

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 411, 413, 415, 417, 419, 424, 425, 426, 427, 428, 432, 437, 438, 441, 447, 450, 457, 459, 465, 468, 470, 474, 475, 477, 480, 481, 482, 483, 485, 490, 491, 495, 497, 498, 499, up to 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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400. O'Connor Drive Avenue Study Area, between St. Clair Avenue East and Sandra Road and Victoria Park Avenue

- a) For the purpose of this policy, the O'Connor Drive Avenue Study Area includes properties that front onto O'Connor Drive between Victoria Park Avenue in the north and St. Clair Avenue East and Sandra Road in the south as identified on Schedule 1. It includes properties that are in close proximity to the intersections of O'Connor Drive and Victoria Park Avenue and O'Connor Drive and St. Clair Avenue East as identified on Schedule 2.

i) Objectives

Throughout the O'Connor Drive Avenue Study Area, in the locations identified on Schedules 1 and 2 attached, development will:

- 1) contribute to the vision of the desired urban structure for the area;
- 2) support the range of permitted uses including residential, employment, retail and institutional while contributing to the vitality of the area;
- 3) enhance, improve or add to the public realm;
- 4) provide appropriate relationships between buildings, and between buildings and the public realm by addressing matters such as massing, set-backs, and step-backs;
- 5) provide high quality architecture, site planning, and landscape design;
- 6) provide active at grade uses in support of a dynamic, interesting and safe street life; and
- 7) encourage environmental sustainability.

ii) Urban Design Guidelines

In order to assist in meeting the objectives of the Official Plan, the O'Connor Drive Urban Design Guidelines, as adopted by Council from time to time, will be used to provide direction for reviewing development applications in this policy area. The guidelines will be read in conjunction with the urban design and built form policies of the Official Plan.

The O'Connor Drive Urban Design Guidelines were developed to achieve the above noted objectives. Two key intersections and two portions of O'Connor Drive are identified as having unique functions and characteristics and are shown on Schedule 2.

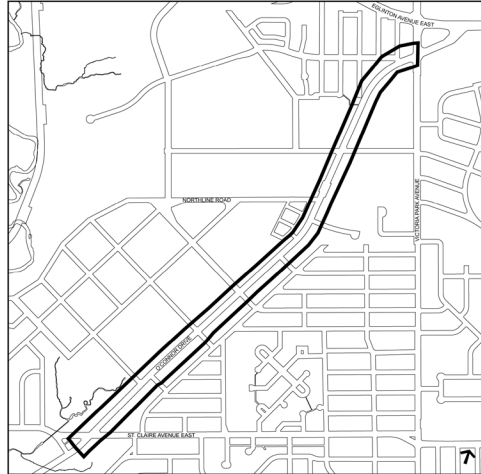
Future development in the two key intersections will also be sensitive to the adjacent land uses, will contribute towards the creation of a consistent street wall and provide room for an attractive pedestrian environment. Active uses at grade that include commercial and retail uses are encouraged.

The northerly portion of O'Connor Drive, within this policy area, is identified as an emerging main street area. Applicants for development on lands designated Mixed Use Area are to provide an urban design plan which provides an appropriate transition in scale to adjacent uses, consolidates vehicular access to the site and provides for active uses at grade.

The southerly portion of O'Connor Drive, within this policy area, is identified as having a main street character and future development is to contribute to the revitalization of the area and be sensitive to its context.

The O'Connor Drive Urban Design Guidelines will provide direction for improvements to

the public realm that promote a healthy and vibrant pedestrian environment and include streetscape improvements and enhancing open spaces. Such improvements will occur incrementally and will be considered through new development on adjacent properties.



SCHEDULE 1: SASP 400



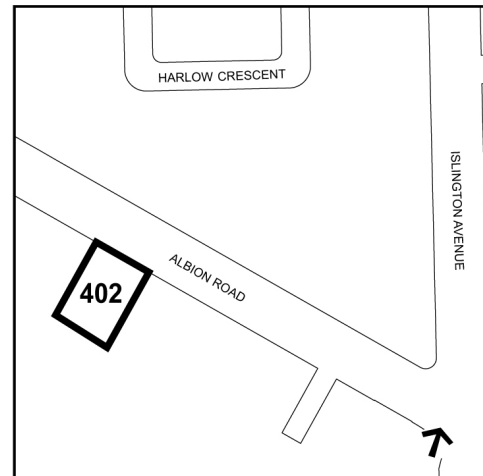
SCHEDULE 2: SASP 400



401. [Intentionally blank as of this consolidation]

402. 1155 Albion Road

- a) A 2-storey commercial building with retail and/or medical office uses on the ground floor and office uses on the second floor, with a maximum gross floor area of 1,625 square metres, is permitted.
- b) No structures will be permitted in the Natural Areas designation.



403. 20 and 22 Northcote Avenue, 20, 22, 24, 26, 28, 30, 31, 32, 33, 34, 36, 37, 38, 42 and 48 Gladstone Avenue and 1 and 3 Peel Avenue

- a) Provide a stepping-down of building heights on Gladstone Avenue northwards from Queen Street West

Heights for properties in the *Mixed Use Areas* along Gladstone Avenue should gradually step down towards the *Neighbourhoods*, with the tallest heights closest to Queen Street West.

- i) On the west side of Gladstone Avenue: The cumulative effect of building height on the west side of Gladstone between 20 Gladstone Avenue and Peel Avenue, should provide for a gradual stepping-down of heights from south to north. The maximum height at the southern edge of 20 Gladstone Avenue should be consistent with the lowest height of the newly developed property to the south (known as 8-14 Gladstone Avenue), which is approximately 20 metres.

The maximum height at the Peel Avenue frontage (for the properties designated *Mixed Use Areas*) should be consistent with a low-rise scale. The maximum building height for properties fronting onto Peel Avenue should be 14 metres (the current as-of-right height in Zoning By-law No. 438-86 for this portion of the Study Area), in order to provide for a form that is compatible with the *Neighbourhoods* on the north side of Peel Avenue.

- ii) On the east side of Gladstone Avenue: The height of any new buildings on the property directly north of the Gladstone Hotel, known as 20 and 22 Northcote Avenue, currently occupied by a grocery store and surface parking lot, should be no taller than the Gladstone Hotel, referring to the height taken from the northern-most portion of the building. Building heights should gradually step-down from the southern limit of this property, north towards the properties designated as *Neighbourhoods*. The maximum building height at the north edge of the *Mixed Use Areas* properties should reflect a low-rise scale and form that reinforces the planned context of the adjacent *Neighbourhoods*.

- b) Extend the north-south lane between Gladstone Avenue & Northcote Avenue

Through redevelopment, the existing north-south lane between Gladstone Avenue and Northcote Avenue should be extended to connect with the public east-west lane to the north of the Gladstone Hotel.

c) Retain visual prominence of the Gladstone Hotel through redevelopment

The historic Gladstone Hotel building is recognized as a significant heritage building and a landmark in the area, and any redevelopment proposed for 20 and 22 Northcote Avenue (and any potential properties that may be consolidated with this property) should respect and reinforce the importance and prominence of this building. Any new buildings on the properties designated as *Mixed Use Areas* north of the Gladstone Hotel on the east side of Gladstone Avenue should be no taller than the Gladstone Hotel (referring to the height at its northern most edge, and not the tower element at the Queen Street West frontage).

Other methods by which to ensure the prominence of the Gladstone Hotel include, but are not limited to:

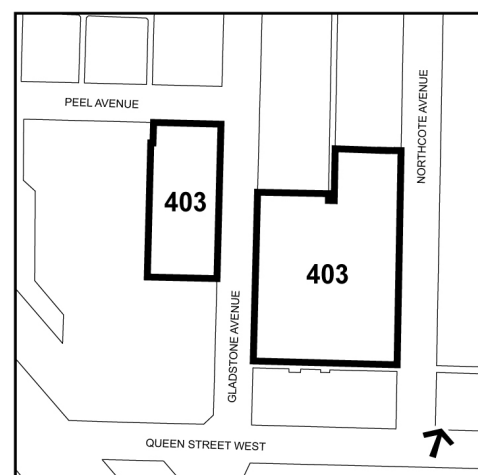
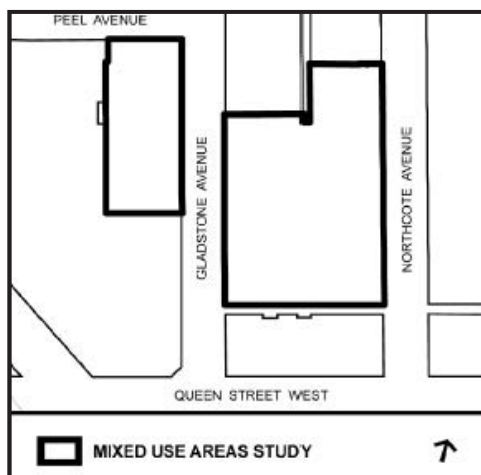
- i) Introducing a setback between the northern limit of the Gladstone Hotel and any new developments on 20 and 22 Northcote Avenue;
- ii) Introducing building step-backs for new buildings on the east side of Gladstone Avenue to help retain views towards the Gladstone Hotel; and
- iii) Respecting important architectural features and characteristics of the Gladstone Hotel, such as the cornice line along Gladstone Avenue through new development, or use of materials.

d) Provide a low-scale of buildings fronting onto Northcote Avenue

The preferred built form for any new buildings along the Northcote Avenue frontage of the 20 and 22 Northcote Avenue property is a low-scale built form consistent with the Official Plan's *Neighbourhoods* policies.

e) Set-back new buildings along the west side of Northcote Avenue

Through redevelopment, any new buildings proposed for the Northcote Avenue frontage of the 20 and 22 Northcote Avenue property should be setback from the property line to maintain the existing green setback and retain the existing trees, to the fullest extent possible. This setback should generally align with the setback for the existing residential buildings to the north. The exact depth of the setback will be determined through the planning application process.



404. Lands Bounded by Park Lawn Road, Lake Shore Boulevard West, Mimico Creek Valley and the Canadian National Railway (Park Lawn Block)

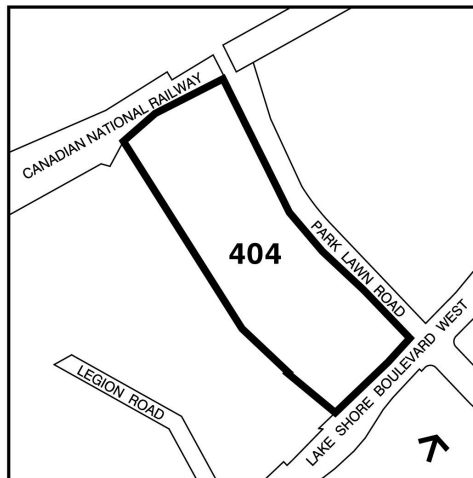
- a) Existing industrial uses are permitted on an interim basis until redevelopment of the Park Lawn Block is complete.
- b) To provide for both employment and residential opportunities in the Park Lawn Block, both residential and office/retail use buildings are permitted.
- c) A maximum of 2,510 residential units will be permitted and the maximum floor space for office/retail will be 27,750 m².
- d) The properties known as 36 Park Lawn Road and 42 Park Lawn Road may submit applications for rezoning to permit additional residential units and/or additional office/retail floor space beyond the permissions identified in sub-section c), provided that the additional residential units and/or additional office/ retail floor space do not create unacceptable impacts in terms of transportation capacity and traffic operations.
- e) Residential uses will only be permitted through a site-specific or area-specific rezoning process, subject to the following:

Residential uses will generally be located so as to provide both:

- i) beneficial relationships with the open space amenity of the adjacent Mimico Creek Valley, including access to open space and trail linkages where appropriate, as well as the visual relationship with the valleylands and the Lake Ontario shoreline and parklands; and
 - ii) separation from the industrial operations east of Park Lawn Road by appropriate distance separation and/or non-residential buildings and uses.
- f) The transportation requirements and access arrangements for development of the Park Lawn Block will be comprehensively addressed in order to provide for:
 - i) improvements to encourage transit usage, as well as walking and cycling;
 - ii) a co-ordinated vehicular access and circulation pattern;
 - iii) integration of access locations for both sides of Park Lawn Road; and
 - iv) appropriate traffic capacity improvements with sufficient access points and circulation patterns.
 - g) Applications for rezoning to permit residential uses shall be supported by impact studies to address:
 - i) the compatibility of residential uses with industrial uses in the vicinity, in terms of the impact relationships between proposed residential uses and industrial operations, including assessment of air quality, noise, traffic and other potential impacts, and identification of appropriate locational controls and mitigation measures to ensure a compatible interface between residential and industrial uses;
 - ii) the environmental and functional relationships between the proposed development and the Mimico Creek valley to maximize appropriate access and amenity for future residents and ensure protection of natural features;
 - iii) transportation capacity to serve the proposed development, provisions of

transportation improvements and provision for access and circulation co-ordination within the Park Lawn Block.

- h) Zoning by-law amendments to permit residential uses will incorporate site-specific provisions to implement the restrictions and regulations identified through the consideration of the above-noted studies. The zoning by-law will implement the policies for this area, including site-specific densities or quantities of permitted uses, height limits, siting and locational controls.



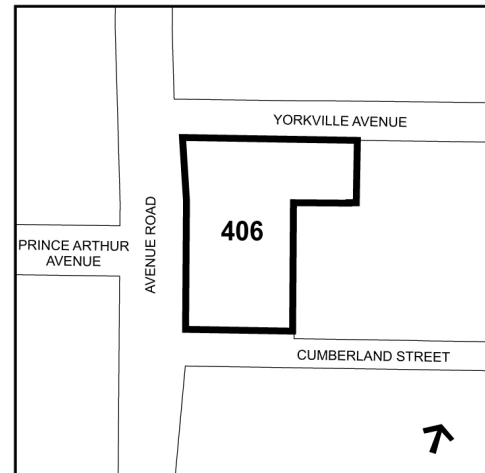
405. 120 to 130 Harbour Street and 10 York Street

- a) Twelve (12) affordable units provided as affordable rental housing may be registered as condominium units, provided such units:
 - i) are owned by a non-profit affordable housing provider or a co-operative affordable housing provider, selected by the City, or are owned by the City;
 - ii) comprise seven (7) two-bedroom and five (5) one-bedroom units, with storage lockers and bicycle parking; and
 - iii) are secured in one or more agreements with the non-profit affordable housing provider or co-operative affordable housing provider, or are secured in agreement(s) with the City, as affordable rental housing with rental tenure for a period of at least 25 years.
- b) For the purposes of the Official Plan, the units described in (a) above are considered to be rental housing.



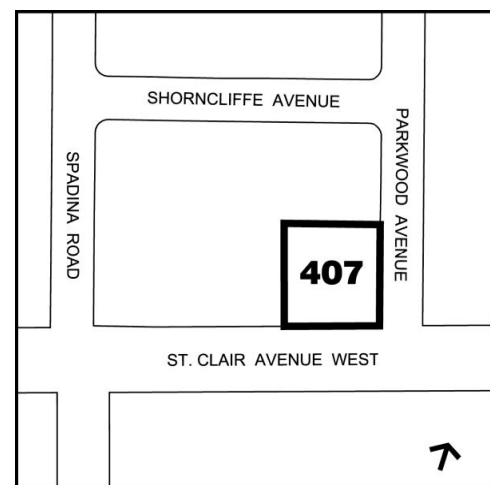
406. 21 Avenue Road

A new building with a maximum height of 125 metres is permitted on the south portion of the site, in addition to the existing building on the north portion of the site.



407. 282 St. Clair Avenue West

A 9-storey residential apartment building is permitted.



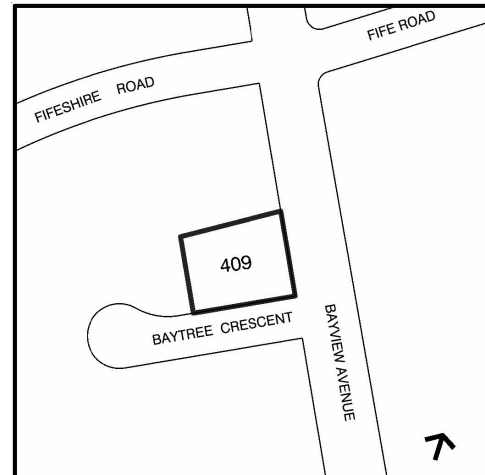
408. 951 to 971 Bay Street and 36 Wellesley Street West

The replacement of the same number, type and size of rental units is not required provided that at least 78 replacement rental units, comprising bachelor units, at least 37 one-bedroom units and at least 25 two-bedroom units, are provided. Replacement rental unit sizes may be smaller by no more than about 10% on average for bachelor units and about 30% on average for one and two-bedroom units compared to existing rental unit sizes. At least 28 of the replacement rental units, comprising bachelor units, at least 12 one-bedroom units, and at least 8 two-bedroom units, shall have mid-range rents.



409. 6 Baytree Crescent

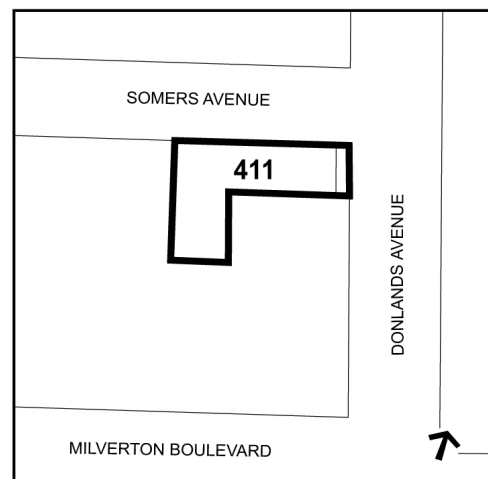
A maximum of five, three-storey townhouse units fronting onto Bayview Avenue and one single detached dwelling unit fronting onto Baytree Crescent are permitted.



410. [Intentionally left blank as of this consolidation]

411. 120 Donlands Avenue

An apartment building is permitted.



412. 2781 Markham Road

Place of worship and ancillary community centre uses are permitted.



413. 35 Auto Mall Drive, 958 Milner Avenue and adjacent lands

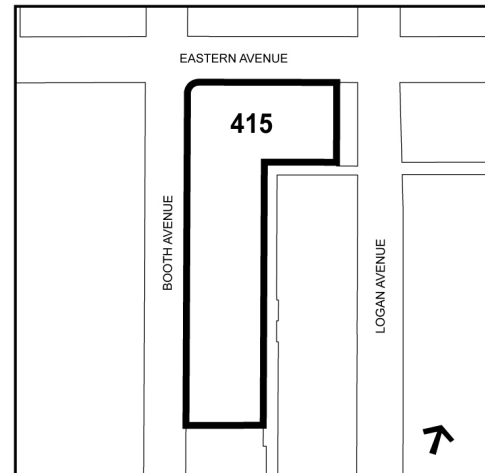
- a) Prior to the approval of a zoning by-law permitting the development of the lands the owner will make arrangements with respect to the closure, purchase and re-alignment of a section of Auto Mall Drive, to the satisfaction of the City of Toronto in consultation with Metrolinx.
- b) Development will:
 - i) provide a strong building relationship to street edges, in particular to Sheppard Avenue East, to enhance visual identity, accessibility to public transit, and to create an attractive and comfortable streetscape;
 - ii) achieve efficient use of the land by providing buildings fronting Sheppard Avenue East to be a minimum of 2 storeys and parking layout minimizing the use of available land and screened from adjacent streets; and
 - iii) address floodplain management issues and incorporate any necessary mitigation measures to the satisfaction of the Toronto and Region Conservation Authority.
- c) Major retail development with retail gross floor area of 6,000 square metres or more is permitted.



414. [Intentionally left blank as of this consolidation]

415. 459 Eastern Avenue

- a) Only those employment uses, such as offices, self storage warehouses, parks, small scale restaurants, retail uses and service uses that are compatible to the nearby low scale residential dwellings fronting onto Logan Avenue are permitted.
- b) As a condition of development approval, the City shall advise proponents of development in the Lower Don SPA of the risks associated with the construction of buildings and/or structures in advance of flood protection infrastructure being complete and functional.
- c) The City shall require that proponents of development seeking approvals in advance of flood protection infrastructure being complete and functional:
 - i) prepare an Emergency Management Plan to the satisfaction of the City, in consultation with the TRCA, addressing the protection of human health and safety and the protection of property (site, buildings, equipment) during and after construction until the TRCA has confirmed in writing that the site is permanently flood protected; and
 - ii) enter into an agreement(s) with the City that:
 - 1) addresses the protection of public health and safety, the protection of property, the acceptance of all risk by the proponent and the removal of any liability for public authorities; and
 - 2) includes a complete indemnification, to the satisfaction of the City in consultation with the TRCA and MMAH/ MNRF, of all public authorities from any liability and costs, including those due to (i) property damage, injury or loss of life due to flooding during and after construction until the flood protection infrastructure is complete



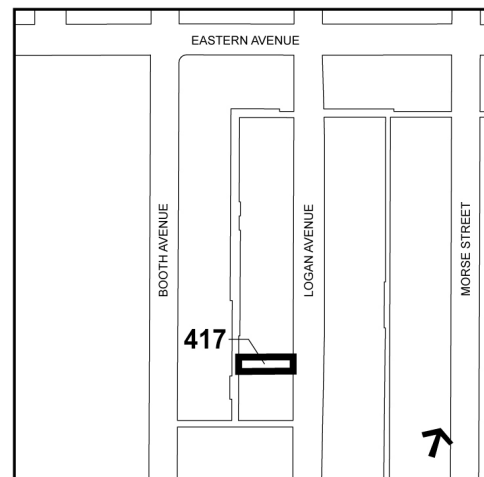
and functional from a flood plain management perspective; and, (ii) losses due to delay caused by a failure of the flood protection infrastructure to be completed or to be completed within the anticipated time frame.

- d) The City and other public agencies shall monitor and maintain the flood protection infrastructure to confirm its continued function in accordance with the approved design, such that it provides permanent protection against future increases in regulatory flows and levels in the Lower Don area.

416. [Intentionally left blank as of this consolidation]

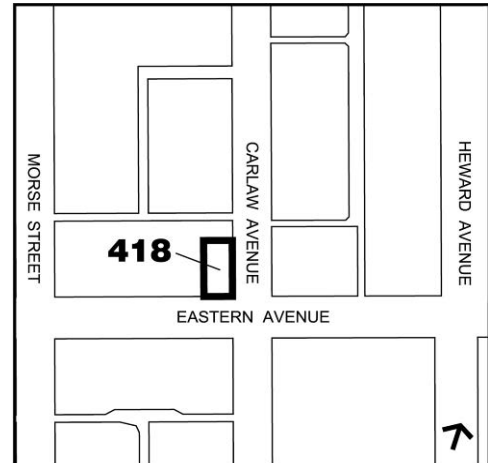
417. 54 Logan Avenue

One residential unit ancillary to the employment uses on the site is permitted to provide temporary accommodation for visiting workers.



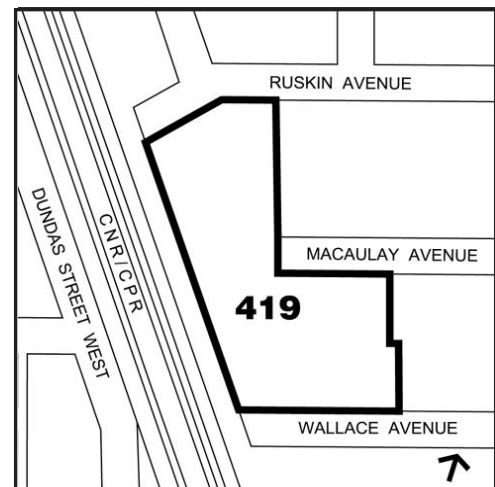
418. 536 Eastern Avenue

Employment space that is compatible with on-site residential uses is required on the ground floor of any redevelopment proposed for the site.



419. 362 Wallace Avenue

- a) Residential uses on the site may be permitted if the following conditions are met:
 - i) A new public road running north/south, generally from the southern terminus of Edwin Avenue, through the site to Wallace Avenue is provided;
 - ii) Macaulay Avenue is extended to meet the new public road described in (i) above;
 - iii) A minimum of 3,800 square metres of non-residential gross floor area is constructed on the site prior to or at the same time as any residential gross floor area;
 - iv) Only residentially-compatible employment uses are permitted on the lands designated *General Employment Areas*;
 - v) Any required alterations to the Wallace Avenue pedestrian bridge must respect the heritage designation of the bridge and the bridge must remain open during the alterations;
 - vi) A 3 metre wide publicly accessible pedestrian connection through the site to allow access from the terminus of Macaulay Avenue to the West Toronto Railpath must be provided;
 - vii) Site design must not have any negative impact on the West Toronto Railpath, and

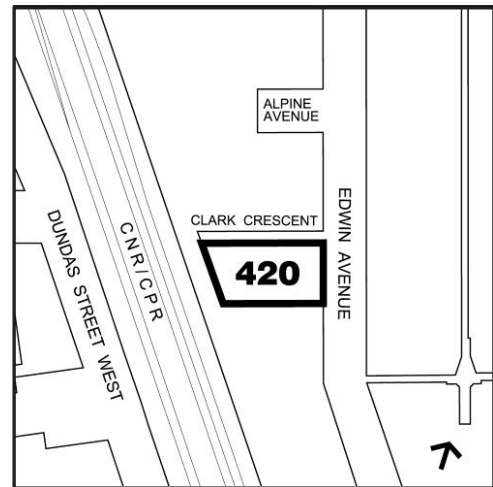


the elevation of any building constructed adjacent to the West Toronto Railpath must provide overlook to the path; and

- viii) The western terminus of Wallace Avenue should be designed as a meeting/gathering place, and any buildings constructed at the south end of the site should face onto this space and provide animation.

420. 50 Edwin Avenue

For the portion of the site designated *General Employment Areas* only residentially compatible employment uses such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion.



421. 299 Campbell Avenue

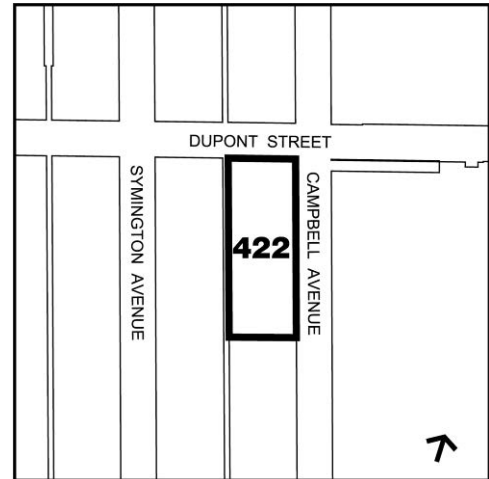
- a) Residential uses on the site will be permitted providing the following requirements are met:
 - i) Pedestrian and vehicular access to the site known as 1453 Dupont Street must be maintained.
 - ii) A minimum of 1,210 square metres of non-residential GFA is provided on the site.
 - iii) A minimum of 930 square metres of the non-residential space will be dedicated for use by a community facility.
 - iv) A maximum of 22,950 square metres of residential GFA may be provided on the site.
 - v) The maximum height of any building on the site is the lesser of 47 metres or 12 storeys, including all mechanical equipment.



- vi) The proposed building provides appropriate transition to the *Neighbourhoods* to the south.

422. 300 Campbell Avenue

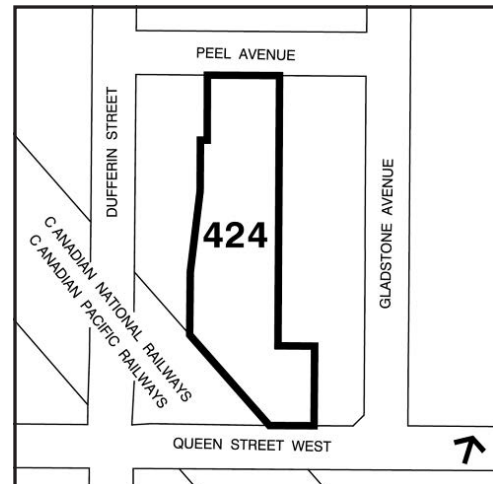
- a) Only those employment uses that are compatible to the nearby low scale residential dwellings fronting onto Campbell Avenue are permitted; and
- b) Arts training facilities, studios, and entertainment and recreation facilities are permitted.



423. [Intentionally left blank as of this consolidation]

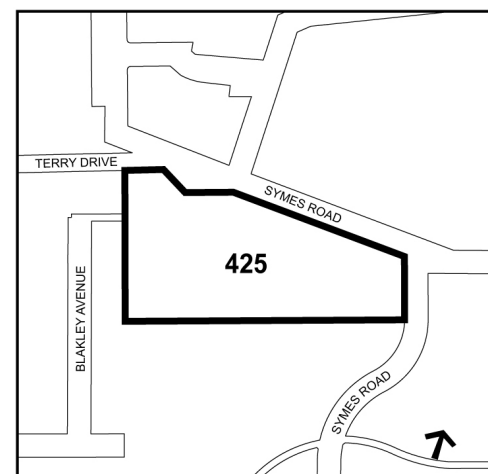
424. 11 Peel Avenue

- a) Residential uses are only permitted provided the following conditions of redevelopment are met:
 - i) A minimum density of one times the area of the lot of non-residential uses must be provided as part of any redevelopment of the lot.
 - ii) A minimum density of 0.34 times the area of the lot of non-residential, non-retail uses must be provided as part of any redevelopment of the lot.
 - iii) A commercial parking garage does not count towards the non-residential or non-retail uses as described in i) and ii) above.
 - iv) The maximum gross floor area of any one retail store on the site (including back of house activities) is 2,665 square metres.
 - v) Publicly accessible pedestrian connections through the site to allow access from Gladstone Avenue to Dufferin Street must be provided.
 - vi) No new shadowing on properties designated as *Neighbourhoods* is permitted on the spring and fall equinoxes beyond the as-of-right zoning as of October 1, 2013.
 - vii) The site must provide direct pedestrian access to Queen Street West.



