

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 300 to 399 in effect up to and including 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.

© Consolidated December 2024, City of Toronto

TABLE OF CONTENTS

Official Plan – Volume Three

CHAPTER SEVEN: SITE AND AREA SPECIFIC POLICIES

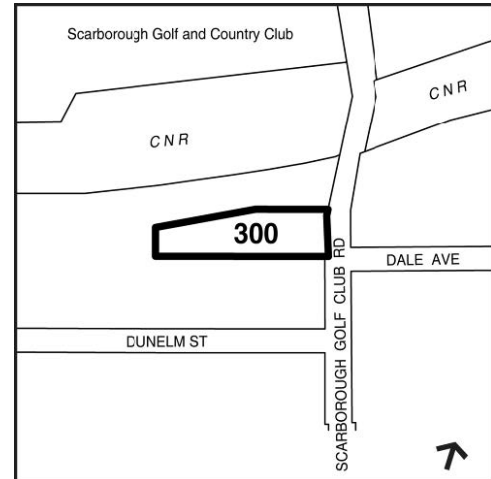
Table of Contents	2
300. 280 and 282 Scarborough Golf Club Road	5
301. 2 Ridelle Avenue	5
302. 807 Midland Avenue	5
303. [Intentionally blank as of this consolidation]	6
304. 70—200 Russell Hill Road	6
305. Areas where Funding of Heritage Conservation District Studies is an Eligible Section 37 Community Benefit.	7
306. 430 Broadview Avenue, 548 Gerrard Street East, 550-558 Gerrard Street East and 14 St. Matthews Road	46
307. Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road	47
308. 114 Vaughan Road	48
309. North of Old Mill Road, West and South of Humber River	48
310. Lands at the northwest corner of Progress Avenue and Schick Court	49
311. [Intentionally blank as of this consolidation]	49
312. SASP deleted	49
313. [Intentionally blank as of this consolidation]	49
314. 2425 and 2427 Bayview Avenue	49
315. 21 Swanwick Avenue	50
316. 44-66 Havelock Street and 1-11 Sylvan Avenue	50
317. Oakwood Avenue Arts District	50
318. SASP deleted	51
319. 76 and 100 Davenport Road	51
320. 1120 – 1132 Weston Road	51
321. 163 Maplehurst Avenue	52
322. Markham-Ellesmere Revitalization Area	52
323. 2230 Lake Shore Boulevard West	54
324. Kingston Road (Cliffside Community) Avenue Study	54
325. Lands along Kingston Road in the Birch Cliff Community	56
326. Certain lands to the north and south of and fronting on St. Clair Avenue West between Old Weston Road and Bathurst Street as identified on Map A	57
327. [Intentionally blank as of this consolidation]	60
328. 3201-3227 Eglinton Avenue East	60
329. 740 Eglinton Avenue West	61

330.	2277, 2285 and 2295 Sheppard Avenue West, 100 Mainshep Road and 3035 Weston Road	61
331.	SASP deleted	65
332.	[Intentionally blank as of this consolidation]	65
333.	555 Finch Avenue West	65
334.	Bloor Street West, between Avenue Road and Bathurst Street	66
335.	Bloor Street West, between Avenue Road and Bathurst Street	72
336.	[Intentionally blank as of this consolidation]	74
337.	20 and 22 Marina Avenue	74
338.	[Intentionally blank as of this consolidation]	74
339.	[Intentionally blank as of this consolidation]	75
340.	2800 Bloor Street West	75
341.	707, 709, 711, 715 and 717 Dovercourt Road	75
342.	Lawrence Avenue East between 6500 to 6550 Lawrence Avenue East	76
343.	[Intentionally blank as of this consolidation]	76
344.	[Intentionally blank as of this consolidation]	76
345.	[Intentionally blank as of this consolidation]	76
346.	1973 Victoria Park Avenue (1955-1991 Victoria Park Avenue)	77
347.	Finch Warden Revitalization Study Area	78
348.	180 Shaw Street	79
349.	SASP deleted	79
350.	SASP deleted	79
351.	2900 Warden Avenue	80
352.	2 True Davidson Drive	80
353.	3018- 3020 Yonge Street	80
354.	140-162 Broadview Avenue	81
355.	Certain Lands on the North Side of St. Clair Avenue West between Florence Crescent and Jane Street	82
356.	Lands on the South Side of St. Clair Avenue West between Runnymede Road and Jane Street	82
357.	South Side of St. Clair Ave West, west of Keele St. (2211, 2237, 2255, 2283 and 2336 St. Clair Avenue West.)	83
358.	Lands on the South Side of St. Clair Avenue West to the west of Keele Street	84
359.	Lands on the South Side of St. Clair Avenue West to the west of Keele Street	86
360.	Lands on the north side of St. Clair Avenue West to the west of Weston Road	86
361.	1144 Islington Avenue	87
362.	[Intentionally blank as of this consolidation]	87
363.	35-53 and 101-113 Valley Woods Road and 1213-1229 York Mills Road	87
364.	[Intentionally blank as of this consolidation]	88
365.	2686 Lake Shore Boulevard West	88
366.	14 Dewhurst Boulevard	88

367.	Dundas Street West to the Canadian Pacific rail corridor, between Highway 427 and Shorncliffe Road	89
368.	Lands around Dundas / 427 (North Side of Dundas Street West between The East Mall and Shaver Avenue)	93
369.	7 Austin Terrace	96
370.	1 & 2 Meadowglen Place	96
371.	115 Black Creek Drive (formerly part of 2855 Eglinton Avenue West)	96
372.	[Intentionally blank as of this consolidation]	97
373.	Sheppard/Warden Avenue Study	97
374.	16 Lesmill Road and 840-842 York Mills Road	100
375.	255 Christie Street	100
376.	SASP deleted	100
377.	580 to 592 Kingston Road	101
378.	[Intentionally blank as of this consolidation]	101
379.	1612 to 1622 Gerrard Street East	101
380.	41 Ossington Avenue	102
381.	4180, 4186, 4186A and 4190 Dundas Street West	102
382.	North Downtown Yonge Site and Area Specific Policy, located generally between the south side	103
383.	North of Queen Street West, east of Denison Avenue, south of Dundas Street West, and west of Cameron Street	125
384.	Rouge National Park	138
385.	243 Perth Avenue	139
386.	[Intentionally blank as of this consolidation]	139
387.	The Tippet Road Area	140
388.	[Intentionally blank as of this consolidation]	156
389.	The Murray Road Area	156
390.	[Intentionally blank as of this consolidation]	161
391.	[Intentionally blank as of this consolidation]	161
392.	1002 and 1020 Lawrence Avenue West, 109-135 Cartwright Avenue (odd numbers) and 120-132 Cartwright Avenue (even numbers)	162
393.	105-109 Vanderhoof Avenue and 10 Brentcliffe Road	162
394.	Business Parks along the Don Valley Parkway Corridor	163
395.	Lands bounded by Steeles Avenue East, GO Train Corridor, Redlea Avenue Extension and south boundary of 3447 Kennedy Road (rear)	164
396.	SASP deleted	167
397.	21, 23 and 25 Price Street	167
398.	Lands to the North of the Ontario Legislative Assembly Building	168
399.	10 York Street and 120-130 Harbour Street	169

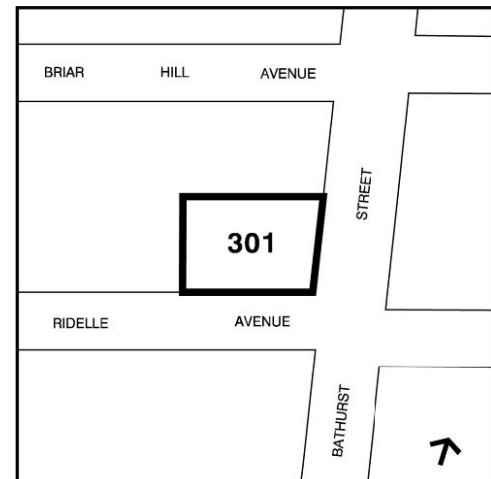
300. 280 and 282 Scarborough Golf Club Road

- a) Single detached and semi-detached dwellings to a maximum density of 30 units per hectare are permitted. The dwellings will be accessed from a private road.



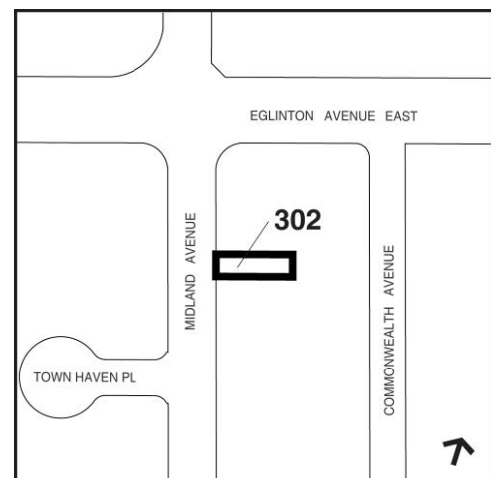
301. 2 Ridelle Avenue

- a) Conversion to condominium of an existing apartment building containing 44 residential units as of September 13, 2007, is permitted, provided the condominium is registered within 3 years of draft approval.



302. 807 Midland Avenue

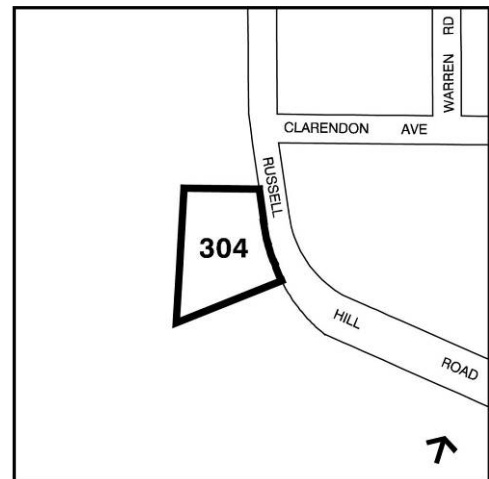
- a) A maximum of six residential units are permitted.



303. [Intentionally blank as of this consolidation]

304. 70—200 Russell Hill Road

- a) Two residential apartment buildings, of 4 and 5 storeys in height containing a maximum of 22 units at a maximum density of 1.34 times the lot area are permitted 5.5 m from the top-of-bank of the adjacent Nordheimer Ravine.



305. Areas where Funding of Heritage Conservation District Studies is an Eligible Section 37 Community Benefit.

- a) Where Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, is used in developments within or in close proximity to those specific areas identified on the accompanying maps as Potential Heritage Conservation Districts, cash contributions to fund Heritage Conservation District studies will be eligible as community benefits. Such contributions will be:
 - i) subject to all provisions of Section 5.1.1 of this Plan except the requirement that community benefits be capital facilities and/or cash contributions toward specific capital facilities; and
 - ii) used for no purpose other than the Heritage Conservation District studies specified in the relevant Section 37 agreements or such capital facilities as are specified in the relevant Section 37 agreements.
- b) One or both of the following criteria must be satisfied in order that a proposed development be considered to be within or in close proximity to a Potential Heritage Conservation District:
 - i) the proposed development would likely have an impact on the heritage character of the Potential Heritage Conservation District; or
 - ii) the proposed development would benefit from the preservation of the heritage character of the Potential Heritage Conservation District.
- c) The accompanying maps show two types of Potential Heritage Conservation Districts: those where studies and study area boundaries have not been authorized by City Council, identified on the accompanying maps by numbers; and those where Council has authorized Heritage Conservation District studies and has approved specific study area boundaries, identified on the accompanying maps by letters. The boundaries shown for the former type are symbolic and general in nature, and to the extent that the respective text description for a particular District in accompanying Schedule B provides greater specificity regarding the boundaries, the text description will take precedence over the symbolic boundaries. For the latter type, the specific study area boundaries authorized by Council are shown on the accompanying maps, and no text descriptions are provided.

The former type is symbolic and general in nature and the existence and precise boundaries of a Heritage Conservation District will be determined after completion of a formal Heritage Conservation District study. Schedule A: List of Potential Heritage Conservation Districts and Schedule B: Descriptions of Potential Heritage Conservation Districts are also general in nature. For the latter type, the specific study area boundaries authorized by Council are shown on the accompanying maps and no text descriptions are provided.

Read together, the maps, the list and the written descriptions serve to help determine whether a proposed development is within or in close proximity to a Potential Heritage Conservation District through the application of the criteria set out above, and thus whether a cash contribution toward a Heritage Conservation District study is an eligible Section 37 community benefit. They do not serve to determine the outcome of any Heritage Conservation District study or define the precise boundaries of any future Heritage Conservation District.

For clarity, funding of Heritage Conservation District studies is not an eligible Section 37 community benefit with respect to developments proposed within the North York Centre, Sheppard East Subway Corridor or Central Finch Area Secondary Plans.

Schedules A and B below, and the accompanying maps, also form part of this Site and Area Specific Policy.

Schedule A: List of Potential Heritage Conservation Districts

Area No.	Potential Heritage Conservation District	Area No.	Potential Heritage Conservation District
1	Alderwood	55	Corktown
2	Amesbury	56	Davisville
3	Baby Point	57	Deer Park
4	Bloor West Village	58	Dovercourt Village
5	Davenport	59	Financial District
6	Eatonville	60	Forest Hill
7	Fairbanks	61	Garrison Common
8	Harwood/Symes	62	Glenwood
9	Humber Bay	63	Gorelands
10	Humberlea	64	Governor's Bridge
11	Humber Summit	65	Grange Park
12	Humber Valley Village	66	Harbord Village
13	Islington	67	Hillcrest
14	Kingsway	68	Humewood
15	Lambton Mills	69	Kensington
16	Long Branch	70	King-Spadina
17	Mimico	71	St. Lawrence District East
18	Mount Dennis	72	Leslieville
19	New Toronto	73	Moore Park
20	Queensway	74	Palmerston
21	Regal Heights	75	Parkdale/Queen West Queen Street West/Trinity
22	Rexdale	76	Bellwoods
23	Runnymede	77	Rathnelly
24	Swansea	78	Riverdale
25	Sunny Lea/Sunnylea	79	Seaton Village
26	West Toronto Junction	80	South Hill

27	Thistletown	81	The Beach
28	Thorncrest	82	Topham Park
29	Weston South	83	Queen's Park Precinct/University Ave
30	Armour Heights	84	Woodbine Gardens
31	Bedford Park	85	Yonge - Yorkville
32	Bennington Heights	86	Bendale
33	Bridle Path	87	Birchcliffe
34	Caribou Park	88	Cliffcrest
35	Don Mills	89	Cliffside
36	Downsview	90	Guildwood Village
37	Glen Park	91	Highland Creek
38	Heathbridge Park	92	Malvern
39	Lansing	93	Oakridge
40	Lawrence Park	94	Scarborough Junction
41	Leaside	95	West Hill/ Old Kingston Road
42	Lytton Park	96	West Rouge
43	Sherwood Park	A	Agincourt
44	Teddington Park	B	Annex (Madison Avenue)
45	Willowdale	C	Balmy Beach
46	Windfields	D	Casa Loma
47	Yorkmills	E	Harbord Village - Phase 2
48	Allan Gardens	G	Liberty Village
49	Allenby	H	Queen Street East
50	Annex West	J	St. Lawrence Area Phase 1
51	Beaconsfield Village	K	Toronto Islands
52	Brockton	L	Summerhill
53	Cedarvale	M	West Queen West
54	Chaplin Estates	N	Weston Area Phase 2

Schedule B: Descriptions of Potential Heritage Conservation Districts (not including those already authorized for study as of July, 2008)

1. Alderwood

Alderwood developed from a small farming community to a residential neighbourhood from the 1920s to the 1950s. Its long linear streets are lined with rows of bungalows and storey-and-a-half houses. This early to mid 20th century low density housing stock together with the mature suburban setting help define the neighbourhood's character. The location of Etobicoke Valley Park to the west of the neighbourhood also greatly enhances the amenity qualities present in the community. Alderwood is located within the area east of the Etobicoke Creek, south of the Gardiner Expressway, west of the Canadian Pacific Railway tracks and north of the Canadian National Railway tracks.

2. Amesbury

Amesbury (also known as Brookhaven-Amesbury) developed from a small farming settlement in the early 19th century to a complete mid to late 20th century neighbourhood. The neighbourhood is also associated with Toronto's first airfield located along the current day Trethewey Drive. Amesbury mainly comprises mid to late 20th century housing with much of the housing stock in the neighbourhood existing in the form of planned post World War II subdivisions. It is intersected by Black Creek Drive and the Black Creek Valley. The community, which was subdivided for residential development in the 1940s, features curvilinear streets with bungalows and storey-and-a-half brick houses to the east of Black Creek Drive. There are five parks in the area which greatly enhance amenity and setting qualities of the neighbourhood. The streets circling Harding Park are lined with 'Veterans Housing' which was built in the late 1940s and early 1950s for returning World War II veterans and their families. There is also an area of 'Veterans Housing' located on Trethewey Drive to the southwest of the neighbourhood. Amesbury is situated within the area north of Eglinton Avenue, south of Lawrence Avenue, east of Jane Street and west of Keele Street.

3. Baby Point

Baby Point, which is situated on a peninsula of land overlooking the Humber River, developed as a residential neighbourhood from the 1920s to the 1940s as part of Home Smith's Humber Valley Surveys. Much of the housing stock consists of detached, Tudor Revival style houses. The larger homes tend to back onto the Humber Valley ravine and are found along Baby Point Road and Baby Point Crescent, while the smaller homes are found near the Jane Street and Baby Point Road entrance. North and south of Baby Point are single-family residential neighbourhoods established about the same time as the Point. Amenity qualities in Baby Point are considerable with interspersed ravines and parkland. The planned nature of the community is clearly signalled upon entrance to the neighbourhood as access is only possible through a set of historic stone gates at the intersection of Jane Street and Baby Point Road. It is located within the area south of the rear lots to St. Mark's Road, east of the Humber River and Etienne Brule Park, west of Jane Street and north of Bloor Street West.

4. Bloor West Village

Bloor West Village developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing of a consistent style and layout. The commercial strip on Bloor Street contains low rise storefronts, mainly constructed between the war years, with offices or residences above. The main residential areas of the village are located north and south of Bloor Street. Local landmark buildings include the local churches and the Runnymede Library. Bloor West Village was the first Business Improvement Area (BIA) to come into existence in Toronto. The introduction of the BIA has greatly enhanced the urban realm and built form of Bloor Street West with many local business-led initiatives instigating street and building improvement schemes. The neighbourhood is situated in the area surrounding Bloor Street West, east of Riverview Drive, west of Kennedy Park Road, south of Annette Street and north of Morningside Avenue.

5. Davenport

Davenport developed as a residential neighbourhood in the early 20th century. The area mainly comprises Victorian style housing. These houses, which are modest in scale, define the character of the neighbourhood. This character remains unaltered despite the construction of some modern semidetached houses within the community. These new developments have largely respected the scale and density of the existing housing stock. The Canadian Pacific Railway line, which is situated south of the neighbourhood, provides clear guidance as to the exact confines of the neighbourhood. The four blocks from Christie Street to Shaw Street, immediately south of Davenport Road, are part of the Frankel Lambert housing co-operative which contains private homes as well as Cityhome rental units and senior citizen accommodations. This cooperative development largely respects the scale and density of the receiving community. The neighbourhood is located south of Davenport Road, north of Geary Avenue, east of Landsdowne Avenue and west of Bathurst Street. Dufferin Street, Ossington Avenue and Christie Street bisect the neighbourhood from north to south.

6. Eatonville

Eatonville, influenced by Timothy Eaton's considerable contributions to the community, developed from a small village settlement to a residential neighbourhood in the early to mid 20th century. Eatonville's houses located east of Highway 427 were built in the late 1940s and the 1950s. These houses consist of detached bungalows, one-and-a-half-storey homes, and Cape Cod style two-storey houses. The houses west of Highway 427 were built in the 1960s and 1970s. This part of the neighbourhood contains a mix of brick bungalows, semidetached houses, and large detached two-storey homes. Eatonville's main arterial streets including the West and East Malls and Burnhamthorpe Road contain a mix of rental and condominium high-rise apartments and townhouses. Wedgewood Park and Glen Park are focal amenities for the community. Eatonville also holds a civic role in the greater Etobicoke York region as it hosts the Etobicoke Civic Centre (c. 1958). Its mix of mid 20th century housing types and its civic and community amenities all enhance the cohesive sense of community within the area. The neighbourhood is located north of the Canadian Pacific Railway line, west of Kipling Avenue, south of Rathburn Road and east of Etobicoke Creek. Highway 427 intersects the area from north to south.

7. Fairbank

Fairbank developed from a small 19th century village settlement to a residential neighbourhood

in the early 20th century. It contains a mix of early 1900s working class houses, postwar brick and stucco bungalows, and new home developments. The neighbourhood's topography consists of rolling hills bisected by curvilinear one way streets. There are also a number of apartment buildings framing the neighbourhood from its periphery. Prospect Cemetery is a local landmark in the neighbourhood. Fairbank is situated north of Rogers Road, west of Marlee Avenue, east of Caledonian Park Road and south of Glencairn Avenue.

8. Harwood/ Symes

Harwood/ Symes developed as a residential and industrial neighbourhood in the late 19th to mid 20th century. The housing stock in the area contains a diverse range of housing types with various styles evident. The eastern and northern sections of the neighbourhood contain the main industrial districts with interspersed residential districts containing bungalows and semidetached houses. The western and southwest sections of the neighbourhood comprised a mix of Victorian semidetached and detached houses. This area also contains a number of former market garden cottages that date back to the late 1800s. Cayuga Park, which is located to the northeast of the neighbourhood and Gaffney Park, which is located to the west of the neighbourhood, are both focal points for the community. The Harwood/Symes is located north of Rockcliffe Yards and Symes Road, east of Jane Street, west of Weston Road and south of the Black Creek River.

9. Humber Bay

Humber Bay developed from a market garden farming community to a residential neighbourhood in the early 20th century. Much of the residential districts within the neighbourhood date from the mid to late 20th century with the neighbourhood also noted for its retention of a number of early 20th century market gardeners' houses. The majority of the housing stock consists of an attractive mix of bungalows, split-level houses, multi-plex dwellings, low-rise apartment buildings and more modern houses. The neighbourhood is of a high scenic quality with many of the houses having excellent views overlooking Mimico Creek or the Humber River Valley. The neighbourhood is located south of Berry Road, east of Mimico Creek, north of Lakeshore Boulevard and west of the Humber River.

10. Humberlea

Humberlea, influenced by the Canadian Government's war-time housing strategy, developed from a small early 20th century settlement to a complete residential neighbourhood in the mid 20th century. The neighbourhood is largely defined by Veteran's Housing constructed in the late 1940s and early 1950s. This housing stock consists of a large number of attractive low density brick bungalows dating from this period. The built character of the neighbourhood has remained relatively unaltered despite some of these small houses having been replaced in recent years with new houses. The neighbourhood is located east of the Humber River Valley, west of the Canadian Pacific Railway line, north of Highway 401 and south of Sheppard Avenue West. Weston Road runs through the centre of this neighbourhood in a north-south direction.

11. Humber Summit

Humber Summit developed from a small settlement to a residential neighbourhood in the mid 20th century. The neighbourhood's winding roads and rolling hills west of Islington Avenue contain a mix of old frame cottages from the 1940s and 1950s together with some modern infill houses. The houses east of Islington Avenue are mainly semidetached with built-in garages

and front porches decorated with cast iron railings. Elaborate front archways also add to the character of these post-war suburban houses which were built largely in the 1960s. The neighbourhood is situated east of the Humber River, west of the rail line, south of Steele's Avenue and north of Finch Avenue West.

12. Humber Valley Village

Humber Valley Village, which was noted for its prosperous early 20th century market gardens, developed as a planned town in the early to mid 20th century. The area, which is still defined by this distinctive residential character, has a unique rolling topography with curvilinear streets and scenic views of the Humber River Valley ravine. Some large brick and stone houses are contained on streets such as Edenbridge and North Drive, with more modest bungalows on surrounding streets. The neighbourhood is located within the area around the Humber River Valley Ravine, north of Bloor Street West, east of Islington Avenue, south of Eglinton Avenue and west of the Humber River.

13. Islington

Islington, influenced by the arrival of the railway to the area, developed as a milling town in the late 19th century and later as a residential neighbourhood in the early to mid 20th century. The area is defined largely by residential development with a diverse range of early to mid 20th century housing types and some more recent infill and replacement housing developments. Its development has been greatly influenced by major transportation nodes such as the 427, the QEW and Gardiner Expressway highways and the railyards of the CPR. There is a mix of attractive residential houses in the south western area framed by numerous apartment towers along Bloor Street. The areanorth of the Bloor-Dundas intersection contains a mix of lower density family bungalows and attractive commercial storefronts along the main streets. The neighbourhood is located north of Bloor Street West, east of Kipling Avenue and Mimico Creek, south of Rathburn Road and west of Islington Avenue.

14. Kingsway

Kingsway developed as a residential neighbourhood after it was planned for development in 1908. The Kingsway houses, located between Kingsway Crescent and Royal York Road, and from Bloor Street north to Kings Garden Road, were developed as part of a separate plan of subdivision called Kingsway Park. These houses were built between 1924 and 1947 and include some of the finest examples of Old English classical and vernacular architecture in Toronto. The Kingsway's oldest houses are located along Government Road near Dundas Street. These homes were originally part of the Lambton community. The neighbourhood is located south of Dundas Street West, north of Bloor Street West, west of Home-Smith Park and east and west of the intersecting Royal York Road. Central Park South forms the boundary to the southwest with Dundas Street West forming the boundary to the northwest. This neighbourhood does not include any of area to the east of Prince Edward Drive North and to the north of Queen Anne Road (this is included in the Lambton Mills neighbourhood).

15. Lambton Mills

The village of Lambton Mills developed as a milling town in the early to mid 19th century. Today the area is mainly a residential neighbourhood defined by its geographic location along the

Humber River and characterized by its long association with the milling industry. The area is defined by a mix of housing types ranging from early to mid 19th century workers cottages to early 20th century railway workers houses, built for the workers employed in the CPR Lambton Yards. The neighbourhood also contains some 20th century infill housing and some post World War II housing. Much of the early to mid 19th century housing remains on the west bank, while only a few remnants, including the designated 150 year old Lambton House, remain on the east bank. The Lambton Kingsway Park is a community focal point situated to the southwest of the neighbourhood. Lambton Mills is located east of Prince Edward Drive, west of Jane Street, north of St. Mark's Road and Queen Anne Road and south of Foxwell Street and the Lambton Golf and Country Club.

16. Long Branch

Long Branch developed as a resort settlement in the late 19th century and later as a residential area from the 1920s onwards. Long Branch's oldest houses are located on Lake Promenade between Long Branch Avenue and 38th Street. The rest of the houses north to Lake Shore Boulevard were built from the 1920s to the 1950s. These brick and frame houses include Edwardian and Tudor Revival style bungalows and two storey homes and modern semidetached homes. The neighbourhood which stretches along the waterfront area, is loosely situated west of 22nd and 23rd Streets (north and south of Lake Shore Boulevard), east of 43rd Street and south and southeast of the railway tracks. Lake Shore Boulevard West intersects the neighbourhood from east to west.

17. Mimico

Mimico developed as a railway town in the 19th century. Today, it is mainly a residential area defined by a diverse range of housing types. Much of the housing stock in Mimico ranges from grand lake side estates dating from the 1890s to the early 1900s to bungalows built in the 1920s to the 1940s. There are also a number of two-storey houses dating from the 1930s and 1940s with some multi-complex apartment buildings. The neighbourhood is located south of Evans Avenue, north of Lake Ontario, west of Mimico Creek and east of Dwight Avenue.

18. Mount Dennis

Mount Dennis is an unplanned residential suburb, with farming and industrial origins, which developed from the mid 19th century to the 1960s. The built environment present in the neighbourhood represents the various organic phased layers of its historic development. The area mainly comprises housing defined by a mix of workers' housing dating from the 1860s to the 1950s. The first Mount Dennis School, built in 1891, is still in existence as a school. The neighbourhood is located west and northwest of Black Creek River, north of Alliance Avenue and east of Scarlett Road and the Humber River. Buttonwood Avenue, Cobalt Street and Industry Street loosely form the boundary of the neighbourhood to the north.

19. New Toronto

New Toronto, influenced by the arrival of the railway to the area developed as an industrial and residential neighbourhood in the late 19th and early 20th centuries. The Town was a very important industrial settlement during most of the twentieth century and, consequentially, retains a significant industrial heritage. The neighbourhood's housing stock is characterised

by small frame and brick bungalows and modest two storey houses, which were built largely between 1910 and the 1950s. Larger single family homes are located closer to the lake, south of Lake Shore Boulevard. Memorial Park, which is located east of 22nd Street to the west of the neighbourhood, is an amenity focal point for the community. The neighbourhood is located south of the Canadian National Railway's mainline, north of Lake Ontario, east of 22nd Street and Colonel Smith Park and west of Dwight Avenue.

