

# **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.

### **DECEMBER 2024 OFFICE CONSOLIDATION**

This office consolidation of the Toronto Official Plan, Chapter 7, includes Site and Area Specific Policies 100 in effect up to and including 199, December 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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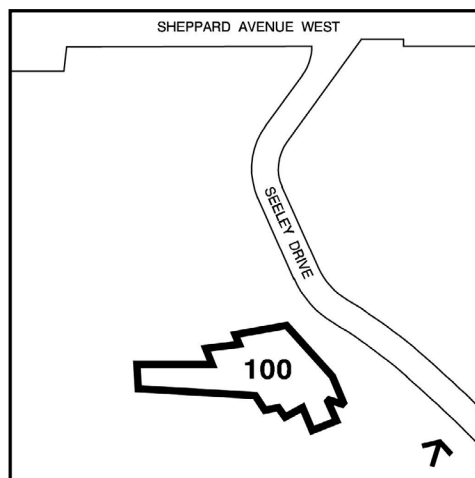
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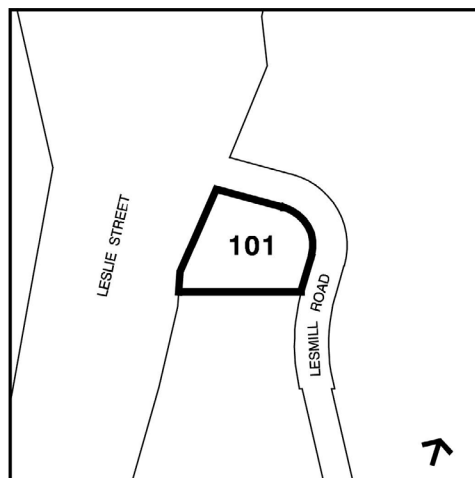
**100. Sheppard Avenue West and Seeley Drive  
(Jimmy Walker House in Downsview Dells  
Park)**

An alcohol treatment centre is permitted within the existing Jimmy Walker House.



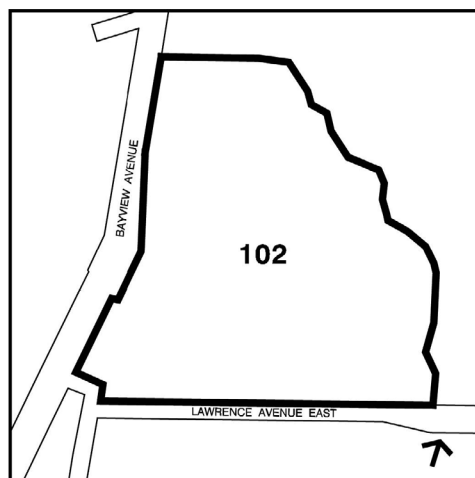
**101. Southeast of Lesmill Road and Leslie Street**

An emergency youth shelter is permitted.



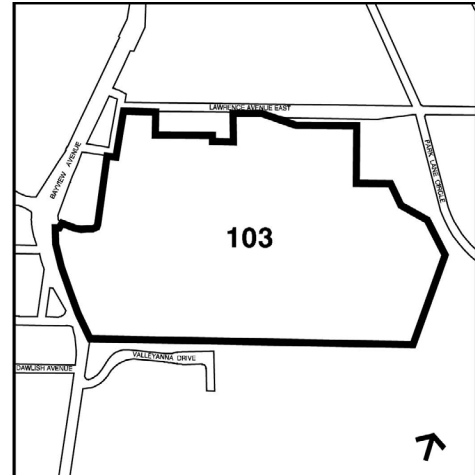
**102. Northeast of Lawrence Avenue East and Bayview Avenue**

Educational uses are permitted, including student residences, recreational facilities and conference facilities.



**103. Southeast of Lawrence Avenue East and Bayview Avenue**

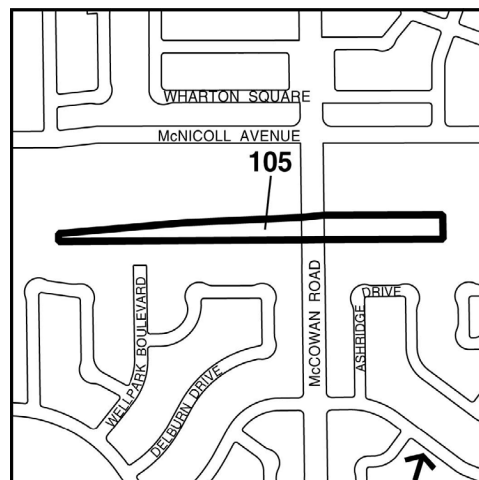
Educational and research uses are permitted including accessory uses as follows: related residential, retail and service commercial, conference and recreation.



**104. SASP deleted**

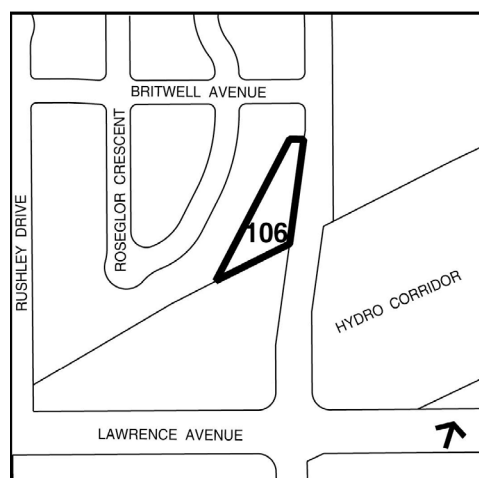
**105. East and West Sides of McCowan Road, South of McNicoll Avenue**

Places of worship and related uses, fraternal organizations excluding banquet halls, sports facilities, health and fitness centres, garden centres, veterinary clinics (without outside kennels), demonstration facilities for household composting and waste management information centres are permitted.



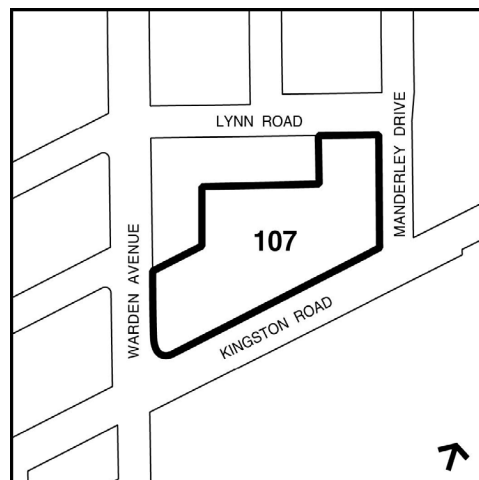
**106. West Side of Brimley Road, South of Britwell Avenue**

Residential uses at a maximum density of 45 units per hectare and a maximum building height of 2 storeys are permitted.



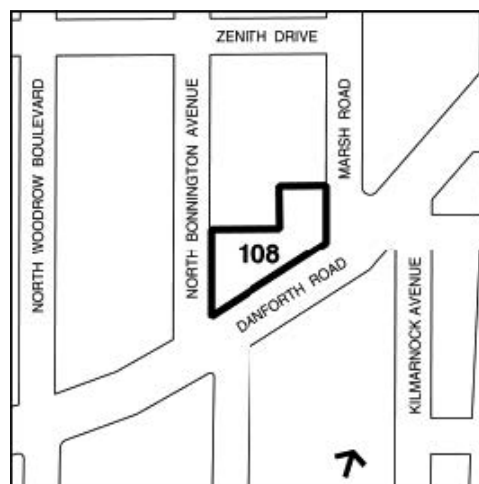
**107. Northeast Corner of Kingston Road and Warden Avenue**

The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when Council is satisfied as to the provision of the transportation improvements and servicing facilities required to accommodate any proposed redevelopment and as to an appropriate level of land consolidation to ensure that the redevelopment respects and reinforces the existing development in the vicinity.



**108. North Side of Danforth Road, Between North Bonnington Avenue and Marsh Road**

Office and commercial uses at a maximum density of 0.7 times the lot area are permitted.

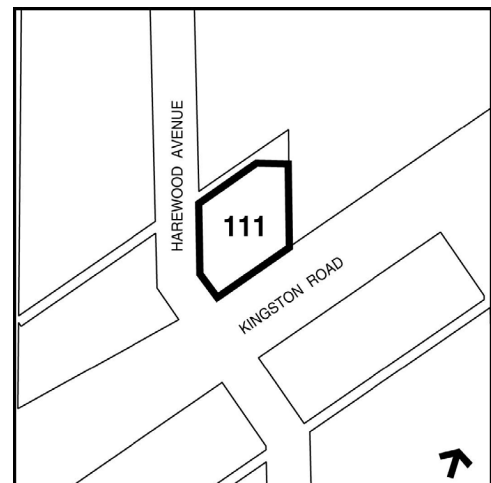


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**110. [Intentionally blank as of this consolidation]**

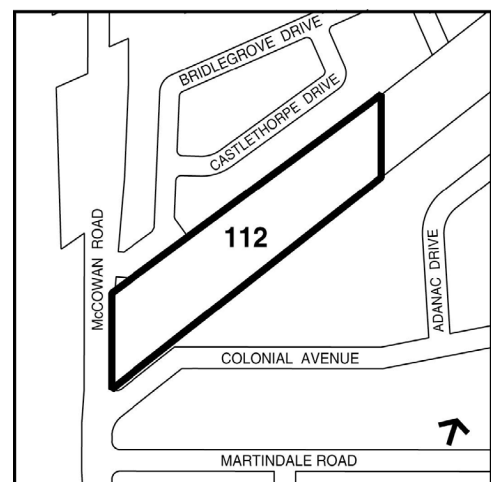
**111. Northeast Corner of Kingston Road and Harewood Avenue**

Residential uses at a maximum density of 47 units per hectare and a maximum overall density of 0.4 times the lot area are permitted.



**112. East Side of McCowan Road, North of Oakridge Drive**

The design and layout of parkland and/or trails will ensure adequate access and parking for the existing cemetery to the south.



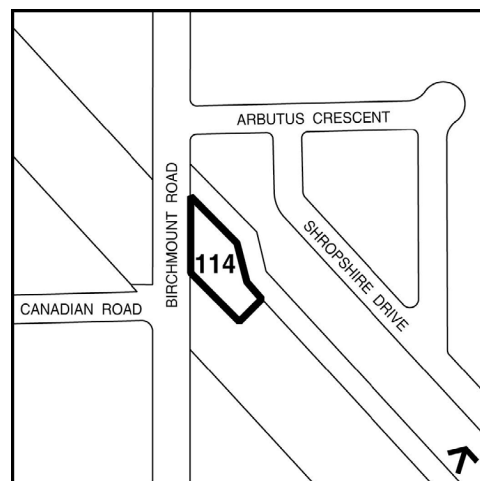
**113. West Side of Birchmount Road, North of Ellesmere Avenue**

- a) Residential uses are permitted at a maximum density of 160 units per hectare, to a maximum of 1,950 units.
- b) Employment uses are permitted, but are only to be provided for on the westerly most 3 hectares having direct access to Birchmount Road or Ellesmere Road, and are to be restricted to a cumulative maximum floor area of 50,000 square metres.



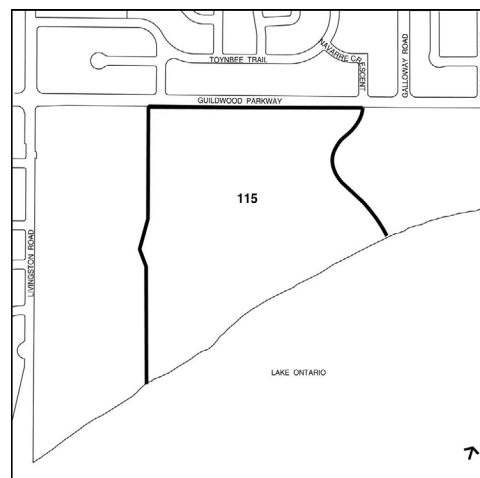
**114. East Side of Birchmount Road, South of Ellesmere Road**

A veterinary clinic and dog kennel are permitted.



**115. South Side of Guildwood Parkway, East of Livingston Road**

- a) Permitted uses reflect the combination of private/public sector functions, which have existed on the GuildInn property. Such uses include hotel suites (not including permanent residential accommodation), restaurant and banquet facilities, seminar and conference facilities, recreational facilities, and art and cultural facilities, as well as art studios and associated living accommodation.
- b) Further development on the property will provide a comfortable fit with the natural



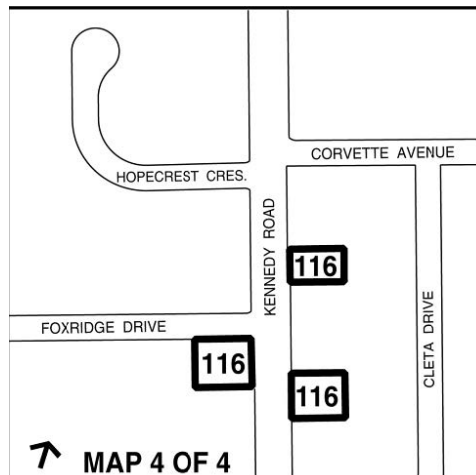
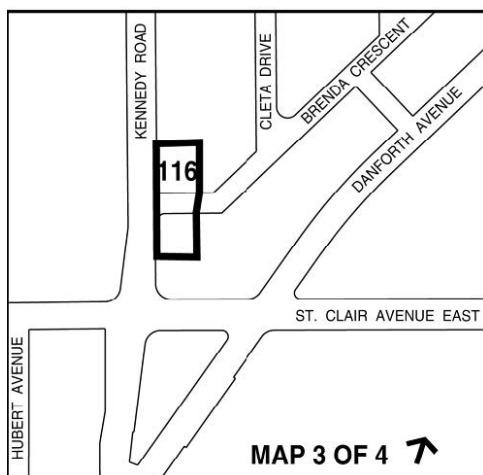
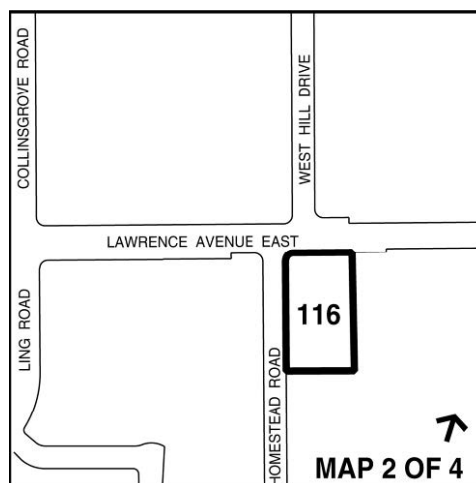
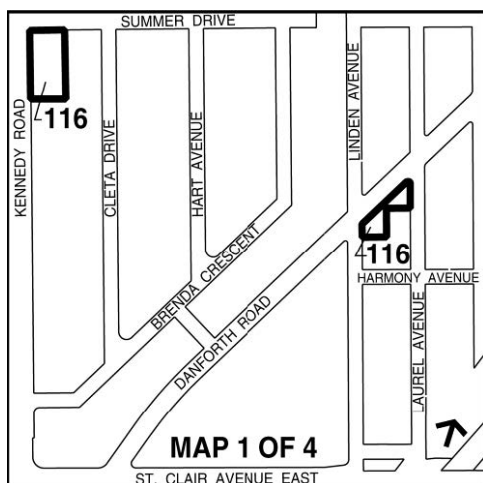
setting, and be sensitive to the retention of site amenities, including existing tree cover and views to the extent possible. The scale of development will not generate excessive parking needs, such that parking facilities dominate natural site characteristics.

- c) The existing links to the trail system to the east and west of the Guild Inn will be maintained and improved as part of a continuous Waterfront Trail. Appropriate seating areas and viewpoints overlooking the Bluffs and Lake are encouraged.
- d) Public accessibility through private and publicly-operated buildings, to the grounds of the site, and to the edge of the Bluffs and the Waterfront Trail will be integral to building design and be assured in all future development proposals.
- e) Special attention will be given to restoring and preserving historical features on this site including the main Inn building of the hotel, the collection of architectural artifacts and ornaments, as well as the Osterhaut Cabin.
- f) Further development, uses and activities on the site will not adversely impact the surrounding residential community. In this regard, the existing wooded areas between the Guildwood Parkway and the Guildwood Parkway side of the existing major surface parking lot will not be disturbed.
- g) Special attention will be devoted to ensuring a high quality, innovative design for future development on this site. The design will be in harmony with the historic character of the Guild Inn, its waterfront location and the rustic natural setting. This degree of attention will also extend to the grounds of the site including retention/enhancement of the outdoor gardens, existing vegetation, display of the architectural artifacts, signage and lighting.



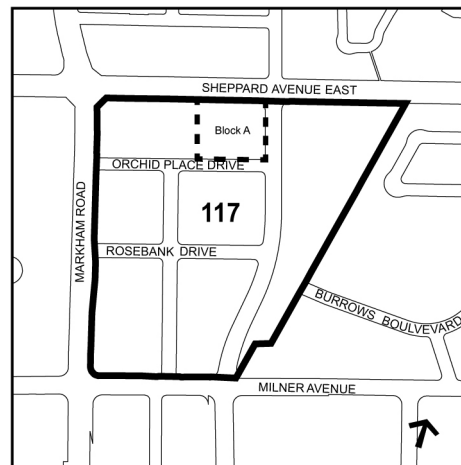
- 116. Southwest Corner of Kennedy Road and Foxridge Drive; East Side of Kennedy Road, South of Corvette Avenue; East Side of Kennedy Road, South of Foxridge Drive; Southeast Corner of Kennedy Road and Summer Drive; Northeast and Southeast Corners of Kennedy Road and Brenda Crescent, and South Side of Danforth Road, Between Linden and Laurel Avenues, and Southeast Corner of Lawrence Avenue and Homestead Road**

Residential uses at a maximum density of 50 units per hectare are permitted.



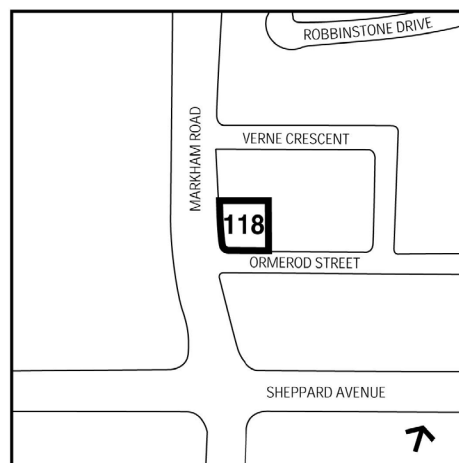
## 117. Lands South of Sheppard Avenue East, East of Markham Road

- a) A maximum net residential density of 150 units per hectare to a maximum of 1,600 units is permitted. The area to be considered for the density calculation includes all subject land excluding public roads and parkland. In order to achieve a variety of building heights and to respond to adjacent uses, this density may be consolidated or transferred within the designated lands, provided that the owner of the lands that the density is transferred from consents to such transfer and provided that the height restrictions set out below are maintained.
- b) Rapid transit stations and related transit facilities are permitted in this designation and will not be considered as part of the maximum permissible gross floor area.
- c) A variety of building heights are encouraged on each block with a maximum building height on any block of 18 storeys, excluding mechanical penthouses, except for buildings within 30 metres of Markham Road and for buildings at the northwest corner of Milner Avenue and Progress Avenue, which are not to exceed 12 storeys in height, excluding mechanical penthouses. Buildings at street level will create comfortable climate conditions in terms of sun and wind in order to encourage pedestrian use. Each residential block will include landscaped space.
- d) Recreational and cultural facilities with ancillary commercial uses not exceeding 1,858 square metres may be provided at the southeast corner of Sheppard Avenue East and Progress Avenue.
- e) Offices not exceeding 27,870 square metres and ancillary commercial uses within the *Mixed Use Areas* designation will only be developed upon the submission of a transportation impact study that will demonstrate that the proposed development will be integrated into the surrounding public system of roads, walkways and transit facilities.
- f) Development of the lands shown as Block 'A', a maximum of 414 residential units are permitted.



