

CHAPTER SEVEN: SITE AND AREA SPECIFIC POLICIES

Toronto Official Plan – Chapter 7

Throughout the city are sites and areas that require policies that vary from one or more of the provisions of the Toronto Official Plan’s citywide policies in Chapters 1-5. These site and area specific policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide a further layer of local policy direction for an area. In most cases, the site and area specific policies provide direction on land use. Citywide Official Plan policies apply to these lands, except where the site and area specific policies vary from them.

JUNE 2024 OFFICE CONSOLIDATION

This office consolidation of the Toronto Official Plan, Chapter 7, includes Site and Area Specific Policies 497, 498, 499, 502, 503, 505, 507, 510, 512, 518, 521, 522, 523, 524, 526, 527, 528, 530, 532, 536, 542, 543, 544, 545, 547, 548, 549, 551, 552, 554, 555, 557, 559, 562, 563, 567, 570, 571, 575, 576, 578, 579, 580, 581, 587, 588, 589, 591, 592 in effect up to and including June 24, 2024.

For accurate reference, please consult the original Official Plan, the Minister’s certificate page, and the Ontario Municipal Board (OMB)/Local Planning Appeal Tribunal (LPAT)/Ontario Land Tribunal (OLT) Orders, as logged in the office of the City Clerk of the City of Toronto.

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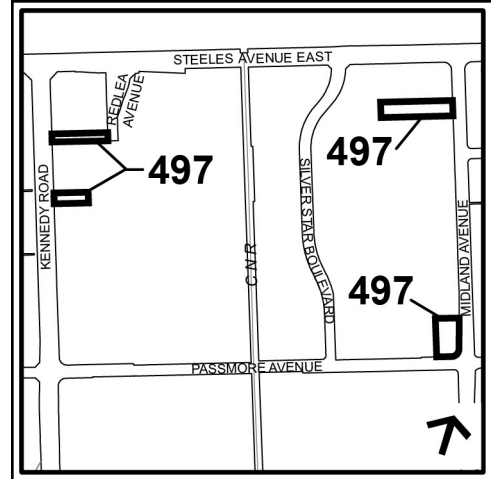
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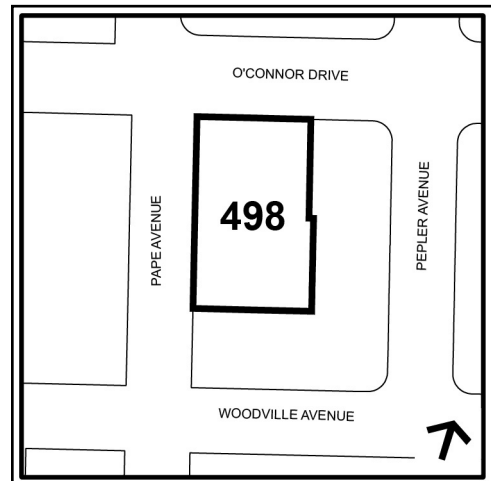
497. 3471 Kennedy Road, 3501 Kennedy Road, 3988 Midland Avenue and 4220 Midland Avenue

Place of worship uses are permitted.



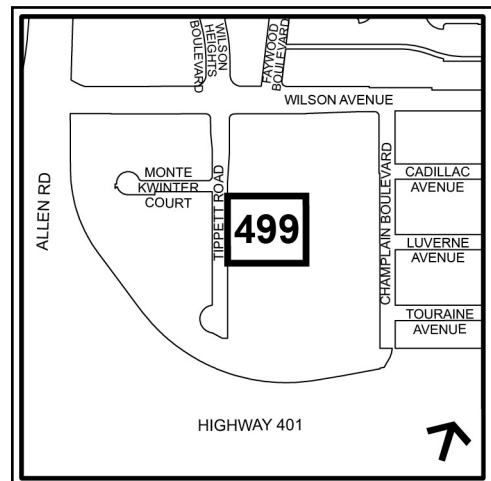
498. 125, 129 and 131 O'Connor Drive and 1119 and 1121 Pape Avenue

A commercial building consisting of retail, service and office uses with a total gross floor area of up to 2,000 square metres is permitted.



499. 9 Tippet Road

A mixed use building of 36,232 square metres containing a maximum of 500 units is permitted provided a minimum of 1,068 square metres of space for nonresidential use is provided.

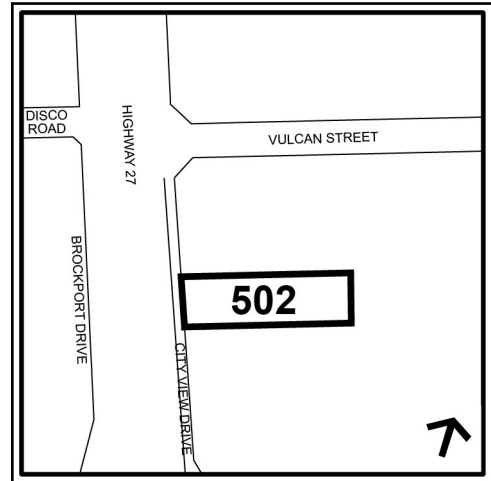


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501. [Intentionally blank as of this consolidation]

502. 121 City View Drive

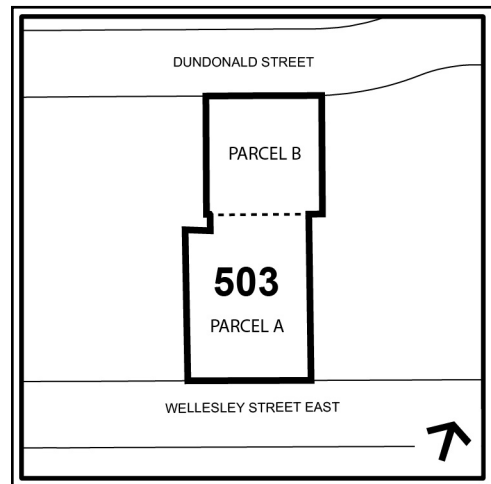
Notwithstanding Chapter 4, Section 4.6, the subject lands located within *Employment Areas* as shown on the attached Schedule 'A', may be developed for a funeral home and crematorium.



503. 50 Wellesley Street East and 31 to 35 Dundonald Street

Notwithstanding any other provisions of this Plan, Council may pass by-laws applicable to the lands shown as 503 on Map 29 to permit the erection and use of a mixed-use building, including a commercial parking garage located below ground, having a maximum height limit of 108 metres (excluding mechanical penthouse), subject to the following:

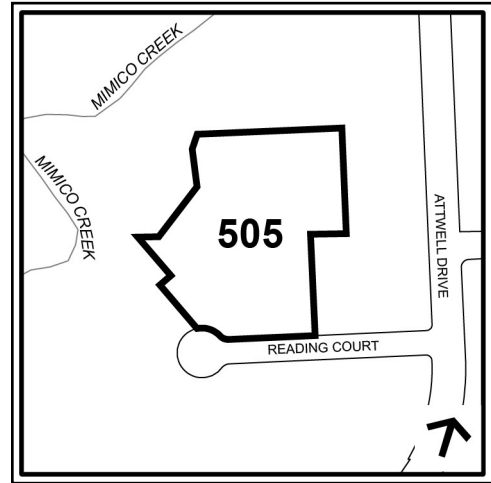
- a) The podium and tower portions of the mixed-use building are permitted only on Parcel A, and the tower shall have a minimum setback of 3.6 metres from the east property line and a minimum setback of 12.0 metres from the west property line, as further specified in the zoning by-law; and
- b) Lower rise residential buildings in the form of semi-detached houses and rowhouses may be located on Parcel B as further specified in the zoning by-law.



504. [Intentionally blank as of this consolidation]

505. **40 Reading Court**

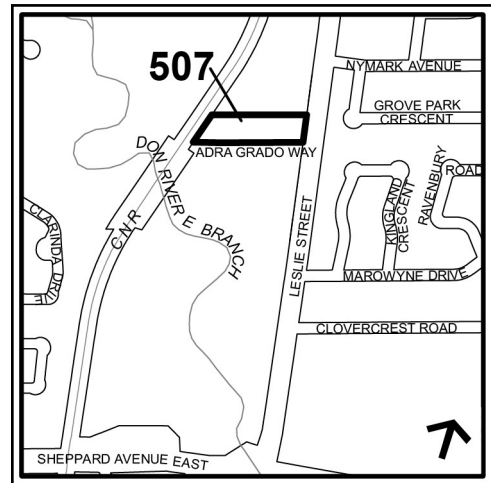
Office, place of worship, one (1) residential dwelling unit associated with the place of worship, gymnasium and parking garage, including accessory uses thereto, are permitted uses.



506. [Intentionally blank as of this consolidation]

507. **1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway**

A 4 storey apartment building is permitted.

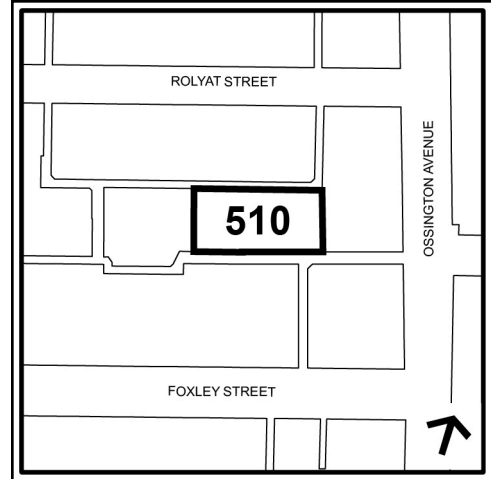


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510. 178R Ossington Avenue

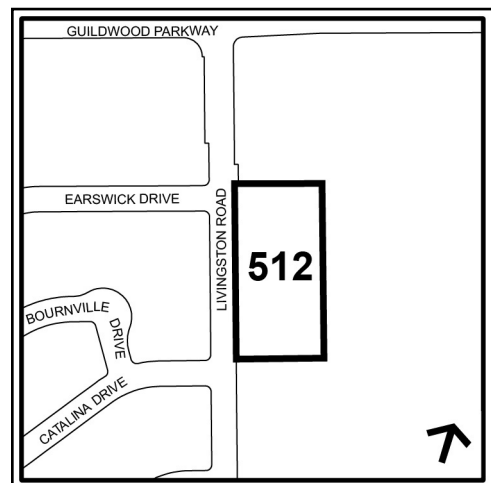
- a) The following non-residential uses are permitted within the existing building:
 - i) art gallery;
 - ii) artist/photographer's studio;
 - iii) bake shop;
 - iv) caterer's shop;
 - v) office;
 - vi) performing arts studio; and
 - vii) workshop;
- b) The additional use of a restaurant is permitted within the existing building, provided:
 - i) the total floor area of the restaurant does not exceed 75 square metres; and,
 - ii) the restaurant is accessible only from the interior of the existing building;
- c) An outdoor patio used for commercial purposes is not permitted on site.



511. [Intentionally blank as of this consolidation]

512. 65 and 67 Livingston Road

A retirement home with a maximum height of 5 storeys is permitted provided the design of the building incorporates an appropriate stepping down of height towards the street.



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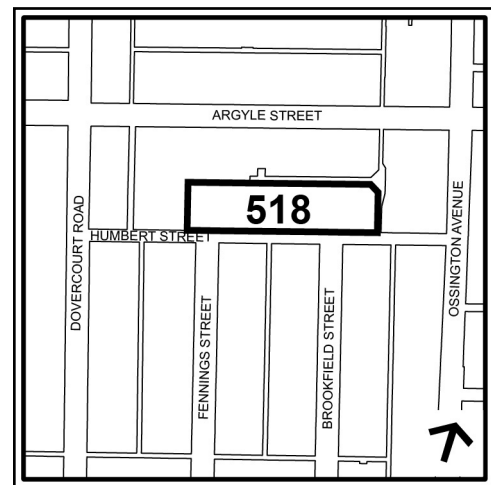
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517. [Intentionally blank as of this consolidation]

518. 30 and 66 Humbert Street

- a) The following non-residential uses are permitted within the building that existed on January 1, 2016:
 - i) adult and youth recreational facility;
 - ii) artist and/or photographer studios;
 - iii) charitable institution;
 - iv) cultural facility;
 - v) custom workshop;
 - vi) social enterprise office; and
 - vii) performing arts studio;
- b) an outdoor patio for commercial purposes is not permitted on site.

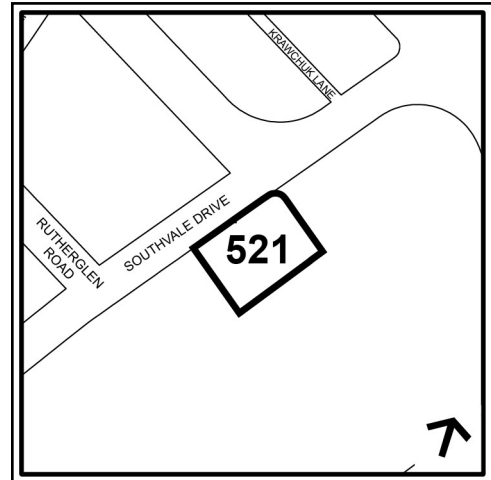


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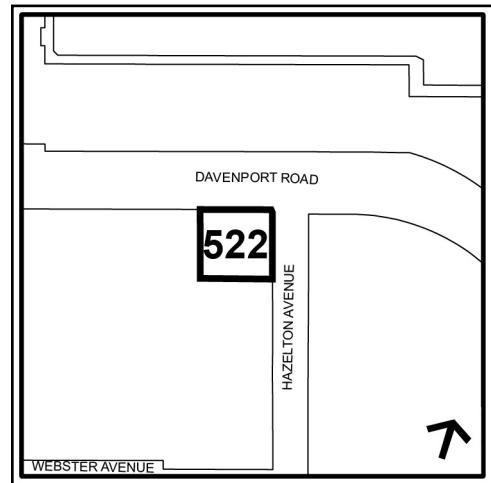
521. A portion of 3 Southvale Drive, 5 Southvale Drive, and a portion of 1073 Millwood Road

A residential building with a maximum of 7 storeys is permitted provided the building is located and massed to provide appropriate setbacks and a stepping down of heights towards the lands known municipally in the year 2016 as 9 Southvale Drive.



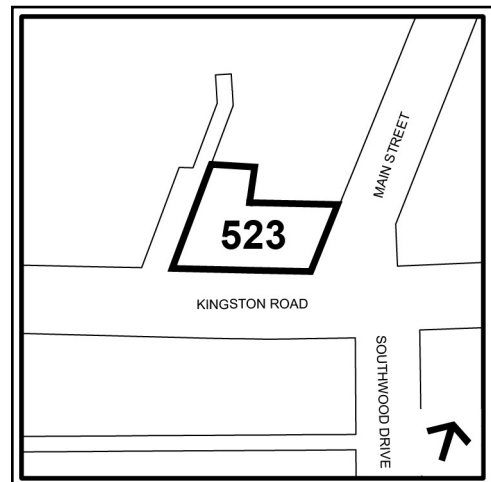
522. 126 and 128 Hazelton Avenue

A 9-storey mixed-use building is permitted.