425. 150 Symes Road

- a) In addition to all the uses provided for in the *Core Employment Areas* designation the following uses shall be permitted:
 - i) Service commercial and indoor recreational and entertainment uses are permitted through the enactment of a zoning by-law;
 - ii) Institutional uses, including post-secondary trade schools that are ancillary to and/or supportive of the site's employment uses are also permitted



through the enactment of a zoning by-law;

- iii) The above noted uses are potentially sensitive uses. Prior to the enactment of any zoning by-law amendment a study will be submitted by the applicant, in consultation with the Ministry of the Environment if required, that evaluates to the City's satisfaction, how the potentially sensitive use would affect the ability of existing industrial uses along Glen Scarlett Road and identify to the satisfaction of the City any required and appropriate mitigation techniques to be incorporated into the development at 150 Symes Road in order to address:
 - 1) odour and noise that are discharged from existing industrial uses on Glen Scarlett Road; and
 - 2) the potential impacts of traffic entry to and exit from the site, parking and noise which may arise as a result of the redevelopment and which may impact the nearby local residential areas;
- iv) Appropriate soil and groundwater studies must be undertaken in order to confirm to the City that the applicable provincial requirements have been met for the uses proposed.

426. 21 Don Valley Parkway, 30 Booth Avenue, and 375 and 385 Eastern Avenue

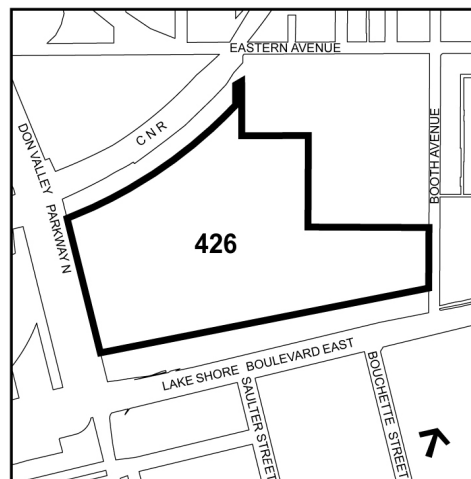
- a) A comprehensively planned, intensified employment precinct that is fully integrated and connected to the surrounding area and that encompasses a broad variety of non-residential land uses should be created on the subject lands. A mixture of non-residential uses is therefore permitted, with a majority of the development consisting of offices, post-secondary colleges/universities/trade schools, hotels, studios, and research facilities.
- b) Non-residential uses which support the viability of the precinct's primary employment uses noted above, provide amenities for the precinct's current and future employees, and support the creation of a vibrant and animated urban district are permitted as follows: arts and entertainment uses, community centres, community health centres, convention facilities, fitness centres, libraries, major retail uses, museums, parks, recreational facilities, retail uses, service commercial uses, workplace ancillary daycares, and other such similar uses as the City and, where applicable, the Province, may support.
- c) Proposals which include major retail uses of 6,000 square metres or more of retail gross floor area will be permitted when such uses are planned to be physically connected and/or functionally integrated with structures and/or open spaces associated with the precinct's employment uses. Proposals for major retail development will be subject to the development criteria set out in subsections a) to e), g) and h) of wPolicy 4.6.5. At grade

parking associated with major retail development will only be used as an interim measure and will not be located between the retail uses and the public sidewalk and will be located at the flank or rear of the building.

- d) A comprehensive plan for the new employment precinct described above will be prepared to the satisfaction of the City. The comprehensive plan will include consideration of the relationship and connections between properties in Site and Area Specific Policy 426 and nearby properties including 1, 5 and 9 Don Valley Parkway, 6 and 50 Booth Avenue, and 405, 415, and 433 Eastern Avenue. The comprehensive plan will be implemented through adoption of an Official Plan Amendment(s) (which may include either, or both, of a Site and Area Specific Policy and/or a Secondary Plan), and/or Zoning By-law Amendment(s), along with a Plan of Subdivision, at the discretion of the City. Through the planning process for the implementation of the comprehensive plan, the following matters shall be addressed:
- i) the comprehensive plan for the redevelopment of the precinct will address land use, built form, deployment of density, land division, interim development conditions, flood protection, public realm connections and appropriate transition in built form to low-scale residential uses north of Eastern Avenue. The comprehensive plan will include a transportation and servicing infrastructure plan to accommodate the intensification, that identifies new infrastructure and improvements to existing infrastructure and also identifies transportation demands and impacts and any necessary mitigation measures.
 - ii) the City will secure phasing of development and infrastructure improvements to ensure orderly development and to ensure that development of the precinct's employment uses accompanies development of the other permitted uses. At full build-out of the employment precinct, no more than 20 per cent of the total gross floor area is to be devoted to entertainment uses, fitness centres, major retail uses, recreation uses, retail uses and service commercial uses.
 - iii) proposed development for the precinct will include a mix of non-residential land uses which are consistent with the objectives of the Official Plan's policies for *Employment Areas* and the City of Toronto's Economic Development Strategy.
 - iv) prior to the enactment of any Zoning By-law Amendment which permits potentially sensitive non-residential land uses in the employment precinct, a compatibility study shall be prepared to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment and Climate Change that evaluates how potentially sensitive uses within 1,000 metres of existing major facilities such as the Enbridge facility located at 405 Eastern Avenue and the City works yard located at 433 Eastern Avenue and 50 Booth Avenue would affect the ability of those facilities to carry out normal business activities. The compatibility study shall also evaluate potential adverse effects from odour, noise and/or other contaminants on anticipated users of the proposed sensitive uses, and recommend how potential adverse effects may be mitigated to minimize risk to public health and safety and to ensure the long term viability of major facilities. Mitigation measures shall be implemented by the proponent of development through the Zoning By-law Amendment and/or other planning instruments.
 - v) the City, the Toronto and Region Conservation Authority (TRCA), and the Province will be satisfied that adequate flood remedial measures can be provided. The proposal will also be compatible, and sensitively integrated with, the planned naturalization of the Don River. Council may place Holding Provisions as part of enacting any implementing Zoning By-law, and which may only be removed once the flood remedial works are complete and deemed functional by the City and the TRCA and any other applicable

regulatory body, or as follows:

- i) Occupancy of new buildings can be legally controlled until the required flood remedial works are complete and functional from a floodplain management perspective;
 - ii) Building Code requirements can be met to the satisfaction of the Chief Building Official; and
 - iii) Risks to life and property are adequately addressed to the satisfaction of the City and the TRCA and any other applicable regulatory body.
- e) Prior to the next Municipal Comprehensive Review, the City may initiate Official Plan Amendments as necessary for the purpose of facilitating comprehensive infrastructure and precinct planning to extend the employment land use permissions and requirements of sub-policies a) through d) inclusive to adjoining lands located at 6 and 50 Booth Avenue, 405, 415 and 433 Eastern Avenue and 1, 5 and 9 Don Roadway subject to the following conditions:
 - i) the proposed amendment will not add any residential, including live/work, permissions to the lands; and
 - ii) the owners and operators of the adjoining lands have been consulted.



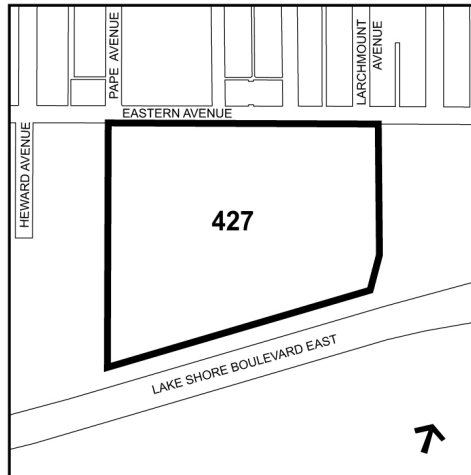
427. 629, 633 and 675 Eastern Avenue

- a) In addition to all relevant Official Plan policies and uses permitted under the *Core Employment Areas* land use designation, film and media training facilities that are intended to strengthen and reinforce the site's primary employment uses are also permitted. Secondary uses including recreation, entertainment, retail and service commercial are also permitted up to a maximum of 20% of the gross floor area through the enactment of a zoning bylaw provided such uses are ancillary to and/or support the viability of the site's primary employment uses as well as provide amenities for the site's current and future employees.

- b) Stand alone retail uses of 6,000 square metres or greater are not permitted on the subject lands.
- c) The above described secondary uses are permitted only subject to the following:
 - i) the implementing zoning by-law implements a comprehensive plan for the site which provides for a mix of primary employment uses that are consistent with the objectives of the Official Plan's policies for *Employment Areas* and the City of Toronto's Economic Development Strategy;
 - ii) The implementing by-law will permit stand alone retail uses of less than 6,000 square metres only when such uses are intended to support the viability of the primary employment uses and provide amenities to current and future employees. Permitted retail uses are to be located with frontage onto and provide direct entrances from publicly accessible pedestrian spaces, the sidewalks of public streets, and/or the sidewalks of private driveways designed to City standards for new streets;
 - iii) the City will secure phasing of development to ensure that development of the site's primary employment uses precedes or accompanies development of the other permitted secondary uses;
 - iv) recreation and entertainment uses are potentially sensitive uses. Prior to the enactment of any zoning by-law amendment a study will be submitted by the applicant that evaluates, to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment, how the potentially sensitive use would affect the ability of existing, planned and potential industrial, warehouse, utility, transportation and city yard uses within 1,000 metres to carry out normal business activities. The study will also evaluate whether the anticipated users will potentially be subject to adverse effects from on-site contamination or from odour, noise and other contaminants that are discharged from existing, planned or potential industrial, warehouse, utility, transportation and city yard uses within 1,000 metres of the proposed new sensitive use; and
 - v) the City, the Toronto and Region Conservation Authority and the Province will be satisfied that adequate flood mitigation and reduction measures have been provided.
- d) As a condition of development approval, the City shall advise proponents of development in the Lower Don SPA of the risks associated with the construction of buildings and/or structures in advance of flood protection infrastructure being complete and functional.
- e) The City shall require that proponents of development seeking approvals in advance of flood protection infrastructure being complete and functional:
 - i) Prepare and Emergency Management Plan to the satisfaction of the City, in consultation with TRCA, addressing the protection of human health and safety and the protection of property (site, buildings, equipment) during and after construction until the TRCA has confirmed in writing that the site is permanently flood protected; and
 - ii) Enter into an agreement(s) with the City that:
 - 1) Addresses the protection of public health and safety, the protection of property, the acceptance of all risk by the proponent and the removal of any liability for public authorities; and
 - 2) Includes a complete indemnification, to the satisfaction of the City in consultation with TRCA and MMAH/MNRF, of all public authorities from any liability and costs, including those due to (i) property damage, injury or loss of life due to flooding

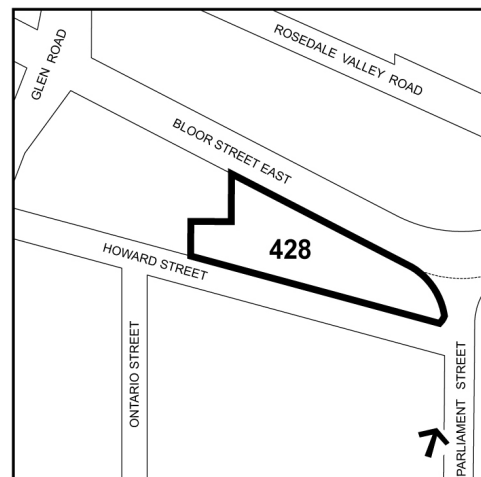
during and after construction until the flood protection infrastructure is complete and functional from a flood plain management perspective; and, (ii) losses due to delay caused by a failure of the flood protection infrastructure to be completed or to be completed within the anticipated time frame.

- f) The City and other public agencies shall monitor and maintain the flood protection infrastructure to confirm its continued function in accordance with the approved design, such that it provides permanent protection against future increases in regulatory flows and levels in the Lower Don area.



428. 58, 60, 62, 64, 76 and 100 Howard Street

- a) Development of the subject lands with one non-residential building having a height of one storey (7 m) and a mixed use building having tower heights of 38 storeys (116.5 m) and 46 storeys (138.5 m), including mechanical penthouses, shall be permitted with a total residential gross floor area not exceeding 60,000 m² and a total combined non-residential gross floor area not exceeding 1,800 m²;
- b) A new public park secured, in whole or in part, pursuant to the City's parkland dedication requirements will be provided with frontage on a public street and at grade publicly accessible open space to provide neighbourhood green space. Publicly accessible walkway linkages between Howard Street and Bloor Street are contemplated where feasible to provide direct, accessible pedestrian connections to these spaces from public streets;
- c) The conservation of the existing heritage building located at 76 Howard Street, which may include relocation, will be prioritized in any

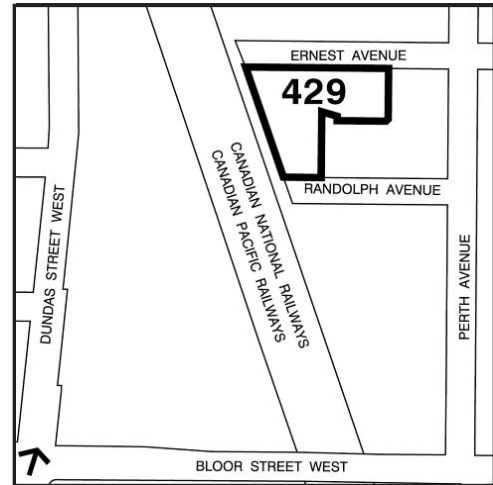


redevelopment proposal; and

- d) Buildings on the subject lands will provide appropriate transition in built form from the adjacent lands designated *Neighbourhoods* to the west.
- e) Chapter 7, Site and Area Specific Policy 517, shall not apply to the lands municipally known in the year 2015 as 58, 60, 62, 64, 76 and 100 Howard Street.

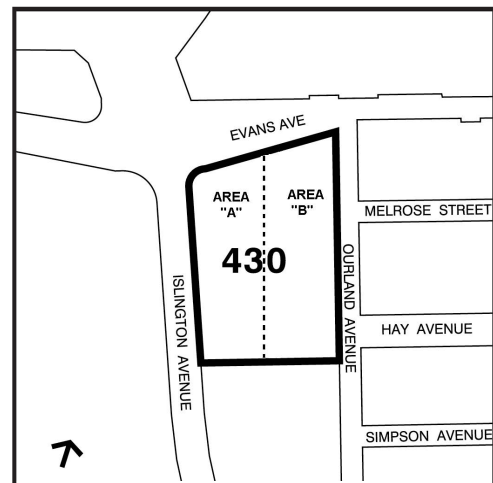
429. 45 Ernest Avenue

For the portion of the site designated *General Employment Areas*, only employment uses that are compatible with adjacent residential development such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion.



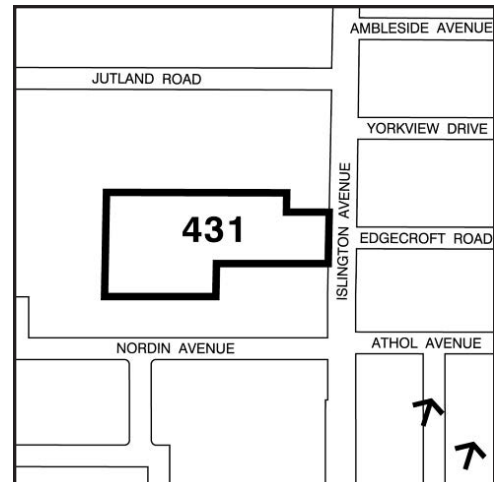
430. 145 Evans Avenue and 791-811 Islington Avenue

- a) Access, parking, servicing and amenities may be shared between Area "A" and Area "B" without amendment to this Plan.
 - i) Area "A"
 - 1) Employment uses will be compatible with nearby sensitive residential uses.
 - 2) Social, cultural, institutional and entertainment uses are permitted.
 - 3) Major retail development with 6,000 square metres or more of retail gross floor area is not permitted.
 - ii) Area "B"
 - 1) Residential buildings heights will provide a transition to the low-rise established *Neighbourhoods* lands to the north and east.



431. 956 Islington Avenue

- a) Any sensitive uses on the site will require environmental mitigation measures including noise, vibration, and odour between the lands and the existing *Employment Areas* to the west and rear of the site to the Chief Planner and Executive Director, City Planning's satisfaction.
- b) Any new streets proposed on the site will comply with the City's Development Infrastructure Policy and Standards (DIPS), along with the Public Realm policies (3.1.11) of the Plan.
- c) Major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.

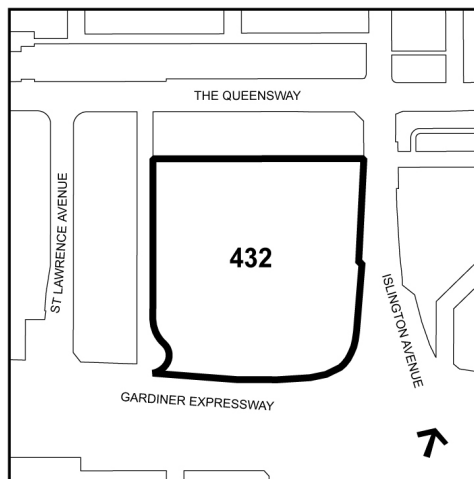


432. 1025 The Queensway

- a) A minimum of 14,500 square metres of employment gross floor area will be provided on the part of the lands designated *General Employment Areas* at full build out of the lands. This employment gross floor area will:
 - i) be comprised of *Core Employment Areas* and/or *General Employment Areas* uses that are compatible with residential uses as determined through a Compatibility/Mitigation study;
 - ii) contain a minimum of 51 percent of the gross floor area devoted to *Core Employment Areas* uses such as, but not limited to, offices, performing arts studios, artist studios, research and development facilities, information and technology facilities, cultural industry spaces, incubators and/or co- working spaces;
- b) A minimum of 2,500 square metres of non-residential gross floor area will be provided on the part of the lands designated *Mixed Use Areas* at full build out of the lands. Home occupation and live/work units will not contribute to the minimum required non-residential gross floor area.
- c) The part of the lands designated *General Employment Areas* may be used for but not limited to, parking, loading, service, access and/or mechanical facilities to serve uses on the lands designated *Mixed Use Areas*.
- d) Through the Zoning By-law Amendment process:
 - i) a Block Context Plan will be prepared to the satisfaction of the City to demonstrate how mid-rise buildings and tall buildings may be accommodated; and
 - ii) a phasing strategy and implementation plan will be prepared to provide for the sequencing of development, including the construction of employment and other non-residential gross floor area to be constructed prior to or concurrent with residential gross floor area to provide a balance of employment and residential growth.
- e) New development containing residential units on the portion of the lands designated *Mixed*

Use Areas will secure a minimum amount of affordable housing as follows:

- i) if a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
 - ii) if a purpose-built rental development is proposed after 2025, a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing; and
 - iii) in either case, the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
 - iv) in either case, the unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.
- f) Provided that a complete application for a Zoning By-law Amendment has not been filed prior to January 1, 2025, the affordable rental housing required in Policy e) i) will increase by 1.5 percent per year. Affordable ownership housing requirements will be set at 1.4 times the affordable rental housing requirements.
- g) The provision of affordable housing required by Policy e) shall be secured through one or more agreements with the City.

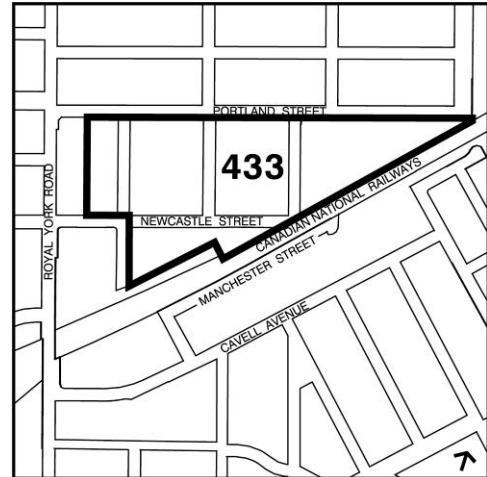


433. Mimico GO Triangle

- a) Employment uses on these lands are to be compatible with adjacent and nearby residential uses.
- b) Major retail developments with 6,000 square metres or more of retail gross floor area are prohibited, however small scale retail and

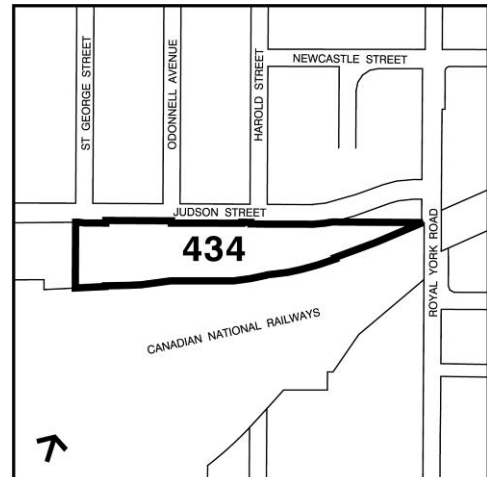
restaurant uses are permitted.

- c) A revitalization study for the area will be undertaken to encourage economic growth and to increase amenitization by addressing the following:
 - i) improvements to vehicular access within the area for the movement of goods and employees;
 - ii) public realm enhancements to reduce conflicts between pedestrians and vehicles;
 - iii) provision of amenities within the area to create an attractive environment for existing and new employment uses; and
 - iv) improved pedestrian and vehicular access to the Mimico GO Station, including strategies for parking and pick-up and drop-off.



434. 29, 49, 53, 55, 69, 71 and 75 Judson Street

- a) The following manufacturing uses are prohibited: crude petroleum oil or coal refinery; ammunition, firearms or fireworks factory; concrete batching plant; primary processing of limestone or gypsum; and asphalt plant.
- b) Employment uses will be compatible with nearby residential uses.



435. 1891 Eglinton Avenue East

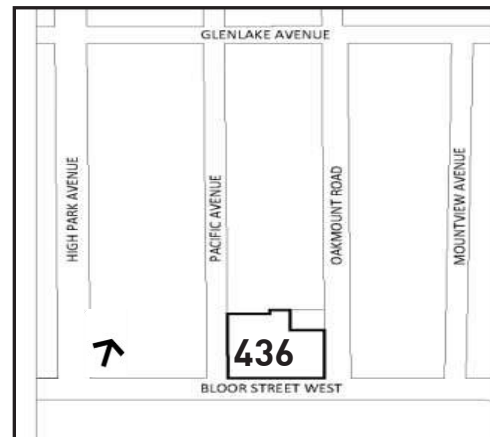
- a) Development of lands for residential uses on the *Mixed Use Areas*-designated portion of the site will include employment uses including office space having a minimum gross floor area of 6,000 square metres or 5 per cent of the total gross floor area of residential uses, whichever is smaller.

- b) Employment uses on the portion of the site designated *General Employment Areas*, shown as "Parcel A", will be compatible with adjacent residential uses.
- c) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the City.



436. 1844-1854 Bloor Street West, 35 and 37 Pacific Avenue, Part of 18 and 18A Oakmount Road and 6-14 Oakmount Road

In addition to small-scale retail, services and office uses that serve the needs of area residents, medium scale retail uses are permitted within a mixed-use building.

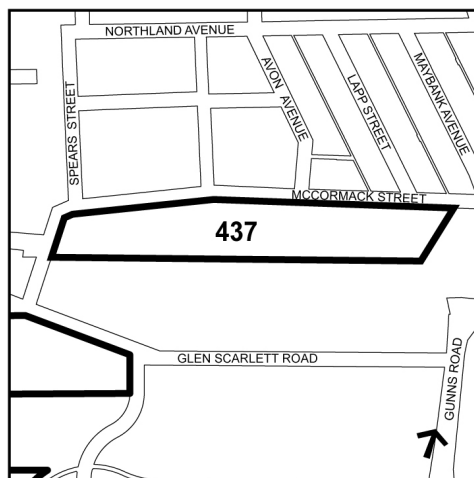


437. 43-177A McCormack Street

- a) Redevelopment will provide a minimum non-residential gross floor area equivalent to 1.0 times the site area, excluding lands conveyed to the City or other public body for new parks, open spaces, natural areas, streets and/or lanes, or 15 percent of the total gross floor area of the proposed development, whichever is less.
- b) Retail and personal service uses will contribute to a maximum of 49 percent of the minimum required non-residential gross floor area.
- c) Home occupation and live/work units on the *Mixed Use Areas* will not contribute to the minimum required non-residential gross floor area.
- d) To provide a balance of residential and non-residential growth, the minimum non-residential gross floor area required on each site will be developed prior to or concurrent with residential development.
- e) Non-residential gross floor area should be consolidated in stand-alone buildings or contiguous portions of a base building to encourage a clustering of business and economic activities.

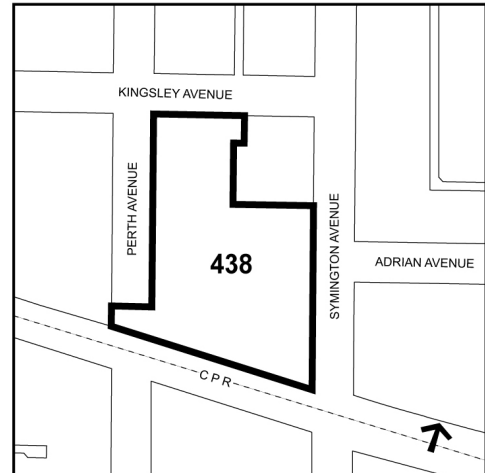
- f) Salvage yards, vehicle dealerships, vehicle depots, vehicle repair shops and vehicle service shops are not permitted.
- g) As part of a complete Zoning By-law Amendment application, the following must be submitted:
 - i) A phasing plan to demonstrate, to the satisfaction of the City, how the required non-residential gross floor area will be achieved.
 - ii) The submission of a Block Context Plan that demonstrates, to the satisfaction of the City, how the proposed development and adjacent lands on the south side of McCormack Street can be coordinated to contribute to a complete community and an enhanced and expanded public realm network, including the provision of consolidated onsite parkland dedications with frontage on McCormack Street.
- h) Development will:
 - i) Provide generous public sidewalks, street tree planting and pedestrian amenities along McCormack Street;
 - ii) Ensure no net new shadow is cast on Harwood Park and the Harwood Public School school yard from 10:18 a.m. to 4:18 p.m. on March 21st and September 21st;
 - iii) Have active uses at grade with direct pedestrian entrances fronting onto the public sidewalk along McCormack Street;
 - iv) Consolidate vehicular access between multiple parcels, where feasible;
 - v) Provide public views and public access to Lavender Creek Trail;
 - vi) Have a street wall height of 2 to 4 storeys;
 - vii) Have maximum building heights fitting within a 45 degree angular plane measured at 80 percent of the right-of-way width along the north property line;
 - viii) Be compatible with residential and other sensitive land uses to the north; and
 - ix) Be compatible with the industrial uses in the Employment Area to the south.
- i) Prior to the enactment of a Zoning By-law Amendment to permit residential units on a lot, all uses permitted on the lands as of July 21, 2022 under existing in-force zoning bylaws continue to be permitted. Despite the preparation of a Block Context Plan that includes these lands, the full range of existing permitted employment and commercial uses is permitted on a lot until such time that the owner of a lot applies for, and has approved, a Zoning By-law Amendment to redevelop the lot for mixed commercial-residential uses.
- j) New development containing residential units on the lands will secure a minimum amount of affordable housing as follows:
 - i) if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
 - ii) if a purpose-built rental development is proposed after 2025, a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing;

- iii) the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
- iv) the unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.
- k) Where a complete application for a Zoning By-law Amendment has not been filed prior to January 1, 2025, the affordable rental housing required in Policy h) i) will increase by 1.5 percent per year. Affordable ownership housing requirements will be set at 1.4 times the affordable rental housing requirements.
- l) The provision of affordable housing required by Policy h) and Policy i) shall be secured through one or more agreements with the City.
- m) Conditions to be met prior to the removal of a holding ("H") provision on the lands shall include the following:
 - i) Entering into a Municipal Housing Project Facility Agreement or such other agreement(s) as may be satisfactory to the City Solicitor to secure the provision of affordable housing;
 - ii) The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met; and
 - iii) For any portion of the lands known as 43-177A McCormack, submission of a Compatibility and Mitigation Study, which shall be peer reviewed, to the satisfaction of the Chief Planner and Executive Director, City Planning.
- n) If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail and the affordable housing requirements in Policy j) and Policy k) will no longer apply, but only provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the requirements of Policy j) and Policy k) above.



