed with generous setbacks from the façade of base buildings adjacent to streets, to establish a pedestrian-scale streetwall and comfortable microclimatic conditions.

~~7.38.3~~ Development will be set back a minimum of 3.0 metres from the front property line, lines adjacent to streets, to provide wider sidewalks with improved streetscaping. Setbacks will be unencumbered by building cantilevers and balconies, to reinforce their public character, provide for wider sidewalks, improved streetscaping and animation of the public realm, sky views and accommodate the canopy of mature street trees planted within the adjacent right-of-way.

~~8.4~~ The City may reduce the minimum 3.0 metre building setback requirement required by the zoning by-law :

~~7.4~~ — where:

~~7.4.18.4.1~~ a strong, legible, ~~historie~~ heritage character of street-oriented buildings ~~located closer to the property line~~ exists; or

~~7.4.28.4.2~~ a property for portions of properties where buildings on the City's Heritage Register ~~exists on-site~~ exist.

~~8.5~~ The City may require more than a 3.0 metre greater minimum setback than required by the zoning by-law:

~~7.4.38.5.1~~ where high pedestrian volumes exist or are ~~expected~~ anticipated to be generated by development;

~~8.5.2~~ to improve planting conditions for street trees; or

~~8.5.3~~ to generally improve the quality of the public realm.

~~7.58.6~~ Development will:

~~7.5.18.6.1~~ retain whole or substantial portions of a property on the City's Heritage Register in order to conserve the three-dimensional integrity of heritage buildings; and

~~7.5.28.6.2~~ be sited, massed and designed to fit harmoniously within the existing and planned context of adjacent and nearby setbacks and streetwall heights; and

King Street East

~~7.6 Policies 7.8 to 7.9 apply to King Street East between Jarvis Street and Berkeley Street in the Jarvis Parliament Policy Area.~~

8.6.3 be designed and massed to provide built form transition to adjacent Mixed Use Areas 3 and Mixed Use Areas 4.

~~7.7 Development with frontage on King Street East will generally fit within a 45-degree angular plane as applied from the front property line to the middle of the block:~~

~~7.7.1 taken from the height of the existing heritage streetwall in the case of a property on the City's Heritage Register; or~~

~~7.7.2 taken from a height of 16.0 metres in the case of a property that does not contribute to the overall cultural heritage values, character and integrity of the street.~~

~~7.8.7~~ Development with frontage on King, between Jarvis Street East and Berkeley Street, will be compatible with the historic retail main street character of the street and provide an enhanced pedestrian experience by:

~~7.8.18.7.1~~ including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of built form pattern within the area;

~~7.8.28.7.2~~ limiting large areas of glass and using solid materials such as brick within the streetwall to complement the materials traditionally used on King Street East;

~~7.8.38.7.3~~ providing a ground floor height that generally is in keeping with existing commercial ground floor heights within the adjacent development block that will to reinforce the existing horizontal articulation of building facades; and

~~7.8.48.7.4~~ providing vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block.

Development with frontage on the south side of Britain Street

~~7.98.8 Policies 7.11 to 7.12 apply to Britain Street, between George Street and Sherbourne Street in the Jarvis Parliament Policy Area, will be designed and massed to:~~

~~7.10 Development maintain and be consistent with frontage on the north side of Britain Street will:~~

~~7.10.18.8.1 have a maximum streetwall height of 16.0 metres; and existing heritage buildings;~~

~~7.10.28.8.2 generally fit within a 45-degree angular plane taken provide built form transition from a height of 16.0 metres above lower-scale and mid-rise building heights in the front property line along the south side of Queen Street East. Policy Area; and~~

~~7.11 Development with frontage on the south side of Britain Street will:~~

~~7.11.1 have a maximum streetwall height of 12.0 metres; and~~

~~7.11.2 generally fit within a 45-degree angular plane taken from a height of 16.0 metres above the front property line along the south side of Queen Street East.~~

~~8.8.3 result in no net new shadows on Moss Park.~~

Public Realm

~~7.12 Development at the intersections where two Great Princess Street, Frederick Street, George Street, shown as Park Link Streets meet, including those along Jarvis Street Queen Street East, King Street East, Front Street East and Parliament Street on Map 15-5, will be prioritized for public realm improvements.~~

~~7.138.9 Princess Street, Frederick Street and George Street will be prioritized for public realm improvements in order to provide greater north-south connectivity through the Jarvis Parliament Policy Area to extend the character of David Crombie Park, providing visual connections and pedestrian amenity along local streets.~~

89 CORKTOWN POLICY AREA

~~8-19.1~~ The Corktown Policy Area will experience gradual growth and change over time. ~~The area is characterized by a unique collection of historic main street and row house properties, with a fine-grain street pattern reflective of its historic context.~~ Development will be primarily through infill and adaptive reuse of buildings that complement the existing character of the area, ~~including which is composed of~~ small lot sizes, clusters of historically significant buildings and fine-grain retail streets. Development will support a balance of residential and non-residential uses.

King Street East

~~8-29.2~~ Policies ~~89.3~~ to ~~8-9.6~~ apply to King Street East, east of Parliament Street in the Corktown Policy Area.