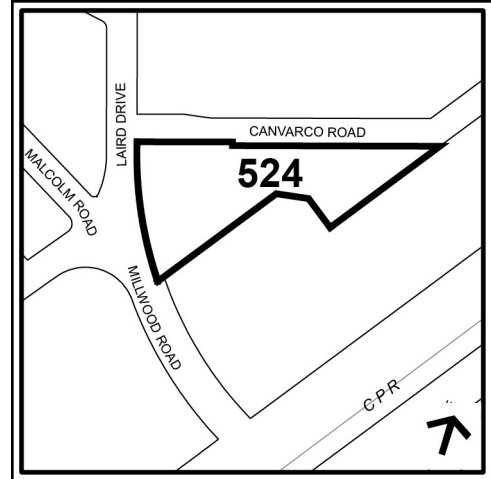
523. 650 and 652 Kingston Road and 2 Main Street

A seven storey mixed-use development is permitted.



524. 33 Laird Drive

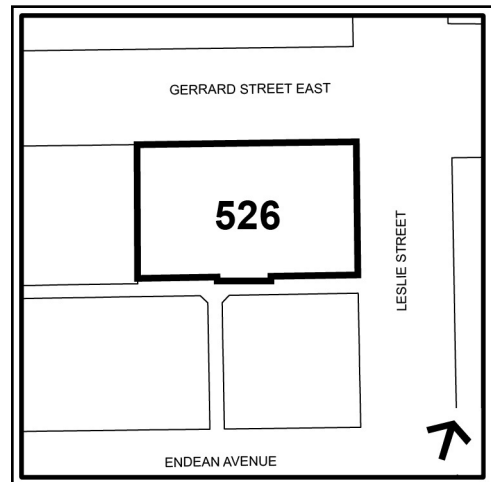
In addition to the uses identified in Section 4.6 of the Official Plan, fitness centres and retail uses are permitted.



525. [Intentionally blank as of this consolidation]

526. 1117 and 1119 Gerrard Street East

Provided the building includes a community service use, a residential building with a maximum height of five storeys and 18.5 metres (excluding any mechanical penthouse or other roof overruns as set out in the site-specific zoning by-law) is permitted on the lands at 1117 Gerrard Street East. In addition, an existing building with a maximum height of five storeys and 17.5 metres (excluding any mechanical penthouse or other roof overruns as set out in the site-specific zoning by-law) is permitted on the lands at 1119 Gerrard Street East.



527. 2175 Keele Street

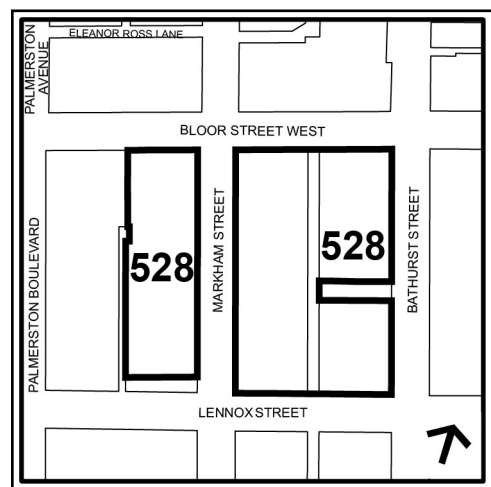
To enable the redevelopment of the lands subject to the report from the Director of Community Planning, Etobicoke York District entitled “2175 Keele Street – Official Plan and Zoning By-law Amendment and Subdivision Applications – Final Report”, and notwithstanding 3.2.1.9 of the Official Plan; 5 per cent of the additional residential density for affordable ownership units provided as fully finished units to a non-profit affordable housing provider at nominal cost, and with no contribution from the City of Toronto, for a minimum term of 20 years is deemed to be an acceptable equivalent to 20 percent of provision for affordable housing units for 20 years. Affordable Ownership Housing is housing which is priced at or below an amount where the total monthly shelter cost in the year in which initial sales for the units commence (mortgage principle and interest -based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada in January of the year that initial sales commence -plus property taxes and condominium fees calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as most recently reported by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.



528. Lands located south of Bloor Street West, west of Bathurst Street, north of Lennox Street, and east of Markham Street

528.1. Tall buildings will be permitted on the lands located south of Bloor Street West, west of Bathurst Street, north of Lennox Street, and east of Markham Street provided that:

- a) No tall buildings exceed a floorplate of 600 square metres;
- b) A minimum 25 metre separation distance is provided between tall buildings, except in instances where an indirect facing condition exists in which a minimum separation distance of 20 metres is required, subject to permitted encroachments as set out in the Zoning By-law;

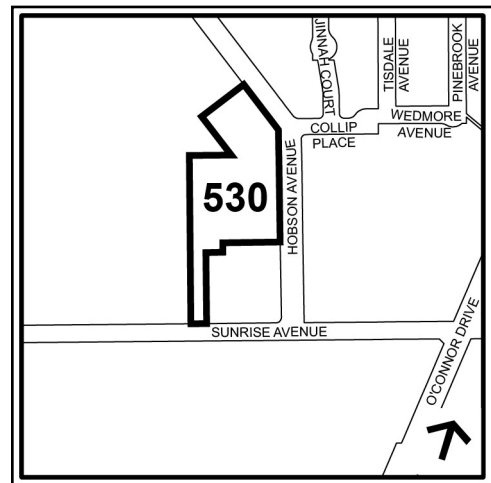


- c) Tall buildings must be situated beneath a 45-degree angular plane measured from grade at the property line of any property designated *Neighbourhoods* on Map 18 in the Official Plan;
- d) Despite policy c) above, minor encroachments into the 45-degree angular plane are allowed for tall buildings provided they are minor in nature and no more than one storey of any one building encroaches into the angular plane;
- e) Despite policy c) and d), above, tall buildings not fronting Bloor Street West on the east side of Markham Street shall:
 - i) be situated behind the retained heritage buildings fronting Markham Street; and
 - ii) have a maximum height which is significantly less than the height of a 45-degree angular plane measured from the property line of any property designated *Neighbourhoods* on Map 18 in the Official Plan; and
- f) In the event the policies of this Site and Area Specific Policy conflict with the policies of Site and Area Specific Policy No. 517 and Official Plan Amendment No. 349, the policies of this Site and Area Specific Policy prevail.

529. [Intentionally blank as of this consolidation]

530. 22 Hobson Avenue and 88 Sunrise Avenue

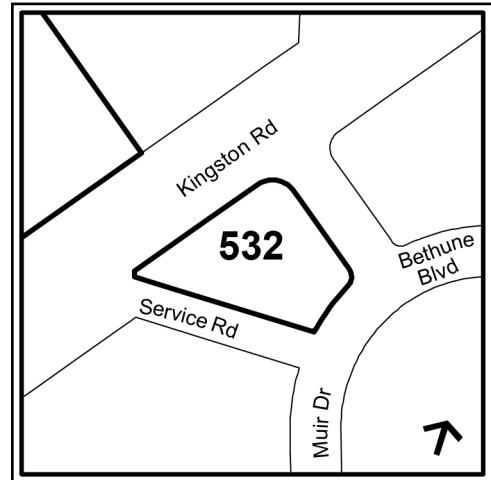
Place of worship and ancillary community uses are permitted.



531. [Intentionally blank as of this consolidation]

532. 3655 Kingston Road

A residential building with a maximum of 9 storeys and 28 metres is permitted.



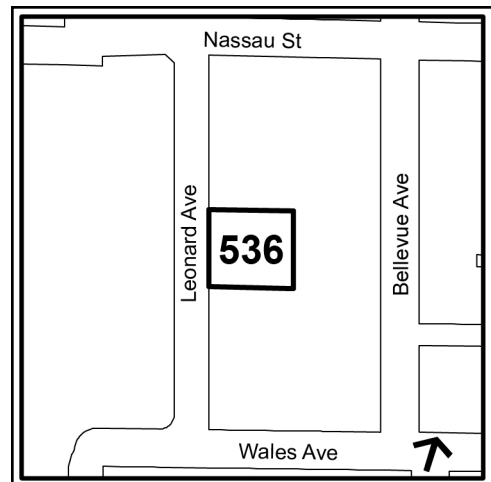
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535. [Intentionally blank as of this consolidation]

536. 25 Leonard Avenue

A three-storey residential building is permitted on the north portion of the lands and a six-storey residential building is permitted on the south portion of the lands, provided that both buildings only contain social housing units which cumulatively equal no more than 99 units



537. [Intentionally blank as of this consolidation]

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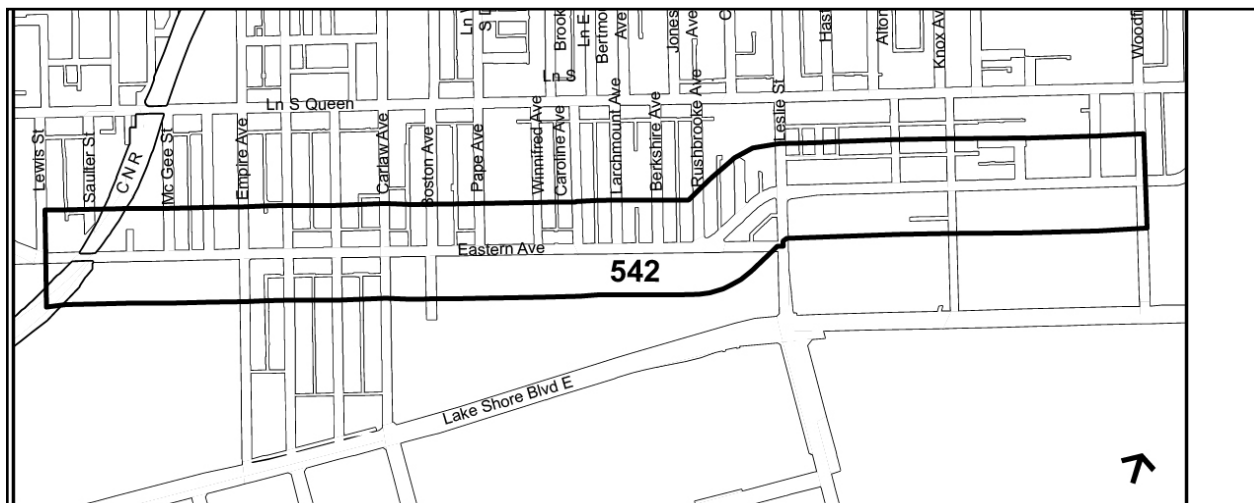
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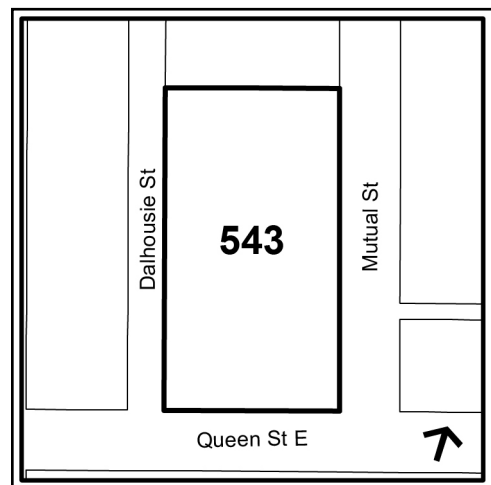
542. Eastern Avenue between Lewis Street and Woodfield Road

The planned right-of-way width for Eastern Avenue is 23.0 metres. The entire widening required to achieve this right-of-way width will be acquired from lands on the south side of Eastern Avenue.



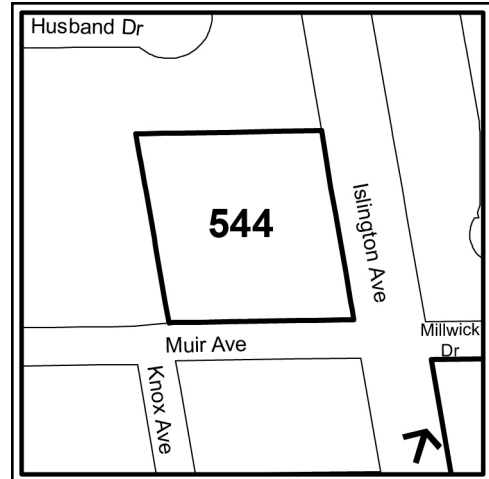
543. 88 Queen Street East, 10 Mutual Street and Parts of 30-50 Mutual Street

The development of three towers with a maximum height of 49, 27 and 28 stories is permitted. In addition, one partial level is permitted between the ground level and second storey within the 49 storey tower.



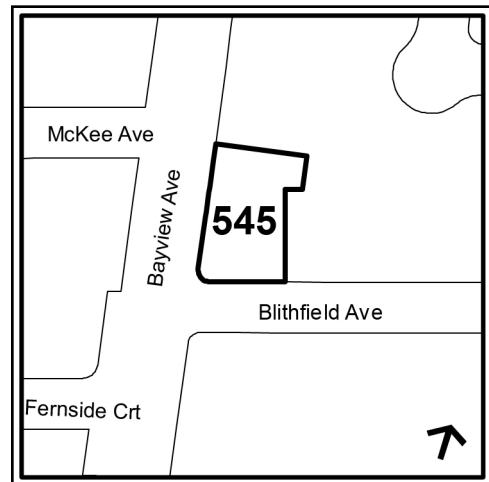
544. 3002-3014 Islington Avenue

Forty-six townhouses with a maximum building height of 3-storeys, accessed by a public road and shared driveways, are permitted.



545. 3049-3051 Bayview Avenue and 2 Blithfield Avenue

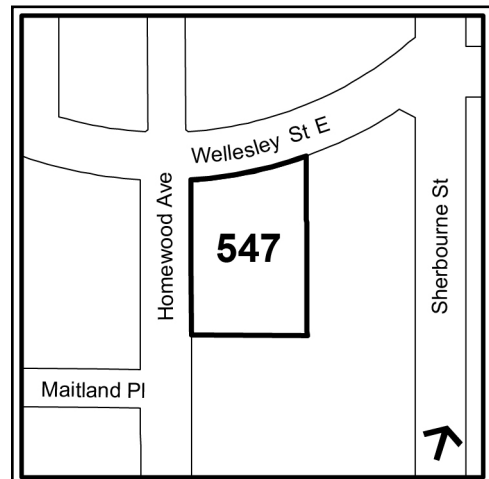
A maximum of eleven, three-storey townhouse units divided into two blocks. Ten townhouse units front Bayview Avenue and the southernmost townhouse unit fronts Blithfield Avenue.



546. [Intentionally blank as of this consolidation]

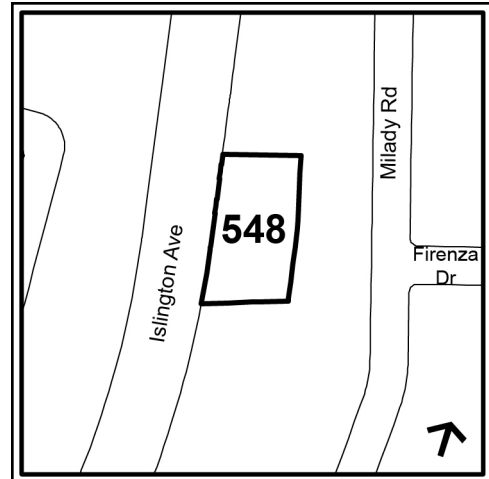
547. 155 Wellesley Street East

A medical office facility and retail use with a maximum non-residential gross floor area of 2,500 square metres is permitted.