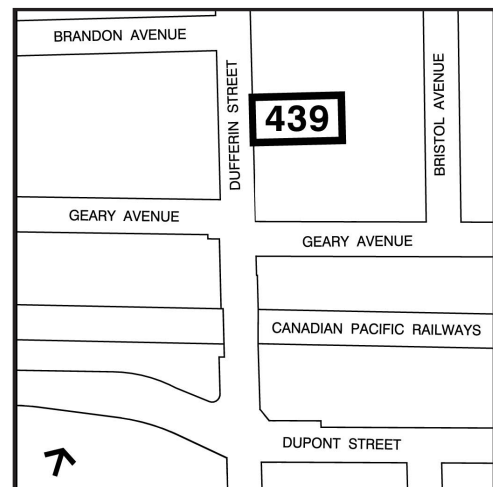
438. 386-394 Symington Avenue, 485 Perth Avenue, and 17 Kingsley Avenue

Residential uses are permitted subject to the submission and peer-review of a Rail Safety and Rail Mitigation Report and the implementation of the required measures, at the owner's expense, to the satisfaction of the City.



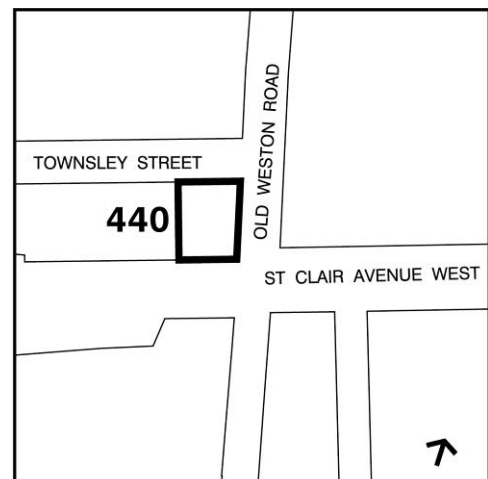
439. 1377 and 1381 Dufferin Street

- a) Up to a maximum of 15 residential units are permitted on the second floor.
- b) A winemaking supply and operation is permitted on a portion of the ground floor.



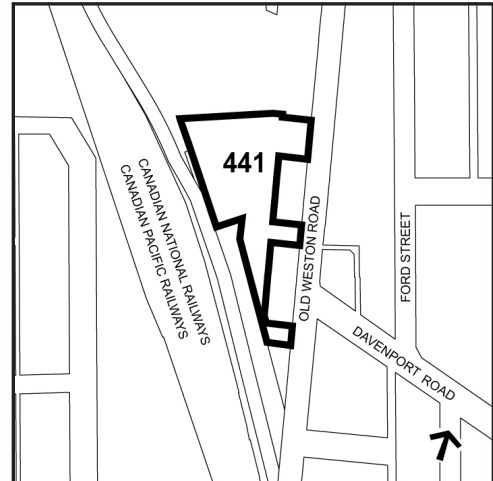
440. 360-362 Old Weston Road

Residential uses are limited to the second and third floors of the existing three-storey heritage building.



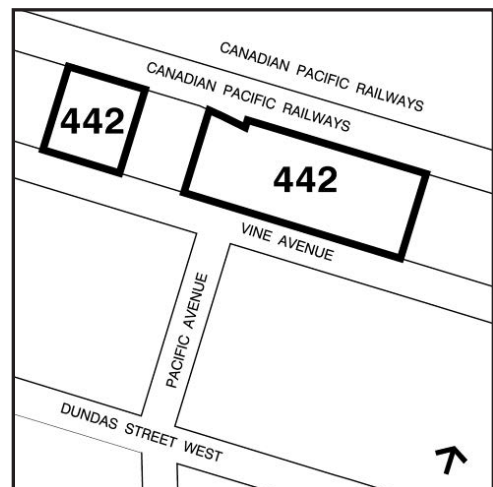
441. 290 Old Weston Road

Light employment and residential uses are permitted.



442. 108 and 162 Vine Avenue

Retail developments are permitted by way of a zoning bylaw amendment and supported by a satisfactory transportation impact assessment provided they do not exceed 2,000 square metres of retail gross floor area.



443. [Intentionally left blank as of this consolidation]

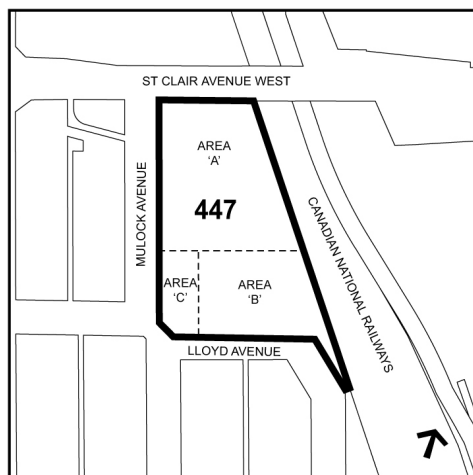
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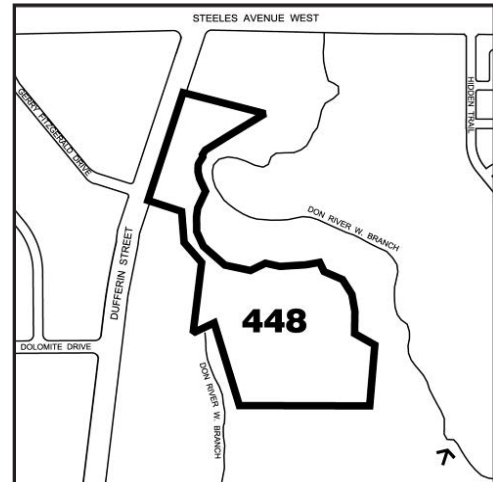
447. North Side of Lloyd Avenue East of Mulock Avenue

- a) Residential uses are only permitted on the lands shown as Area 'A'.
- b) On the lands shown as Area 'B', the following development and use provisions will apply:
 - i) A minimum of 4,000 square metres of commercial and/or office space will be constructed and that this development occurs:
 - 1) prior to or concurrently with any residential development on the lands shown as Area 'A';
 - 2) along at least 50% of the Lloyd Avenue frontage; and
 - 3) at a minimum height of 10 metres.
 - ii) The only permitted uses are an arts school, creative arts studio, art gallery, theatre, office, retail outlet, farmer's market, museum, restaurant/café, daycare, and community facilities.
 - iii) A daycare use is only permitted once the adjacent industrial uses at 35 Cawthra Avenue existing in the year 2020 have ceased and have not been replaced by the same or similar use for a period of one year from the date of closure of the original use, and subject to the submission of supporting studies set out in c) below.
 - iv) A minimum of 4,000 square metres of commercial and/or office space to be constructed in Area 'B' will be secured by way of a Section 37 Agreement or by any other means determined by the City.
- c) The permitted building height, envelope and land uses for Area 'A' and Area 'B' will be determined through the implementing zoning by-law amendment based on the following studies to the satisfaction of the Chief Planner:
 - i) a Rail Safety and Mitigation Study to support any building setback less than 30 metres from the rail corridor; and
 - ii) a Compatibility Mitigation Study, Air Quality Study, Noise Impact Study, and Vibration Studyw
- d) A park shall be located on the lands shown generally as Area 'C'.



448. 4925 and 5201 Dufferin Street

Branches of community colleges and universities are permitted. All forms of residential uses, including those associated with a community college or university, are not permitted.



449. [Intentionally left blank as of this consolidation]

450. 1250 Markham Road

- a) On Parcel "A", only a residential building for senior citizens is permitted in addition to ancillary uses limited to the ground floor, such as offices, community services and small scale retail.
- b) A place of worship and ancillary community facility and recreational uses are permitted on Parcel "B".
- c) Employment uses on Parcel "B" will be compatible with adjacent residential uses.
- d) All new development is to be located and developed to the satisfaction of the Toronto and Region Conservation Authority and the City.



451. 1331 Martin Grove Road

A place of worship is permitted.



452. 130 Bentworth Avenue and 109 Cartwright Avenue

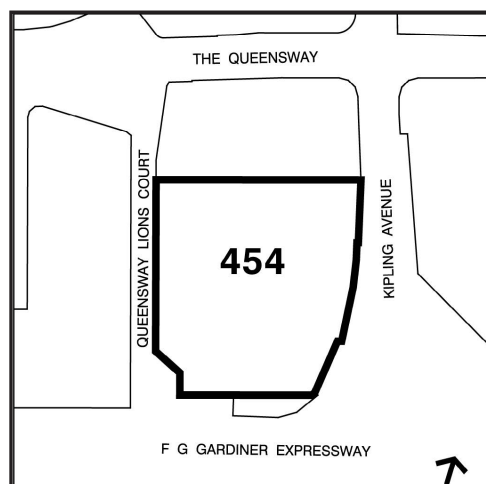
Schools are permitted provided the owner submits a study of noise, odour, dust and other industrial related impacts of nearby uses to the satisfaction of the City to determine appropriate design and separation distances of school uses from nearby impactful industries and the abutting City yard, and the school uses are developed in accordance with the recommendations of the study.



453. [Intentionally left blank as of this consolidation]

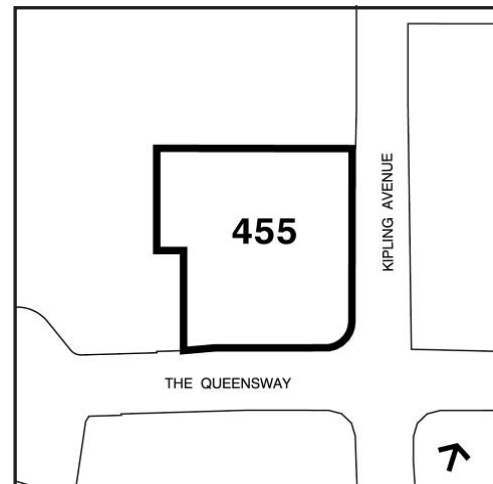
454. 630 Kipling Avenue and 3 Queensway Lions Court

Any development of the lands will require a buffer and any required environmental mitigation measures necessary will be undertaken to mitigate impacts including noise, vibration and odour between any sensitive land use and the existing *Employment Areas* to the west.



455. 1306-1310 The Queensway

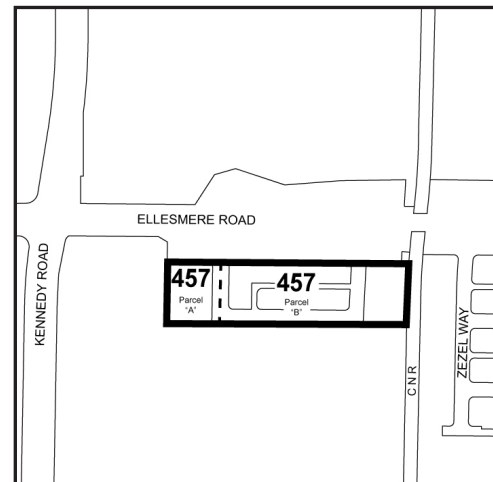
Any development of the lands will require a buffer and any required environmental mitigation measures necessary will be undertaken to mitigate impacts including noise, vibration and odour between any sensitive land use and the existing *Employment Areas* to the west.



456. [Intentionally left blank as of this consolidation]

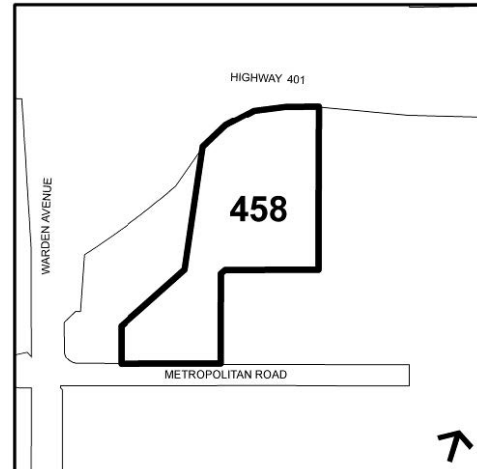
457. 1001 Ellesmere Road

- a) Employment uses on the portion of the site designated *General Employment Areas* (Parcel "A") will be compatible with adjacent residential and other sensitive uses;
- b) Residential uses on the portion of the site designated *Mixed Use Areas* (Parcel "B") will be compatible with the new residential development east of the GO/SRT corridor, in terms of height, massing, and the provision of landscaped space;
- c) Residential uses will be appropriately set back and buffered from the GO/SRT corridor to the satisfaction of the City;
- d) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures will be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the City; and
- e) Development of the site will create an attractive and comfortable public realm along Ellesmere Road (service road) and enhance accessibility to public transit.



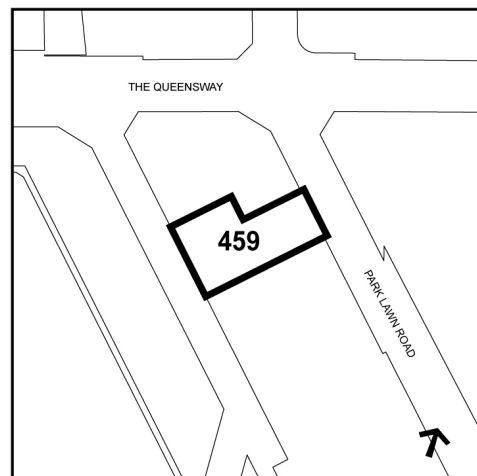
458. 22 Metropolitan Road

- a) Mixed use developments are permitted subject to a development framework being developed to the satisfaction of the City which sets out public streets, pedestrian connections, blocks, densities and building heights and provides appropriate community facilities and services.
- b) The first phase of the site redevelopment will include a hotel development which will contain a minimum of 201 hotel rooms.
- c) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the Ministry of the Environment or a delegated authority.
- d) Subsequent phases of the site's redevelopment will include and provide that a minimum of 50 per cent of the gross floor area to be developed is to be used for non-residential uses of which at least 5,700 square metres is for office uses and that office and commercial uses will be constructed in advance of, or concurrently, with the residential uses.



459. 158 Park Lawn Road

- a) One caretaker's unit not to exceed 1,700 square feet is permitted.
- b) A garden centre not to exceed 158 square metres (1,700 sq. ft) and indoor and outdoor storage associated with the centre are permitted.



460. 571 Jarvis Street and 119 Isabella Street

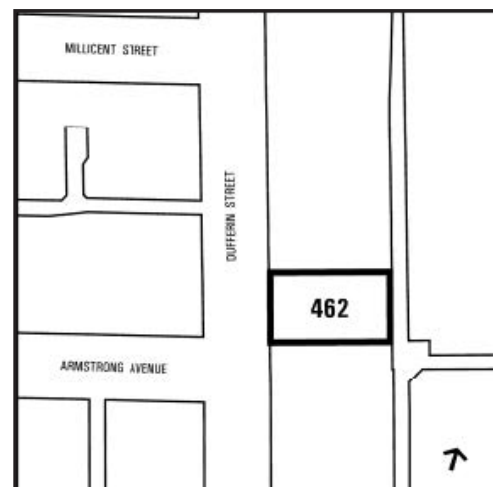
- a) A 4-storey Community Health Centre and associated Offices of the Non-Profit Institution are permitted provided the designated heritage building at 571 Jarvis Street is retained, conserved and restored and the owner enters into a heritage easement agreement.



461. [Intentionally left blank as of this consolidation]

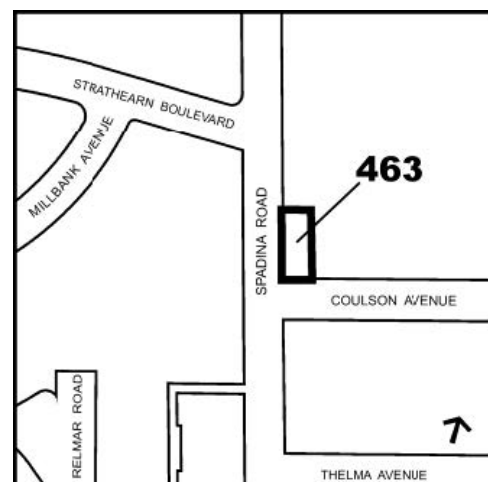
462. 1183 Dufferin Street

- A building that contains a maximum of 14 residential units and one level of below-grade parking is permitted, provided the building includes the church building that existed on site in 2014.



463. 467 and 469 Spadina Road

- a) Despite policy 3.2.1.6, the demolition of 17 residential rental units, within the building existing on the lands in the year 2013, and their replacement pursuant to such policy with a different unit mix is permitted, provided that at least 8 townhouse rental replacement units are provided at 501R Logan Avenue consisting of at least 1 two-bedroom unit and 1 three-bedroom unit with affordable rents, and 5 two-bedroom units and 1 three-bedroom unit with mid-range rents, and that such rental replacement units are maintained as rental housing units for at least 20 years.



464. [Intentionally left blank as of this consolidation]

465. Bathurst Street between Queen Street West and Dupont Street

- a) The lands forming Part of this By-law are as follows and as detailed in Schedule A to this by-law: 1100 to 194 Bathurst Street on the west side; 1095 to 179 Bathurst Street on the east side; 451 to 449 Dupont Street, 1A Vermont Ave, 1A and 2A Olive Ave, 2, 2A, 2B and 3 Follis Ave, and 10 to 18 Barton Ave on the north side; 15 to 33 Barton Ave on the south side; 2 to 10 London Street on the north side; 520 to 580 Bloor Street West on the north side; 559 to 605 Bloor Street West on the south side; 25 and 28 Lennox Street, 29 Lennox street on the north side, 203 to 215 Harbord Street, 89 and 104 Ulster Street, and 440 to 460 College Street on the north side; 429 to 455 College Street on the south side; 750 to 752 Dundas Street West on the north side; 707 to 757 Dundas Street West on the south side; 2 Robinson Street, 107 and 109 Wolseley Street, and 576 to 592 Queen Street West on the north side; and 649 to 657 Queen Street West on the south side.
- b) Vision
 - i) The following policies are intended to reinforce the existing character and function of Bathurst Street, respect and conserve the cultural heritage, ensure an appropriate transition between new development and existing dwellings and uses in adjacent Neighbourhood Areas and to support pedestrian oriented retail in Pedestrian Shopping Areas. This area-specific policy establishes a planned context for each Character Area on Bathurst Street by recognizing and providing for its distinct residential and/or Pedestrian Shopping Area character and allowing for a generally modest built form that is in keeping with the prevailing local, fine grain, low scale character of Bathurst Street.
- c) General
 - i) This Policy area is not intended to experience significant intensification.
 - ii) This Policy will be used to provide direction for the future built form, land use, heritage conservation, private and public realm investment opportunities and priorities.
 - iii) The intent of this Policy is to reinforce the existing character and function of the street, respect the cultural and built form heritage, and ensure an appropriate transition between new development and existing dwellings in adjacent Neighbourhood Areas.
 - iv) This Policy refers to Pedestrian Shopping Areas. These areas front onto Bathurst Street and are designated *Mixed Use Areas*. Pedestrian Shopping Areas have a typical built form comprised of a fine grain of pedestrian-oriented commercial, retail or service uses on the ground floor at the street edge with residential, retail, office or service uses above.
 - v) The existing sidewalks are relatively narrow in much of the Policy area and provide few amenities for pedestrians. It is a priority to improve the pedestrian experience along Bathurst Street, to widen the sidewalks and to plant trees in the private and public realm.
 - vi) The existing public and private spaces that abut Bathurst Street should be conserved and improved and new open spaces that are accessible to the public should be created.

- vii) The Character Areas are shown in Schedule B of this Policy.
 - viii) The Pedestrian Improvements Map, showing the required new minimum sidewalk widths, the required front setbacks, the proposed laneway extensions and proposed mid-block connections comprises Schedule C of this Policy.
- d) **Neighbourhood Areas**
- i) In addition to Official Plan Policies 4.1.5 to 4.1.10, all new development in Neighbourhood Areas along the Bathurst Street will:
 - 1) include building articulation, windows and entrances that are generally consistent with the prevailing building characteristics;
 - 2) include building materials that are complementary to the materials used on existing buildings along Bathurst Street; and
 - 3) respect and reinforce the existing character of the area.
 - ii) The house form buildings that front onto Bathurst Street are an important defining character that will be maintained.
 - iii) Each residential unit on the ground floor will have a pedestrian entrance from Bathurst Street.
- e) **Mixed Use Areas**
- i) *Mixed Use Areas* are intended to be Pedestrian Shopping Areas and new development will support this objective.
 - ii) Pedestrian Shopping Areas will be vital and viable pedestrian shopping areas that are centres of community activity that are safe and comfortable for pedestrians and provide local opportunities for small businesses.
 - iii) New non-residential uses in the portion of the lands designated as *Mixed Use Areas* will be compatible with the existing residential uses in the surrounding Neighbourhood Areas.
 - iv) Offices uses are encouraged on Bathurst Street. Office uses are encouraged to be located on the upper floors of buildings to preserve the ground floor for active pedestrian-oriented uses.
 - v) In addition to Official Plan Policy 4.5.2, all new development in *Mixed Use Areas* along Bathurst Street will:
 - 1) include building articulation, windows and entrances that are generally consistent with the prevailing building characteristics;
 - 2) include building materials that are complementary to the materials used on existing buildings along Bathurst Street; and
 - 3) respect and reinforce the existing character of the area including providing a transition in scale to adjacent Neighbourhood Areas.
 - vi) The footprint of any uses on the ground floor should maintain the scale and rhythm of lot sizes within each Character Area.
 - vii) Individual pedestrian entrances from Bathurst Street will be provided to each ground floor unit.

- viii) Dwelling units fronting onto Bathurst Street may not be permitted on the ground floor of new buildings in some Character Areas as set out in this Policy.
- f) Built Form
 - i) To respect the existing character of Bathurst Street, vertical additions to existing buildings will be encouraged, rather than replacing an entire building. Applications for vertical additions may be considered for relief from other built form criteria on a site by site basis, provided the development demonstrates that the intent of the policies in this Site and Area Specific policy is met.
 - ii) Where Bathurst Street intersects with Dupont Street, Bloor Street, College Street, Dundas Street West or Queen Street West, buildings will be designed to create two building frontages and will address both streets with entrances and design features which reflect each street.
- g) Public Realm/Open Space/Parkland
 - i) Given the confined and narrow character of the public realm on Bathurst Street, opportunities to create open spaces on adjacent side streets to Bathurst Street will be pursued and the greening of areas which flank onto Bathurst Street is encouraged.
 - ii) Improvements to transit stops including weather protection and seating will be encouraged and required as part of any redevelopment adjacent to a stop.
 - iii) The priority for money secured by the City through cash payments in lieu of parkland dedication, include improvements to Alexandra Park and Ed and Anne Mirvish Parkette.
 - iv) Opportunities to make better use of the significant open space frontages at Central Technical School and King Edward Public School, will be pursued. In particular, emphasis will be placed on the intersection of Harbord and Bathurst Streets as a community space.
 - v) The priority areas for new parks and public spaces are:
 - 1) the southwest corner of Bathurst and College Streets;
 - 2) the TTC turning loop on the east side of Bathurst Street at Wolseley north of Queen Street West; and
 - 3) within the Bloor-Bathurst Character Area.
- h) Bathurst Dupont Character Area
 - i) New buildings will have a maximum building height of 5-storeys and will have a setback above the 3rd storey.
 - ii) Dwelling units are not permitted on the ground level of any new building.
- i) Seaton Village / West Annex Character Area
 - i) The building at the northwest corner of Bathurst and Barton Streets does not reflect the prevailing character of this Character Area and should not be considered a precedent for new development.
 - ii) New buildings on properties designated as *Mixed Use Areas* will have a maximum height of 4-storeys and will have a setback above the 3rd storey.

- iii) New buildings on properties designated as *Neighbourhoods* will have a maximum height of 4-storeys.

j) Bathurst-Bloor Character Area

- i) Section j) of this By-law applies to the following properties: 738-852 Bathurst Street on the west side; 769-843 Bathurst Street on the east side; 559-595 Bloor Street on the south side; 520-580 Bloor Street on the north side; 586-612 Markham Street on the west side; 581-659 Markham Street on the east side; 1-9 London Street on the south side, and 29 Lennox Street on the north side.

ii) General

- 1) The lands affected by the Bathurst-Bloor Character Area Policy are shown on Schedule D and are subject to the policies in Section j) Bathurst-Bloor Character Area of Site and Area Specific Policy 465. The boundaries as shown on Schedule D are approximate. Where the intent of this Site and Area Specific Policy is maintained, minor adjustments to such boundaries will not require amendment to this Site and Area Specific Policy.
- 2) This Policy refers to Pedestrian Shopping Areas. These areas front onto Markham Street south of Bloor Street West, Bathurst Street, and Bloor Street West and are designated *Mixed Use Areas*. Pedestrian Shopping Areas have a typical built form comprised of a fine grain of pedestrian oriented commercial, retail or service uses on the ground floor at the street edge with residential, retail, office or service uses above.

iii) General

The objectives of this Policy are to:

- 1) Conserve the heritage value and attributes of heritage properties in the Bathurst-Bloor Character Area;
- 2) Acknowledge and reference the character and function of Markham Street, Lennox Street, Bathurst Street and Bloor Street West while allowing contextually appropriate redevelopment which supports Pedestrian Shopping Areas;
- 3) Guide and shape public and private development and investment within the Bathurst-Bloor Character Area;
- 4) Direct improvements to the public realm; and
- 5) Ensure an appropriate and gradual transition in the scale of development to *Neighbourhoods* and to other areas of lower scale adjacent to the Character Area.

iv) Vision Statement

- 1) The Bathurst-Bloor Character Area is a diverse, historic and walkable hub of activity located at the edge of four established *Neighbourhoods*. The rhythm of small-scale storefronts frames the public realm at a human scale and creates a sense of place and opportunities for the spontaneous and casual interactions which support public life. It is a place where people can meet while shopping or on the way to a park, event, or cultural activity.

v) General

The objectives of this policy are:

- 1) Existing public and private open spaces will be conserved, enhanced, and where possible, expanded and the creation of new open spaces will be explored.
- 2) New public spaces will be designed and programmed for community gathering and cultural activities, such as flexible space to allow for live theatre, farmers markets, festivals and other activities which support and enhance public life, while mitigating impacts of these uses on the adjacent residential communities.
- 3) The City will improve the public realm within the Character Area by securing amenities through the development review process such as places to sit and gather and community gardens.
- 4) Development will increase the number of trees on both public and private land, where possible, within the Character Area.

Parks

- 5) The City will secure parkland in the areas shown on Schedule E – Public Realm and Pedestrian Improvements through the redevelopment of land.
- 6) The City will prioritize the provision of parkland to satisfy parkland dedication requirements, pursuant to Section 42 of the *Planning Act*. For development sites larger than 5,000 square metres the City will prioritize on site parkland. For adjacent sites smaller than 5,000 square metres in area the City will prioritize the provision of off-site parkland or contiguous parkland dedication on adjacent sites.
- 7) The City will consider improvements to Ed and Anne Mirvish Parkette as one of the priorities for money secured by the City through cash payments in lieu of parkland dedication.
- 8) New shadows will not be permitted on parkland beyond those shadows created by the as-of-right zoning height as in force at the date of the passing of this by-law and existing buildings between March 21 and September 21, between the hours of 11:00 a.m. and 4:00 p.m.
- 9) The City will secure connections between new and existing parks and the surrounding neighbourhoods through the creation of pedestrian and cycling links and laneways as illustrated on Schedule E - Public Realm and Pedestrian Improvements through the development review process.

Streets/ Sidewalks/Pedestrian and Cycling Improvements

- 10) Sidewalks will be widened, except where in situ conservation of heritage properties prevent widening, as shown on Schedule E - Public Realm and Pedestrian Improvements.
- 11) Pedestrian crossings will be improved through the redevelopment process and public initiatives generally in the locations shown on Schedule E - Public Realm and Pedestrian Improvements.
- 12) Publicly accessible midblock connections, generally in accordance with those shown on Schedule E - Public Realm and Pedestrian Improvements, will be secured through redevelopment and civic improvements.
- 13) A coordinated and unified streetscaping treatment will be applied throughout the Character Area in consultation with Business Area Improvement Areas and Resident Associations, and secured through the development review process and any planned

civic improvements.

- 14) Streetscape improvements in the Character Area will be designed to allow for future complete streets and will be designed to support and/or include:
 - A) Multi-modal transportation options, including active transportation;
 - B) Space on the roads for pedestrians, cyclists and public transit vehicles;
 - C) Improvements to transit stops including weather protection and seating will be required as part of any redevelopment adjacent to a stop; and
 - D) Accommodation of green infrastructure.
- 15) Where provided in development, car share parking, bicycle share parking, and bicycle parking will be encouraged to locate in proximity to elevators, and pedestrian entrances, for residents, employees and visitors.

vi) Land Use

- 1) Pedestrian Shopping Areas within the Character Area are intended to continue to function as retail shopping streets. Pedestrian Shopping Areas will be designed as safe and comfortable for pedestrians and provide opportunities for small business.
- 2) The scale of retail spaces located on the ground floor should generally maintain the scale and rhythm of existing storefronts on the streets.
- 3) Office uses are encouraged to be located within the Character Area.
- 4) Support for small scale arts, culture and business uses are encouraged through the provision of affordable and adaptable non-residential spaces.
- 5) The ground floor street frontages in *Mixed Use Areas* are reserved for active pedestrian-oriented uses. Residential uses, excepting entrances to residential lobbies, will not be permitted on the ground floor street frontages in *Mixed Use Areas*.
- 6) The provision of affordable rental and/or ownership housing within the Bathurst Bloor Character Area will be encouraged in development.
- 7) A minimum of 20 percent two bedroom units and 10 percent three bedroom or larger units will be required within all new residential development.
- 8) The provision of, or contribution to, affordable child care spaces is encouraged within development.

vii) Built Form

- 1) Development on and adjacent to heritage properties as shown on Schedule F - Heritage will be massed to conserve the scale and heritage character of those properties on the City's Heritage Register.
- 2) Development fronting Bloor Street West and Bathurst Street will include building articulation, windows and entrance locations that reference the prevailing pedestrian shopping characteristics of these main streets.
- 3) Where development is located at an intersection of two streets, buildings will be designed to address both streets with entrances and design features which reflect each street.