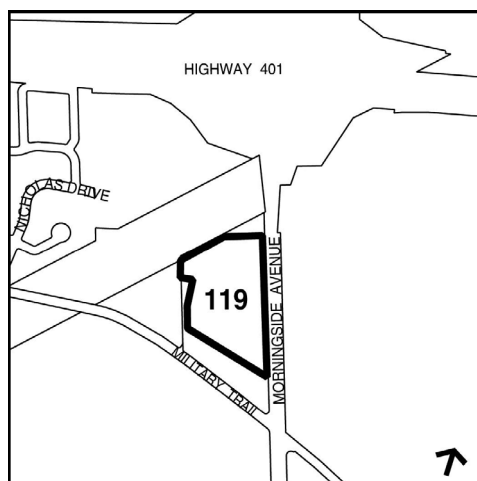
**118. Northeast Corner of Markham Road and Ormerod Street**

A maximum building height of five storeys is permitted.



**119. West Side of Morningside Avenue, Between Military Trail and Hydro One**

A maximum of 159 residential units is permitted.



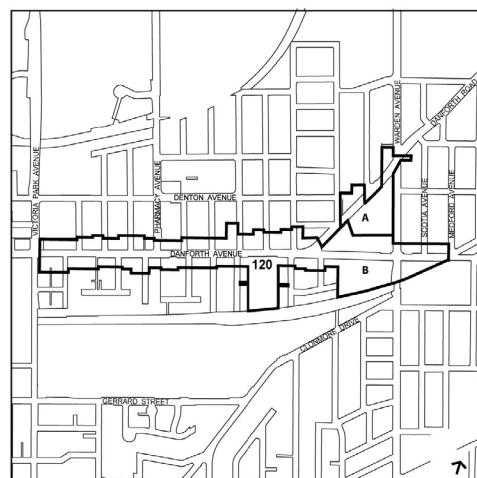
**120. Danforth Avenue and Danforth Road**

Area A

- a) Service stations, used car sales lots and public garages are not permitted within the *Mixed Use Areas* designation except where they existed on February 24, 1986.

Area B

- a) Service Stations, used car sales lots and public garages are not permitted within the *Mixed Use Areas* designation.
- b) The re-alignment of Danforth Road – Danforth

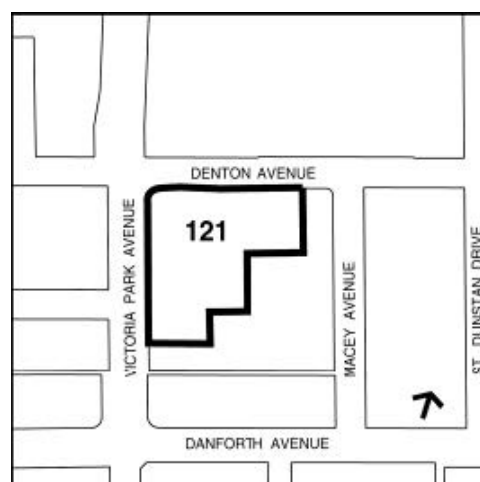


Avenue intersection to align with Balford Avenue to the south, conceptually shown on the Concept Plan in the Urban Design Guidelines, will be pursued.

- c) Publicly owned and operated Municipal Parking lots, provided by Toronto Parking Authority, will be encouraged in the area.
- d) Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment along the corridor. They include specific recommendations on site planning, building massing and design as well as public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.

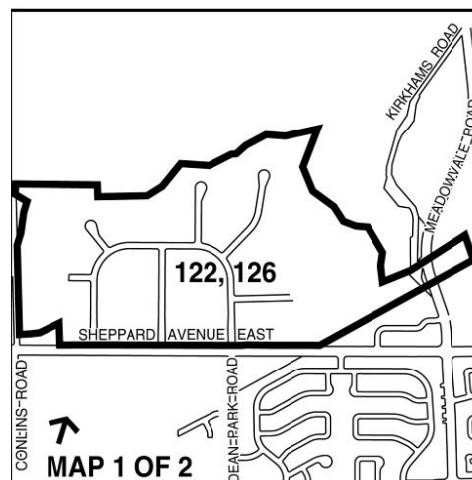
## **121. Southeast Corner of Victoria Park and Denton Avenues**

Residential uses to a maximum density of 350 units per hectare are permitted.



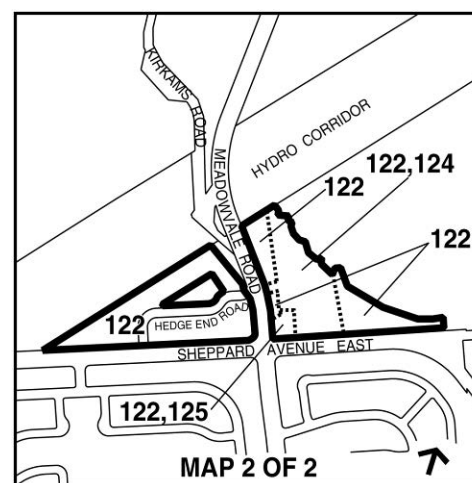
## 122. North Side of Sheppard Avenue East, west of Heatherbank Trail

- a) The acquisition of the top-of-bank buffer zones is the first priority when evaluating development proposals. A 10 metre wide strip of land above the stable top-of-bank will be acquired through development to assist in the prevention of erosion, the maintenance and enhancement of significant vegetation and to provide public access to the viewpoints along the top-of-bank. Approximately 20 metres of additional land may be required to be set aside for conservation purposes, either in public or private ownership, the dimensions of which may vary depending on an individual site characteristics and its relationship to the functions of the Rouge Park.



- b) Prior to amending the Zoning By-law to permit development, studies analyzing the visual impact of proposed developments on views from the Rouge River Valley will be provided by the developer, with views to be considered from:

- i) the Toronto Zoo to the Sheppard Avenue East/Meadowvale Road areas. Building design will have regard for the natural character of the Rouge Valley, the two storey character of the adjacent residential area and the Toronto Zoo particularly, having regard for the potential impacts of light and noise and of height and massing on views from the Valley; and

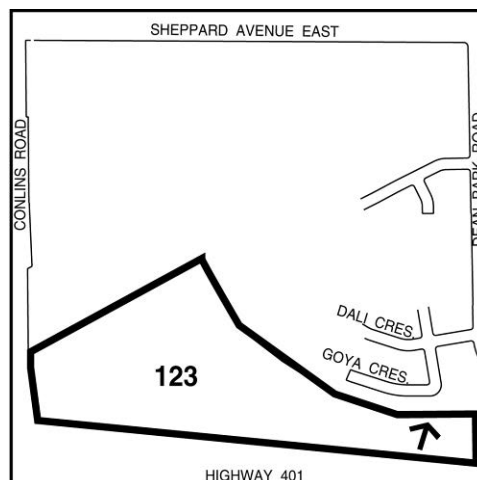


- ii) Rouge Valley Park trails to development above the top-of-bank. The height of any new buildings will be limited to ensure they minimize the visual impact of any new development on users of the trail system.

- c) Wider setbacks, landscaping and greenspace adjacent to Meadowvale Road and at its intersection with Sheppard Avenue may be required at the time of zoning by-law amendment or site plan control approval in order to create an area of transition from the area south of Sheppard Avenue East northward to the natural environment of the Rouge Valley north of the Hydro One Corridor.

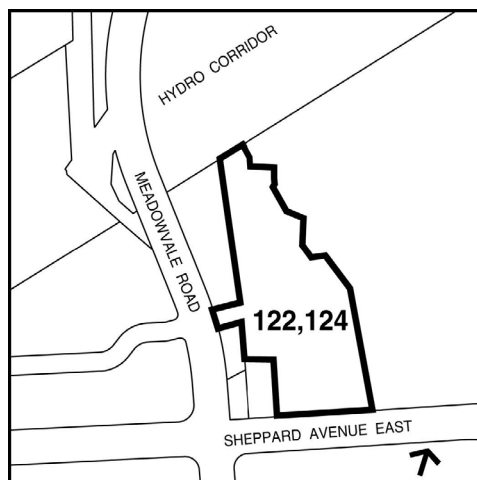
**123. North Side of Highway 401, East of Conlins Road**

The land may be used for residential uses provided that they are not required for transportation purposes.



**124. East Side of Meadowvale Road, North of Sheppard Avenue**

Apartment buildings not exceeding eleven storeys including mechanical penthouse are permitted. Apartment buildings adjacent to the stable top-of bank will not exceed nine storeys including mechanical penthouse.



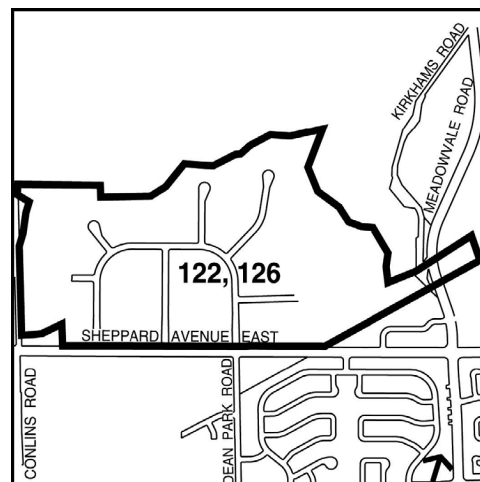
**125. Northeast corner of Sheppard Avenue and Meadowvale Road**

Buildings will not exceed a maximum of two storeys along the Sheppard Avenue frontage and seven storeys on the remainder of the parcel lands.



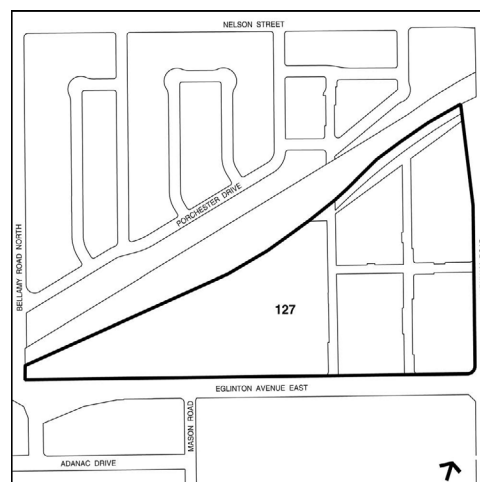
## 126. North Side of Sheppard Avenue East, East of Conlins Road

- a) Amendments to the Zoning By-law may be subject to Holding (H) provisions, to ensure that necessary mitigative measures are in place prior to development. The Zoning By-law will indicate the conditions whereby the “H” symbol may be removed and development can proceed. These conditions will include the following requirements:
  - i) that the applicant submit an acknowledged Record of Site Condition satisfactory to the Ministry of Environment for more than half of the lands to be zoned residential or commercial east of the proposed East Metro Avenue, and its projection north to the Rouge Valley, prior to the lifting of the “H” symbol from the zoning of any lands zoned residential or commercial use west of this proposed road;
  - ii) that the applicant submit an acknowledged Record of Site Condition satisfactory to the Ministry of Environment for the balance of the lands to be zoned residential or commercial east of the proposed East Metro Avenue prior to the lifting of the “H” symbol from the remaining lands to be zoned residential or commercial west of East Metro Avenue and its projection; and
  - iii) remediation of the site will proceed in phases satisfactory to the City.
- b) The development of the lands designated *Mixed Use Areas*, east of Conlins Road and north of Sheppard Avenue will be in accordance with the Urban Design Guidelines approved by the Ontario Municipal Board on June 20, 2001.



## 127. Lands bounded by Markham Road, Eglinton Avenue and CNR Line

- a) Properties designated *Mixed Use Areas* will not exceed an overall net density of 1.5 times the lot area for all uses. The area to be considered for the density calculation includes all land excluding public roads and parkland. Non-residential uses will be oriented towards the arterial frontages only.
- b) Automobile service stations are not permitted.
- c) The maximum building height will be in the range of 6 to 10 storeys along the Eglinton Avenue and Markham Road frontages and will step down towards the low scale residential areas to the north and west of these two roads.
- d) When considering redevelopment of interior single detached lots, consolidation of individual properties will be encouraged to achieve a comprehensive development.
- e) New development will accommodate a future bicycle/pedestrian path to be generally located along the south limit of the CNR line. An enhanced pedestrian access to the commuter rail station will also be encouraged.



## 128. North Side of Lawrence Avenue, East of Collingsgrove Road

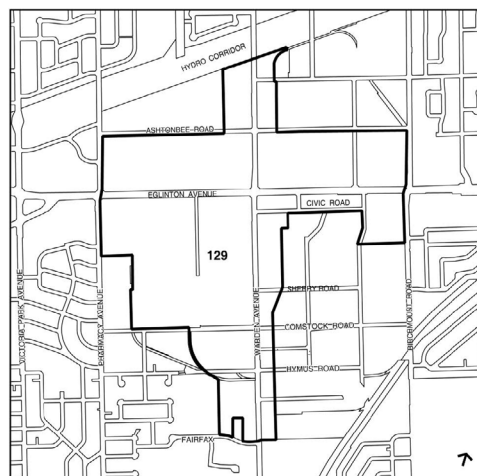
Residential uses at a maximum density of 75 units per hectare are permitted.





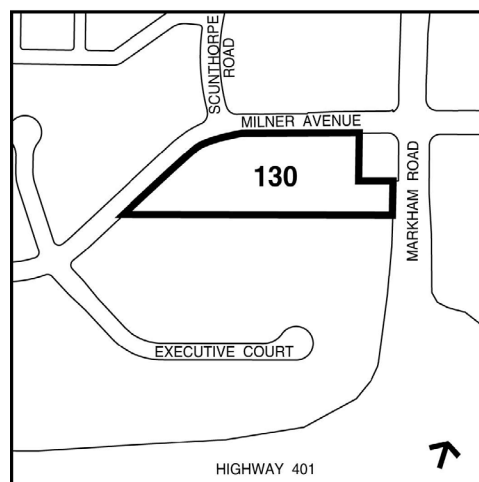
## 129. Lands South and North of Eglinton Avenue

- a) Retail and service uses, including stand-alone retail stores and/or “power centres” are permitted.
- b) Amendments to the Zoning By-law may be subject to Holding (H) provisions of the Plan. Specifically, the Holding (H) provision may be used with respect to the introduction of new or additional commercial permissions to existing by-law permissions.
- c) The implementation of the policies outlined in this area specific policy may require the provision of additional public roads or other transportation improvements. The applicants for individual amendments to the Zoning By-law, including the removal of any Holding (H) provision, may be required to provide financial compensation to equitably allocate the capital costs of any such improvements.



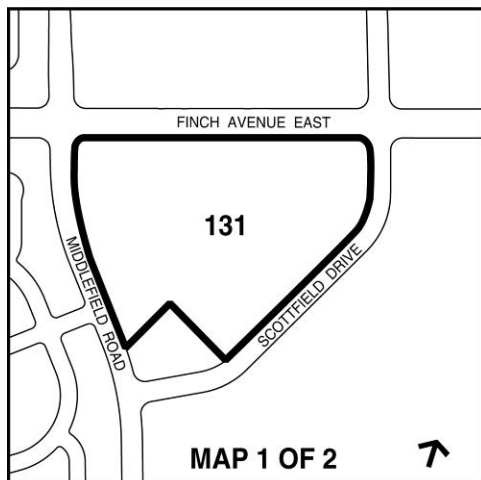
## 130. West Side of Markham Road, South of Milner Avenue

Senior citizen's housing and ancillary facilities, including recreational and convenience commercial facilities, are permitted.



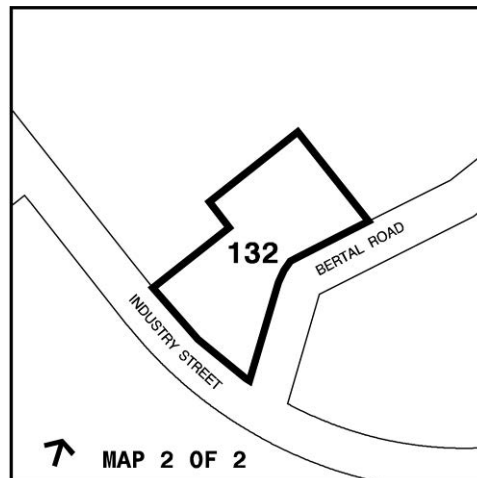
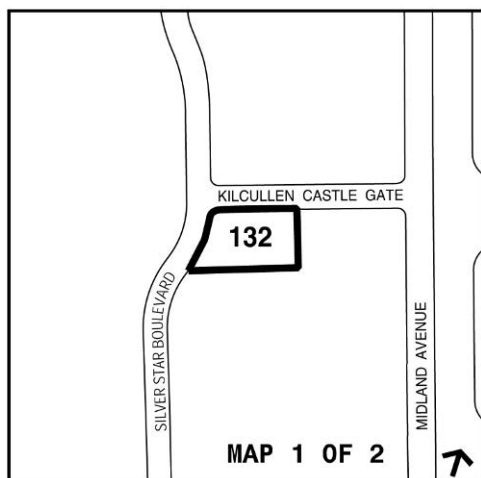
**131. Southeast Corner of Finch Avenue and Middlefield Road and Southeast Corner of Sheppard Avenue East and Conlins Road**

*Employment Areas uses are permitted.*



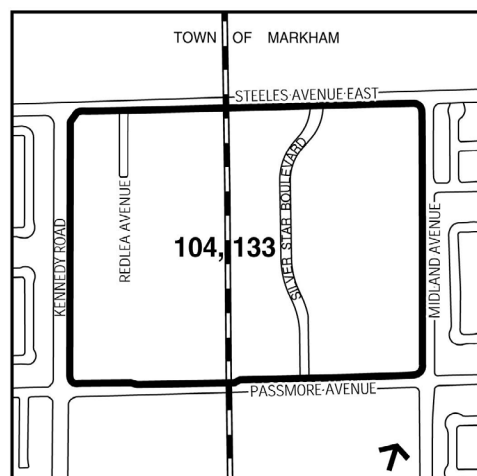
**132. East Side of Silver Star Boulevard, South of Kilcullen Castle Gate and 88 Industry Street**

*Places of Worship are permitted.*



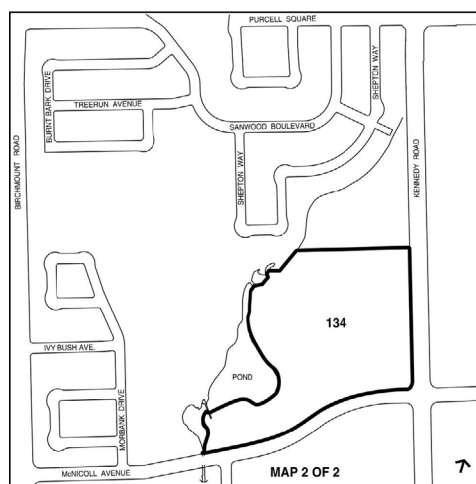
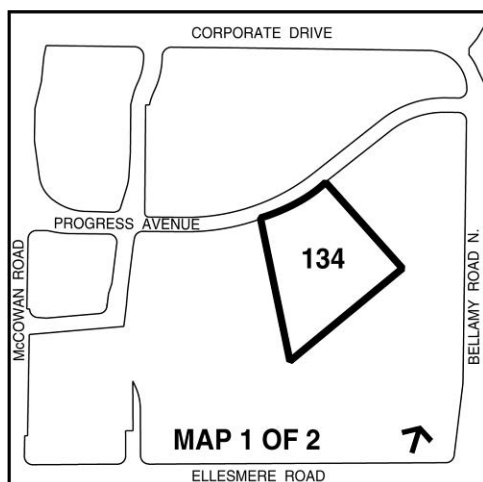
**133. Lands Bounded by Steeles Avenue, Kennedy Road, Passmore Avenue and Midland Avenue**

Retail and service uses, including stand-alone retail stores and/or “power centres”, are permitted.



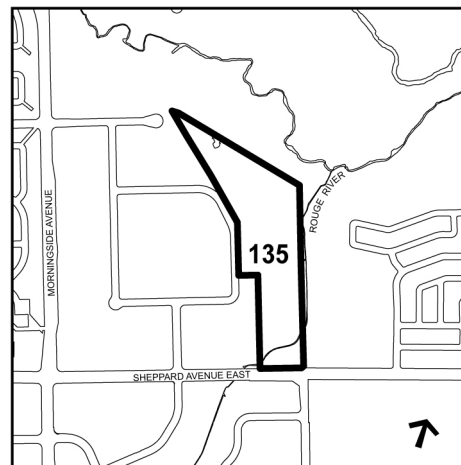
**134. Lands on the South Side of Progress Avenue, West of Bellamy Road Lands West of Kennedy Road, North of McNicoll Avenue**

Educational facilities are permitted.