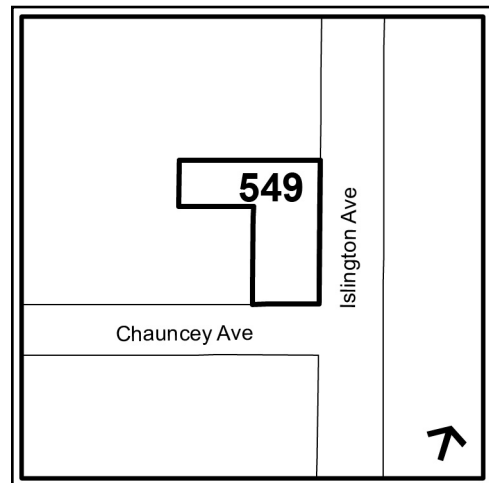
548. 2849, 2851, 2853, 2855 and 2857 Islington Avenue

A five storey, plus a one storey mezzanine, apartment building is permitted.



549. 1124, 1128 and 1130 Islington Avenue

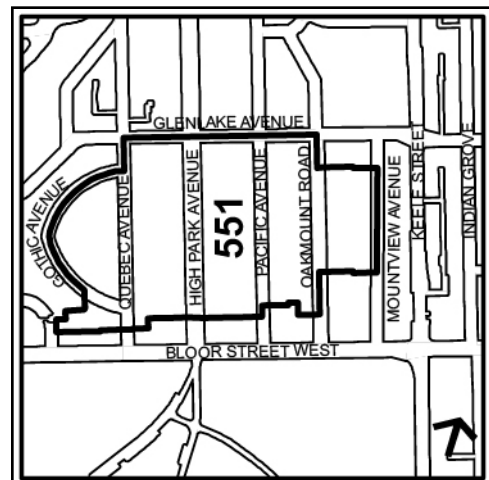
12 townhouse units and 2 semi-detached dwelling units are permitted.



550. [Intentionally blank as of this consolidation]

551. Lands bound by the line 2 Bloor-Danforth subway to the south, Glenlake Avenue to the north, Gothic Avenue to the west and Mountview Avenue to the east.

High Park Apartment Neighbourhood Character
The High Park Apartment Neighbourhood Area is an established, stable residential apartment neighbourhood with strong visual and physical connections to the natural environment and amenity of High Park to the south. Redeveloped predominantly between 1965 and 1980, the Area was conceived as a comprehensive vertical, residential community at what was initially planned



to be the western terminus of Toronto's subway system. It was designed as an innovative high-density housing solution to the city's post WWII population boom that also honours and responds to the Area's existing natural setting and promotes a strong sense of community through design.

A representative example of the Tower in the Park planning concept, the Area has a distinct character that can be attributed to its setting. It is located on a local topographical high point within a walkable, transit-oriented early-twentieth century low rise residential neighbourhood, served by the well-established shopping main street along Bloor Street West. The Area features a collection of residential towers, generously spaced apart within large areas of mature, tree-covered, *soft landscaped* open space. The generous landscaped setbacks, in combination with the placement, orientation and separation of buildings, allow for sunlight and sky views along streets, lot frontages and within the long north-south blocks, as well as maximizing light and ventilation, enhancing privacy and directing views within the Area and beyond.

Social interaction and a sense of community is facilitated within this quiet, park-like neighbourhood by the interconnected composition of passive and active recreational amenities and *soft landscaped* open spaces, linked by an extensive network of midblock pedestrian walkways. At the Area's western edge, the juxtaposition of late 1970s Brutalist-inspired condominium apartment towers and early-twentieth century house forms retained along Gothic Avenue signifies the high-profile culmination of local community and government opposition and eventual halt to the *Tower* in the Park era of redevelopment in the Area.

The High Park Apartment Neighbourhood Area remains an intact and unique expression of the *Tower* in the Park planning concept for its adaptive re-use of the Gothic Avenue houses representing the neighbourhood's earlier built character, and for the thoughtfulness of transition in height from the taller apartment buildings down to those adjacent single-family dwellings. It is a remarkable example of mid-twentieth century community planning in Toronto, and holds an important position in the city's socio-political history.

Future change and appropriate infill opportunities in this area will need to be sensitive to and enhance the High Park Apartment Neighbourhood Area character. Lands within the High Park Apartment

Neighbourhood are subject to the following policies:

551.1. Goals

- a) support and enhance the natural environment, including the natural heritage and hydrologic features and functions in High Park, and foster sustainability within and adjacent to the High Park Apartment Neighbourhood;
- b) provide a high quality, green, well-connected, safe, healthy and comfortable public realm, which prioritizes pedestrians, cyclists and public transit use and supports people of all ages and abilities;
- c) preserve and enhance the park-like setting, generous open space amenity and *soft landscaped* areas that contribute to the character of the High Park Apartment Neighbourhood;
- d) respect the existing physical character and enhance the quality of buildings and open space within and adjacent to the High Park Apartment Neighbourhood, and protect *Neighbourhoods* from negative impact;
- e) provide consolidated, integrated and functional site servicing that minimizes impacts and improves the safety, public health and attractiveness of the public realm, the site and neighbouring properties;
- f) further integrate land use and transportation within the High Park Apartment Neighbourhood; and
- g) accommodate and integrate community services and facilities within the High Park Apartment Neighbourhood.

551.2. Natural Environment

To support and enhance the natural environment, including the natural heritage and hydrologic features and functions in High Park, and foster sustainability within and adjacent to the High Park Apartment Neighbourhood, it is the policy of City Council that:

- a) the following advanced performance measures toward environmental sustainability will be required for new development/redevelopment and will be encouraged in the retrofit of existing buildings:

- i) Compliance with all highest applicable requirements for Bird Collision Deterrence and Light Pollution, as specified in the applicable in force version of the Toronto Green Standard;
 - ii) Use of only native and/or non-invasive plants (including trees, shrubs and herbaceous plants) in streetscapes and landscaped areas; and
 - iii) Compliance with the highest requirements for Biodiversity in Landscapes as specified in the applicable in force version of the Toronto Green Standard;
- b) development/redevelopment and the retrofit of existing buildings will be encouraged to achieve the highest requirements for Energy/Greenhouse Gas and Resilience, as specified in the applicable in force version of the Toronto Green Standard; and
- c) development/redevelopment may be required to provide a Natural Heritage Impact Study (NHIS) which may include the study of, and recommended actions to address, the following:
 - i) Surface water and groundwater quality and quantity flowing into sensitive water features in High Park;
 - ii) The presence or absence of Species at Risk;
 - iii) Trees and vegetation that support the natural environment of High Park;
 - iv) *Unencumbered soil* areas; and
 - v) Precautions to be implemented within a construction management plan to prevent impacts particularly with respect to water, soil and trees;

The Applicant shall work with staff from the appropriate City division(s) to develop suitable terms of reference prior to undertaking the NHIS.

- d) development/redevelopment may be required to:
 - i) Monitor and report on bird fatalities during spring and fall migration over the course of 5 years after construction of new buildings and/or the retrofit of

existing buildings using an appropriate methodology;

- ii) Provide stewardship packages for residents and owner/operators of new and existing buildings regarding bird friendly operations and the significance and sensitivity of the natural environment in High Park; and
- iii) Implement bird friendly building management and operations;

The Applicant shall work with staff from the appropriate City division(s) to develop suitable approaches.

- e) development/redevelopment will be required to provide stormwater management and hydrogeological reports and investigations in accordance with standard City requirements, that may also include the following:
 - i) Identification and mitigation of potential impacts of development/redevelopment on the shallow groundwater regime;
 - ii) Detailed hydrogeological information if any proposed underground structures such as footings intersect the shallow water table, to confirm no impact to the aquifer or hydrogeological impacts through an appropriate assessment and monitoring program;
 - iii) Limiting the maximum depth of subsurface structures resulting from development/redevelopment to ensure no net impact to the shallow groundwater regime, no need for long-term pumping of groundwater for discharge to the storm sewer or sanitary sewer system, and that there is no puncture of the aquitard that confines the artesian pressure of the Laurentian Channel;
 - iv) Deep in-situ drilling programs to evaluate the predicted bedrock valley depth and delineate the spatial extent, and to quantify the head pressures from each distinct stratigraphic unit;
 - v) Investigation of area specific infiltration capability to enhance area-specific recharge to the shallow groundwater regime;

- vi) Identification of at-source measures to maintain overall water balance and improve water quality discharged to Spring Creek in High Park, to reduce “flashiness” of flows and to ensure resilience of riparian and aquatic habitats;
- vii) Compliance with the highest applicable requirement for on-site retention of stormwater as specified in the applicable in force version of the Toronto Green Standard and the Wet Weather Flow Management Guidelines;
- viii) Demonstration that the development has maximized green infrastructure throughout the entire design process; and
- ix) Confirmation that all works and facilities used to manage rainfall from the development site shall remain on the development site and shall be solely owned and maintained by the future owners of the development site;

The Applicant shall work with staff from the appropriate City division(s) to develop suitable terms of reference prior to undertaking any stormwater and hydrogeological reports and investigations.

- f) permanent dewatering will not be permitted for new development/redevelopment;
- g) development/redevelopment and public works should maintain *unencumbered soil* areas to provide opportunities for water infiltration and to sustain the growth of mature, healthy trees over the long term;
- h) development/redevelopment and public works will provide naturalization and enhanced biodiversity within public and private landscapes, which supports the natural environment of High Park; and
- i) development/redevelopment and public works will incorporate green infrastructure, where feasible

551.3. Public Realm

To provide a high quality, green, well-connected, safe, healthy and comfortable public realm, which prioritizes pedestrians, cyclists and public transit use and supports people of all ages and abilities, it

is the policy of City Council that:

- a) views from the public realm to High Park are important and as such are identified on Map 7a and Schedule 4 and these views will be addressed in accordance with the views policies of Section 3.1.1 of the Official Plan;
- b) development/redevelopment will maintain, frame and, where possible through project design, create views from the public realm to Lithuania Park, Bennett Park, the new park (21 High Park Avenue) and existing heritage properties;
- c) development/redevelopment will not negatively impact sky views from High Park;
- d) new and existing City streets will reinforce the green, park-like character of the High Park Apartment Neighbourhood and will be designed to:
 - i) Sustain the growth of multiple rows of mature street trees, that support biodiversity, public health and the natural environment of High Park; and
 - ii) Include generous *soft landscaped* boulevards and opportunities for water infiltration;
- e) development/redevelopment and public works will improve and enhance pedestrian access and movement by:
 - i) Expanding the sidewalk width to serve existing and anticipated pedestrian flows;
 - ii) Maintaining or replacing the continuous network of mid-block connections, and creating new connections where appropriate;
 - iii) Establishing high quality physical and visual connections to parks and publicly accessible open spaces to expand the park-like character of the neighbourhood;
 - iv) Securing public easements, where appropriate, for new and/or existing mid-block connections; and
 - v) Creating and improving street crossings, with a particular focus on safe routes to schools, public transit and public parks;

- f) development/redevelopment and public works will improve and enhance the comfort, quality and environmental sustainability of adjacent boulevards and sidewalks. Improvements and enhancements may include, but are not limited to: trees and vegetation that support biodiversity, public health and the natural environment of High Park; opportunities for water infiltration; green infrastructure; street furniture; bird friendly street lighting; and other appropriate amenities and features;
- g) development/redevelopment and public works will improve and enhance the design of High Park Avenue to become the Grande Promenade for the High Park Apartment Neighbourhood. In addition to the improvements and enhancements listed in policy 551.3 f) above, special place-making features, such as: generous sidewalk widths; seating areas; wayfinding or interpretive signage; weather protected bicycle parking; traffic calming measures; decorative paving; and public art installations, will reinforce the character, history and sustainability of the neighbourhood;
- h) the planning, design and development of expanded and new public parks and open spaces will be realized through:
 - i) Pursuing opportunities that arise from development/redevelopment to secure land for new parks, improve and expand existing parks, and improve public realm connections between existing and planned parks and open spaces;
 - ii) Maximizing the use of City-owned lands for park use;
 - iii) Creating a fine-grained pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm, where appropriate;
 - iv) Supporting a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round; and
 - v) Establishing partnerships with private property owners to supplement parkland and secure additional publicly accessible

open spaces through *Privately-Owned Publicly Accessible Spaces (POPS)*;

- i) new public parks will be secured by way of the development approval process through a combination of parkland dedication and cash-in-lieu contributions pursuant to the policies of the Official Plan and the City's Alternative Rate for Parkland Dedication;
- j) parkland dedication conveyed through the development approval process will:
 - i) Prioritize parkland dedication that is immediately adjacent to an existing park;
 - ii) Encourage the consolidation of parkland dedication from more than one development to create one larger park;
 - iii) Achieve parks that are programmable and have a functional size and shape;
 - iv) Maximize public street frontage to increase park presence and provide the greatest possible accessibility, safety and visibility for park users;
 - v) Be located on prominent and visible sites, including sites on corners;
 - vi) Form part of a linked system of parks, streets and mid-block pedestrian connections and expand existing parks and open spaces where possible; and
 - vii) Complement and be integrated with adjacent POPS, where possible;
- k) POPS provided through development/redevelopment are intended to augment public parks and open space and will not be in lieu of parkland dedication; and
- l) POPS provided through development/redevelopment will:
 - i) Be publicly accessible;
 - ii) Be designed for users of all ages and abilities;
 - iii) Be sited in highly visible locations and designed to serve the local population;
 - iv) Be sited and designed to be seamlessly integrated and connected into the broader public realm;

- v) Incorporate seating and other pedestrian amenities, where possible;
- vi) Include trees and vegetation, which support biodiversity, public health and the natural environment of High Park;
- vii) Prioritize child-specific elements, where appropriate;
- viii) Include the City's POPS signage identifying the space as being publicly-accessible; and
- ix) Be informed by the City's Urban Design Guidelines for *Privately-Owned Publicly Accessible Space*.

551.4. Open Space

To preserve and enhance the park-like setting, generous open space amenity and *soft landscaped* areas that contribute to the character of the High Park Apartment Neighbourhood, it is the policy of City Council that:

- a) for sites containing one or more apartment building(s) greater than 4 storeys in height:
 - i) A minimum of 65 percent of the total lot area will be open space, and a maximum of 35 percent of the total lot area may be covered by buildings and/or above grade structures;
 - ii) More than half of the required open space will be comprised of *soft landscaped* area; and
 - iii) The maximum total building frontage along each street property line will not exceed two thirds of the total lot frontage of each street. If any portion of a building is set back greater than 30 metres from a street property line(s), that portion of building frontage may be excluded from the calculation of total building frontage;
- b) development/redevelopment will provide a minimum of 2 square metre outdoor amenity space per dwelling unit for all proposed and existing buildings containing 20 or more dwelling units;
- c) outdoor amenity spaces will:
 - i) Have direct access to sunlight;

- ii) Be located primarily at grade, with visual and/or physical connections to the public realm where appropriate;
 - iii) Mitigate impacts on the public realm and neighbours;
 - iv) Be physically separated and/or located away from loading and servicing areas;
 - v) Include generous high quality *soft landscaped* areas with trees and vegetation that support biodiversity, public health and the natural environment of High Park;
 - vi) Include well-designed landscaped areas and features that promote personal safety, offer privacy, consider the needs of people of all ages and abilities, and provide an attractive interface with the public realm;
 - vii) Provide comfortable wind, shadow and noise conditions; and
 - viii) Promote use in all seasons; and
- d) development/redevelopment will be encouraged to include a consolidated area(s) of *soft landscaped* open space and outdoor amenity within the development block(s) and limit the extent of vehicular access and movement through this area(s).