Scale and Transition

- 4) Maximum building heights are shown in Schedule G. Development will achieve appropriate transition in building height and massing and the stepping down of heights toward the adjacent areas of lower scale in *Mixed Use Areas*.
- 5) Development will transition gradually and appropriately through setbacks and the stepping down of building height and massing toward adjacent *Neighbourhoods*.
- 6) Development will only be permitted beneath a 45-degree angular plane measured from grade at the property line of any property designated *Neighbourhoods* on Map 18 in the Official Plan. The angular plane is illustrated in Schedule H.
- 7) Any increase in height or density in the Character Area will transition generally downwards in scale away from the intersection of Bathurst Street and Bloor Street West to reflect and protect the fine grain character of the Pedestrian Shopping Area on Bloor Street and Bathurst Street, and in the Seaton Village-West Annex and Palmerston-Harbord Character Areas adjacent to the Bathurst-Bloor Character Area. The transition shall be achieved within the Character Area boundary and shall not rely on properties outside the study area.

Ground Floor Height

- 8) The ground floor of any development with frontage on Bathurst Street, Lennox Street, and/or Bloor Street West will be sized or architecturally expressed at a maximum height of generally 4.5 metres or to correspond to the height of abutting heritage properties, whichever is the lesser. Ground floor retail units with a ceiling height taller than 4.5 metres may be considered closer to the intersection of Bathurst Street and Bloor Street West.

Street Wall

- 9) Street wall dimensions are an important determinant in the way a building is experienced at the pedestrian scale and how a building relates to its surroundings. Accordingly:
 - A) The articulation and width of retail bays at the street frontage will be consistent with the rhythm of existing small scale retail frontages which are characteristic of Pedestrian Shopping Streets;
 - B) The maximum street wall heights will be generally highest near the intersection of Bloor Street West and Bathurst Street and transition downward in height away from the intersection.
 - C) The height of the street wall for development abutting a heritage property will be generally between the existing heritage building height and a height of 13.5 metres.
 - D) In addition, the height of the street wall for development will be generally 13.5 metres on the east side of Bathurst Street, on the west side of Bathurst Street north of Bloor Street, and on Bloor Street east of Bathurst Street. The streetwall heights will vary on both sides of Bloor Street West between Markham Street and Bathurst Street. The average height of the street wall fronting Bloor Street West between Markham Street and Bathurst Street will be a maximum of 16.5 metres, generally not exceeding a height of 20 metres in any one location, and transition downward toward the west to a streetwall height of generally 13.5 metres at the western boundary of the Character

Area.

Step back above the Street Wall

- 10) Development on or abutting heritage properties on Bathurst, Bloor and Lennox Streets will be stepped back a minimum of 5 metres from all public street frontages, conserving the scale, form and massing of the heritage properties.
- 11) Above the height of the street wall, development will step back a minimum of 3.0 metres when not abutting or on a heritage property.
- 12) Development will step back above the streetwall height, and will continue to stepback to fit underneath a 45° angular plane measured from a height of 16 metres at the front property line as illustrated in Schedule H – Built Form.

Sunlight

- 13) Maintaining direct sunlight on main streets is vital to a successful public realm. In order to ensure appropriate sunlight on the sidewalks, development will provide a minimum of five hours of continuous sunlight between March 21 and September 21 during the mid-day hours on the Bathurst Street sidewalks and on the north sidewalk on Bloor Street West.

viii) Southwest Quadrant

- 1) In addition to the preceding policies contained in Section j) i) to vii) for the Bathurst Bloor Character Area, the following policies in Section viii) apply specifically to the southwest quadrant of the Character Area. In instances where there is inconsistency between the preceding policies in Section j) i) to vii), policies below for the Southwest Quadrant will prevail.

Provision of Community Benefits and Other Attributes in the Southwest Quadrant

- 2) The Southwest Quadrant provides opportunity for a greater level of intensification and a greater level of investment in area community benefits and other attributes, provision of new park space, improvement to public space, provision of a range of new housing, and conservation of heritage properties. These investments should respond to the anticipated level of growth, be delivered prior to, or in conjunction with development, and secured through the use of Zoning By-laws, and Section 37 and 42 of the *Planning Act* and other planning approvals including Site Plan and Heritage Permits. Therefore development in the southwest quadrant of the Bathurst-Bloor Character Area will provide a full range of community attributes and benefits to be determined by a Zoning By-law Amendment, and which may be above Section 37 and Section 42 requirements, such as:
 - A) New on-site parkland;
 - B) Improved and increased area community services and facilities;
 - C) Commercial units suitable for small businesses, including affordable commercial spaces;
 - D) Affordable artist and studio spaces in the redevelopment of lands abutting Markham Street, south of Bloor Street West;
 - E) Units designed flexibly to accommodate both living and working;
 - F) Public art component;

- G) Programmable, publicly-accessible open space;
- H) Increased tree canopy on site and significant soft landscaping within the public realm;
- I) A bike parking and storage strategy;
- J) A range of affordable and mid-range housing with a minimum 20 percent of proposed affordable units as two bedroom units and a minimum 10 percent of the proposed affordable units as 3 bedroom units or larger;
- K) Development and execution of a heritage interpretation plan;
- L) Enhanced measures of environmental sustainability; and;
- M) Develop and implement a construction management plan in consultation with the city, ward councillor, and representatives of the surrounding community.

Side and Rear 45 Degree Angular Plane From the Neighbourhoods

- 3) In the south-west quadrant, not all buildings will achieve the maximum height that can be achieved under the 45- degree angular plane illustrated in Schedule H as maximizing the heights may result in an overall height and massing that are not appropriate for the quadrant.
- 4) The maximum height of development will be determined through a Zoning By-law amendment.
- 5) On the property east of Markham Street, taller building elements will be situated behind the retained heritage buildings fronting Markham Street and will be much lower than what a 45-degree angular plane illustrated in Schedule H from the west would otherwise allow, to better relate to the scale of the retained heritage buildings on Markham Street. The exact height of any taller element in this area will be determined through a Zoning By-law amendment.
- 6) For the area of the block, east of Markham Street and closer to the Bathurst Bloor intersection, minor encroachment may be considered only for a portion of the top floor of tall buildings into the angular plane illustrated in Schedule I through a Zoning By-law Amendment application, provided that it is demonstrated through a planning and urban design rationale that demonstrates that the encroachments are minor in nature, and have no appreciable impact on shadowing of the public realm or diminishment of sky view. The dimensions of any encroachments will be determined through a Zoning-Bylaw amendment, along with securing other planning objectives for the south-west quadrant.

Development on Markham Street, south of Bloor Street West

- 7) Development on Markham Street south of Bloor Street West will respect and reference the existing house-form building scale and character.
- 8) At the intersection of Markham and Bloor Streets, the base of development at the corner fronting Bloor Street West will be scaled appropriately and designed architecturally to relate to the adjacent heritage properties on Bloor Street West.
- 9) All portions of additions to conserved heritage properties on Markham Street will be situated behind the original rear walls of the house-form buildings.
- 10) On the east side of Markham Street south of Bloor Street West development

not fronting Bloor Street West will transition downward in scale to the house form buildings on Markham Street and to the *Neighbourhoods* located to the west of Markham Street by stepping down significantly in height and scale from development on Bathurst Street and on Bloor Street West and have a maximum height which is significantly less than the height of an angular plane measured from the property line of any property designated *Neighbourhoods* as shown on Map 18 of the Official Plan.

- 11) Despite Policy j) vii) 6), development on the west side of Markham Street fronting Bloor Street West may encroach into a 45-degree angular plane illustrated in Schedule H provided the development is at a lower scale than development on the east side of Markham Street and does not exceed a height of 9 storeys.
- 12) Development on the west side of Markham Street fronting onto Markham Street and/or Bloor Street West will: step down in height and scale toward lower scale areas designated *Neighbourhoods* and *Mixed Use Areas*; be situated and massed in a manner which limits impacts to light, view and privacy on adjacent properties and streets; include the conservation of the heritage building at the southwest corner of Markham Street and Bloor Street West; and generally not exceed a street wall height of 13.5 metres on Bloor Street West.

Additional Built Form Policies in the Southwest Quadrant

- 13) Development in the southwest quadrant of the Bathurst Bloor Character Area will:

- A) Provide a minimum 25 metre separation distance between facing tall buildings;
- B) Ensure that all tall buildings are set back a minimum of 12.5 metres from rear and side lot lines, with the exception that a lesser minimum separation from rear or side lot lines may be considered where appropriate, through a Zoning By-law amendment;
- C) Design and mass all tall buildings to a maximum tower floorplate of 600 square metres, inclusive of all interior floor space, mechanical, and storage areas, but exclusive of projecting or inset balconies;
- D) Be designed and massed to limit shadow impact on the Bathurst Street sidewalks between the hours of 11:00 a.m. and 4:00 p.m. from March 21 to September 21 and ensure that not less than 50 percent of the sidewalk area on the north side of Bloor Street West within the length of sidewalk between Albany Avenue and Palmerston Boulevard is in direct sunlight generally between the hours of 11:00 a.m. and 4:00 p.m. from March 21 to September 21;

I. Include street wall heights which vary, designed generally as follows, with appropriate dimensions to be secured in a Zoning By-law amendment:

II. The maximum height of the street wall for development will not generally exceed a height of 13.5 metres abutting a heritage property.

III. The average height of the street wall fronting Bloor Street West between Markham Street and Bathurst Street will be a maximum of 16.0 metres, not generally exceed a maximum height of 20 metres, and generally transition downward toward the west to a streetwall height of 13.5 metres at the western boundary of the Character Area.

IV. The average height of the street wall fronting Bathurst Street between Bloor Street West and the north property line of 760 Bathurst Street will be an average of 16.0 metres and will not generally exceed a maximum height of 20 metres.

V. The average height of the street wall fronting Bathurst Street between the north property line of 760 Bathurst Street and the southern limit of the Character Area will be an average of 13.5 metres, not exceed a maximum height of 16.0 metres at any point, and transition to 13.5 metres at the southern limit of the Character Area.

VI. The maximum height of the street wall on Lennox Street east of the existing laneway will relate to the height of 736 Bathurst Street and transition appropriately to on-site heritage buildings and will not generally exceed 16.0 metres.

VII. The maximum height of the street wall on Lennox Street west of the existing laneway will transition down in height appropriately to the houses fronting Markham Street.

- 14) Where there are tall buildings, development will step back a minimum of 3.0 metres at the height of the street wall when not abutting or on a heritage property. Where projections may be considered, such projections should have no appreciable impact on the pedestrian experience or on the overall perception of the streetwall height. The dimensions of any projections will be determined through a Zoning-By-law amendment, along with securing other planning objectives for the south-west quadrant.

ix) 570, 572, 574, and 576 Bloor Street West

- 1) In addition to the preceding policies contained in Section j) i) to vii) for the Bathurst Bloor Character Area, the following policies in Section j) ix) apply specifically to the properties known municipally on January 1, 2019, as 570, 572, 574, and 576 Bloor Street West. In instances where there is inconsistency between the preceding policies in Section j) i) to vii), the policies of this Section j) ix) will prevail.

Height and Angular Planes

- 2) Development will achieve appropriate transition in building height and massing and the stepping down of heights toward the adjacent lands designated as *Neighbourhoods*.
- 3) Development will only be permitted:
- A) Beneath a 45-degree angular plane measured from grade at the north property line of the adjacent Toronto Transit Commission property known municipally on January 1, 2019, as 655 Markham Street;
 - B) Beneath a 45-degree angular plane measured from a height of 16 metres along the Bloor Street property line;
 - C) Beneath a 45-degree angular plane measured from grade along the west property line of Markham Street; and,
 - D) Illustrations of the foregoing height limits are provided in Schedule H – Built Form, except that the maximum streetwall height of a building on Bloor Street and Markham Street may not exceed 4 storeys or 14.5 metres and the

minimum building setback above that shall be 3 metres.

- 4) Notwithstanding Section j) ix) 3) B) and 3) C), encroachments into the prescribed angular planes may be considered through an application to amend the Zoning By-law, provided that it is demonstrated through a planning and urban design rationale that the encroachments have an appropriately limited impact with regard to additional incremental shadowing of the public realm and diminishing of sky view associated with the form and scale of development, and that the extent of any building encroachments into angular planes will be limited to a maximum of two storeys, and may also include portions of the mechanical penthouse.

Additional Built Form Policies

- 5) Development fronting Bloor Street West and fronting or flanking Markham Street will include building articulation, windows and entrance locations that reference the prevailing pedestrian shopping characteristics of these streets.
- 6) The ground floor at the street edge on the Bloor Street West, Bathurst Street, and Markham Street frontages shall be used exclusively as Pedestrian Shopping Areas designed as safe and comfortable for pedestrians and providing opportunities for small businesses with residential, retail, office or services uses above. Residential uses, except for residential lobby entrances, will not be permitted on the ground floor street frontages.
- 7) The scale of retail, personal service, and service commercial spaces located on the ground floor should generally maintain the scale and rhythm of existing storefronts on the streets by providing a minimum of 3 distinct retail spaces located on the ground floor, within a development that includes each of the properties at 570, 572, 574, and 576 Bloor Street West, with dimensions of these retail spaces to be secured through an application to amend the Zoning By-law.
- 8) The Bloor Street West frontage and the Markham Street frontage will be active commercial spaces and be enhanced with soft landscaping, sitting areas, including patio spaces, and/or greening of public space.
- 9) Development of any portion of the properties at 570, 572, 574, and 576 Bloor Street West will provide adequate separation to the east by providing a minimum 5.5 metre setback above a height of 4 storeys abutting the east property line.
- 10) As illustrated on Schedule E – Public Realm and Pedestrian Improvements, opportunities for enhanced landscaping around the existing TTC station and to improve pedestrian connectivity between Markham Street and Bathurst Street may be sought through an application to amend the Zoning By-law.
- 11) The maximum height of a development of the properties at 570, 572, 574, and 576 Bloor Street West, whether developed individually or jointly, will be 10 storeys, not including the mechanical penthouse and rooftop mechanical equipment and outdoor amenity space.

Residential Units

- 12) A development of the properties at 570, 572, 574, and 576 Bloor Street West, either individually or jointly, will provide a minimum of 10 percent of the total number of residential units having a minimum of three bedrooms and an additional 20 percent of the total number of residential units having two bedrooms.
- x) 844 Bathurst Street

- 1) In addition to the preceding policies contained in Section j) i) to vii) for the Bathurst Bloor Character Area, the following policies in Section j) x) apply specifically to the property known municipally on January 1, 2023 as 844 Bathurst Street. In instances where there is inconsistency between the preceding policies in Section j) i) to vii), the policies below will prevail.

Height & Angular Plane

- 2) Development will achieve appropriate transition in building height and massing and the stepping down of heights toward adjacent land that is designated as *Neighbourhoods*.
- 3) Development within the land designated Mixed Use Area will only be permitted:
 - A) Beneath a 45-degree angular plane measured from grade at the western limit of the Ryva Novick Lane except that ground-oriented residential units such as single detached, semi-detached or townhouse dwellings may be permitted within the angular plane up to a maximum height of 4 storeys.
 - B) Beneath a 45-degree angular plane measured from a height of 16.5 metres along the Bathurst Street property line.
- 4) Notwithstanding Sections j) x) 3) B) and j) vii) 12), encroachments into the prescribed angular planes may be considered through an application to amend the Zoning Bylaw, provided that it is demonstrated through a planning and urban design rationale that the encroachments associated with the form and scale of development have an appropriately limited impact with regard to additional shadowing of the public realm and diminishing of sky view, and the relationship to the listed heritage building to the south, and that they secure other planning objectives for this site. The extent of any building encroachments into angular planes may include portions of the mechanical penthouse.
- 5) The maximum height of a development of the property at 844 Bathurst Street, whether developed individually or jointly, will be 8 storeys or 27.0 metres, not including the mechanical penthouse and rooftop mechanical equipment, and outdoor amenity space.

Street Wall

- 6) The height of the street wall for development of 844, 848, 850 and 852 Bathurst Street will be a maximum of 16.5 metres.

Additional Policies

- 7) Development fronting Bathurst Street will include building articulation, windows and entrance locations that reference the prevailing pedestrian shopping characteristics of Bathurst Street north of Bloor Street.
- 8) Notwithstanding Section j) vii) 5), the ground floor street frontage on Bathurst Street shall include retail, personal service, service commercial and/or medical office space and the front façade will be designed in a manner to be safe and comfortable for pedestrians. Residential uses, except for residential lobby entrances, staircases and other services, will not be permitted on the ground floor facing Bathurst Street.
- 9) Development will provide adequate separation to the residential buildings located at 3, 5, 7 and 9 London Street by providing a minimum 3 metres setback from the

north property line of 844 Bathurst Street above the second floor of the building. If the buildings at 3, 5, 7 and 9 London Street are developed comprehensively with 844 Bathurst Street then no setback will be required.

- 10) Notwithstanding Section j) v) 8), development will cast no new net shadow on the Ed and Anne Mirvish Parkette, beyond those created by the as-of-right zoning heights as in force at the date of passing of this by-law and existing buildings between March 21 and September 21 between the hours of 10 am and 3 pm.
- 11) Notwithstanding Section j) vii) 13), development will provide a minimum of five hours of continuous sunlight between March 21 and September 21 on the Bathurst Street sidewalk.
- 12) Notwithstanding Section j) vii) 10), no step back from the public street frontage will be required adjacent to the abutting heritage property to the south.
- 13) Development will include window openings (with vision or translucent glazing) or other design element to create visual interest except where not permitted by the Building Code.
- 14) Notwithstanding Section 4.1.5, ground oriented dwellings which may contain an integral garage, may be permitted from the Ryva Novick Lane provided that it is demonstrated through a planning rationale as part of a condominium application that the units will be appropriately accessed.

k) Palmerston-Harbord Character Area

- i) Any development in proximity to the buildings in this Character Area built between 1880 and 1919 will be compatible with the architectural styles of these historic buildings.
- ii) The properties at 720-736 Bathurst Street do not reflect the prevailing character of Bathurst Street and should not be considered as precedents for new development in this Character Area.
- iii) New buildings on properties designated as *Neighbourhoods* will have a maximum height of 4-storeys.

l) Bathurst-College Character Area

- i) New buildings will have a maximum height of 9-storeys with a strong street wall height of 5-storeys.
- ii) Dwelling units are not permitted on the ground level of any new building.

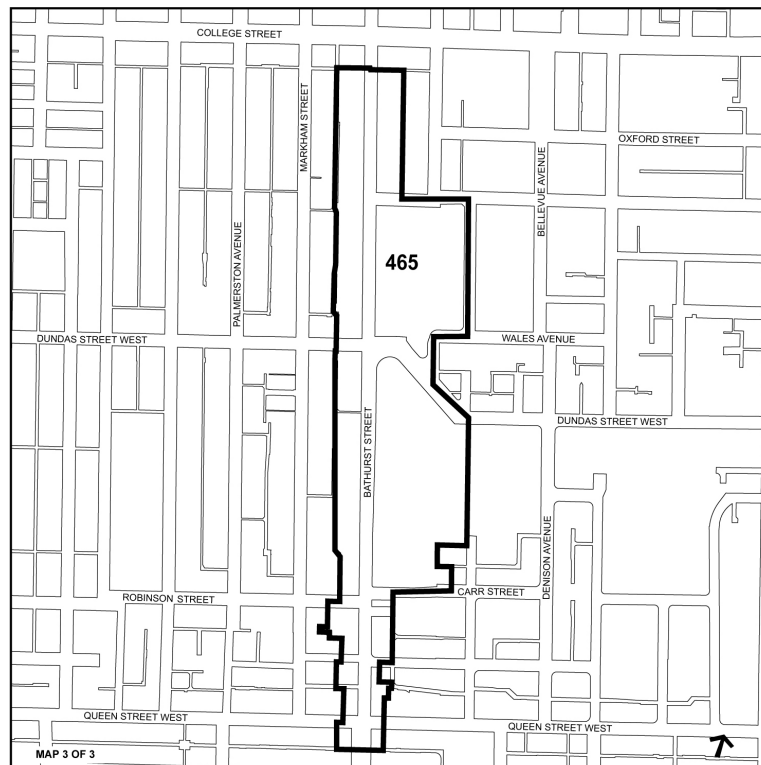
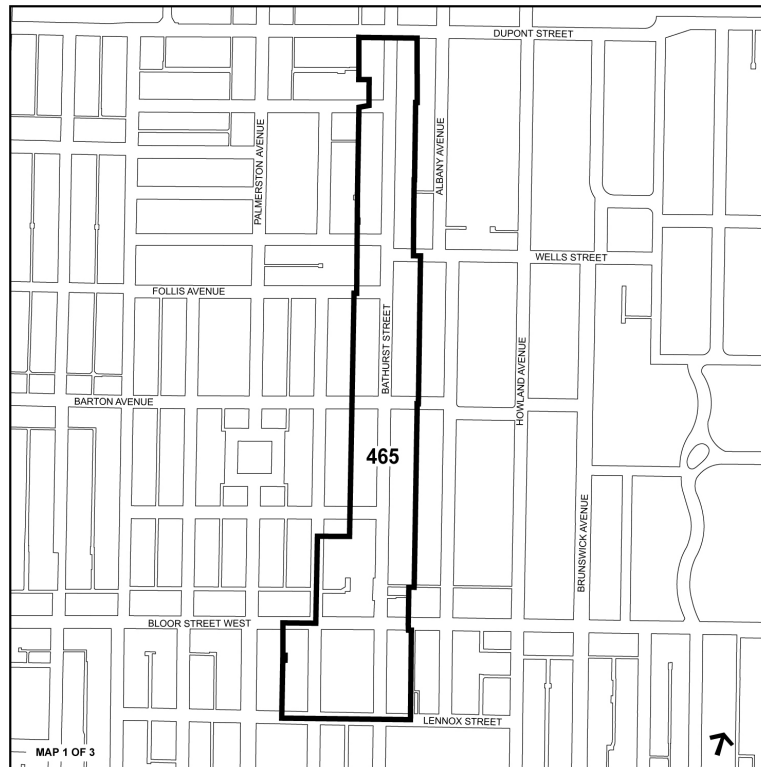
m) Palmerston-Nassau Character Area

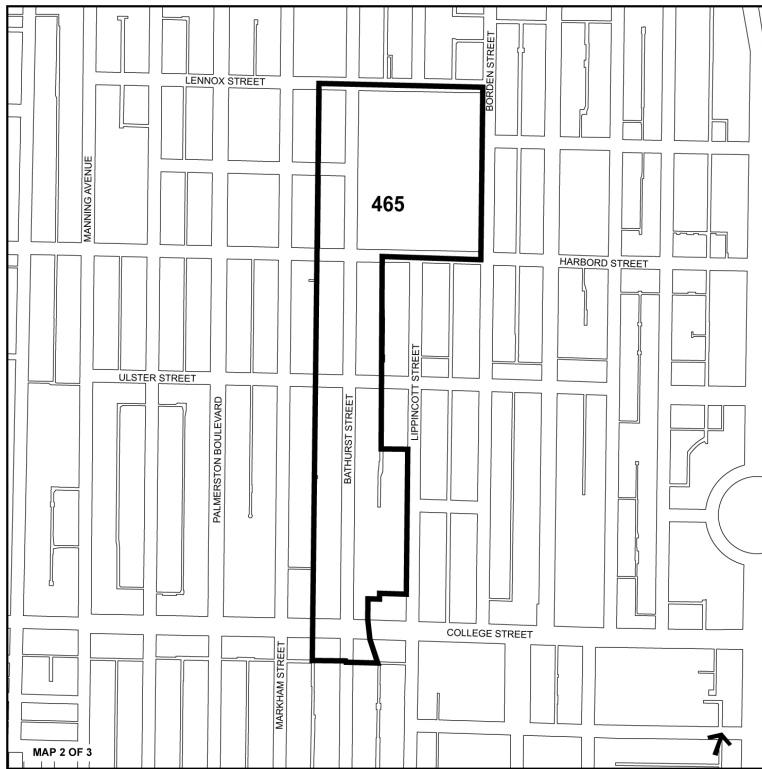
- i) The desired character of this Character Area will be a new and revitalized Pedestrian Shopping Area with a generous pedestrian realm that connects College Street and Dundas Street West.
- ii) New buildings on properties designated as *Neighbourhoods* will have a maximum height of 4-storeys.
- iii) New buildings on properties designated as *Mixed Use Areas* will have a maximum height of 4-storeys.
- iv) The area on the southeast corner of the Bathurst Street and Dundas Street West

intersection of this Policy is a Special Study Area.

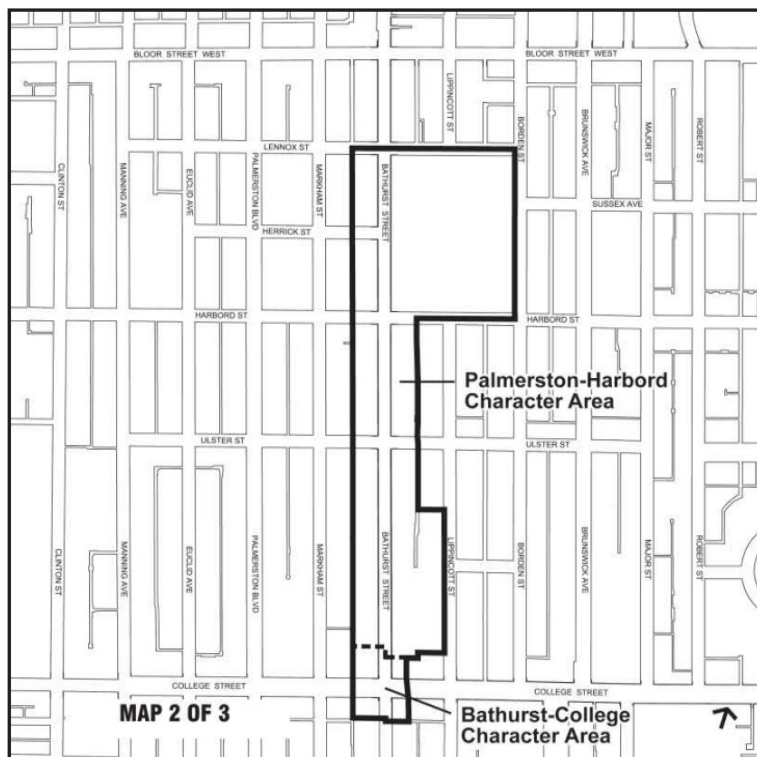
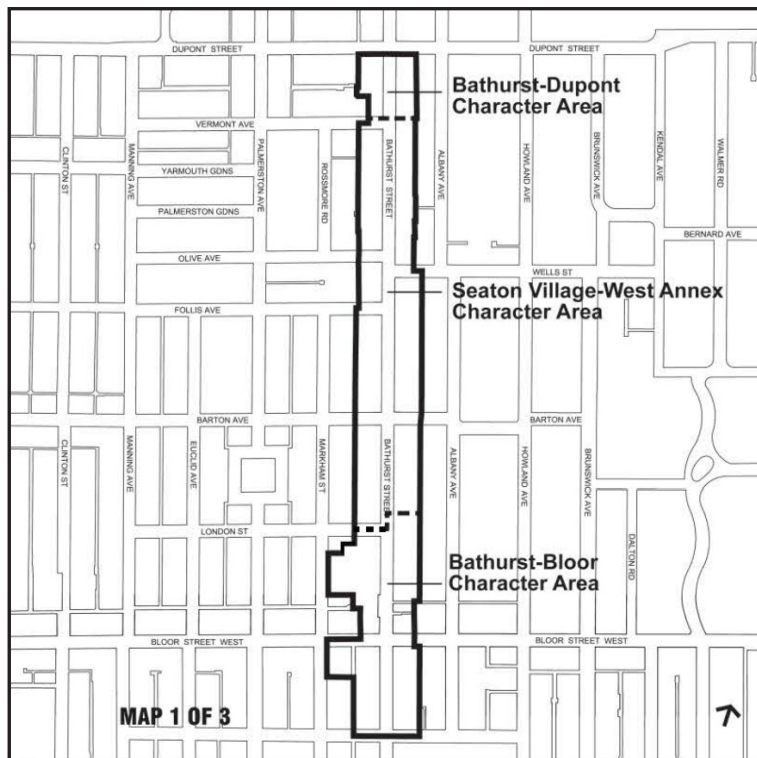
- v) New development in *Mixed Use Areas* is encouraged to have multiple uses in the same building.
- vi) Dwelling units are not permitted on the ground level of any new building within *Mixed Use Areas*.
- vii) The Toronto Western Hospital, located 347 and 399 Bathurst Street and 60 Leonard Avenue:
 - 1) Has built form characteristics that differ from other properties within the Palmerston-Nassau Character area;
 - 2) Is not subject to Policy 4 *Mixed Use Areas*, Policy 5.1 Built Form, and Schedule C, Map 3 of Site and Area Specific Policy 465 and appropriate setbacks and stepbacks will be determined through a Zoning By-law amendment; and,
 - 3) despite general policy c) i) of Site and Area Specific Policy 465, is not precluded from additions or expansions to the existing hospital use.
- n) Alexandra Park West Character Area
 - i) New development will respect and respond to Alexandra Park as a significant green space and cultural resource in the City.
 - ii) The townhouse development a Carr and Bathurst Streets does not reflect the prevailing character of this Character Area and should not be considered as a precedent for new development in this Character Area.
 - iii) New buildings on properties designated as *Neighbourhoods* will have a maximum height of 4-storeys.
 - iv) The Scadding Court Community Centre and library at the southeast corner of Bathurst and Dundas Street West will be the subject of a further study based on the set of principles outlined in the Final Report for the Scadding Court Community Centre Revitalization as adopted by City Council on November 27, 2012.
- o) Bathurst-Queen Character Area
 - i) New development will consider the heritage resources in this Character Area, including the Queen Street West Heritage Conservation District.
 - ii) Any development at the corner of Bathurst Street and Queen Street West will conform to the Queen Street West Heritage Conservation District.
 - iii) Dwelling units are not permitted on the ground level of any new building.
 - iv) New buildings on properties designated as *Neighbourhoods* will have a maximum height of 4 storeys.
 - v) New buildings on properties designated as *Mixed Use Areas* will have a maximum height of 5 storeys with a street wall height of 4-storeys.