~~8.3 — To maintain the distinct main street character of the street, the overall height of buildings with frontage on King Street East will generally not exceed 25.0 metres, inclusive of mechanical penthouse.~~

~~8.4 — Development with frontage on King Street East on a property on the City's Heritage Register will provide a 5.0 metre setback above the existing heritage streetwall.~~

~~8.5 — Development will generally fit within a 45-degree angular plane:~~

~~8.5.1 — taken from the height of the existing heritage streetwall in the case of a property on the City's Heritage Register; or~~

~~8.5.2 — taken from a height of 16.0 metres in the case of a property that does not contribute to the overall cultural heritage values, character and integrity of the street.~~

~~8-69.3~~ Development will be set back ~~a minimum of 3.0 metres~~ from the front property line, ~~unencumbered by building cantilevers and balconies,~~ to provide for wider sidewalks, improved streetscaping and animation of the public realm.

~~9.4~~ The City may reduce the minimum ~~3.0 metre~~ setback ~~requirement required by the zoning by-law:~~

~~8.7 — where:~~

~~8.7.19.4.1~~ a strong, legible, ~~historie~~heritage character of street-oriented buildings exists; or

~~8.7.29.4.2~~ For portions of a ~~property~~properties where buildings on the City's Heritage Register ~~exists on-site.~~ exist.

~~8-89.5~~ The City may require ~~more than a 3.0 metre~~a greater minimum setback where high pedestrian volumes exist or are expected to be generated by development.

~~8.99.6~~ Development with frontage on King Street East will be compatible with the historic retail main street character of the street and provide an enhanced pedestrian experience by:

~~8.9.19.6.1~~ including building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;

~~8.9.29.6.2~~ limiting large areas of glass and using ~~solid~~ materials such as brick within the streetwall to complement the materials traditionally used on King Street East;

~~8.9.39.6.3~~ providing a ground floor height that ~~generally~~ is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building facades; and

~~8.9.49.6.4~~ providing vertical articulation that ~~generally~~ is in keeping with existing non-residential storefronts within the adjacent development block.

Eastern Avenue

~~8.10~~ Policies ~~8.11 to 8.12~~ apply to the north side of Eastern Avenue within the Corktown Policy Area.

~~8.11~~ Development will:

~~8.11.1~~ have a maximum streetwall height of 16.0 metres;

~~8.11.2~~ provide a minimum setback of 3.0 metres above the streetwall; and

~~8.11.3~~ be set back a minimum of 3.0 metres from the front property line, unencumbered by building cantilevers and balconies, to provide for wider sidewalks, improved streetscaping and animation of the public realm.

~~8.129.7~~ Development with frontage on the north side of Eastern Avenue will be designed and massed to provide built form transition to adjacent Mixed Use Areas 4 by fitting generally within a 45-degree angular plane taken from a height of 10.5 metres from the boundary of the Mixed Use Areas 3 area, or in the case of an abutting public laneway, from the opposite side of the laneway.

Development Abutting Overpasses

~~8.13.19.8~~ Development on properties abutting the Adelaide Street East, Richmond Street East and Eastern Avenue overpasses will:

~~8.13.19.8.1~~ provide a minimum continuous building setback ~~of 5.0 metres~~ from the overpass structure, unencumbered by building cantilevers or balconies, as required by the zoning by-law;

~~8.13.29.8.2~~ submit air quality and noise and vibration studies which assess the impact of the overpasses on the proposed development as well as mitigation measures to reduce any adverse impacts, and which may be subject to peer review to be funded by the applicant; and

~~8.13.3~~ seek opportunities to animate and program the areas below the overpasses ~~as identified in Policies 5.22 to 5.24 and~~

~~8.13.49.8.3~~ and improve connectivity between the Corktown Policy Area and the West Don Lands Policy Area, as identified in Policies 5.24 to 5.27.

Public Realm

~~8.14.9.9~~ The Downtown Parks and Public Realm Plan and the Corktown Parks Master Plan will serve as the framework to improve the quality, quantity and connectivity of parks and the public realm, and will guide development review, parkland provision and the allocation of capital funding.

~~8.15.9.10~~ Primary and secondary connection corridors identified in the Corktown Parks Master Plan will be improved to provide greater connectivity between the area's existing network of active parks and ~~quiet~~other open spaces.

910 WEST DON LANDS POLICY AREA

9.10.1 The West Don Lands Policy Area will accommodate residential, commercial and institutional growth as ~~the area develops~~ it continues to develop into a vibrant mixed-use community ~~in a manner that builds~~. Future development and public realm improvements will continue to build upon the ~~positive features of vision for the area outlined in~~ the area and adjacent areas, in particular the Distillery District and Corktown Common West Don Lands Precinct Plan.

9.210.2 Front Street East serves as a direct visual and physical link ~~to~~ between the Downtown ~~from~~ and the West Don Lands ~~area~~. ~~The built form along~~ Policy Area. Buildings on each side of Front Street East will ~~consist of a~~ form continuous ~~streetwall that provides clear~~ streetwalls to emphasize this connection and focus views ~~to~~ towards Corktown Common at ~~its~~ the street's eastern terminus. ~~Front Street East~~ New development will ~~consist of~~ contain a mix of ~~retail, offices~~ office, residential and institutional uses, with ~~the~~ ground floors ~~being~~ primarily used for occupied by retail uses. ~~Development along Front Street East will provide an enhanced public realm, including fronting~~ widened, tree lined sidewalks ~~and landscaping~~.