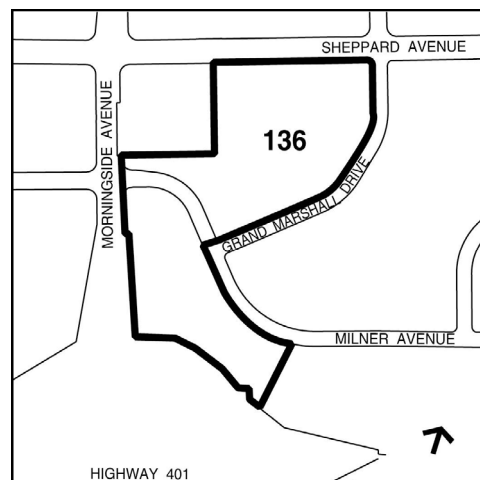
### 135. 8304 Sheppard Avenue East

- a) Only uses within the *Employment Areas* designation that are compatible with the Toronto Zoo are permitted.
- b) Amendments to the Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when satisfactory arrangements are in place with respect to the following:
  - i) the design of those parts of any proposed development and site utilization that can be seen from the Toronto Zoo site will be in harmony with the Toronto Zoo and adjoining developments, but proposed buildings need not be of the same scale or design as buildings on the Toronto Zoo site;
  - ii) all air emissions, noise, vibrations, odours, dust and glare, likely to be generated by the development and site utilization are not detrimental to the Toronto Zoo, adjoining developments and land uses in the neighbourhoods which adjoin the *Employment Areas*;
  - iii) development may occur within 10 metres of the stable top-of-bank of the adjacent valley, subject to the provisions of the zoning by-law; and
  - iv) prior to site plan approval, the policies in Section b) i), ii) and iii) above must be satisfied.



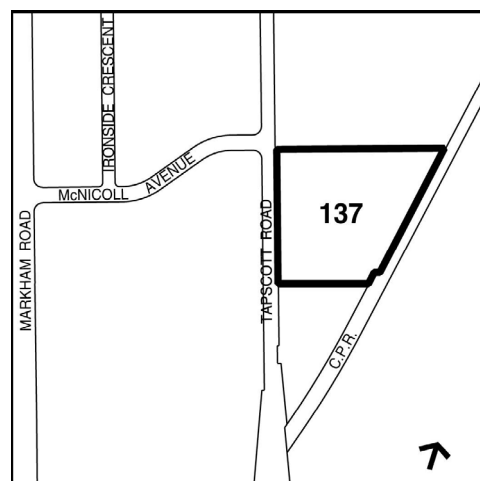
**136. Lands South of Sheppard Avenue, East of Morningside Avenue**

- a) Cinemas, retail and service uses, including stand-alone retail stores and /or “power centres”, are permitted.
- b) Supermarkets, food stores and retail stores containing more than 700 square metres of gross floor area dedicated to the sale of food are permitted.



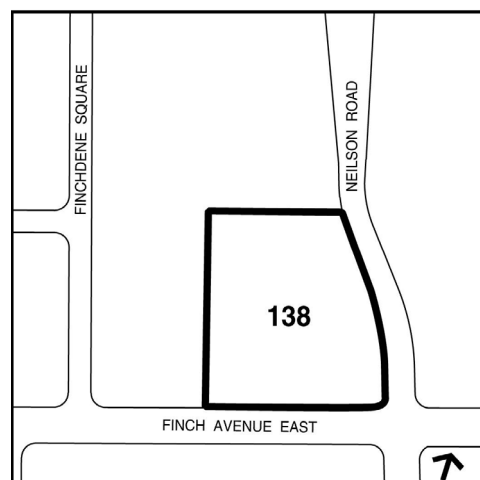
**137. East Side of Tapscott Road, North of the Hydro One Right-of-Way**

The use of the existing heritage building will be restricted to the continuation of residential uses and/or office uses in conjunction with *Employment Areas* uses.



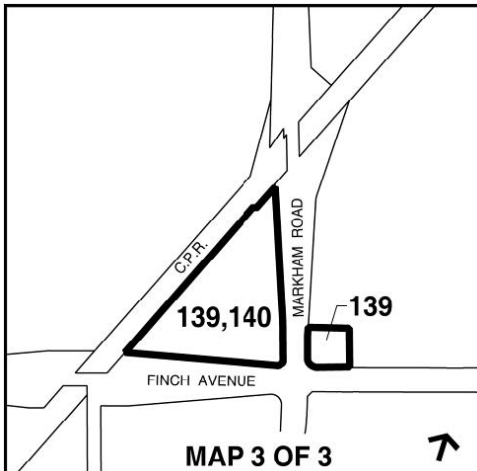
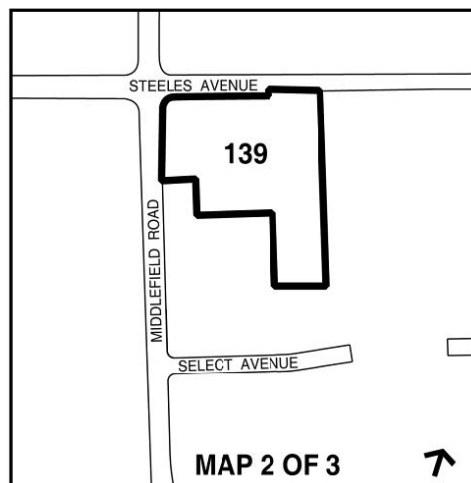
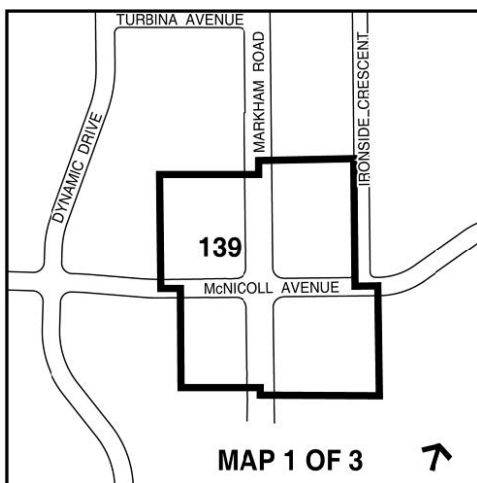
**138. Northwest Corner of Finch Avenue and Neilson Road**

Educational facilities are permitted.



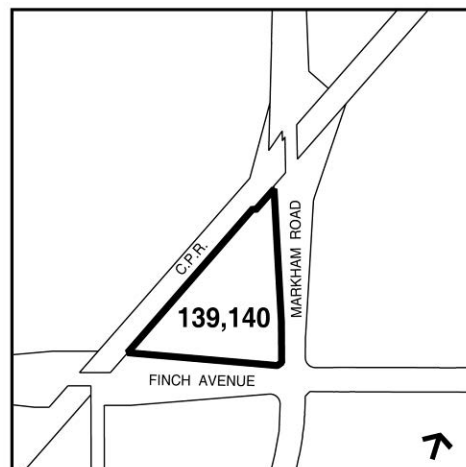
**139. Southeast, Southwest, Northeast and Northwest Corners of Markham Road and McNicoll Avenue, Northeast and Northwest Corners of Markham Road and Finch Avenue, and Southeast Corner of Steeles Avenue and Middlefield Road**

New automobile service stations are not permitted within 150 metres of arterial intersections except for lands known as 3615 McNicoll Avenue at the southeast corner of Markham Road and McNicoll Avenue where a new automobile service station is not permitted within 85 metres of the arterial intersection.



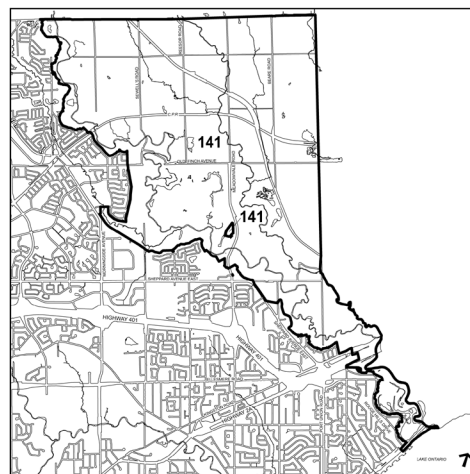
#### 140. Northwest Quadrant of Markham Road and Finch Avenue

Future development of the lands is constrained by limited access to abutting roads and the presence of the watercourse. Prior to approval of any development or rezoning of this site, the owner will demonstrate that appropriate means of vehicular access and maintenance of the watercourse will be achieved.



#### 141. Rouge Valley Area

- a) The objective of this area specific policy is to protect, restore and enhance the natural ecosystem and cultural heritage resources; to use innovative planning, management and land use techniques; to promote knowledge and understanding of the natural, cultural and agricultural values of the Rouge Valley Area; and to provide opportunities for appropriate recreational enjoyment. This policy objective is supported as follows:
- i) to promote, preserve and enhance the Rouge Valley as an integrated natural heritage area;
  - ii) to protect, link, expand and enhance key natural heritage and key hydrologic features (as listed in Table 1) and associated areas of diverse native flora and fauna;
  - iii) to work with Parks Canada to support, promote and implement the principles and objectives of the Rouge National Urban Park Management Plan and other applicable Parks Canada plans and policies and to implement the Greenbelt Plan;
  - iv) to ensure the continued maintenance of a natural separator between the City of Toronto and the Region of Durham;
  - v) to protect significant cultural,



archaeological and historical resources, including significant structures, landscapes and archaeological sites, by emphasizing heritage conservation and education;

- vi) to provide appropriate and environmentally acceptable active and passive recreational and tourism uses that are compatible with the Rouge National Urban Park and the Toronto Zoo;
- vii) to permit uses that are compatible with the objectives of this area specific policy, such as Natural Science, Educational Interpretive, Zoological, Recreational, Curatorial and Research Uses and Associated Facilities; nature viewing uses; existing agricultural uses, including crop farming, livestock and demonstration farming; existing golf course; existing residential uses; residential uses on lots of record and zoned for residential use as of December 16, 2004; bed and breakfast operations ancillary to residential uses; and conservation management uses, including conservation works, slope stabilization works and ecological restoration.

For the purpose of clarity, the term “recreational” as used in this site specific policy includes uses such as, campgrounds, equestrian, off-road biking and hiking trails, fishing, natural science educational and research facilities including demonstration farms, interpretation of archaeological sites designated by the Provincial and Federal Government, historic resource uses, wildlife habitat enhancement and observation areas. However, the word “recreational” does not provide for major recreational uses that require servicing, such as illuminated playing fields or spectator seating facilities.

- b) All agencies and parties subject to this area specific policy will be guided by a program of comprehensive resources management, which without limiting the generality of the foregoing, will:
  - i) maintain, enhance or restore aquatic and terrestrial habitats and communities of native species;
  - ii) assist and support the identification of properties in public and private ownership in the area, having potential cultural heritage value to be evaluated for possible inclusion on the City’s Heritage Register through listing or designation under the *Ontario Heritage Act*;
  - iii) work with appropriate agencies and First Nations or Metis to determine opportunities to share archaeological research and findings in accordance with the City’s Archaeological Management Plan and the Rouge National Urban Park Management Plan;
  - iv) encourage natural science, educational, curatorial and research facilities that further the understanding of the attributes of the Rouge Valley;
  - v) where private property extends into the valley, work cooperatively with land owners in maintaining and enhancing natural heritage features;
  - vi) ensure, in association with appropriate agencies, that best storm water management practices are employed for any new development or site alteration, including minimizing vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces, so as to improve water quality and maintain or restore natural flow regimes in watercourses to the greatest possible extent. Any new storm water management ponds will only be permitted on table land and will not be located within any key natural heritage or key hydrologic features or their vegetation protection zones;
  - vii) ensure that new, or expanding infrastructure is planned, designed, constructed and



operated to minimize negative impacts and disturbance of the existing landscape including, but not limited to, impacts caused by light, intrusion, noise and road salt;

- viii) ensure that new or expanding infrastructure avoids key natural heritage or key hydrologic features unless there is no reasonable alternative and planning, design and construction practices will not negatively impact ecological features and their functions and the quality and quantity of ground and surface water, and, where feasible, will maintain or improve connectivity;
  - ix) integrate and link compatible recreational uses in the area in a co-ordinated trail program;
  - x) ensure that any new permanent buildings or structures are not visible from the valley lands and that scenic views are protected;
  - xi) selectively encourage the regeneration of the cleared areas and the planting of native tree species and other native vegetation to enhance the natural heritage characteristics of the Rouge Valley;
  - xii) encourage public acquisition of appropriate sites within the lands; and
  - xiii) encourage public agencies to demonstrate sensitivity to these objectives in the design and implementation of their facilities and undertakings.
- c) To ensure the continued maintenance of the area by public agencies, the division of lands by consent and/or the sale or disposal of land will be prohibited, unless:
- i) the land is being conveyed to TRCA or Parks Canada for parks or conservation purposes; or
  - ii) the land is being sold or disposed of by or to the City, for infrastructure approved by Council, or to the owner of existing or approved infrastructure.

Notwithstanding, a maximum of two new lots plus a remnant parcel, each to contain one single detached dwelling, is permitted on the east side of Kirkham's Road, located north of Lot 1 R.P. 3425, north of the lands known as 5 Kirkham's Road, and shown as Area 'A'.

- d) Development on lands adjacent to the Rouge Valley, including those lands shown on Map 1 within the Rouge Valley Area and the Adjacent Rouge Valley Lands, will be set back a minimum of 30 metres from the stable top-of-bank. All efforts will be made to achieve a conveyance of the land within 30 metres of the stable top-of-bank, together with the land below the stable top-of-bank, into public ownership.
- e) Development provided for by the Site and Area Specific Policy may occur in the absence of municipal services. Existing uses and uses permitted by this policy may be connected to existing municipal water services. Extension of municipal water or sewage services may occur in case of health issues or to service existing uses or their expansion. 27-metre rights-of-way will not be used to accommodate four lane roads but may be used to accommodate multi-use trails. The rural character of existing two lane roads will be maintained.
- f) Development or site alteration is not permitted in key natural heritage or key hydrologic features, including any associated vegetation protection zones, with the exception of:
  - i) forest, fish and wildlife management;
  - ii) conservation and flood or erosion control projects that are demonstrated to be in the public interest;

- iii) infrastructure projects that are the subject of an environmental approval; and
  - iv) small-scale structures for recreational use, provided negative impacts are minimized.
- g) A natural heritage impact study will be prepared for each proposed official plan and zoning bylaw amendment, and may be required for consent or site plan approval. This study will be reviewed through the public participation process prior to Council making a decision.
- h) Within the natural heritage system, development and site alteration, will demonstrate that:
- i) there will be no negative effects on the key natural heritage or key hydrologic features identified in Table 1;
  - ii) a natural vegetation protection zone will be provided that is at least 30 metres or greater to protect key natural heritage and key hydrologic features and their functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the features and/or its function;
  - iii) connectivity between key natural heritage and key hydrologic features located within 240 metres of each other will be maintained or enhanced for the movement of native plants and animals across the landscape;
  - iv) the removal of other natural features should be avoided and incorporated into the planning and design of the proposed use wherever possible;
  - v) the disturbed area of the site will not exceed 25 percent; the impervious area for development not related to a recreational use will not exceed 10 percent of the total developable area and at least 30 percent of the total developable area of the site will remain or be returned to natural self-sustaining vegetation; and
  - vi) buildings or structures for recreational use may occupy up to 25 percent of the total developable area of the site provided they are planned to optimize compatibility with the natural surroundings.

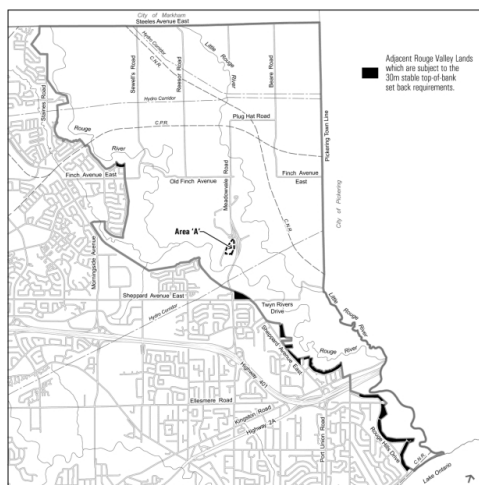
The boundaries of all key natural heritage and key hydrologic features and minimum vegetation protection zones will be confirmed at the time of any proposed development or site alteration.

- i) Expansions to existing agricultural buildings and structures, farm and non-farm dwellings together with accessory uses, and residential uses may be considered within key natural heritage features and key hydrological features provided there is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and the impact of the expansion or alternation on the features or its functions is minimized to the maximum extent possible.
- j) New agricultural buildings or structures for agricultural related secondary uses are not subject to Policy 141(h); however, such development is required to provide a minimum vegetation protection zone of 30 metres from key natural heritage or key hydrologic features. Such new agricultural uses may be exempt from establishing a condition of self-sustaining vegetation if the land is and will continue to be used for agricultural purposes.
- k) Notwithstanding policy a) viii) above, all official plan amendments and zoning bylaws enacted prior to December 16, 2004 shall be allowed to continue.
- l) Where there is a conflict between this Site and Area Specific Policy and Site and Area Specific Policy 122, Site and Area Specific Policy 122 shall prevail.

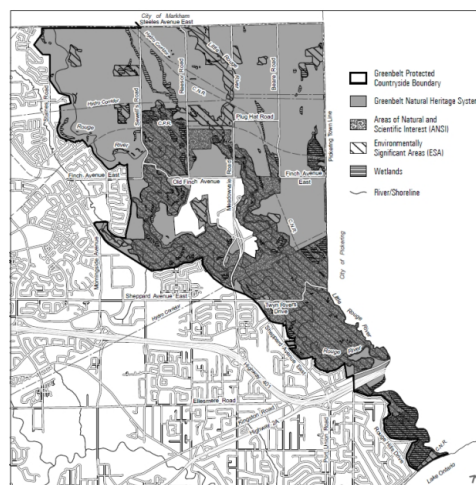
**Table 1: Minimum Vegetation Protection Zones Key Natural Heritage and Key Hydrologic Features**

Key Natural Heritage and Key Hydrologic Features*	Minimum Vegetation Protection Zone
Wetlands, Significant woodlands  Fish habitat, Permanent and intermittent streams, Lakes (and their littoral zones), Seepage areas and springs	30 metres
Significant habitat of endangered species, threatened species and special concern species, Life Science Areas of Natural and Scientific Interest (ANSIs), significant valleylands, significant wildlife habitat, Sand barrens, savannahs and tallgrass prairies; Alvars, Environmentally Significant Areas.	minimum vegetation protection zone to be determined at the time of any proposed development

\*Refer to Ministry of Natural Resources and Forestry's "Technical Definitions and Criteria for Key Natural Heritage Features in the Natural Heritage System of the Protected Countryside" for criteria for identification of key natural heritage and hydrologic features. Refer to Official Plan policy 3.4.13 for criteria for identification of Environmentally Significant Areas. Known features and shown in Map 2.



**MAP 1: AREA SUBJECT TO SITE AND AREA SPECIFIC POLICY**



**MAP 2: GREENBELT NATURAL HERITAGE SYSTEM**

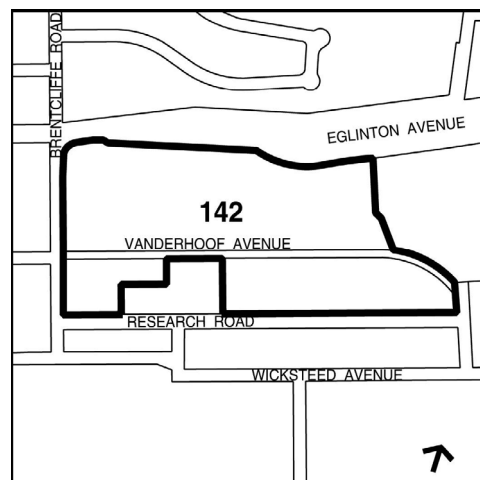
Note: vegetation protection zones are not shown on the above map

**142. Lands Bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue, Research Road and the West Don River Valley**

**a) Holding Zones (H)**

The Holding (H) symbol may be removed by by-law when the owner submits detailed reports by a qualified transportation engineer that address the following issues:

- i) existing traffic and transit volumes on the local and arterial roads system;
- ii) the amount and distribution of motor vehicle and transit based trips generated by the proposed development;
- iii) the amount and distribution of motor vehicle and transit based trips generated by the existing, committed and approved development within the Leaside Business Area, including all lands subject to this Site and Area Specific Policy and, by permitted development within the area subject to this Site and Area Specific Policy;
- iv) an analysis of the present planned road and transit system's capacity to accommodate the new trips;
- v) identification of any road network safety concerns;
- vi) an assessment of the traffic impact on local and collector residential streets;
- vii) the identification of the specific operational or other improvements required in light of the overall requirements, in order to satisfactorily mitigate development impacts, maintain acceptable traffic and transit service levels;
- viii) a review of the land's vehicular access points and pedestrian connections to transit services; and
- ix) the owner will undertake to provide or support the introduction of necessary improvements to the satisfaction of the City.