551.5. Built Form

To respect the existing physical character and enhance the quality of buildings and open space within and adjacent to the High Park Apartment Neighbourhood, and protect *Neighbourhoods* from negative impact, it is the policy of City Council that:

- a) development/redevelopment, including mechanical penthouses, will be required to fit entirely within a 45 degree angular plane measured from the nearest property line(s) of lands designated *Neighbourhoods* or *Parks and Open Space Areas*;
- b) development/redevelopment will be located, massed and designed so that no *net new shadows* are cast on any lands designated *Parks and Open Space Areas* as measured between 9:18 a.m. and 6:18 p.m. on March 21 and September 21;
- c) development/redevelopment will support water

- infiltration and the growth of mature, healthy trees in *unencumbered soil* areas by providing a minimum below grade building setback of 6 metres from a street property line(s). Lawfully existing below grade buildings or structures located within the required setback prior to the enactment of this Site and Area Specific Policy, and additions directly below such buildings or structures are permitted;
- d) development/redevelopment will support water infiltration and the growth of mature, healthy trees in *unencumbered soil* areas by providing a minimum below grade building setback of 3 metres from a non-street property line(s). Lawfully existing below grade buildings or structures located within the required setback prior to the enactment of this Site and Area Specific Policy, and additions directly below such buildings or structures are permitted;
 - e) development/redevelopment will be compatible with the existing built form character of the area and will be encouraged to use simple building forms and massing and limit the number and extent of building step-backs;
 - f) development/redevelopment greater than 11 storeys in height will be in a compact, point tower built form;
 - g) additions to existing apartment buildings will be limited to low rise additions and will be required to meet the provisions of this Site and Area Specific Policy for the base of buildings (as found in Section 5.2 and 5.3);
 - h) development/redevelopment will include at least one main building entrance located on the prominent street facing building façade so that the entrance is clearly visible and directly accessible from the public street and sidewalk;
 - i) a minimum of 25 percent of all new dwelling units will be two bedroom units or larger; a minimum of 10 percent of all dwelling new units will be three bedroom units or larger;
 - j) the footprint of a new apartment building should generally not exceed the typical ground floor area of existing apartment buildings;

- k) development/redevelopment will be located, massed and designed to limit overlook, provide access to natural light for interior spaces, and maximize opportunities for landscaped open space between buildings through the use of generous building separation distances and rear and side yard setbacks from neighbouring properties;
- l) development/redevelopment that may be permitted on a site within the High Park Apartment Neighbourhood will be in a form consistent with one of the following building typologies:
 - i) Low rise building;
 - ii) High Park Apartment Neighbourhood mid-rise building (Form A or Form B); or
 - iii) High Park Apartment Neighbourhood tall building;

and meet the development criteria set out in Sections 551.5.1, 551.5.2 and 551.5.3 of this Site and Area Specific Policy. A site(s) containing no more than one building less than 4 storeys in height is exempt from these requirements.

551.5.1. Low rise building:

DEVELOPMENT CRITERIA	
a. Maximum height	3 storeys; one additional storey may be considered subject to the development application review process and without further amendment to this Site and Area Specific Policy.
b. Minimum setback of a building wall(s) from a street property line(s)	6 metres
c. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of other existing or new building(s)	15 metres

551.5.2. High Park Apartment Neighbourhood mid-rise building:

DEVELOPMENT CRITERIA	
a. Maximim height (excluding mechanical)	
b. Building Form A:	
i. Maximum floor plate dimensions	20 metres width 65 metres length
ii. Minimum setback of a building(s) wall from a street property line(s)	8 metres
iii. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new low rise building(s)	15 metres
iv. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new building(s) taller than 4 storeys	30 metres
c. Building Form B: Building Base	
i. Maximum height	10.5 metres and 3 storeys; one additional storey may be considered subject to the development application review process and without further amendment to this Site and Area Specific Policy.
ii. Minimum setback of a building wall(s) from a street property line(s)	6 metres
iii. Maximum floor plate dimensions	65 metres on the longest side
iv. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new building(s)	15 metres; the portion(s) of a building enclosing underground parking access and/ or site servicing functions may be considered within this setback subject to the development application review process and without further amendment to this Site and Area Specific Policy.
d. Building Form B: Portion of Building above Building Base	
i. Maximum floor plate dimensions	30 metres on the longest side
ii. Minimum setback of a building wall(s) from a street property line(s)	8 metres
iii. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new building(s) taller than 4 storeys	20 metres

551.5.3. High Park Apartment Neighbourhood tall building:

DEVELOPMENT CRITERIA	
a. Maximum height (excluding mechanical)	81 metres and 30 storeys
b. Building Base	
i. Maximum height	10.5 metres and 3 storeys; one additional storey may be considered subject to the development application review process and without further amendment to this Site and Area Specific Policy.
ii. Minimum setback of a building wall(s) from a street property line(s)	6 metres
iii. Maximum floor plate dimensions	65 metres on the longest side
iv. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new building(s)	15 metres; the portion(s) of a building enclosing underground parking access and/or site servicing functions may be considered within this setback subject to the development application review process and without further amendment to this Site and Area Specific Policy.
c. Portion above Building Base	
i. Maximum floor plate area	750 square metres
ii. Minimum setback of a building wall(s) from a street property line(s)	10 metres
iii. Minimum separation distance of a <i>tower</i> building wall(s) from an existing or new building(s) taller than 4 storeys	35 metres
iv. Minimum setback of a <i>tower</i> building wall(s) from a non-street property line(s)	17.5 metres

551.6. Site Servicing

To provide consolidated, integrated and functional site servicing that minimizes impacts and improves the safety, public health and attractiveness of the public realm, the site and neighbouring properties, it is the policy of City Council that:

- a) vehicular access to a development block(s) will be minimized, and shared access with adjacent sites will be encouraged where feasible to reduce conflicts between pedestrians and automobiles;
- b) development/redevelopment will consolidate service areas where possible and should integrate services, such as waste management storage and pick-up areas, and utility functions within buildings;
- c) development/redevelopment will limit surface

parking and will not include above grade parking structures, with the exception of bicycle parking facilities;

- d) development/redevelopment will limit the use of vehicular driveways between the front face of a building and the public street or sidewalk;
- e) development/redevelopment will integrate new vehicular ramps to underground parking areas within buildings and will be encouraged to relocate and/or integrate existing ramps within buildings;
- f) development/redevelopment will provide cycling infrastructure for residents of existing buildings in addition to the requirements for new buildings;
- g) development/redevelopment should incorporate an appropriate number of on-site storage areas/lockers for mobility devices, strollers and other similar equipment for use by new and existing residents; and
- h) development/redevelopment will provide designated, on-site dog relief facilities for use by new and existing residents.

551.7. Transportation

To further integrate land use and transportation within the High Park Apartment Neighbourhood, it is the policy of City Council that:

- a) development/redevelopment and public works will support cycling and the expansion of the area cycling network with high regard for pedestrian and cyclist safety through the provision of on-site and off-site cycling infrastructure. This will be achieved through:
 - i) A review of the City of Toronto's 10 Year Cycling Network Plan and other cycling studies and the installation dedicated on-street or mid-block cycling facilities where appropriate;
 - ii) A redesign of internal streets and pathways to safely accommodate cyclists and other active users;
 - iii) Collaboration with Bike Share Toronto to expand the network by providing bike share stations in, and adjacent to, development/redevelopment sites;

- iv) Installation of long-term bicycle parking at existing buildings on development/redevelopment sites that are currently deficient; and
 - v) Installation of short-term bicycle parking spaces in highly visible and accessible areas in, and adjacent to, development/redevelopment sites to accommodate visitors;
- b) development/redevelopment will require an expanded Transportation Impact Study (TIS) Report. In addition to the standard requirements of a TIS Report, the following items may also be required:
- i) An expanded study area that goes beyond the streets and intersections adjacent to the proposed development;
 - ii) A detailed study of existing traffic patterns and infiltration in the area and the projected trip distribution for the proposed development;
 - iii) An analysis of traffic safety issues using collision and other available data;
 - iv) A detailed driveway assessment as part of the traffic operations assessment;
 - v) A detailed analysis of future transit riders and an examination of pedestrian routing from the development site to nearby destinations;
 - vi) A Transportation Demand Management plan that will be prepared to encourage walking, cycling, transit-use, and car-sharing as a means to reduce the use of the private automobile; and
 - vii) A detailed assessment of existing parking utilization and estimates of future parking demand that could form the basis for a reduction in zoning by-law parking requirements.

The Applicant shall work with staff from the appropriate City division(s) to develop suitable terms of reference prior to undertaking any transportation-related studies.

551.8. Community Services and Facilities

To accommodate and integrate community services

and facilities within the High Park Apartment Neighbourhood, it is the policy of City Council that:

- a) development/redevelopment is encouraged to provide community space that is eligible for the City's Community Space Tenancy Policy;
- b) schools and community service facilities may be located in standalone buildings or be incorporated into new and/or existing buildings;
- c) to address requirements and promote cost-effectiveness and coordination, community services and facilities will be encouraged to:
 - i) Support the creation of community hubs;
 - ii) Explore satellite and alternative delivery models;
 - iii) Co-locate facilities and share resources; and
 - iv) Integrate and coordinate programs;
- d) 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:
 - i) Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - ii) Consider co-location within new and/or existing buildings; and
 - iii) Provide for flexible, accessible, multiple purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups;
- e) partnerships between landowners and public agencies, boards and commissions to support the improvement, provision and expansion of community service facilities will be encouraged; and
- f) opportunities for shared outdoor recreational space between school boards and other community groups is encouraged.

551.9. Interpretation

- a) this Site and Area Specific Policy shall be read as a whole and with the policies of the Official

Plan to understand its comprehensive and integrative intent as a policy framework for decision making. All relevant policies are to be applied to each situation;

- b) the intent of this Site and Area Policy is to supplement the development criteria within Section 4.2 of the Official Plan for the High Park Apartment Neighbourhood Area;
- c) in the event of conflict between a policy within this Site and Area Specific Policy and a policy within the Official Plan, the policy of this Site and Area Specific Policy shall prevail;
- d) this Site and Area Specific Policy is to be read in conjunction with the High Park Apartment Neighbourhood Urban Design Guidelines. These Urban Design Guidelines will be used to provide direction for reviewing development applications in this Site and Area Specific Policy area.
- e) Definitions

For the purposes of this Site and Area Specific Policy:

- i) *Net new shadow* means shadow cast by a proposed development/redevelopment in excess of the shadow already cast by existing and approved developments as well as buildings permitted by the existing zoning by-law;
- ii) *Primary elevation(s)* means any building wall containing windows to primary rooms and/or balconies serving dwelling units;
- iii) *Privately-owned publicly accessible open spaces (POPS)* are spaces which the public are invited to use, but which remain privately owned and maintained;
- iv) *Soft landscaped* means landscaping that excludes hard-surfaced areas such as decorative stonework, retaining walls, walkways, or other hard-surfaced landscape architectural elements;
- v) *Tower* means the portion of a tall building above the building base; and
- vi) *Unencumbered soil areas* means areas not covered by buildings or structures both above- and below-grade.

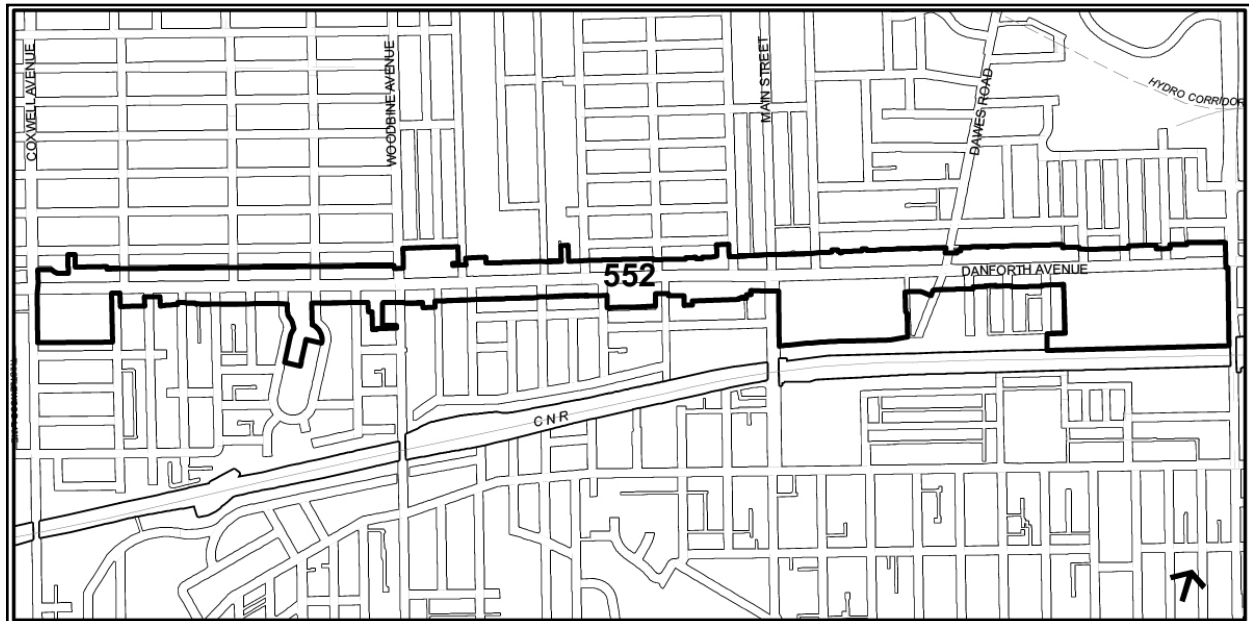
551.10. Implementation

- a) the evaluation of development/redevelopment and public realm improvements within this area will be informed by the High Park Apartment Neighbourhood Urban Design Guidelines as endorsed by City Council and as may be revised from time to time;
- b) the policies of this Site and Area Specific Policy and the High Park Apartment Neighbourhood Design Guidelines will be further implemented by a Biodiverse Landscape Manual for the High Park Area as endorsed by City Council and as may be revised from time to time;
- c) the policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act* will apply to the High Park Apartment Neighbourhood Site and Area Specific Policy, with the additional following policy direction.

In determining community benefits the following will be considered priorities, although others may also be secured, as appropriate, and should be considered in the context of the policies of the Official Plan, the High Park Apartment Neighbourhood Site and Area Specific Policy and the High Park Apartment Neighbourhood Urban Design Guidelines:

- i) Acquisition, improvements and expansions to local parks;
- ii) Improvements to the public realm, including improvements to transform High Park Avenue into a Grande Promenade;
- iii) Other improvements to the public realm and public pathways and connections;
- iv) Establishment of new or expansions to existing non-profit community services and facilities, including community service program space;
- v) Improvements to existing local community centres;
- vi) Non-profit childcare facilities;
- vii) Affordable housing;
- viii) Public art; and
- ix) Meeting space for community groups.

552. Danforth Avenue between Coxwell Avenue and Victoria Park Avenue



552.1. Purpose and Objective

552.1.1. This Site and Area Specific Policy is intended to guide and manage incremental development on Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue; respect and reinforce the existing mixed-use and physical character of Danforth Avenue; ensure an appropriate built form and transition between new development and existing *Neighbourhoods* north and south of Danforth Avenue; ensure a coordinated public realm and streetscape network; provide direction for complete streets for Danforth Avenue; conserve and reinforce the area's cultural heritage; and identify the future urban structure of the study area.

552.2. Planned Character

552.2.1. The planned character of Danforth Avenue is grounded in its history and role as a main street. The land use character will provide for a mix of residential and non-residential uses to ensure activity throughout the day and night. The built form character will comprise mid-rise buildings that are compatible with low-rise buildings and provide varied,

pedestrian-scaled streetwall heights. The public realm will be enhanced by larger sidewalk widths, articulated and fine-grain active ground floor spaces, and by treating the Danforth Avenue right-of-way as public space. The design-quality of buildings will ensure vertical and horizontal rhythms, traditional building materials, and varied store fronts, all contributing to an enhanced public realm.