9.310.3 Cherry Street serves as an important connection ~~for~~ within the West Don Lands ~~area to the Regent Park and Cabbagetown~~ Policy Area that links to adjacent neighbourhoods ~~to the north and the future Port Lands communities to the south~~. ~~Cherry Street~~. It is the area's main transit corridor with the ~~existing~~ King streetcar terminating at the rail corridor ~~on Cherry~~ south of Front Street East, with a future planned ~~future expansion~~ extension south into the Port Lands ~~to the south~~. Development along Cherry Street will ~~be~~ include a mix of uses, focusing primarily on institutional and retail uses.

Eastern Avenue

~~9.4~~10.4 ~~Policies 9.5 to 9.7 apply to Development along~~ the south side of Eastern Avenue, between Trinity Street and Cherry Street ~~in the West Don Lands Policy Area, will:~~

~~9.5~~ — Development will:

~~9.5.1~~10.4.1 ~~generally not exceed 36.0 to 42.0 metres in height, inclusive of mechanical penthouse, and~~ provide an appropriate transition in height and massing from the West Don Lands Policy Area to the existing and planned context of the Corktown Policy Area;

~~9.5.2~~ — have a maximum base building height of 16.0 metres;

~~9.5.3~~ — provide a minimum setback of 3.0 metres above the base building along Eastern Avenue and

~~9.5.4~~10.4.2 be set back ~~a minimum 3.0 metres~~ from the front property line, unencumbered by building cantilevers and balconies, to provide for wider sidewalks, improved streetscaping and animation of the public realm;

~~9.5.5~~10.4.3 ~~Development will~~ provide a publicly accessible mid-block connection from Eastern Avenue to Front Street East to Eastern Avenue as generally shown in Map 15-x; and

~~9.5.6~~10.4.4 ~~Development will~~ limit disruptions to public sidewalks and reduce the visual ~~impact~~impacts of vehicular, loading and servicing activities on site by reducing, consolidating or eliminating existing curb cuts, limiting the creation of new curb cuts and providing shared accesses and/or driveways.

Front Street East

~~9.6 Policy 9.9 applies to Front Street East between Parliament Street and Bayview Avenue in the West Don Lands Policy Area.~~

~~9.7~~10.5 Development with frontage on Front Street East, between Parliament Street and Bayview Avenue, will:

~~9.7.1~~10.5.1 be sited, massed and designed to ~~fit harmoniously within~~be consistent with the existing and planned context of adjacent and nearby streetwall heights; and

~~9.7.2~~ generally not exceed 36.0 to 42.0 metres in height, inclusive of mechanical penthouse; and

~~9.7.3~~10.5.2 be set back ~~a minimum 3.0 metres~~ from the front property line, unencumbered by building cantilevers and balconies, to provide for wider sidewalks, improved streetscaping and animation of the public realm.

Mill Street

~~9.8 Policies 9.11 to 9.14 apply to~~Development of lands on the north side of Mill Street, between Parliament Street and Cherry Street in the West Don Lands Policy Area.

~~9.9~~10.6 Development will ~~generally not exceed 30.0 to 36.0 metres in height, inclusive of mechanical penthouse.~~

~~9.9.1~~10.6.1 ~~Development will~~ provide appropriate separation distances between existing and proposed buildings to provide access to natural light, sky view and privacy, and maximize the utility of private open spaces between buildings; and

~~9.9.2~~10.6.2 ~~Development will~~ obtain vehicular, loading and servicing access from ~~Streets~~Streets 1 and 2 shown on Map 15-5; and

~~9.9.3~~10.6.3 ~~Through development, provide for~~ a new linear public park of approximately 0.4 hectares in size ~~will to~~ be secured on the north side of Mill Street, extending eastward from Parliament Street, as shown on Map 15-5.

Dominion Foundry Complex

~~9.10~~10.7 Development of the Dominion Foundry Complex at 153-185 Eastern Avenue shall conserve the industrial heritage character of the complex.

~~9.11~~10.8 Development will provide a Privately Owned Publicly-accessible Space (POPS) in the existing open space generally located at the intersection of Rolling Mills Road and Palace Street to provide landscaping, outdoor seating and play spaces.

Public Realm

~~9.12~~10.9 The West Don Lands Public Realm Master Plan and the Downtown Parks and Public Realm Plan will serve as the framework to improve the quality, quantity and connectivity of parks and the public realm, and will guide development review, parkland provision and the allocation of capital funding.

~~9.13~~10.10 Front Street East and Parliament Street will be prioritized for public realm improvements to be achieved through development and capital investment.

~~9.14~~10.11 Public realm improvements will:

~~9.14.1~~10.11.1 create a unified streetscape while reinforcing the identity, distinct characteristics and heritage value and attributes of each segment of each street;

~~9.14.2~~10.11.2 ~~improve the scale of~~provide widened pedestrian clearways, designated transit stops and ~~spaces~~spaces for public ~~gathering~~gatherings;

~~9.14.3~~10.11.3 ~~be required to implement and maintain~~be implemented using a high standard of design and materials;

~~9.14.4~~10.11.4 prioritize tree planting and investment in infrastructure to support the growth of a healthy tree canopy, wherever feasible;

~~9.14.5~~10.11.5 be informed by complete street principles; and

~~9.14.6~~10.11.6 include green infrastructure where feasible.