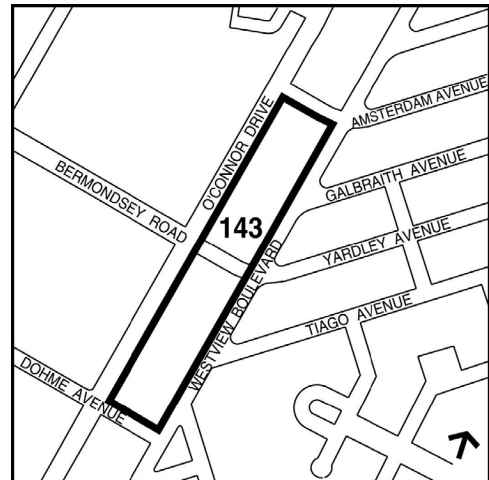
b) Urban Design

Council will attempt to achieve the following design principles when approving the implementing Zoning By-laws and Site Plan:

- i) achieve a high order of urban design and building treatment that is sensitive to the surrounding urban context;
- ii) provide a variation of building heights with minimal shadowing over residential areas to the north. The maximum building height will be limited to 18 storeys;
- iii) provide a strong building relationship to street edges to enhance accessibility and visual identity;
- iv) provide a transition in scale from new development to the surrounding area;
- v) create a safe, comfortable and accessible public realm, including safe and convenient pedestrian access to transit and throughout the area;
- vi) ensure a consolidation and organization of private open space, landscaping and recreational facilities into compact, functional, well designed and highly accessible nodes;
- vii) ensure a logical building configuration to achieve identifiable office and residential precincts;
- viii) ensure views and vistas through and within the lands;
- ix) provide publicly accessible lanes or roads into the lands which tie together the differing uses and allow for the development of a connecting road pattern on the lands and nearby lands;
- x) provide maximum public accessibility to the valley edge and public lands, and to the lands;
- xi) provide a high order of landscaping treatment; and
- xii) provide an appropriate level of buffering from adjacent uses.

**143. South Side of O'Connor Between Dohme Avenue and Amsterdam Avenue**

Free-standing commercial uses not exceeding three storeys in height are permitted.

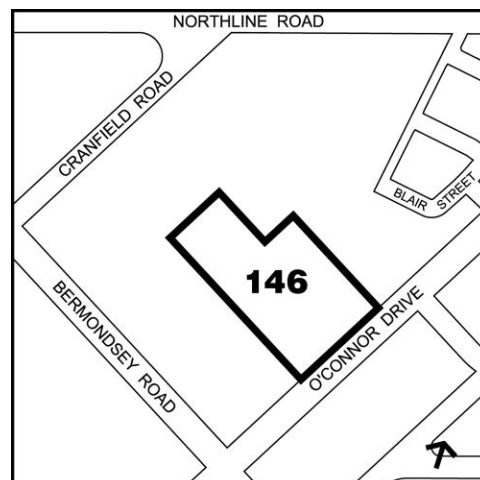


**144. [Intentionally blank as of this consolidation]**

**145. [Intentionally blank as of this consolidation]**

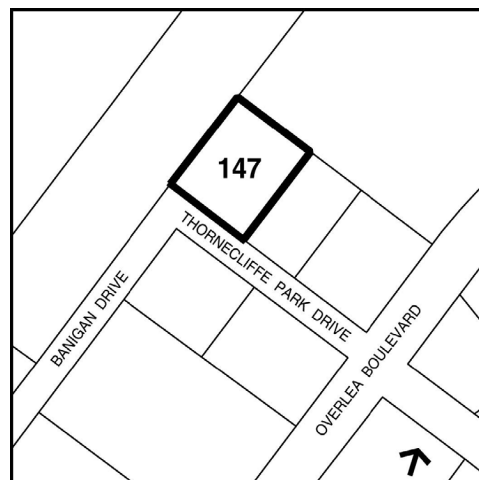
## 146. 1450 and 1500 O'Connor Drive

- a) Residential uses are permitted by way of an amendment to the Zoning By-law:
  - i) to a depth of 90 metres from O'Connor Drive. However, where a 90 metre depth renders the remainder of lands undevelopable a depth of up to 140 metres may be considered;
  - ii) to a maximum height of 4 stories. Residential buildings which exceed 3 stories are to be designed with no windows on any floor higher than the 3rd floor on the north façade overlooking the industrial area;
  - iii) provided that no industrial uses are allowed to locate within any buildings containing residential units;
  - iv) provided that adequate measures are taken to protect the inhabitants from the noise, vibration and odour impacts of industrial uses;
  - v) provided that residential uses be subject to appropriate screening and buffering from nearby industrial land uses;
  - vi) provided that any traffic from the proposed residential uses not conflict with the operations of existing industrial uses;
  - vii) provided that residential uses meet Ministry of the Environment (MOE) Guidelines for Land Use Compatibility;
  - viii) provided that industrial sound levels do not exceed Ministry of the Environment (MOE) Guidelines for Environmental Noise at the residential receptor (LU-131); and
  - ix) provided that residential buildings be designed with a high level of urban design and be oriented to the street with no direct access or parking areas adjacent to the O'Connor Drive street frontage.
- b) Commercial and institutional uses are permitted.



#### 147. 4 Thorncliffe Park Drive

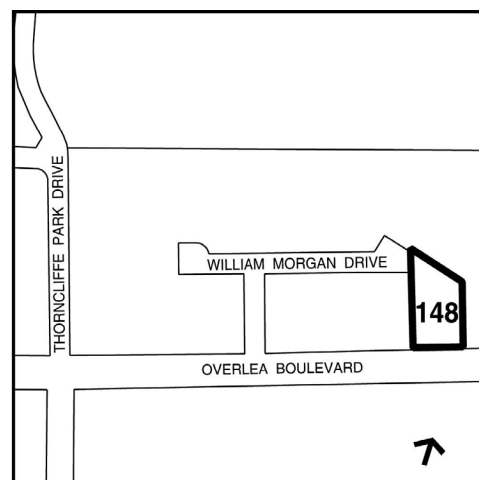
Places of Worship and a school for religious education are permitted.



#### 148. 86 Overlea Boulevard

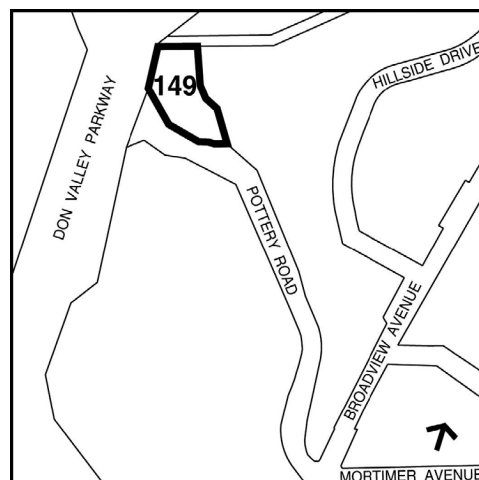
The following additional uses are permitted on the lands:

- a) uses ancillary to administration headquarters, a chapel and a museum;
- b) a maximum 20 student theological seminary; and
- c) one residential suite intended for the exclusive use by the religious and administrative chief of the church using these premises as its administrative headquarters.



#### 149. 50 Pottery Road

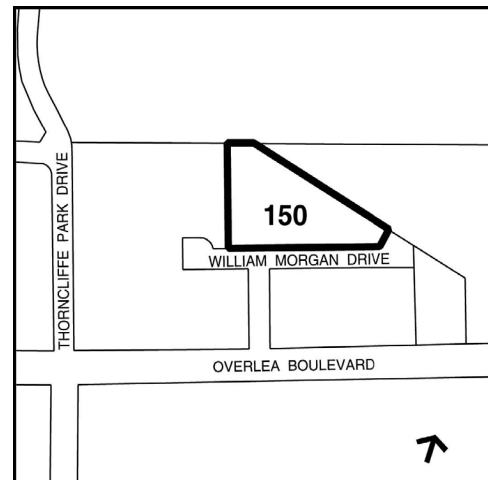
A banquet hall and restaurant are permitted.





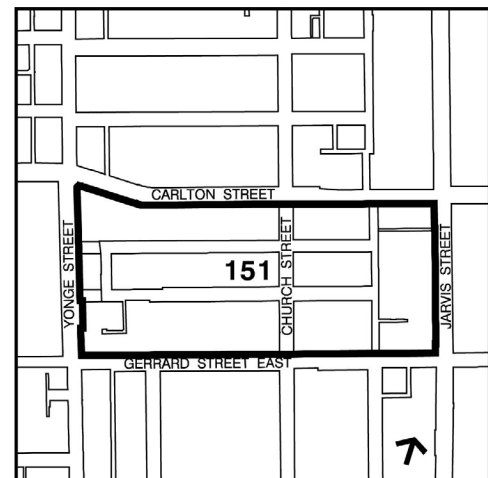
**150. 10 and 15 William Morgan Drive**

A nursing and retirement home are permitted.



**151. South of Carlton Street and North of Gerrard Street East Between Yonge and Jarvis Streets**

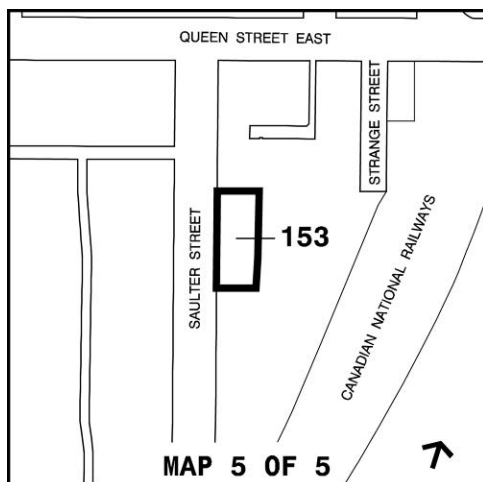
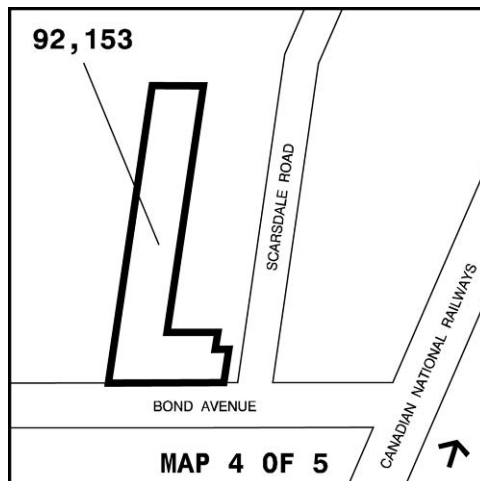
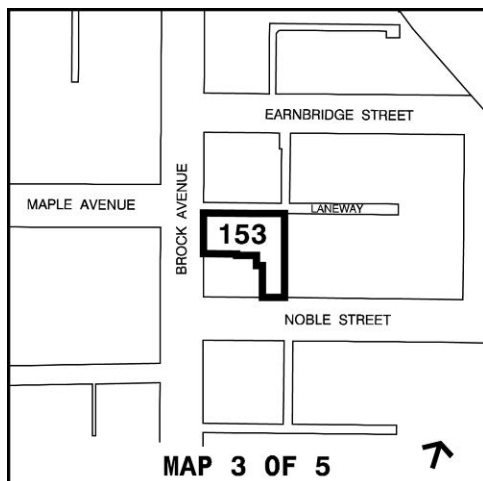
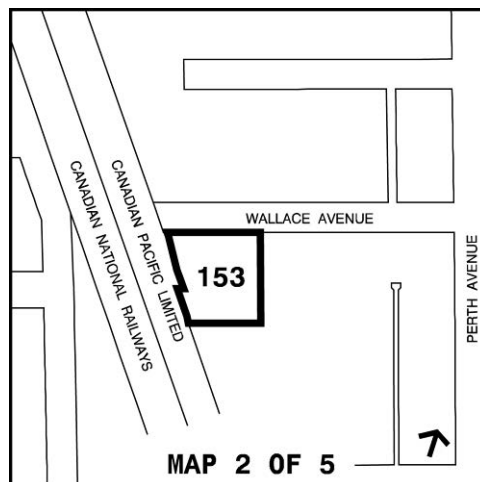
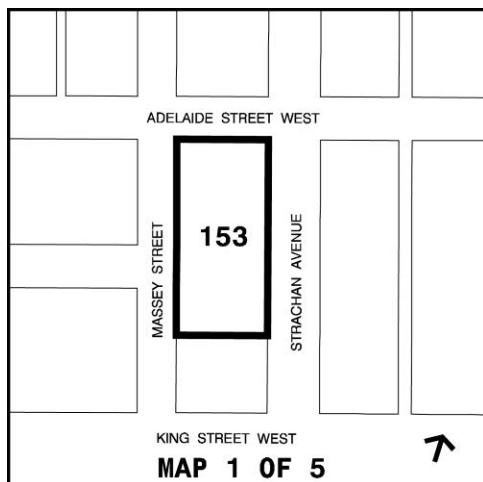
- a) The conservation and stability of the McGill Granby Area will be promoted by encouraging the preservation of house-form buildings and their continued use for housing.
- b) In *Mixed Use Areas*, the development of new housing will be encouraged.
- c) New buildings within the *Mixed Use Areas* will be designed to minimize the extent to which they overlook, overshadow, or block views from existing or committed house-form buildings, and to ensure that the location of new vehicular access routes does not interfere with the use of the private open space of adjacent houses.



**152. SASP deleted**

**153. 120 Strachan Avenue, 371 Wallace Street, 27 Brock Avenue, 20 Bond Avenue, 53-67 Saulter Street (Western Part)**

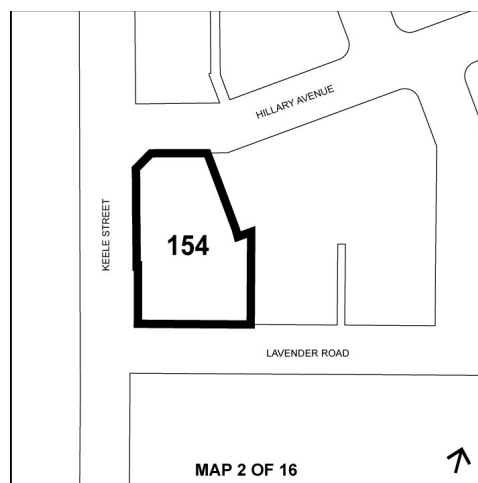
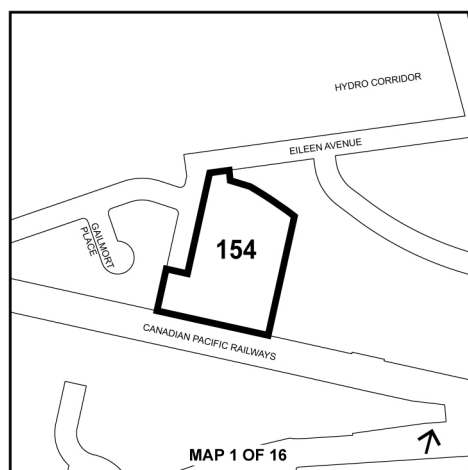
A mix of employment and residential uses are permitted within any building.

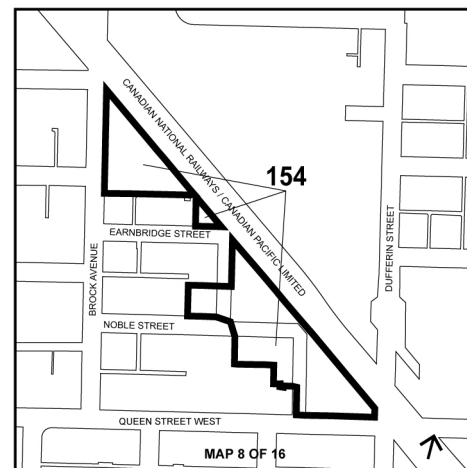
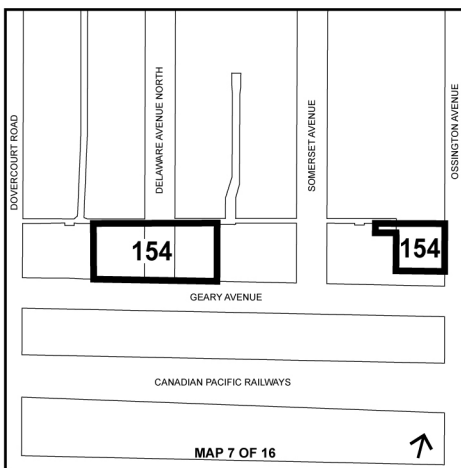
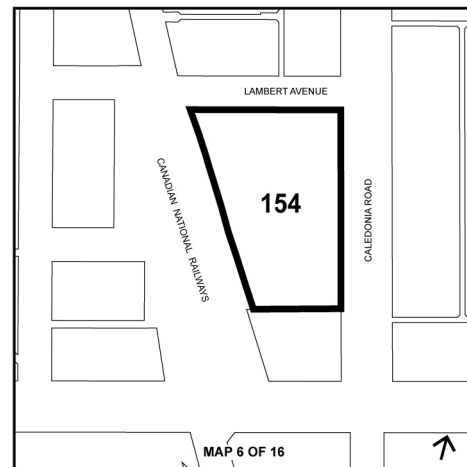
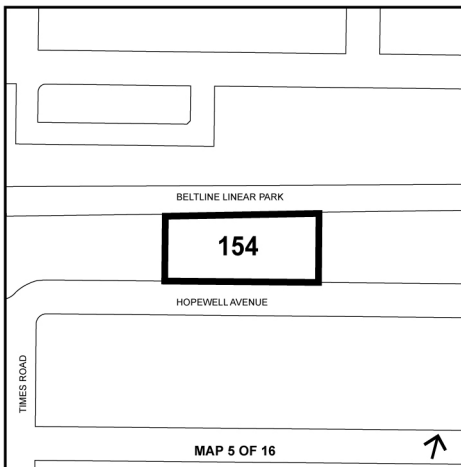
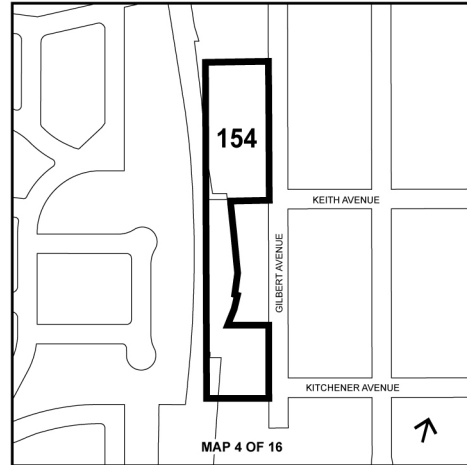
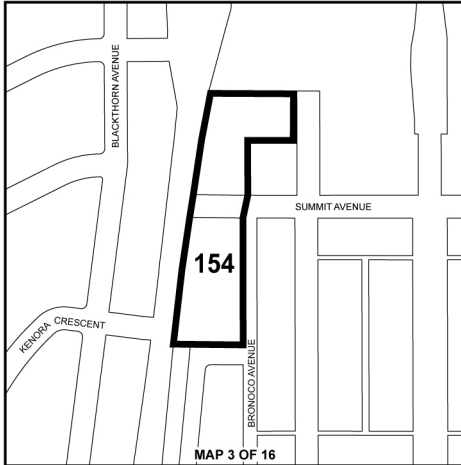