20. The Queensway

The Queensway developed from a small farming community in the late 19th century to a residential neighbourhood in the mid 20th century. The neighbourhood contains a diverse mix of low density housing stock consisting mainly of two bedroom brick bungalows and storey-and-a-half houses located on good size lots. The area around Queensway Park contains an excellent example of intact War Veterans housing constructed during the 1940s. There are a number of former important market-garden cottages and pre-subdivision houses located in the northeast pocket of the neighbourhood near Mimico Creek and Woodford Park. The Queensway is located north of the Queen Elizabeth Way, east of Kipling Avenue, west of Mimico Creek and south of Norseman Street. The Queensway Road bisects the neighbourhood from east to west with Queensway Park located to the centre of the community to the north of the road.

21. Regal Heights

Regal Heights developed as a residential neighbourhood on laid out park lots in the early 20th century. The neighbourhood is situated on the northern crest of the Davenport escarpment and contains large turn of the century houses on winding treelined streets. It was constructed as a planned neighbourhood to provide housing for workers of the nearby factories which were set up in the early 20th century. The houses were well constructed and afterwards well maintained by the new prosperous community. The housing stock consists of detached and semidetached three storey houses constructed between 1912 and 1923. The neighbourhood is located north of Davenport Road, east of Dufferin Street, south of St. Clair Avenue West and to the west of Oakwood Avenue. Glenholme Avenue intersects the centre of the neighbourhood running in a north-south direction.

22. Rexdale

Rexdale, influenced by its industrial origins, developed as a planned residential and industrial neighbourhood in the mid 20th century. The mix of housing includes raised bungalows, contemporary style bungalows, split-level homes, storey-and-a-half houses, semidetached houses, and basic two-storey detached houses. The houses in the Kipling Heights subdivision east of Kipling Avenue were built mostly in the mid to late 1950s while the houses west of Kipling date mostly from the early 1960s. Rexdale also contains a large number of apartment buildings and multiplex dwellings in the Islington Avenue and Rexdale Boulevard area. The neighbourhood is located west and south of the Humber River West branch, east of Highway 27 and north of Rexdale Boulevard.

23. Runnymede

Runnymede developed as a residential neighbourhood in the late 19th and early 20th centuries. The neighbourhood's building stock includes grand Victorian mansions, English Cottage and Tudor-Revival style houses, pre and post-war bungalows and a mix of detached and semidetached homes. All of the streets have been well planned with laneways leading off

them. Runnymede houses feature many different types of exteriors including wood, insulbrick, frame siding, stucco, brick and stone. Many Runnymede houses also feature vernacular style gambrel roofs that have a distinctive barn-like appearance. Much of the housing stock was built to service the industrial developments of West Toronto and of the CPR Lambton Yards. The neighbourhood is located in the area north of Bloor Street West, east of Jane Street, west of Runnymede Street and south of Canadian Pacific Railway tracks.

24. Swansea

Swansea developed as a residential neighbourhood in the late 19th and early 20th century. The neighbourhood contains a cluster of original workers' cottages and row housing built in the 1880s. It is, however, largely made up of two storey housing, bungalows and some semidetached houses constructed between 1905 and 1935. There is a Tudor Revival style 'Home Smith' designed subdivision as well as larger homes including Victorian 'Gemmell' designs, a 'Gouinlock' design and other significant attractive modern houses are also contained within the neighbourhood. Rennie Park, Grenadier Pond, Catfish Pond and Swansea Public School with its large playground are recreational facilities contained within the community. Swansea is situated east of the Humber River, south of Bloor Street, west of High Park and north of the Gardiner Expressway. Windermere Avenue intersects the centre of the neighbourhood from north to south with Morningside Avenue intersecting from east to west.

25. Sunny Lea/ Sunnylea

Sunnylea developed as a residential neighbourhood from a farming settlement from the late 19th century to the mid 20th century. Sunnylea's typical housing stock consists of characteristically mid 20th century split-level, storey-and-a-half or two-storey houses, built mostly in the 1940s and 1950s. These houses are all detached and include at least a 30-foot frontage and a private drive. The Tudor style houses located closer to Bloor Street are representative of the older turn of the century building stock in the neighbourhood. Sunnylea is situated west of the King's Mill Park and Humber River, south of Bloor Street West, east of Mimico Creek and north of Berry Road.

26. West Toronto Junction

West Toronto Junction developed as a residential, commercial and industrial neighbourhood in the early 20th century. Dundas Street West is the main commercial street, while industry is located next to the railway tracks. Annette Street boasts fine churches and other institutional buildings. The residential neighbourhood on either side of Annette has late Victorian detached houses on large lots. More modest housing adjoins the industrial areas. West Toronto Junction is so named due to the fact that three railway lines cross in close proximity to the neighbourhood. It is located in the area along Dundas Street West and Dupont Street, which intersect the area in an east-west direction, and on either side of Keele Street, which intersects the area in a north-south direction. Bloor Street West forms the boundary to the south of the neighbourhood with railway tracks located southwest and north of the area.

27. Thistletown

Thistletown developed as a permanent residential neighbourhood from a summer resort in the early 20th century. Old Thistletown also features a handful of former summer cottages built in the 1910s, as well as bungalows from the 1940s and 50s and a small number of new sympathetically designed homes. This eclectic mix of housing type characterizes Thistletown's

early to mid 20th century built heritage. The newer pockets of Thistletown, round Albion Gardens Park and Beaumonde Heights Park, were built up during the 1950s and 1960s, and include bungalows, split-level houses, and storey-and-a-half homes. The main thoroughfares of Albion and Islington have been widened with modern convenience stores replacing many of the area's historic building stock. The Thistletown neighbourhood is located south of Finch Avenue West, east of Kipling Avenue and west and north of the Humber River. The Humber River West Branch forms the southern boundary of the neighbourhood.

28. Thorncrest

Thorncrest was designed as a planned neighbourhood in 1945. The neighbourhood was designed with winding roads and irregular layouts with a 'no fence' concept applied to the mid 20th century construction. The original Thorncrest houses include attractive bungalows and modernist-style homes from the late 1940s and the 1950s. The original appearance and character of Thorncrest has been respected through the neighbourhood's governance under strong zoning and building restrictions. The community's curvilinear street patterns, cul-de-sacs and much of its original mid 20th century built environment remain in place. The, Thorncrest neighbourhood is located north of Bloor Street West, south of Eglinton Avenue, east of the 427 Highway and west of Islington Avenue.

29. Weston South

Weston South developed as a residential neighbourhood from a small village in the early to mid 20th century. The housing stock consists of low density detached bungalows and attractive two storey houses having both front and rear gardens. Weston Road and the Canadian National Railway line intersect the neighbourhood from north to south. The built environment of Weston South is reflective of its mid 20th century suburban origins as a high quality low density family-oriented neighbourhood. The street of Humberview Crescent, which is situated west of Weston Road, north and east of the Humber River and south of Fairglens Crescent, is included in the boundaries of the neighbourhood for the purpose of this study. The neighbourhood is located south of MacDonald Avenue, west of Jane Street and the Canadian National Railway line, north of Denison Road East and Clouston Avenue and east of the Humber River, Wilby Crescent, Pine Street and Ralph Street.

30. Armour Heights

Armour Heights developed from a small village settled by John Armour in the 1830s to a residential neighbourhood built in phases from the 1920s to the 1970s. The area mainly comprises attractive two-storey detached and semidetached homes and impressive Tudor Manor houses. The neighbourhood is located south and west of the Don River Valley, Earl Bales Park and the Don Valley Golf Course, east of Bathurst Street and north of Wilson Avenue. Highway 401 intersects the centre of the neighbourhood.

31. Bedford Park

Bedford Park, influenced by the introduction of the streetcar to the area, developed from a farming community in the late 19th century to a residential neighbourhood by the mid 20th century. The area mainly comprises housing containing an attractive mix of detached and semi-detached homes. It is located east of Avenue Road, west of Ronan Avenue, north of Lawrence

Avenue West and east and south of Deloraine Avenue and Golfdale Road. Yonge Street intersects the centre of the neighbourhood from north to south.

32. Bennington Heights

Bennington Heights developed as a successful market gardens settlement in the late 19th century and later as a planned residential neighbourhood in the early to mid 20th century. The housing stock in the community ranges from large English Manor stone houses which were built in the 1920s and 1930s to attractive Cottage style twostorey homes and bungalows which were built in the late 1940s and early 1950s. The area has a picturesque rolling topography with ravine land intertwined through winding residential streets. The neighbourhood is located south of Moore Avenue, west of Bayview Avenue, northwest of the Canadian Pacific Railway tracks and east of the Moore Park Ravine.

33. Bridle Path

Bridle Path developed as a residential neighbourhood dating from the 1930s to the 1960s. The housing in the area is mainly defined by large stately homes set against the backdrop of the Don River Valley and lush parkland. There is a pocket of smaller homes just north of the eastern part of Sunnybrook Park. This housing pocket, despite being more modest in scale, also contributes handsomely to the built form cohesion and aesthetic quality of the neighbourhood. The overall housing stock in the Bridle Path includes an eclectic mix of architectural styles with many fine examples of Georgian, Colonial, Greek and Tudor Revival on display. The neighbourhood is located east of Bayview Avenue, south of York Mills Park, west of Windfields Park and Edwards Gardens, north of Sunnybrook Park and northeast of the Don River.

34. Caribou Park

Caribou Park developed as a residential neighbourhood from the 1930s to the 1960s on agricultural lands subdivided between 1910 and 1912. A defined quality commercial district is located north of the neighbourhood along Avenue Road. The area mainly comprises housing defined by two distinct residential pockets. The grand Georgian, Tudor, and English Cottage style houses, which were built in the 1930s and 1940s, close to Avenue Road represent the first phase of the neighbourhood's residential development. The attractive split-level houses and bungalows, which were built in the 1950s and 1960s, and are located close to Bathurst Street, represent the second phase. The neighbourhood is located south of Lawrence Avenue Road, east of Bathurst Street, north of Coldstream Avenue and west of Avenue Road.

35. Don Mills

Don Mills developed as a planned community between the years 1952 and 1967. The area mainly comprises housing defined by various housing typologies. The housing stock ranges from detached and semidetached homes to attractive low rise apartment buildings with terrace row housing, maisonettes as well as garden apartments. Community landmarks include the Gray heritage home and the rebuilt David Duncan House, north of York Mills Road and Don Mills Road. The neighbourhood's recreational and open space is dominated by the picturesque Donalda Golf and Country Club and the Toronto Botanical Gardens. The commercial/industrial sector of Don Mills serves as the head office for many large multinational companies. The neighbourhood is located in the North York District and is built on about 8.35 square kilometres

[2, 100 acres] of former farmland centred at the intersection of Don Mills Road and Lawrence Avenue East. The neighbourhood is located south of York Mills Road, east of Leslie Street, west of the Don Valley Parkway, northeast of the Canadian National Railway tracks and northwest of the Canadian Pacific Railway tracks.

36. Downsview

Downsview developed as a residential neighbourhood in the 1950s and 1960s. The area mainly comprises housing which backs onto greenbelts and parklands. These green space amenities provide an attractive and healthy setting for the family orientated low density neighbourhood of Downsview. The dominant landmark in the community is the former Canadian Armed Forces Base which is now known as the Downsview Lands. The housing stock in the area contains attractive semidetached and split level houses situated on large suburban size lots. The neighbourhood is located north of Lawrence Avenue West, west of Allen Road, east of Highway 400 and south of Sheppard Avenue. Highway 401 intersects the neighbourhood from east to west with Jane Street intersecting the western section of the neighbourhood from north to south.

37. Glen Park

Glen Park developed as a residential neighbourhood from earlier subdivided lots from the 1920s to the mid 20th century. The housing stock ranges from small bungalows with front bay windows to ranch-style, split-level, and raised bungalow designs. Much of this housing can be termed as Veteran's war-time housing. Some of this original housing stock has been replaced by new houses in recent years. These new developments have been largely sympathetic to the low density scale and architectural character of the neighbourhood. Glen Park is situated north of Eglinton Avenue West, west of Bathurst Street, south of Lawrence Avenue West and east of the Canadian National Railway tracks.

38. Heathbridge Park

Heathbridge Park, which was influenced by the 1940s establishment in the area of the Co-operative Residential Community (CRC), developed as a residential district in the mid 20th century. The area mainly comprises housing defined by a standardised range of housing typologies, true to the CRC principles. It comprises an interesting mix of five streets, four of which are cul-de-sacs with Heathbridge Park Road and Evergreen Gardens arranged around common areas. Heathbridge Park is located to the southwest of Leaside with Mount Pleasant Cemetery directly to the north. The neighbourhood is contained within the area surrounding Heathbridge Park, Heathbridge Park Road, Evergreen Gardens, Windmill Road and Orchard Gardens.

39. Lansing

Lansing developed as a residential neighbourhood in the early to mid 20th century. Much of the housing dates from the 1920s to the 1950s with more modern infill also prominent. The housing styles vary with Edwardian, Tudor Revival, English Cottage and Craftsman style houses all found in the area. The neighbourhood is located along the Yonge Street corridor near the former North York City Hall and the North York Civic Centre. It is situated east of Bathurst Street, west of Yonge Street, south of the York Cemetery and north of the Don River. Sheppard Avenue West intersects the area from east to west.

40. Lawrence Park

Lawrence Park developed as a residential neighbourhood over a protracted period from the early to the mid 20th century. Lawrence Park represents one of Toronto's first planned garden suburbs. Its subdivision began in the early part of the 20th century. It was not fully developed, however, until after World War II. The housing stock includes fine examples of English Cottage, Tudor Revival and Georgian and Colonial style designs. The neighbourhood is located east of Yonge Street, north of Mount Hope Cemetery and Keewatin Avenue, west of Bayview Avenue and south of Lawrence Avenue East.

41. Leaside

Settled by the Lea family in the early 1800s, Leaside was designed as a planned community in 1913 on the initiative of the Canadian Northern Railway. Leaside's residential area is mainly defined by Georgian Revival architectural typologies, with extensive use of local red brick from the Don Valley Brick Works. The neighbourhood contains an interesting mix of two-storey detached homes, bungalows, semidetached houses, apartment houses (fourplexes), and distinctive apartment buildings of the era. Howard Talbot Park (northwest), Trace Manes Park (centre) and Leaside Memorial Gardens (southeast) are the main recreational parks in the area. The neighbourhood is located south of the institutional lands (Glenvale Blvd), north of the CPR tracks (Leacrest Road), west of the industrial lands (Laird Drive) and Serena Gundy Park, and east of Bayview Avenue.

42. Lytton Park

Lytton Park developed from a small village settlement in the late 19th century to a complete residential neighbourhood in the early to mid 20th century. The area mainly comprises an exclusive mix of housing defined by a diverse range of housing types. The housing stock ranges from Tudor and Georgian Revival style houses which were built primarily between 1890 and 1930. There is a high quality commercial strip located on Yonge Street to the east of the District. The neighbourhood is located south of Lawrence Avenue West, west of Yonge Street, north of Briar Hill Avenue and east of Bathurst Street. Avenue Road intersects the area in a north-south direction.

43. Sherwood Park

The residential area of Sherwood Park developed to the north of the Park. The housing stock consists of a fine selection of bungalows, semidetached and fully detached houses built mostly between 1910 and 1940. Some of the more modern houses, located along the neighbourhood's attractive winding streets, are of mid-to-late 20th century in origin. These houses, despite the fact that they tend to be quite large, encompass an array of architectural styles enhancing the built form fabric and aesthetic quality of the neighbourhood. The Park, which has a rolling topography, retains many native tree species. Sherwood Park is located north of Mount Hope Cemetery, east of the Blythwood Ravine, south of Blythwood Road and west of Bayview Avenue.

44. Teddington Park

Teddington Park, which is influenced greatly through its association with the Rosedale Golf Club, developed as a residential neighbourhood between 1910 and 1935. The major street in the neighbourhood is Teddington Park Avenue, a wide tree-lined boulevard that contains large Tudor and Georgian Revival style houses. The Rosedale Golf Club is located to the north of the neighbourhood with the Riverview Drive Ravine located to the east. The neighbourhood is located north of Golfdale Road, east of Yonge Street, south of Glen Echo Road and west of the Riverview Drive Ravine. The neighbourhood is also inclusive of Riverview Drive, which is located to the southeast corner of Golfdale Road.

45. Willowdale

Willowdale developed from a small 19th century settlement to a complete early to mid 20th century residential neighbourhood. Much of the neighbourhood's housing stock dates from the 1920s to the 1950s and ranges from fine examples of Edwardian and Tudor style houses to rows of cosy brick and frame bungalows and split-level houses. York Cemetery, which is located to the southwest of the neighbourhood, is a major landmark of the area. The is located west of Bayview Avenue, east of the West Don River, south of Finch Avenue and north of Highway 401.

46. Windfields

Windfields developed as a residential neighbourhood in the 1970s and 1980s after Parklands, now known as Windfields Park, was donated by renowned Philanthropist E.P. Taylor. The housing stock ranges from modern splitlevel houses and bungalows to large decorative houses. The neighbourhood contains picturesque long winding streets with interspersed parkland. It is situated west of the Canadian National Railway line, north of Edward Gardens, east of Bayview Avenue and south of Highway 401.

47. York Mills

York Mills developed as a milling community in the 19th century. Today it is defined by large modern condominiums and office buildings in addition to its early to mid 20th century housing stock. The larger buildings are centred along its main arteries of Yonge Street and Bayview Avenue. The early to mid 20th century housing stock includes a range of different housing types with fine examples of Tudor Revival manor houses, English Cottage style designs and contemporary designs present. The neighbourhood is located south of Highway 401, east of Yonge Street, west of Leslie Street and north of the Don River.

48. Allan Gardens

Allan Gardens is a predominately residential area in *Downtown* Toronto. The neighbourhood, which contains a mix of housing, is dominated by a variety of grand Victorian, Edwardian and Second Empire style residential houses. Allan Gardens Public Park is located to the northwest of the neighbourhood. It is the largest public park in the *Downtown* core and is the home of the Allan Gardens Conservatory, a botanical garden with six greenhouses that feature unusual and exotic plants from around the world. The neighbourhood is located south of Carlton Street, west of Parliament Street, east of Jarvis Street and north of Shuter Street.

49. Allenby

Allenby developed as a residential neighbourhood in the 1930s and 1940s. The housing stock consists of a mix of Tudor Revival style two storey houses and bungalows. Roselawn Avenue bisects the area from east to west. Commercial activity in the neighbourhood is defined by the busy commercial strip located south of the neighbourhood on Eglinton Avenue West. The Old Eglinton cinema, which is a community landmark, is situated along this commercial strip. The neighbourhood is located south of Briar Hill Avenue, west of Avenue Road, north of Eglinton Avenue West and east of Latimer Avenue and Castlewood Road.

50. Annex West

Annex West developed as a residential neighbourhood from 1880 to 1910. The area to the east of Spadina Road mainly comprises housing containing fine examples of Victorian, Queen Anne and Richardsonian Romanesque architectural styles. Plum and pink coloured sandstone, rich red brick, and terra cotta clay tiles make up the exterior façades of many of these homes. The architectural detailing ranges from pyramid roofs and turrets to recessed grand archways and wooden spindled porches. The residential areas west of Spadina Road, which were mostly constructed by 1910, are less elaborate than the houses east of Spadina, but are nonetheless fine examples of English Cottage, Georgian and Tudor Revival style architecture. Some 1930s Tudor Revival style infill housing was constructed in the neighbourhood, but is not typical of the built environment. The neighbourhood is located south of the Canadian National Railway tracks, north of Bloor Street West, east of Bathurst Street and west of Avenue Road.

51. Beaconsfield Village

Beaconsfield Village developed as a residential area in the late 19th century from earlier park lots. The area, which is defined by its late Victorian built character, comprises fine Victorian row and semi-detached housing. Although many of these houses have been renovated and some have been converted into two and three family dwellings, the Victorian character and scale remain dominant characteristics of the neighbourhood. Beaconsfield Street is the focal point and the defining street in the neighbourhood. The neighbourhood is located south of Dundas Street West, east of Dufferin Street, north of Queen Street West and west of Ossington Avenue.

52. Brockton

Brockton developed as a small settlement in the 19th century. The area mainly comprises housing containing a diverse range of late 19th century and early 20th century housing types. Victorian semi-detached homes are the most common type in the neighbourhood. Many of the houses feature a front porch with pillars, and steps with wrought iron railings and small front gardens. The neighbourhood is situated west of Dufferin Street, east of the Canadian National Railway tracks, south of Bloor Street and north of Dundas Street West and Trinity Bellwoods Park.

53. Cedarvale

Cedarvale developed as a residential neighbourhood between the 1920s and the 1950s and is typified by a combination of Tudor Revival and Georgian style houses. Cedarvale's side streets contain a mix of housing types with a number of apartment buildings located on its

periphery. The defining feature of the area is the Cedarvale Ravine, which cuts a wide diagonal swath through the middle of Cedarvale while Vaughan Road separates it from the Humewood neighbourhood. The neighbourhood is located west of Bathurst Street, south of Eglinton Avenue, east of Oakwood Avenue and north and northeast of Vaughan Road.

54. Chaplin Estates

Chaplin Estates developed as an exclusive residential neighbourhood after it was subdivided in 1913. The neighbourhood, which was largely built in the 1920s and 1930s, includes many fine examples of Tudor, Georgian, and English Cottage style two and three storey houses. East of the community, Yonge Street offers a distinctive commercial experience. Oriole Park, which is located south of the neighbourhood, is a focal point for the area. Chaplin Estates is situated south of Eglinton Avenue West, west of Yonge Street, east of Avenue Road and north of the Belt Line Trail.

55. Corktown

Corktown developed as a residential, commercial and industrial neighbourhood in the 19th century. The area contains some of the oldest houses in Toronto dating back to the 1850s. The housing stock ranges from former workers' cottages located along the neighbourhood's narrow laneways to Georgian and Victorian row-houses on the main streets. Located east of the original Town of York, this area started to be occupied after 1830 when its lots were sold off for housing and industry. It was dubbed Corktown as a result of its Irish residents, many of whom came from County Cork, Ireland. Neighbourhood boundaries embrace some of Canada's most historic landmarks including the Blackburn house site, St. Paul's Minor Basilica, Little Trinity Church, and Enoch Turner Schoolhouse. It is located south of Shuter Street, north of Front/Eastern Avenue, east of Berkeley Street and west of the Don River.

56. Davisville

Davisville developed as a residential neighbourhood in the 1920s and 1930s with commercial and entertainment sections. The houses west of Mount Pleasant Road are mostly large two and three-storey English Cottage and Edwardian-style homes. The houses east of Mount Pleasant Road are made up primarily of attractive smaller detached houses, semidetached houses and bungalows. This part of the neighbourhood also contains a handful of historical homes from the late 1800s, and a growing number of interesting modern housing. The neighbourhood is located north of the Mount Pleasant Cemetery, west of Bayview Avenue, east of Yonge Street and south of Eglinton Avenue East.

57. Deer Park

Deer Park developed as a residential and commercial area in the late 19th and early 20th century. The neighbourhood mainly comprises housing containing fine Victorian and Edwardian houses. Oriole Park, which is located to the north of the District, is an attractive and important recreational park for the community. Local landmarks include 'Woodlawn' at 35 Woodlawn Avenue West (the remnant of the William Hume Blake estate that was designed by the noted Toronto architect John Howard in 1840), and an important collection of 20th century apartment houses and office buildings on St. Clair Avenue. The neighbourhood includes Foxbar Road, which has an interesting and unusual curvilinear street form. Deer Park, which is centred on the

intersection of Yonge Street and St Clair Avenue, is loosely situated west of the Vale of Avoca, Mount Pleasant Cemetery and Yonge Street, north of Ramsden Park, east of Avenue Road and Oriole Parkway and south of Eglinton Avenue West.

58. Dovercourt Village

Dovercourt Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area comprises housing with an eclectic concentration of small shops along the main streets of the neighbourhood. Many of the houses have been sensitively converted into two and three family homes. Dovercourt Park, which is located in the centre of the neighbourhood, south of Fernbank and north of Southview, provides for an attractive recreational community facility. The neighbourhood is situated south of Dupont Street, north of Bloor Street West, east of Dufferin Street and west of Dovercourt Road.

59. Financial District

The Financial District is Toronto's main downtown business and finance district. It is the most densely built up area of the city with large office blocks that are the predominant building type. These large towers are connected by a system of underground walkways, known as The Path system, which is lined with retail establishments, making the area one of the most important shopping districts in Toronto. Transport links are centred on Union Station at the south end of the financial district. Historic architectural landmarks are numerous and include the former Bank of Montreal building at 30 Yonge Street, the aforementioned Union Station and the Canadian Bank of Commerce Building at 25 King Street West. The neighbourhood also contains many modernist glass and steel type skyscrapers such as the Toronto Dominion Centre by renowned architect Ludwig Mies van der Rohe. The Financial District is bounded by Queen Street West to the north, Yonge Street to the east, Front Street to the south and University Avenue to the west.

60. Forest Hill

Forest Hill developed from a small village to a residential neighbourhood from the 1920s to the 1950s. The centre of the neighbourhood is defined by two phases of built type; the Lower Village and the Upper Village. The Lower Village contains an eclectic mix of commercial stores, eateries and apartments. The Upper Village comprises intact sections of mid 20th century housing. There are also a number of attractive mid 20th century condominiums located west of Spadina on Lonsdale Road and Heath Street West. Local landmarks include the Upper Canada College and Bishop Strachan School. The neighbourhood is located north of St Clair Avenue West, east of Bathurst Street and Allen Road, west of Oriole Parkway and Avenue Road and south of Briar Hill Avenue.

61. Garrison Common

Garrison Common developed as an industrial neighbourhood in the mid 19th century. The northeast of the area, up to King Street and over to Strachan Avenue, was developed first from 1865 to 1900. The other section southwest of the neighbourhood, down to the Canadian National mainline and over to Dufferin Street, is almost entirely representative of 20th century building typologies. Toward Bathurst Street, Niagara Street, which extends along the path of Garrison Creek, contains early workers' housing. The neighbourhood is located east of Dufferin Street, south of King Street West and the Canadian National Railway mainline, west of Strachan Avenue and north of the Gardiner Expressway East.

62. Glenwood

The Glenwood neighbourhood developed on the lands of the former Woodbine Golf and Country Club in the mid 20th century. The housing stock consists of large bungalows and detached and semidetached two storey houses. Glenwood Crescent, which contains many attractive original houses in a scenic setting, is the major residential street in the neighbourhood. It has a curvilinear street form, located both east and west of O'Connor Drive. A focal point of the area is the Taylor Creek Park which wraps itself around the southern reaches of this neighbourhood. Glenwood is located north of Taylor Creek Park, south of Parkview Hill Crescent and St. Clair Avenue East, west of Rexleigh Drive and east of Alder Road.

63. Gore Lands

Gore Lands developed as a residential neighbourhood after the construction of a bridge over the Park Drive Ravine in the early 20th century. The eclectic mix of housing stock contained within this neighbourhood forms the most densely built up settlement of North Rosedale. The architectural styles of the housing stock vary, ranging from simple undecorated four-squares, semidetached town houses, workers cottages, unusual flat roofed art moderne homes and a collection of sturdy modest bungalows. Topographically, the significant rise in the landscape from Summerhill towards the CPR line greatly enhances the aesthetic and built form quality of the neighbourhood. Gore Lands is located south of the Canadian Pacific Railway line, north of Park Drive Reservation Lands, east of David A Balfour Park and west of Chorley Park.

64. Governor's Bridge

Governor's Bridge developed as a residential neighbourhood, after the construction of the Governor's Bridge, between the 1920s and the 1940s. The neighbourhood contains approximately one hundred and fifteen homes set against the backdrop of the Moore Ravine Valley. Whilst having many attractive modern houses, the neighbourhood is nonetheless characterised by the Spanish Colonial Revival style evidenced in many of its original houses. The neighbourhood is situated southeast of Bennington Heights and the Canadian Pacific Railway line, west and southwest of the Don River and Bayview Avenue and east of Moore Park Ravine.

65. Grange Park

Grange Park developed as an exclusive residential neighbourhood in the late 19th century. Much of the neighbourhood comprises narrow tree-lined residential streets lined with ornate Victorian Queen Anne style houses. Beverley Street contains examples of some mid to late 19th century Second Empire style housing. South of the neighbourhood is the commercial strip on Queen Street West. This area provides the Grange Park community with a defined social and commercial centre. Grange Park is located north of Queen Street West, east of Augusta Avenue, west of University Avenue and south of College Street. Dundas Street East intersects the centre of the neighbourhood running in an east-west direction.

66. Harbord Village

Harbord Village developed as a residential neighbourhood from park lots in the late 19th century. The housing stock consists of the Bay-n-Gable style houses. The typical Bay-n-Gable house of the neighbourhood is tall and narrow; two to three stories high with a peaked gable over bay windows, front doors located to the side of the front elevation and painted wood porches of varying sizes and detail. Harbord Street intersects the centre of the neighbourhood from east to west. The main commercial centre in the community is located in the north end of the neighbourhood on Bloor Street West. Harbord Village is situated south of Bloor Street West, north of College Street, west of Spadina Avenue and east of Bathurst Street.

67. Hillcrest

Hillcrest Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area mainly comprises housing set against the scenic ridge of the Davenport escarpment. The Victorian houses at the north end of Hillcrest, which were built in the late 1800s and early 1900s, comprise a mix of architectural styles and layouts. There is also a pocket of larger detached homes, built between 1910 and 1930, near Hillcrest Park. Some of these houses were built with stone from the original Union Station, which was torn down after World War I. A Business Improvement Area (BIA) operates along the commercial district along St Clair Avenue from Christie Street West to Winona Drive. This commercial district contains an attractive mix of commercial shop and building types. The neighbourhood Hillcrest is located south of St Clair Avenue West, west of Bathurst Street, east of Oakwood Avenue and north of Davenport Road. Christie Street intersects the area running in a north-south direction.