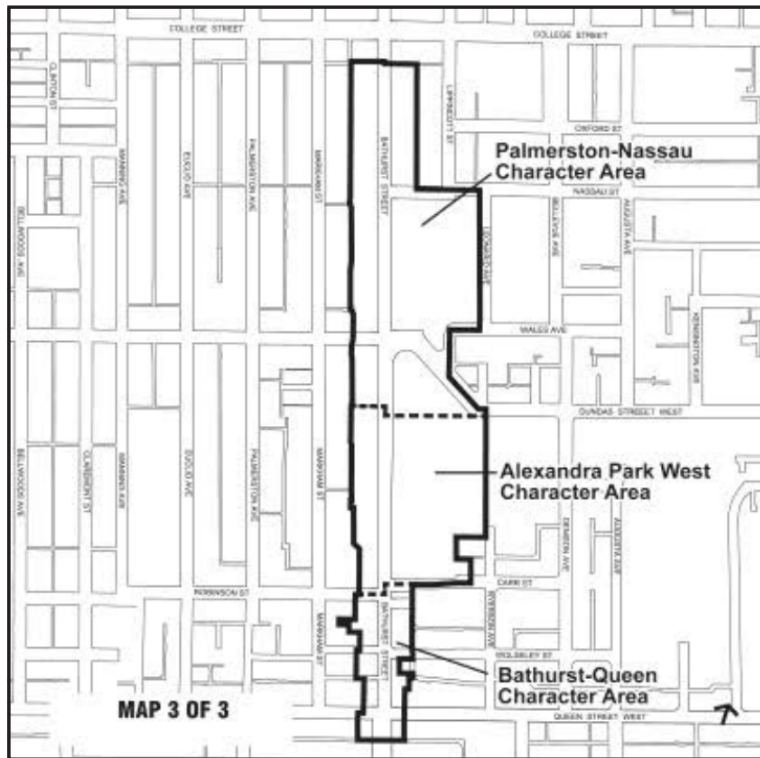
SCHEDULE A: SITE AND AREA SPECIFIC POLICY 465



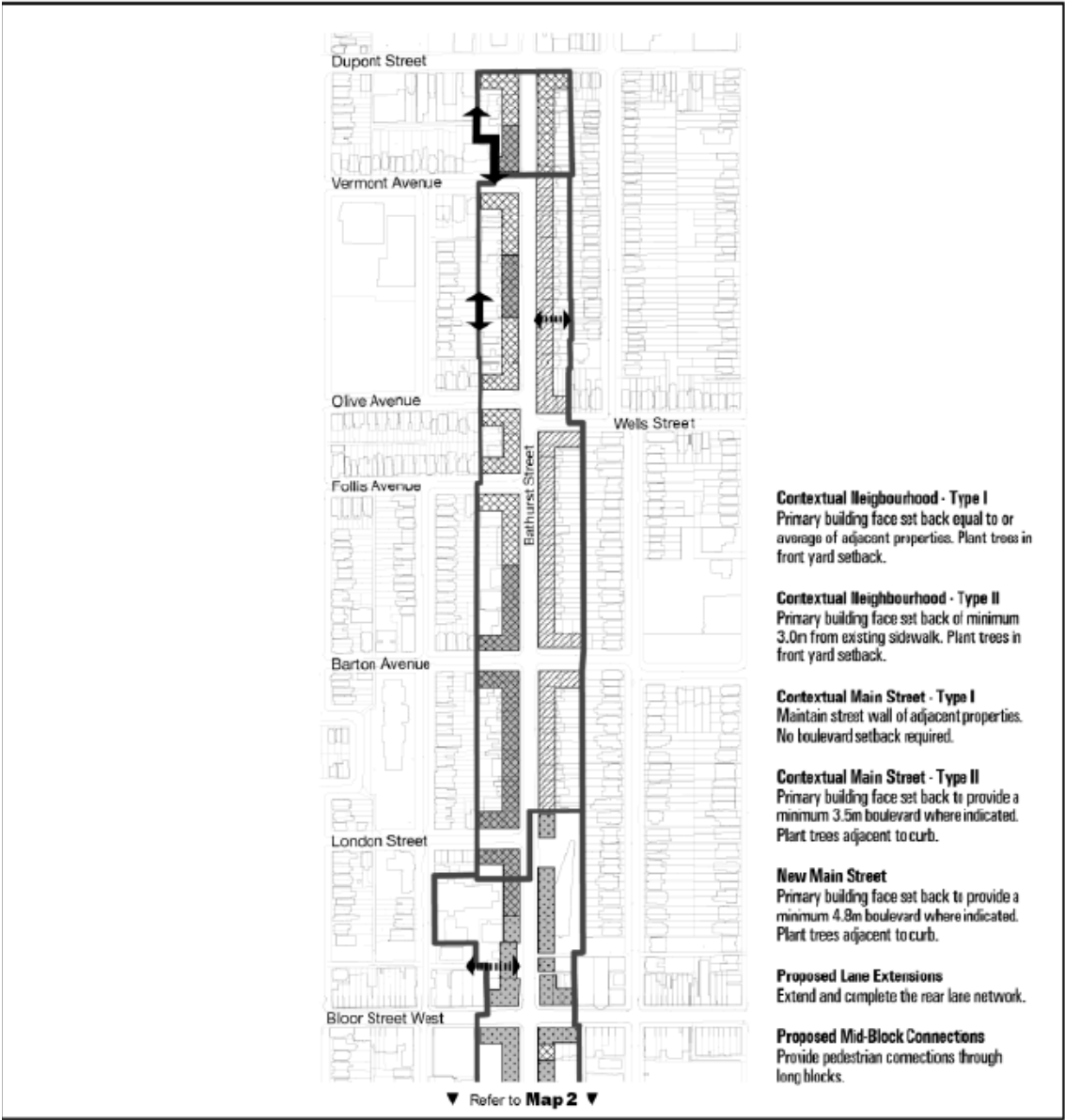


SCHEDULE B: CHARACTER AREAS





SCHEDULE C: PEDESTRIAN IMPROVEMENTS



Pedestrian Improvements: Map 1

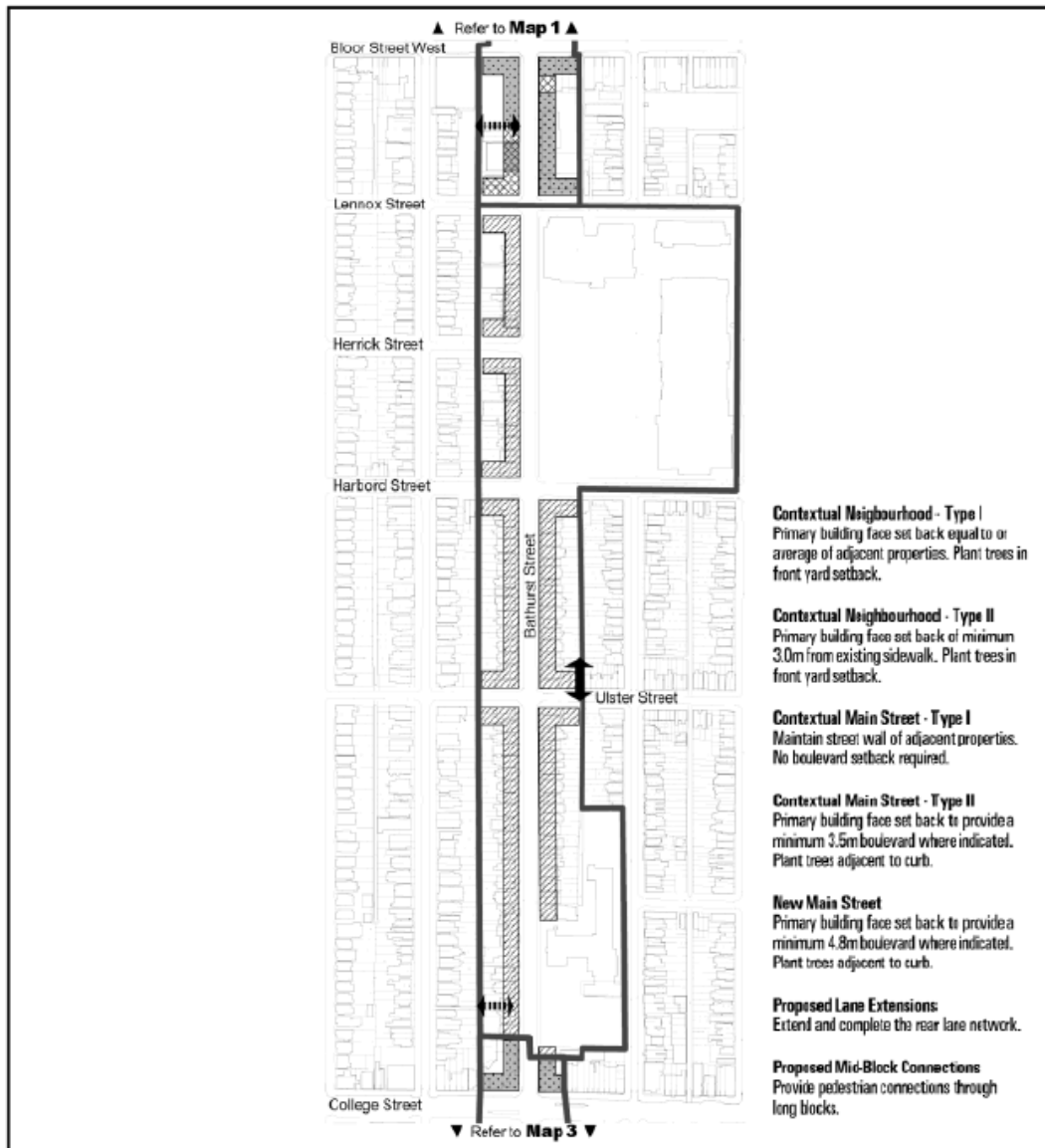
Bathurst Street:
Queen Street West to Dupont Street

File # 14 155462 STE 19 02

- | | |
|------------------------------------|--------------------------------|
| Contextual Neighbourhood - Type I | New Main Street. |
| Contextual Neighbourhood - Type II | Proposed Lane Extensions |
| Contextual Main Street - Type I | Proposed Mid-Block Connections |
| Contextual Main Street - Type II | Character Area Boundary |

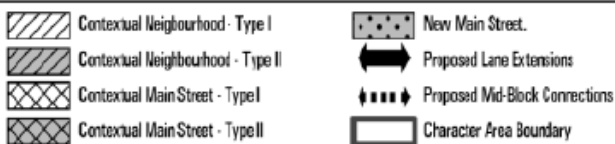
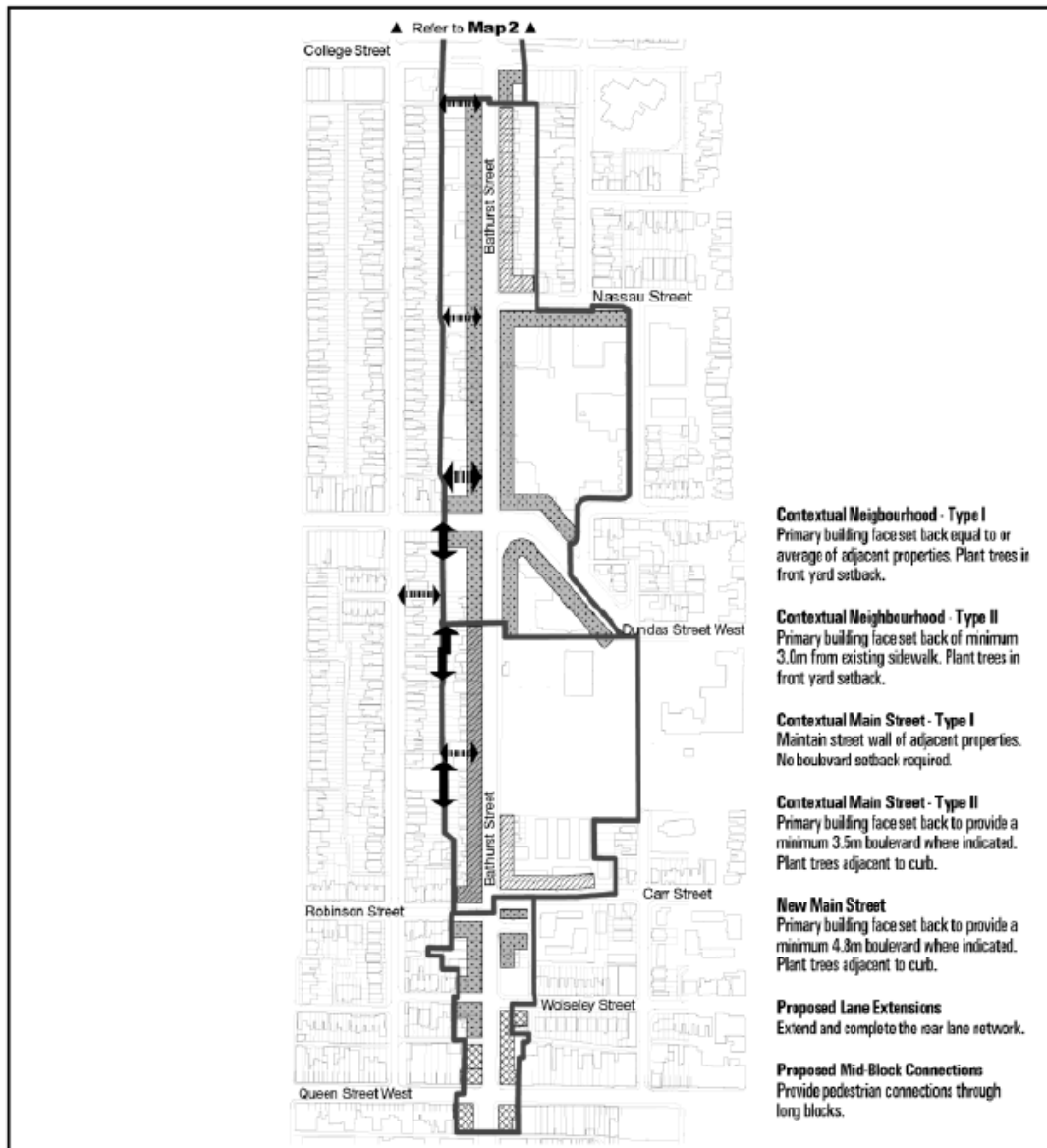


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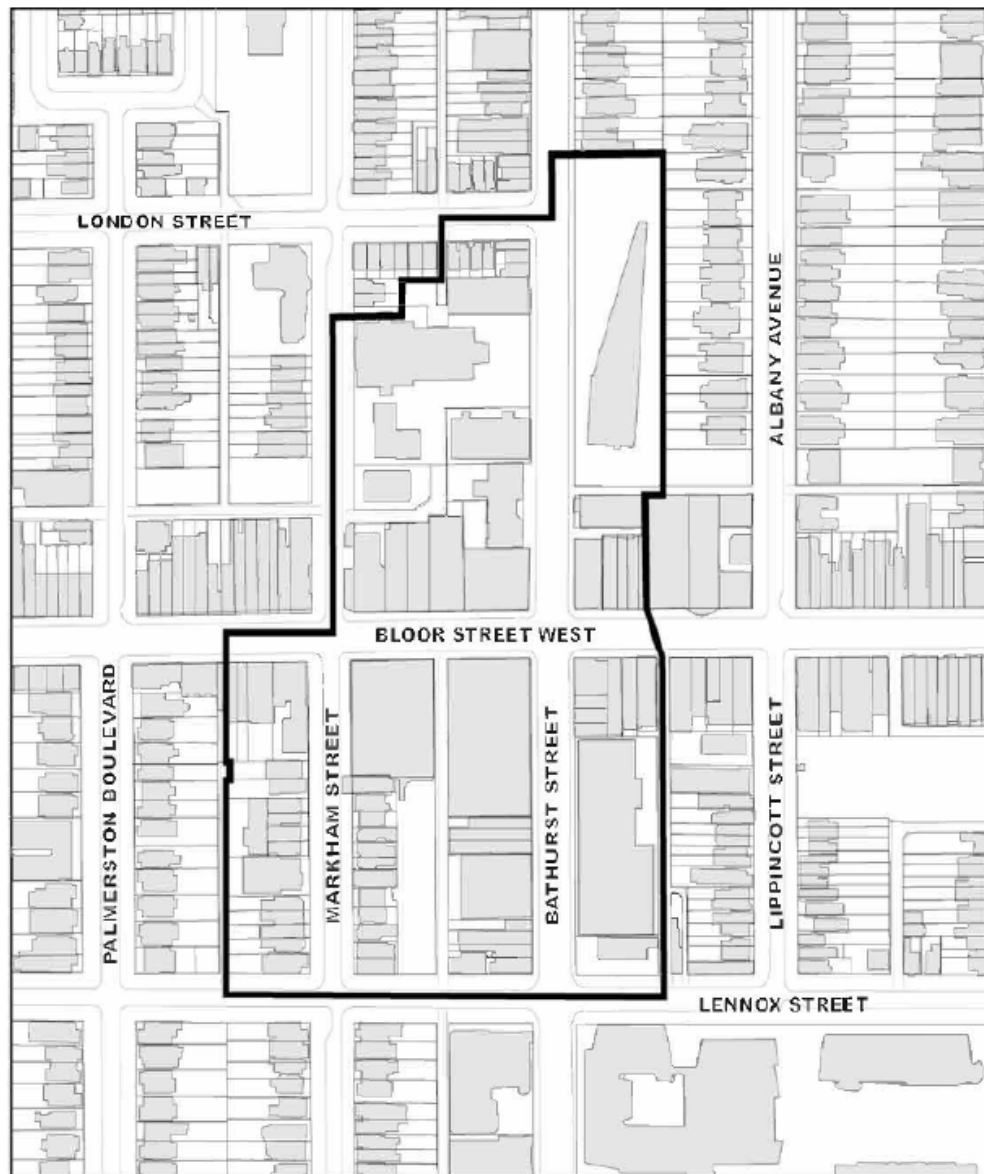


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|--|------------------------------------|--|--------------------------------|
| | Contextual Neighbourhood - Type I | | New Main Street |
| | Contextual Neighbourhood - Type II | | Proposed Lane Extensions |
| | Contextual Main Street - Type I | | Proposed Mid-Block Connections |
| | Contextual Main Street - Type II | | Character Area Boundary |

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Not to Scale
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SCHEDULE D: BATHURST-BLOOR CHARACTER AREA



Bathurst-Bloor Character Area - Schedule D

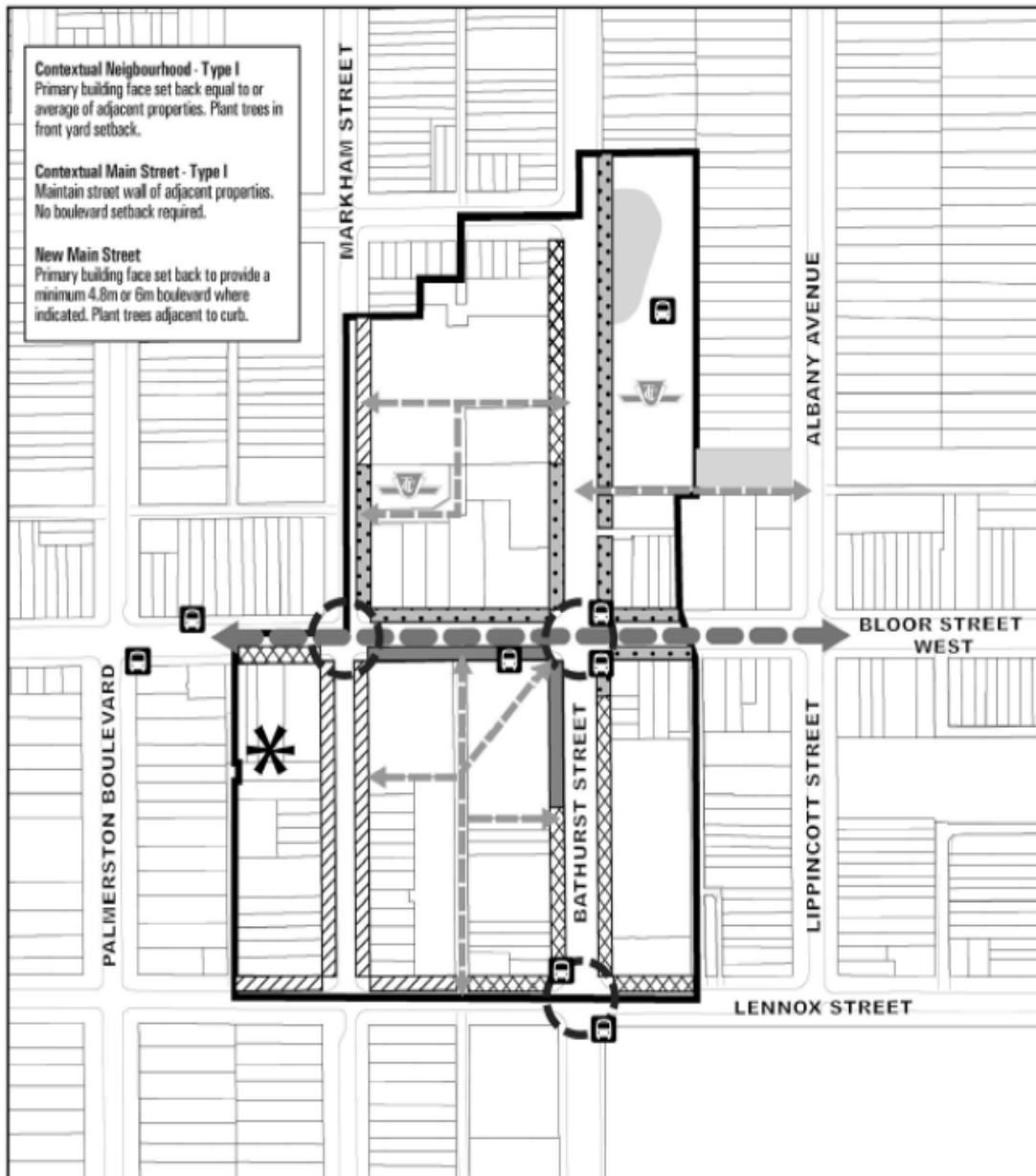
Bathurst and Bloor Four Corners

File # 14 254231 STE 20 02

 Bathurst-Bloor Character Area



SCHEDULE E: PUBLIC REALM IMPROVEMENTS



Bathurst and Bloor Four Corners

Public Realm Improvements - Schedule E

File # 14 254231 STE 20 02



SCHEDULE F: HERITAGE



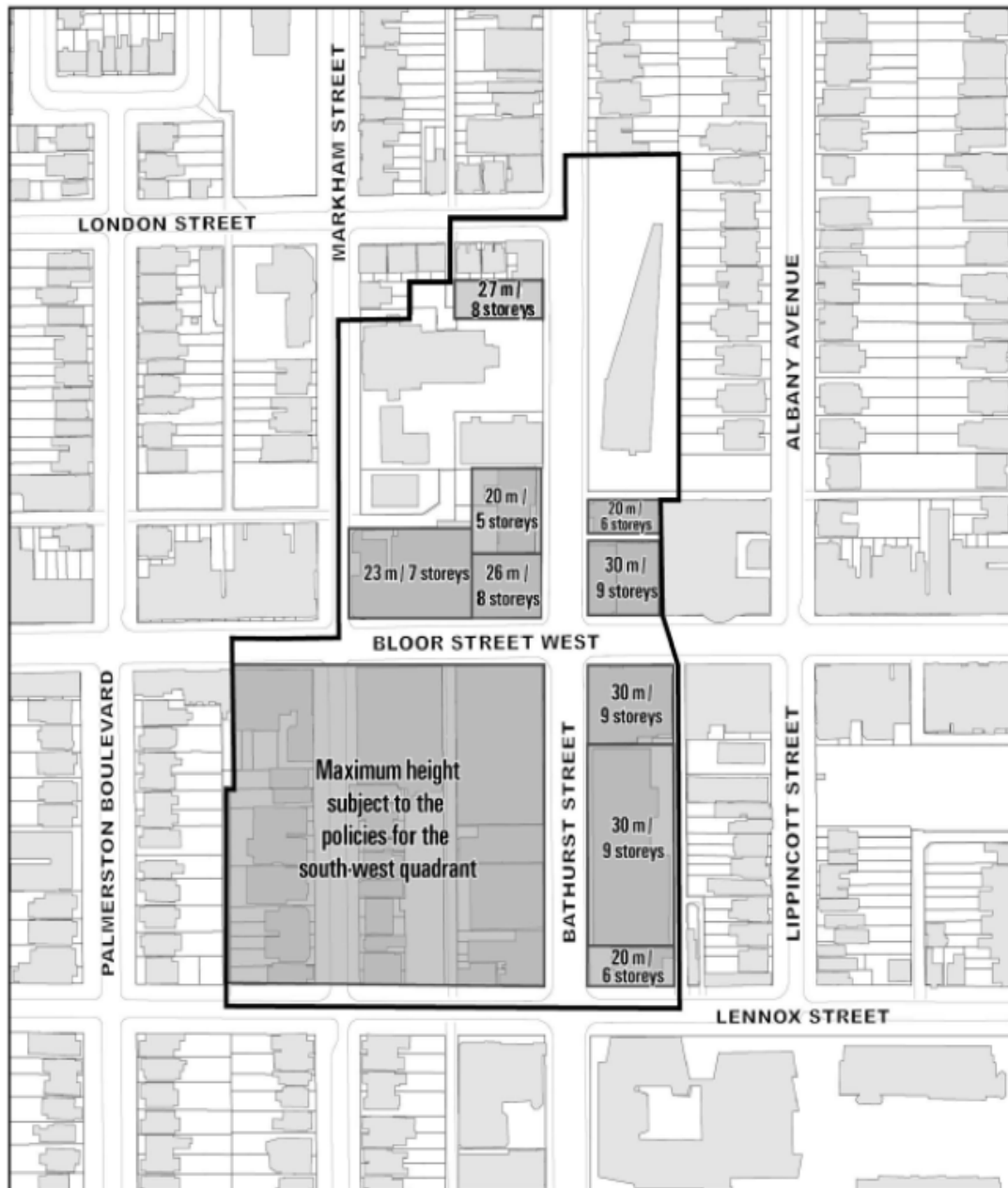
Bathurst and Bloor Four Corners

Properties on the City's Heritage Register - Schedule F

File # 14 254231 STE 20 02



SCHEDULE G: MAXIMUM BUILDING HEIGHT



Maximum Building Heights - Schedule G

Bathurst and Bloor Four Corners

File # 14 254231 STE 20 02

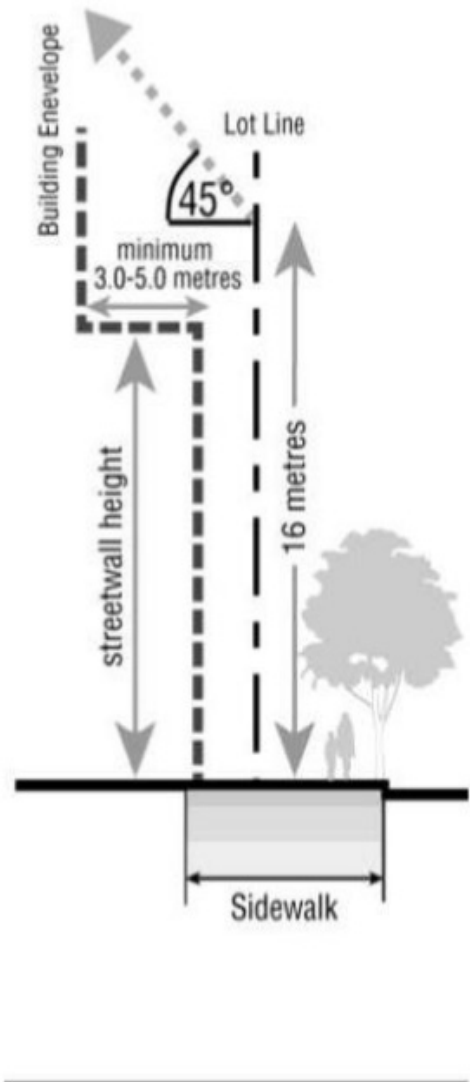


Bathurst-Bloor Character Area

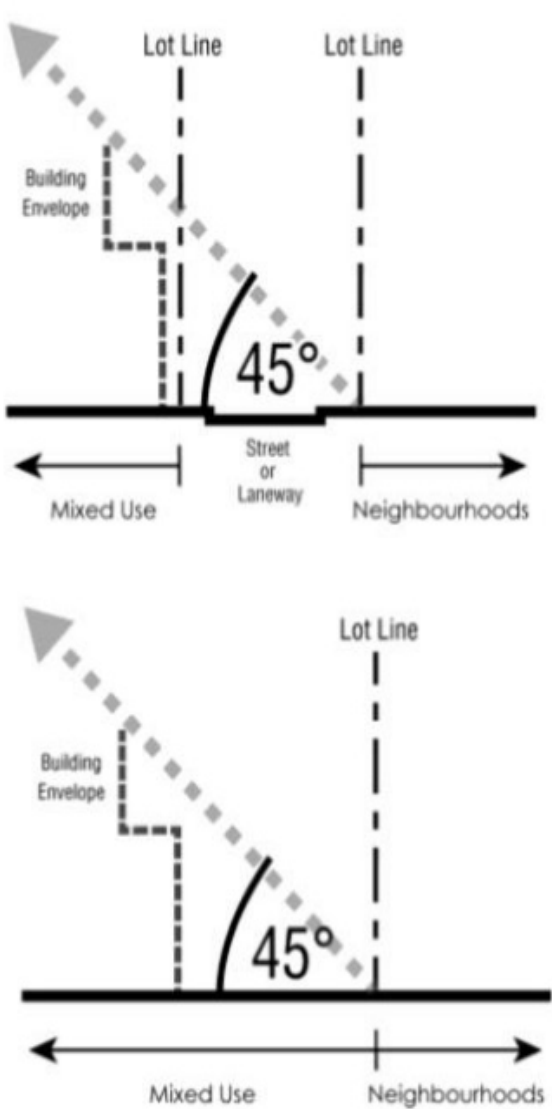


SCHEDULE H: BUILT FORM

Streetwall and Base Building Stepbacks
Angular Underneath 45 Degree Angular Plane
Neighbourhoods