552.3. Public Realm

552.3.1. The public realm will be expanded and improved to be generally consistent with Map 2 – Public Realm Structure.

552.3.2. A fine-grained pedestrian network that offers network choices through the use of mid-block connections on Danforth Avenue is encouraged. Mid-block connections should be pursued to provide better pedestrian access to transit stations and parks and open spaces. Mid-block connections are shown on Map 2 – Public Realm Structure.

552.3.3. Development will expand and enhance the area’s network of parks by providing on-site and off-site parkland dedication to create new parks and expand existing parks. Cash-in-lieu will only be accepted as an alternative to on-site or off-site dedications at the discretion of the City.

552.4. Complete Streets

552.4.1. The right-of-way of Danforth Avenue will be modified over time to enhance walkability and to improve the safety of all users based upon principles of complete streets and road safety.

552.4.2. The existing public and private laneway system associated with Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, will expand over time to comprise a complete and connected laneway system that is publicly-owned and generally serves all properties fronting onto Danforth Avenue.

552.5. Development Criteria – Entire Study Area

552.5.1. In addition to the existing development

criteria policies for *Mixed Use Areas* within the Official Plan, all new development in *Mixed Use Areas* along Danforth Avenue will:

- a) respect and reinforce the existing and planned character of the area;
- b) provide a transition in scale towards existing buildings in *Neighbourhoods, Parks and Open Space Areas* through appropriate setbacks, stepbacks, a rear angular plane, and side angular planes;
- c) include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;
- d) include traditional building materials within the streetwall that are complementary to materials traditionally used on Danforth Avenue;
- e) have 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 façades;
- f) have vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block;
- g) define appropriate streetwall heights through the use of stepbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building facades on Danforth Avenue and any flanking street;
- h) provide quality pedestrian-scale streetscapes and amenities on and adjacent to the site, including street trees/greening, public seating, and bike parking;
- i) accommodate sidewalk widths of a minimum of 4.8 metres from the

face of the building to the street curb, except where there is a conflict with in situ conservation of a heritage building;

- j) be encouraged to provide additional setbacks to allow for active marketing zones and other accessory features to active uses at grade on the private portion of the streetscape;
- k) provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces;
- l) provide variability in scale of retail spaces to contribute to a healthy retail economy along Danforth Avenue; and
- m) provide a minimum 3 metre setback from property lines adjacent to a park to allow for access and servicing.

552.5.2. Where it can be demonstrated that lots have sufficient width, depth, and appropriate access for parking and servicing, additional building height beyond what is permitted in the Zoning By-law may be considered by way of a Zoning By-law Amendment or Minor Variance process provided that:

- a) lots with a depth of 36.5 metres or less will have a maximum building height of 24 metres (excluding mechanical penthouse);
- b) lots with a depth greater than 36.5 metres will have a maximum building height of 27 metres (excluding mechanical penthouse); and
- c) lots located within the areas identified in Section 7 of this SASP will have maximum building heights in accordance with the site-specific criteria of that section.

552.5.3. Notwithstanding policy 552.5.2 a) and b), lands located within Office Priority Areas, as shown on Map 1, that are developed

with active non-residential uses at grade and at least one dedicated floor of office or other non-residential use above-grade, may develop to a maximum height of up to 33 metres (excluding mechanical penthouse);

552.5.4. New development will be encouraged to provide the following:

- a) publicly-accessible parking lots, to be managed by the Toronto Parking Authority, where appropriate and feasible;
- b) the provision of affordable rental and/or ownership housing, where appropriate and feasible; and
- c) the provision of affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses.

552.6. Heritage

552.6.1. A designated heritage property, or property listed on the City's heritage register, or a property adjacent to a designated or listed property, will require additional consideration and design solutions through development to conserve the cultural heritage value of these properties. The design approach will include upper level stepbacks of new development to provide a varied streetwall based on the planned context and on appropriate heritage conservation.

552.7. Site-specific Development Criteria

552.7.1. Coxwell TTC Barns

- a) the lands located at 1627 and 1675 Danforth Avenue, referred to as the Coxwell TTC Barns, are an important publicly-owned asset to leverage the creation of a vibrant, multi-use community hub; and
- b) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process that addresses the following

principles:

- c) utilize City-owned lands to provide a city-building opportunity;
- d) create a multi-functional site that will be home to various civic and employment-generating uses;
- e) incorporate multiple public uses;
- f) conserve and adaptively re-use heritage buildings;
- g) provide employment opportunities;
- h) align with other City-initiatives, studies, and policies;
- i) appropriately integrate design within the existing neighbourhood context and ensure the siting and massing of the buildings provide sufficient area and prominence for the public and community uses; and
- j) ensure universal accessibility.

552.7.2. Lands adjacent to Woodbine TTC station

If a consolidated, comprehensive development proposal for the lands adjacent to Woodbine TTC station is submitted for review, then the following policies shall apply to guide the development of the proposal:

- a) the development will include a minimum land-use mix of 80 percent residential gross floor area and 20 percent non-residential (commercial and office) gross floor area;
- b) the development will include a Privately-Owned Publicly Accessible Space (POPS) with a total size to be determined through the site-specific development application;
- c) the development will provide for sidewalk widths of a minimum of 6 metres (from curb to building-face) on the Danforth Avenue frontage, and a width of 4.8 metres (from curb to building-face) on the Woodbine Avenue frontage, excluding where in situ conservation of buildings on

the City's Heritage Register conflicts with this minimum sidewalk width;

- d) the development will provide a mid-block pedestrian connection within the site to provide convenient pedestrian access to Woodbine TTC station from Danforth Avenue, in accordance with Map 2; and
- e) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process based on the policies above.

552.7.3. Shopper's World (Further Study)

- a) lands shown on Maps 1 and 2 as subject to further study will undergo comprehensive study to determine site-specific policy and/or development guidelines prior to redevelopment.

552.8. Community Services and Facilities

552.8.1. Priorities for Community Services and Facilities growth within the study area include the following:

- a) capital improvements to area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space
- b) securing space within new development for human services; and
- c) child care spaces

552.9. Urban Design Guidelines

552.9.1. Urban Design Guidelines for Danforth Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Council-adopted Urban Design

Guidelines for Danforth Avenue as well as all other applicable Council-adopted Guidelines, including the *Avenues* and Mid-rise Guidelines. To this end, Urban Design Guidelines for Danforth Avenue will:

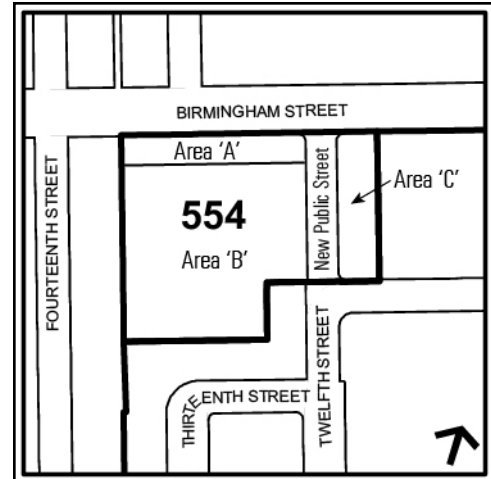
- a) implement the policies of the Official Plan and this SASP;
- b) supplement the *Avenues* and Mid-Rise Buildings Study, and associated Guidelines;
- c) provide an understanding of the area's local character and provide for the planned character;
- d) explain how development can complement local character and provide the planned character;
- e) articulate planning priorities for the area;
- f) provide built form guidelines including setbacks, stepbacks, height, and massing for development appropriate within the area;
- g) identify buildings of heritage potential that could be studied for inclusion on the City's Heritage Register; and
- h) illustrate how the public realm can be improved and provide concepts for a future vision based on complete streets.

553. [Intentionally blank as of this consolidation]

554. 225 Birmingham Street

554.1. On the lands shown as Area 'A' and Area 'B' the following development criteria will apply:

- a) Private roads with a pavement width of 8 m will provide for internal circulation and will consist of:
 - i) A north/south private road with access to Birmingham Street and extending to the south. A vehicle turn around shall be provided at the southern extent of the road to accommodate the turning radius of all types of vehicles;
 - ii) An east/west private road providing a connection between the new public road and the north/south private road;
- b) Sidewalks will be provided, where appropriate, to ensure safe and convenient pedestrian access and routes to local streets;
- c) Sidewalks, where required, will have a minimum clearway of 2.1 metres excluding curbs;
- d) Townhouse dwellings and/or apartment buildings are permitted to a maximum building height of 4-storeys above grade;
- e) A maximum residential gross floor area of 22,000 square metres is permitted;
- f) A maximum of 200 dwelling units is permitted;
- g) On a private street the minimum landscaped building setback, which permits stair and porch encroachments, is 3.0 metres from the sidewalk or the curb where there is no sidewalk;
- h) On Birmingham Street the minimum landscaped building setback, which permits stair and porch encroachments, is 2.5 metres from the sidewalk.
- i) On Twelfth Street the minimum landscaped building setback, which permits stair and porch encroachments, is 3.3 metres from the sidewalk.
- j) Notwithstanding policy 554.1 i), the minimum landscaped building setback on Twelfth Street for the commercial building is 1.8 metres from the sidewalk.



- k) The minimum setback from the west lot line is 5.0 metres.
- l) The minimum rear yard setback from a townhouse or apartment building to the most southerly lot line is 7.5 m.
- m) The minimum facing distance between buildings will be 12.0 metres.
- n) Notwithstanding policy 554.1 m), the minimum facing distance between buildings containing below-grade entrances will be 15.0 metres.
- o) The maximum height of a main building wall will be 11.5 metres.
- p) Built form and landscaping will be used to screen service areas from adjacent sites.

554.2. On the lands shown as Area 'A', the following policies apply in addition to 554.1.

- a) The northeast portion of Area 'A' fronting Birmingham Street will be used for retail, office and service commercial uses in a minimum two (2) storey building with a minimum combined gross floor area of 557 square metres.
- b) The retail, office and service commercial building will be completed prior to or in conjunction with the construction of the residential uses in Area 'B'.

554.3. On the lands shown as Area 'B', the following policies apply in addition to 554.1.

- a) The maximum height of a main building wall will be 11.5 metres, with any additional height fitting within a 45 degree angular plane originating from the top of the main building wall.
- b) The building and mechanical equipment must fit entirely within a 45-degree angular plane drawn from the nearest *Neighbourhoods* designated lot line.
- c) No balconies are permitted on the west facing elevations of a building located along the western lot line abutting *Neighbourhoods*.
- d) An at-grade outdoor amenity area will be provided at a rate of 1.9 square metres per unit and will be consolidated to provide a central green space. This space shall front onto two (2) roads, creating visual openness and

accessibility for residents and visitors.

554.4. The execution of an agreement to the satisfaction of the City to secure:

- a) land to be dedicated as public parkland is shown as Area 'C'.
- b) 18.5 metre wide ROW from Twelfth Street to Birmingham Street to satisfy the requirement for a public road.

555. 150 Bronoco Avenue

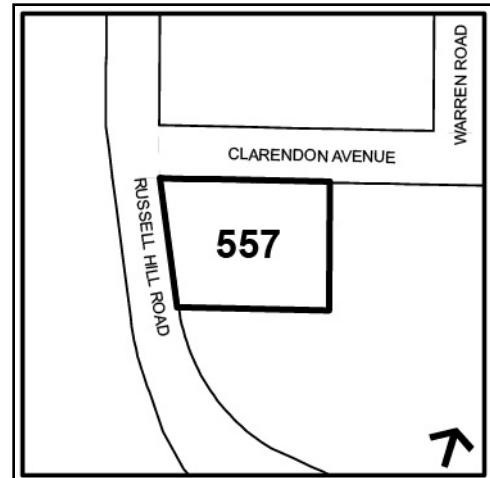
Notwithstanding anything in Site and Area Specific Policy 154 or any general policy of the Official Plan to the contrary, residential uses in the form of an apartment building are permitted provided that such uses are located a minimum of 25.0 metres from the nearest rail corridor, and provided that appropriate buffering and/or rail safety mitigation measures are incorporated into the development.



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557. 77 Clarendon Avenue

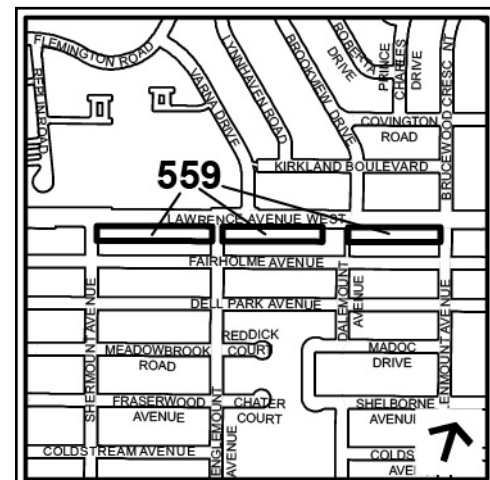
An apartment building with a maximum height of 5 storeys is permitted.



558. [Intentionally blank as of this consolidation]

559. 543 to 565 and 579 to 633 Lawrence Avenue West

- a) Development is to create a vibrant and walkable Lawrence Avenue West, which frames the public realm at a human scale and enhances the street's identity as a major street well-served by public transit, while achieving an appropriate transition to the adjacent Neighbourhood to the south.
- b) Detached houses, semi-detached houses, duplexes, triplexes, various forms of townhouses and walk-up apartment buildings that are no higher than four storeys are permitted.



- c) Development will be set back a minimum of 9 metres from the rear lot line. Development will include a minimum of 3.0 metres of soft landscaping along a lot line abutting the Neighbourhood to the south.
- d) Development should include breaks between buildings generally every 36.0 metres in order to provide access to the rear of properties and break up the building massing.
- e) Development should include breaks between buildings generally every 36.0 metres in order to provide access to the rear of properties and break up the building massing.
- f) Transition in scale will be provided to maintain natural light and views and ensure privacy, while minimizing overlook and shadows to neighbouring properties. No part of any building shall project into a 45 degree angular plane measured from the rear property line to the south.
- g) Development should provide vehicular access to a site from a local street rather than Lawrence Avenue West, wherever possible. Where access from a local street is not possible, development should consolidate driveway/laneway access points to minimize curb cuts on Lawrence Avenue West.
- h) Development will provide parking underground or at the rear of buildings wherever possible, and access will be through a shared driveway or public lane with a minimum width of 6.0 metres.
- i) Surface parking areas should not be located within 3 metres of a lot line.
- j) Parking garage ramps and garbage storage should be enclosed or incorporated into the interior of buildings wherever possible.
- k) Transportation and servicing infrastructure will be required with development, where necessary. The use of Holding 'H' provisions in the Zoning By-law may be used where appropriate.