~~9.15~~10.12 Development and public realm improvements along Front Street East will ~~expand~~extend and enhance the existing promenade by providing opportunities for gathering spaces, including, but not limited to, seating areas, generous pedestrian clearways, enhanced landscaping, heritage interpretation and public art opportunities.

~~9.16~~—Development ~~at the intersections of Front Street East and Parliament Street and Front Street East and Cherry Street~~ will:

~~9.16.1~~ ~~reinforce the scale, character, form and setting of the adjacent cultural heritage resources through sensitive massing and placement of new buildings to lend prominence to these resources;~~

~~9.16.2~~ ~~be designed to accommodate higher pedestrian volumes and public uses;~~

~~9.16.3~~ ~~create appropriate relationships between the built environment and open spaces; and~~

~~9.16.4~~ ~~provide greater building setbacks to support landscaping, tree plantings, forecourt and POPS spaces.~~

~~9.17~~10.13 ~~Development will adequately limit~~ result in no net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. ~~on all public parks including~~ Corktown Common, Lawren Harris Park and Front Street Promenade.

Retail

~~9.18~~10.14 Development that includes larger retail stores must be located and designed to:

~~9.18.4~~10.14.1 locate larger stores on the second level or above or below-grade, with appropriately scaled and visible lobby areas;

~~9.18.2~~10.14.2 wrap larger stores with smaller retail units around the perimeter of the building to maintain reinforce the existing rhythm of the street;

~~9.18.3~~10.14.3 include multiple entrances; and

~~9.18.4~~10.14.4 provide appropriate glazing on storefronts, based on local ground floor character, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.

Community Services and Facilities

10.15 Development will be encouraged to contribute to the delivery of community service facilities, as appropriate, as a community benefit, through:

10.15.1 New, expanded or retrofitted space for one or more community service facilities, on-site;

10.15.2 New, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or

~~9.18.5~~10.15.3 A contribution towards specific community service facilities that meets identified needs.

~~9.19~~10.16 New community service facilities and expansions or retrofits of existing community service facilities will be designed to meet the requirements of the City, public agencies, boards and commissions and will, where appropriate:

~~9.19.4~~10.16.1 be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;

~~9.19.2~~10.16.2 consider co-location within mixed-use buildings; and

~~9.19.3~~10.16.3 provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.

Flood Protection Landform

~~9.20~~10.17 Development and/or public works within the West Don Lands Policy Area must protect and not interfere with or undermine the existing flood protection landform.

~~9.20~~10.17 Development and/or public works in proximity to the flood protection landform may be subject to additional study and/or report requirements in consultation with the City of Toronto and the Toronto and Region Conservation Authority.

Holding Provision

~~9.22~~10.19 The following conditions must be met prior to the removal of the holding provision "H" symbol within the West Don Lands Policy Area:

~~9.22.4~~10.19.1 transportation and servicing improvements, including the provision of roads, sewer and water services;

~~9.22.2~~10.19.2 environmental protection, remediation and mitigation measures;

~~9.22.3~~10.19.3 measures to conserve built heritage resources, cultural heritage landscapes, properties with archaeological potential and archaeological sites; and

~~9.22.4~~10.19.4 the provision of a phasing plan outlining the sequencing of new development and the timing of the provision of matters set out above in Policies ~~9.28~~10.19.1 to ~~9.28~~10.19.43.

~~9.23~~10.20 The requirements outlined in Policy ~~9.28~~10.19 above are to be secured through an appropriate agreement(s) between the landowner and the City.

4011 DISTILLERY DISTRICT POLICY AREA

40.411.1 Development in the Distillery District Policy Area will be limited and subject to the Site and Area Specific Policies included in Section **4213** of this Plan; responsive to the heritage context of the area; and will continue to integrate conservation, rehabilitation, adaptive re-use and new construction to support a balance of residential and non-residential uses.

Mill Street

40.211.2 Policy **4011.3** applies to the north side of Mill Street between Trinity Street and Cherry Street in the Distillery District Policy Area.

40.311.3 Development will obtain vehicular, loading and servicing access from Street 1 shown on Map 15-5.

11.12 IMPLEMENTATION

11.12.1 Parkland provision and public realm improvements in the King-Parliament area will be guided and informed by the Downtown Parks and Public Realm Plan, as adopted by City Council in May 2018 and regularly updated.

11.212.2 The provision of community service facilities in the King-Parliament area will be guided and informed by the Downtown Community Services and Facilities Strategy, as adopted by City Council in May 2018 and regularly updated.