68. Humewood

Humewood developed as a residential neighbourhood in the early 20th century on the lands of the former Humewood Estate. The neighbourhood comprises intact early 20th century detached and semidetached houses, mostly constructed between 1910 and 1925. The housing stock of the area contains a wide variety of architectural styles including Tudor, English Cottage, and Edwardian style homes. Impressive front porches and expansive dormer windows are characteristic of many of the houses in this neighbourhood. Humewood Court, a cul-de-sac which runs off of Humewood Drive just north of St. Clair, is noteworthy for containing some of the finest Art Deco walk-up apartment buildings in Toronto. The neighbourhood is located southwest of the Cedarvale Ravine and Vaughan Road, north of St Clair Avenue West and east of Dufferin Street.

69. Kensington

Kensington developed as a residential and commercial neighbourhood on laid out park lots in the late 19th century. The neighbourhood's housing stock consists of idyllic Victorian row-houses having high pitched gables and decorative barge board among many other decorative accents. The terraced houses, which are small to moderate in size, were built between the 1870s and 1890s. The houses in the heart of the Kensington Market have market stalls on their front yards. Many of these houses are oriented to the rear of the property where tiny little laneways offer privacy from the hustle and bustle of the marketplace. Bellevue Square is situated to the south of the neighbourhood. The neighbourhood is located south of College Street, east of Bathurst Street, west of Spadina Street and north of Dundas Street West. Nassau Street intersects the neighbourhood from east to west.

70. King-Spadina

King-Spadina District, influenced by its early origins as an institutional precinct and by the later introduction of the steam railway to the area, began to develop as a residential, commercial and industrial neighbourhood in the late 18th century. The area mainly comprises former industrial buildings, entertainment venues and commercial outlets along King Street West. Many of the former industrial buildings have been converted for use in an office, residential or entertainment capacity. The general existing and desired character of the area remains that of an industrial scale neighbourhood with a consistent street relationship. High buildings that have been constructed recently have been inserted into that fabric and do not yet represent the "norm" for built form in the area. The commercial strip along King Street contains some early Second Empire style commercial terraced buildings alongside larger six storey plus former industrial red brick buildings. These structures house an array of various restaurant and bar types, coffee and specialist retail shops. The neighbourhood is located along King Street West, west of University Avenue, east of Bathurst, north of the Canadian National Railway line and south of Queen Street West.

71. St. Lawrence District East

The St. Lawrence neighbourhood developed in the late 18th century and 19th century as the downtown centre of Old York. The area (both east and west) encompassed the original ten blocks of the city. A regeneration project for the neighbourhood was planned and developed by the City of Toronto in the 1970s as a mixed use housing development. It has been much lauded as a model for the design and planning of new neighbourhoods across North America. The neighbourhood contains many adapted industrial type buildings such as 145 Front Street, the LKTYP Drama School at the corner of Front and Frederick Street and the Canadian Opera Company at the corner of Front Street and Berkeley Street. Other notable buildings in the area include the Canadian Stage Company's complex of red brick buildings fronting on Berkeley Street. St. Lawrence District East is located south of Front Street East, east of George Street South, north of the Gardiner Expressway and west of Parliament Street.

72. Leslieville

Leslieville, influenced by the introduction of the streetcar to the area, developed as a residential neighbourhood in the late 19th century. The area's older houses along Queen Street, and south to Eastern Avenue were built in the late 1800s. They include Ontario Cottages, Second Empire row houses and Victorian houses. Leslieville's second generation of houses, north of Queen

Street, was built in the early 1900s. This district includes modest detached and semidetached houses as well as a large number of small bungalows. The Alexander Muir 'Maple Leaf Forever' Tree is a local landmark on Laing Avenue. The neighbourhood is located north of Eastern Avenue, east of Carlaw Avenue, west of Coxwell Avenue and south of the Canadian National Railway line. Dundas Street East intersects the centre of the neighbourhood from east to west with Greenwood Avenue intersecting the neighbourhood from north to south.

73. Moore Park

Moore Park, influenced by the construction of two bridges in the area, developed as a residential neighbourhood in the early 20th century. The architectural styles associated with the neighbourhood's building stock include large English Cottage, Georgian, and Tudor Revival style houses built between 1908 and 1930. These styles are representative of the strict design guidelines put in place by the developer, John Thomas Moore, prior to construction of the neighbourhood. The built fabric of the Moore Park has remained true to this original design vision. The neighbourhood is located south of Mount Pleasant Cemetery, north of the Park Drive Ravine and the railway tracks, west of Moore Park Ravine and east of the Vale of Avoca Ravine.

74. Palmerston

Palmerston developed as a residential neighbourhood from laid out park lots in the late 19th century and early 20th century. The housing stock consists mainly of Bay-n-Gable type houses constructed in the late 19th century and early 20th century. The main residential street in the neighbourhood is Palmerston Boulevard, which has distinctive stone and iron gates at its entrances at both Bloor Street and College Street. This Street is also lined by original cast-iron lamps and mature maple trees. Local landmarks include the George Weston Mansion at 469 Palmerston Boulevard, the College Street Baptist Church (c.1889) and the Harbord Street Collegiate Institute (c.1892). Palmerston is located west of Bathurst Street, east of Clinton Street, south of Canadian Pacific Railway line and north of College Street.

75. Parkdale

Parkdale developed as an exclusive residential and commercial neighbourhood in the late 19th century with the neighbourhood's grandiose mansions constructed between 1875 and 1895. The houses in the north end of Parkdale, above Queen Street, are smaller than their South Parkdale counterparts. These houses were built between 1900 and 1910. Parkdale's main commercial strip is contained on Queen Street West. This commercial area contains an eclectic mix of small specialist shops. Many of the buildings to this section of Parkdale date to the mid to late 19th century and are among the oldest in the neighbourhood. The housing stock is mainly constructed of brick with some of the original shop fronts remaining. The neighbourhood is situated north of the Gardiner Expressway, east of Roncesvalles Avenue, south of Bloor Street West, southwest of the Canadian National Railway line and west of Dufferin Street. Queen Street West and King Street West are located south of the neighbourhood, intersecting at Roncesvalles Avenue.

76. Queen Street West/ Trinity Bellwoods

Queen Street West/Trinity Bellwoods developed as a residential and commercial neighbourhood in the late 19th century and early 20th century. The neighbourhood contains small to medium sized Victorian style housing. Many of the houses in this neighbourhood have either front or rear access to Trinity Bellwoods Park. Some of the area's larger houses are located on Shaw Street, a tree-lined boulevard that is twice as wide as the other streets in this neighbourhood. Trinity Bellwoods Park spans the entire length of the neighbourhood. Queen Street West provides the neighbourhood with a vibrant commercial district encompassing many bars, restaurants and specialty shops. Givins Street Public School c.1914 at 180 Shaw Street, which terminates the vista looking west along Lobb Avenue from Trinity Bellwoods Park, is a local landmark. The neighbourhood is located south of Dundas Street West, east of Dufferin Street, west of Augusta Avenue and north of Queen Street West. Gore Vale Avenue intersects the centre of the neighbourhood from north to south.

77. Rathnelly

Rathnelly developed, from laid out park lots, as a residential enclave at the south end of the South Hill-Poplar Plains neighbourhood between 1880 and 1910. The area mainly comprises residential Victorian detached and semidetached red brick housing. Adjoining the residential neighbourhood, the Poplar Plains Pumping Station (c.1906) at 235 Cottingham Street and the MacPherson Avenue Hydro Substation c.1911 at 290 MacPherson Avenue are local landmarks. The neighbourhood is located south of Poplar Plains Crescent, west of Avenue Road, north of the Canadian Pacific Railway line and east of Poplar Plains Road. MacPherson Avenue intersects the southern section of the neighbourhood running in an east to west direction.

78. Riverdale

Riverdale, influenced by the introduction of the railway and later by the introduction of the streetcar, developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The building stock consists of various types of Victorian and Edwardian residential houses. Notable landmarks include the Riverdale Library on the corner of Gerrard Street East and Broadview Avenue and the former Post Office, now a community centre at Queen Street East and Saulter Street. The Don Jail is located in the west of the neighbourhood, south of Riverdale Park East. There is a commercial strip on Queen Street East to the south of the community. The neighbourhood is located south of Browning Avenue, west of Greenwood Avenue, northeast of the Canadian National Railway line, north of Eastern Avenue and east of the Don River.

79. Seaton Village

Seaton Village developed, on laid out park lots, as a residential and commercial neighbourhood in the 1890s and early 1900s. The housing stock in the area consists mostly of semidetached Victorian style houses. This housing stock represents an important collection of intact late 19th century Victorian terraced housing. The neighbourhood contains a commercial district along Bloor Street West. Focal points of the neighbourhood include the city park; Vermont Square, which is located to the northeast of the neighbourhood, and Palmerston Square. The neighbourhood is situated north of Bloor Street, south of Dupont Street, east of Christie Street and west of Bathurst Street.

80. South Hill

South Hill developed as a residential neighbourhood between 1890 and 1920. The area comprises some of the largest houses in Toronto. This housing stock also contains a number of recently constructed townhouses and apartment buildings on both sides of Avenue Road. South Hill's geographical position, with Avenue Road Hill in particular commanding excellent views over *Downtown* Toronto, enhances the aesthetic quality of the neighbourhood setting. Sir Winston Churchill Park, which is located to the northwest corner of the area, provides for the recreational needs of the community and is a focal point for the neighbourhood. South Hill is located south of St Clair Avenue West, west of Avenue Road, east of Spadina Road and north of Davenport Road.

81. The Beach

The Beach developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing containing a diverse range of housing types constructed mainly during the 1920s and 1930s. The commercial district of Queen Street East lies at the heart of The Beach community. This district contains a range of restaurants, bars and specialty shops. The side streets are mostly lined with semidetached and large Victorian and Edwardian houses. There are also some attractive mid 20th century low-rise apartment buildings and a few row-houses located in this area. The Beach itself is a scenic, single uninterrupted stretch of sandy shoreline bounded by the R.C. Harris Water Treatment Plant (locally known as the water works) to the east and Woodbine Park (a small peninsula in Lake Ontario) to the west. The neighbourhood is located west of Victoria Park Avenue, south of Kingston Road, east of Woodbine Avenue and north of Lake Ontario.

82. Topham Park

Topham Park developed as a residential neighbourhood in the mid 20th century as a result of the Canadian Government's War-time housing strategy. The area mainly comprises housing containing War Veterans housing. These houses are located in the centre of the neighbourhood between Selwyn and Squires *Avenues* and from St. Clair Avenue north to Tiago Avenue. The houses of the neighbourhood, which were constructed between 1944 and 1946, are easily distinguished by their bright frame siding and front porches. The streets on the periphery of the neighbourhood include sturdy brick bungalows, and detached one-and-a-half-storey and two-storey houses built mostly in the late 1940s. Topham Park is located southeast of O'Connor Drive, south of Parma Park, north of St Clair Avenue East and west of Victoria Park Avenue.

83. Queen's Park Precinct/University Avenue

University Avenue and Queen's Park are prominent ceremonial processions in downtown Toronto lined by many institutional and public buildings and anchored by the Provincial Legislature building which is set within an oval shaped park. The Legislature creates an impressive vista for those looking north along University Avenue. The portion south of College Street is dominated by a series of hospitals. These include the Toronto General Hospital, Mount Sinai Hospital, Princess Margaret Hospital, Toronto Rehab, and the Hospital for Sick Children. The rest of the street is home to a variety of corporate offices and provincial government buildings. The neighbourhood begins at the intersection of Queen Street West and University Avenue and heads north along University Avenue and Queens Park Crescent to Queens Park and Bloor Street West.

84. Woodbine Gardens

Woodbine Gardens, influenced by the construction of the Woodbine Bridge in 1932, developed as a residential neighbourhood in the mid 20th century. House styles in the neighbourhood range from Tudor Revival and ranch-style bungalows to solid brick two storey houses. Many of the neighbourhood's earliest houses, which were built in the 1940s, were constructed of brick and stone. All the other houses were built in the early 1950s. The aesthetic quality of Woodbine Gardens built environment is greatly enhanced by the neighbourhood's uneven topography and geographic position overlooking Taylor Creek Park. The neighbourhood is situated south of St Clair Avenue East, west of Dawes Road and Victoria Park Avenue, east of Rexleigh Drive and north of Taylor Creek Park.

85. Yonge-Yorkville

Yonge-Yorkville developed as a residential neighbourhood, on earlier subdivided park lots, in the late 19th century. The housing stock consists of Victorian houses built mainly between 1870 and 1895. Recreational parks for the community exist in the form of Ramsden Park, located north of the neighbourhood, and Ketchum Park, situated to the south. The neighbourhood contains a mix of attractive high rise condominium towers, office towers, hotels and theatres, all perched on a pedestal overlooking the Toronto *Downtown* to the south. Yorkville is celebrated as one of Toronto's most stylish neighbourhoods. It offers a unique blend of designer boutiques, fashionable restaurants, plush hotels and world class galleries. The dedicated commercial strip is located along Yorkville Avenue and Cumberland Street with many exclusive shopping boutiques present. Davenport Road intersects the area from east to west. Yonge-Yorkville is located south of Ramsden Park, west of Yonge Street, east of Avenue Road and north of Bloor Street West. The neighbourhood is also inclusive of the commercial strip on Yonge Street which runs between College Street in the south and Bloor Street in the north.

86. Bendale

Bendale developed from a small village settlement to a residential neighbourhood in the mid 20th century. The housing stock ranges from bungalows to split-level brick houses built in the 1950s and 1960s. Neighbourhood landmarks include Thompson Memorial Park, Scarborough Town Shopping Centre, the Scarborough Civic Centre and Scarborough General Hospital. Other notable elements of the built environment and public realm include other mid-20th century developments such as the Bendale Public School, the Bendale Park, and Bendale Boulevard. These landmarks and housing stock provide Bendale with a defined mid 20th century built heritage. The neighbourhood is located east of the Canadian National Railway tracks, north of Eglinton Avenue East, west of Bellamy Road and south of Ellesmere Road.

87. Birchcliffe

Birchcliffe developed from a summer resort settlement to a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing set against the backdrop of the Scarborough Bluffs and Lake Ontario. The housing stock ranges from bungalows, storey-and-a-half houses and detached, two-storey homes that feature Tudor, Edwardian and Cape Cod designs. This neighbourhood's original housing stock dates from the 1910s to the 1950s. The aesthetic qualities of the built environment are greatly enhanced through Birchcliffe's geographical location against the backdrop of the Scarborough Bluffs. The neighbourhood is located east of Victoria Park Avenue, south of Danforth Avenue, west of Scarborough Heights

Park and north of Lake Ontario. Kingston Road intersects the neighbourhood.

88. Cliffcrest

Cliffcrest developed as a residential neighbourhood in the mid 20th century. The housing stock consists of bungalows, storey-and-a-half houses, semidetached homes and detached, two-storey houses built in the late 1940s and the 1950s. There is also a number of interesting modern infill houses located in the neighbourhood. Cliffcrest is a pleasant neighbourhood within which to live due to the unusually low housing density and to its coastal location in close proximity to the Scarborough Bluffs. It is located east of Midland Avenue, north of Lake Ontario, south of the Canadian National Railway and west of Bellamy Road.

89. Cliffside

Cliffside developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. The housing stock, which was built mostly in the 1920s, 30s, and 40s includes an eclectic mix of architectural styles including Tudor, Cape Cod, Edwardian, Craftsman style bungalows and newer, contemporary homes. The major landmark in this neighbourhood is the St. Augustine Seminary which has been training Roman Catholic priests since 1910. This large Beaux Arts style building with its large dome is an important landmark which helps define the character of the neighbourhood. There are also a number of associated early 20th century arts and crafts cottages located in close proximity to the Seminary. Cliffside is located south of St Clair Avenue East, east of Kennedy Road, north and west of Scarborough Bluffs Park, with Resthaven Memorial Gardens located in the northeast corner of the neighbourhood.

90. Guildwood Village

Guildwood developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. Guildwood features a mix of houses, including bungalows, split-level and detached two- storey homes built in the 1950s and 60s, and some attractive modern housing. The stretch of Guildwood Parkway west of Livingston Road contains a mix of townhouses, multi-plex dwellings, and low-rise apartment buildings. The major landmark in this neighbourhood is the historic Georgian style Guild Inn (c.1914), located at 201 Guildwood Parkway, which is situated on ninety acres of property overlooking the Scarborough Bluffs. Guildwood Park forms a naturalized frame around the formal Guild Inn Gardens and several other historic structures. Surrounding these buildings are more than 70 architectural fragments and sculptures within the formal gardens. Guildwood Village is located north of Lake Ontario, east of Markham Road, south of Kingston Road and the Canadian National Railway line and west of Grey Abbey Ravine.

91. Highland Creek

Highland Creek developed in the mid 19th century as a residential and industrial centre. The neighbourhood contains a large number of frame or brick bungalows built in the 1920s, 30s, 40s, and 50s. Many of these cosy white frame houses were originally summertime cottages. Highland Creek's historical landmarks include the 'W.J Morrish General Store', c. 1891, situated on Old Kingston Road, the third Highland Creek Public School, c. 1918, located on Military Trail, and the 'Miller Lash/McLean Estate, c. 1914, which is situated on the University of Toronto's Scarborough College campus. These late 19th century and early 20th century landmarks, in association with the surviving early summer cottages, ensure that Highland Creek retains

its turn of the century character. The historic cemetery located along the Old Kingston Road (c.1800) is also another notable landmark in the area. The neighbourhood is located east of Morningside Avenue, northeast of Highland Creek, northwest of Kingston Road and south of Highway 401.

92. Malvern

Malvern developed from a small village settlement servicing a prosperous farming community to a mid to late 20th century planned community. The neighbourhood contains a mix of housing types ranging from single-family detached homes, semidetached homes, townhouses, low-rise garden apartments and high-rise apartment buildings. Malvern was constructed as a planned model community by the Canada Mortgage and Housing Corporation in the 1950s. This agency was established as a government-owned corporation in 1946 to address Canada's post-war housing shortage. Its housing was built from the 1970s to the 1990s with the neighbourhood having a population of some 50,000. The Toronto Zoo, the Rouge River, and the Rouge Valley Park are also located in Malvern. The character of the neighbourhood is enhanced through the quality of these amenities and also through the model planned layout of the community. It is located east of Markham Road, south of Finch Avenue, north of the 401 Highway and west of the Rouge River.

93. Oakridge

Oakridge developed as a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing with a diverse range of housing types. There is a defined commercial strip running through Oakridge along Danforth Avenue, providing its residents with shopping, dining and other entertainment. This commercial district provides the Oakridge community with a clear defined centre. The Bloor-Danforth subway line of the TTC runs through the Warden Woods Park, and both the Warden and Victoria Park stations are located within the community. Many of the Oakridge residential homes were constructed from the 1910s to the 1950s. The neighbourhood is located east of Victoria Park Avenue, south of Massey Creek, west of Warden Avenue and north of the CNR rail line.

94. Scarborough Junction

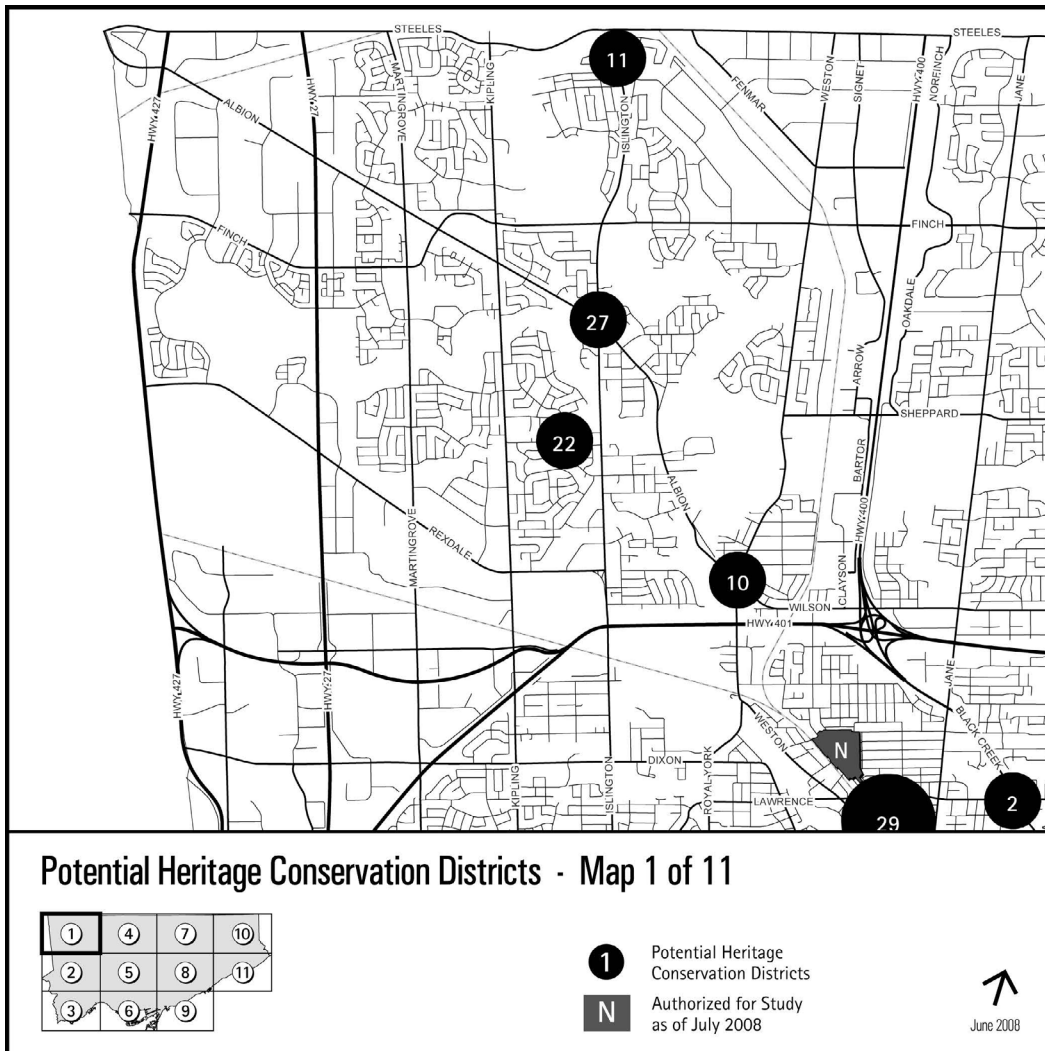
Scarborough Junction, influenced by the Canadian Government's war-time housing strategy, developed from a small village settlement to a residential neighbourhood with a defined commercial strip in the mid 20th century. The housing stock ranges from small bungalows to storey-and-a-half houses and semidetached homes built in the 1940s and 50s. Somewhat larger bungalows, split-level houses and detached, two-storey homes and high-rise apartment buildings on the peripheral streets of the neighbourhood were built in the 1950s and 60s. Scarborough Junction has a distinct mid 20th century appearance with the community knitted together through the defined central commercial district on Eglinton Avenue East. This district features an array of specialty shops and restaurants. The neighbourhood is located northwest of the Canadian National Railway line, west of Bellamy Road, south of Lawrence Avenue East and east of Warden Avenue.

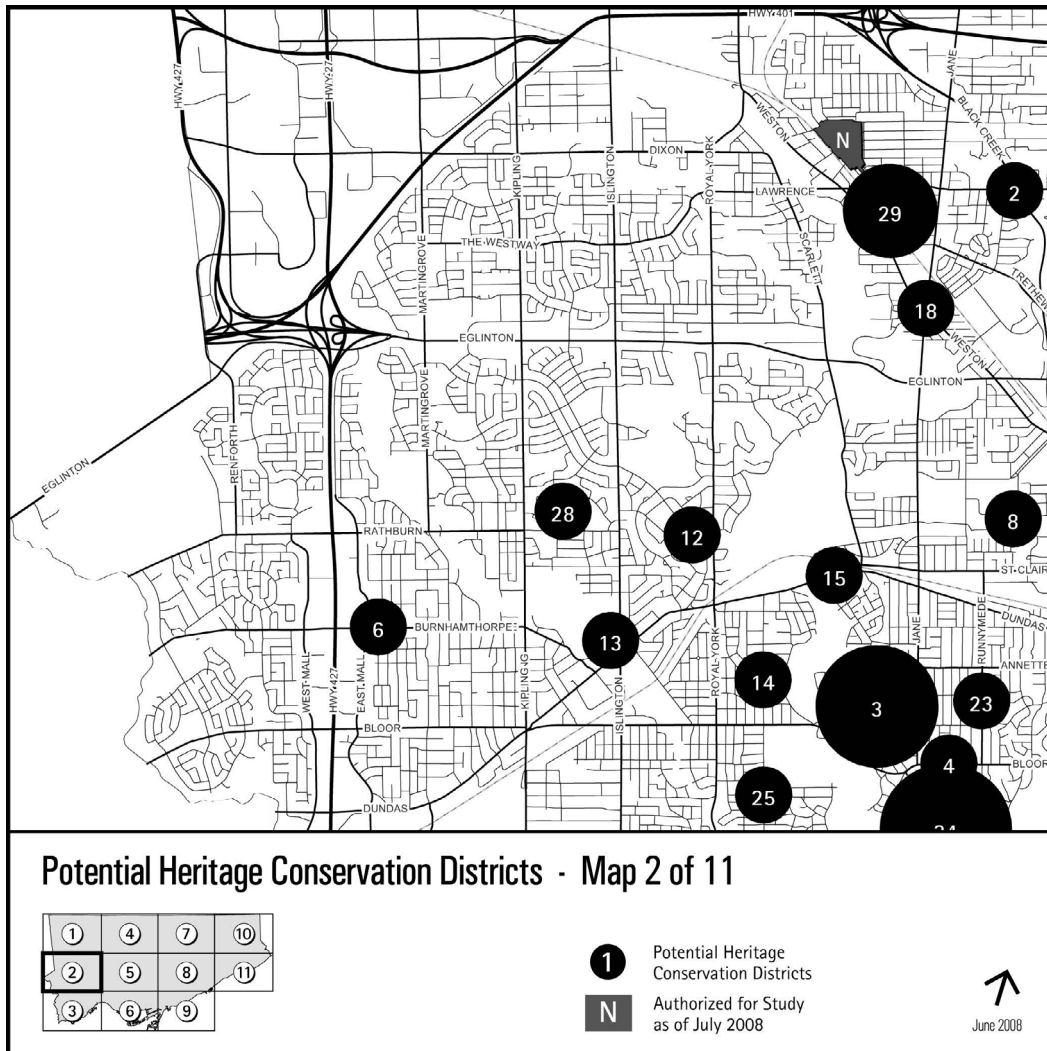
95. West Hill/Old Kingston Road

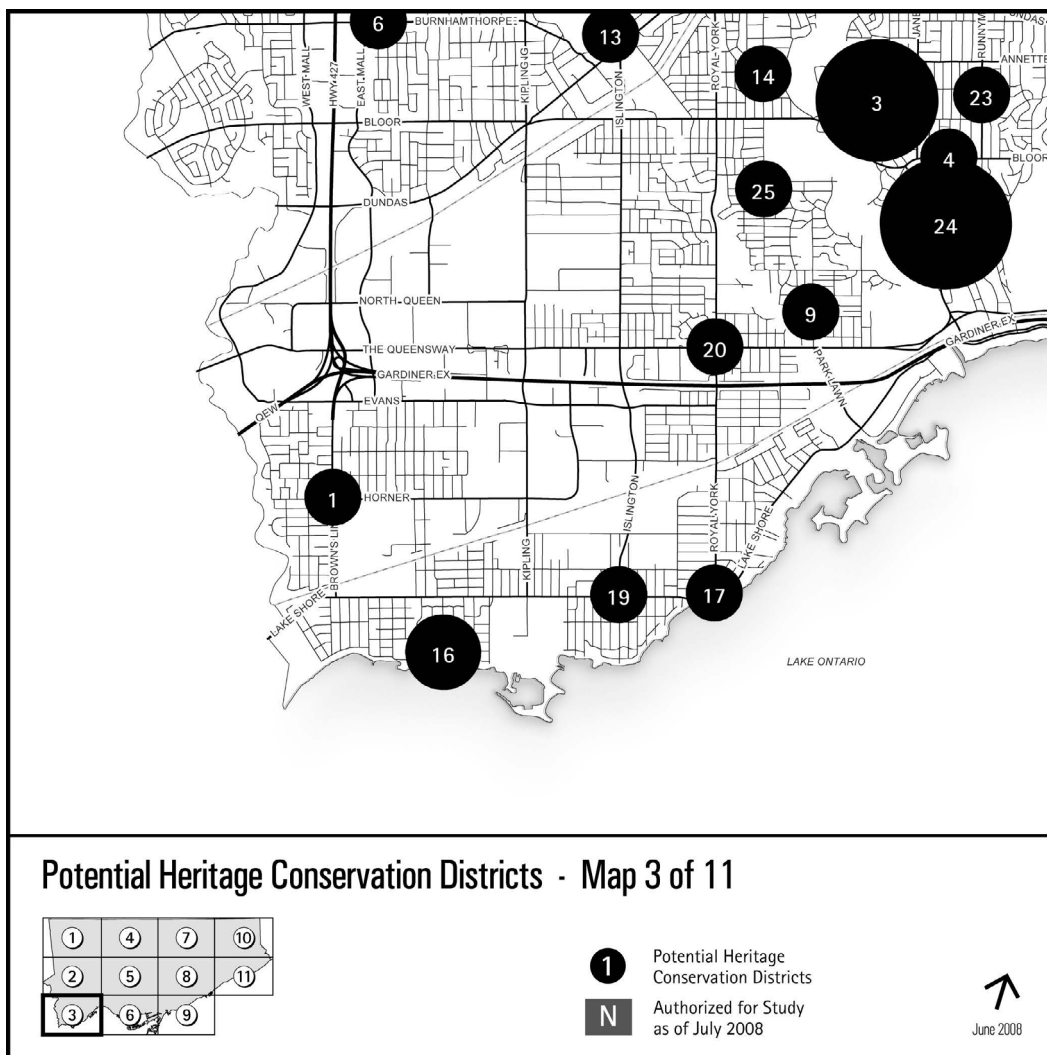
West Hill, influenced by the early 20th century introduction of the streetcar to the area, developed as a residential neighbourhood with a defined commercial centre in the early to mid 20th century. The area contains low density bungalow and storey-and-a-half houses dating from the 1940s, 50s and 60s, mixed in with newer town-homes, and recently built houses. The area contains an abundance of park and ravine land with Morningside Park and Colonel Danforth Park both contained within the community. The neighbourhood is also surrounded by the Highland Creek ravine land to the north, east and west. These recreational lands add greatly to the neighbourhood amenity pool and provide for an attractive backdrop for the defined mid 20th century residential areas. Much of the commercial life in the neighbourhood is centred on Kingston Road. Commercial activity has improved in the area with recent on-street retail facilities having been constructed on the site of the former Morningside Mall. West Hill/Old Kingston Road is located north of the Canadian National Railway line and east, west and south of Highland Creek.