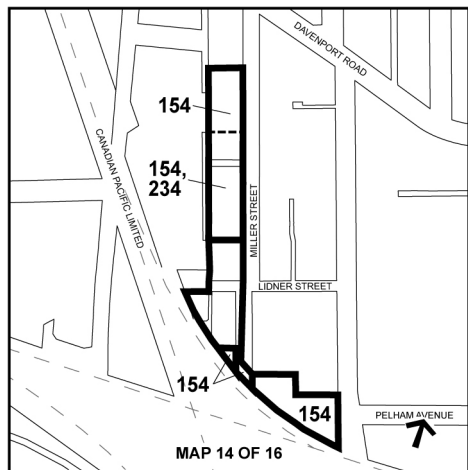
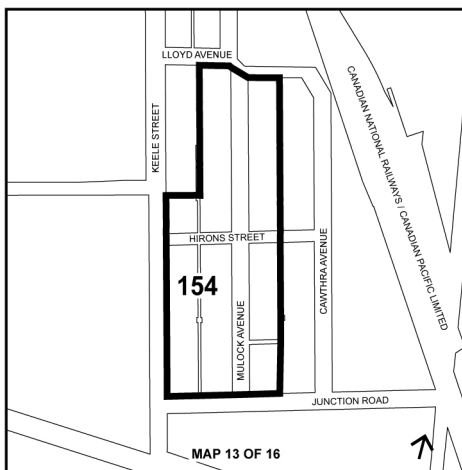
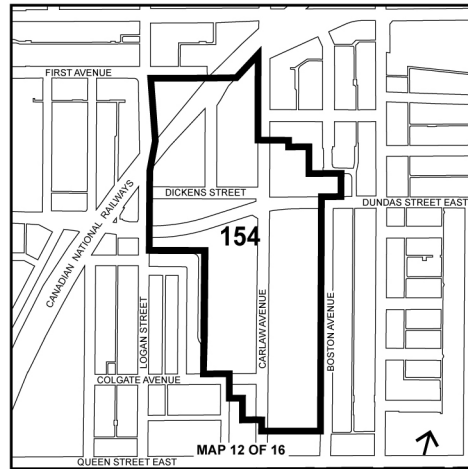
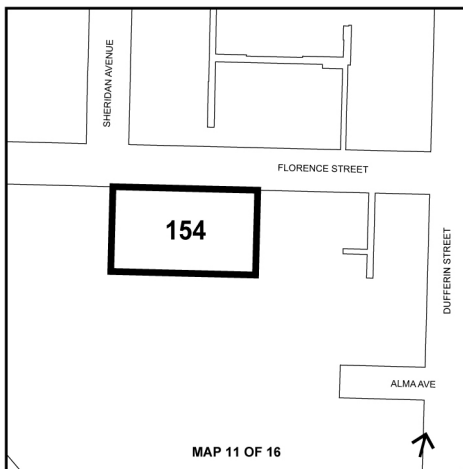
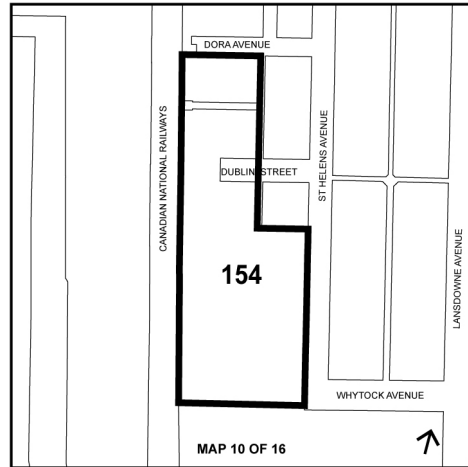
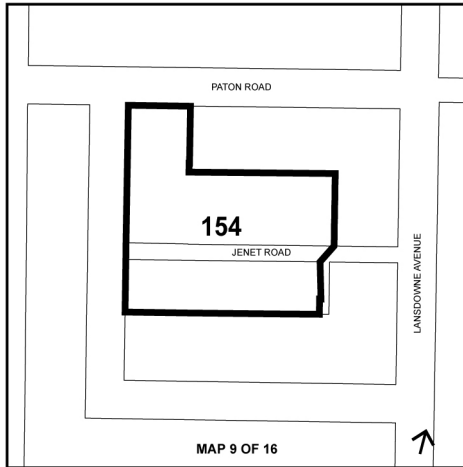
- 154. Lands Located South of Eileen Avenue, East of Gailmort Place, Lands Located East of Keele Street, Between Lavander Road and Hillary Avenue, Lands Located on the West Side of Bronoco Avenue Between Alessia Circle and North of Summit Avenue, Certain Lands Located on the West Side of Gilbert Avenue, Certain Lands Along the North Side of Hopewell Avenue, Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue, Both Sides of Mulock Street Between Junction Road and Lloyd Avenue and East Side of Keele Street between Junction Road and North of Hirons Street, Lands Within the Miller Street and Lindler Street Area, Lands Located on the West Side of Caledonia Road Between St. Clair Avenue West and Lambert Avenue, North Side of Geary Avenue Between Dovercourt Road and Ossington Avenue, Lands Generally Adjacent to the South Side of the Tracks Between Brock Avenue and Queen Street West, Lands Located Adjacent to Jenet Road and the East Side of Wade Avenue, Lands Adjacent to the East Side of the CNR Tracks Between Whytock Avenue and North of Dublin Street, Lands Located East of Sorauren Avenue, South of Dundas Street West, Lands Located Adjacent to the Tracks North East of Dundas Street West, South of Golden Avenue, 29-51 Florence Street, 53 Colgate Avenue**

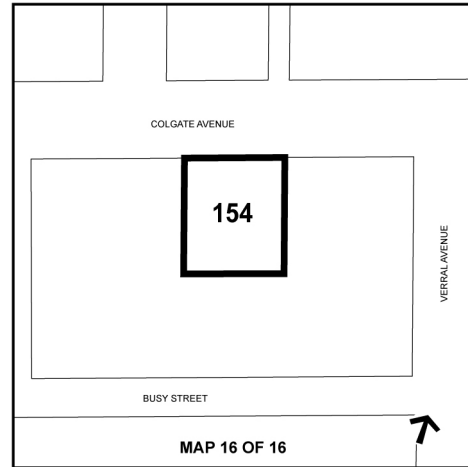
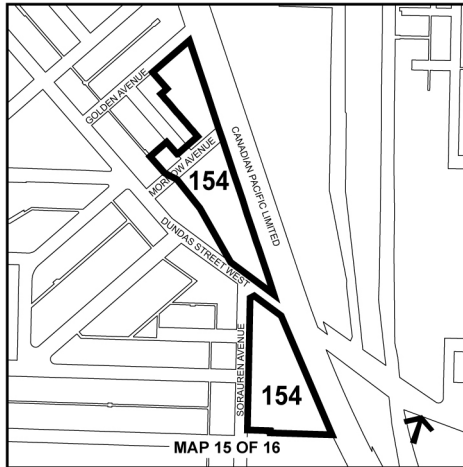
A mix of employment and residential uses are permitted provided that:

- a) if the property is designated *Employment Areas*, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area; or
- b) if the property is designated as any designation other than *Employment Areas*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.





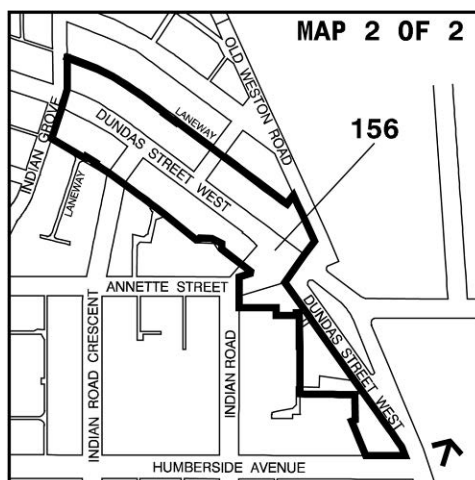
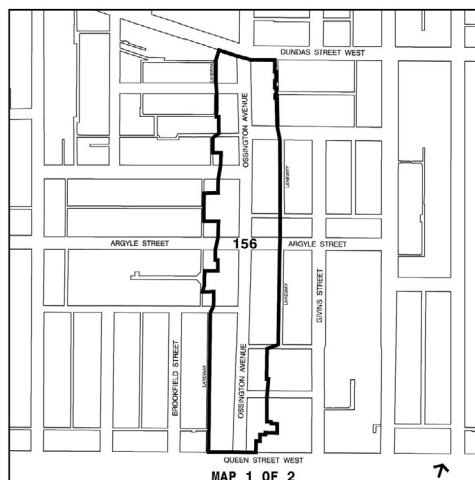




## 155. SASP deleted

**156. Both sides of Ossington Avenue Between Dundas Street West and Queen Street West, and Along Dundas Street West Between Indian Grove and Humberside Avenue**

A limited range of light industrial uses that are compatible with residential uses are permitted.



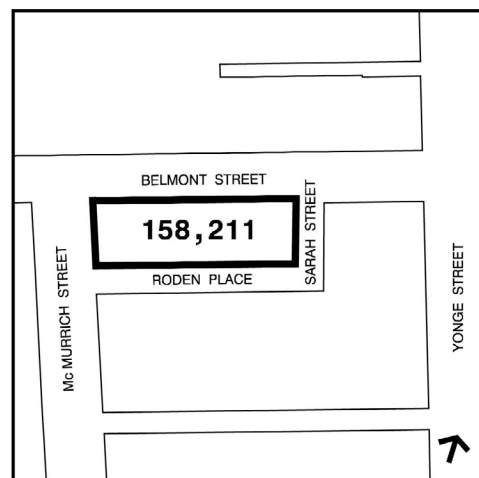
**157. 571 Jarvis Street**

A mixed commercial-residential building is permitted.



**158. 7 to 33 Belmont Street (inclusive) and 10, 20, 30 Roden Place**

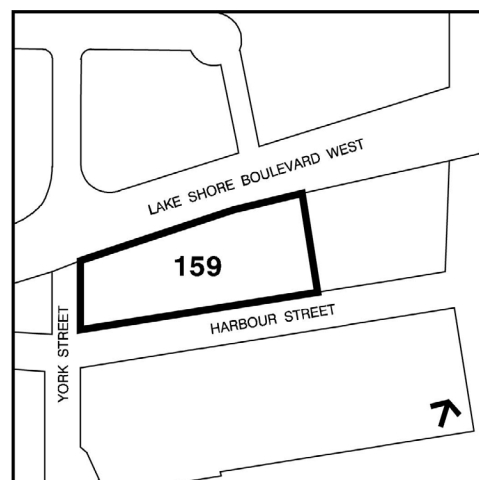
Commercial uses at a maximum density of 2.0 times the lot area are permitted provided that development preserves the existing built form.



**159. 90 Harbour Street and 1 York Street**

In addition to the Built Environment policies and the requirements of Map 3 in the Plan, the following also apply:

- a) a 9 metre setback to the face of the building along the east property line which is intended to accommodate views from the Financial District through to the waterfront;
- b) a 5.3 metre setback along the north property line separating the development from the Gardiner Expressway and Lake Shore Boulevard West;
- c) a 20 metre minimum separation between high buildings on the site to preserve views through the property from the north towards Lake Ontario and from the south towards the Financial District;
- d) despite the right-of-way width of 45 metres and over, as shown for "Lake Shore" on Map 3, Right-of-Way Widths Associated with Existing Major Streets, a conveyance in fee simple to the City for nominal consideration of the lands abutting the right-of-way along Lake Shore Boulevard West from the owner of the lands known as 1 York Street and 90 Harbour Street:
  - i) that is at least as wide as shown on Map 1 hereto, which shows an at grade conveyance from a depth of at least 1.2

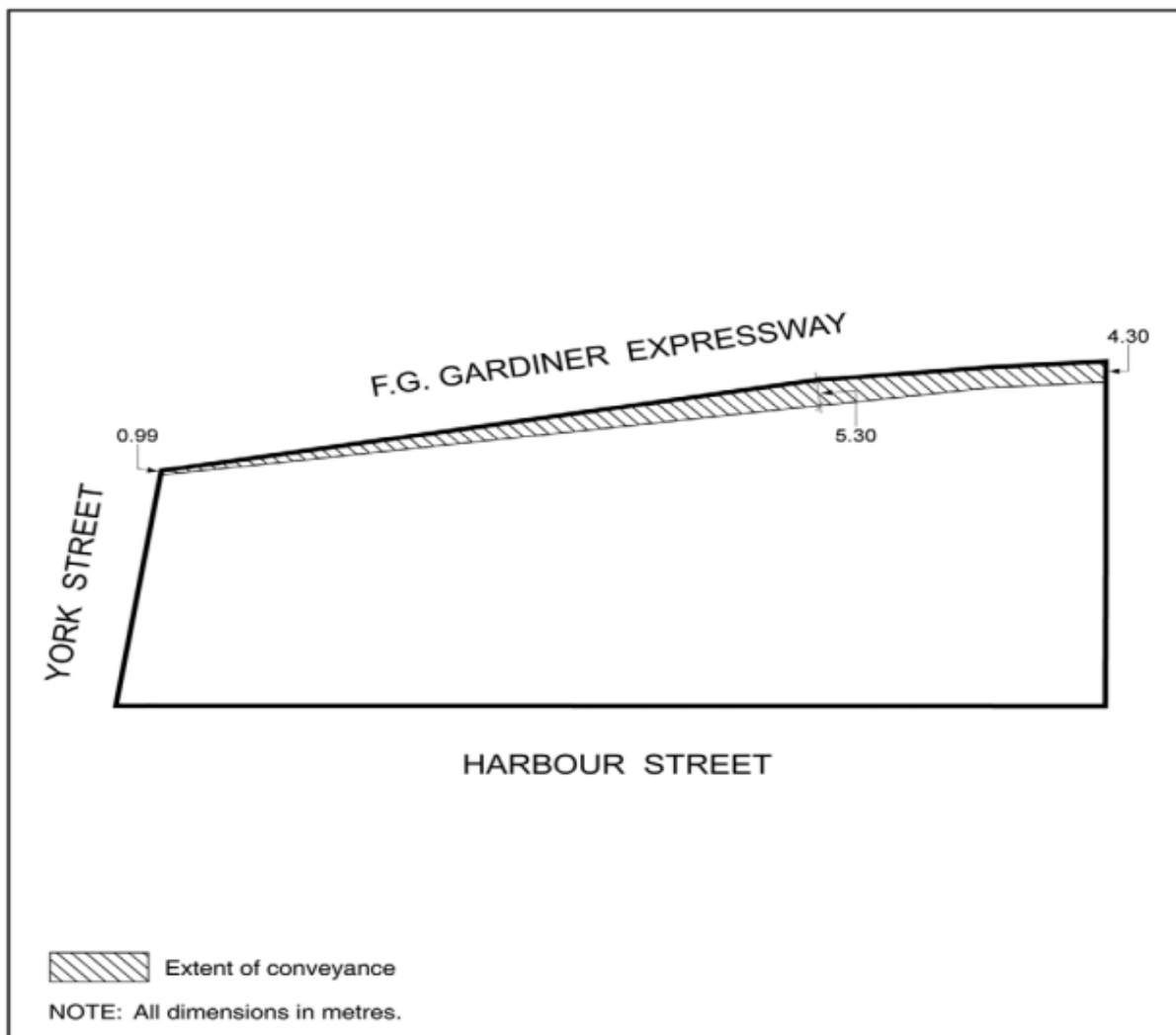




metres to the sky with a maximum width of 5.3 metres; and

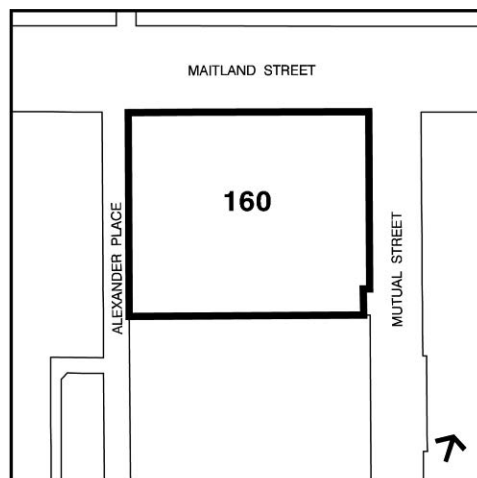
- ii) that also extends, at all points below Canadian geodetic elevation of 58 metres, to a total width of at least 7.4 metres (which component may also be subject to a support easement).

is deemed to satisfy Policy 3 a) i) of Chapter 2.2 of the Official Plan, Structuring Growth in the City, Integrating Land Use and Transportation, which protects for the development of the network of right-of-way widths as shown on Map 3 and Schedules 1 and 2, by permitting the City to require the conveyance of land for widening from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals.



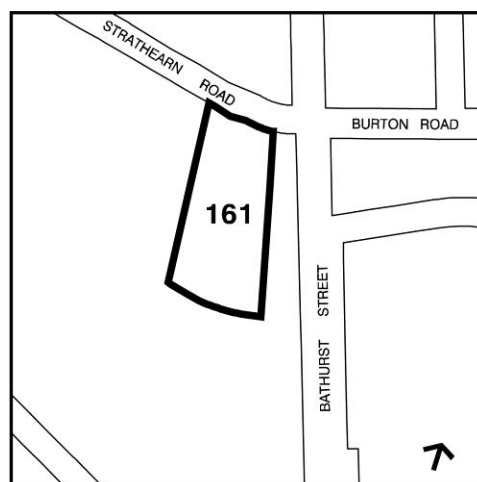
**160. 99 Maitland Street**

Uses permitted in *Institutional Areas* are permitted.



**161. 3, 3A Strathearn Road**

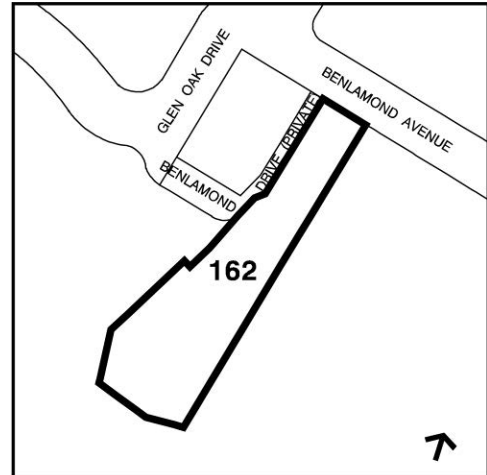
Development on 3 Strathearn Road will not exceed 1,111 square metres of gross floor area.  
Development on 3A Strathearn Road will not exceed 568 square metres of gross floor area.



## 162. 49 Benlamond Avenue

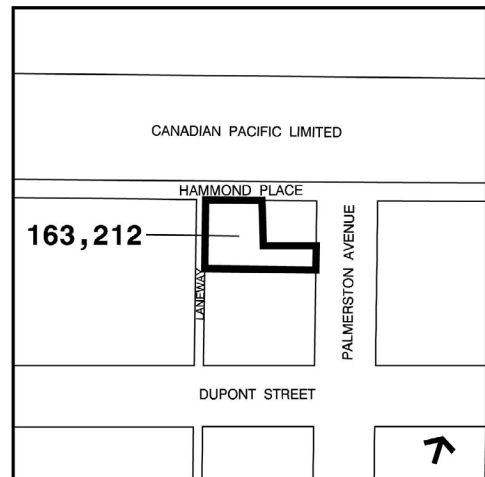
The conversion of the building containing 6 residential units and existing on August 24, 2001 to condominium is permitted provided that:

- a) the City is satisfied that none of the units are tenanted; and
- b) all of the owners of the building, including any shareholder households, have, in writing, expressed their support of the conversion.



## 163. 918 Palmerston Avenue

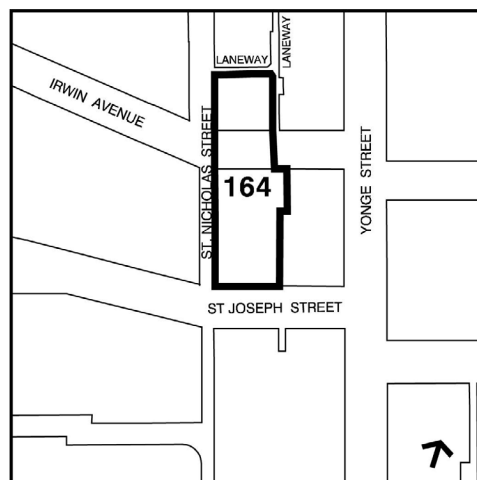
Residential uses are permitted.