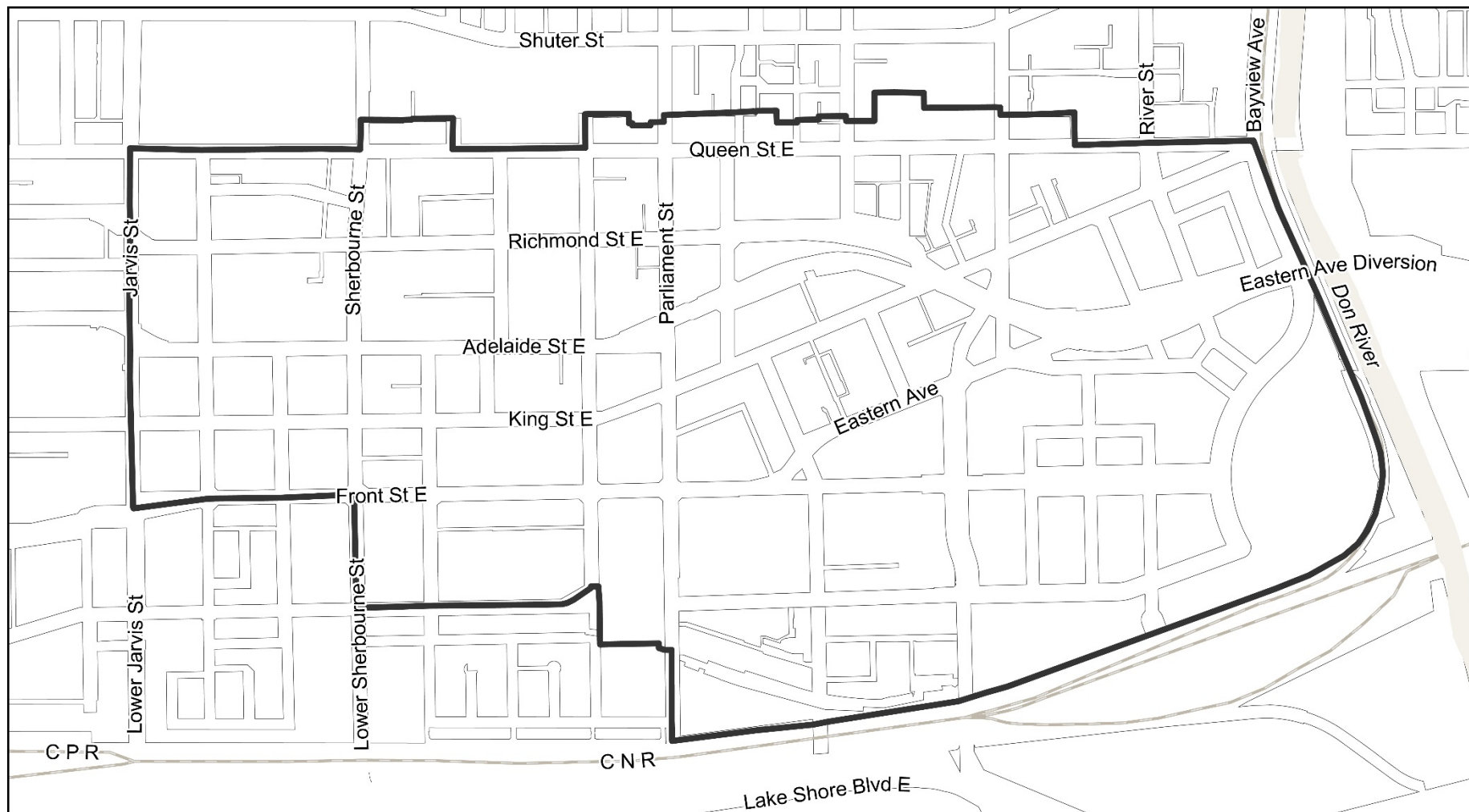
11.312.3 Improvements to the transportation system in the King-Parliament area will be guided and informed by the Downtown Mobility Strategy, as adopted by City Council in May 2018 and regularly updated.

11.412.4 Development in the King-Parliament area will be informed by the Downtown Water Strategy and the Downtown Energy Strategy, as adopted by City Council in May 2018 and regularly updated.

11.512.5 When public streets within the King-Parliament area are reconstructed, opportunities to repurpose space within the City-owned right-of-way will be explored in order to implement the City's Complete Streets principles, incorporate road safety standards and allow for an increased boulevard to accommodate pedestrian clearways, landscaping and street trees, among others.

1213 SITE AND AREA SPECIFIC POLICIES

- 1. Gooderham and Worts Area**
- 2. Triangle Lands**
- 3. 31 R Parliament Street**