Rear and Side 45 Degree
Plane From the

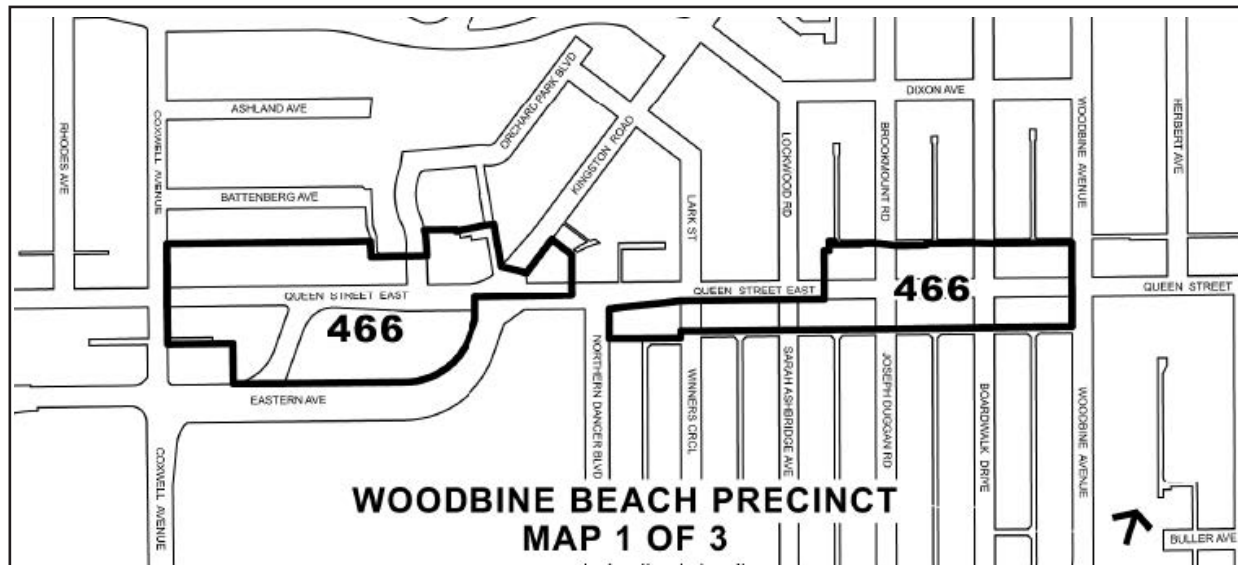


466. Queen Street East, Coxwell Avenue to Nursewood Avenue Area Specific Policy 466, applies to the properties known in the year 2014 as 1614 to 1702, 1824 to 2362, 1525 to 1535, 1595 to 1661, 1733 to 1989 and 2163 to 2505 Queen Street East and 1 Kingston Road

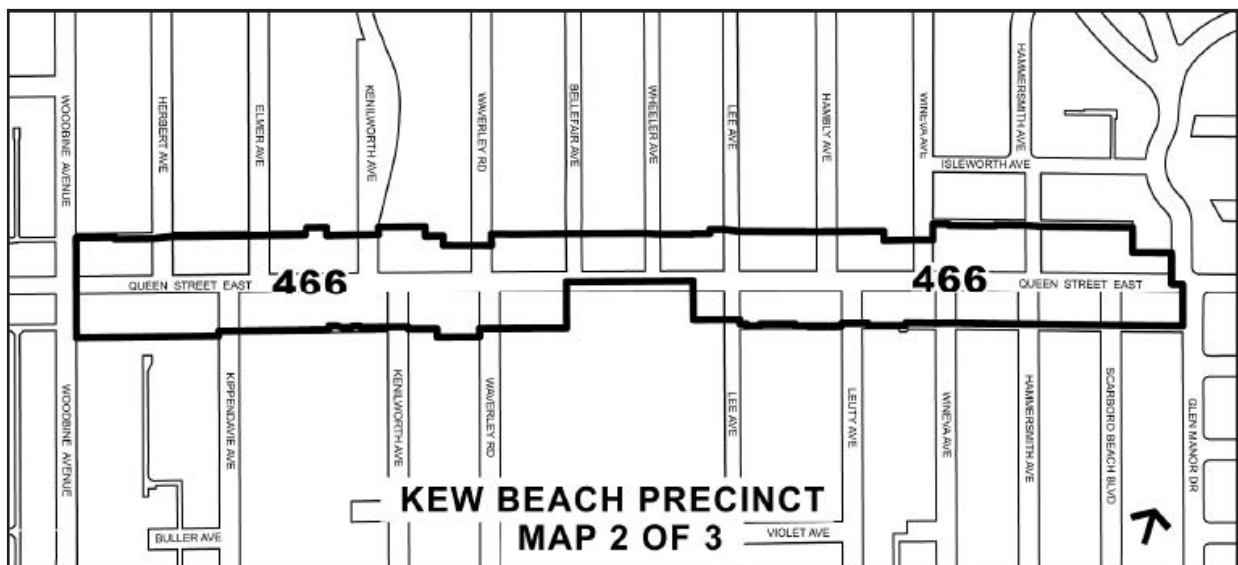
- a) The lands shown on the maps attached to and forming Part of this By-law are subject to the following policies:
 - i) This Queen Street East, Coxwell Avenue to Nursewood Avenue Area Specific Policy is intended to guide and shape development/redevelopment within the Queen Street East, Coxwell Avenue to Nursewood Avenue Area by establishing compatible development/redevelopment and built form policies that reinforce the existing character of the area as a whole and each of the three precincts, being the Woodbine Beach Precinct, The Kew Beach Precinct and the Balmy Beach Precinct, as shown on Maps 1, 2 and 3 to ensure an appropriate building scale in relation to Queen Street East, appropriate transition between new development and adjacent neighbourhoods and appropriate design details for new development.
 - ii) Development taller than 12 metres may be appropriate on lots with sufficient width and depth and that have appropriate access for parking and servicing. Proposals for such development will demonstrate that the site is adequate to accommodate the proposal, through a rezoning or minor variance process, as appropriate. Such development above the existing height limit will only be permitted where the main front wall of the building does not exceed 12.5 metres within the Woodbine Precinct (Map 1), and 9.5 metres within the Kew Beach Precinct (Map 2) and Balmy Beach Precinct (Map 3) and the overall height will be limited to 4, 5 or 6 storeys, in consideration of the lot depth and character of its Precinct.
 - iii) In addition to Official Plan Policy 4.5.2, all new development in *Mixed Use Areas* along Queen Street East, Coxwell Avenue to Nursewood Avenue will:
 - 1) respect and reinforce the existing character of the area and the individual character of each of the precincts;
 - 2) provide adequate setback from curb to the entire building face to accommodate wider sidewalks which consist of an edge zone, a furnishing and planting zone, a pedestrian clearway to City standards and an animation zone adjacent to the building;
 - 3) articulate building facades to reflect existing lot sizes for each precinct;
 - 4) require ground floor heights that are generally consistent with the prevailing building characteristics, street wall heights and stepbacks appropriate for each Precinct; and
 - 5) include building materials that are traditionally found in the area to complement the existing streetscape.
 - iv) Urban Design Guidelines adopted by City Council for Queen Street East, Coxwell Avenue to Nursewood Avenue will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the Official Plan. To this purpose, the Urban Design Guidelines will:
 - 1) be used to implement Official Plan policies;

- 2) provide understanding of the character of the area as a whole and each of the Precincts;
- 3) explain how development can respect and reinforce local character for the area as a whole and each of the Precincts;
- 4) articulate planning priorities for new development in the area;
- 5) identify setbacks, setbacks, height and built form to mass development appropriately within the local context for each precinct; and
- 6) describe the prevailing public realm conditions and future public realm goals.

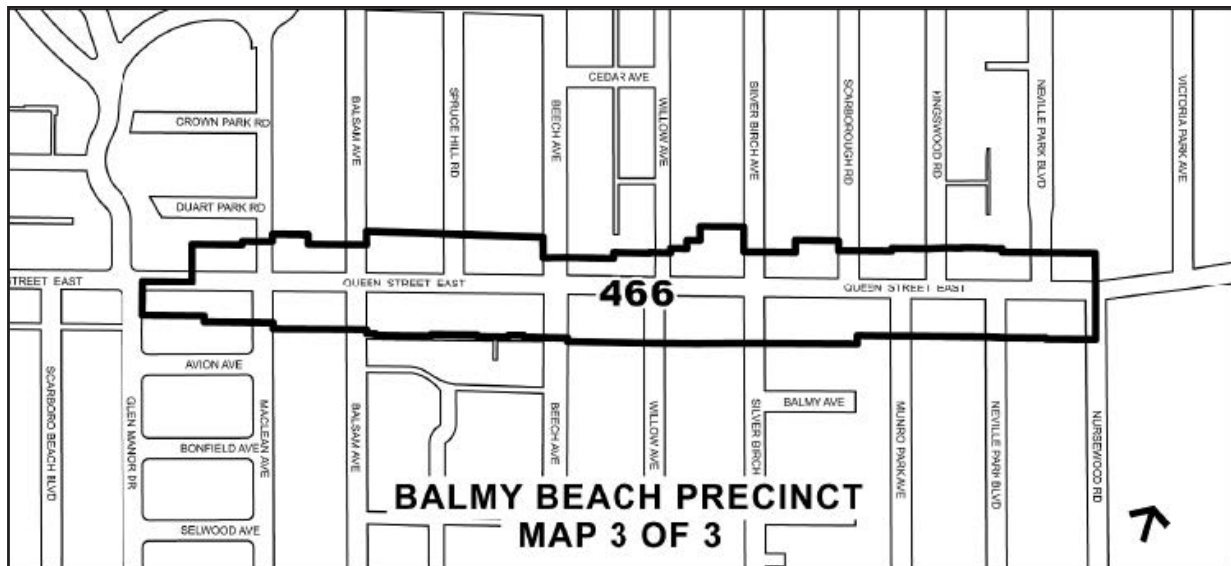
MAP 1: WOODBINE BEACH PRECINCT



MAP 2: KEW BEACH PRECINCT

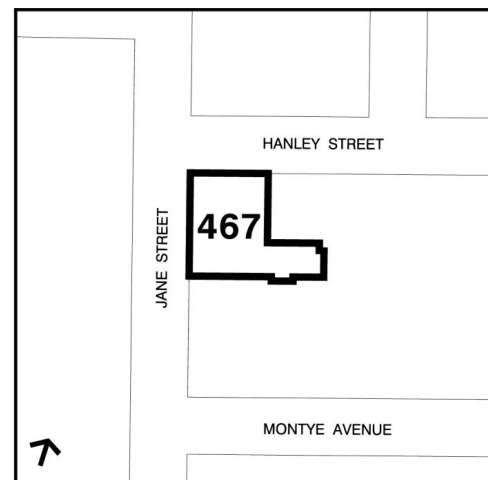


MAP 3: BALMY BEACH PRECINCT



467. 441 Jane Street

A 4-storey apartment building plus mechanical penthouses with accessible rooftop amenity space is permitted.



468. 740 Dupont Street

a) Land Use

- i) New residential, retail, service, office and institutional uses on the lands will be located and designed to mitigate impacts from, and be compatible with, the rail corridor and existing employment uses and not impede the continuation of the rail corridor and the existing employment uses within the Dupont Street study area.
- ii) New non-residential uses in the portion of the lands that is less than 30 metres from the northerly property line of such lands will be located and designed to mitigate impacts from and be compatible with the rail corridor and be compatible with new mixed use development in the adjacent portion of the lands to the south.
- iii) Retail, service, office and institutional uses which serve the local community as well as a larger area, including those which may be inappropriate to locate on traditional main streets, will be encouraged in the portion of the lands that is more than 30 metres from the northerly property line of such lands.
- iv) The lands are not intended to experience significant intensification.

b) Built form

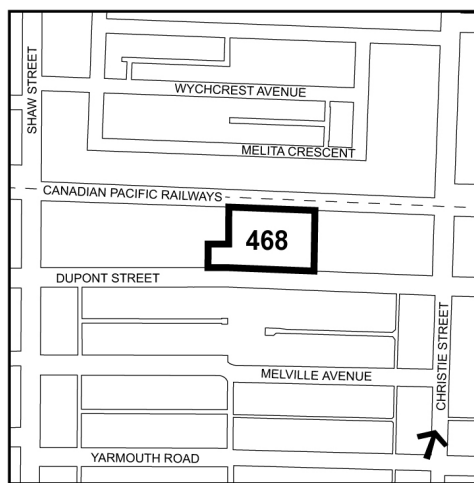
- i) Buildings on the lands will be set back from the Dupont Street property line to allow a minimum of 4.8 metres from the curb to the front face of the building in order to provide for a wide sidewalk and boulevard with enhanced pedestrian amenities and tree planting.
- ii) New buildings on the lands will provide a transition in height that respects the scale of low-rise residential *Neighbourhoods* on the south side of Dupont Street and is in proportion to the width of the Dupont Street right-of-way. New buildings within the portion of the lands that is located more than 30 metres from the northerly property line of such lands will be a maximum of 8-storeys in height.
- iii) Notwithstanding the provisions of Section 4.5.3 as they apply to the lands, the maximum gross floor area of any one retail or service use shall be 5,000 square metres.
- iv) New buildings in the portion of the lands that is located more than 30 metres from the northerly property line of such lands must be located, massed and designed to be compatible with the *Neighbourhoods* on the south side of Dupont Street including appropriate scale, signage and lighting and location of ingress and egress.
- v) The north façade of new buildings on the lands must be designed to mitigate noise reflection from the rail corridor and the view of this façade from the lands on the north side of the rail corridor.
- vi) New buildings on the lands will provide adequate privacy, sunlight and sky views for new and existing residents through the location and orientation of buildings and by ensuring adequate separation distance between building walls.
- vii) A full range of housing in terms of tenure and affordability will be provided in the portion of the lands that is located more than 30 metres from the northerly property line of such lands. Every residential development should provide a mix of unit types including units that are suitable for families with children and units that are accessible for seniors.

- c) Employment
 - i) In order to create a genuine mixed use area and maintain the employment base of the lands, a net increase of non-residential gross floor area will be provided in the redevelopment.
 - ii) A variety of employment types, including a range of non-residential unit sizes and establishment of value-added creative uses will be encouraged in every redevelopment on the lands.
- d) Transportation
 - i) Infrastructure for bicycles, including sheltered and easily accessible visitor bike parking spaces, will be required in all new developments.
 - ii) Multiple bike rings will be located on any adjacent sidewalk at the front or side of new buildings.
 - iii) Car sharing spaces will be required in every new development.
 - iv) Any surface parking should be located at the rear or flank of the building and screened from views from the street. A majority of parking spaces should be located below-grade or in a parking structure with limited visibility from the street.
 - v) Any redevelopment of lands within the portion of the lands that is located more than 30 metres from the northerly property line of such lands will ensure that the adjacent portion of such lands is accessed from either Dupont Street or a side street, to ensure no lots become landlocked.
- e) Streetscape
 - i) Improvements to the sidewalks and boulevards should include wider sidewalks, the installation of street furniture and the planting of trees. On the north side of Dupont Street, the widening of the sidewalk adjacent to the lands will be achieved through redevelopment.
 - ii) Any façade of a new building on the lands which faces a public street will include design details which reinforce the pedestrian scale and rhythm of the street.
 - iii) New buildings on the lands will include uses on the ground floor which animate the public realm, create places for the public to linger, and add to the vitality of the streetscape. Pedestrian entrances to new developments on the lands should provide direct access from the sidewalk on Dupont Street
- f) Open Space/Parks
 - i) The priorities of the City for cash payments in lieu of parkland dedication include the extension of the park system on the north side of the rail corridor within the Hydro corridor, new playgrounds, and off-leash areas for dogs.
 - ii) Any part of the lands which is used for the purpose of rail safety and noise/vibration mitigation berms or structures will not be accepted by the City as parkland.
- g) Rail Safety, Noise, Vibration and Air Quality
 - i) All noise studies for the lands will specifically review the noise that will be reflected from the rail to the properties on the north side of the tracks as a result of the redevelopment of any new building on the south side of the tracks. The noise study

will recommend mitigation measures to mitigate against noise reflection and be implemented through the development by the applicant.

- ii) Any new development on the lands containing residential, institutional, recreational/entertainment, hotel, or office or retail uses with a high number of employees and customers must be set back a minimum of 30 metres from the property line of the Canadian Pacific North Toronto rail corridor. A 2.5 metre high earthen berm will be constructed immediately south of the rail corridor with a noise wall on top for rail safety and noise/vibration mitigation purposes when these uses are developed in the portion of the lands that is located more than 30 metres from the northerly property line of the property.
- iii) Within the 30 metre set back adjacent to the rail corridor the following uses are permitted:
 - 1) rail safety and vibration/noise mitigation structures; and
 - 2) auxiliary building used for activities with low numbers of employees and visitors such as parking, storage, warehousing and loading.
- iv) An applicant may propose, through a Zoning Amendment Application, an alternative to the rail safety mitigation measures set out in Policies 7.2 and 7.3 above where those standards cannot be met due to topographical, geographical, or other physical constraints subject to the following conditions:
 - 1) the alternative will provide at least the same level of rail safety for nearby residents, workers, visitors and shoppers as the required 30 metre set back and berm;
 - 2) a development viability report bearing the stamp of a fully insured, qualified, professional structural engineer, in addition to the noise, air quality and vibration reports, is to be submitted to the City showing how at least the same level of rail safety is to be achieved;
 - 3) this report will be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant;
 - 4) the report will also be reviewed and accepted by the Canadian Pacific Railway;
 - 5) appropriate uses on the site will be determined as part of the Zoning Amendment application, and will implement the policies for the Official Plan land use designation; and
 - 6) if the development viability assessment is accepted by the City and the Canadian Pacific Railway, and the proposal is approved:
 - A) construction and on-going maintenance of the alternative mitigation measure will be secured through an agreement between the City and the landowner
 - B) warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
 - C) the landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment on the Canadian Pacific North Toronto rail corridor.

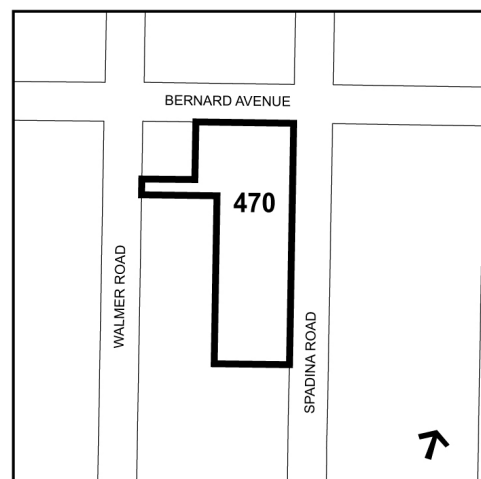
- v) Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the south face of noise walls and other structures.
- h) Implementation
 - i) Where new developments on the lands generate community benefits under Section 37 of the *Planning Act*, the priorities should be: streetscape and pedestrian realm improvements on both sides of Dupont Street where development would not otherwise generate improvements; new day care centres and daycare spaces; and improvements to library branches serving the area.



469. [Intentionally left blank as of this consolidation]

470. 97 Walmer Road and 88-100 Spadina Road

- a) Notwithstanding section 3.2.1.8 of the Official Plan, the lands comprising 97 Walmer Road may be conveyed separately from the lands comprising 88-100 Spadina Road, by way of a consent application, provided that:
 - i) at least 215 residential rental dwelling units are maintained at 100 Spadina Road, for a minimum time period of at least 20 years from July 1, 2009 being the date the building at 88 Spadina Road was first occupied for residential purposes;
 - ii) at least two two-bedroom dwelling units



at 100 Spadina Road are provided by the owner at affordable rents for a continuous period of at least ten years commencing from the date each such unit is newly occupied by tenants at affordable rents following the date this official plan amendment and the related implementing zoning by-law amendments come into full force and effect all in a form satisfactory to the City as determined to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

- iii) tenant relocation assistance is provided by the owner to the affected tenant at 97 Walmer Road to the satisfaction of the Chief Planner and Executive Director, City Planning Division prior to such conveyance and prior to the issuance of any Certificate of Consent to sever; and
- iv) the Section 37 Agreement registered on such lands at the date of the enactment of this Site and Area Specific Policy No. 470 is amended to incorporate the changes in (a) to (c) above and registered, all to the satisfaction of the City Solicitor in consultation with the Chief Planner and Executive Director, City Planning Division prior to the issuance of any Certificate of Consent to sever.

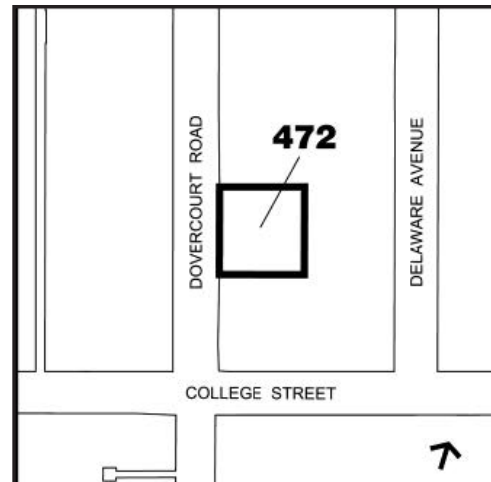
471. Lands bounded by Yonge Street to the west, Isabella Street to the north, Gloucester Lane to the east and Gloucester Street to the south

A maximum of two tall buildings shall be permitted within these lands and they must each provide a separation distance between their respective towers of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.



472. 455 Dovercourt Road

An apartment building that contains a maximum of 1,630 square metres of office gross floor area in the basement, first and second floors of the building is permitted.



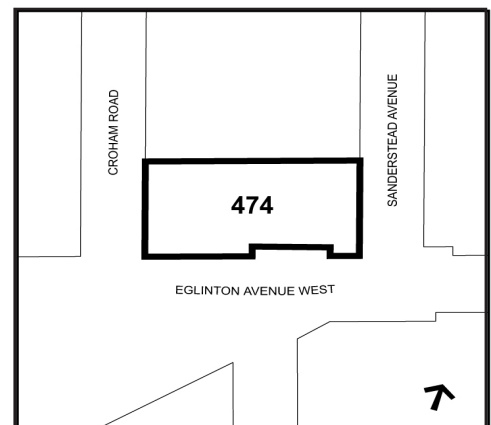
473. 464, 466 and 468 Winona Drive

Sixteen (16) townhouses with a maximum of 4 storeys and 12 metres in height are permitted.



474. Certain Lands on the north side of Eglinton Avenue West between Croham Road and Sanderstead Avenue

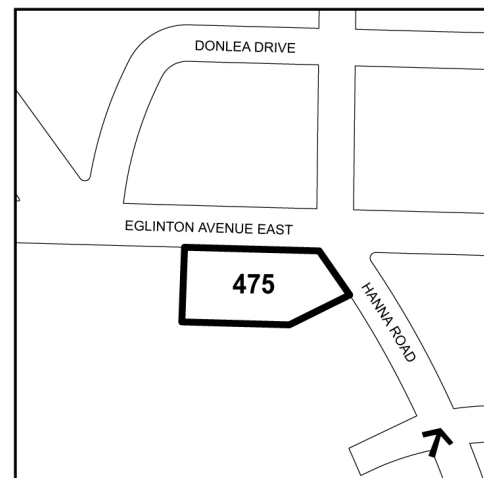
- a) The subject lands shall remain designated *Neighbourhoods*. Where a lot is located partly within the *Neighbourhoods* designation and the *Mixed Use Areas* designation, the *Neighbourhoods* component of the lot may then, notwithstanding Chapter 4.1 of the Official Plan, be used only for the following uses:
- i) a public lane and/or a publicly accessible private lane
 - ii) soft-landscaping ancillary to the *Mixed Use Areas* designation component of the lot; and



- iii) parking ancillary to the *Mixed Use Areas* designation component of the lot.
- b) If any part of the lands is consolidated with the lands designated *Mixed Use Areas* to the south, the part of the lot designated *Neighbourhoods* shall not be severed from the part of the lot designated as *Mixed Use Areas* once development has occurred pursuant to (a) above.
- c) Subsection (b) does not apply to any part of the lands that have been conveyed or leased to the City or its agencies.

475. Certain Lands on the south side of Eglinton Avenue East west of Hanna Road

- a) Notwithstanding Chapter 4.1 of the Official Plan of the City of Toronto, townhouses are a permitted building type.
- b) Future development on the lands shall:
 - i) not exceed 4 storeys in height;
 - ii) for properties fronting on to Eglinton Avenue East, servicing, loading, and vehicle access will be taken from Hanna Road by means of a public laneway at the rear;
 - iii) for dwellings fronting on Eglinton Avenue East generally maintain front setbacks in keeping with the front setbacks of dwellings on Eglinton Avenue East between Hanna Road and Sutherland Drive or for dwellings fronting on Hanna Road generally maintain front setbacks in keeping with the front setbacks of dwellings on Hanna Road south of Eglinton Avenue East; and
 - iv) generally implement the Infill Townhouse Guidelines.