**164. 6 to 14 St. Joseph Street, 6 to 14 Irwin Avenue, 7 to 19 Irwin Avenue**

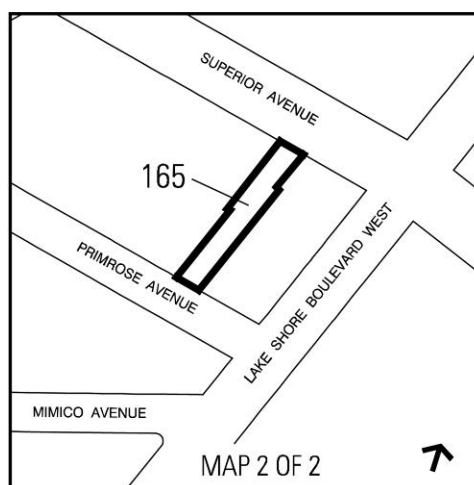
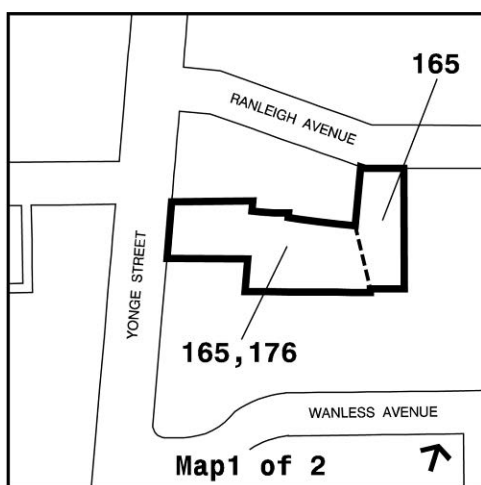
Commercial uses are permitted in existing buildings provided that for each building:

- a) where a building is designated under the *Ontario Heritage Act*, a Heritage Easement Agreement has been entered into to conserve the building;
- b) any alterations to the building exterior will be compatible with the architectural and heritage character of the area;
- c) commercial uses are restricted to the ground floor and basement levels, with no split level entrances to commercial uses;
- d) the building above the ground level is used only for residential units;
- e) commercial uses are limited to those which do not generate a high volume of noise or traffic or operate during evening hours; and
- f) the residential appearance is maintained.



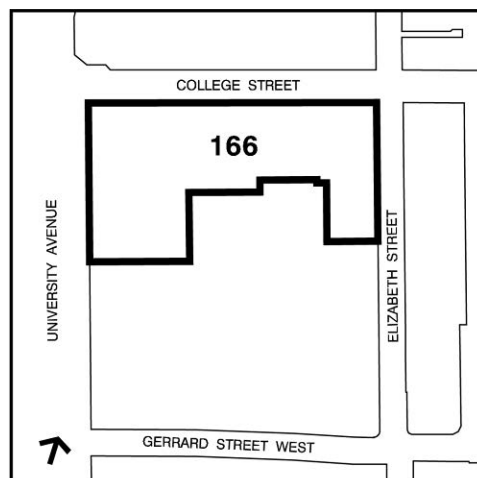
**165. 3179 Yonge Street, 15 Primrose Avenue, and 16 Superior Avenue**

A commercial parking lot is permitted.



**166. Southeast Corner of College Street and University Avenue**

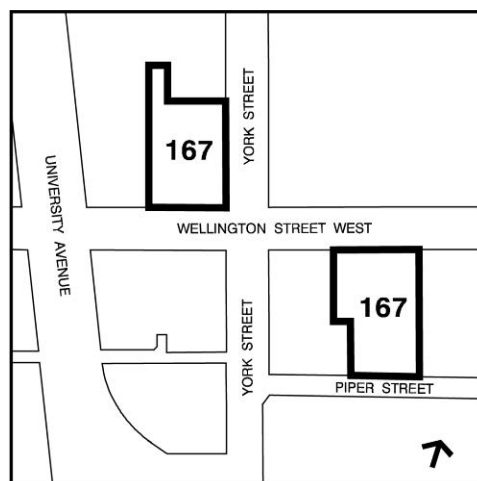
Residential uses are permitted.



**167. 95 Wellington Street West and 70 York Street**

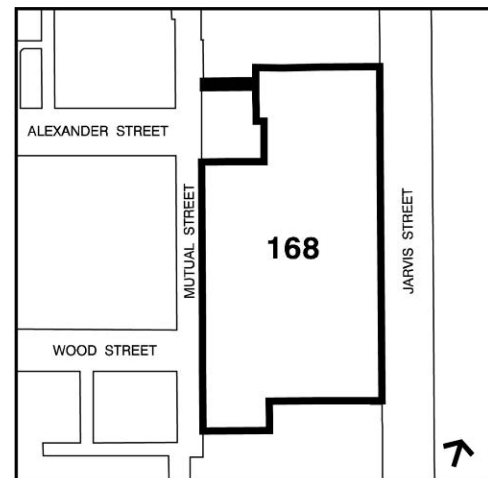
The transfer of 1,451 square metres of the non-residential density is permitted for the lands known as 95 Wellington Street West to the lands known as 70 York Street provided that:

- a) the maximum non-residential gross floor area permitted on 95 Wellington Street West lands is 32,084 square metres;
- b) the maximum non-residential gross floor area permitted on 70 York Street lands is 19,327.8 square metres; and
- c) the owner of the 70 York Street lands, at his/her sole expense and in accordance with a Heritage Easement Agreement, preserves, restores and maintains, as an integral part of the building on the 70 York Street lands, the façade of the building existing in the year 1988 on the lands formerly known as 74 and 76 York Street.



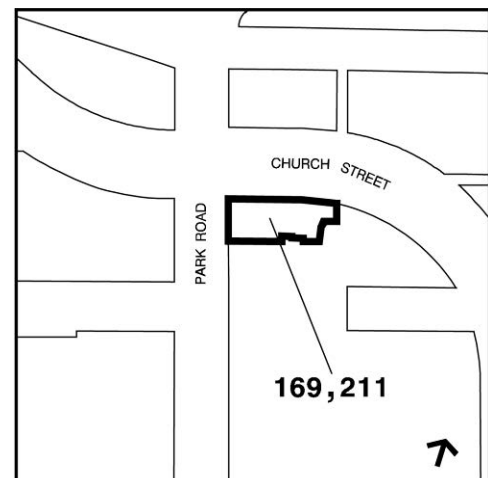
**168. 354 and 404 Jarvis Street**

A mix of commercial uses, uses permitted in *Institutional Areas* and residential uses are permitted.



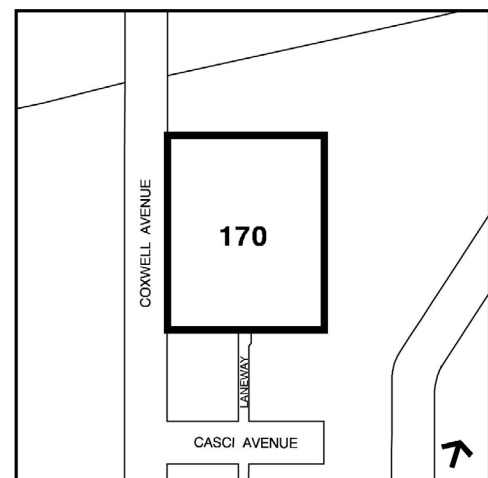
**169. 21 Park Road**

A non-profit resource centre, reference library, educational facility and accessory uses are permitted.



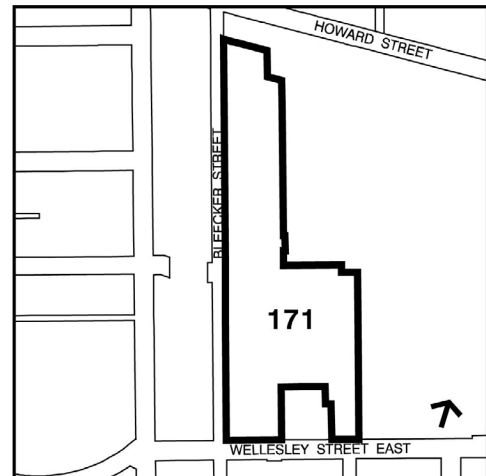
**170. 419 and 425 Coxwell Avenue**

An apartment building for social housing purposes, artist dwelling units and common studio and workshop space are permitted.



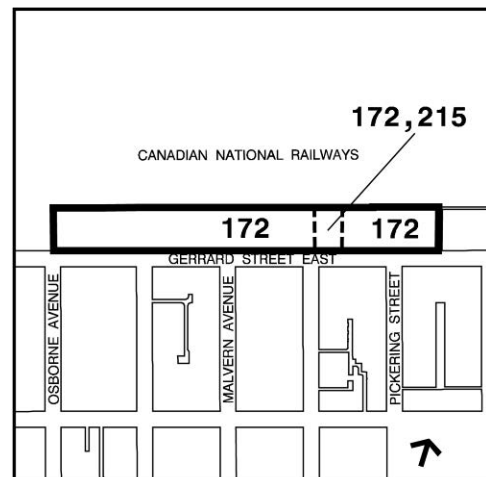
**171. 275 Bleeker Street and 200 Wellesley Street East**

A commercial parking lot is permitted in the underground garage.



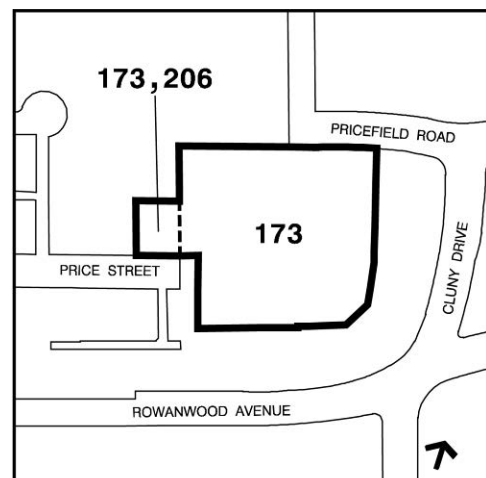
**172. 2234 to 2366 Gerrard Street East**

Industrial uses existing on November 26, 2002 are permitted.



**173. 30, 40 and 44 Price Street**

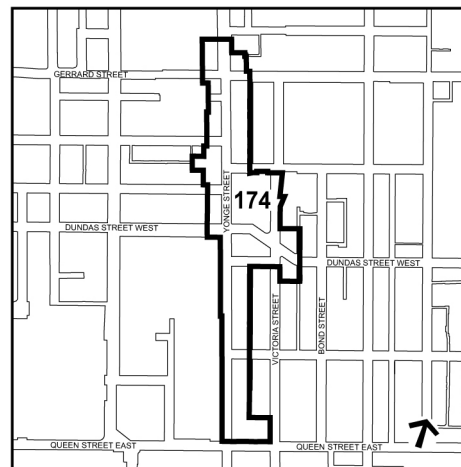
A private racquet club is permitted.



## 174. Yonge Street Between Queen Street and North of Gerrard Street

*Downtown* Yonge Street is recognized as a prominent area in the City, an important retail street and a major shopping focus within the Greater Toronto Area. The promotion and enhancement of *Downtown* Yonge Street as a primary location for street-related retail and entertainment uses by attracting new investment to *Downtown* Yonge Street in the form of re-use of existing buildings and appropriate redevelopment will be achieved; and

- a) in order to increase the proportion and range of residents of the Greater Toronto Area and visitors who use *Downtown* Yonge Street, significant change to the environment of *Downtown* Yonge Street, as a retail and entertainment district is required;
- b) lands in the vicinity of the intersection of Yonge and Dundas Streets will be recognized as the most appropriate and desirable location at which to achieve significant change;
- c) the Yonge Dundas Redevelopment Project will have the following attributes:
  - i) strategically located buildings with appropriately designed and configured space for retail and entertainment uses;
  - ii) improvements to the public realm, including public open space and amenities such as wider sidewalks and underground pedestrian connections;
  - iii) high quality built form;
  - iv) opportunities for view corridors and landmark buildings with building elements such as signage and architectural treatments that create a focal point and a prominent place within *Downtown* Yonge Street at the commercial core of the City; and
  - v) appropriate visual and physical linkages between Yonge Street, the Redevelopment Project Lands, major mixed-use developments, such as the Toronto Eaton Centre and the Atrium-on-Bay, Ryerson University and surrounding areas;
- d) changes to *Downtown* Yonge Street will be consistent with and enhance *Downtown* Yonge





Street's special physical and experiential character, including the low scale of built form along Yonge Street between Dundas Square and Gerrard Street, the high level of pedestrian comfort, the varied and diverse storefront appearance of building facades and signage and the pedestrian orientation of the public realm;

- e) the retention, conservation, rehabilitation, re-use and restoration of buildings listed on the City of Toronto's Inventory of Heritage Properties and those buildings designated pursuant to Part IV of the *Ontario Heritage Act* will be encouraged;
- f) on the east side of Yonge Street, between Queen Street East and Dundas Street East, new development will be compatible with and enhance the historic buildings existing in this block with respect to height and the transition in scale from the high rise buildings south of Queen Street East to the lower buildings north of Queen Street East;
- g) streetscape improvements, additional pedestrian crossings and public amenities that promote *Downtown* Yonge Street as a pedestrian oriented retail and entertainment area will be supported;
- h) as a means of encouraging renewal and achieving objectives with respect to automobile use minimization in the *Downtown*, by-laws may be passed to exempt certain retail, service and entertainment uses from providing parking; and
- i) when considering comprehensive redevelopment of land within *Downtown* Yonge Street that includes increases in height, density or both, which are subject to Agreements under Section 37 of the *Planning Act* and the policies of this Plan, the City may also consider such facilities, services or matters which will enhance *Downtown* Yonge Street as a pedestrian oriented retail and entertainment area including the provision of public open space and parking facilities accessible to the public.
- j) Built Form Principles
  - i) New development in *Downtown* Yonge Street will seek to maintain and enhance the quality, role and character of Yonge Street as set out in Section a) of this Site and Area Specific Policy. The following principles will be met when considering new development:
    - a) new buildings are located along property lines fronting on Yonge Street in such a way that they define and form continuous edges along the street;
    - b) the scale of new buildings is consistent with the height limits within the Area and respects the existing transition in height and scale between the buildings and height limits within the Area and the surrounding buildings and height limits;
    - c) the siting and organization of the lower levels of new buildings associated with the pedestrian realm should enhance the public nature of streets, open spaces and pedestrian routes; provide public uses which are directly accessible from grade level; encourage, where possible, servicing and vehicular parking to be accessed from rear lanes rather than from streets; and encourage the design and location of servicing and vehicular parking so as to minimize pedestrian/vehicular conflicts;
    - d) new buildings are sited and massed to meet adequate light, view and privacy standards;
    - e) new buildings achieve a harmonious relationship to their built form context through such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line, profile and architectural character and

expression;

- f) new buildings and additions to existing buildings are articulated and massed in widths compatible with the narrow lot pattern dominant on Yonge Street between Gerrard and Queen Street; and
- g) new buildings and additions to existing buildings adjacent to Yonge Street are massed and designed to minimize the wind and shadow impacts on Yonge Street, flanking streets and open spaces.

k) Yonge Dundas Redevelopment Project Lands

- i) The by-laws respecting the Yonge Dundas Redevelopment Project Lands for residential and non-residential buildings including parking facilities constructed below grade will specify development parcels and blocks within the Project Lands, specify the maximum residential and non-residential gross floor areas of permitted buildings and designate heights, appropriate built form parameters and building areas within each development parcel.

These by-laws may deem the whole of the Yonge Dundas Redevelopment Project Lands to be one lot, whether buildings or structures are erected on the Lands simultaneously or at intervals, whether or not they are connected above or below the natural level of the ground and regardless of any conveyances or easements having been carried out.

- ii) Zoning by-law amendment and site plan approval applications respecting these lands should be consistent with Built Form Principles and design guidelines that may be developed for the Yonge Dundas Redevelopment Project Lands.

l) 363-391 Yonge Street and 3 Gerrard Street East

Notwithstanding Policy j) i) b) of this Site and Area Specific Policy, a mixed-use development with a maximum height of 299 metres is permitted.

m) 197, 197R and 201 Yonge Street

- i) The existing heritage building located on the site (the “heritage building”) is retained in situ in any new development in accordance with an agreement, or an amending agreement registered on the site (excepting the conveyed lands as defined herein following their conveyance to Massey as defined herein) and entered into by the owner of such lands with the City, to the City’s satisfaction, pursuant to Section 37 of the *Ontario Heritage Act* (the “heritage easement agreement”);
- ii) New buildings and additions to buildings on all or any portion of the site will be designed to integrate with Massey Hall known municipally in 2012 as 15 Shuter Street (“Massey Hall”), particularly below grade. Shared access and loading is also to be co-ordinated between the site and Massey Hall and with other adjacent lands including those with rear access onto St. Enoch’s Square. Redevelopment along St. Enoch’s Square shall address access, loading and garbage location to maximize the width of the laneway and create a shared pedestrian vehicular area also in keeping with CPTED principles;
- iii) The owner of the site shall, convey at nominal cost, the rear approximately 446 square metre portion of the site adjacent to Massey Hall comprising Parts 1-9, 39, 43-47 and 54-56 on Reference Plan 66R-27069 for the City of Toronto, (the “conveyed lands”) to the owner of Massey Hall being The Corporation of Massey Hall and Roy Thomson Hall (“Massey”), a not-for-profit charitable organization, such conveyed lands to be consolidated with the Massey Hall lands, and such conveyance to include the fee

simple conveyance of such portion of the site together with appropriate easements over portions of the site for construction, access, and future operations, together with rights to Massey to construct an addition in a timely fashion and in accordance with a construction phasing plan (the “construction phasing plan”) and thereafter to maintain such addition, and subject to appropriate easements for access for the site and other adjacent lands. The conveyed lands are to be used for the sole purpose of expansion to Massey Hall in order to implement a maximum 6-storey addition to the existing designated building on the Massey Hall lands, such addition to be constructed to the rear of the existing Massey Hall auditorium and to be used as a cultural facility;

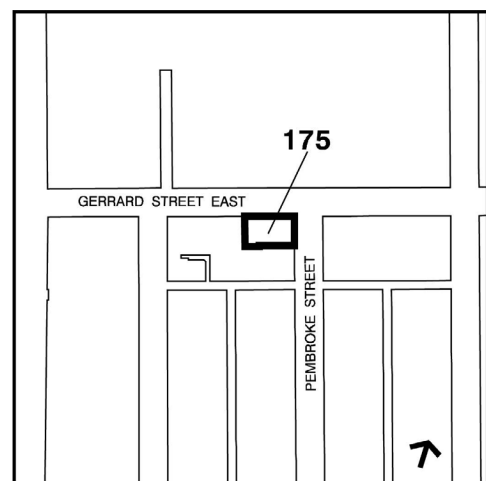
- iv) An agreement pursuant to Section 37 of the *Planning Act*, to the satisfaction of the City shall be entered into and registered on title to the site which shall include amongst other matters, a requirement that the owner of the site enter into and register against title to the site and to the Massey Hall lands, a three party agreement between the City, the owner and Massey (the “Three Party Agreement”), to secure the conveyance to Massey of the conveyed lands together with appropriate easements over portions of the site for construction, access, and future operations, to ensure the limited purposes of such conveyance for an expansion to Massey Hall for cultural facility purposes, the timing of such conveyance and related matters, the rights to Massey to construct in a timely fashion and in accordance with the construction phasing plan and thereafter to maintain such addition, and subject to appropriate easements for access for the site and other adjacent lands, and, to require an agreement pursuant to Section 37 of the *Ontario Heritage Act* (the “Massey Heritage Easement Agreement”) be entered into by Massey and registered on title to the Massey Hall lands and the conveyed lands, to the satisfaction of the City;
- v) The maximum gross floor area permitted on the site excluding the conveyed lands (the “net site”), shall not exceed 50,000 square metres, the maximum building height permitted on the net site shall not exceed 208 metres (inclusive of all mechanical penthouse and architectural elements), and the maximum number of residential units permitted on the net site shall not exceed 699;
- vi) The heritage building shall be restored in keeping with the provisions of the heritage easement agreement registered on title and in accordance with a conservation plan satisfactory to the City;
- vii) Any new development on the site, excluding the conveyed lands subsequent to being conveyed to Massey, shall be required to maintain a setback of a minimum 12.5 metres to the property lines to the north and south and a minimum of 20 metres setback to the west property line;
- viii) New residential development on the site shall only permit residential units with primary windows facing east or west;
- ix) Balconies of residential units on the site shall only be permitted on the east and west facing elevations of any new building or new portion of a building erected on the site after the enactment of this official plan amendment; and
- x) Despite clauses (vii) to (ix) above, a building substantially in accordance with the related site specific zoning by-law amendment enacted on the date of enactment of this official plan amendment, and permitted by the City pursuant to the heritage easement agreement may be permitted provided clauses (i) to (vi) and (xi) herein are complied with and provided a permit is issued by the City pursuant to Section 33 of the *Ontario Heritage Act*;
- xi) Prior to the issuance of any permit including pursuant to the *Ontario Heritage Act*

or the *Building Code Act*, 1992, but excluding permits for repairs, maintenance and conservation work, for all or any portion of the net site the owner of the net site shall:

- i) Submit final building permit plans and drawings for the alterations and new construction, to the satisfaction of the City's Manager, Heritage Preservation Services;
- ii) Amend the existing heritage easement agreement registered on the site to the City's satisfaction;
- iii) Obtain final approval for any necessary zoning by-law amendments required such that they are in full force and effect; and
- iv) Complete the conveyance of the conveyed lands to Massey, to the satisfaction of the City Solicitor.