King-Parliament Secondary Plan

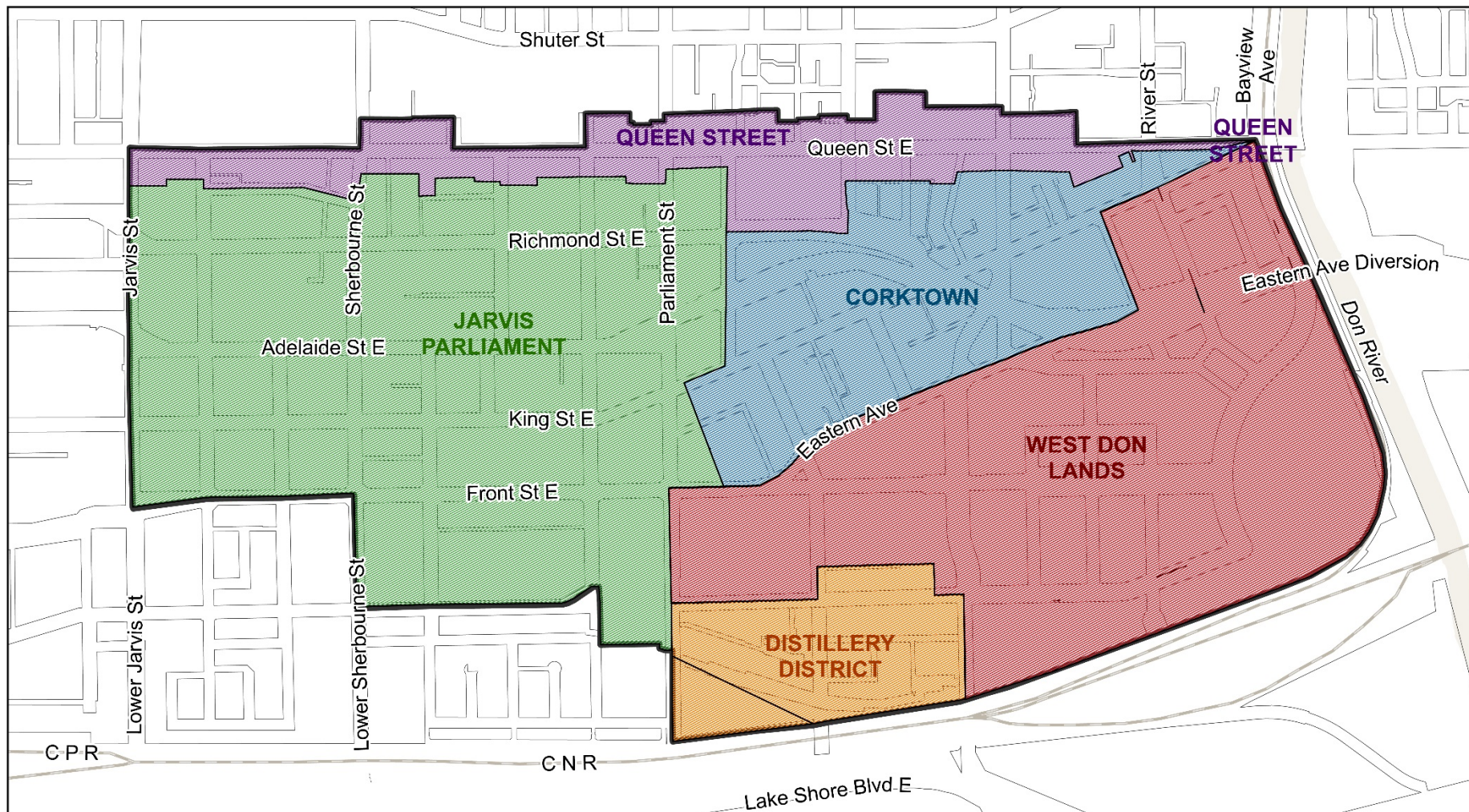
Map 15-1 Secondary Plan Boundary

 King-Parliament Secondary Plan Boundary

Not to Scale



September 19, 2019



King-Parliament Secondary Plan

Map 15-2 Policy Areas

King-Parliament Secondary Plan Boundary

Corktown

Jarvis Parliament

West Don Lands

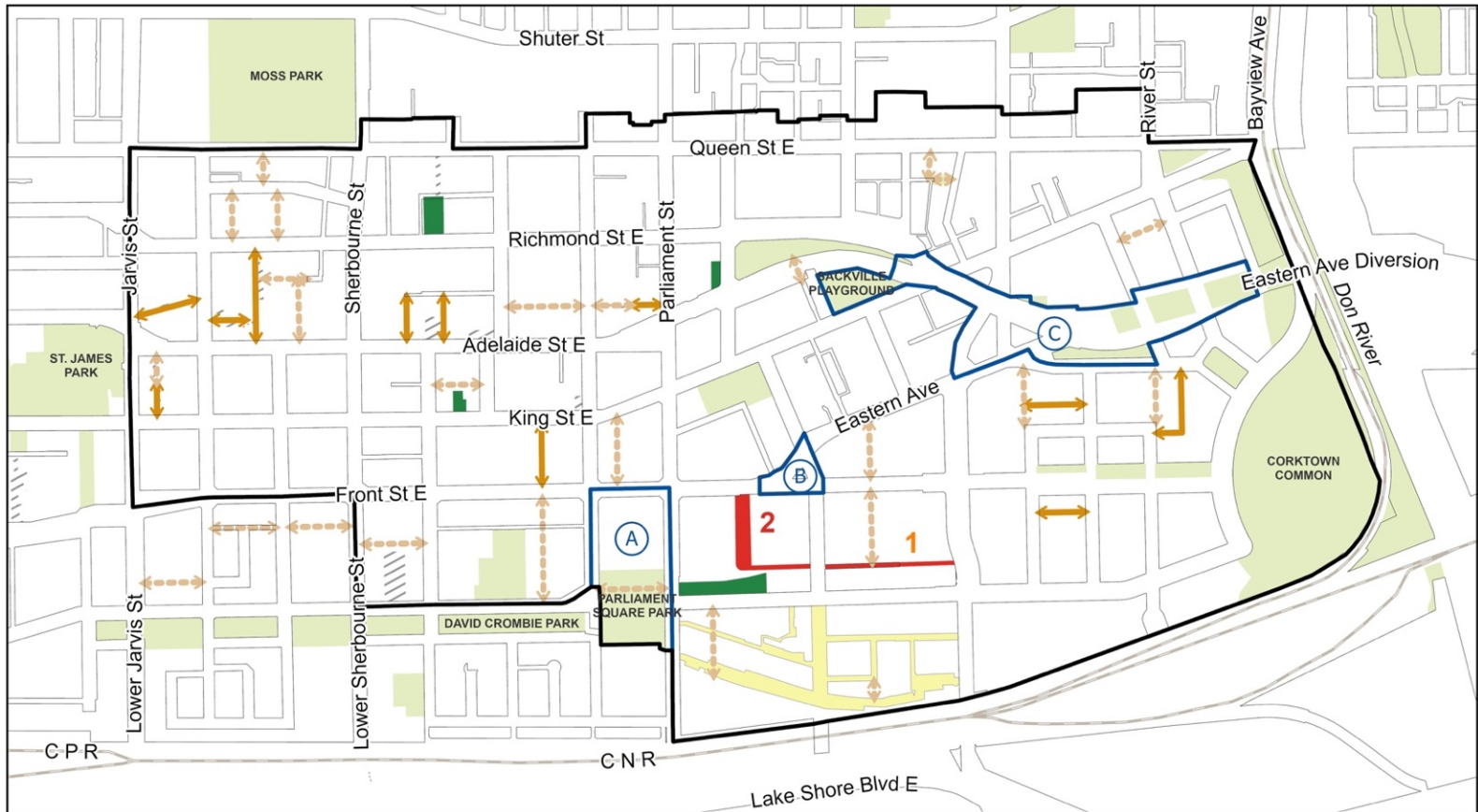
Not to Scale

Distillery District

Queen Street



September 19, 2019