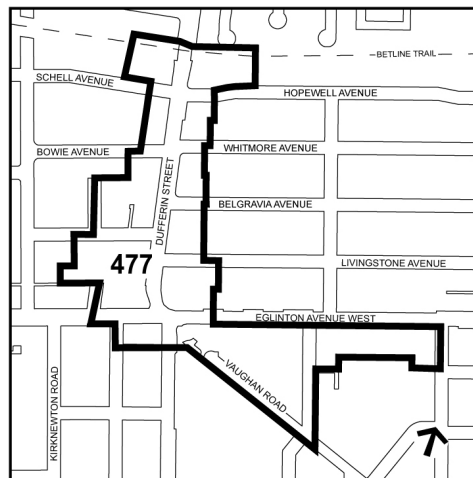
476. [Intentionally left blank as of this consolidation]

477. Certain Lands in the vicinity of Eglinton Avenue West and Dufferin Street

- a) Development on the lands will be supported by transportation infrastructure as relevant to any individual site:
 - i) new and improved pedestrian connections to the future Crosstown LRT station entrances;
 - ii) improved pedestrian connections to St. Thomas Aquinas School, Fairbank Middle School and Fairbank Memorial Park;
 - iii) greater setbacks along the east side of Dufferin Street from Eglinton Avenue to the Beltline trail to provide wider sidewalks and improve the public realm; and
 - iv) cycling connections to the Beltline Trail including a two-way cycling connection along Locksley Avenue and Northcliffe Road connecting the Beltline with Vaughan Road.
- b) On lands where the following may be located, the enactment of any amendment to the zoning by-law to permit residential units is conditional upon the prior or concurrent adoption by Council of a Transportation Study that:
 - i) considers the extension of Shortt Street between Eglinton Avenue West and Ramsden Road; and
 - ii) considers eliminating the jog between Locksley Avenue and Northcliffe Boulevard and redesigning the intersection to improve pedestrian and cycling connections.
- c) To support a balanced mix of uses, new development on the lands will:
 - i) generally maintain the amount of existing non-residential gross floor area on the lands; and
 - ii) include a range of retail establishment sizes.
- d) On lands where the following may be located, development on the lands will enhance the public realm as follows:
 - i) create a high quality civic plaza at the main entrance to the Crosstown LRT station; and
 - ii) enlarge and redesign St. Hilda's parkette so that it is integrated with the Crosstown LRT station entrance and improves the pedestrian connection to Vaughan Road.
- e) Development on the lands will:
 - i) maintain the main street character of Dufferin Street and Eglinton Avenue West including retail uses on the ground floor;
 - ii) provide appropriate transition in scale between new development and existing nearby *Neighbourhoods*;
 - iii) incorporate tall buildings at the intersection of Eglinton Avenue West and Dufferin Street that generally implement the Tall Buildings Guidelines and provide adequate transition in scale to adjacent mid-rise and low-rise buildings. For the balance of the area, development will be predominately mid-rise;
 - iv) for the lands within the view terminus at the northeast and southwest quadrants of the Dufferin Street and Eglinton Avenue West intersection caused by the jog along Dufferin

Street when travelling north and south along Dufferin Street, a high quality of urban design shall be required to enhance these terminus views;

- v) increase pedestrian space by providing greater setbacks at each of the four corners of Dufferin Street and Eglinton Avenue and particularly on the north west corner; and
 - vi) incorporate the City-owned parking lot in the redevelopment of the northwest quadrant of the Dufferin Street and Eglinton Avenue intersection subject to suitable arrangements being made for replacement of this public parking.
- f) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, improvements to Fairbank Memorial Park and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication policies.



478. [Intentionally left blank as of this consolidation]

479. [Intentionally left blank as of this consolidation]

480. 158, 164, 181 and 200 Sterling Road Regeneration Project

a) Context:

The property is located in one of Toronto's older neighbourhoods and has historically housed a mix of employment and residential uses. New development should contain a mix of employment and residential opportunities and provide an appropriate contextual relationship with the surrounding area, and should not negatively impact existing employment uses in the area.

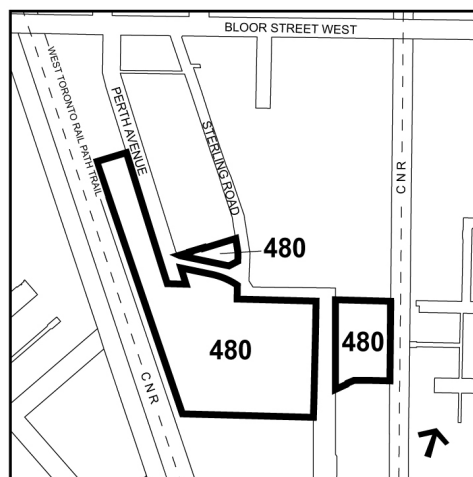
b) New development of the site, shown on Map 1, will be planned comprehensively and will:

- i) provide a variety of uses, including a significant amount of employment uses, low-rise residential units and taller mixed-use buildings containing commercial and residential opportunities provided that:
 - 1) the maximum residential GFA on the site does not exceed 50,180 square metres;
 - 2) a minimum non-residential GFA to be constructed on the site shall be prescribed in the zoning by-law;
 - 3) if the property is designated *Mixed Use Areas* on Map 2, the building will provide for a satisfactory living environment compatible with the employment uses in the adjacent area; or
 - 4) if the property is designated Employment Area on Map 2, the employment uses are restricted to those compatible with residential in terms of emissions, odour, noise and generation of traffic;
- ii) include new public parkland on either Block 5C or Block 2, to be determined at the City's sole discretion;
- iii) provide appropriate access to the West Toronto Rail Path through the site;
- iv) include a new publicly accessible open space on Block 3D with a minimum size of 1,000 square metres;
- v) include new publicly accessible open space on Block 4C, with a minimum size of 300 square metres;
- vi) include the realignment of Perth Avenue;
- vii) Block 5C may be used for but not limited to, underground parking, loading, service, access and/or mechanical facilities to serve the uses on Block 5B. No residential uses are permitted on Block 5C.
- viii) It is intended that the *Employment Areas* designation as shown on OPA Map 2 and including Blocks 3A, 4A, 5A and Block 3C as shown on OPA Map 3 shall provide for a long-term permanent employment area to act as a transition/buffer area between the new *Mixed Use Areas* designation to the north and existing employment uses within the *Employment Areas* designation to the south. No residential uses, live-work uses, or other similar character sensitive uses shall be permitted within this designation and such uses shall further be restricted in the implementing zoning by-law.

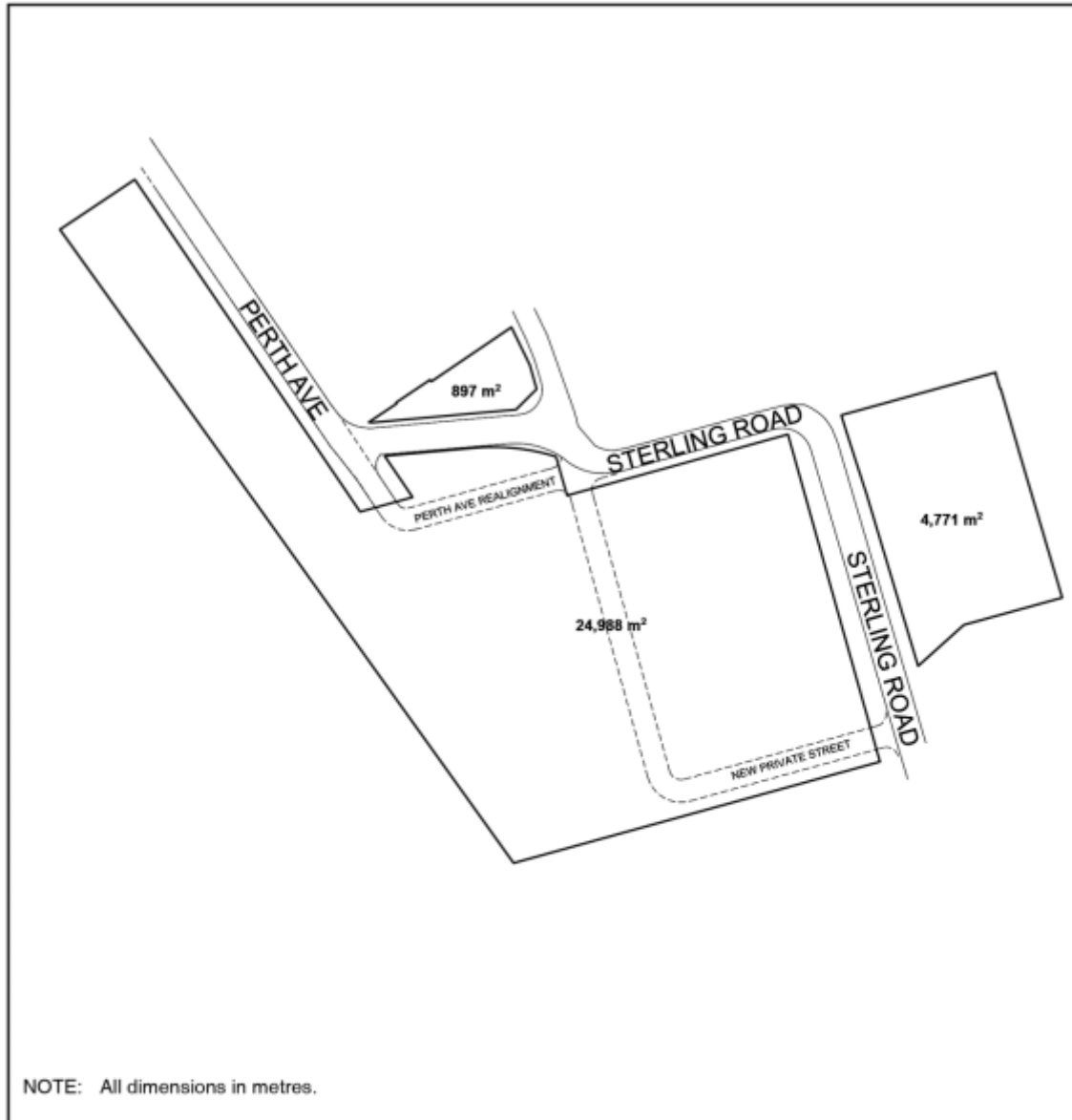
c) To ensure the orderly development of the site, development will be subject to the following controls to be detailed in the implementing zoning by-law:

- i) a minimum height of 12 metres for Blocks 3A, 4A and 5A shown on Map 3;

- ii) minimum densities for Blocks 3A, 4A and 5A shown on Map 3;
- iii) use provisions to exclude certain sensitive, or contextually inappropriate uses from the site;
- iv) phasing of development on the site as follows, based on the Blocks shown on Map 3 and the requirements of the implementing zoning by-law:
 - 1) Phase 1 shall include Block 1 and the restoration and adaptive reuse of the heritage structure on Block 3C;
 - 2) Phase 2 shall include Blocks 3A, 3B and 4B, the preparation to base park standards and conveyance to the City of the required public parkland or other arrangements regarding the required public parkland conveyance to the satisfaction of the City Solicitor, the required publicly accessible open spaces, the realignment of Perth Avenue; and the creation of the private internal street, as shown on Map 3;
 - 3) Phase 3 shall include Block 5A;
 - 4) Phase 4 shall include Block 5B; and
 - 5) Blocks 2 and 4A may be developed at any time;
- v) use of a holding symbol “(h)” on certain blocks to ensure the development proceeds in an orderly fashion. Such holding symbol may be removed once the following have been secured to the satisfaction of the City of Toronto:
 - 1) updated traffic impact and parking supply studies for the subject Phase;
 - 2) confirmation from Metrolinx and/or other applicable operators of the adjacent rail corridors that separation issues have been appropriately addressed in the site plan control application for the applicable Phase;
 - 3) submission of an application for site plan control with building designs satisfactory to the Chief Planner for the applicable Phase; and
 - 4) the conveyance of public parkland as required by the City; and
- vi) the applicant entering into an agreement pursuant to Section 37 of the *Planning Act*.



MAP 1: SITE



Toronto City Planning
Map 1

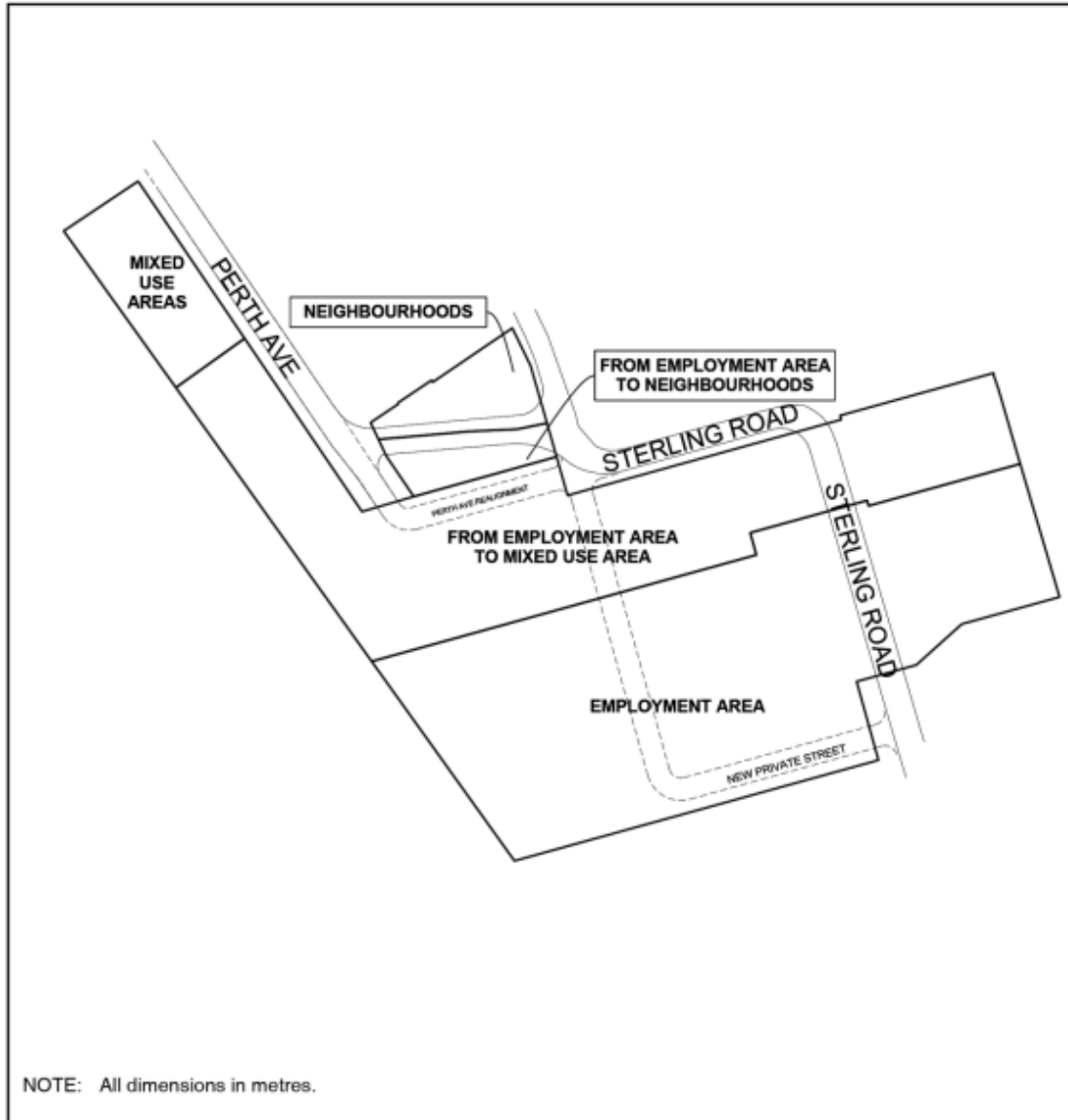
158 Sterling Road

File # 11 _ 228729 STE 18 02

Site

↑
Not to Scale
05/30/2014

MAP 2: LAND USE



Toronto City Planning
Map 2

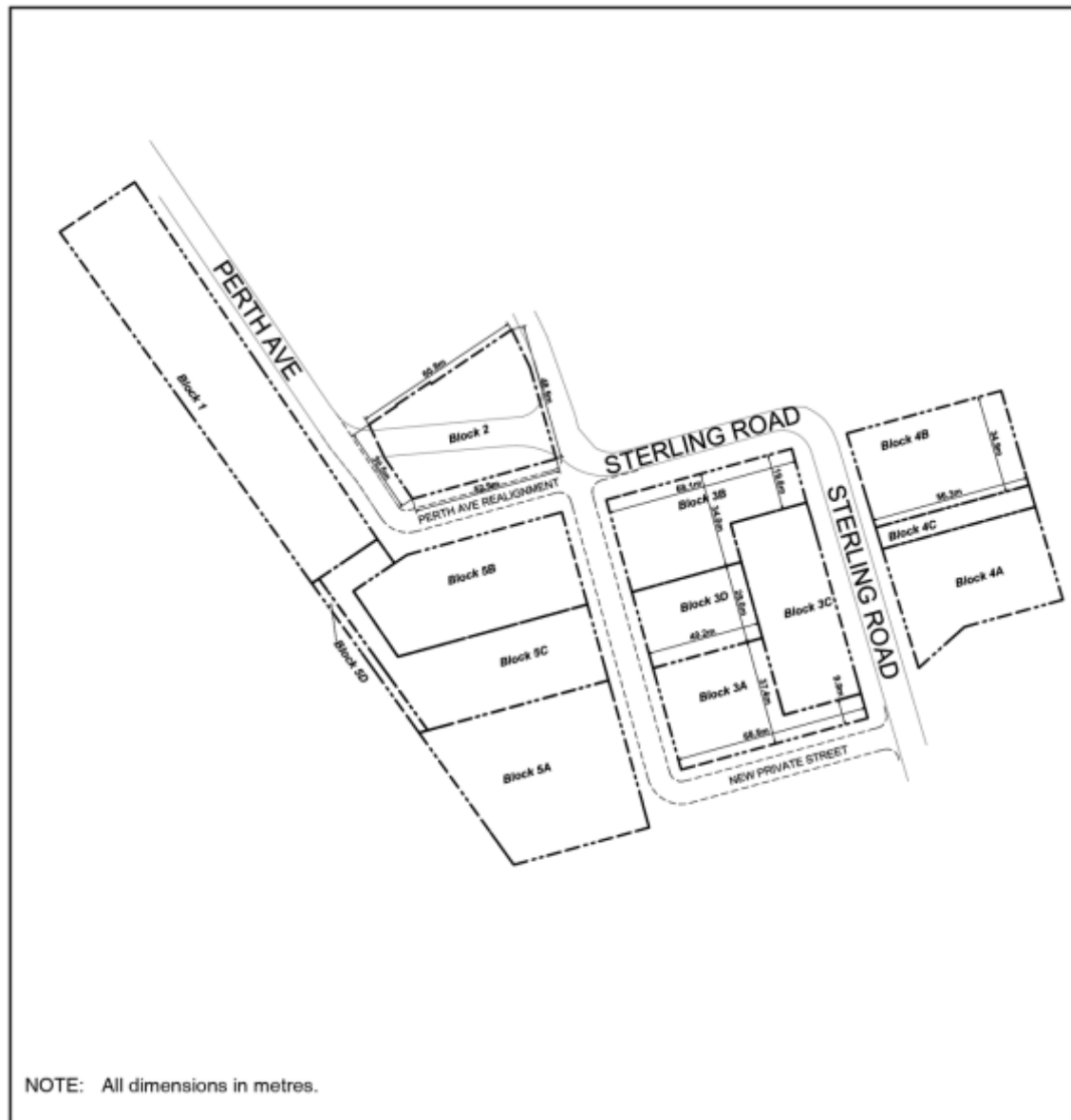
158 Sterling Road

File # 11 _ 228729 STE 18 02

Land Use

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Not to Scale
05/30/2014

MAP 3: BLOCKS



Toronto City Planning
Map 3

158 Sterling Road

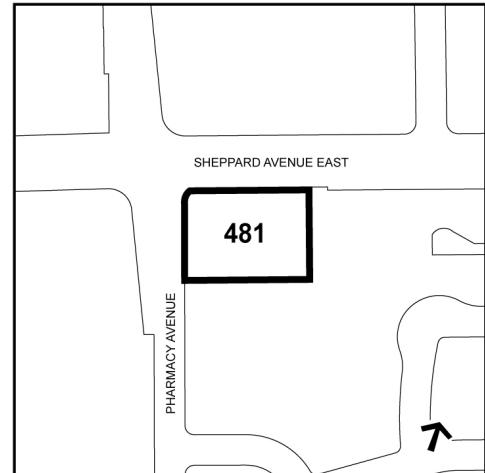
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Blocks

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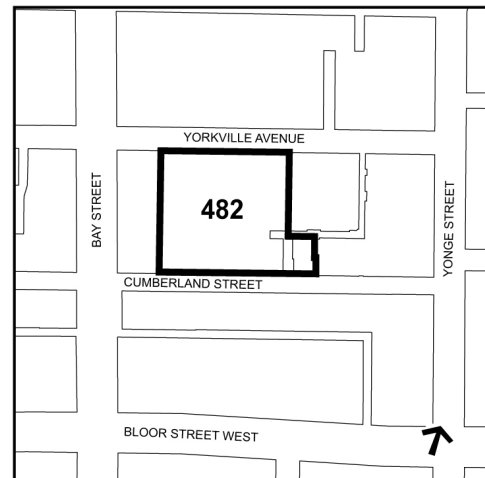
481. 3105-3133 Sheppard Avenue East

To provide for replacement retail commercial on the former commercial plaza site, an apartment building with a maximum of 1,337 square metres of non-residential gross floor area is permitted. Permitted non-residential uses will be small-scale and medium-scale ground floor uses that service the needs of local residents.



482. 27-37 Yorkville Avenue and 26-50 Cumberland Street

A maximum of two linked towers is permitted. The maximum height of the north tower is 213 metres and the maximum height of the south tower is 142.5 metres.



483. 592 Sherbourne Street and 15 Selby Street

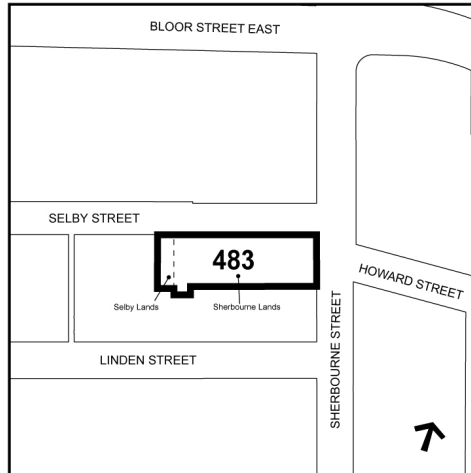
- a) On the lands shown as 483 on Map 29 the following policies shall apply to any zoning by-law amendment for the redevelopment of all or any part of the lands identified on the map attached to and forming part of this Site and Area Specific Policy No. 483 as the Sherbourne Lands (the “Sherbourne Lands”) in the event that any such redevelopment requires increases in height or density beyond that permitted on the Sherbourne Lands in the year 2014:
 - i) On the Sherbourne Lands, a residential and/or mixed-use building may be permitted subject to the following:
 - 1) the existing heritage building located on the Sherbourne Lands on the date of enactment of this amendment (the “C.H. Gooderham House”), including the exterior and the interior, shall be retained in situ, conserved, restored and re-used in any new development in accordance with a conservation plan prepared to the satisfaction of the City, and in accordance with an agreement or an amending agreement registered on the Sherbourne Lands and entered into by the owner of such lands with the City, to the satisfaction of the City, pursuant to Section 37 of the *Ontario Heritage Act* (the “Gooderham heritage easement agreement”) to be entered into by the owner of the Sherbourne Lands prior to the enactment of any zoning by-law amendment referred to in clause a) i) 2) D) herein;
 - 2) despite the requirement in clause a) i) 1) herein requiring the C.H. Gooderham House to be retained in situ, this Site and Area Specific Policy No. 483 shall not be interpreted as prohibiting the relocation of the C.H. Gooderham House within the Sherbourne Lands to a final location close to Sherbourne Street generally in alignment with the relocated existing heritage building known in the year 2014 as the James Cooper House immediately to the south, provided:
 - A) clauses a) i) 1) to 11) of this Amendment are otherwise complied with;
 - B) the City, pursuant to the Gooderham heritage easement agreement permits such relocation;
 - C) a permit pursuant to Section 33 of the *Ontario Heritage Act* is issued by the City, and subject to compliance with any conditions imposed there under; and
 - D) any such relocation is substantially in accordance with a related and comprehensive site specific zoning by-law amendment for the Sherbourne Lands enacted by the City on the date of enactment of this official plan amendment by the City;
 - 3) with respect to the relationship between the C.H. Gooderham House and the proposed development, the siting of any new development and any proposed landscaping, shall conserve the quality, character and integrity of the C.H. Gooderham House;
 - 4) with respect to the relationship between the proposed development and the existing heritage building (the “A.H. Rundle House”) located on the lands identified on the map attached to and forming part of this Site and Area Specific Policy No. 483 as the Selby Lands (the “Selby Lands”) on the date of enactment of this amendment, the siting of any new development and any proposed landscaping on the Sherbourne Lands shall conserve the quality, character and integrity of the A.H. Rundle House;
 - 5) any new building is comprised of a base not exceeding 3 storeys in height, set back

upper floors, and the maximum height of any new building shall not exceed 50 storeys, exclusive of a mechanical penthouse at the top of the building;

- 6) any tower portion of the building shall have a minimum building setback of at least 20.0 metres from the west property line of the Selby Lands;
- 7) the combined residential gross floor area and non-residential gross floor area permitted on the Sherbourne Lands shall not exceed 38,125 square metres;
- 8) the A.H. Rundle House shall be retained in situ on the Selby Lands and shall be conserved in accordance with an agreement pursuant to Section 37 of the *Ontario Heritage Act* (the "Selby heritage easement agreement") to be entered into by the owner of the Selby Lands with the City prior to the enactment of any zoning by-law amendment referred to in clause a) i) 2) D) herein and in accordance with one or more agreements pursuant to Section 37 of the *Planning Act* and/or other agreements pursuant to the *Planning Act* as may be applicable, to be entered into by both the owner of the Sherbourne Lands and the owner of the Selby Lands with the City, all to the satisfaction of the City;
- 9) on the Selby Lands, a zoning by-law amendment referred to in clause a) i) 2) D) herein may permit small scale office uses and multiple dwelling units within the A. H. Rundle House in addition to the uses otherwise permitted on the Selby Lands provided redevelopment takes place on the Sherbourne Lands in accordance with this Site and Area Specific Policy;
- 10) prior to the issuance of any permit for the Sherbourne Lands, including pursuant to the *Ontario Heritage Act* or the *Building Code Act*, 1992, but excluding permits for repairs and maintenance of the C.H. Gooderham House or other usual and minor works acceptable to the City's Manager, Heritage Preservation Services (the "Manager"):
 - A) a zoning by-law amendment referred to in clause a) i) 2) D) herein, and enacted by the City Council shall be in full force and effect in a form and with content acceptable to the City Council;
 - B) site plan approval pursuant to Section 114 of the *City of Toronto Act*, 2006 shall have been issued for the development on the Sherbourne Lands, by and to the satisfaction of the City and in accordance with a zoning by-law amendment referred to in clause a) i) 2) D) herein; and
 - C) the owner of the Sherbourne Lands shall provide:
 - i) a Conservation Plan for the Sherbourne Lands satisfactory to the Manager;
 - ii) building permit drawings satisfactory to the Manager, including notes and specifications for the conservation and protective measures keyed to the approved Conservation Plan required in subclause a) i) 10) C) i) herein, including a description of materials and finishes, prepared by the project architect and a qualified heritage consultant;
 - iii) a Lighting Plan satisfactory to the Manager, that describes how the Sherbourne Lands will be sensitively illuminated to enhance the heritage character;
 - iv) an Interpretation Plan for the Sherbourne Lands satisfactory to the Manager;
 - v) and an upwardly indexed letter of credit to secure the satisfactory completion

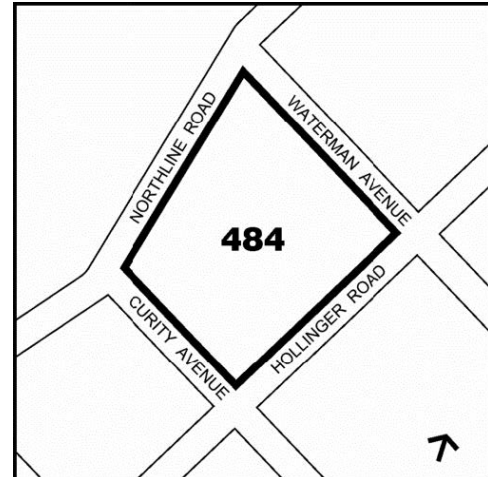
and implementation of the approved Conservation Plan, the approved Interpretation Plan and the approved Lighting Plan, all to the satisfaction of the Manager; and

- vi) an upwardly indexed letter of credit to secure the satisfactory completion and implementation of the approved Conservation Plan, the approved Interpretation Plan and the approved Lighting Plan, all to the satisfaction of the Manager; and
- 11) one or more agreements pursuant to Section 37 of the *Planning Act*, shall be entered into with the City and registered on title to the Sherbourne Lands and the Selby Lands all to the satisfaction of the City, securing together with other appropriate facilities, services and matters set forth in a zoning by-law amendment referred to in clause a) i) 2) D) herein, the following:
 - A) the entering into with the City and registration of a heritage easement agreement or an amending heritage easement agreement on the Sherbourne Lands as referred to in clause a) i) 1) herein and a heritage easement agreement on the Selby Lands, pursuant to section 37 of the *Ontario Heritage Act*;
 - B) the preparation and implementation of the Conservation Plan, the Lighting Plan and the Interpretation Plan required in clause a) i) 10) C) herein; and
- vii) the matters required in clause a) i) 10) C) ii) and v) herein.



484. 32 & 36 Curity Avenue

Place of worship and ancillary institutional and recreational uses are permitted.