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561. [Intentionally blank as of this consolidation]

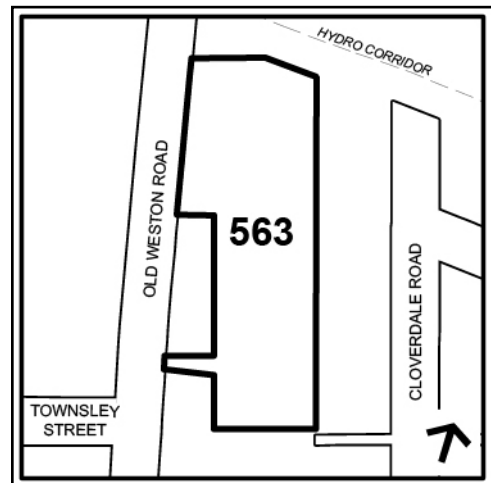
562. Part of 2795 - 2799 Bathurst Street

The vehicular and bike parking spaces, loading and servicing area, the access to the loading and service area and to parking, the indoor and outdoor amenity areas, the pedestrian entrance and lobby that are associated with development on the *Mixed Use Areas* portion of the lands are permitted on the *Neighbourhoods* portion of the lands.



563. 383, 423, and 425 Old Weston Road

The vehicular and bike parking spaces, loading and servicing area, access to the loading, service area and parking, and other building facilities and services, that are associated with the mixed use development on the lands known municipally in 2018 as 1800-1818 St. Clair Avenue West are permitted.



564. [Intentionally blank as of this consolidation]

565. [Intentionally blank as of this consolidation]

566. [Intentionally blank as of this consolidation]

567. 307 Sherbourne Street

A tall building with a maximum height of 48.0 metres, including mechanical penthouse, is permitted.

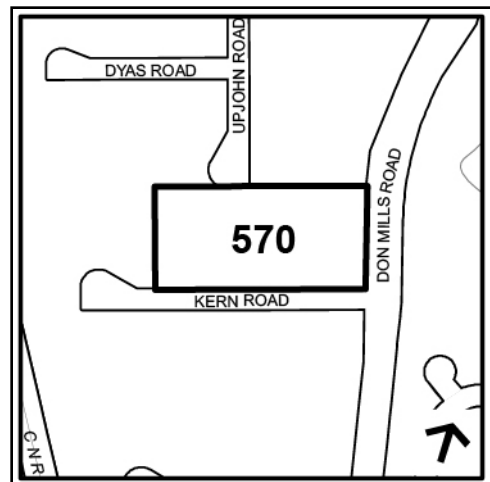


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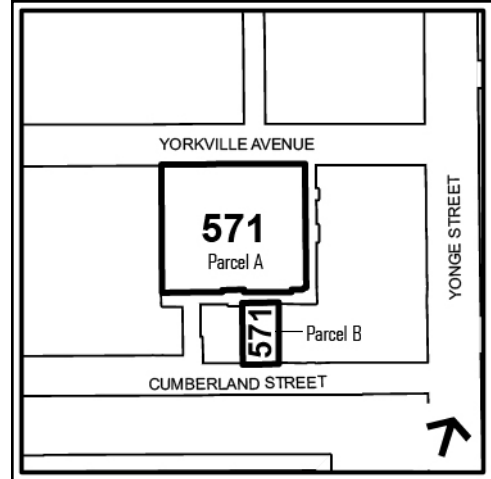
570. 1440 Don Mills Road

A Continuing Education Dental Centre and other equivalent continuing education programs offered by universities and colleges are permitted.



571. 11-25 Yorkville Avenue and 16-18 Cumberland Street

A maximum building height of 213.0 metres, including a mechanical penthouse, is permitted at 11-25 Yorkville Avenue, shown as "Parcel A", and a maximum building height of 13.5 metres, including the rooftop parapet, is permitted at 16-18 Cumberland Street, shown as "Parcel B".



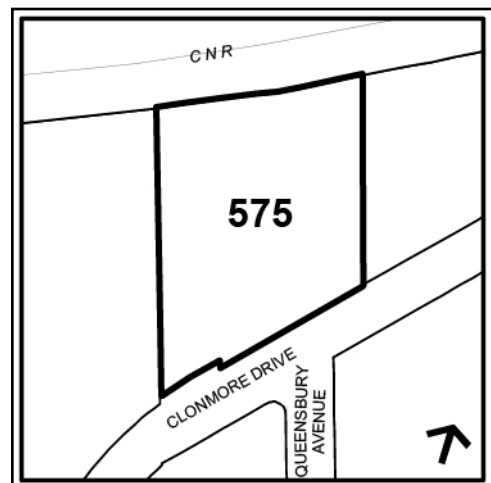
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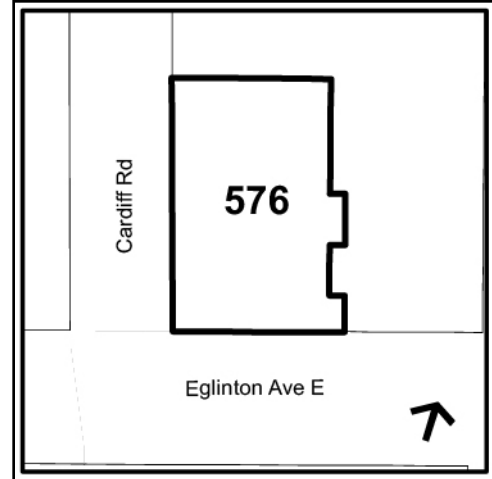
575. 168, 170, 172, 174, 176, 178, 180, 182 and 184 Clonmore Drive

Seven blocks of stacked townhouses are permitted to a maximum of 121 dwelling units on the lands.



576. 492-498 Eglinton Avenue East and 3-7 Cardiff Road

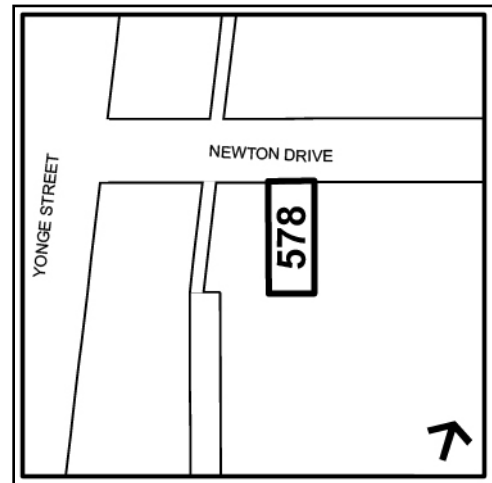
A maximum gross floor area of 7,950 square metres, a maximum building height of 12 storeys and 40 metres (inclusive of all mechanical penthouse and architectural elements) and an underground parking garage are permitted for a residential building.



577. [Intentionally blank as of this consolidation]

578. 11 Newton Drive

A building that contains a professional medical office use is a permitted use, provided the building does not exceed a maximum lot coverage of 30% and a gross floor area of 585 square metres with the remainder used for storage purposes.

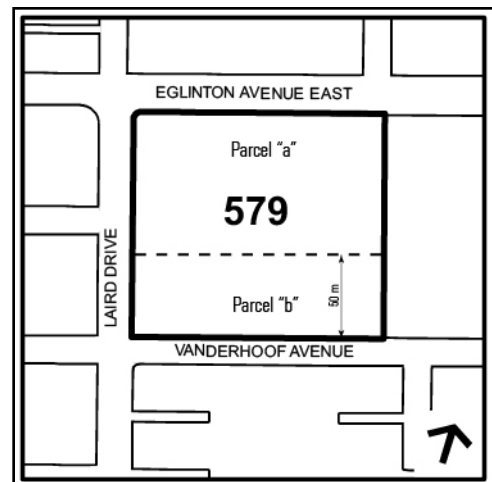


579. 815-845 Eglinton Avenue East

579.1. Vision

Development of the lands will support the Eglinton Crosstown Light Rail Transit (LRT) investment and create a transit supportive, complete mixed-use community that will integrate with the surrounding area. New forms of development will respect the character of the residential and business contexts, while evolving to meet the needs of future residents and workers. Development of the lands will:

- a) Create a community focus at Eglinton Avenue East and Laird Drive, which includes the



- Eglinton LRT Station, a public park, community facilities and Privately-Owned Publicly Accessible Spaces (POPS) connected to the surrounding community with an expanded network of streets;
- b) Promote Laird Drive as an enhanced main street which connects this new community focus area with the existing Leaside Memorial Gardens and facilities;
 - c) Develop Eglinton Avenue East as a generously landscaped promenade linking the community focus area at Laird Drive to an accessible West Don River Trail; and
 - d) Connect Leaside to the West Don River Trail by enhancing Vanderhoof Avenue as a park connector of existing and future parks.

579.2. Goals

The goals of development on the lands are to:

- a) Support the investment in transit along Eglinton Avenue East while ensuring that development is linked to the ability of the transportation network and infrastructure to accommodate growth and support the Leaside employment area;
- b) Integrate with and respect the physical and cultural character of Leaside;
- c) Establish a high quality and well-connected public realm, including a network of streets, parks, open spaces, and POPS, community amenities and gateways, to create a safe, comfortable, attractive and desirable community;
- d) Improve and prioritize connections and movement opportunities for pedestrians, cyclists and transit riders;
- e) Transform Laird Drive into a vibrant and unifying main street which accommodates appropriately scaled mid-rise development with an enhanced and high quality public realm; and
- f) Protect *Neighbourhoods* from intensification pressures by targeting growth to the *Mixed Use Areas*.

579.3. Land Use

General Policies

- 579.3.1. At-grade active uses are encouraged in buildings which abut Eglinton Avenue East and/or Laird Drive, including commercial, institutional, and office uses, community facilities and/or other non-residential uses.
- 579.3.2. At-grade active uses are encouraged in buildings which abut streets, parks and open spaces to animate these spaces, including commercial uses, at-grade residential units, and front door entrances to lobbies.
- 579.3.3. At-grade residential dwelling units and amenity areas which abut Eglinton Avenue East and Laird Drive are prohibited.

General Employment Areas: Parcel "b"

- 579.3.4. Development in Parcel "b" on Map 1 is limited to uses that are compatible with residential and sensitive non-residential uses permitted in the adjacent *Mixed Use Areas* and *Neighbourhoods*.
- 579.3.5. Major retail developments with 6,000 square metres or greater of retail gross floor area are not permitted in Parcel "b" on Map 1.

Mixed Use Areas: Parcel "a"

- 579.3.6. Development in Parcel "a" on Map 1 that includes residential units and development in Parcel "b" on Map 1 is required to increase the amount of non-residential gross floor area that existed in Parcels "a" and "b" on Map 1 on December 18, 2013.
- 579.3.7. Given the presence of industries to the south and southeast of Parcel "a" on Map 1, a study of noise, dust, odour and other industrial related impacts is required prior to the approval of residential development and/or other sensitive non-residential uses within Parcel "a" so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses.

579.4. Public Realm

- 579.4.1. The public realm structure on Map 2, Structure Plan, establishes and identifies a network of existing and new streets, gateways, public parks and open spaces, transit facilities, a community facility, pedestrian connections and POPS.
- 579.4.2. The expansion of the street network, north of Vanderhoof Avenue as shown on Map 2, Structure Plan, will enhance the function of the existing network of streets, establish suitably scaled blocks to provide address for development, and provide access to destinations within and beyond the area.
- 579.4.3. The public realm will enhance and expand upon the local character and identity of the community promoting civic life.
- 579.4.4. Opportunities will be explored with development and streetscape improvements to interpret and commemorate the history of Leaside, including its role as a rail and manufacturing hub, and the function of Laird Drive as a main street and transition between the original eastern industrial and western residential portions of the neighbourhood.
- 579.4.5. New development and public realm improvements will prioritize pedestrian movement and promote safe, convenient, comfortable and resilient spaces for pedestrians and cyclists by providing:
 - a) A finer grain street network that includes generous sidewalks on new and existing streets to be complemented by trees and other landscaping;
 - b) Green, safe and comfortable spaces for all users and activities;
 - c) Local streets that primarily support an increase in pedestrian activity;
 - d) Midblock pedestrian connections through larger development blocks that improve pedestrian movement and access through generous walkways and landscaping;

- e) Loading and servicing uses consolidated and located underground; and
 - f) Coordination of goods movement related to the Leaside employment area and balancing these needs with pedestrian movement and safety.
- 579.4.6. Eglinton Avenue East will be a pedestrian-friendly promenade framed by trees, function as the primary east-west street and provide a clear and direct movement that extends from Laird Drive east towards the West Don River Trail and the Sunnybrook Park LRT Station.
- 579.4.7. Laird Drive will be an enhanced main street to accommodate:
- a) Safe and separated cycling facilities;
 - b) A gateway at the intersection of Laird Drive and Eglinton Avenue East with public realm enhancements within the right-of-way to achieve high quality civic outdoor amenity spaces; and
 - c) Curb extensions on local streets adjacent to Laird Drive will provide additional space for pedestrians and landscaping.
- 579.4.8. Vanderhoof Avenue will connect existing and future parks and open spaces, and will provide:
- a) A multi-use path and sidewalk on the north side of the street with a future connection east to the West Don River Trail; and
 - b) Additional trees to be planted within the setback area where appropriate.
- 579.4.9. Local streets will provide a finer grain street network with building setbacks that accommodate landscaping and promote pedestrian connectivity, and vehicular and servicing access where appropriate.
- 579.5. Parks and Open Spaces
- 579.5.1. The parks and open space network will be developed to support a range of uses

and users through size, configuration, form, surface treatment, landscaping and programming.

- 579.5.2. Parks and open spaces may generally be located along the south portion of the lands near Vanderhoof Avenue to allow for good sky view and exposure to sunlight with minimal shadow impacts.
- 579.5.3. As part of the development, parkland provision will be required in the following priority at the discretion of the City:
 - a) On-site land dedication;
 - b) Off-site land dedication; and/or
 - c) Cash-in-lieu.
- 579.5.4. New parks will be located on prominent sites including public street corners, locations which terminate street views, and will align with mid-block pedestrian connections.
- 579.5.5. Environmental assessments will be completed in the initial stages of development to identify the impacts of potentially contaminating activities on proposed park locations. Park locations on development sites will be prioritized to portions of the site that can be remediated to the greatest extent.
- 579.5.6. POPS will be encouraged as part of development and designed to extend and connect the public realm in a way that contributes to civic life and is publicly accessible year-round.
- 579.5.7. Public art is encouraged to be provided in POPS, setbacks, accessible open spaces and public parks to promote a sense of identity and place.
- 579.5.8. A community facility shown on Map 2, Structure Plan, will be centrally located and in close proximity to the Eglinton Crosstown LRT Station, and will act as a community destination to serve the surrounding community. Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of a community facility will be

encouraged.

579.6. Building Setbacks

- 579.6.1. Generous landscaped setbacks will be provided along all streets in order to integrate with the Leaside character, contribute to the public realm, and allow additional space for pedestrians, landscaping, amenities, and soil volumes to accommodate healthy tree growth. The setbacks will be sufficient to ensure direct and accessible at-grade connections from ground floor uses to the public sidewalk.
- 579.6.2. The top of the underground parking garage deck will be recessed by a minimum of 1.2 metres in depth in the landscaped setback areas, along all public streets to ensure adequate soil volumes for large canopy trees.
- 579.6.3. Buildings along Eglinton Avenue East, and Laird Drive will have a minimum 6 metre setback from these rights-of-ways.
- 579.6.4. Buildings along all other public streets will have a minimum 3 metre setback from these rights-of-ways.
- 579.6.5. The private street will be designed with a 20 metre right-of-way width at-grade, and 3 metre building setbacks at-grade to a height of 7.5 metres, to accommodate sidewalks and landscaping.

Setbacks Adjacent to Parks

- 579.6.6. Buildings abutting a park will have a minimum 5 metre setback from the park to allow pedestrian circulation and landscape around the park, an appropriate interface between the public and private lands, and for the maintenance of the building without an encroachment into the park.