King-Parliament Secondary Plan

Map 15-5 Parks and Public Realm Plan

King-Parliament Secondary Plan Boundary

Potential Mid-block Connection

Existing Mid-block Connection

New Public Street

Privately Owned Publicly-accessible Spaces

Future Parks and Open Spaces (approved through Development)

Parks and Open Spaces

Distillery District Open Space

Public Realm Big Moves:

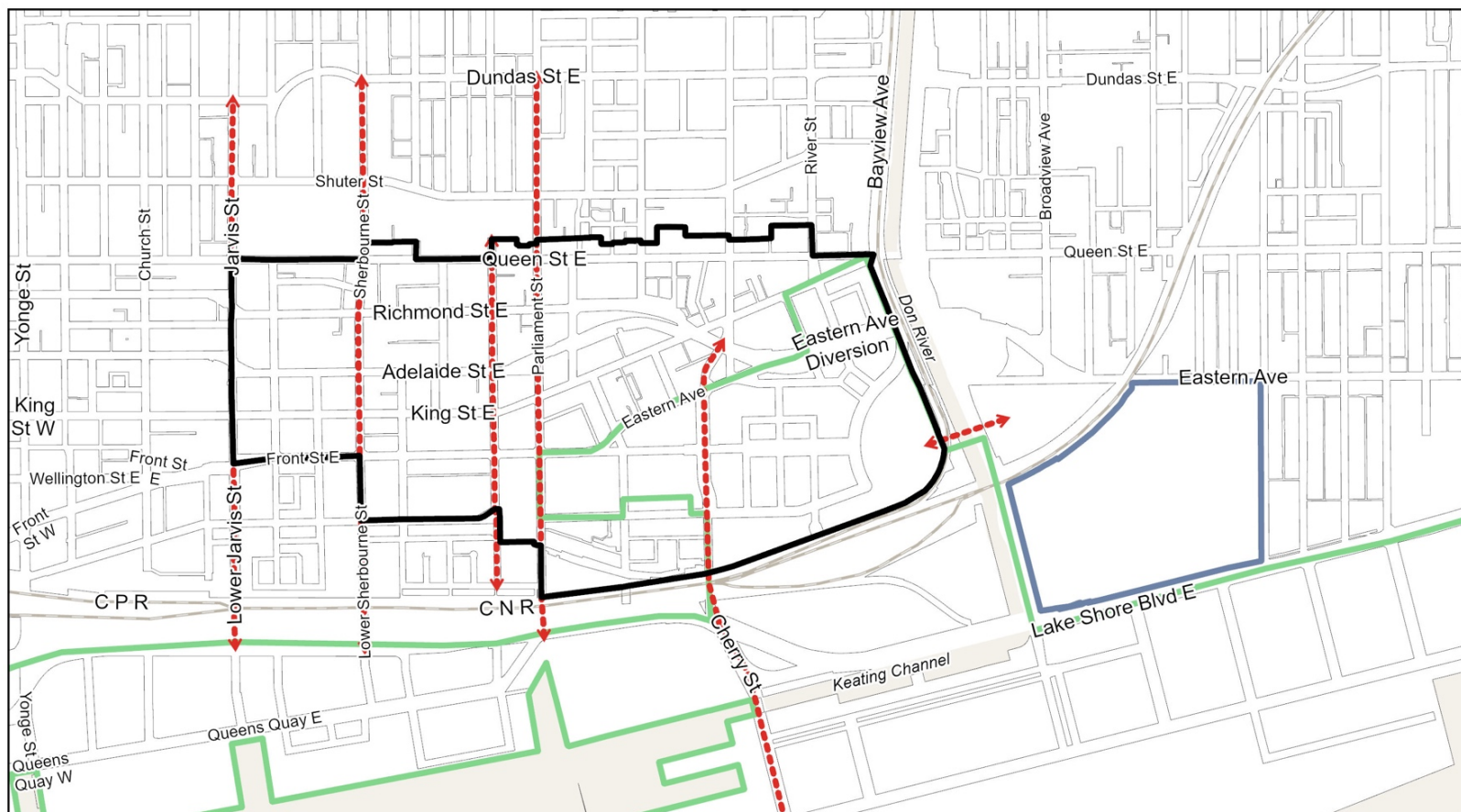
First Parliament Site & Parliament Square Park