**175. 169 Gerrard Street East**

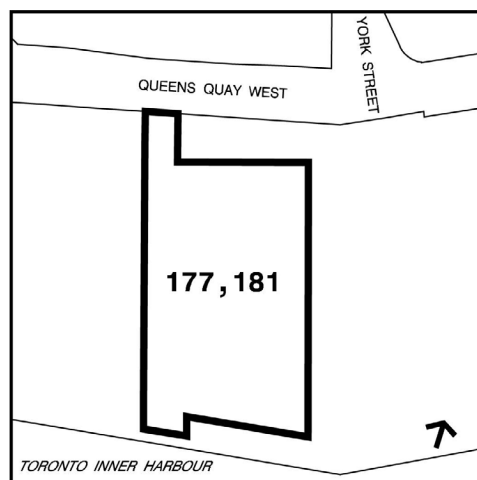
Office uses which principally involve solicitation of business over the telephone and by mail and which do not involve members of the public attending the premises in person on a day-to-day basis are permitted.



**176. [Intentionally blank as of this consolidation]**

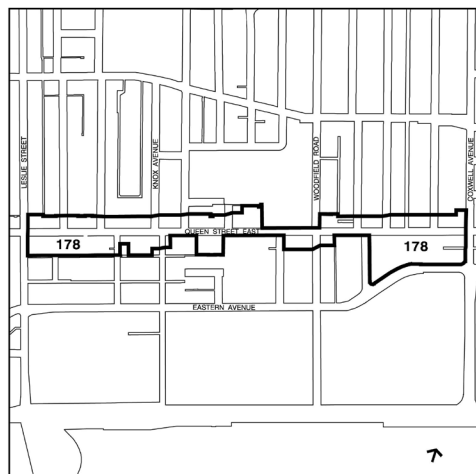
**177. 207 and 211 Queens Quay West**

- a) Industrial uses are permitted provided that they not exceed 10 per cent of the total floor area.
- b) Industrial uses will be compatible with existing or proposed adjacent and neighbouring residential, commercial and/or institutional uses.



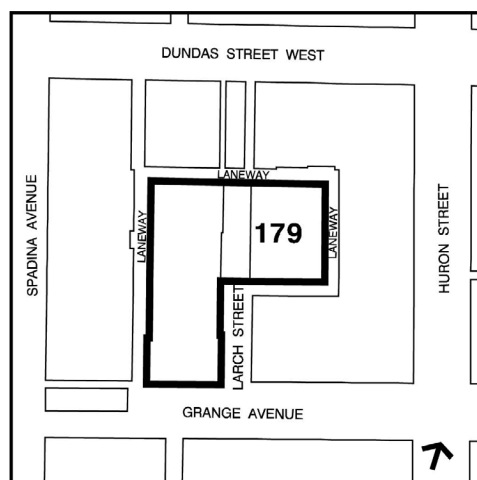
**178. Queen Street East Between Leslie Street and Coxwell Avenue**

Industrial uses are permitted.



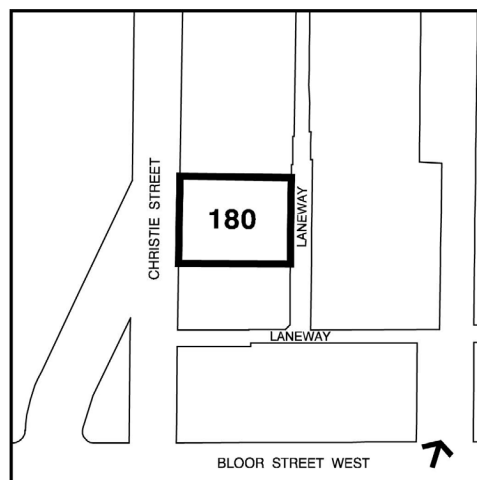
**179. 15 Larch Street and 76 Grange Avenue**

A commercial parking structure is permitted.



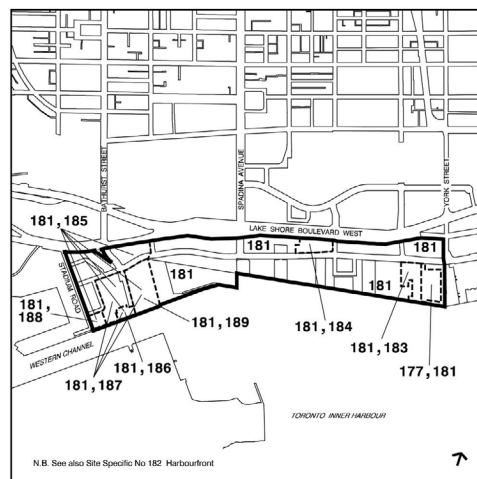
## 180. 9 – 17 Christie Street

An apartment building is permitted.



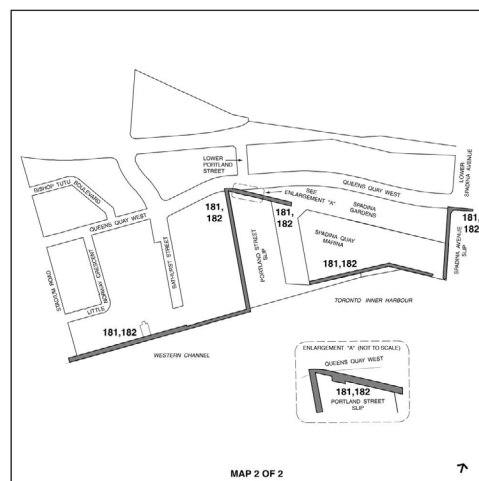
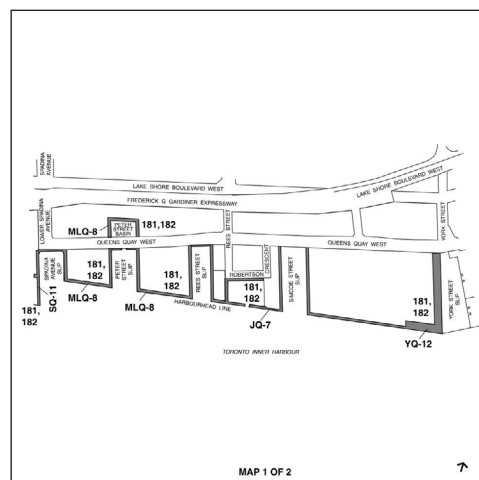
## 181. Harbourfront

- a) In recognition of the unique recreational opportunities which the waterfront provides, a wide range of water and water-related activities that are accessible to the public at Harbourfront will be encouraged.
- b) Harbourfront will be developed to appeal to residents and a wide range of visitors and will contain a range of public park uses and recreational uses that will be attractive to the general public.
- c) Water lots adjacent to Harbourfront will accommodate uses such as mooring of boats, marinas and a deck or a bridge, provided that such uses are compatible with the adjacent Waters Edge Promenade and adjacent *Parks and Open Space Areas*.
- d) Harbourfront is exempt from any by-law enacted under Section 42 of the *Planning Act*, requiring the conveyance of land for park and other public recreational purpose as a condition of development or redevelopment of land.
- e) No parking facilities other than those incorporated in a building or structure will be developed on any lot in Harbourfront.



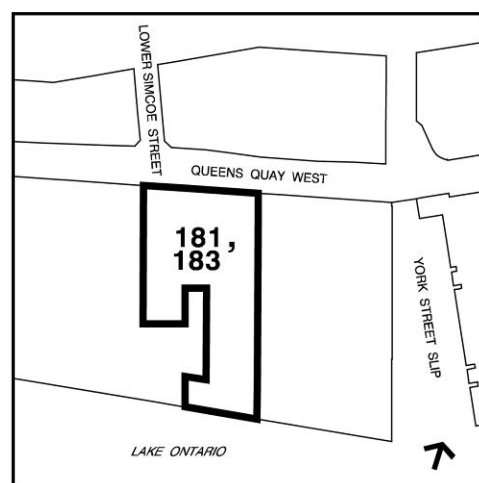
## 182. Harbourfront

The Water's Edge Promenade located adjacent to the water's edge will be 7 metres in width, generally free and clear of obstructions and open to the sky. It will be developed along the entire water's edge in Harbourfront and will be maintained as a connecting link for other public parks, open spaces, buildings and activities in Harbourfront and adjacent areas along the water's edge.



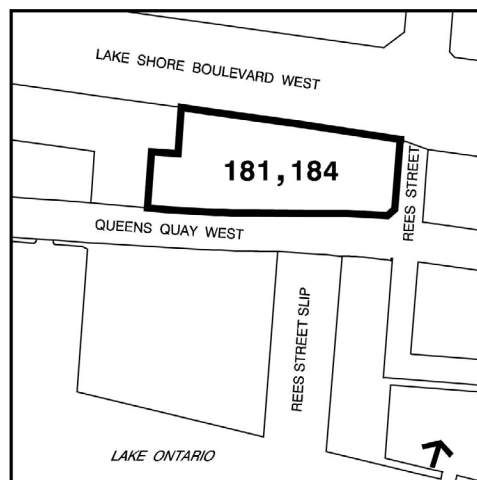
## 183. 225 Queens Quay West

- Below grade parking of up to 400 spaces is permitted provided that regard is had for the impact of such below grade parking on the parkland on the property and other adjacent uses, as well as access from Queens Quay West, and adjacent uses.
- The extension of the Queens Quay Terminal into the property is permitted, provided that the addition is of a character and built form which achieves an edge along the eastern limit of the park of a scale and character that enhances the park and is compatible with the architecture, quality and historic significance of the Queens Quay Terminal building.



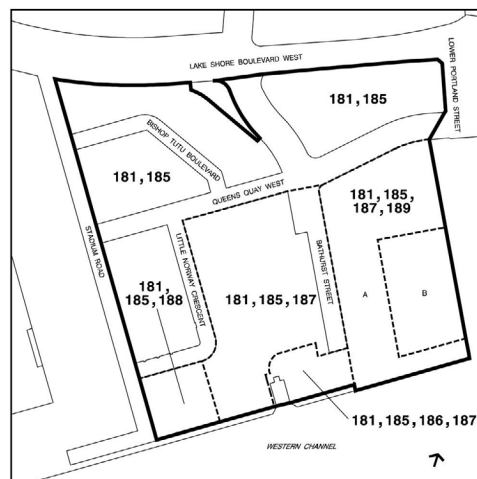
**184. 318 Queens Quay West**

Retail uses existing on May 3, 1993, ancillary retail uses, below grade parking and a temporary surface parking lot are permitted.



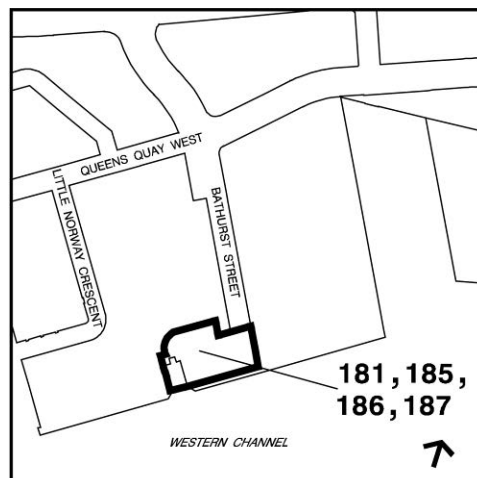
**185. Bathurst Quay**

Parking and access facilities for the City Centre Airport Lands are permitted.



**186. 4 Eireann Quay**

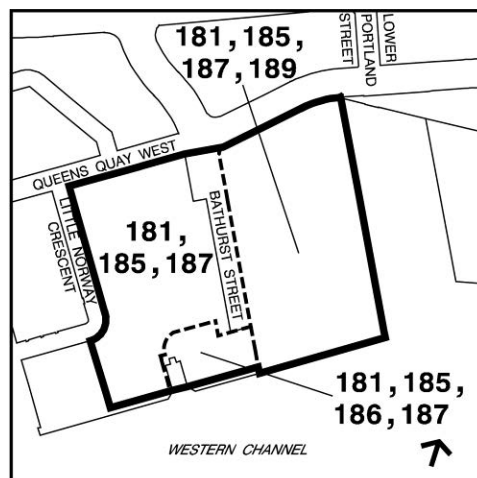
A 'Ferry Slip' is permitted for the Ferry Services to the City Centre Airport.





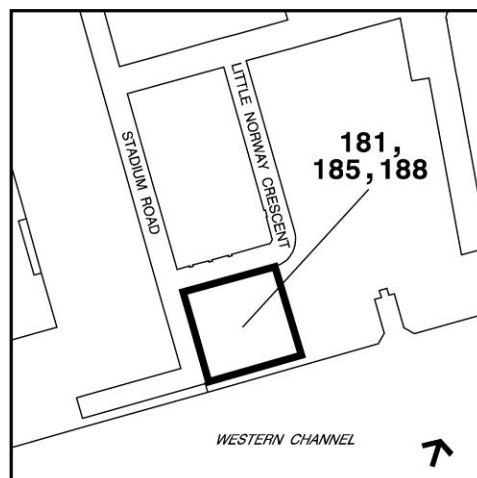
**187. 585 - 659 Queens Quay West and 4, 5 and 10 Eireann Quay**

Surface parking lots that provide parking for the City Centre Airport are permitted. Such surface parking may be replaced by a permanent below grade parking structure containing not more than 400 parking spaces for the City Centre Airport.



**188. 11 Stadium Road**

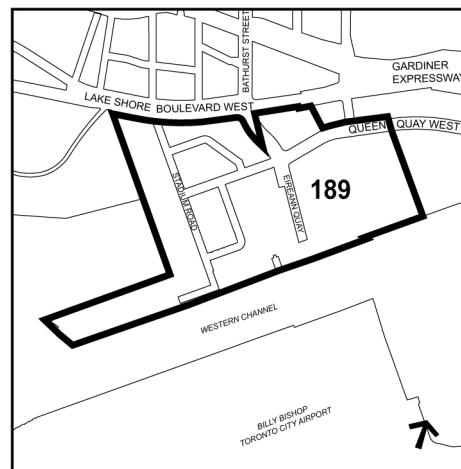
A temporary surface parking lot is permitted.



**189. 189 Bathurst Quay**

a) Context

- i) This Site and Area Specific Policy establishes a vision and policies to guide revitalization of the historically significant Canada Malting Silos site and Marina Quay West and continued improvements in the Bathurst Quay neighbourhood. These policies support the core principles of waterfront renewal established through the Central Waterfront Secondary Plan and provide an additional framework for completing and enhancing this community.



- b) Vision
  - i) Bathurst Quay is a successful, vibrant neighbourhood where residents are connected and share a strong sense of place. A revitalized Canada Malting Silos site integrated with Marina Quay West will be the focus for a new Community and Cultural Hub for the neighbourhood and a new waterfront destination.
- c) Framework Plan
  - i) The Framework Plan as identified in Map 2 (Map 2 of 2) will provide guidance on land uses, and the design and organization of improvements to parks, open spaces, pedestrian and cycling connections, streetscapes, community services and facilities, the Canada Malting Silos site and Marina Quay West.
- d) Land Uses
  - i) Land uses will conform with the land use designations as identified in the Central Waterfront Secondary Plan.
- e) Bathurst Quay Community and Cultural Hub
  - i) A detailed Master Plan will be prepared for the Bathurst Quay Community and Cultural Hub identified on Map 2 (Map 2 of 2) to implement the vision for Bathurst Quay as set out in this Site and Area Specific Policy.
  - ii) The Bathurst Quay Community and Cultural Hub Master Plan will be guided by the core principles of the Central Waterfront Secondary Plan and the policy directions of this Site and Area Specific Policy in order to achieve the following:
    - A) the conservation and adaptive re-use of the historic Canada Malting Silos and Administration Building;
    - B) a range of cultural, community and parks and open space uses that integrate and interpret the heritage resources of Bathurst Quay and animate the Community and Cultural Hub year round;
    - C) design innovation and excellence to establish the Bathurst Quay Community and Cultural Hub as a focal point for the neighbourhood and an exceptional waterfront place;
    - D) integration with existing parks, open spaces, and pedestrian areas, along the waterfront and nearby, and the City's larger parks and open space network;
    - E) the retention and enhancement/expansion of the existing Waterfront Neighbourhood Centre, schools and child care centre;
    - F) a new cultural or community facility on Marina Quay West;
    - G) a new City aquatic facility;
    - H) a pedestrian bridge over the Portland Slip to improve connectivity and create synergy between the Canada Malting Silos Site and Marina Quay West; and
    - I) a shared underground parking facility consolidating community, civic, and airport parking and pick-up and drop-off functions.
  - iii) Strategies to achieve the Bathurst Quay Community and Cultural Hub including opportunities for partnerships to bring new uses and activities to the Canada Malting

Silos Site, the Administration Building and Marina Quay West, consistent with the vision, will be encouraged as catalysts for longer term revitalization.

f) Community Services and Facilities

- i) Community services and facilities to address the growing and changing needs of the community will be encouraged through:
  - A) the enhancement, expansion or retrofit of existing community service facilities including the Waterfront Neighbourhood Centre; and
  - B) the development of new community service facilities integrated with existing community service facilities or in stand-alone facilities.
- ii) A new City aquatic facility is a priority for consideration within the Bathurst Quay neighbourhood and a study will be undertaken to determine the appropriate location for an aquatic facility including within the Bathurst Quay Community and Cultural Hub.