579.7. Built Form

- 579.7.1. Development will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding public realm around

the Eglinton Crosstown LRT Station, and along the Laird Drive and Eglinton Avenue East corridors.

- 579.7.2. Development will fit its surroundings and limit its impacts with an appropriate transition in scale from higher building forms to adjacent lower scale areas, in particular, *Neighbourhoods*, by using appropriate setbacks, stepbacks, heights, angular planes, appropriate floor plate sizes and facade articulation.
- 579.7.3. Buildings should provide high quality, ground floor weather protection with a minimum depth of 2.5 metres of ground floor weather protection, where appropriate, along streets, parks and open spaces, and at building entrances.

Development Adjacent to Parks and Open Spaces

- 579.7.4. Loading, servicing areas and surface parking will not be permitted abutting a park.

579.8. Building Massing and Heights

General Policies

- 579.8.1. A range of building heights and types are permitted as shown on Map 3, Building Heights in Storeys.
- 579.8.2. Buildings will be massed to define and support the public realm and achieve good built form by providing appropriate:
 - a) transition of scale between areas of growth and stable residential areas; and
 - b) relationships to streets and between buildings with good access to sunlight and open views of the sky from the public realm.

Laird/Eglinton Mid-rise Area:

- 579.8.3. Locate mid-rise forms along Eglinton Avenue East and Laird Drive with the following characteristics:
 - a) Provide a 6-storey streetwall height at the setback line; and
 - b) Above the 6-storey streetwall,

buildings will step back and change materials and/or expression.

- 579.8.4. Locate mid-rise forms along Vanderhoof Avenue with the following characteristics:
- a) Provide a maximum of 30 metre streetwall at the setback line; and
 - b) Above the 30 metre streetwall, buildings will step back and change materials and/or expression to maintain a legible streetwall and allow for good access to sunlight and open views of the sky from the public realm.

Tall Buildings:

- 579.8.5. Tall buildings will be set back away from the Laird Drive and Eglinton Avenue East frontages towards the centre of the development blocks and will:
- a) Take access and address from new local streets;
 - b) Provide a base building to a maximum height of 3-storeys along local streets and abutting parks and open spaces;
 - c) Provide a maximum tower floor plate of 750 square metres above the base building stepped back a minimum of 3 metres from the base building; and
 - d) Notwithstanding policy 579.8.5 c), to provide building articulation and enhanced views from the privately owned publically accessible open space and the Eglinton Crosstown LRT Station, tall buildings located south of the Approved Private Street will generally be stepped back a minimum of 3 metres from the base building.
- 579.8.6. The tallest buildings should be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings generally decreasing further to the east.
- 579.8.7. Notwithstanding policies 579.8.3, 579.8.5 and 579.8.6, good access to midday sunlight on the north public boulevard of Eglinton Avenue East and the west public

boulevard of Laird Drive at the solar equinoxes will be maintained by ensuring that no part of a building exceeds the height of a 45-angular plane originating at the property line from a height of 80 percent of their respective street right-of-way width.

579.9. Mobility

579.9.1. New development will be reviewed to determine if there is available capacity within the transportation network and/or contributions to expand and enhance the network are required to be provided with development.

579.9.2. The Laird in Focus Mobility Report adopted by City Council provides the foundation for transportation infrastructure improvements and will be refined and implemented through the development approvals process and identified capital expenditures.

579.9.3. Development will provide required transportation infrastructure improvements and facilities as shown on Map 2, Structure Plan, and Map 4, Mobility Plan.

579.9.4. Establish a new mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue, which will act as a connector from residential areas to the future Eglinton Crosstown LRT Station and key destinations, as shown on Map 2, Structure Plan.

579.9.5. Development will implement a finer grain street network, improving access and connectivity while facilitating a modal shift to active transportation and transit.

Pedestrian and Cycling Networks

579.9.6. The planned street network will connect to the surrounding street system to:

- a) Provide safe and convenient pedestrian and cycling routes;
- b) Link key destinations within and beyond the area and provide direct connections to the Eglinton Crosstown LRT Station; and

- c) Narrow existing and planned roadway lane widths, to minimize pedestrian crossing distances.
- 579.9.7. Key pedestrian connections, as shown on Map 4, Mobility Plan, are areas where pedestrians are anticipated to frequently cross public streets or areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced and safe pedestrian network is required.
- 579.9.8. At key pedestrian connections, and at other intersections as necessary, the intersections should provide high quality facilities and amenities, including but not limited to the following:
- a) Removal of channelized traffic islands where possible;
 - b) Shortened pedestrian crossings with curb extensions and intersection radius reduction;
 - c) Wider crosswalks at the crossings where anticipated high pedestrian volumes will occur will be considered; and
 - d) The provision of enhanced street furniture, streetscape treatments, and pedestrian amenities.
- 579.9.9. New signals will be appropriately planned and implemented with development as identified on Map 4, Mobility Plan, with all new developments to facilitate safe pedestrian crossing.
- 579.9.10. Cycling interchanges, as shown on Map 4, Mobility Plan, will have seamless and continuous transfer for cyclists across streets by providing pavement markings and other cycling infrastructure to secure appropriate turning movements for cyclists.
- 579.9.11. Cycling infrastructure and facilities, including bicycle parking and shared bike facilities, should be provided along cycling routes and at cycling interchanges.

Transit

- 579.9.12. Integrate transit priority measures with

streetscape improvements and within private development to improve transit users' experience of the transit network.

- 579.9.13. Incorporate transit supportive infrastructure such as, pavement markings at key stops, seating, street furniture, and lighting and way finding signage, into the design of new development and infrastructure projects, where possible, to support existing and growing transit ridership.

Travel Demand Management and Parking Strategies

- 579.9.14. Travel Demand Management (TDM) and innovative mobility strategies are encouraged. These strategies promote travel demand measures that support alternatives to single occupant vehicular travel and allow more efficient use of existing and planned transportation infrastructure in the area.
- 579.9.15. Development will be required to submit a comprehensive TDM plan to the satisfaction of the City.
- 579.9.16. Integrate, where appropriate, Toronto Parking Authority facilities with development below grade near the Eglinton Crosstown LRT Station and implement TDM and shared mobility elements such as car-share and shared bike facilities to reduce parking demand.
- 579.9.17. Encourage transit usage through development by providing development-related transit benefits such as real-time arrival display boards and direct connections to the Eglinton Crosstown LRT Station.
- 579.9.18. Parking for development along Laird Drive will be underground or at the rear of properties, and parking access is encouraged to be provided from local streets, public lanes, and/or shared private driveways.
- 579.9.19. The new mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue should be designed to facilitate short-term pick-up and drop off.

Employment Mobility and Goods Movement

579.9.20. In recognition of the importance of the Leaside Employment Area, achieve safe and balanced mobility that will:

- a) Encourage movement of goods along preferred corridors as identified in the Laird in Focus Mobility Report, informed by the City-wide Freight and Goods Movement Strategy;
- b) Locate goods service access from local streets and below grade for development along Eglinton Avenue East;
- c) Locate goods service access for development along Laird Drive at the rear of the property from local streets, public lanes, and/or shared private driveways; and
- d) Provide consolidated loading and servicing uses that are located underground.

579.10. Water, Sewer and Stormwater Infrastructure

579.10.1. Development will reduce the negative impacts of inflow and infiltration on the capacity of the City's sewer systems. Development that would negatively impact the capacity of the City's sewer system through inflow and infiltration will not be approved. Approvals may be conditional on inflow and infiltration issues associated with a development being adequately addressed to the City's satisfaction.

579.10.2. Development will provide required servicing infrastructure with development and any servicing upgrades will be the responsibility of the landowner.

579.11. Implementation:

579.11.1. The policies of this SASP are to be read in conjunction with the policies of the Official Plan to understand its comprehensive and integrated intent. The order of the policies contained in this SASP does not indicate the priority of one policy over another.

Urban Design

- 579.11.2. In order to assist in meeting the objectives of the SASP, Urban Design Guidelines will be formulated and adopted by City Council to provide direction for reviewing development applications in this area. They will include specific recommendations on public realm improvements, park location, and pedestrian and cycling connections. The guidelines will inform building siting, organization and massing. Consideration will be given to these guidelines during the preparation and review of development applications for each phase of development, and will:
- a) Create an animated, connected, and high quality public realm;
 - b) Promote development that defines and supports the public realm at an appropriate scale and respects and reinforces local character including its architectural vernacular; and
 - c) Provide additional design direction for large blocks.
- 579.11.3. Notwithstanding policy 579.11.2, in the event of any conflict, the policies of this SASP will prevail over the Urban Design Guidelines.

Transportation

- 579.11.4. A transportation monitoring program will be developed and undertaken by the City for existing and proposed development in consultation with area stakeholders to evaluate growth and travel patterns as the transportation network and associated improvements are implemented. At appropriate times, a monitoring program will be co-ordinated by the City to inform Transportation Impact Studies submitted with development applications, as well as transit and transportation initiatives, and will include:
- a) Travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;

- b) Trip volumes from a multi-modal perspective on public streets and at key intersections, and the future network improvements of all transportation modes measured against development levels;
- c) Transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network; and
- d) Parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.

579.11.5. The findings of the transportation monitoring program will inform future transportation analysis and future review of development. The findings will be considered in the review of individual development applications and the implementation of TDM requirements.

Housing

579.11.6. To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be encouraged, to meet the different and changing household needs over time, including units that are suitable for families with children, and larger households.

579.11.7. Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to a full range of housing, in accordance with the applicable legislative framework.

Community Services and Facilities

579.11.8. The City will monitor development applications in the Laird in Focus Area on an on-going basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, including school capacity as part of on-going conversations, to evaluate the evolving needs of the area's population

and inform the delivery of new and enhanced community services and facilities.

579.11.9. A new community facility will be located on the site to capitalize on access to public transit available in this location.

579.11.10. The following community services and facilities will be prioritized:

- a) New, non-profit child care facilities to serve the projected residential population growth; and
- b) Flexible, multi-purpose, community facility space to provide for a wide range of programs for people of all ages and abilities.

579.11.11. The new community facility will be designed to meet the requirements of the City and its agencies and:

- a) Will be located in a highly visible location with strong pedestrian, cycling and transit connections;
- b) ii. Will be located within a mixed-use building, where possible; and
- c) iii. In the event that a multi-purpose community facility space is provided on site, that space will provide flexible, accessible space that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

Sustainability

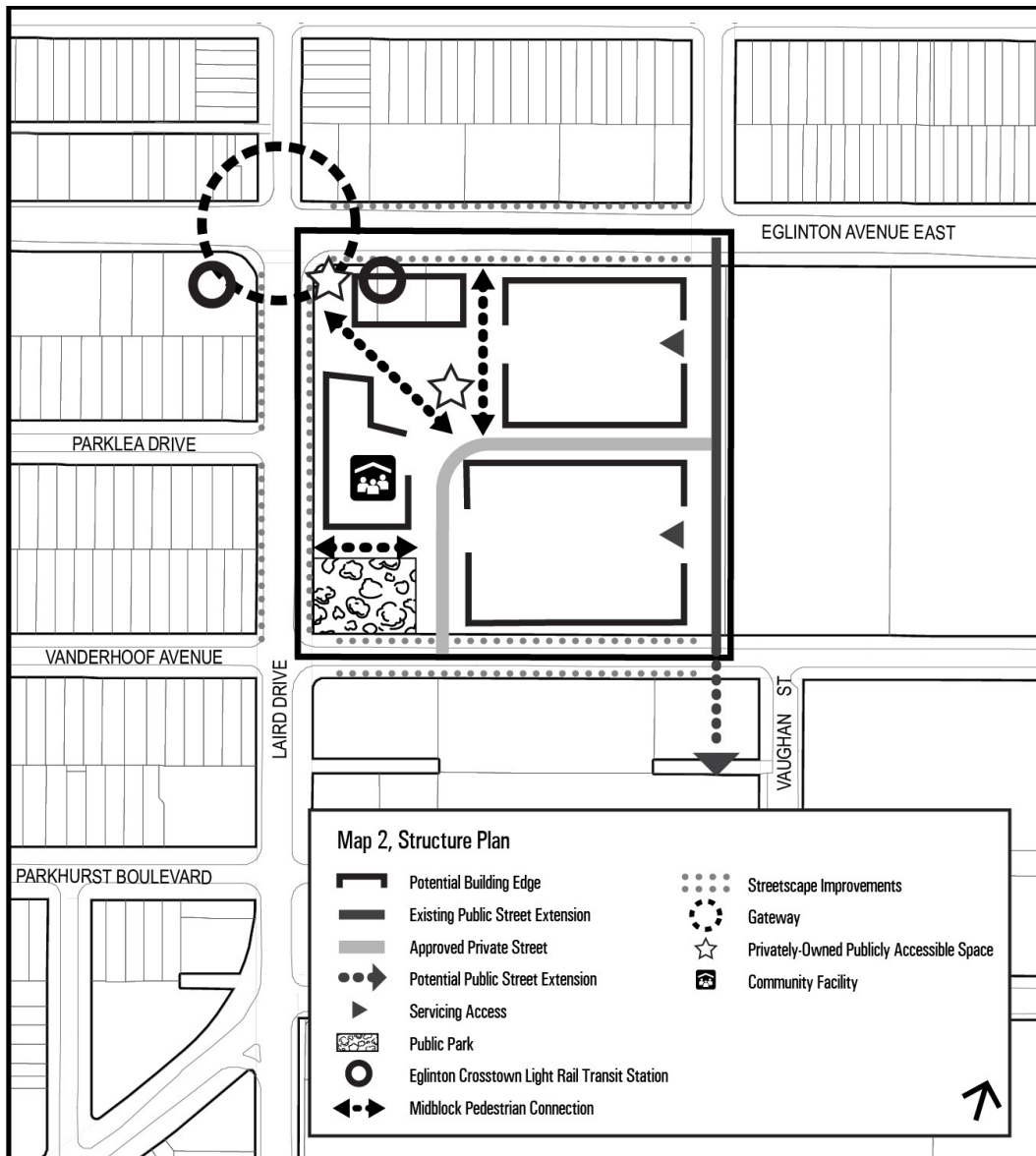
579.11.12. Environmentally sustainable built form will be encouraged through the Development.