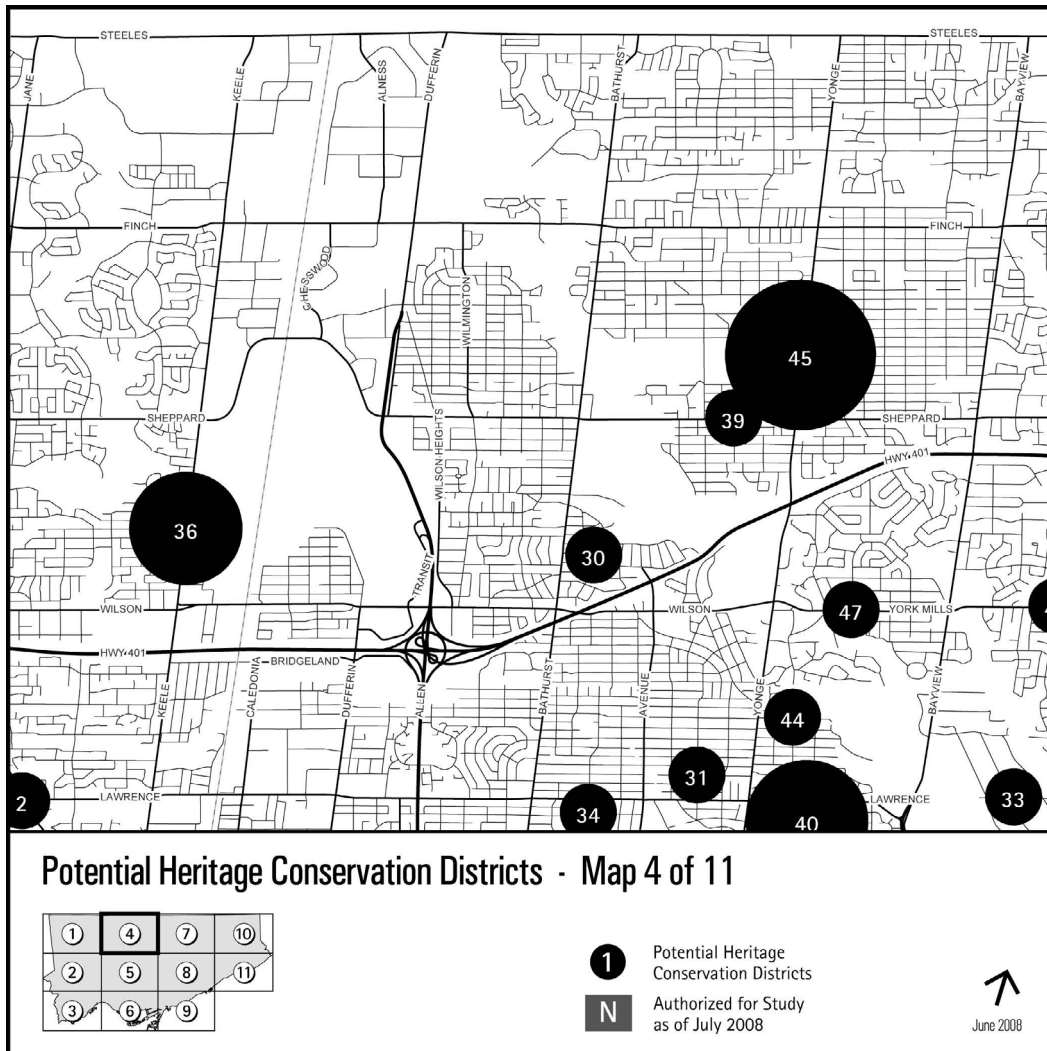
96. West Rouge

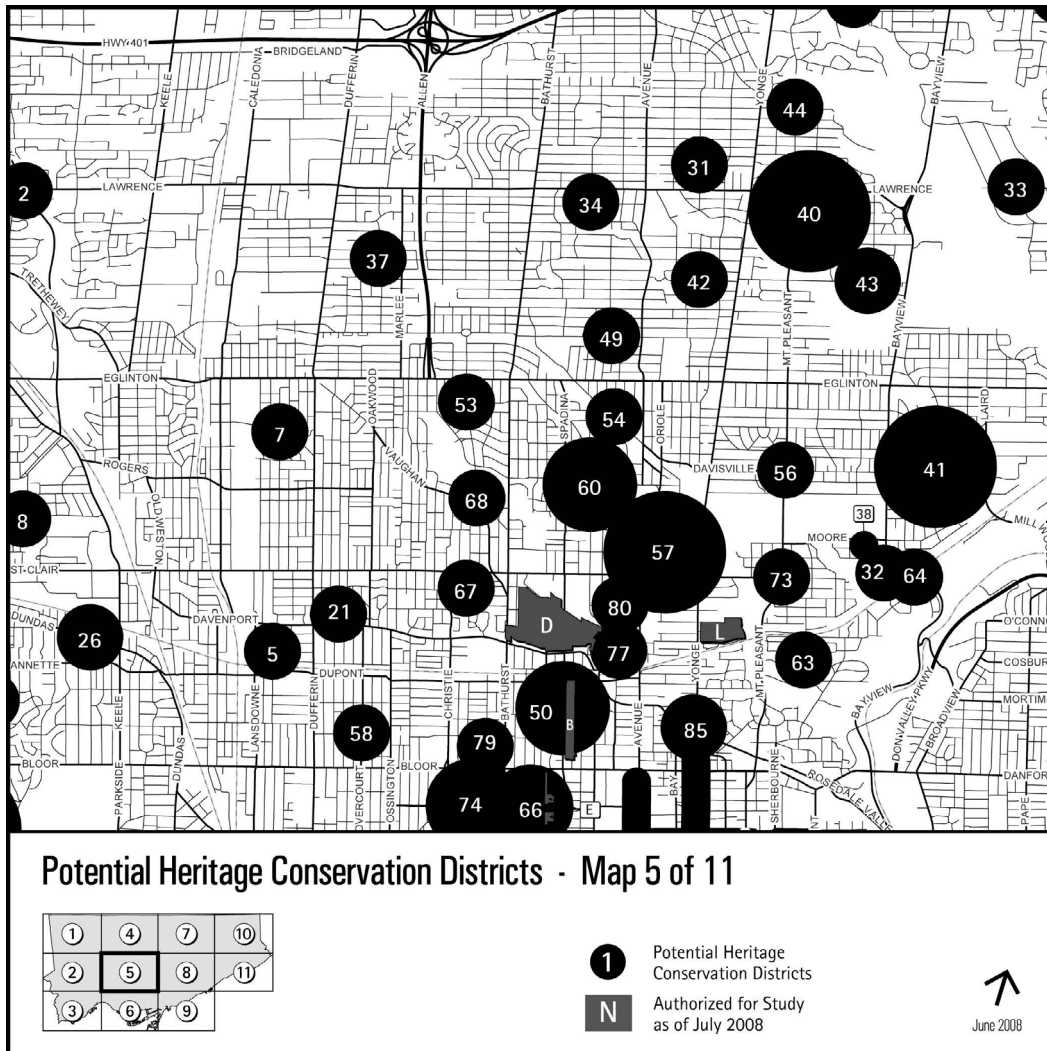
West Rouge developed in the 1920s as a summer riverside resort for the wealthier class. The area primarily consists of housing ranging from 1950s to 1960s and 70s ranch-style bungalows, split-level homes and Tudor style, two-storey homes. Some early cottages dating from the 1920s scheme have been retained with modern infill housing contributing to the additional building stock. West Rouge is positioned in a scenic location along the shores of Lake Ontario with the low density scale of the neighbourhood greatly adding to its attractive setting. The is located west of the Rouge River, east of Highland Creek and Port Union Road and south of Kingston Road.

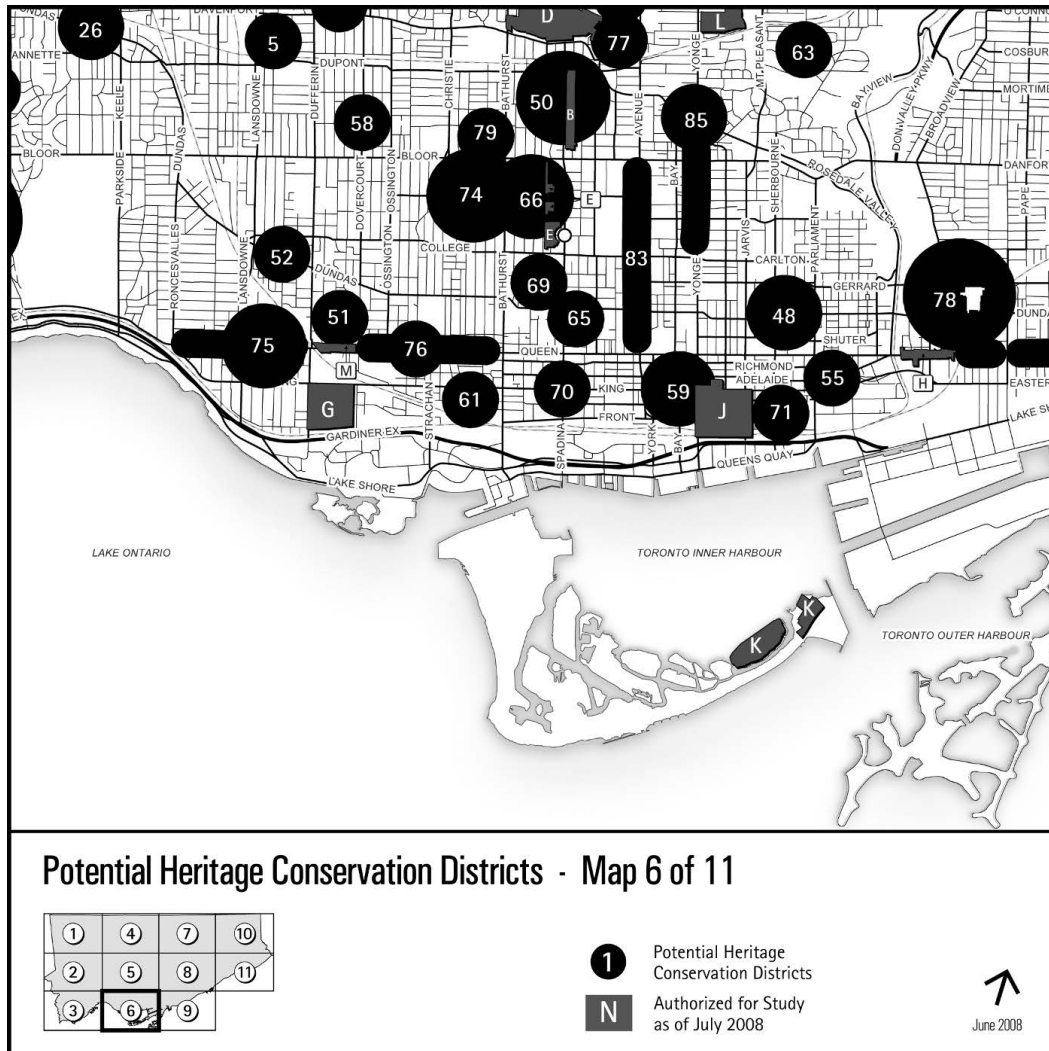


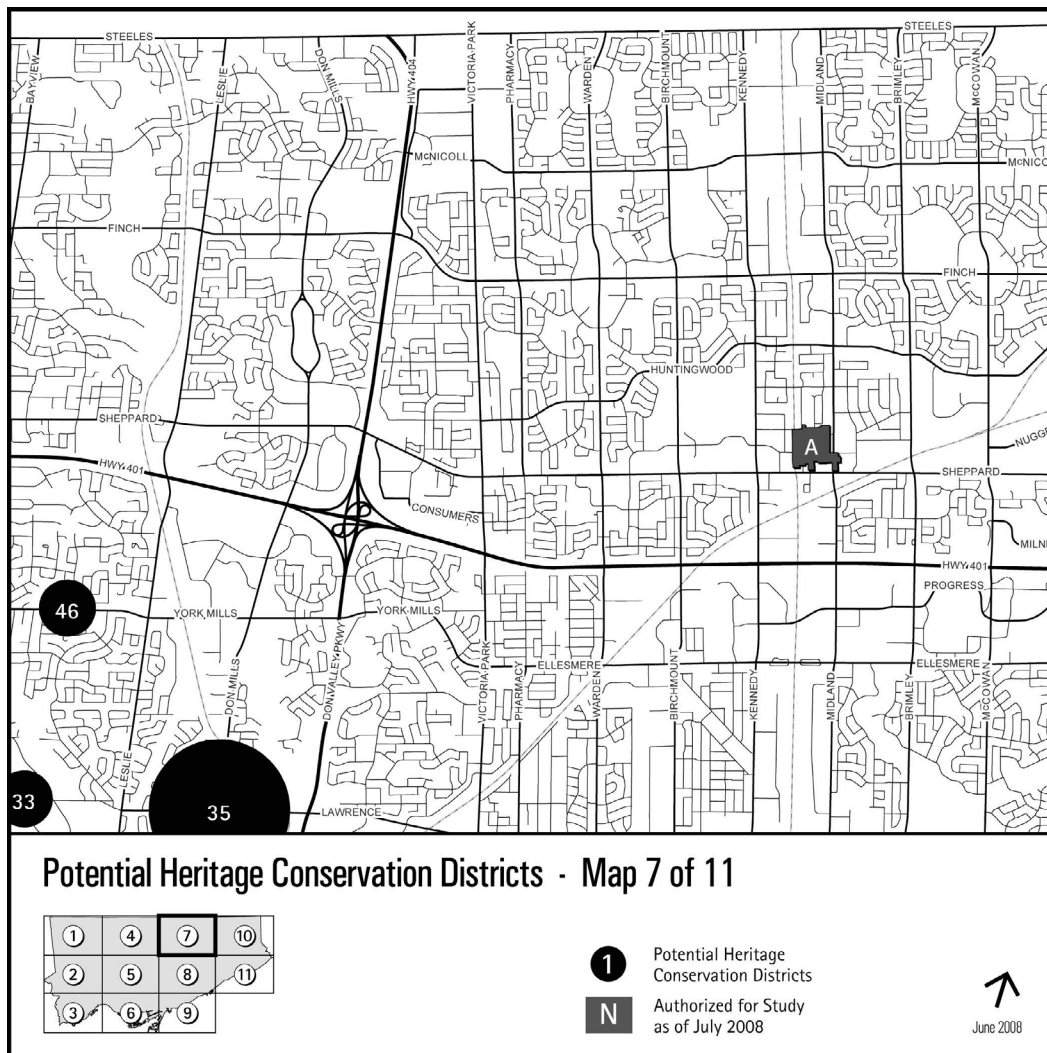


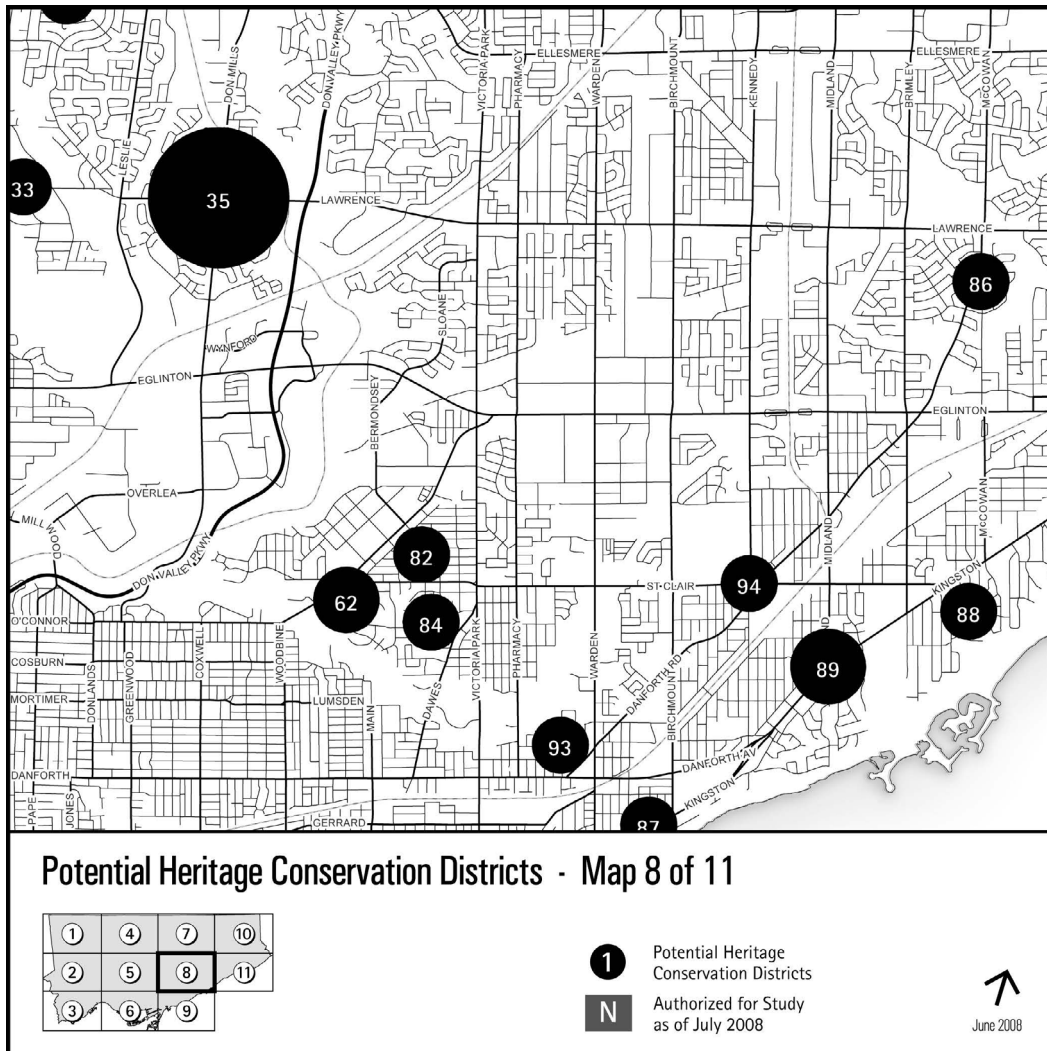


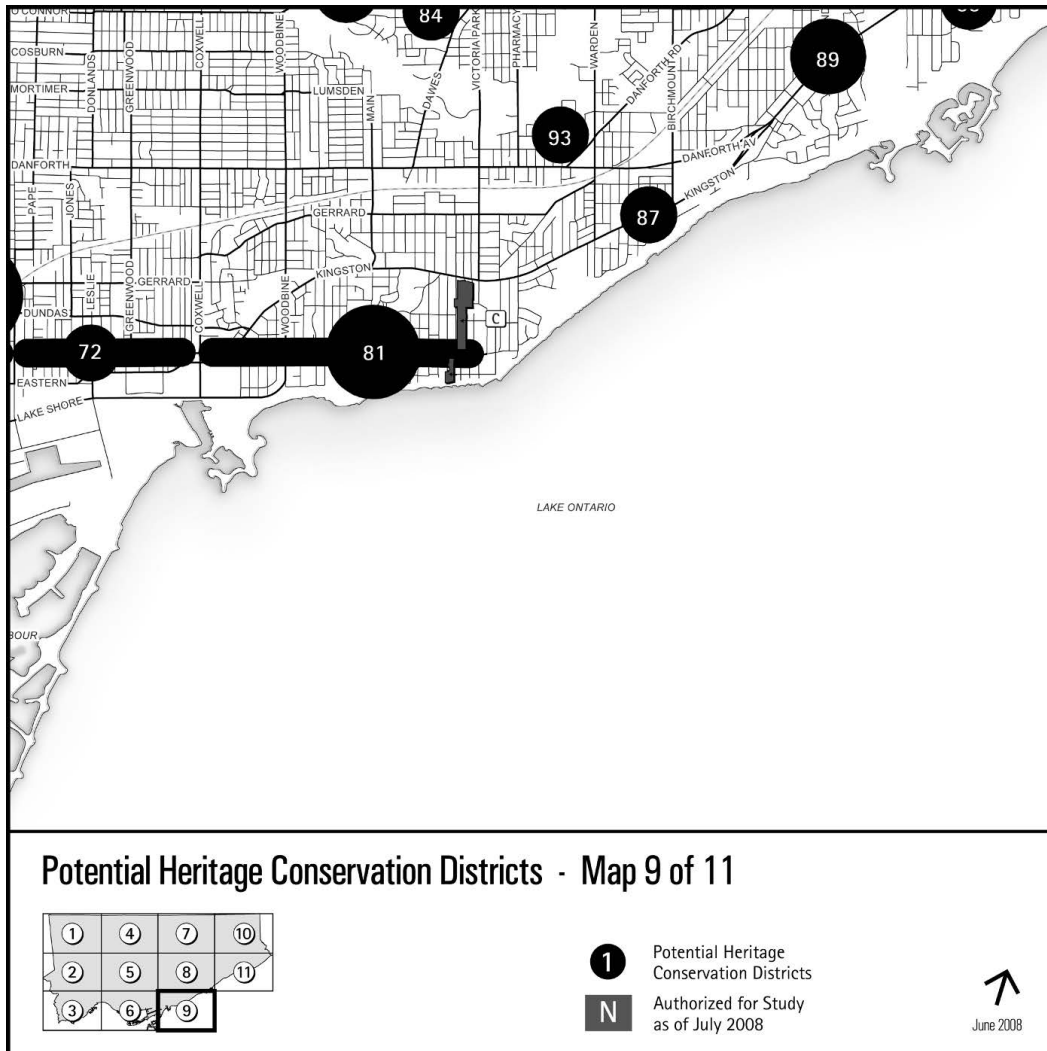


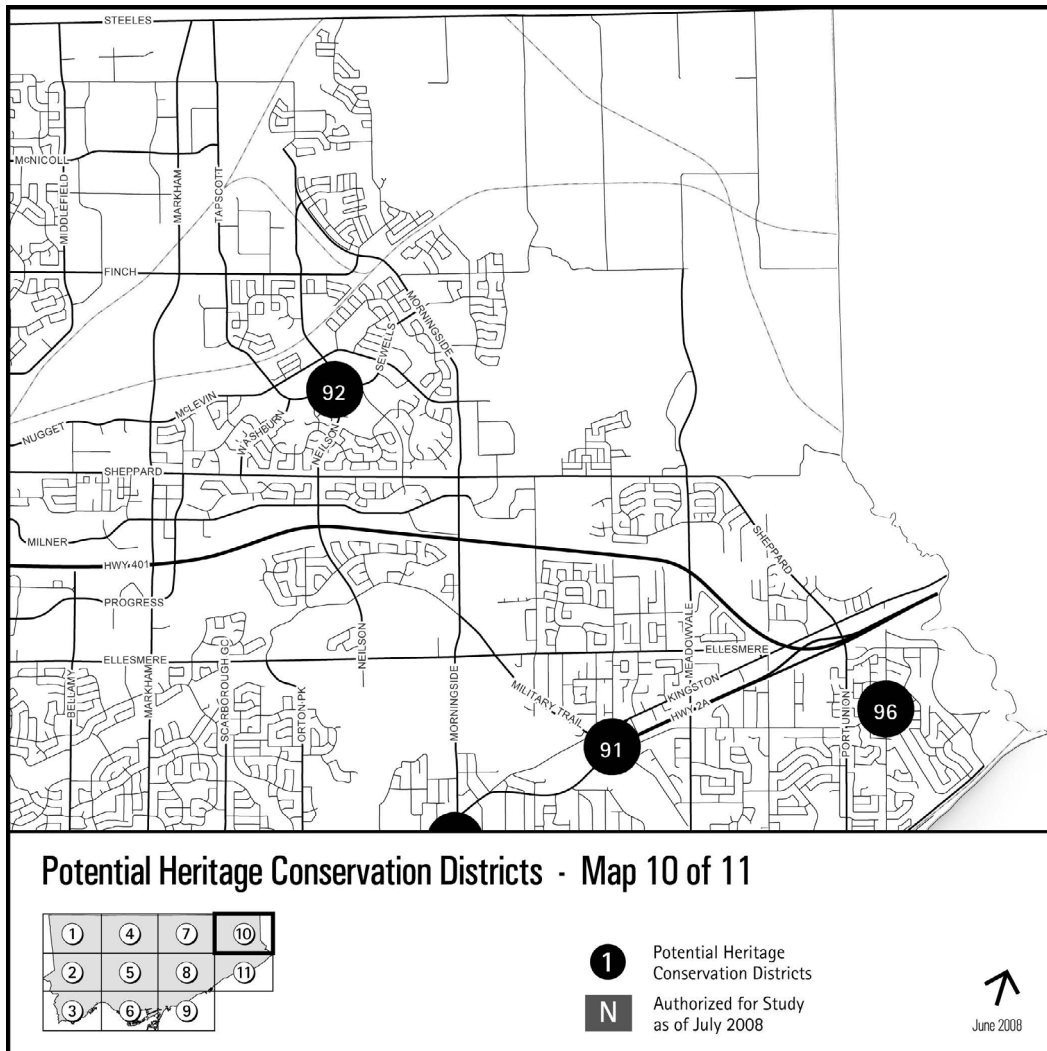


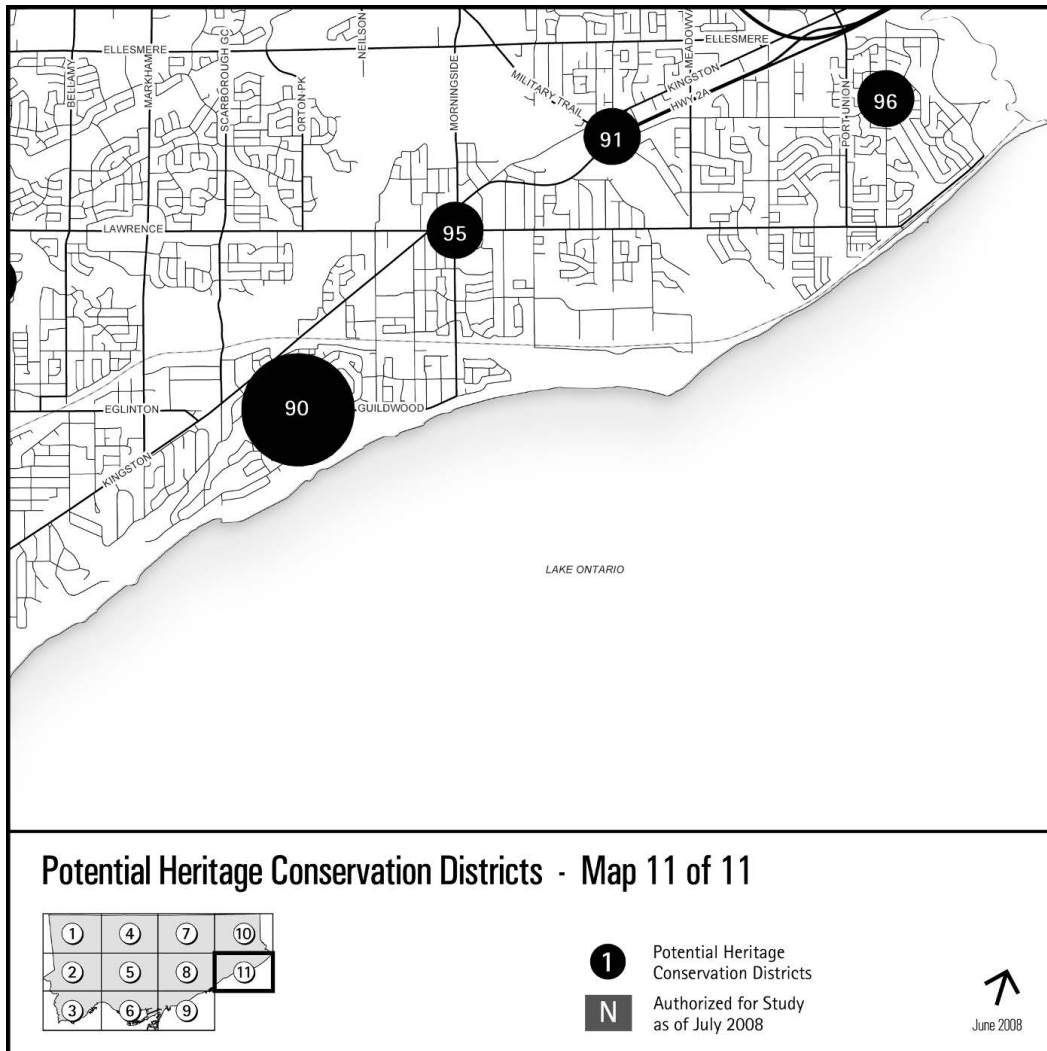






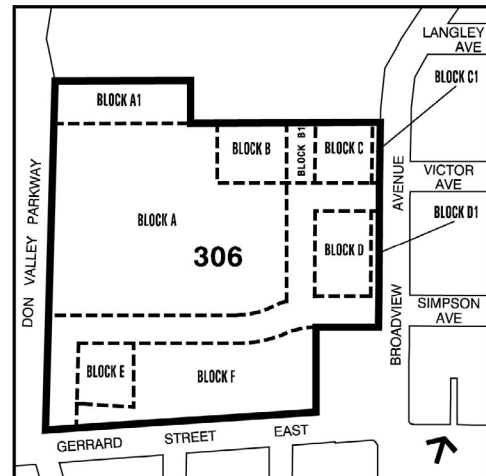






306. 430 Broadview Avenue, 548 Gerrard Street East, 550-558 Gerrard Street East and 14 St. Matthews Road

- a) Pathways, multi-use trails, public streets and driveways will be permitted within 10 metres of the top-of-bank on the west side of the lands.
- b) Development will proceed generally in accordance with the design guidelines entitled "Bridgepoint Health Don Jail Site Master Plan Urban Design Guidelines", and dated October 28, 2005, stamped received October 28, 2005, and prepared by Urban Strategies Inc., as adopted by Council at its meeting of January 31, February 1 and 2, 2006.
- c) The historic Don Jail building will be adaptively reused and incorporated into the design of the new hospital.
- d) Development of the lands, including the integration of the historic Don Jail building, the construction/ realignment and partial closure of the Don Jail Roadway, will be included in the first phase of construction within the lands.
- e) New buildings fronting on Broadview Avenue and the new building on Gerrard Street East at St. Matthews Road will not exceed a maximum height of eight storeys. The base podiums of all new buildings that are adjacent to the north side of the realigned Don Jail Roadway will compliment the height limit defined by the eave line of the historic Don Jail.
- f) The historic Don Jail building is recognized as a significant heritage building and will be incorporated into any development proposed for the lands. Important architectural elements and characteristics of the historic Don Jail, such as the eave line or the south façade of the building should be respected in the design of any new development abutting the realigned Don Jail Roadway.
- g) No above grade parking structures will be permitted on the lands following the construction of the new hospital and realignment of the Don Jail Roadway.