g) Public Realm

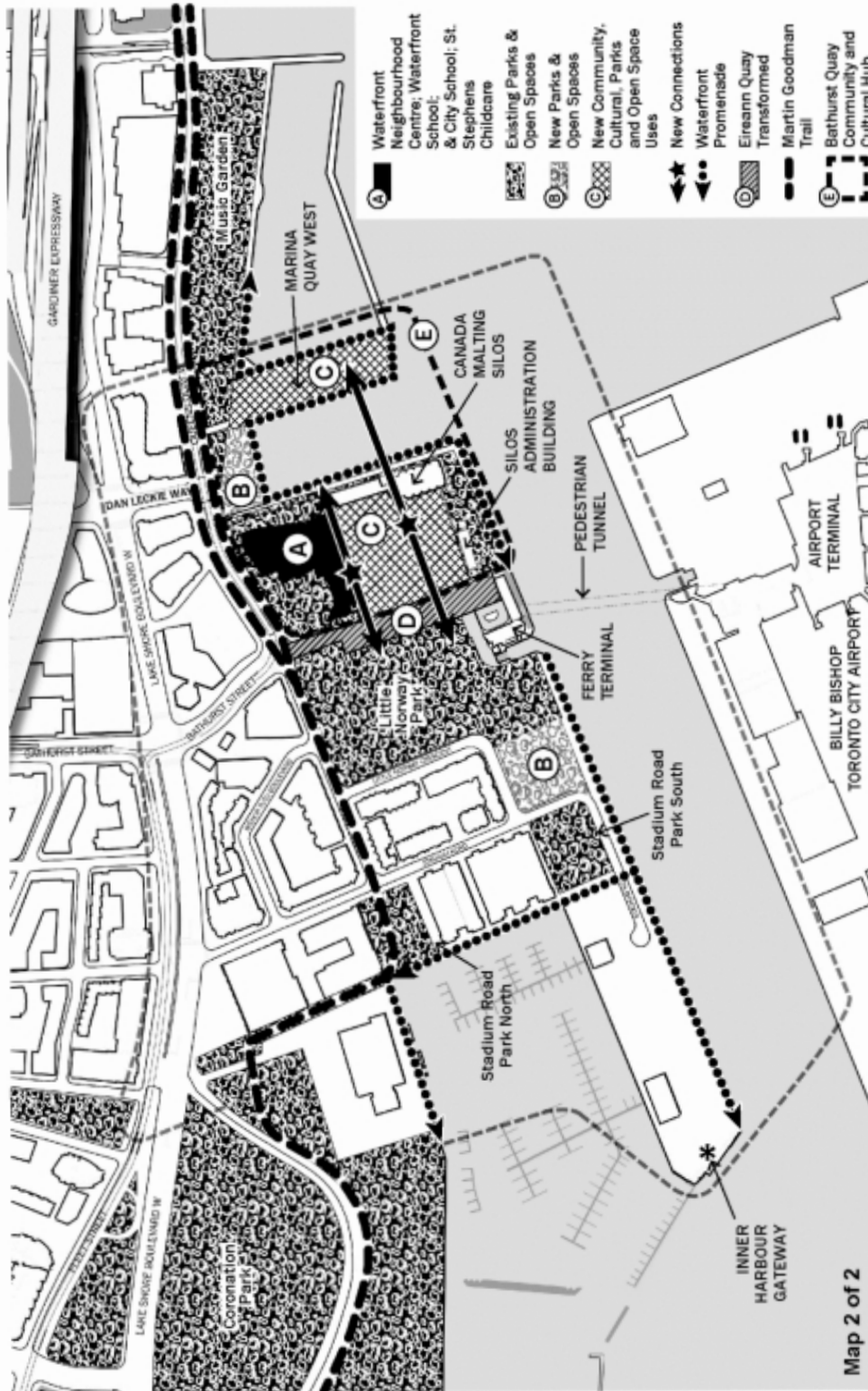
- i) Pedestrian activity is a vital component of the Bathurst Quay neighbourhood and the amenity of public sidewalks, parks and open spaces, and access to and views to and from parks and open spaces, as well as, to and along Lake Ontario will be maintained or enhanced.
- ii) Distinctive new parks and open spaces that offer a variety of recreation and cultural experiences will be designed to integrate and interpret the natural and cultural heritage of the Bathurst Quay neighbourhood, while extending the existing and planned public realm network across the Central Waterfront and connecting to the larger City greenspace system.
- iii) New parks and open spaces with opportunities for new recreation and cultural amenities, including public art, will be established along the water's edge including:
  - A) the completion of the water's edge promenade along the Portland Slip and its extension along the Western Channel dockwall;
  - B) a wave deck at the head of the Portland Slip;
  - C) a new landmark at the western edge of the Western Channel to celebrate this gateway to the inner harbor; and
  - D) a new park south of Little Norway Crescent with the relocation of existing surface parking.

h) Mobility

- i) Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged on the public rights-of-way and adjacent lands throughout the Bathurst Quay neighbourhood including but not limited to:
  - A) widened sidewalks with adequate pedestrian clearways;
  - B) additional street tree planting and other landscape treatments;
  - C) the provision of cycling infrastructure; and
  - D) pedestrian amenities such as street furniture and weather protection.

- i) Eireann Quay will have a consistent public realm character designed to complement the character and quality of the adjacent public realm within the Bathurst Quay Community and Cultural Hub and Little Norway Park, having consideration for the following:
  - A) design guidelines for Complete Streets as developed and applied by the City;
  - B) locating and designing accesses to underground parking facilities in a manner that minimizes impacts on sidewalks and adjacent lands;
  - C) addressing the needs of pedestrians of all ages and abilities;
  - D) facilitating active transportation; and
  - E) co-ordinating transportation improvements with public realm improvements to enhance safety and comfort for pedestrians and cyclists.
- j) The use of transit to access Billy Bishop Toronto City Airport will be encouraged through measures such as streetscape enhancements including widened sidewalks, weather protection, and improved pedestrian wayfinding between transit stops on Queen Quay West and Bathurst Street and the airport.

## Map 2 - Bathurst Quay Framework Plan

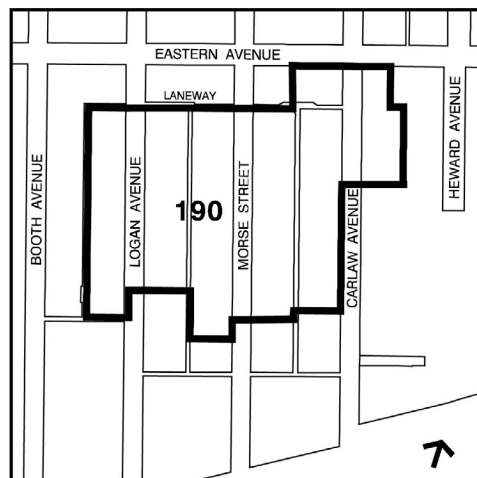


## Map 2 - Bathurst Quay Framework Plan

Not to Scale  
05/14/2018

**190. 42-120 and 59-125 Logan Avenue, 22-108 and 31-111 Morse Street, 26-88 and 63-103 1/2 Carlaw Avenue and 523-549 Eastern Avenue**

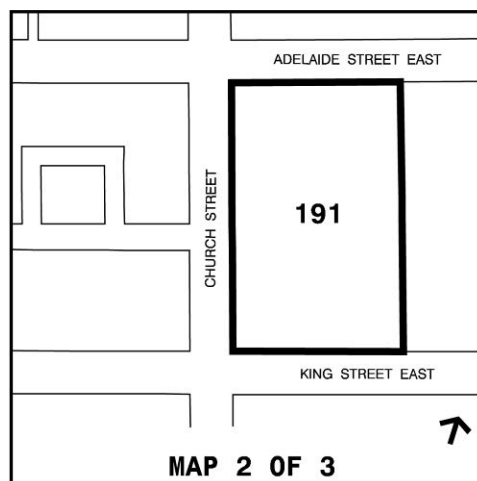
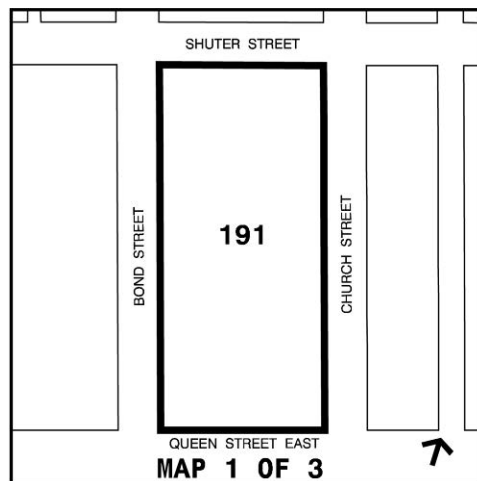
Residential uses existing on November 26, 2002 are permitted.



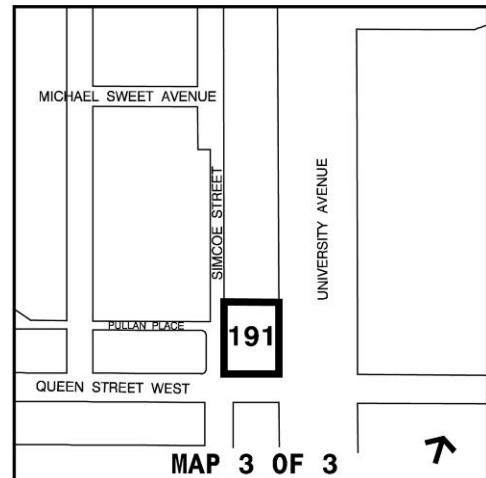
**191. 56 Queen Street East, 106 King Street East and 330 University Avenue**

Density transfers from these heritage properties are permitted, provided that:

- a) the cumulative increase in permitted gross floor area on the receiving lot or lots will not be greater than the reduction in permitted gross floor area on the donor heritage property;
- b) the increase in permitted gross floor area on any single receiving lot will not exceed 1.0 times the area of the receiving lot, except for a density transfer from the heritage property at 106 King Street East to the receiving lot municipally known as 33-45 Lombard Street and 98, 104 and 110 Church Street in the year 2004 which will not exceed 15,100 square metres;
- c) notwithstanding subsection b), a density transfer from the heritage property at 56 Queen Street East and 51 Bond Street (as shown on Map 1 of 3) to the receiving lot, of not more than 19,000.75 square metres, is permitted;
- d) public access to the heritage open space is secured through a conveyance or a legal agreement;
- e) the owner of the donor heritage property agrees to spend the proceeds of the density transfer on the restoration and maintenance of the heritage buildings and open space and has a dedicated conservation fund prior to enactment of the by-law, for that purpose;

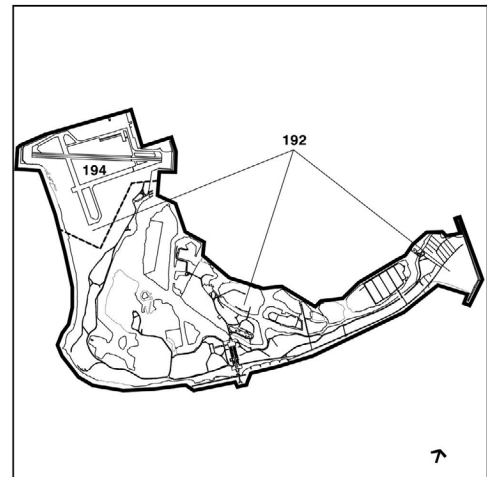


- f) any receiving lot is located with the *Downtown* and is not located within *Neighbourhoods* or *Parks and Open Space Areas*;
- g) any development proposed for the receiving lot implements the Built Environment policies of this Plan;
- h) all of the above matters will be secured through a legal agreement, prior to the enactment of the by-laws; and
- i) no lot may receive additional density under this provision more than one time.



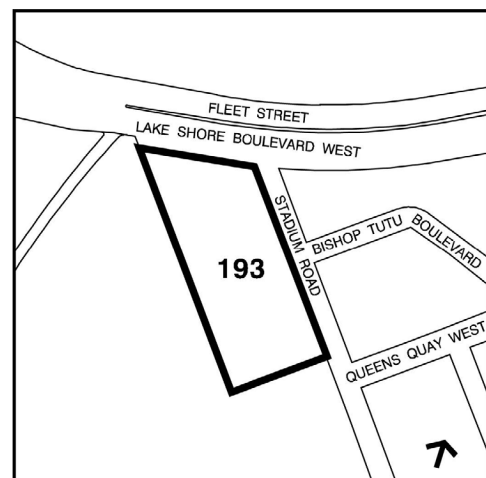
## 192. Toronto Islands

Public transport will be provided to the Toronto Islands all year round.



## 193. 637 Lakeshore Boulevard West

The floor area of the designated heritage building may be excluded from the calculation of gross floor area of a new development provided that:

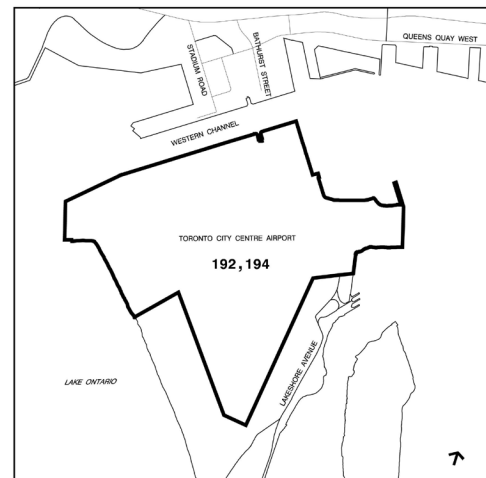


- a) where only a portion of the designated building is retained, such portion contains features of historic or architectural value or interest;
- b) the relationship between the designated building, or portion thereof, and new development on the lot will be such that the quality and character of the designated building will be respected;
- c) the retention, maintenance, and use of the designated building, or portion thereof, are secured by the City by an appropriate legal agreement;
- d) the total gross floor area on the lot does not exceed an amount determined on the basis of site-specific study; and
- e) any portion of the new development fronting onto Stadium Road frontage should be compatible in scale and character with existing and proposed residential development on the east side of Stadium Road.

#### 194. City Centre Airport

Aviation uses are permitted provided that:

- a) the use will be in accordance with the provisions of the lease arrangement among the City, the Port Authority and the Government of Canada respecting the use of the airport for aviation purposes and uses incidental and accessory thereto;
- b) in the event that the airport on the City Centre Airport is closed, it is the policy to seek the immediate conversion of the lands on which the airport is located for parks, or parks and residential purposes, and uses incidental and accessory thereto; and
- c) further, the continued use of the airport lands for aviation purposes will be supported, exclusive of the environmentally sensitive area on the west side of the airport lands, including protection of the existing flight paths. Revisions to the provisions of the lease agreement may be undertaken, provided that the City is satisfied that improvements to airport facilities and operations can be made without adverse impact on the surrounding residential and recreational environment.

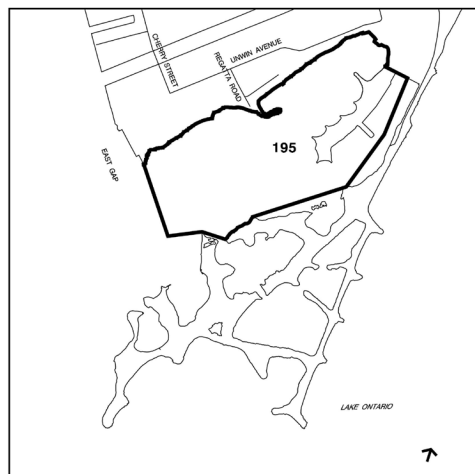




## 195. The Outer Harbour

The Outer Harbour is the protected body of water located generally south of the Port Area and west and north of the Outer Harbour Headland, and includes any land that has been or may be created by lake-filling in this body of water. In recognition of the importance of retaining this water body for water-related activities and in order to ensure consistency with the lake-filling and other environmental policies of this Plan, the use of the water lots and/or any land created by lake-filling in the Outer Harbour is restricted to a bathing station and conservation lands and, before passing by-laws to permit any other uses, it will be ensured that the proposed uses conform with the policies of this Plan.

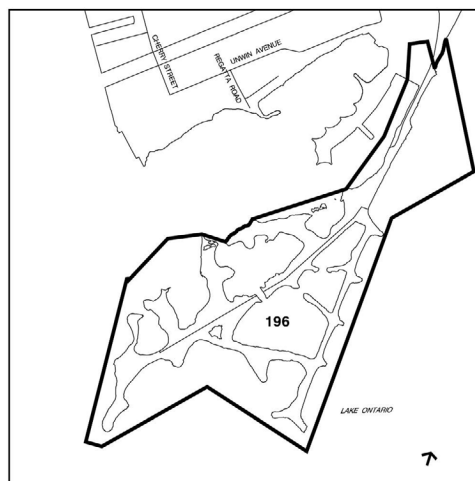
Notwithstanding the foregoing, none of the provisions of this Site and Area Specific Policy are intended to prevent the use of waterlots in the Outer Harbour by the Toronto Port Authority for port purposes, if required.



## 196. The Outer Harbour Headland

The Outer Harbour Headland will be used for year-round recreation purposes in a manner, which respects the natural vegetation and wildlife habitat characteristics of this area. The City will work with the Toronto and Region Conservation Authority and other appropriate agencies to prepare plans for the future development and use of the Outer Harbour Headland including any additional land to be created by lakefill. Proposals will be supported that:

- a) ensure that roads and intensive activities do not adversely affect the character of the sensitive natural areas;
- b) permit public access, notwithstanding construction and fill activities;
- c) use parking located in adjacent areas of the Port Area;
- d) provide bicycle and pedestrian paths from Unwin Avenue to the tip of the Outer Harbour Headland;
- e) regulate private automobile traffic on the Outer Harbour Headland and encourage the use of



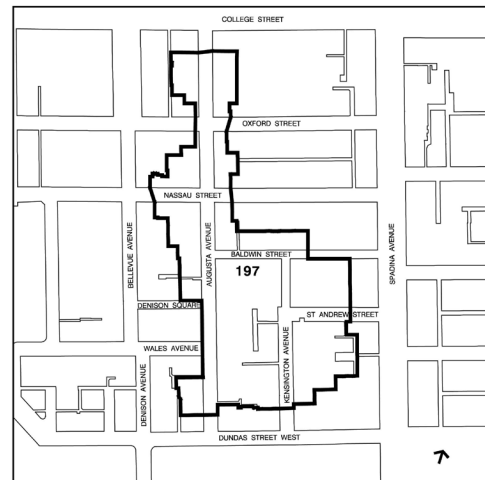
non-motorized transportation and appropriate forms of public transit; and

- f) in the case of an undertaking related to access and facilities for an existing boat club on the Outer Harbour Headland, that an environmental impact study is completed or the undertaking has been the subject of a full Environmental Assessment.

## 197. Kensington Market

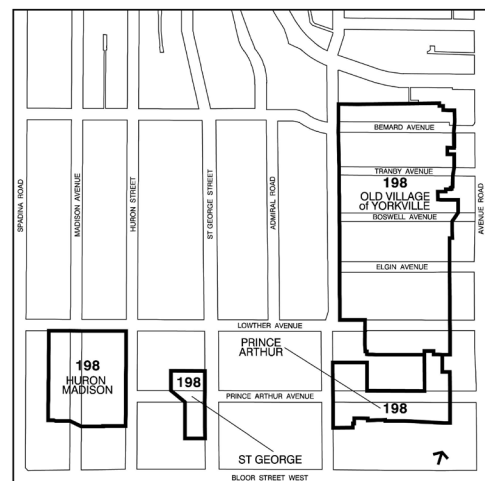
Any public or private developments and works should be consistent with the special characteristics of the area, including:

- a) low scale buildings with retail at grade;
- b) minimal setbacks; and
- c) open air display of goods on the boulevard.



## 198. Portions of the Area Bounded by Bloor Street West, Avenue Road, Davenport Road and Spadina Road

- a) Residential, institutional and commercial uses are permitted in house-form buildings in the Huron-Madison Area, the St. George Area and the Prince Arthur Area. Development in these areas will conserve the valued heritage buildings, reinforce the architectural unity that characterizes each area, and maintain the character of the heritage landscapes.
- b) In the Old Village of Yorkville Area the heritage buildings and landscapes will be conserved and any development or redevelopment will be consistent with the special architectural and streetscape characteristics.
- c) In addition to the policies provided in paragraph a) above, residential, institutional and



commercial uses are permitted on the lands known in the year 2021 as 10 and 14 Prince Arthur Avenue (together being the “lot”) and such uses are not limited to house- form buildings provided:

- i) the exterior of the heritage building located on the lands known in the year 2021 as 10 Prince Arthur Avenue (the “heritage building”) is retained, stabilized, protected and conserved in any new development in accordance with an agreement registered on the 10 Prince Arthur Avenue lands and entered into by the owner of such lands with the City, to the City’s satisfaction, pursuant to Section 37 of the *Ontario Heritage Act* (the “heritage easement agreement”);
- ii) the relationship between the heritage building and the proposed development on the lot, the siting of any proposed development and any landscaping, shall maintain the quality, character and three-dimensional integrity of the heritage building and reinforce the heritage character of the East Annex Heritage Conservation District;
- iii) the height of any new building on the lot, excluding elevator over run, staircase enclosure or other architectural or building elements satisfactory to the Chief Planner & Executive Director, City Planning, does not exceed the lesser of 7 storeys or 24.97 metres measured to the top of the roof;
- iv) any new building is comprised of a base not exceeding 2 and 3 storeys in height on the easterly and westerly portions respectively, of the Prince Arthur Avenue frontage, with the upper floors stepped back, and the new building should connect to the heritage building;
- v) the maximum amount of the combined residential gross floor area and non-residential gross floor area permitted on the lot shall not exceed 7,400 square metres, of which the non-residential gross floor area shall not exceed 560 square metres; and
- vi) the stabilization, retention, conservation and maintenance of the heritage building is secured in the heritage easement agreement to be registered prior to any Site Plan Approval.

**199. West Side of Avenue Road Between Pears Avenue and Dupont Street and 2-26 and 1-51 Baldwin Street and 164-170 McCaul Street**

Development will take the form of street-related retail and service uses, and residential uses, in house-form buildings. Any changes, additions or new construction will respect the architectural and design character of existing buildings and be compatible with the scale of adjacent neighbourhoods.