Trinity Triangle

King-Sumach Park Belt

Not to Scale

October 13, 2020



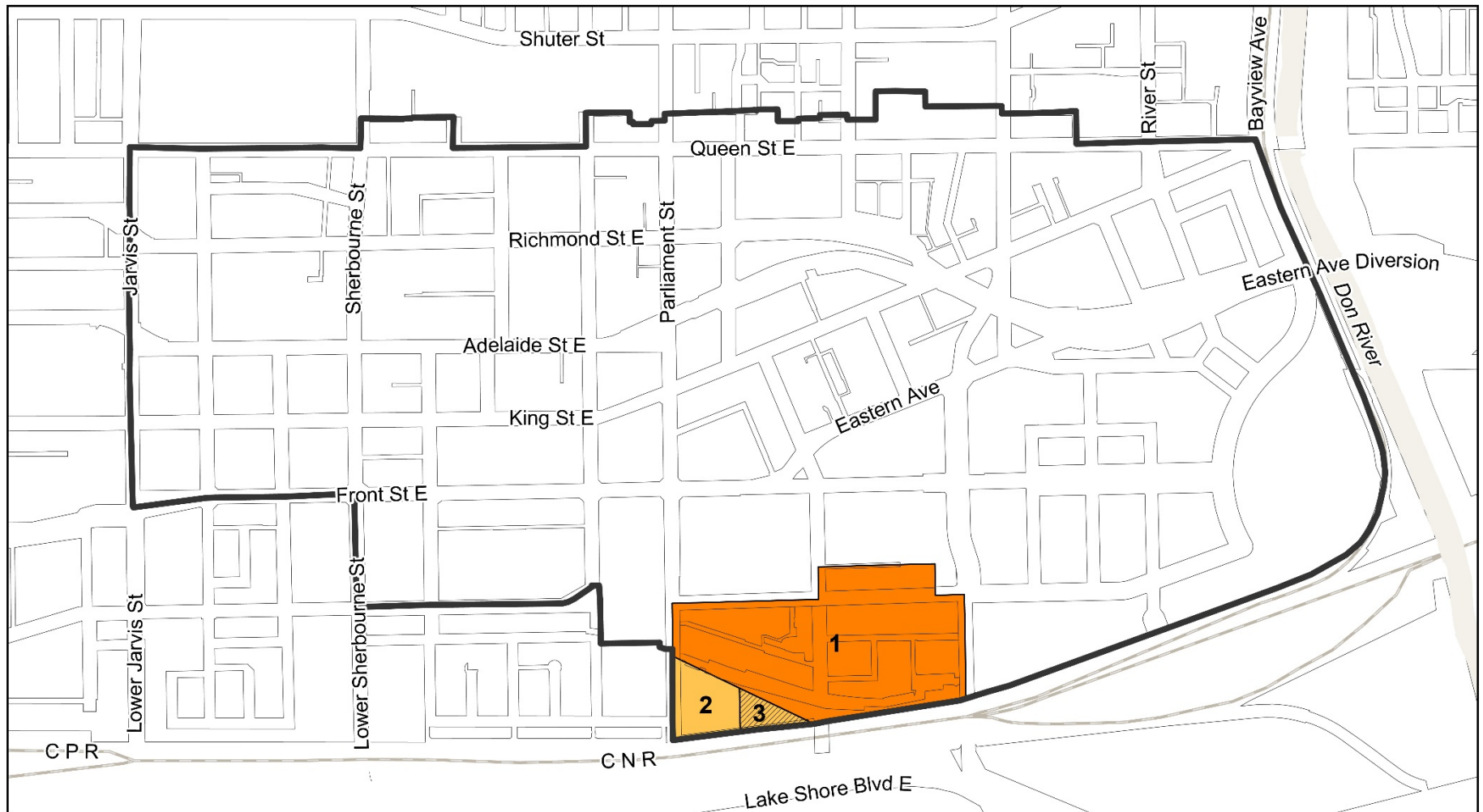
King-Parliament Secondary Plan

Map 15-6 External Connections

- King-Parliament Secondary Plan Boundary
- External Connections
- Central Waterfront Secondary Plan Boundary
- Unilever Precinct

Not to Scale

September 28, 2020



King-Parliament Secondary Plan

Map 15-8 Site and Area Specific Policies (SASP)

- King-Parliament Secondary Plan Boundary
- SASP 1 - Gooderham & Worts Area
- SASP 2 - Triangle Lands
- SASP 3 - 31R Parliament

Not to Scale

September 19, 2019