579.11.13. Development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.

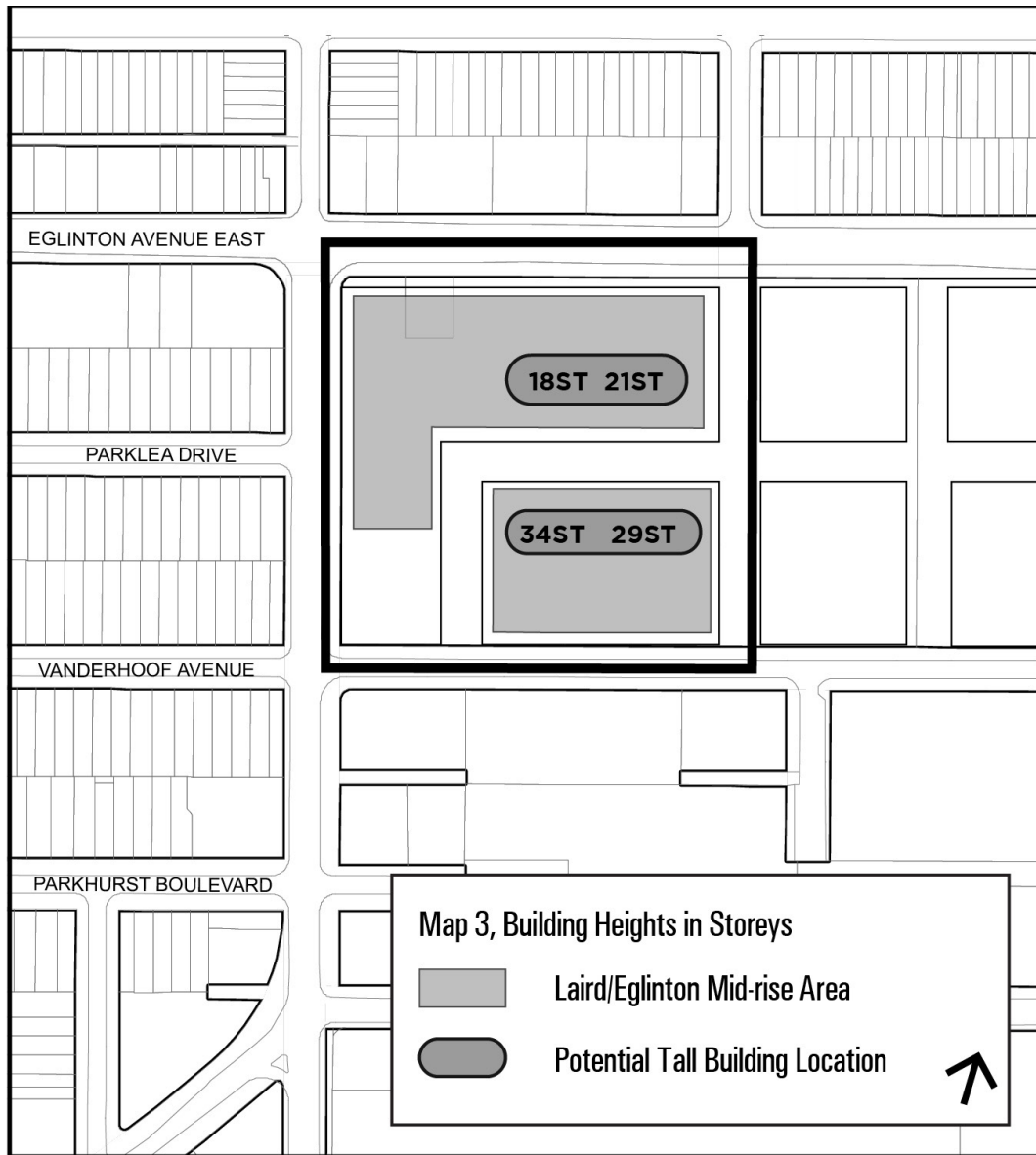
579.11.14. Co-energy facilities will be encouraged.

579.11.15. Infrastructure which encourages sustainability will be provided with development such as cycling and pedestrian infrastructure.

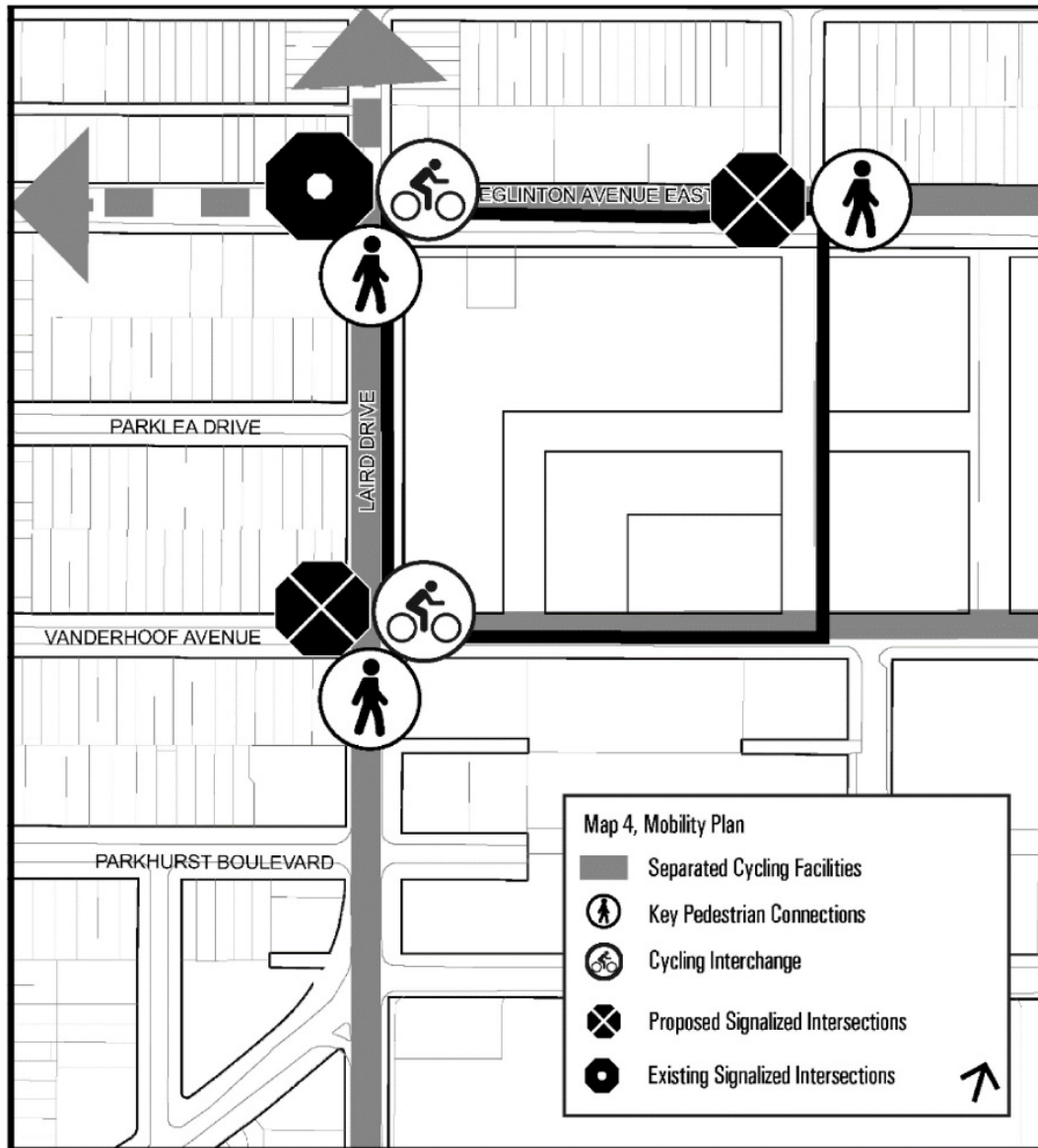
MAP 2, STRUCTURE PLAN



MAP 3, BUILDING HEIGHTS IN STOREYS



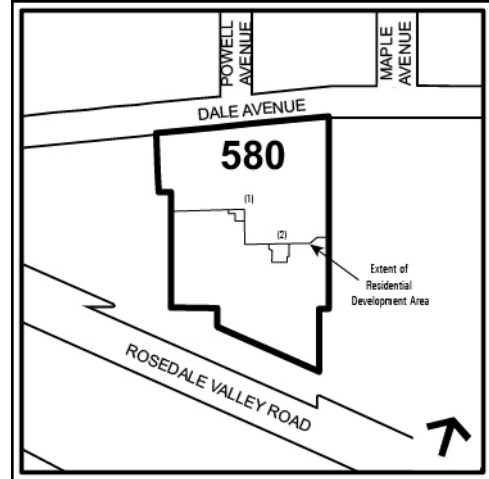
MAP 4, MOBILITY



580. 5, 7 and 9 Dale Avenue

Ground level outdoor patios and allowances for maintenance and access to a residential building are permitted within the required 10-metre setback from the stable top-of bank of Rosedale Valley Ravine only where identified in a Ravine Stewardship Plan approved by the Toronto and Region Conservation Authority. Areas below the stable top-of-bank will only be used for purposes necessary and related to valley stewardship and ravine protection, and may include below-ground retaining walls and foundations of structures existing prior to the approval of this Amendment, subject to the approval of the Toronto and Region Conservation Authority.

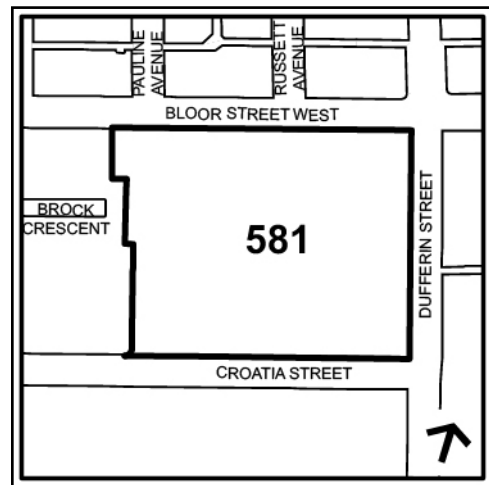
In addition to the above, the areas identified as (1) and (2) will be used only for the protection of identified heritage elements including a ground level patio and heritage 'tea house' structure located at the rear of 7 Dale Avenue, as existing in 2019 and secured through Site Plan Approval.



581. 980 Dufferin Street, 1141 Bloor Street West and a portion of 90 Croatia Street

Redevelopment of the lands will:

- a) Create a vibrant new mixed use community including residential uses, retail uses, commercial uses, office uses, a public park and a City-owned community hub, inclusive of a licensed child care centre;
- b) Be developed in a manner that is transit-supportive and include a variety of building types, such as mid-rise and tall buildings;
- c) Not exceed an overall density, on a gross site area prior to any conveyances of land, of 5.69 times the area of the land (calculated in accordance with By-law 569-2013, as amended);
- d) Provide a new network of public streets, private streets and safe and accessible pedestrian walkways that define the development blocks which will provide access and permeability throughout the lands connecting Bloor Street West, Dufferin Street, Croatia Street, and the new public street;



- e) Be designed to facilitate and encourage various forms of active transportation, including walking and cycling, and providing a comfortable and safe environment for pedestrians and cyclists;
- f) Include creation of a new public street extending existing Pauline Avenue from Bloor Street West south to Croatia Street with a minimum right of way width of 18.5 metres;
- g) Include a new public park, measuring an area of no less than 3,580 square metres, generally provided in the south west corner of the lands along the eastern boundary of the new public street and north of Croatia Street; and
- h) Include a community hub with a minimum size of 2,787 square metres (or 30,000 square feet), inclusive of a child care centre, conveyed in fee simple to the City at no cost. The community hub should include, among other permitted uses, a variety of community services and programs (educational, health, recreational, employment, social services) and such services to be provided to the public. The community hub will be located either as part of an existing building retained on the lands retrofitted for the community hub or in a new building on the lands.

582. [Intentionally blank as of this consolidation]

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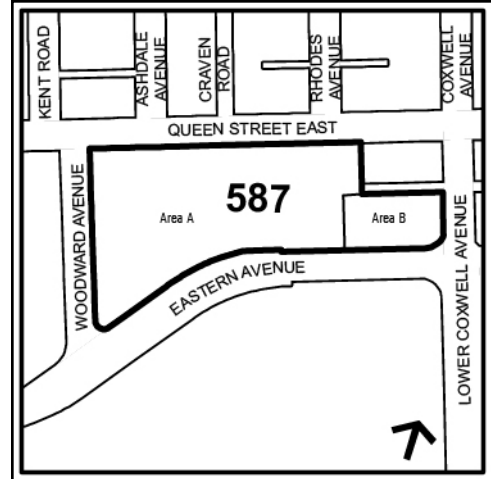
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587. 1555-1575 Queen Street East

- a) Development will provide step-backs generally within a 45 degree angular plane measured from a height of 14 metres parallel to the front lot line abutting Queen Street East.
- b) Ground floor heights of up to 8 metres are permitted along the Queen Street East frontage provided the vertical articulation of building facades are designed to reference the composition of the prevailing commercial ground floor heights of generally 3.5 metres to 4.5 metres along Queen Street East.
- c) A maximum height of 17 storeys, excluding mechanical penthouse, is permitted on the lands identified as Area A.
- d) A maximum building height of 10 storeys, excluding mechanical penthouse, is permitted on the lands identified as Area B.



588. 36-40 Churchill Avenue

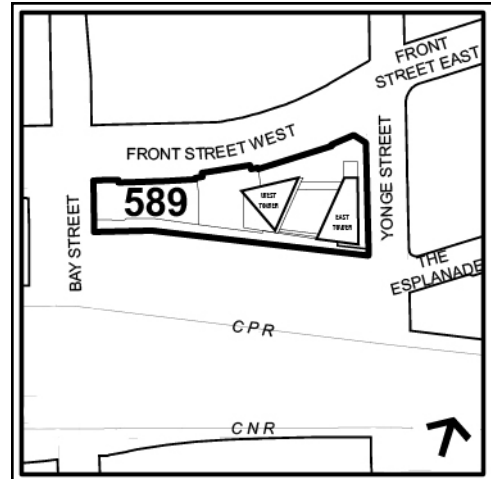
Fourteen townhouses are permitted.



589. 1 Front Street West

Two tall buildings above the existing Dominion Public Building consisting of a mixture of uses are permitted, subject to the following provisions:

- a) The maximum gross floor area for the Dominion Public Building and any additions is 90,000 square metres, with a minimum gross floor area for non-residential uses of 51,000 square metres, of which a minimum 35,000 square metres of the non-residential gross floor area shall be for office uses.
- b) The West Tower will have a maximum height of 168.7 metres and a maximum floor plate area of 545 square metres.
- c) The East Tower will have a maximum height of 156.9 metres and a maximum floor plate area of 700 square metres.
- d) The minimum tower separation distance between the West Tower and East Tower will be 24 metres measured at an approximate height of 88.8 metres, and will increase to a minimum of 26 metres at both the base and top of the East Tower.

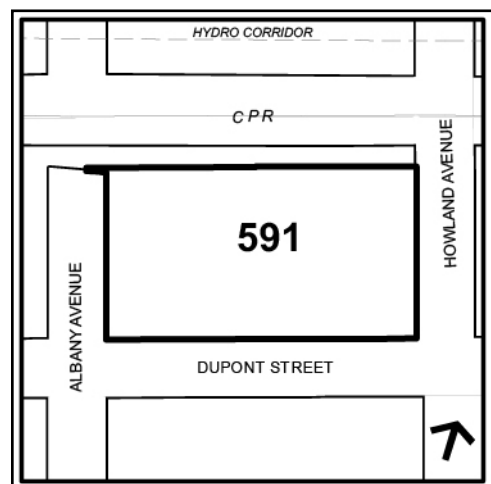


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591. 420 Dupont Street and 275 Albany Avenue

Despite any policy of this Plan to the contrary:

- a) As part of any redevelopment of the site, full replacement of the existing non-residential gross floor area is not required provided that the redevelopment includes a minimum of 2,000 square metres of non-residential gross floor area.
- b) In order to provide for a wide sidewalk and boulevard with enhanced pedestrian amenities and tree planting, new development at or above grade will be set back from the Dupont Street property line to allow a minimum of 4.8 metres from the curb existing on May 9, 2016 to the front face of the building.



**592. 413, 417, 419, 423, 425, 429, 431 and 435
Roehampton Avenue**

- a) On the lands municipally known as 417, 419, 423, 425, 429, 431 Roehampton Avenue, 28 residential units with a maximum gross floor area of 4675 square metres, exclusive of any existing structures on the lands are permitted in a low-rise hybrid apartment building.
- b) On the lands municipally known as 413 and 435 Roehampton Avenue, semi-detached dwellings are permitted.