- h) A holding designation on the lands may be removed when the applicant has secured the following:
 - i) execution and registration of a subdivision agreement satisfactory to the Chief Planner pursuant to section 51 of the *Planning Act* and registration of the related plan of subdivision;
 - ii) arrangements and/or necessary agreements satisfactory to the Chief Planner and the Executive Director, Facilities and Real Estate are made respecting the future land arrangements and land ownership;
 - iii) arrangements are made and all necessary agreements or amending agreements satisfactory to the Manager, Heritage Preservation Service are executed and registered, as applicable, respecting the heritage buildings and features; and
 - iv) Notice of Conditions of Site Plan Approval has been issued for a new hospital building on Block A which includes integration of the designated Don Jail building.
- i) The lands subject to an “H” may be used for uses existing or permitted on the date of passing of the bylaw utilizing the holding symbol and such other uses as may be included in the implementing zoning bylaw.

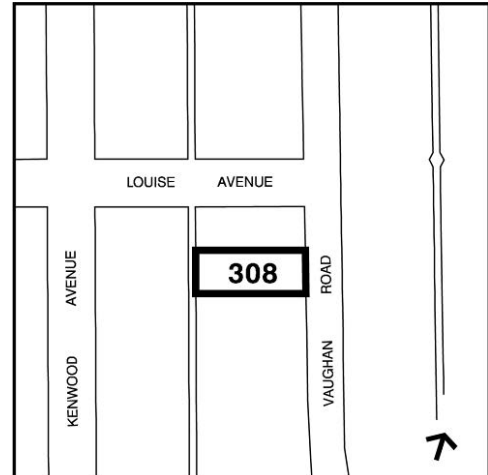
307. Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road

- a) Retail and service uses are permitted.



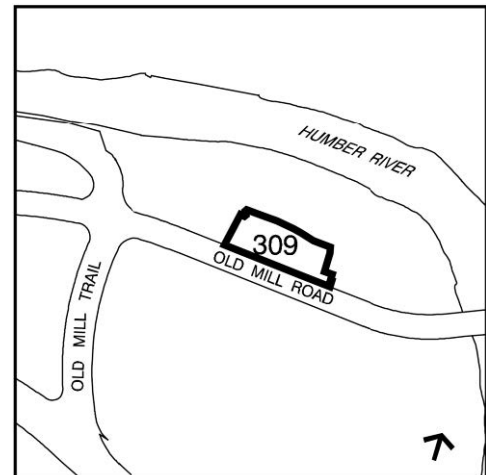
308. 114 Vaughan Road

- a) Conversion to condominium of an existing apartment building containing 32 residential units as of March 13, 2008, is permitted, provided the condominium is registered within 5 years of draft approval.



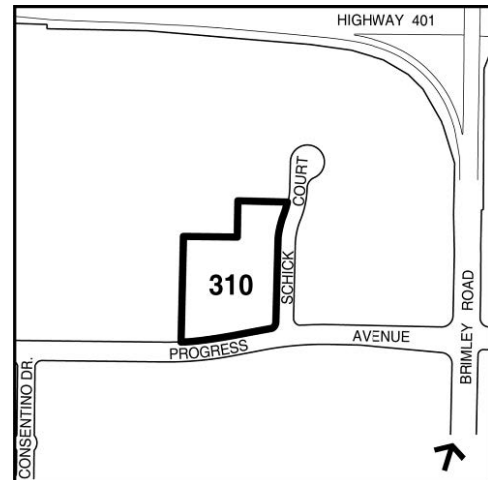
309. North of Old Mill Road, West and South of Humber River

- a) Development is permitted within 10 metres of the top-of-bank of the valley and ravine.
- b) Lands below the top-of-bank may be used to calculate permissible density in the zoning by-law.



310. Lands at the northwest corner of Progress Avenue and Schick Court

- a) The conveyance of the land to create a public park on the east side of Schick Court in accordance with the development of the lands subject to the Site and Area Specific Policy No. 2 within the Scarborough Centre Secondary Plan satisfies parkland contribution requirements for development of 40, 430 square metres of office and ancillary uses.



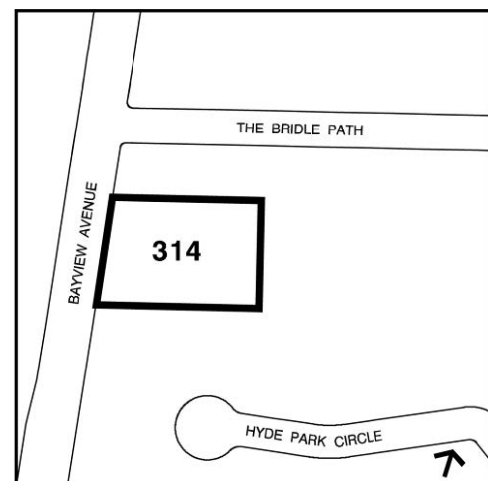
311. [Intentionally blank as of this consolidation]

312. SASP deleted

313. [Intentionally blank as of this consolidation]

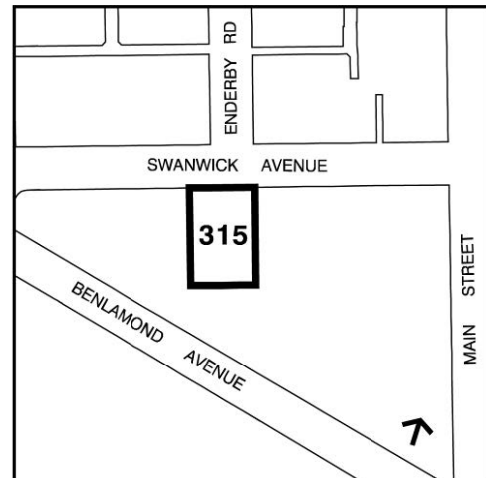
314. 2425 and 2427 Bayview Avenue

- a) A maximum of twenty townhouses with a maximum building height of three storeys are permitted.



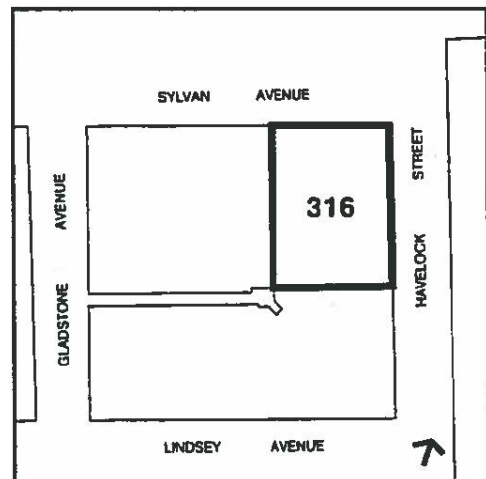
315. 21 Swanwick Avenue

- a) A building containing a total of 10 dwelling units is permitted.



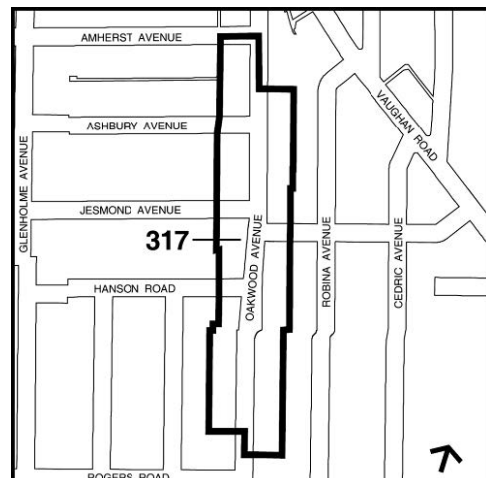
316. 44-66 Havelock Street and 1-11 Sylvan Avenue

- a) A maximum of 42 residential units are permitted on the lands, provided they are located within one 2.5-storey building located at 44 Havelock Street and within one 3-storey U-shaped building.
- b) Ten affordable rental housing replacement units are required to be provided at 767 Dovercourt Road.



317. Oakwood Avenue Arts District

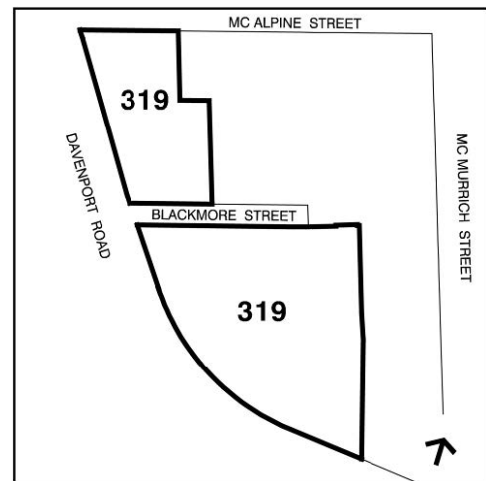
- a) The lands are designated as a *Neighbourhood*, within which a clustering of uses related to the production, display and sale of art and crafts is permitted such as art schools, art centres, art supply stores, commercial galleries, public art galleries, theatre performance venues, low-impact artist studios and artist live-work units. The lands are not intended as a retail commercial strip.



318. SASP deleted

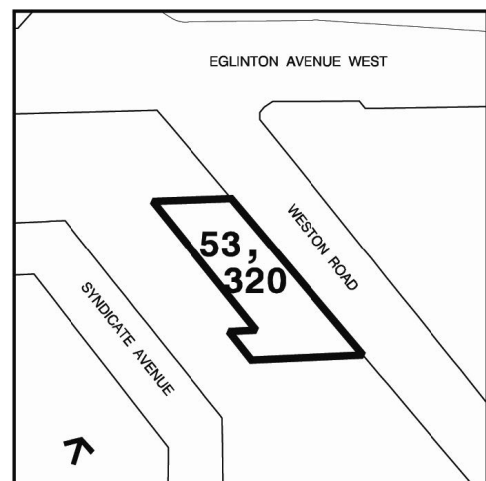
319. 76 and 100 Davenport Road

- a) Development on the site which conforms to and does not exceed the zoning permissions as approved by the Ontario Municipal Board pursuant to Decision/Order No. 1629 issued on June 5, 2006 and pursuant to Board Order issued March 27, 2008 and revised by a further Board Order issued November 18th, 2008 in Board File No. PL050331 will be subject to a 5% cash-in-lieu of parkland dedication payment for residential and 2% for all other uses.



320. 1120 – 1132 Weston Road

- a) Retail, office and design centre uses are permitted.
- b) A surface parking lot containing 8 parking spaces is permitted in conjunction with the appliance store located at 1111 Weston Road.



321. 163 Maplehurst Avenue

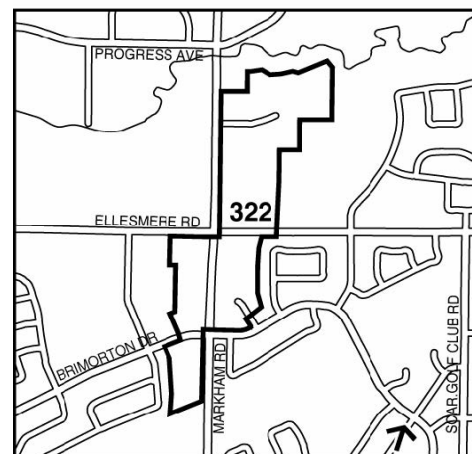
- a) Vehicular access, site circulation, parking, loading, servicing, an underground structure and site amenity features are permitted when in conjunction with redevelopment of the abutting lands subject to Site Specific Policy Area 12.28 in the North York Centre Secondary Plan and Site and Area Specific Policy Area 4 in the Sheppard Avenue Commercial Area Secondary Plan. In considering approval of site plans necessary to implement development on the lands, the City may require additional buffering measures that include, but are not limited to, fencing, buffer planting and yard requirements.



322. Markham-Ellesmere Revitalization Area

- a) The Markham-Ellesmere Revitalization Area includes sites fronting on, or in close proximity to, Markham Road between Progress Avenue and the Hydro Corridor south of Brimorton Drive which are designated *Mixed Use Areas* or *Apartment Neighbourhoods* and have the potential for redevelopment or intensification. The Revitalization Area is comprised of existing commercial, institutional, and higher density residential uses, surrounded by established residential neighbourhoods and employment areas.

The Revitalization Area will benefit from renewed private and public investment. This site and area specific policy establishes the planning framework to guide the revitalization of the area, and the consideration of individual redevelopment proposals. The intent of this site and area specific policy is to support private and public investment in the renewal of the area.

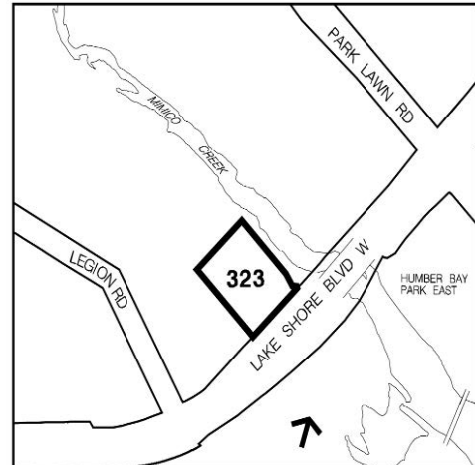


- b) New Road Connections
 - i) New public road connections will be established east of Markham Road to increase choices for safe access to the arterial road network and within the Revitalization Area for pedestrians, bicycles and vehicles. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future intersections.

- c) Planted Medians
 - i) Planted medians will be established on Markham Road and Ellesmere Road to improve the streetscape, and to ensure safe and efficient vehicular and pedestrian movement.
- d) Public Square
 - i) The establishment of a publicly accessible square, designed to be a focal point of the Revitalization Area and visible and easily accessible from the arterial streets, will be pursued as a priority.
- e) Commercial Uses
 - i) Restaurants, a food store and other retail uses are particularly encouraged on the lands designated *Mixed Use Areas* southeast of Markham Road and Ellesmere Road.
- f) Apartment Building Renewal
 - i) The existing rental apartment buildings in the Revitalization Area present opportunities for renewal through retrofitting to improve energy efficiency and other improvements including enhanced landscaping and tenant amenities. The owners of the rental apartment buildings will be encouraged to invest in upgrades to their buildings and properties.
- g) Parks and Open Space Initiatives
 - i) Pedestrian connections to, and within, local parks and open spaces will be improved. Improvements to the parks and recreation facilities serving the Revitalization Area, particularly Woburn Park and the Scarborough Centennial Recreation Centre in Confederation Park, are a priority. Better community use of the indoor and outdoor facilities at Woburn Junior Public School and Woburn Collegiate Institute will be promoted. Tree plantings along the western and northern boundaries of the high school grounds will be encouraged.
- h) Community Services & Facilities
 - i) The provision of additional or enhanced community services and facilities is a priority within the Revitalization Area. The provision of, or contributions towards, community services and facilities will be pursued as a priority when determining appropriate contributions pursuant to Section 37 of the *Planning Act*. It is a priority to achieve this objective through the establishment or enhancement of facilities at locations in or convenient to the Revitalization Area.
- i) Urban Design Guidelines
 - i) Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment in the Revitalization Area. They will include specific recommendations on building massing and design, and public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.

323. 2230 Lake Shore Boulevard West

- a) Development is permitted within 10 metres of the top-of-bank of the valley.

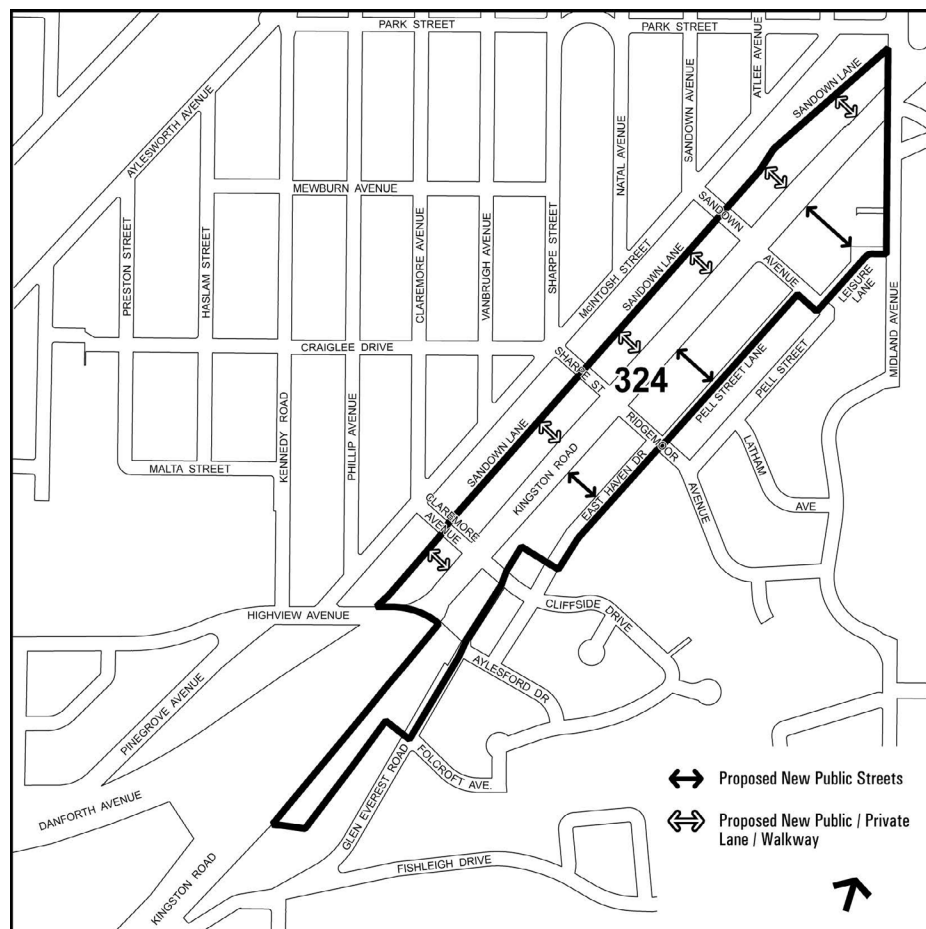


324. Kingston Road (Cliffside Community) Avenue Study

- a) To facilitate the orderly redevelopment of Kingston Road in select locations, new public streets, new public/private lanes and lane widenings will be required to be dedicated from property owners upon the redevelopment of the lands as follows:
 - i) North side of Kingston Road between Highview Avenue and Midland Avenue:
 - 1) create where appropriate new public/private lanes/walkways in locations generally shown on the map accompanying this policy, with lands required for new public lanes/walkways to be dedicated to the City by the landowner(s), and
 - 2) Sandown Lane between Highview Avenue and Midland Avenue will be widened to a minimum width of 6 metres, with such a widening required from the landowner(s) on the south side of Sandown Lane.
 - ii) South side of Kingston Road between the lands known municipally in the year 2009 as 2235 Kingston Road and Midland Avenue:
 - 1) new public streets will be created in locations generally shown on the map

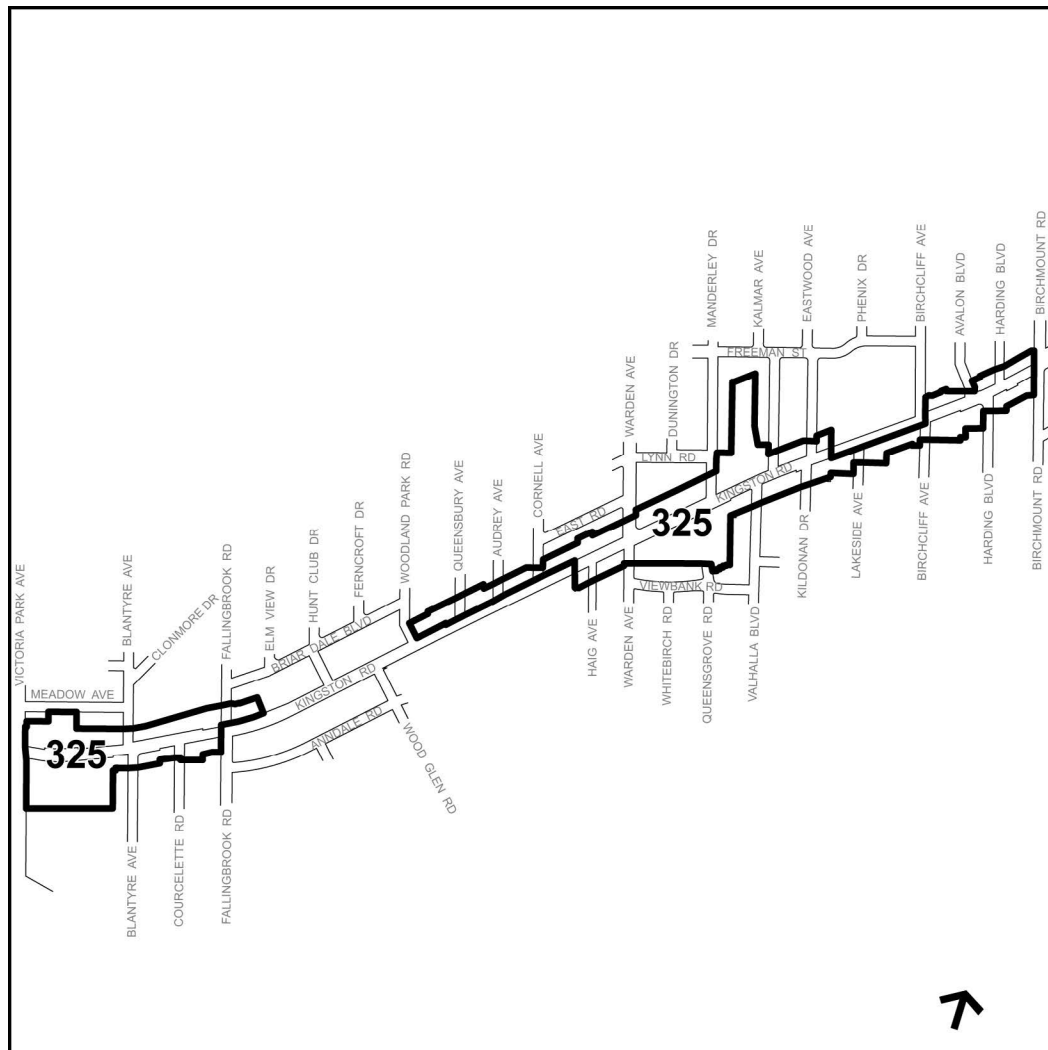
accompanying this policy having a minimum right-of-way width of 18.5 metres, with lands required for these streets to be dedicated to the City by the landowner(s),

- 2) Pell Street Lane between Ridgemoor Avenue and Sandown Avenue will be widened to a minimum of 13.3 metres and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Pell Street Lane, and
 - 3) Leisure Lane between Sandown Avenue and Midland Avenue will be widened to a minimum of 14.8 metres to accommodate traffic in both directions and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Leisure Lane.
- iii) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (identified on the map accompanying this policy) to be used for hard landscaping material only. This area will not be used for outdoor patio space:
- 1) property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.



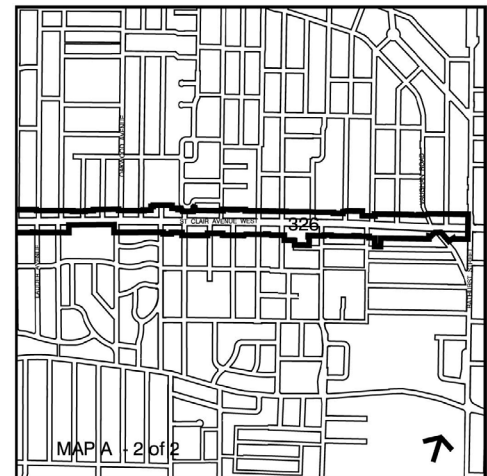
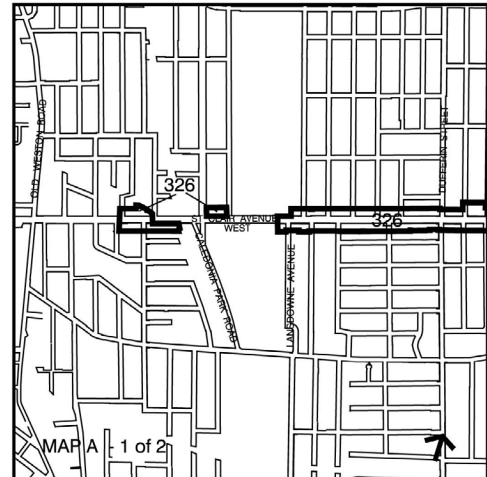
325. Lands along Kingston Road in the Birch Cliff Community

- a) Publicly owned and municipally operated parking lots, provided by the Toronto Parking Authority will be encouraged in the area.
- b) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (shown on the map accompanying this policy) to be used for hard landscaping only. This area will not be used for outdoor patio space.
 - i) property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.