485. 411 Victoria Park Avenue, 2510 and 2530 Gerrard Street East

- a) The new neighbourhood to be developed on the subject lands is intended to reflect its urban context and provide the future residents with accessibility to appropriate amenities, while also respecting and fitting well with the land use fabric of adjacent neighbourhoods. The organization and design of the apartment and grade related housing development will provide for urban intensification achieving an appropriate transition in densities, building heights and massing from the established lower density residential neighbourhoods to the south and planned higher density residential developments to the east.

A newly configured public park will provide opportunities to combine both naturalized features and continued passive recreational opportunities, as well as active recreational features. The form and structure of the development will generally be as follows:

i) Structure

- 1) The public street network will be designed to integrate the development into the surrounding city fabric by providing connections to Victoria Park Avenue and pedestrian connections to Gerrard Street East, both of which also provide convenient accessibility to surface transit and nearby higher order transit services, as well as between the new development sites.
- 2) Within the neighbourhood, a mix of building types will be provided, with townhouse-style buildings and apartment built forms framing Victoria Park Avenue and the new interior public streets.

ii) New Public Streets

- 1) To facilitate orderly development, new public streets will be required to be dedicated through plan of subdivision, together with pedestrian sidewalk connections, generally as shown on the map accompanying this policy, and as follows:
 - A) Public Street A will extend Musgrave Street from Victoria Park Avenue with a 25.0 metre right-of-way at the intersection, narrowing to an 18.5 metre right-of-way into the lands and terminating at a cul-de-sac between Block 4 and Block 5; and

- B) Public Street B will extend easterly from Victoria Park Avenue with a 16.5 metre right-of-way, then extend southward as a 20.0 metre right-of-way.

iii) Built Form Principles

- 1) Design of the low scale residential dwellings will provide:
 - A) Prominent entrances with projecting elements such as porches and porticos, front steps and landings, to promote a pedestrian friendly scale along the street;
 - B) Front yard areas with trees and soft landscaping to contribute to a high quality streetscape;
 - C) A variety of massing and architectural expression on the publicly exposed building elevations to avoid large, blank, flat façades. This will be encouraged through the use of alternative façade treatments, landscaping, massing, roofline variations, wall openings, materials, and colours. The primary building material of the dwellings should be consistent on all elevations; and
 - D) Corner dwellings which address street frontages in a consistent manner and incorporate ground level detailing (porches, windows, entries, etc.) reinforcing the pedestrian scale of the street.

iv) Within Mixed Uses Areas and *Apartment Neighbourhoods*:

- 1) Frontages will be developed to support a comfortable and attractive pedestrian environment;
- 2) Building façades will address streets at corner locations. Buildings at the end of blocks will turn the corners by continuing the architectural features of the principal façades onto the perpendicular street;
- 3) Loading and service areas will not be permitted between the front of the building and the sidewalk and are to be screened from view of the public streets and sidewalks;
- 4) Surface parking lots will not be permitted within the front yard of a building. Where parking lots are visible from a public street, they will be adequately screened and landscaped to ensure an attractive streetscape;
- 5) The ground floor level of buildings containing commercial uses will be atgrade level with doors and/or windows visually and physically connecting the shop interiors to the public street;
- 6) Buildings adjacent to Public Street A and Public Street B will be sited to create a continuous building wall close to the street and will contain doors and/or windows fronting onto the street;
- 7) Development will be sited to front onto streets, parks and open spaces, with entrances and/or windows on the ground floor facing these public spaces; and
- 8) Residential uses on the main level facing streets, parks and open spaces should be designed in order to achieve a level of privacy for the interior of the residential units.

v) Streetscape

- 1) Connections to parks and open space along public streets will be provided.

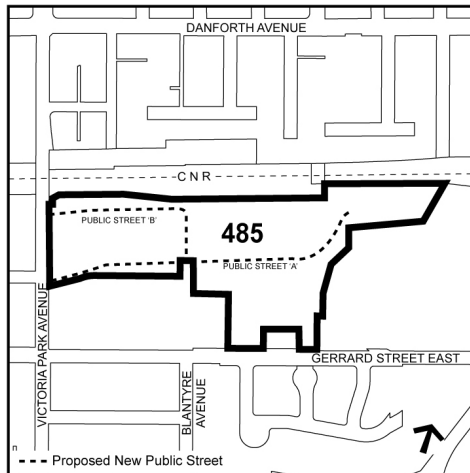
- 2) A well-landscaped streetscape will be provided through the provision of tree-lined streets throughout the lands. This well-landscaped environment will be maintained and encouraged through the provision of comparable landscaping on private property.
- 3) Gateway points into the subdivision shall be emphasized which may be achieved through entry features and upgraded landscaping or other means.
- 4) High quality street furnishings (e.g. street lighting, bus shelters, trash containers, etc.) will be provided.
- 5) Approaches to the railway underpass on Victoria Park Avenue will provide adequate sidewalks for pedestrian comfort and safety, including improved lighting along the Victoria Park Avenue façade of the building. Plantings should occur in this area to enhance sidewalks where feasible.

vi) Housing

- 1) Notwithstanding Section 3.2.1.9 of the Official Plan, the provision of 20 percent of the dwelling units permitted by the increased residential density as affordable housing units is not required provided that:
 - A) As part of the subdivision of the subject lands, a minimum of 7700 square meters of fully serviced lands are provided to be conveyed in fee simple to a non-profit housing provider for the purpose of constructing at least 58 affordable housing units, such terms of the conveyance to be secured through an appropriate Section 37 Agreement; and
 - B) As part of the subdivision of the subject lands, a minimum of 7500 square metres of fully serviced lands are provided to be conveyed in fee simple to the City for the purposes of constructing at least 62 affordable rental housing units, such terms of the conveyance to be secured through an appropriate Section 37 Agreement.

vii) Parks

- 1) In addition to the uses permitted by the Official Plan on the lands designated as Parks to the north of Public Street A, a public school, day nursery and uses and structures accessory thereto, including but not limited to school portables, shall be permitted.

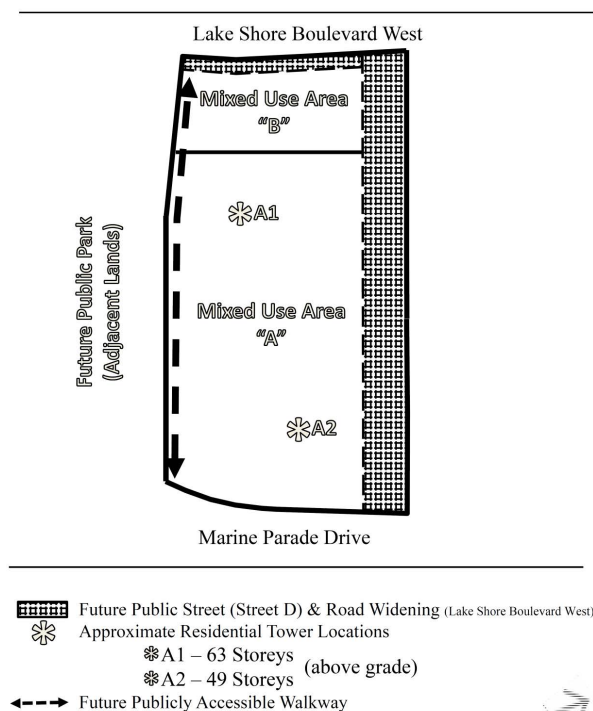


486. 2183 Lake Shore Boulevard West

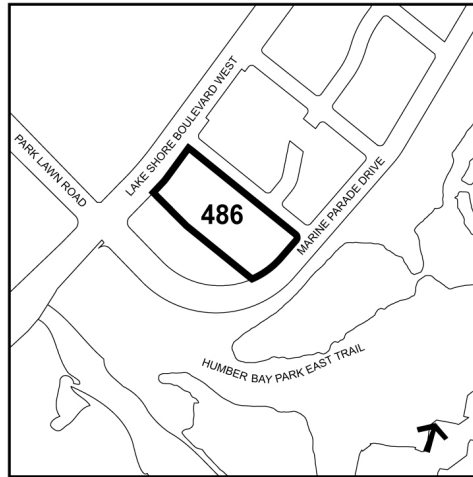
- a) Lands shown on Schedule "A" and designated *Mixed Use Areas "A" and "B"* may be developed for an integrated, mixed-use building that may be developed in phases, and which will be subject to the following policies:
 - i) A maximum 1,285 residential units are located entirely within *Mixed Use Area "A"*;
 - ii) A maximum total gross floor area of 88,300 square metres is permitted of which no residential gross floor area (excluding residential amenity area) shall be permitted within *Mixed Use Area "B"*;
 - iii) Ground floor retail and commercial space that is integrated with a mixed-use building in *Mixed Use Area "A"* shall be exempt from the total gross floor area permitted on the lands.
 - iv) A new public road with a 16.5 metre right-of-way width shall be provided from Lake Shore Boulevard West to Marine Parade Drive along the north part of the lands;
 - v) A new publicly accessible walkway shall be provided on the south part of the lands from Lake Shore Boulevard West to Marine Parade Drive, integrated at grade with other publicly accessible and landscaped open spaces in the middle of the lands and the connecting to the adjacent future public park to the south of the lands;
 - vi) Two residential towers shall be permitted on the lands designated *Mixed Use Area "A"* with a maximum height of 49 and 63 storeys above-grade, which are well separated from each other and setback from adjacent public streets and properties in the locations approximately shown as (*) on Schedule "A";
 - vii) All required parking shall be located below grade in an underground garage and which shall include parking exclusively for residents of the buildings on site, and parking for residential building visitors, employees and patrons of the businesses on site and the general public on a shared, non-exclusive basis.
 - viii) The mixed-use development permitted by this Site and Area Specific Policy shall be implemented through a site-specific amendment to the former City of Etobicoke Zoning Code;

- ix) Chapter 11, the Motel Strip Secondary Plan, shall not apply to the lands subject to this Site and Area Specific Policy 486. However, the mixed-use development of the lands shall generally be consistent with, coordinated by and subject to the provisions of a Precinct Plan and Core Infrastructure Servicing Agreement between adjacent participating landowners in the Humber Bay Shores community and the City of Toronto; and
- x) The following community benefits shall be secured pursuant to Section 37 of the *Planning Act*:
 - 1) The Owner will provide \$1,327,500 (indexed in accordance with City standards), prior to the issuance of an above-grade Building Permit, as a contribution to be used for capital improvement projects in Ward 6 at the direction of the ward Councilor in consultation with City Legal and the Chief Planner and Executive Director, City Planning;
 - 2) The Owner will provide 42 parking spaces as publicly accessible in the parking garage;
 - 3) The Owner will provide public access easements over the at-grade walkways and landscaped courtyard on site; and
 - 4) The Owner shall construct and maintain the development substantially in accordance with the Tier 1 performance standards of the Toronto Green Standard, as adopted by Toronto City Council at its meeting on October 26 and 27, 2009 through adoption of item PG32.3 of the Planning and Growth Management Committee.

SCHEDULE A: LOCATION OF MIXED-USE AREAS



Date: July 22 2015

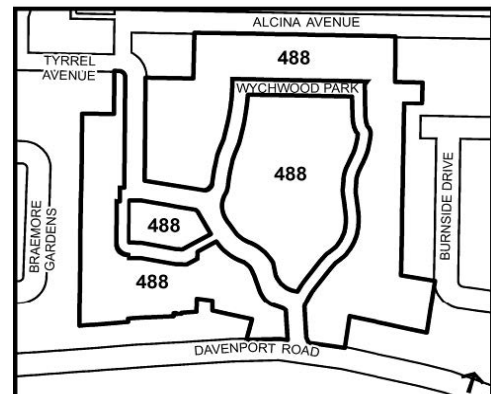


487. [Intentionally left blank as of this consolidation]

488. Wychwood Park

Wychwood Park has unique and outstanding features. It is a residential area laid out according to a plan registered in 1891. Although many of the houses are of considerable architectural note, it is the park-like ambience of Wychwood Park as a whole that gives it its unique character. The trees within the Park are of special importance. The manner in which the houses are situated in relation to the mature trees and natural land contours complements the architecture and gives the architecture added importance. The open space around the house is very important to the park-like atmosphere.

All site alteration, alterations, additions, new development and public works shall preserve the character and nature of the Wychwood Park Area. Any proposed height, massing, scale and setback shall be consistent with this unique character.



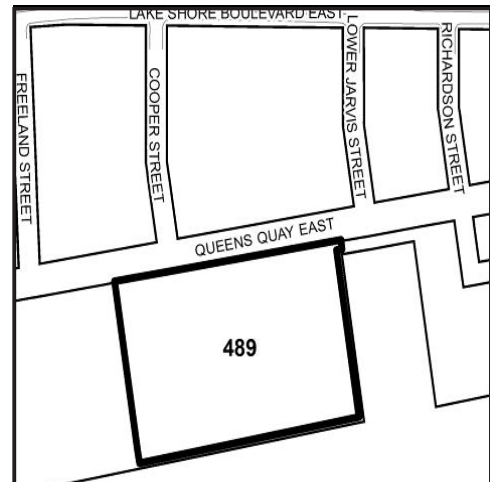
489. 95 Queens Quay East

- a) The property is included on the Register of Heritage Properties in recognition of its cultural heritage value.

When a heritage review is required, it will be undertaken with the mutual goal of conserving the property's cultural heritage values and also preserving and enhancing the productive and competitive nature of the property.

So long as the property is designated for and actively used for employment uses, in order to preserve and enhance the productive and competitive nature of the property, the following actions will not be subject to the heritage policies of this Plan:

- i) Interior *alterations*;
- ii) Removal, *alteration* or installation of machinery, fixtures or structures related to production on the property; or
- iii) *Alterations* required in order to achieve compliance with federal, provincial and municipal legislation, orders or other governmental requirements.



490. 103 Bayview Ridge

A maximum of six, three-storey townhouse units and two, two-storey detached dwellings are permitted.



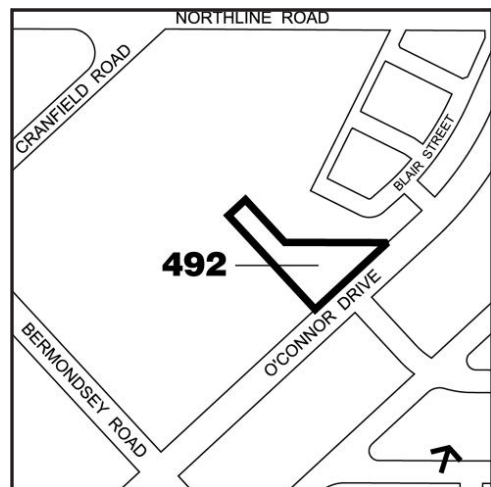
491. 108 Bayview Ridge

A maximum of five, three-storey townhouse units and two, two-storey detached dwellings are permitted.



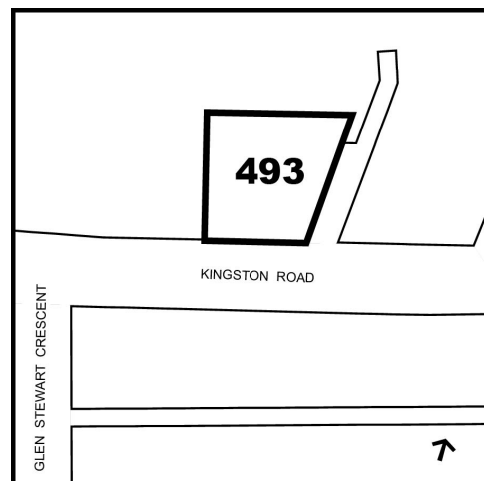
492. 1550 O'Connor Drive

Commercial and institutional uses are permitted.



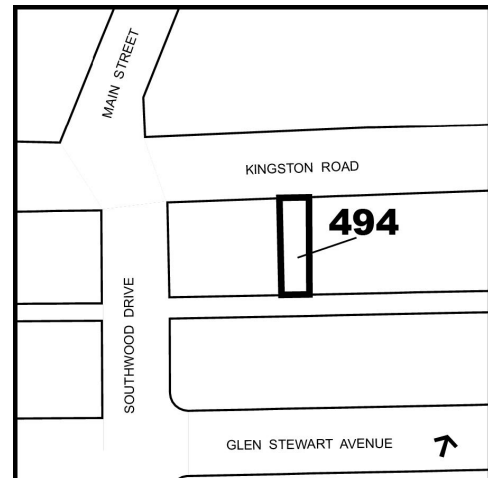
493. 622 and 646 Kingston Road

A seven storey apartment building is permitted within 10 metres of the long-term stable top-of-bank.



494. 691 Kingston Road

- a) Only the following uses are permitted:
 - i) A below grade parking structure and access related to the mixed-use development abutting to the west; and
 - ii) Two residential units associated with the mixed-use development to the west.



495. South of Wellington Street West, West of Spadina Avenue, North of Front Street West and East of Draper Street

- a) Interpretation
 - i) The site is currently designated “*Regeneration Areas*” on the Land Use map of the City’s Official Plan and the proposed development is in conformity with Section 2.3.1 *Healthy Neighbourhoods* as it relates to the relationship between *Regeneration Areas* and *Neighbourhoods*, as well as the Regeneration Area policies in Chapter 4.7. The site is proposed to be re-designated to the “*Mixed Use Areas*” designation. This is in recognition of the King-Spadina area’s evolution from an area in need of revitalization to a successful mixed-use neighbourhood which has attracted significant reinvestment since the King-Spadina Secondary Plan was approved in 1996. Lands identified as “*Mixed Use Areas*” as identified on Schedule B, shall be regarded as an area that is intended to contain a significant mix of employment and residential uses in several buildings varying in type, height and scale.

Given the size of the site and its unique contextual relationship to a heritage district and a wide, open air rail corridor, a draft site-specific Official Plan Amendment to the King-Spadina Secondary Plan has been developed to recognize this site and the proposed development as described in this site-specific policy as unique in the King-Spadina Secondary Plan area, particularly as it relates to the lands west of Spadina Avenue known as the “West Precinct”. The area governed by the site and area specific policy has been proposed to be removed from the King-Spadina Secondary Plan in recognition of the unique size of this site, allowing the opportunity to provide for a significant amount of publicly accessible, privately owned open space and dedicated parkland. The site is also able to provide built form transition downward toward Wellington Street West and the Draper Street Heritage Conservation District within its boundaries. The built form proposed for this site would not be appropriate in another location in the West Precinct of the King-Spadina Secondary Plan Area.

- b) Vision and Major Objectives
 - i) Lands identified on Schedule C shall be developed based on the following principles:

The proposal is a mixed-use development which includes a mix of residential, commercial (office) and retail use. These uses are intended to create a vibrant mixed-

use community that will provide for a minimum of 65,000 square metres of office space.

The proposal includes public realm improvements on abutting public roads and an internal pedestrian circulation system which will invite residents, workers and visitors to explore the site.

The development will be pedestrian oriented. The design of the internal pedestrian circulation system on the site will provide clearly defined north-south connections through the site and a central 'spine' to form an east-west connection. The public realm will create open spaces framed by street-related buildings containing a mix of uses and interesting architecture. The design of the site will aim to create a sense of place which will be both comfortable and lively.

The proposal includes planned improvements to Wellington Street West, Front Street West and Spadina Avenue. These improvements will enhance the public realm and improve connectivity for residents and visitors. The plan for Wellington Street West is to reflect the original 19th Century vision of an extensive green space on the wide public boulevard that will ultimately be implemented beyond the site boundaries to connect Clarence Square to the east and Victoria Memorial Square to the west. Improvements to Draper Street are also proposed.

The buildings on this large site transition from the office tower at the corner of Front Street West and Spadina Avenue down to the mid-rise scale buildings to the north and west of the site. An important objective of this transition is to recognizing the heritage context of the site. This context includes: the house form buildings on Draper Street to the west which are designated as a Heritage Conservation District under the *Ontario Heritage Act* and are designated as "*Neighbourhoods*"; the listed heritage building (Gale Building) at 49 Spadina Avenue and 401 Wellington Street West; and the listed and designated heritage buildings on the north side of Wellington Street West. The lands within the King Spadina Secondary Plan to the west, north and east of the site are currently under study as a Heritage Conservation District.

c) Parkland Dedication

- i) The requirements for parkland dedication will be secured through land dedication or other arrangements. Dedicated lands will be designated City Parkland on Map 8A through a subsequent Official Plan amendment.

In the event that the applicant proposes an off-site parkland dedication, the applicant will be required to enter into a Letter of Agreement with the City clearly stating the commitment to provide an off-site dedication of a specific size in a specific location.

d) Public Realm

- i) High-quality east-west and north-south publicly accessible mid-block connections will be provided throughout, connecting Spadina Avenue with Draper Street and Front Street West with Wellington Street West.

Improvements to the public realm along the south side of Wellington Street West will create a high-quality green and pedestrian promenade. A well-designed, high-quality public realm will be provided along Spadina Avenue and Front Street West.

e) Publicly Accessible Private Open Space (POPS)

- i) A substantial portion of the total site area will be maintained as publicly accessible private open space and/or parkland. These lands will be open to the public and easements will be granted to the City at appropriate locations to ensure that publicly

accessible private open spaces are open to the public.

f) Range of Residential Unit Types

- i) The residential portion of any building is encouraged to contain units of 2 bedrooms or more which are intended for families.

g) Range of Retail Unit Sizes

- i) A range of retail unit sizes are encouraged, with consideration for smaller units at grade adjacent the open space to create an urban main street retail experience.

h) Mix of Residential Tenure

- i) A mix of residential tenure including rental and ownership housing is encouraged.

i) Major Office Component

- i) A major office tower, with a large floorplate, shall be located at the northwest corner of the intersection of Spadina Avenue and Front Street West, reflecting this intersection's importance as a gateway location in the City.

j) Shadows

- i) The office tower to be located at the northwest corner of the intersection of Spadina Avenue and Front Street West shall be designed to minimize new shadows on Clarence Square Park between 12:00 p.m. and 2:00 p.m. on September 21.

The height and massing of buildings on Wellington Street West shall be limited and massed in such a way as to ensure that shadows on the north side of Wellington Street West cast by these buildings will be mostly within the shadows cast by the Front Street buildings and off the north side of Wellington Street boulevard (north of the curb) between 12:00 p.m. - 1:00 p.m. on September 21 as reflected in the Urban Design Guidelines.

k) Density

- i) The maximum total density of these lands shall be 9.5 FSI, with a minimum of 65,000 square metres of gross floor area dedicated to office space.

l) Tall Buildings and Building Transition

- i) Zoning By-law standards and Design Guidelines shall be developed to address built form matters such as size of tower floorplates, stepback and setbacks that consider the unique size of the site and area context, while providing for appropriate transition to the north side of Wellington Street West and the Draper Street Heritage Conservation District.

All buildings shall be located below the height limit of the major non-residential building located at the northwest corner of the intersection of Spadina Avenue and Front Street West, transitioning down towards Draper Street and Wellington Street West.

Due to the unique size of the site and area context, the three mixed-use buildings on Front Street West to the west of the office building located at the northwest corner of Spadina Avenue and Front Street West are permitted to have tower floorplates greater than the maximum recommended under the City's Tall Building Design Guidelines, provided that these towers meet or exceed the minimum 25 metre separation distances specified in the Guidelines.

m) Urban Design Guidelines

- i) The Urban Design Guidelines to be developed to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and adopted by Council will guide the design of the buildings and open space elements of the project. Urban Design Guidelines will guide development to implement the Official Plan and this Site and Area Specific Policy and assist staff in evaluating applications for Site Plan Approval. The Urban Design Guidelines include the following elements and reflect the following matters:
- 1) A Public Realm Master Plan for the site which identifies all public and private open space including how the pedestrian network connects to and complements the public realm around the site.
 - 2) Buildings and the public realm will be designed so as to minimize impacts on adjacent heritage buildings, particularly the Draper Street Heritage Conservation District and the listed heritage building (Gale Building) at 49 Spadina Avenue and 401 Wellington Street West.
 - 3) The plan for Wellington Street will acknowledge the cultural heritage of the street and support the creation of an extensive green space on the wide public boulevard to connect Clarence Square to the east and Victoria Memorial Square to the west.
 - 4) The proposed Wellington Street buildings will be designed so as to create a variety in the architecture of these buildings to reflect the varied massing, design and materials found in the buildings on the north side of the street.
 - 5) Designs and materials should enhance sustainability.
 - 6) Phasing, including plans for interim treatments where required.
 - 7) A lighting plan which will complement the design and enhance security.
 - 8) A signage strategy.
 - 9) Consider input provided by the City's Design Review Panel.

n) Transportation

- i) Revitalization of the lands will be planned and designed to encourage walking, cycling, transit use and car sharing as means of reducing the use of private automobiles.

Bicycle parking facilities will be provided onsite to encourage bicycle use in the area, and the number of bicycle facilities required at grade level shall adhere to the Tier 1 Toronto Green Standard requirements.

Auto share facilities are encouraged on site to further reduce auto demands to the development.

Where feasible, transit stops and/or signage providing direction to the nearest transit stop shall be provided onsite.

The underground portions of buildings with frontage on Front Street West, Wellington Street West and Spadina Avenue will be designed to include knockout panels to facilitate potential connections to future rapid transit stations. The applicant is also encouraged to connect to the PATH system.

Vehicular parking and loading shall be located underground and is encouraged to be

shared between non-residential uses on the site.

o) Site Servicing

- i) The requirements for upgrades and/or modifications to existing municipal infrastructure in order to support the Official Plan Amendment will be secured as part of the Zoning By-Law Amendment and Site Plan Control applications.

p) Section 37 Improvements

- i) Section 37 improvements may include matters such as: on-site Community Services and Facilities (including but not limited to a Community and/or Recreation Centre Facilities); improvements to Wellington Street West and Spadina Avenue beyond streetscape improvements typically delivered through the Site Plan Control process; improvements to the public realm on the south side of Front Street West; improvements to Draper Street; contributions to affordable housing; additional ramps and/or stairs to improve access to the Puente de Luz pedestrian bridge; an appropriate contribution of public art on the site; and other matters consistent with the Official Plan.

q) Public Art

- i) Public Art on the lands will contribute to the character of the neighbourhood by enhancing the quality of public spaces and places that are publicly accessible and visible. In prominent locations, the art themes should express community heritage and identity while creating a sense of place.

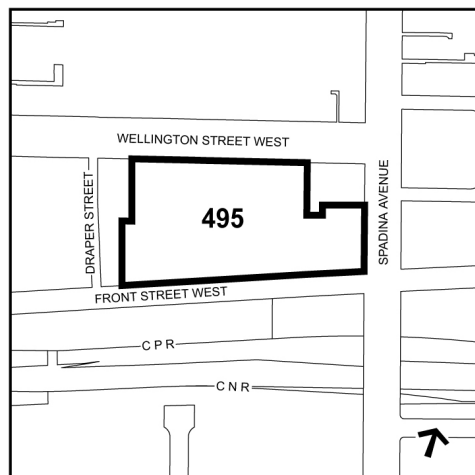
The applicant is encouraged to provide public art that is interactive and responds to the interests of all ages.

r) Implementation

- i) Development of the lands will not proceed prior to enactment of an implementing Zoning By-law for the lands that reflect this Site and Area Specific Policy.

Implementing Zoning By-laws will specify density and/or gross floor area limits to provide for a mixed-use development.

The development will have regard for the Council-adopted Urban Design Guidelines respecting the lands.



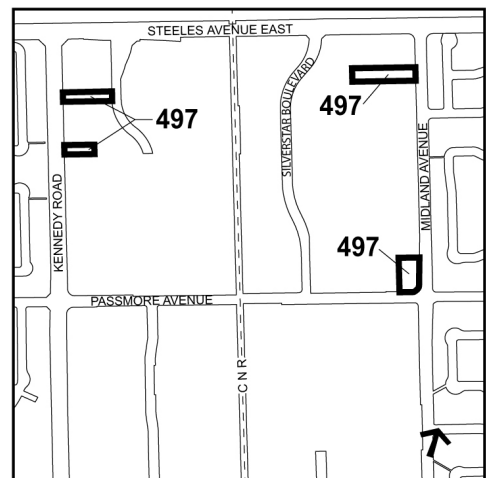
496. 280 Manse Road

Residential blocks containing townhouse dwellings and back-to-back townhouse dwellings are permitted with a combined maximum gross density of 62 units per hectare to a maximum of 130 dwelling units.



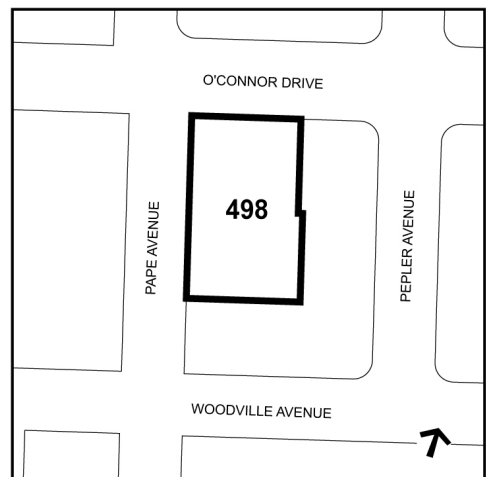
497. 3471 Kennedy Road, 3501 Kennedy Road, 3988 Midland Avenue and 4220 Midland Avenue

Place of worship uses are permitted.



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

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



499. 9 Tippet Road

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