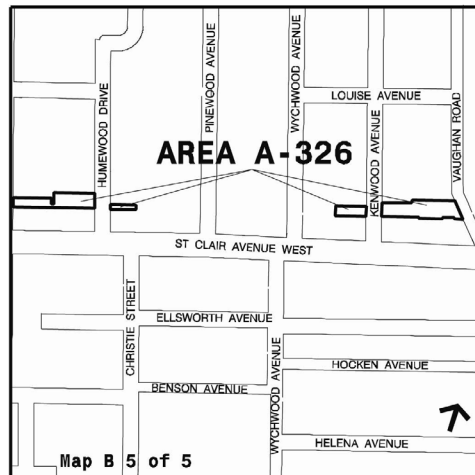
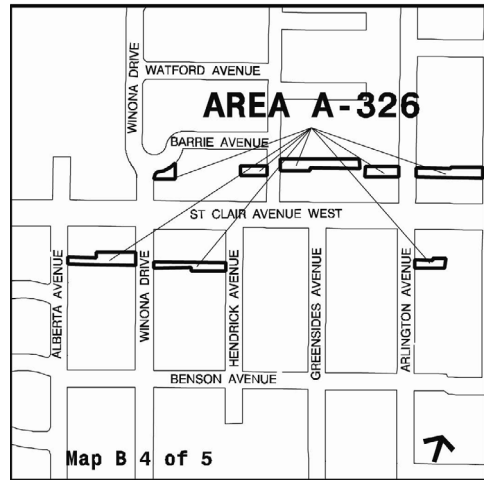
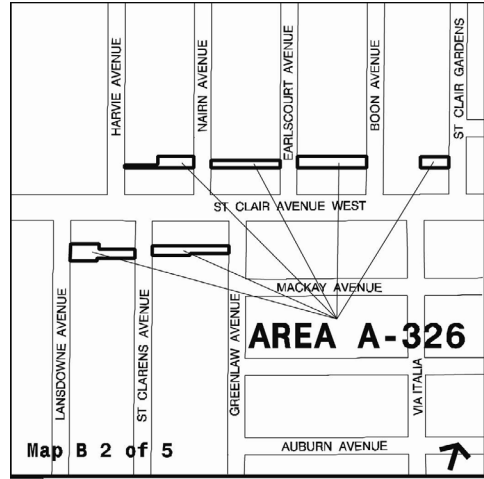
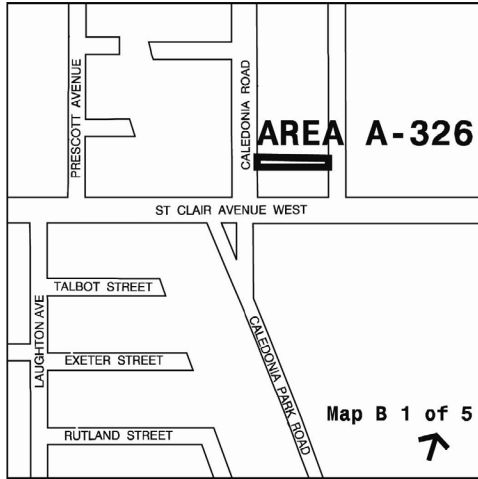
326. Certain lands to the north and south of and fronting on St. Clair Avenue West between Old Weston Road and Bathurst Street as identified on Map A

- a) All development along St. Clair Avenue West between Old Weston Road and Bathurst Street will conform with the overall vision for change as identified through the St. Clair Avenue Study. This vision encourages an intensified, transit-oriented urban environment which promotes a vibrant pedestrian realm and experience. This goal will be achieved through the implementation of:
 - i) an area specific zoning by-law and Urban Design Guidelines.
- b) Those lands identified on Map B as “Area A” generally contain only a single detached dwelling or a pair of attached semi-detached dwellings which, when cleared of structures, facilitate through mitigation by the introduction of open space and distance, mid-rise buildings with heights between 7 storeys (24 metres) and 9 storeys (30 metres) on lands designated *Mixed Use Areas* and identified on Map A.
- c) The intent and purpose of “Area A” lands are to prevent the destabilization of lands designated *Neighbourhoods* and their character from encroachment by mixed use developments by:
 - i) securing a minimum standard of open space, distance and sky view from nearby lands designated *Neighbourhoods* and 7 to 9 storey (24 to 30 metres) developments on the lands identified on Map A;
 - ii) significantly minimizing shadow impacts of development on nearby lands designated *Neighbourhoods*;
 - iii) providing a visible, soft-landscaped delineation between mixed use developments with frontage on St. Clair Avenue West and nearby lands designated *Neighbourhoods*;
 - iv) creating rear lanes where servicing, loading, and vehicle access will be located for all new developments with frontage on St. Clair Avenue West; and
 - v) where sufficient lands exist, providing



additional temporary commercial parking to service those lands identified in Map A.

- d) “Area A” lands will only be used:
 - i) to create new, or widen existing public lanes adjacent to lands with frontage along St. Clair Avenue West or create private driveways where appropriate;
 - ii) to provide a soft-landscaped strip between those lands designated *Mixed Use Areas* fronting on St. Clair Avenue and nearby lands designated *Neighbourhoods*; and
 - iii) to permit a commercial parking in association with those lands designated as a Mixed Use Area where additional lands provide for this use.
- e) Lands located in “Area A” that have not been conveyed or leased to the City or its agencies:
 - i) will not be severed from ownership of the lands with frontage on St. Clair Avenue West designated as a Mixed Use Area and where such lands are developed as a condominium, the lands identified in Area A will form part of the common elements of such condominium corporation; and
 - ii) will be maintained by the owner of the adjacent lands with frontage on St. Clair Avenue West.
- f) No changes will be made through rezoning, minor variance or consent or other public action that are out of keeping with the vision for St. Clair Avenue West and the purpose and intent of the Enhancement Zone as described above.



327. [Intentionally blank as of this consolidation]

328. 3201-3227 Eglinton Avenue East

a) Provision of Community Facilities

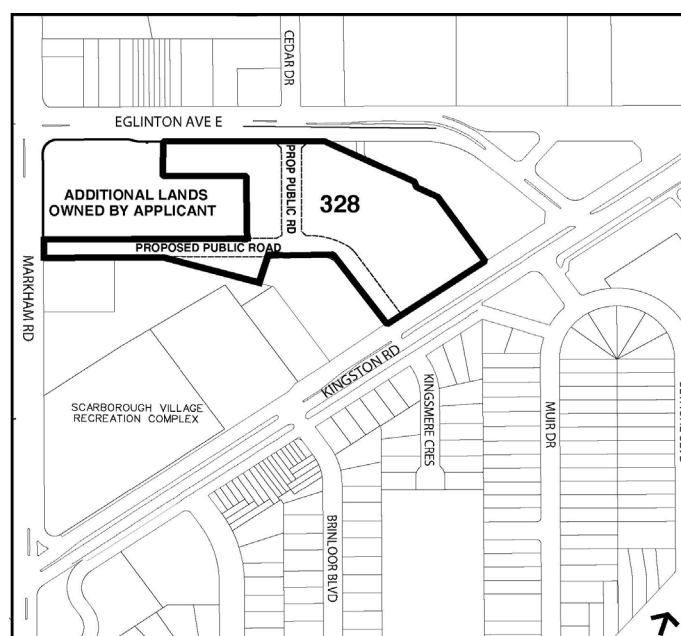
- i) The provision of general purpose community space is the first priority community benefit on the subject lands. The expansion of community facilities is an important priority for this area to meet the needs of existing and future residents and ensure that a viable and healthy community is developed in this area in keeping with the community building objectives of the Official Plan.

b) New Road Connections

- i) New public road connections will be established from Eglinton Avenue East at Cedar Drive running south then southeast and connecting with Kingston Road. A new connection will also be established running east from Markham Road connecting to the southerly extension of Cedar Drive to the east. The purpose of the public road network is to divide the larger site into smaller development blocks, provide access and addresses for new development, provide access to a new public park, and create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance. Location and spacing of street connections will be designed to ensure safe and effective functioning of future intersections.

c) Urban Design Guidelines

- i) Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment in the new neighbourhood. They will include specific recommendations on building massing and design, public realm improvements, park location, public utilities, and pedestrian connections. Consideration will be given to these guidelines during the preparation and review of Site Plan approval applications for each phase of development.



329. 740 Eglinton Avenue West

- a) Conversion to condominium of an existing apartment building containing 58 residential units as of May 22, 2009, is permitted, provided the condominium is registered within 5 years of draft approval.

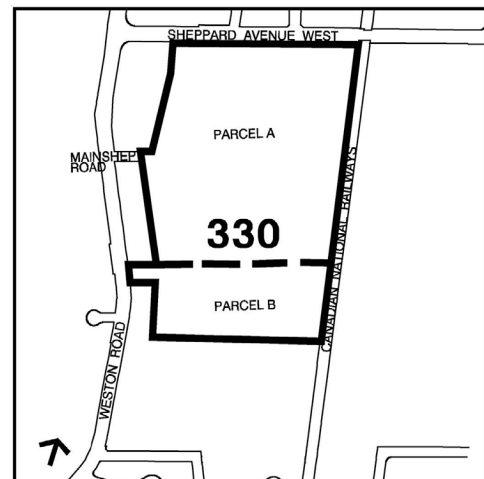


330. 2277, 2285 and 2295 Sheppard Avenue West, 100 Mainshep Road and 3035 Weston Road

- a) A traditional and cohesive character will be developed for this new neighbourhood. The proposed parks and stormwater management area will be an organizing element for the interior lower intensity housing and development along Sheppard Avenue West will be constructed at higher residential densities and, where appropriate, provide for commercial uses at grade.

The organization and design of the residential townhouse/stacked townhouse development proposed along the east boundary of the lands is intended to serve as a noise mitigating element of the subdivision in response to and in recognition of the existing and possible future noise sources associated with the CP rail line along the east property line and employment uses to the east of the rail line. As such, the proposed townhouses/stacked townhouses will be consistent with the design parameters and specifications as set out in a noise study approved by the City.

Commercial uses will be provided at the northeast corner of the lands to provide commercial services for the new neighbourhood and for existing residents. The form and structure of the development will generally be as follows:



i) Structure

- 1) The road network will be designed to integrate the development into the surrounding city fabric by providing connections to Sheppard Avenue West, Weston Road and Starview Lane as well as between development sites.
- 2) Within Parcel A, a mix of building types will be provided, with detached, semi-detached and townhouse dwellings the prominent forms; stacked townhouse and/or low rise apartment buildings along the rail corridor; with higher density residential and mixed-use buildings along Sheppard Avenue West; and low rise commercial buildings in the northeast corner of the lands.
- 3) Within Parcel B, a mix of building types will be provided, with primarily detached dwellings along the west boundary of the lands, adjacent to the residential development on the east side of Weston Road; semidetached dwellings in the central portion of the parcel; and townhouses along the rail corridor.

ii) Built Form Principles

- 1) Design of the low scale residential dwellings will provide:
 - A) a variety of massing and architectural expression on the publicly exposed building elevations. This will be encouraged through the use of alternative façade treatments, massing, roofline variations, materials, and colours. The primary building material of the dwellings should be consistent on all elevations;
 - B) publicly exposed elevations incorporating adequate massing, proportions and wall openings (i.e. windows, doors, porches, etc.) to avoid large, blank, flat façades;
 - C) corner lot dwellings which address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, entries, etc.) reinforcing the pedestrian scale of the street; and
 - D) a built form of development along the east boundary of the lands on Parcel A that is intended to serve as a noise barrier. The development will:
 - I. maintain a minimum separation distance to the east property line as provided for in the noise study and acceptable to CPR;
 - II. provide an appropriate outdoor amenity area located in the front yards of the building(s), with no outdoor amenity area provided in the rear yard(s); and
 - III. contain limited windows or openings in accordance with the recommendations of approved noise studies.
 - E) a built form of development along the east boundary of the lands on Parcel B that is intended to serve as a noise barrier. The development will:
 - I. maintain a minimum separation distance to the east property line as provided for in the noise study and acceptable to CPR;
 - II. provide an appropriate outdoor amenity area in the rear yard(s) between the dwelling(s) and the garage structure(s); and
 - III. contain noise and vibration mitigation measures in accordance with

the recommendations of approved noise and vibration studies.

- 2) Within *Employment Areas*, small and medium scale retail stores and services that serve area residents and/or area businesses and workers are permitted.
- 3) Within Mixed Uses Areas and *Employment Areas*:
 - A) the height of the buildings will create a comfortable pedestrian environment;
 - B) priority sites along the Sheppard Avenue West frontage will be developed to support a comfortable and attractive pedestrian environment mid-range densities in the form of mixed use buildings and a street edge which is transit supportive and provides for a comfortable micro climate to support pedestrian movement and amenity through grade related commercial uses;
 - C) building façades will address both 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. Blank façades will not be permitted;
 - D) buildings with residential uses on the main level facing the street will be raised by two to three steps above the grade of the sidewalk in order to achieve a level of privacy for the interior of the residential units;
 - E) vehicle access points will not be permitted from Sheppard Avenue West. Vehicle access will be from local roads and preferably at the side of the buildings fronting onto Sheppard Avenue West;
 - F) 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;
 - G) 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. Parking lots in exterior side yards will not be permitted;
 - H) buildings within the mixed use blocks, will be designed with frontages on both Sheppard Avenue West and the new street;
 - I) commercial and/or live work units will be encouraged along Sheppard Avenue West;
 - J) the ground floor level of buildings, containing commercial uses, will be at grade level with doors and windows visually and physically connecting the shop interiors to the public street;
 - K) buildings adjacent to Sheppard Avenue West will be sited to create continuous frontages close to the street and will contain windows fronting onto the street; and
 - L) residential buildings will have front entrances on the Sheppard Avenue West façade. No amenity areas, such as raised or sunken patios and rear yards, will be located adjacent to the public streets.
- 4) Noise attenuation where appropriate will be achieved through the placement, location and massing of buildings.

- 5) Within Parcel A, buildings along the east property line will be designed and massed to serve as a noise attenuation barrier for the residential uses to the west in accordance with approved noise studies.

iii) Streetscape

- 1) Connections to parks and open space along public streets will be provided.
- 2) The existing streetscapes will be enhanced and a well landscaped environment will be maintained. Tree lined streets will be provided throughout the lands and a special character along Sheppard Avenue will be initiated. Within Parcel A, special landscaped streets which incorporate a double row of trees will be provided. Within Parcel A, the streets leading into the proposed subdivision will continue the special streetscaping at the gateway points into the subdivision.
- 3) A high quality of street furnishings, such as lighting, bus shelters, trash containers etc. will be provided.
- 4) Opportunities exist to create green walls at the Sheppard Avenue underpass under the rail corridor. The retaining walls should be planted in order to allow evergreen vines to cover the walls and create an all season planting environment and enhance the sidewalks through the underpass. The approaches to the underpass as well as the sidewalks need to be improved. Lighting will be designed so that the lighting zone at the bridges marks a special place.
- 5) In order to define the area, streetscape material such as tree species, signage, lighting, street furniture will be co-ordinated and standardized; and
- 6) Within Parcel A, gateways into the neighbourhood will be characterized by treed and landscaped boulevards.

iv) Affordable Housing

- 1) Despite Policy 3.2.1.9 respecting Parcel A and Parcel B, 25 per cent of the dwelling units that are apartment units or stacked townhouse units within Parcel A will be affordable housing, either Affordable Ownership Housing or Affordable Rental Housing as follows:
 - A) *Affordable Ownership Housing* is housing which is priced at or below an amount where the total monthly shelter cost in the year in which initial sales for the units commence (mortgage principle and interest - based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada in January of the year that initial sales commence - plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as most recently reported by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit; and
 - B) *Affordable Rental Housing* means rental housing that is not condominium registered, life lease or other ownership forms, and has affordable rents where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent by unit type (number of bedrooms) as most recently reported by Canada Mortgage and Housing Corporation prior to the occupancy of the rental unit.

v) Implementation:

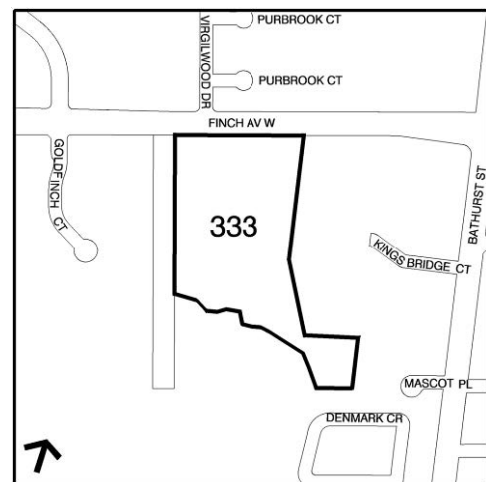
- 1) The submission of acceptable Noise and Vibration Impact studies will be required prior to the final approval of the Plan of Subdivision.
- 2) Within Parcel A, the submission of Urban Design Guidelines for the *Employment Area*, the *Mixed Use Area* and for stacked townhouses / apartment buildings along the east property boundary of the Neighbourhood is required prior to registration of the plan of subdivision. The guidelines will illustrate and describe urban design concepts for Sheppard Avenue West and will provide a context for development in keeping with the objectives and policies of this plan and will assist in the evaluation of applications for site plan; and
- 3) Within Parcel A, the submission of an acceptable management and security plan is required of the residential development adjacent to the rail corridor prior to the approval of the plan of subdivision.

331. SASP deleted

332. [Intentionally blank as of this consolidation]

333. 555 Finch Avenue West

- a) Residential uses that are independent of a health institution are permitted.
- b) Despite Policy 3.2.1.9, a maximum of 110 affordable housing units will be secured as a first priority community benefit under Section 37 of the *Planning Act* as follows:
 - i) of the first 600 apartment dwelling units constructed, 90 affordable housing units will be provided; and
 - ii) following construction of the first 600 independent living units on the lands, the owner will provide affordable housing units at a minimum rate of 20 per cent of the number of apartment dwelling units constructed above and beyond the initial 600 units, to a maximum of 20 additional affordable housing units.



334. Bloor Street West, between Avenue Road and Bathurst Street

- a) Diversity of Land Use, Housing Types & Tenures
 - i) Bloor Street West, between Avenue Road and Bathurst Street, referred to as the “Bloor Corridor” for the purpose of this Site and Area Specific Policy, is composed of a variety of land uses including residential, commercial, retail, institutional, cultural, parks and open spaces which contribute to the vibrancy and stability of the neighbourhood. To support the continued diversity of the Bloor Corridor population, a range of housing types and tenures will be encouraged. New residential development in the Bloor Corridor will be encouraged to include a mix of unit sizes to provide housing opportunities for a range of households, including those with children.
- b) Heritage
 - i) Development will respect, conserve and reinforce heritage buildings and features throughout the Bloor Corridor. New buildings will provide appropriate transition through setbacks, stepbacks and stepping down of height in order to protect adjacent heritage elements, significant views and the distinctive characteristics of Heritage Conservation Districts.
- c) Built Form
 - i) Throughout the Bloor Corridor, development will:
 - 1) generally provide for a transition in height, density and scale from higher building forms in the east to a low-rise, main street character in the west, with nodes of development concentrated at key intersections adjacent to transit hubs;
 - 2) provide appropriate transition in height, density and scale to *Neighbourhoods* and *Apartment Neighbourhoods* adjacent to the Bloor Corridor; and
 - 3) respect, protect and enhance significant views of key civic and/or historic buildings.
 - ii) The Bloor Corridor includes various nodes and precincts of distinct identity, as depicted in Map 1 (Map 1 of 2 to this Site and Area Specific Policy), each of which has unique functions, scale and heights in a diversity of building forms. New development will respond to this function and character with built form that is appropriate to the district in which it is located, as described in the following sections.
 - 1) Institutional Precinct
 - A) The Institutional Precinct, between Madison Avenue and Avenue Road, includes a significant institutional presence on both the north and south sides, mixed among other uses. Development in the Institutional Precinct will:
 - I. contribute towards the creation of a consistent street wall with active at-grade uses;
 - II. fill gaps in the streetscape;
 - III. provide visual cohesion through the use of massing and architectural elements including ground floor heights, podium heights, cornice lines and materials;
 - IV. contribute to a cohesive and pedestrian-oriented public realm; and
 - V. respond to key views and locations, avoiding encroachment into the

viewshed of significant buildings. In particular, no building will interrupt or rise above the silhouette of the Ontario Legislature building at Queen's Park, when viewed from University Avenue, subject to a view corridor analysis completed to the satisfaction of the City.

- B) Development on the north side of Bloor Street will be built to the front property line. Development on the south side of Bloor Street will be generously set back from the right-of-way, consistent with applicable zoning, to align with existing buildings.

2) OISE Block

The OISE Block, bounded by Bloor Street, St. George Street, Prince Arthur Avenue and Bedford Road, is located immediately above the intersection of two subway lines and comprises institutional, office, residential, retail, transit and open space uses. Intensification can be accommodated in this area, and development should consider the block as a whole. Owners of sites located within the OISE Block are encouraged to collaborate in the creation of block or area development plans to allow transitions to be considered most meaningfully.

Proponents of development within the OISE Block will prepare a study that considers adjacent lands and that, if necessary, can be phased in over time. Generally, such a study will address:

- A) the integration of TTC lands within new development, giving visual prominence to subway entrances on Bloor Street;
- B) maximizing the built street wall on Bloor Street for new buildings while maintaining and enhancing open space within the block;
- C) the creation of mid-block pedestrian connections north-south and east-west through the block; and
- D) the establishment of a comprehensive laneway system to provide vehicular service and transit access.

I. Bloor-Bedford Open Space

The Bloor-Bedford open space will be improved and maintained in the short term to enhance pedestrian safety and usability. New development that involves the relocation of the open space within the block will provide the same or a greater amount of publicly accessible open space as is existing. The design of the new open space will provide high visibility and accessibility, seek to integrate a new, landmark-quality TTC entrance and create a gateway feature to the adjacent *Neighbourhoods*.

II. University of Toronto and TTC Sites

Development at 246-252 Bloor Street West and the TTC St. George Station – Bedford Entrance/Bus Loop will provide a transition in height from existing heights on Prince Arthur Avenue towards a peak on or near Bloor Street which does not exceed the height of the building at 1 Bedford Road. Development will seek to integrate access to TTC services within new buildings, and will seek to include highly transparent, active uses at grade.

III. York Club Site

Development on the York Club lands at 135 St. George Street will maintain and enhance the historic building and will not diminish or detract from its physical prominence. Accordingly, new buildings will step down in height from the University of Toronto lands to the east, and will be designed to frame views toward the heritage structure.

3) Spadina Node

Development in the Spadina Node, at the intersection of two major streets and a multi-modal transportation hub, will distinguish the Institutional Precinct to the east from the Main Street Precinct to the west. New buildings along the Bloor Street frontage will reflect the fine-grained retail character of the Main Street Precinct in the design of podium elements. New development should seek to integrate TTC lands and give prominence to subway entrances. The height peak of the Spadina Node will be focused at the corners of the intersection, with other buildings providing a downward transition in height from this peak.

Development in the Spadina Node will respect and contribute to the neighbourhood-focused qualities and characteristics of Spadina Road, north of Bloor Street.

The offset between Spadina Avenue and Spadina Road provides an important civic opportunity to create a dramatic view terminus on the northeast corner of Bloor Street and Spadina Road through landmark architecture and design. Any building at the northeast corner of the Bloor/Spadina intersection will adequately limit shadow impact on Ecology Park, in part by directing taller building elements toward the intersection and lower building heights toward Madison Avenue. No blank walls should face toward Ecology Park nor any adjacent Heritage Conservation District. New development will seek to provide a mid-block pedestrian linkage between Ecology Park and Spadina Road.

Matt Cohen Park will be maintained and enhanced as a neighbourhood focal point. Development in the Spadina Node will seek to create a corridor linking Ecology Park and Matt Cohen Park to provide visual connection between the two open spaces. Development within the Bloor Corridor will be subject to a view corridor analysis completed to the satisfaction of the City, to preserve and enhance views of the Connaught Laboratories spire at 1 Spadina Crescent.

4) Main Street Precinct

A) Development in the Main Street Precinct will respect and reinforce the existing character of:

- I. a series of attached, low-rise buildings with narrow frontages at the street edge;
- II. a fine grain of retail at grade serving the surrounding neighbourhoods; and
- III. office and residential uses in units above grade.

B) Between Lippincott Street and Walmer Road the prevailing height permissions allowing up to 5 storeys should generally be maintained. Should the opportunity arise, up to 7 storeys in height may be considered:

- I. on lands, between Lippincott and Borden Streets, where the development will facilitate the dedication of adjacent land for the creation of a new public open space south of the public laneway and

significant improvements to the public realm; and

II. on lands at the northwest corner of Bloor Street West and Walmer Road, where the development will facilitate the dedication of adjacent land for the creation of a public plaza at the intersection.

- C) New development will preserve and enhance sightlines to the tower of Trinity-St. Paul's Church at the southwest corner of Bloor and Robert Streets through the use of building setbacks and/or widened sidewalks.

5) Bathurst Node

Development will be consistent with the policies in Site and Area Specific No. 465. Proposals for buildings with heights that are greater than the width of the right-of-way will only be assessed after an area-specific study to determine whether increased height is appropriate. The area specific study will include, but not be limited to, recommendations for public realm improvements, pedestrian and bicycle connections, heritage conservation, location of a new park and/or open spaces in the southwest portion of the study area, relationship of the transit station with its surrounding context, built form and land use.

iv) Culture

- 1) The Bloor Corridor is home to a range of cultural institutions and activities of both local and regional significance including the Royal Ontario Museum, Royal Conservatory of Music, the Bata Shoe Museum, the Al Green Theatre, Trinity St. Paul's Church and the Bloor Cinema. Existing and new uses that support and expand the vitality of cultural activity in the Bloor Corridor will be encouraged.

v) Public Realm

- 1) Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged in the public rights-of-way and adjacent privately-owned lands. At the time of any future reconstruction of Bloor Street West between Avenue Road and Bathurst Street, consideration will be given to initiatives including, but not limited to:
 - A) the redesign of the street cross-section, including examining the possibility of lane reductions to allow for widened sidewalks and additional street tree planting;
 - B) accommodation of cyclists; and
 - C) the provision of integrated lay-bys for drop-offs and delivery, as necessary.
- 2) The network of parks and open spaces will be expanded and improved. A series of "green fingers" extending from Bloor Street along its north-south connecting streets will be provided as opportunities arise to provide parks, plazas, forecourts, additional street tree plantings, hard and soft landscaping, and seating areas throughout the Bloor Corridor. A continuous pedestrian circuit will be implemented with wayfinding elements such as public art, signage and/or a unified landscaping treatment. Existing and potential parks, open spaces and "greening" opportunities are identified on Map 2 (Map 2 of 2 to this Site and Area Specific Policy).

The creation of a new public open space on City-owned lands south of Bloor Street between Borden and Lippincott Streets, as shown on Map 2, may be considered through new development on adjacent properties and the relocation of the existing

parking spaces underground.

vi) Sustainability

- 1) Development in the Bloor Corridor will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Advanced performance measures toward environmental sustainability will be encouraged for all new development.

vii) Active Transportation

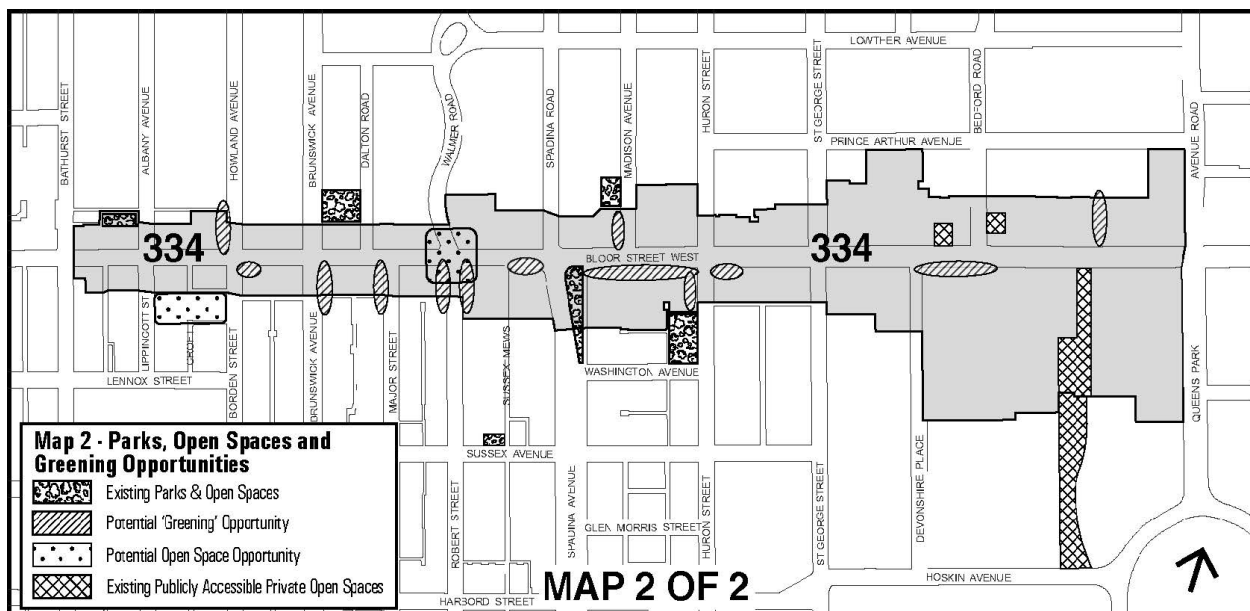
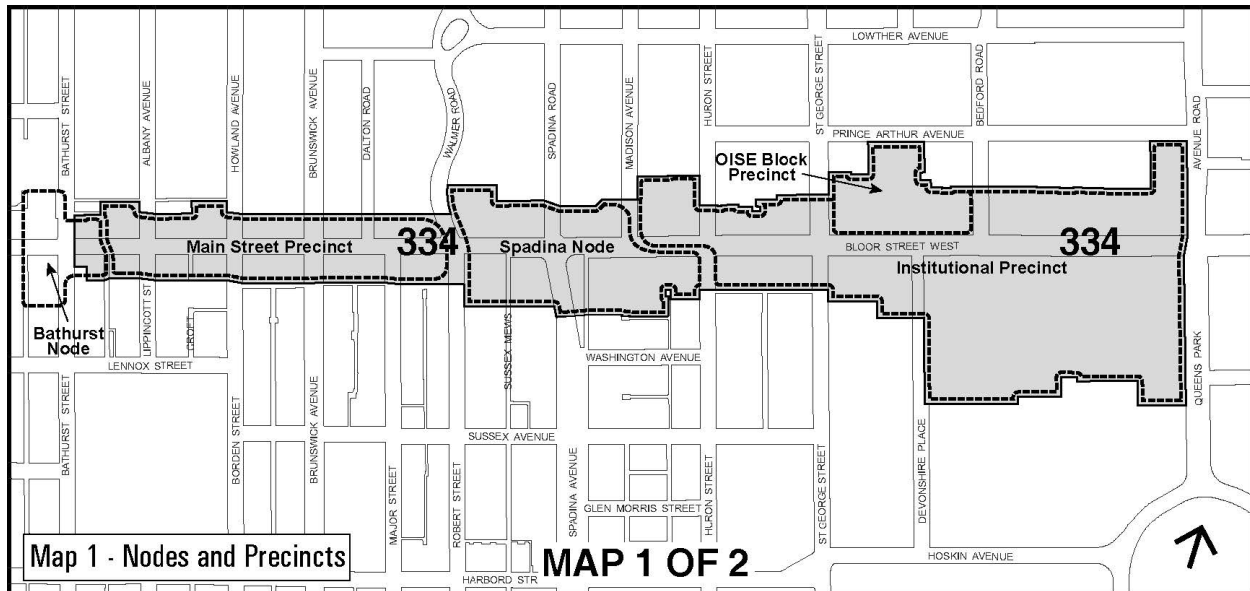
- 1) The design of rights-of-way in the Bloor Corridor will recognize and enhance the primacy of pedestrian safety and movement, and will reinforce and support transit use and cycling. Opportunities to provide widened sidewalks, consolidated bicycle parking areas and enhanced pedestrian access to subway stations within the Bloor Corridor will be pursued. Cycling infrastructure will be considered in the Bloor Corridor in the context of a City-wide study as directed by Council.

viii) Bloor Corridor Urban Design Guidelines

- 1) In order to assist in meeting the objectives of this Plan and area specific policies, Council may adopt urban design guidelines to provide direction for reviewing development applications in this area. These guidelines, as may be amended from time to time, will be read in conjunction with the urban design policies in the Official Plan and the prevailing guidelines for the University of Toronto Secondary Plan.

ix) University of Toronto Lands

- 1) These policies will be considered in conjunction with the prevailing University of Toronto Secondary Plan.

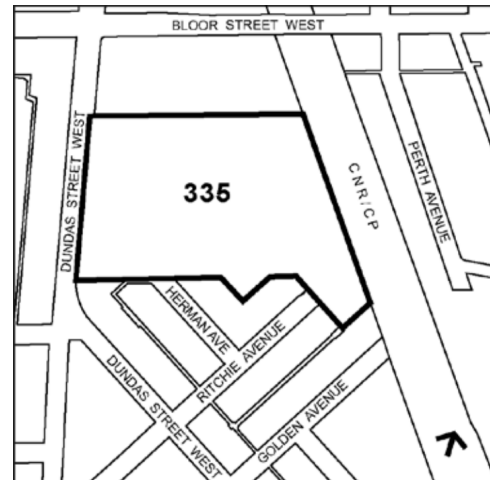


335. Bloor Street West, between Avenue Road and Bathurst Street

- a) Development will create a vibrant, sustainable mixed use neighbourhood providing a variety of employment and housing opportunities. New streets will integrate the lands with the surrounding urban fabric and emphasize pedestrian mobility, while a central public park will be the focal point for the neighbourhood. Built form and uses will be compatible with the surrounding context, recognizing that each frontage requires a different response.

To address the above, the form and structure of the development and its relationship to the local context will be generally as follows:

- i) Public Realm
- 1) Streets: development will provide a new public street network that divides the lands into smaller blocks, providing a framework for organizing uses and providing connections to Dundas Street West and the adjacent neighbourhood. Layout of new local streets and the arrangement of uses will address safe pedestrian and vehicular access and circulation with particular regard for minimizing transportation impacts on the neighbourhood to the south.
 - 2) Parkland: a park block that satisfies the City's parkland dedication requirements will be provided in a central location with frontage on new public streets. The arrangement of residential, community uses and neighbourhood retail will support the park as a focal point for the neighbourhood and the larger community.
 - 3) Pedestrian Infrastructure: as part of the design of the public rights-of-way, new sidewalks will promote pedestrian mobility within the larger community including connections to the adjacent school playing field, Dundas Street West and transit. Building setbacks along Dundas Street West will provide a 4.8 metre wide public sidewalk.
 - 4) Other: publicly accessible private courtyards and walkway connections



may be provided as part of residential developments to complement the public realm.

ii) Built Form and Uses

- 1) Built form will generally be of a mid-rise character with a transition in height, density and scale to lower scale residential buildings on the southern portion of the lands adjacent to the exiting neighbourhood. A mix of uses will be provided. Non-residential uses will be concentrated on the Dundas Street West frontage while residential uses with limited small-scale retail, office and community uses will be located on the northern and eastern portions of the lands. Residential uses only will be located on the southern portion of the lands.

The development pattern will be generally as follows:

- A) mid-rise, mixed use buildings on the Dundas Street West frontage will have a non-residential focus with a variety of uses such as retail, office, commercial and large scale retail that strengthen the main street character of Dundas Street West;
- B) residential buildings will vary in height and massing, with lower scale residential house form buildings on the southern portion of the lands compatible with the adjacent neighbourhood, and mid-rise residential buildings located on the northern and eastern portions of the lands with limited small-scale neighbourhood retail and community uses on the ground floor;
- C) buildings with residential uses will provide a mix of housing types suitable for families, seniors and singles, and where appropriate, grade-related units with front doors facing the street;
- D) community uses such as a day care and multi-purpose spaces will be centrally located to serve the community, and can be integrated on the ground floor of mixed use buildings; and
- E) built form, building footprint and arrangement of uses will support the establishment of a high quality pedestrian environment, recognizing the primacy of pedestrian movement and safety.

iii) Sustainability

- 1) Development on the lands will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Compliance with the Toronto Green Standard, and/or any successive performance standard for new development, is required. Advanced performance measures toward environmental sustainability will be encouraged for all new development. Green roofs will also be encouraged and may be required under the Green Roof by-law.

iv) Urban Design Guidelines

- 1) To assist in meeting the objectives of this Site and Area Specific Policy, the Urban Design Guidelines from the Bloor-Dundas 'Avenue' Study will be used to provide direction for reviewing development applications on the lands. These guidelines will be read in conjunction with the urban design policies in the Official Plan and supporting design guidelines.

v) Implementation

- 1) This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently.

Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.

336. [Intentionally blank as of this consolidation]

337. 20 and 22 Marina Avenue

- a) A private commercial parking lot is permitted on the rear portion of the site (Part 2), to be used in conjunction with the retail uses on the south side of Lake Shore Boulevard West, between Long Branch Avenue and Thirty Third Street.
- b) Two, three-storey multi-unit residential buildings are permitted on the front portion of the site (Part 1), abutting Marina Avenue.

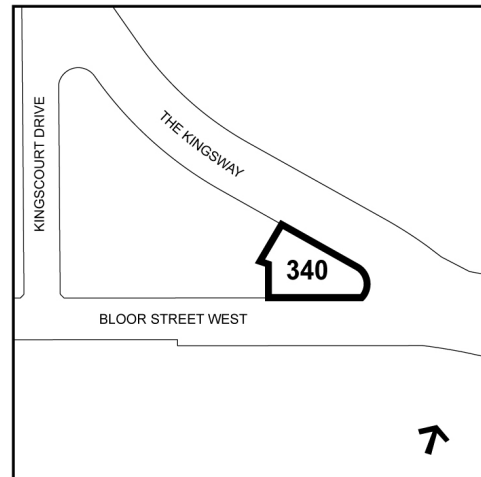


338. [Intentionally blank as of this consolidation]

339. [Intentionally blank as of this consolidation]

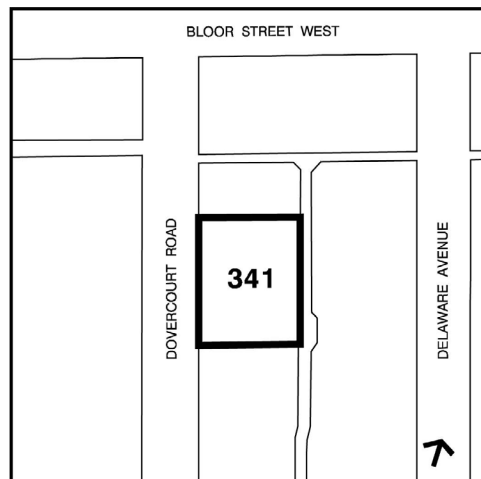
340. 2800 Bloor Street West

- a) The replacement of the same number and type of rental housing units is not required, provided at least 3 rental replacement units are included in the new development.



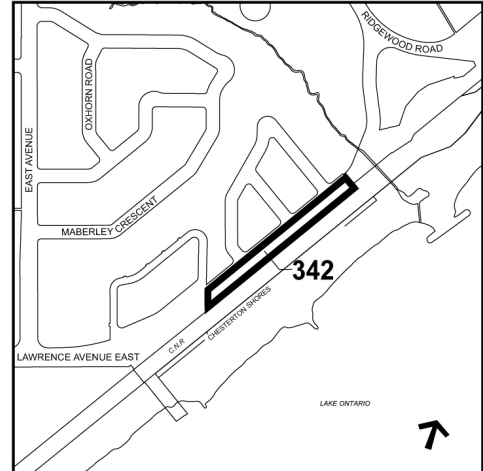
341. 707, 709, 711, 715 and 717 Dovercourt Road

- a) A residential building with a maximum of 5 storeys is permitted.



342. Lawrence Avenue East between 6500 to 6550 Lawrence Avenue East

- a) The right-of-way for Lawrence Avenue East is 30.86 metres.



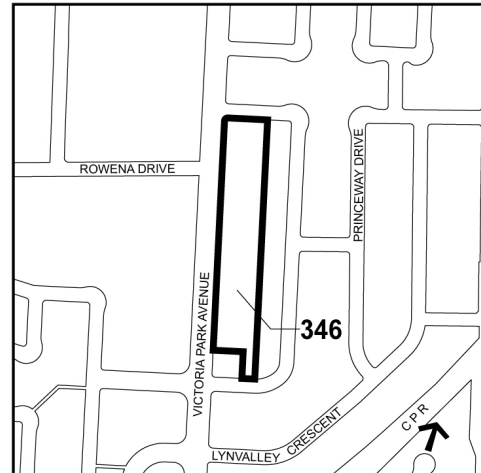
343. [Intentionally blank as of this consolidation]

344. [Intentionally blank as of this consolidation]

345. [Intentionally blank as of this consolidation]

346. 1973 Victoria Park Avenue (1955-1991 Victoria Park Avenue)

- a) The location, size, and lot configuration of the subject site collectively provide an opportunity to revitalize the site within its immediate neighbourhood context. Specific features of the site that provide a reinvestment opportunity include:
 - i) Site location - on a major street identified as a “Transit Priority Segment” on Map 5 of the Official Plan, Surface Transit Priority Network, and across from lands designated *Apartment Neighbourhoods*, developed with low and high rise, multiple residential buildings;
 - ii) Lot Size & Orientation - the relatively large site of 2.08 ha with a substantial depth of 61 metres and a 330 metre frontage on a major arterial road; and
 - iii) Existing Development & Building Orientation - the location and orientation of existing buildings on the site are not conducive to provide for appropriate infill redevelopment and rejuvenation of the site.
- b) In considering applications to revitalize the site and to replace the deteriorating rental housing with similar new rental housing, re-investment in the form of intensification of the site may be undertaken subject to the following policies:
 - i) New residential development will be compatible with existing low density residential uses to the north and east. Guidance for the implementation of this principle will occur during consideration of, and conditions to, approval of zoning by-law(s) and site plan control approval.
 - ii) New residential development will provide adequate privacy and sunlight for residents of new and existing buildings by ensuring adequate distance and separation between new and existing building walls, incorporating a stepping down of height proceeding east and north towards the low rise residential development and using landscaping, including, but not limited to trees, plantings and fencing, to enhance privacy.

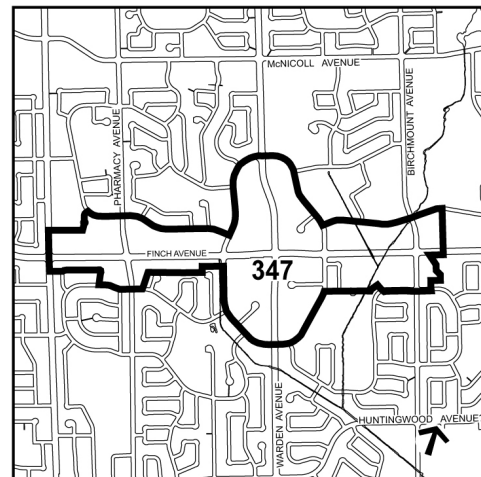


- iii) Surface vehicle parking spaces will be limited in number and will be located and organized to minimize their impact on the residential properties to the north and east. Surface vehicle parking spaces will be separated from the property lines of low density residential development to the north and east by open space green areas, incorporating landscaping features.
- iv) A minimum of 86 replacement rental housing units are to be provided on site. New replacement rental housing will be of similar size and type as the existing rental housing units and are to have rents similar to those at the time a redevelopment application is made.

347. Finch Warden Revitalization Study Area

- a) The Finch Warden Revitalization Study Area includes sites fronting on, or in close proximity to, Finch Avenue East between Victoria Park Avenue and Birchmount Avenue which are designated *Mixed Use Areas* and have the potential for redevelopment or intensification. The Revitalization Area is comprised of existing commercial, and higher density residential uses, surrounded by established residential neighbourhoods areas.

This site and area specific policy establishes the planning framework to guide the revitalization of the area, and the consideration of individual redevelopment proposals. The intent of this site and area specific policy is to support private and public investment in the renewal of the area.



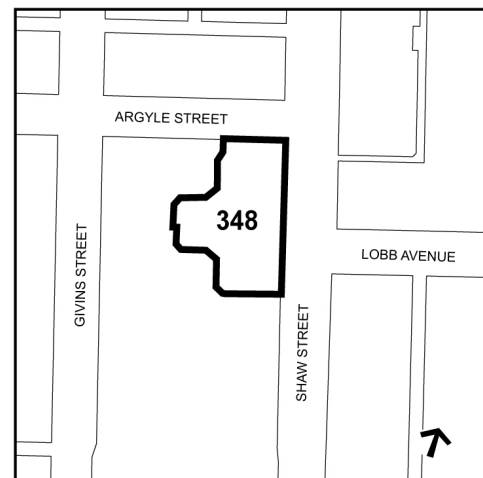
- i) Public Square
 - 1) The establishment of a publicly accessible square, designed to be a focal point of the Revitalization Area and visible and easily accessible from the arterial roads, will be pursued as a priority.
- ii) Parks and Open Space Initiatives
 - 1) Pedestrian connections to, and within, local parks and open spaces will be improved. Improvements to the parks and recreation facilities serving the Revitalization Area are a priority. Tree plantings along Finch Avenue East will be encouraged.
- iii) Community Services & Facilities and

Housing

- 1) The provision of additional or enhanced community services and facilities and affordable housing oriented towards seniors is a priority within the Revitalization Area. The provision of, or contributions towards, community services, facilities and affordable housing oriented towards seniors will be pursued as a priority when determining appropriate contributions pursuant to Section 37 of the *Planning Act*. It is a priority to achieve this objective through the establishment or enhancement of facilities at locations in or convenient to the Revitalization Area.
- iv) Urban Design Guidelines
- 1) Urban Design Guidelines contained within Chapter 5 of the Finch Warden Revitalization Study have been adopted by Council to provide detailed guidance on the design and organization of the built environment with the Revitalization Area. They include specific recommendations on site planning, building massing and design as well as public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.

348. 180 Shaw Street

- a) Work space for artists and not-for-profit arts and community organizations, including but not limited to: production, exhibition, education, programming and administrative space is permitted. One small-scale restaurant is permitted.

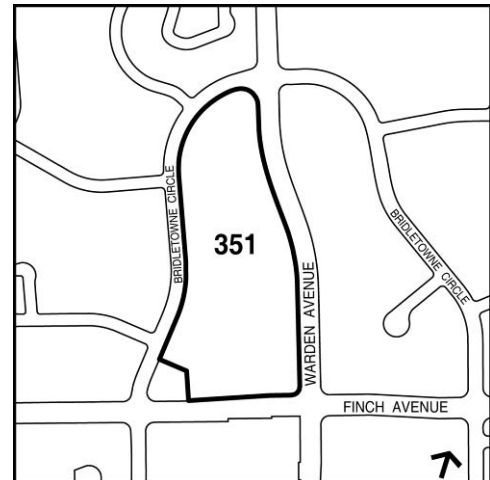


349. SASP deleted

350. SASP deleted

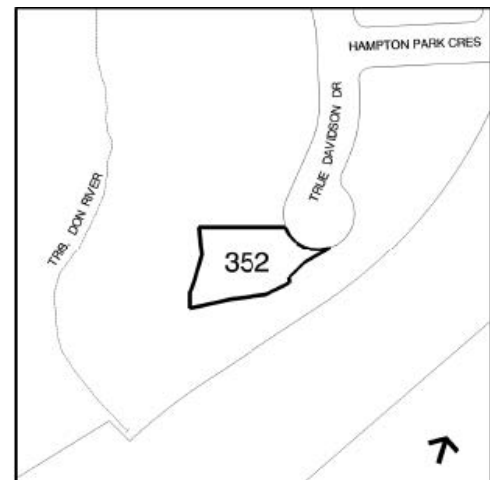
351. 2900 Warden Avenue

- a) The first priority community benefit under the policies of Section 5.1.1 of this Plan is the provision of a 929 square metre to 1,394 square metre expanded library facility.



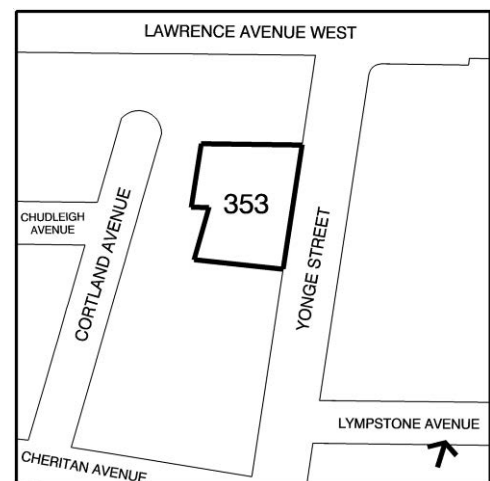
352. 2 True Davidson Drive

- a) Development will be setback a minimum of 6-metres from the top-of-bank as detailed in the zoning by-law.



353. 3018- 3020 Yonge Street

- a) Only residential uses are permitted, to a maximum building height of 12 storeys and a maximum gross floor area of 15,807 square metres.



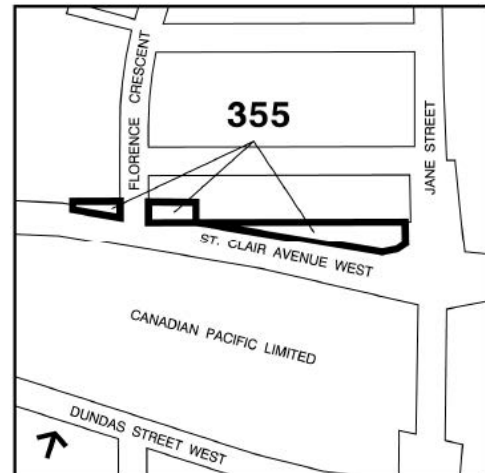
354. 140-162 Broadview Avenue

- a) Two apartment buildings, joined underground by a parking garage, with a maximum building height of 3 ½ storeys are permitted.
- b) Despite Policy 3.2.1.6 of the Official Plan, the demolition of the seven (7) existing rental dwelling units on the site is permitted without the provision of replacement rental housing provided cash-in-lieu of such replacement is paid to the City in the amount of \$500,000 and an acceptable tenant relocation and assistance plan is secured.



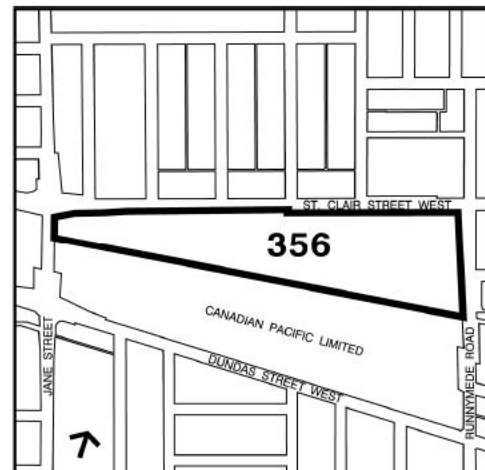
355. Certain Lands on the North Side of St. Clair Avenue West between Florence Crescent and Jane Street

- a) Lots that front on to St. Clair Avenue West or Florence Crescent may be used for small-scale retail, service and office uses. Existing automobile repair shops will be encouraged to relocate. The lands at the northwest corner of Jane Street and St. Clair Avenue West should be obtained for public parkland if that intersection becomes the connection between two light rapid transit lines.



356. Lands on the South Side of St. Clair Avenue West between Runnymede Road and Jane Street

- a) The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:
 - i) the separation and buffering of any residential units from the rail right-of-way to the south to mitigate adverse noise, vibration, odours and emissions from the rail corridor and to promote the safety of the residents;
 - ii) the provision of no net loss of non-residential gross floor area on the lands; and,
 - iii) the prior or concurrent adoption by Council of a Precinct Plan that:
 - 1) creates a finer grid of streets and blocks with public roads;
 - 2) assesses the possibility of extending Ryding Avenue west of Runnymede Road;
 - 3) shifts large format retailers away from the St. Clair Avenue frontage to the south end of the properties;
 - 4) provides locations for public parks and open spaces to be created;



- 5) assesses and provides for necessary schools and community facilities;
 - 6) provides for a broad range of housing types, unit sizes and tenure;
 - 7) locates and masses residential uses to minimize impacts from nearby existing industry;
 - 8) assesses the traffic and parking impact of new development on local streets;
 - 9) provides a public realm that promotes pedestrian circulation and comfort;
 - 10) provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
 - 11) incorporates any local heritage resources;
 - 12) assesses opportunities for the placement of public art;
 - 13) considers the availability of servicing infrastructure to support intensified development within the precinct; and
 - 14) Provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, and other infrastructure improvements will be achieved.
- b) Prior to the enactment of a zoning by-law amendment to permit residential units on a lot, industrial, office and service uses permitted in a CE zone district in the former City of York Zoning By-law No. 1-83 are also permitted on the lot.

357. South Side of St. Clair Ave West, west of Keele St. (2211, 2237, 2255, 2283 and 2336 St. Clair Avenue West.)

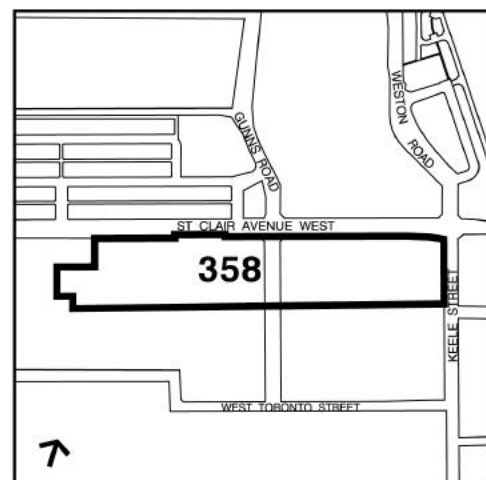
- a) Subject to paragraph (b) below, the development of any residential unit(s) is conditional upon any residential unit being a distance of at least 100 metres from the property line of a lot containing an industrial facility that either slaughters animals or renders animals or processes dead animal stock for animal feed. Prior to the development of residential units on the portion of the lands on the south side of St. Clair Avenue West, lands known municipally as 2211, 2237, 2255 and 2283 may be used for manufacturing, warehousing and service uses permitted in an 'IC' zone in former City of Toronto By-law No. 438-86, and further, the lands known municipally as 2237 and 2255 St. Clair Avenue West may also be used as a meat products plant in this interim period.



- b) Residential units within 100 metres of the property line of a lot containing an industrial facility that either slaughters animals, or renders animals or processes dead animal stock for animal feed may be permitted on the land known municipally as 2237, 2255 and 2283 St. Clair Avenue West where it has been demonstrated, through studies to the satisfaction of both the Chief Planner and a peer reviewer(s) selected by the City and paid for by the applicant that future residents on these lands would not experience material adverse noise, vibrations, traffic, odour or other emission effects generated from such a nearby industrial facility. City Council may enact a zoning by-law pursuant to Sections 34 and 36 of the *Planning Act* with an 'h' Holding Symbol in respect of residential uses on the lands municipally known as 2237, 2255 and 2283 St. Clair Avenue West.
- c) The 'H' Holding Symbol applicable to the CR zoning under former City of Toronto By-law No. 438-86 for the lands known municipally as 2237, 2255 and 2283 St. Clair Avenue West may be removed by City Council and these lands may be used for residential and/or residential/commercial purposes upon receipt by City Council of a report from the Chief Planner that confirms:
 - i) That a development proposal has been submitted that is to the satisfaction of the Chief Planner, and
 - ii) That the studies referred to in paragraph b) above have shown that future residents on those lands would not experience material adverse noise, vibration, traffic, odour or other emission effects generated from the nearby industrial facility that involves either the slaughter of animals, or rendering of animals, or processing of dead animal stock for animal feed. City Council may also lift the 'H' holding symbol where the industrial activity that was the basis of implementing the 'H' holding symbol has ceased and is not replaced by another operation of the same or similar use for a period of one year measured from the date of closure of the original operation.

358. Lands on the South Side of St. Clair Avenue West to the west of Keele Street

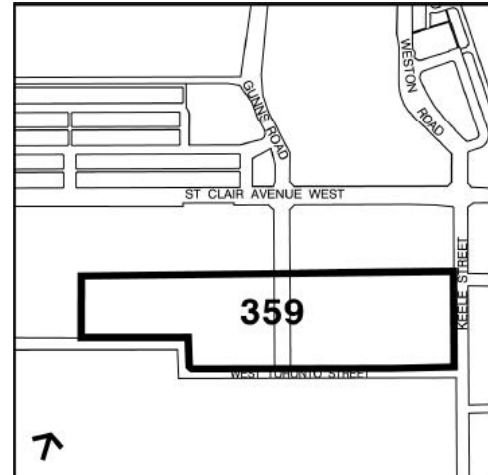
- a) The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:
 - i) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
 - ii) Any residential uses being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue;
 - iii) The provision of no net loss of non-residential gross floor area on the lands; and



- iv) The prior or concurrent adoption by Council of a Precinct Plan that:
- 1) creates a finer grid of streets and blocks with public roads;
 - 2) extends Ryding Avenue eastwards to connect with Keele Street;
 - 3) shifts large scale format retailers away from the St. Clair Avenue frontage towards the south end of the properties;
 - 4) provides locations for public parks and open spaces to be created;
 - 5) assesses and provides for necessary schools and community facilities;
 - 6) provides for a broad range of housing types, unit sizes and tenure;
 - 7) locates and masses residential uses to minimize impacts from nearby existing industrial and large-scale retail uses;
 - 8) addresses transitions of scale to the low-rise residential Neighbourhood on the north side of St. Clair Avenue;
 - 9) assesses the traffic and parking impact of new development;
 - 10) provides a public realm that promotes pedestrian comfort and circulation;
 - 11) provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
 - 12) incorporates any local heritage resources;
 - 13) assesses opportunities for the placement of public art;
 - 14) considers the availability of servicing infrastructure to support intensified development within the precinct; and
 - 15) provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, transit and other infrastructure improvements will be achieved. 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 September 30, 2011 under former City of Toronto Zoning By-law No. 438-86 as amended are permitted. Retail uses may be integrated in a commercial complex that includes lands subject to Site and Area Specific Policy 359. Notwithstanding the preparation of a Precinct Plan that includes these lands, a full range of solely retail 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 purposes and that redevelopment is undertaken.

359. Lands on the South Side of St. Clair Avenue West to the west of Keele Street

- a) Retail uses are permitted at any scale, may be integrated in a commercial complex that includes lands subject to Site and Area Specific Policy 358, and may gain access from Keele Street, St. Clair Avenue West, Stockyards Road, West Toronto Street or Ethel Avenue.



360. Lands on the north side of St. Clair Avenue West to the west of Weston Road

- a) The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:
- i) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
 - ii) Any residential use being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue; and
 - iii) The provision of no net loss of non-residential gross floor area on the lands.



361. 1144 Islington Avenue

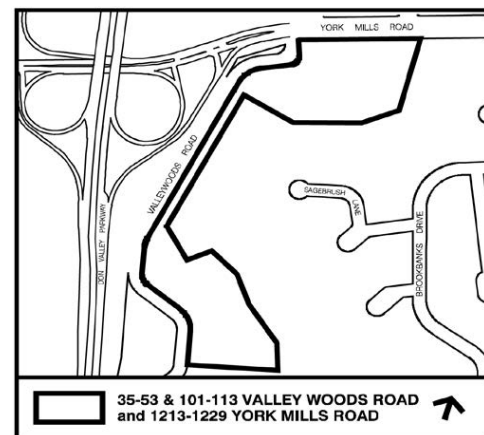
- a) 11 townhouses are permitted.



362. [Intentionally blank as of this consolidation]

363. 35-53 and 101-113 Valley Woods Road and 1213-1229 York Mills Road

- a) Despite policy 3.2.1.9(b), the following are the priority Section 37 community benefits: a cash contribution of \$250,000 for capital improvements to publicly owned affordable housing projects in the community; cash contributions totalling \$2,150,000 for community and recreation facilities; a cash contribution of \$250,000 for the rehabilitation/renovation of the Milne House; and securing 270 rental replacement units and the rental tenure and the affordable and mid-range rents in the rental buildings.

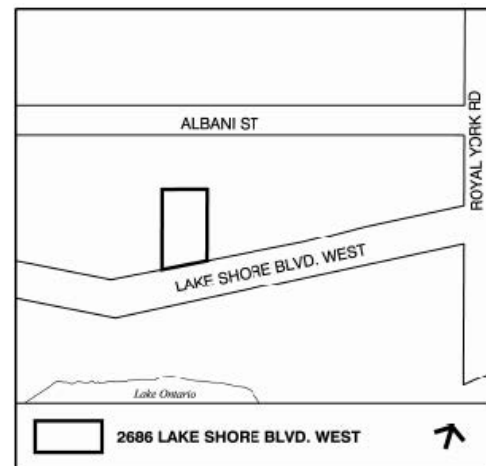


Despite policy 3.2.1.6, the demolition of 245 rental housing units and their replacement in the redevelopment with a different unit mix is permitted provided that at least 270 replacement rental units comprising 30 one-bedroom, 48 two-bedroom, 162 three-bedroom and 30 four-bedroom units are provided.

364. [Intentionally blank as of this consolidation]

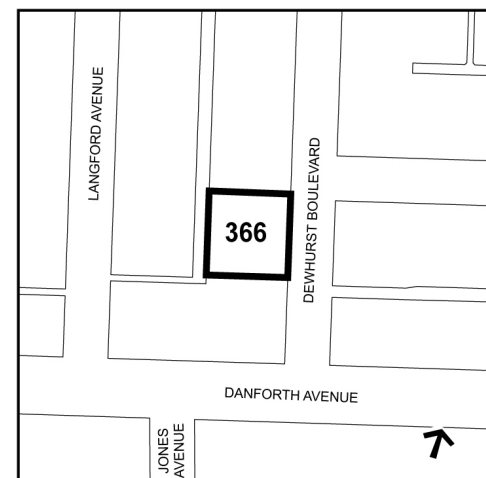
365. 2686 Lake Shore Boulevard West

- a) A three-storey, 23-unit, residential building is permitted.



366. 14 Dewhurst Boulevard

- a) A building containing a total of 32 dwelling units is permitted.
- b) A minimum of 137 square metres of the land at the north edge of the lands may only be used for public park purposes.



367. Dundas Street West to the Canadian Pacific rail corridor, between Highway 427 and Shorncliffe Road

a) Introduction

The Dundas Street West/Highway 427 Planning Framework Study was completed in 2011 and included lands centred on Dundas Street West between Highway 427 and Shorncliffe Road/Shaver Avenue. The study identified opportunities for redevelopment and growth, primarily along and south of Dundas Street West. The lands on the south side of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road are the lands subject to this amendment as shown in Map 1.

The area includes *Mixed Use Areas* and *Employment Areas*. In the *Mixed Use Areas* the vision is for Dundas Street West to be redeveloped with mid-rise buildings and the lands south of Dundas Street West to be redeveloped with taller buildings and primarily residential uses supported by a public street network, organized around a centrally located public park. In the *Employment Areas* the vision is for office uses and industrial uses that are compatible with existing and proposed uses in the surrounding area.

b) Key Objectives

- i) The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the *Mixed Use Areas* and *Employment Areas* land use designations which apply to the study area.
- ii) New public streets, water and sanitary sewer infrastructure, public parkland and community facilities are required to support development in the area shown on Map 1.
- iii) Given the substantial amount of residential development envisioned, a range of housing opportunities in terms of size, affordability and tenure is required.
- iv) Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

The transformation of the area is based on providing for an increased scale of development south of Dundas Street West and the introduction of new physical and social infrastructure to support development. The following public realm and built form policies will inform the preparation of implementing zoning and the review of development applications:

- i) Redevelopment shall establish a network of development blocks and public streets generally consistent with that shown on Map 1, to establish appropriately sized development blocks, a coordinated and connected public street network, and a centrally located public park.
- ii) The centrally located public park shall have direct frontage on a minimum of two public streets and preferably on four public streets, shall not abut the rail corridor and shall be of a size and configuration suitable to accommodate active and passive recreation opportunities.
- iii) A high quality public realm will be established throughout the area and will be organized to physically connect and relate to surrounding streets and properties, in particular along Dundas Street West.
- iv) Streets will be designed to provide safe, comfortable and amenable environments

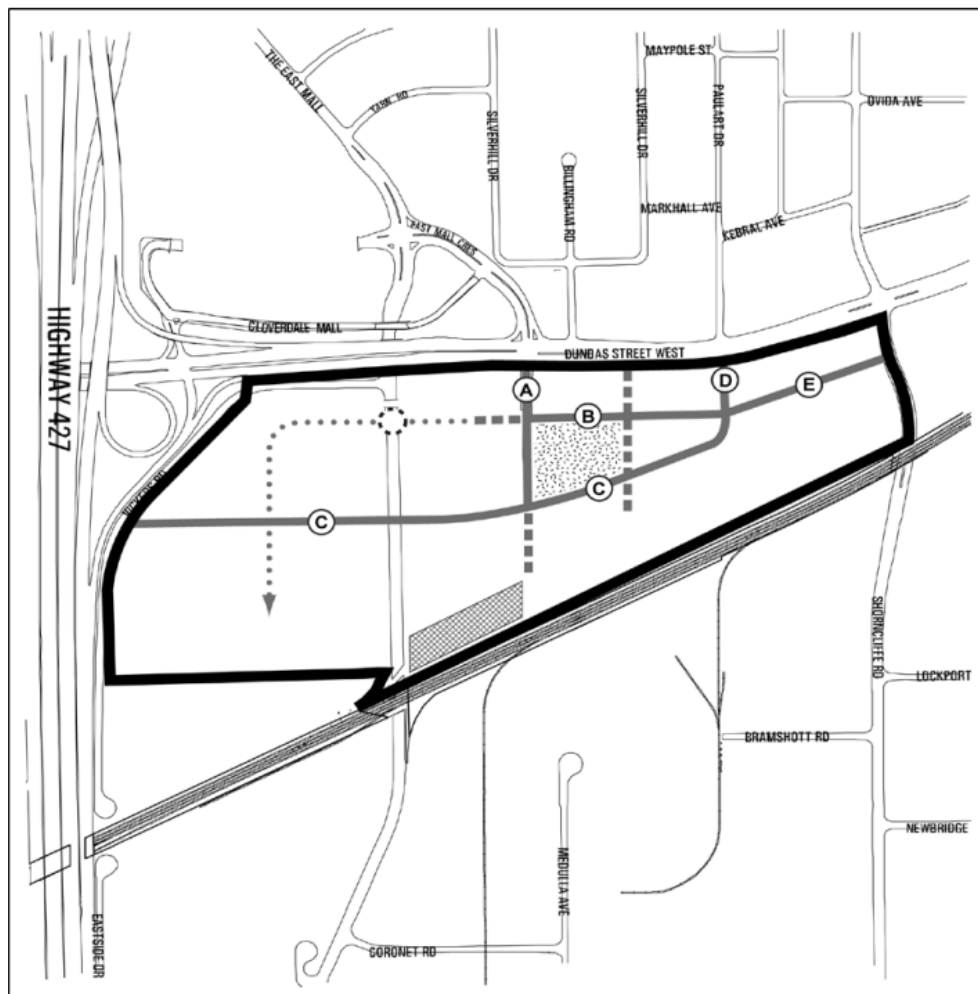
for pedestrians, cyclists and vehicles by minimizing curb cuts, encouraging shared driveways and the use of lanes, and including enhanced street tree planting, street furniture and street lighting.

- v) Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will generally be located parallel to public streets with main building entrances on the street facing facades.
 - vi) The predominant scale of built form along Dundas Street West will be mid-rise buildings fronting onto public streets. Taller buildings will be permitted in the central and southern portions of the *Mixed Use Areas* as well as in the *Employment Areas* near the Dundas Street West and Highway 427 interchange.
 - vii) Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition, adequately limiting shadow impacts and providing for comfortable pedestrian wind conditions on streets and within parks, and the achievement of a consistent built form condition along Dundas Street West.
 - viii) No stand alone townhouse units will be permitted within the *Mixed Use Areas* except for townhouse units that form and are an integral part of the podium element of a building.
 - ix) On Dundas Street West, development will be setback from the property line to achieve a generous pedestrian area, with ground floor uses supporting the commercial role and activity of the street.
- d) Transportation and Development Phasing
- i) The public street network will be achieved incrementally with redevelopment. Primary and Secondary Public Streets are shown on Map 1. Any development in the *Mixed Use Areas* on the south side of Dundas Street West to the Canadian Pacific rail corridor station will provide appropriate Primary Public Streets in order to achieve network connections necessary to support development and which will be determined through the development application process.
 - ii) A 27 metre right-of-way width is required for the East Mall Crescent extension (Street A) to Street C, for Street C between The East Mall and Street D, and for Street D which is located between Dundas Street West and Street C. A 23 metre right-of-way width will be required for Street E and Street B. Minor modifications to the right-of-way width will not require an amendment to this Site and Area Specific Policy.
 - iii) Street E will become an extension of either Street B or Street C connecting to Shorncliffe Road, to be determined through the development application process, and will not require an amendment to Map 1.
 - iv) Full movements along Dundas Street West will only be permitted at existing signalized intersections.
 - v) The Potential Grade Separation shown on Map 1 illustrates a potential future local road connection across The East Mall. The need for and merits of a grade-separated local road connection will be evaluated as development occurs in the area. If a grade separated crossing is constructed it will be designed to safely and comfortably accommodate pedestrians, bicycles and vehicles, as well as streetscape elements.
 - vi) The final alignment of streets and timing for conveyance of streets will be determined through the development application process. The development of some new streets may require securing the appropriate infrastructure through the requirements of

the *Environmental Assessment Act*. Streets will generally be secured through Plan of Subdivision and may be secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act* or a combination thereof.

- vii) Secondary and Potential Future Public Streets shown on Map 1 are conceptual. The exact number, right-of-way width and location of these streets will be determined through the development application process and will not require an amendment to Map 1.
 - viii) The Bloor-Danforth Subway Westerly Extension Environmental Assessment report identifies that a subway extension through the area would be sub-surface and located adjacent to the north side of the Canadian Pacific rail corridor east of The East Mall. If the subway is extended and a subway station is constructed in this location, opportunities to integrate the station with development on adjacent lands is encouraged. Appropriate lands will be protected through the development application process to accommodate a potential future subway station and a connecting public street (East Mall Crescent extension).
 - ix) In the event that the Bloor-Danforth Subway is extended westerly and includes a new station within the area shown on Map 1, density permissions for lands adjacent to the new station may be re-evaluated once the station is in operation.
- e) Community Services and Facilities
- i) Community Services and Facilities will be required to support future development in the area shown on Map 1 and will be provided within this area or in the immediately surrounding community.
 - ii) Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Community facilities may be permitted to be integrated with private developments.
 - iii) Community service and facility priorities for the area include child-care centres and multipurpose community space.
- f) Municipal Infrastructure
- i) Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
 - ii) Municipal servicing will be coordinated with the detailed design of the public street network. Where public streets are being constructed municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure.
 - iii) Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development and determine mitigation measures to minimize any impacts to the servicing network.
- g) Holding Zones

- i) Zoning for any of the lands outlined on Map 1 may be subject to 'Holding' provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specified in the 'Holding' Zone By-law. The plans and studies required to remove the H 'Holding' symbol will be established in the implementing zoning and will include the provision of public streets, municipal infrastructure, and public parkland commensurate with the needs of proposed development contained within the lands outlined on Map 1. The H 'Holding' symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*.



Toronto City Planning
Map 1

HIGHWAY 427 / DUNDAS STREET WEST STUDY

File # 08_102920

- Site and Area Specific Policy 367 Boundary
- Primary Public Streets (A)
- Secondary Public Streets
- Potential Grade Separation

- Potential Future Public Streets
- Potential Future Subway Station
- Conceptual Public Park Location



Not to Scale

Extracted July 5, 2011

368. Lands around Dundas / 427 (North Side of Dundas Street West between The East Mall and Shaver Avenue)

a) Introduction

- i) The Dundas Street West/Highway 427 Planning Framework Study was completed in 2011 and included lands centered on Dundas Street West between Highway 427 and Shorncliffe Road/ Shaver Avenue. The study identified opportunities for redevelopment and growth primarily along and south of Dundas Street West. The lands on the north side of Dundas Street West are the lands subject to this amendment as shown on Map 1.

b) Key Objectives

- i) The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the *Mixed Use Areas* land use designation which applies to the area.
- ii) Improvements to water and sanitary sewer infrastructure, and community facilities are required to support development.
- iii) A range of housing opportunities in terms of size, affordability and tenure is required.
- iv) Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

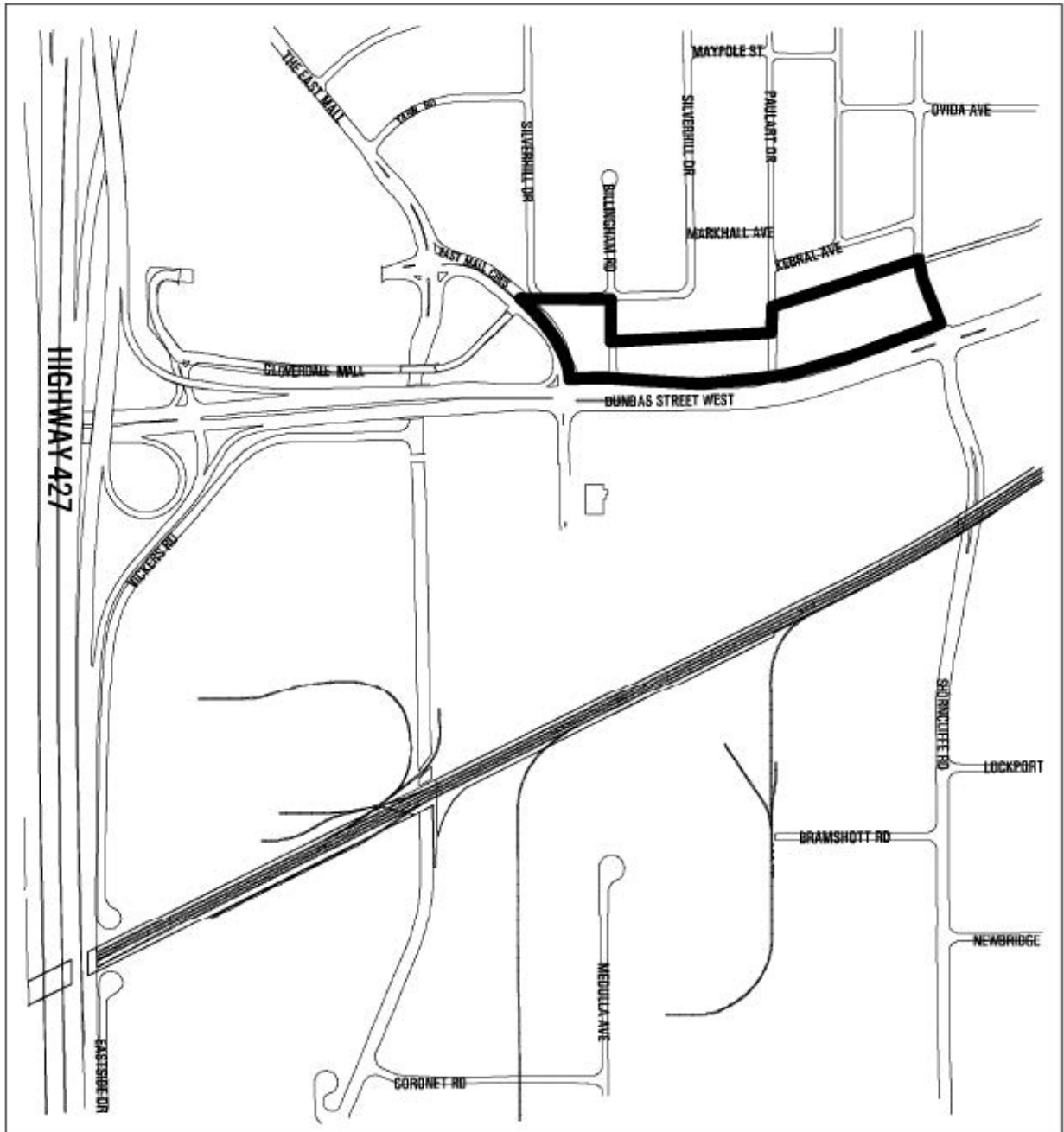
- i) A high quality public realm will be established throughout the area and will be organized to physically connect and relate to Dundas Street West and surrounding streets and properties.
- ii) Development will minimize curb cuts, encourage shared driveways and the use of lanes, and include enhanced street tree planting, street furniture and street lighting.
- iii) Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will be located parallel to public streets with main building entrances on the street facing facades.
- iv) The scale of built form will be mid-rise buildings. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition to the low scale residential neighbourhood to the north, adequately limiting shadow impacts and providing for comfortable pedestrian conditions.
- v) No stand alone townhouse units will be permitted within the *Mixed Use Areas* except for townhouse units that form and are an integral part of the podium element of a building.
- vi) Development on Dundas Street West will be setback from the Dundas Street West property line to achieve a generous pedestrian area, and setback from the north property line to achieve a rear lane.

d) Community Services and Facilities

- i) Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area

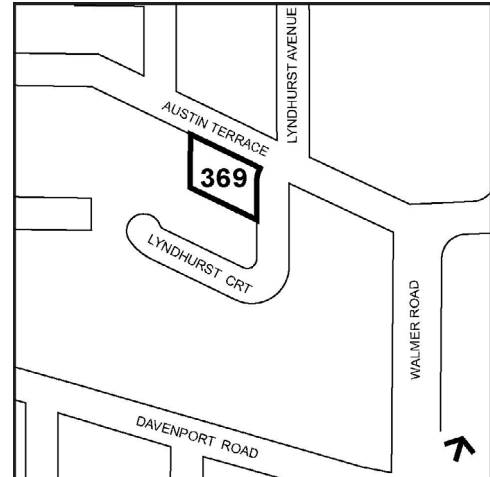
where capacity may not exist. Community facilities may be permitted to be integrated with private development.

- ii) Community service and facility priorities for the area include child-care centres, and multipurpose community space.
- e) Municipal Infrastructure
 - i) Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way, and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
 - ii) Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development, and determine mitigation measures to minimize any impacts to the servicing network
- f) Holding Zones
 - i) Zoning for any of the lands outlined on Map 1 may be subject to 'Holding' provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specified in the 'Holding' Zone By-law. The plans and studies required to remove the H 'Holding' symbol will be established in the implementing zoning and will include but not be limited to the provision of municipal infrastructure. The H 'Holding' symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*.



369. 7 Austin Terrace

- a) The replacement of the nine (9) existing rental dwelling units is not required provided that cash-in-lieu of rental replacement is provided to the City



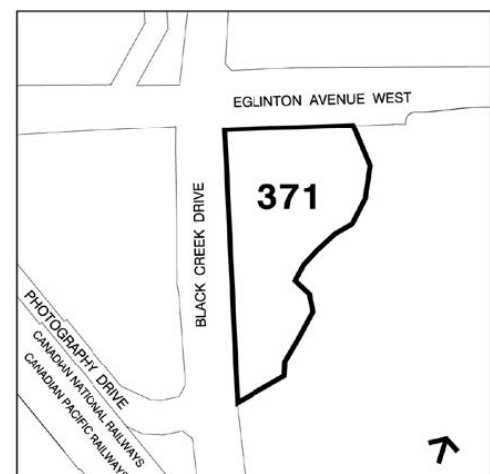
370. 1 & 2 Meadowglen Place

- a) Despite policy 3.2.1.6, the demolition of 141 rental housing units and their replacement in the redevelopment with a different unit mix is permitted provided that at least 146 replacement rental units comprising 10 one-bedroom, 95 two-bedroom and 41 three-bedroom units are provided.



371. 115 Black Creek Drive (formerly part of 2855 Eglinton Avenue West)

- a) A portion of a community centre may be located within the 10 metres of the top of bank of the valley as staked by the Toronto Regional Conservation Authority in January 2007.



372. [Intentionally blank as of this consolidation]

373. Sheppard/Warden Avenue Study

a) Built Form and Uses

- i) Mid-rise buildings will be the predominant form of new development, with new development providing an appropriate transition in height, density and scale to lower-scale building elements.
- ii) A mix of uses is encouraged, where appropriate. Non-residential uses will be concentrated on the Sheppard Avenue East and Warden Avenue frontages. Small-scale retail, office and community uses which are part of an integrated development will be located in close proximity to the Sheppard Avenue East and Warden Avenue intersection.
- iii) Notwithstanding Subsection (a) i), one 14 storey residential building with ground floor commercial uses providing an appropriate transition in height, density and scale to lower-scale building elements is permitted.

iv) Tall Building Zone

Where appropriate, tall buildings in a point tower built-form, may be considered in the Tall Building Zone identified on Map 1 of 2. Tall buildings may be located within 50.0 m of the Sheppard Avenue East and Warden Avenue frontages and away from existing stable low density residential neighbourhoods.

Tall buildings in a point tower built-form will be sited and organized in a way that provides desirable transition to adjacent neighbourhoods and ensures appropriate spatial separation between tall buildings. Specifically, tall buildings will adhere to a 45 degree angular plane taken from the lot line abutting stable low density residential neighbourhoods.

Where tall buildings are considered, the mid-rise components of the development (including base buildings (podium) and individual mid-rise buildings) will generally be no higher than 20.0 metres (6 storeys) and will be designed with appropriate step-backs.

v) Mid-Rise Zone (Northwest Quadrant Sheppard Avenue East and Warden Avenue)

Buildings on lands beyond the Tall Building Zone identified on Map 1 of 2 and located to the north and west of the Sheppard Avenue East and Warden *Avenues* intersection will vary in height and massing and generally will not exceed 9 storeys in height.

All buildings in this quadrant will not penetrate a 45 degree angular plane taken from the lot-line of the planned public street connecting Palmdale Drive to Warden Avenue as illustrated on Map 2 of 2, at a height equal to 80% of the width of the street right-of-way on which the building has frontage.

Commercial development is generally not encouraged on these lands.

vi) Grade-related Residential Zone

Grade-related residential development only will be permitted on lands adjacent to existing stable residential neighbourhoods on lands located to the north and west of Sheppard Avenue East and Warden *Avenues* and on the south side of Sheppard Avenue east of Warden Avenue, identified on Map 1 of 2.

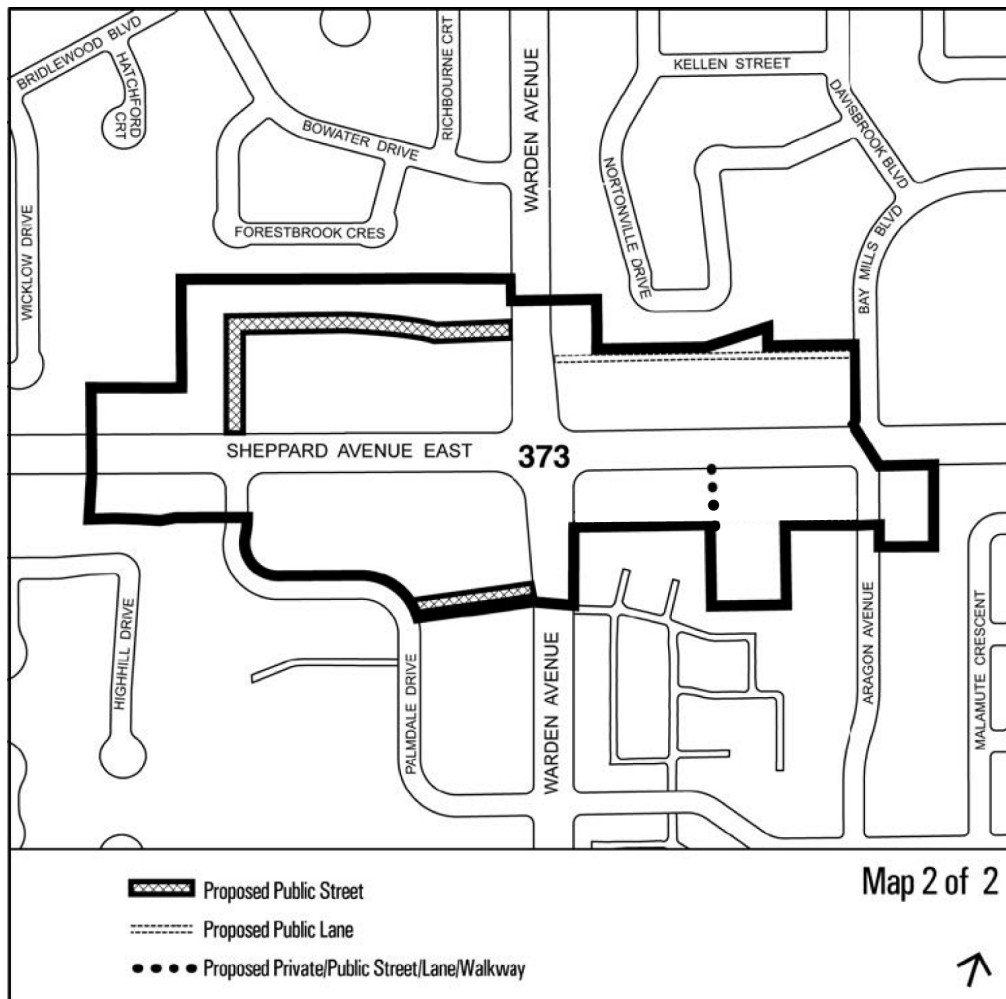
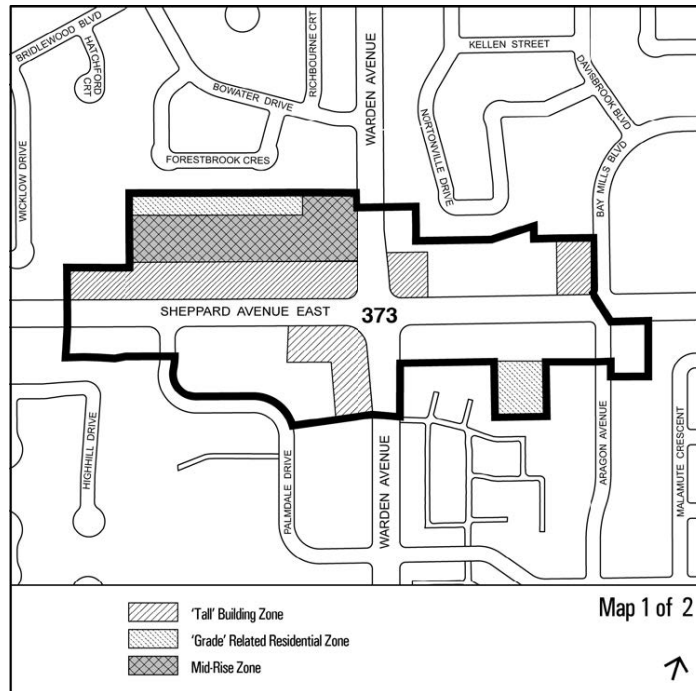
b) Public and Private Streets/Lanes

As a condition of development approval, new public streets and public lanes that serve to divide the existing lands into smaller blocks, provide a framework for organizing new uses and provide connections to Sheppard Avenue East and Warden *Avenues*, will be secured and be required to be dedicated to the City as follows:

- i) Create new public streets, public lanes and a public/private street in locations generally shown on Map 2 of 2, as follows:
 - 1) a public street on the north side of Sheppard Avenue East between Warden Avenue and Palmdale Drive including the lands known municipally in the year 2011 as 2190 and 2210 Warden Avenue having a minimum right-of-way width of 20.0 metres;
 - 2) a public street on the south side of Sheppard Avenue East between Warden Avenue and Palmdale Drive having a minimum right-of-way width of 18.5 metres;
 - 3) a public or private street on the south side of Sheppard Avenue East having a minimum right of way width of 18.5 metres;
 - 4) a public lane on the north side of Sheppard Avenue East having a minimum right-of-way width of 9.0 metres, within which a 3.0 metre landscape buffer strip shall be provided; and
- ii) Publicly accessible private courtyards and walkway connections are encouraged to be provided as part of any new development to complement the public realm.

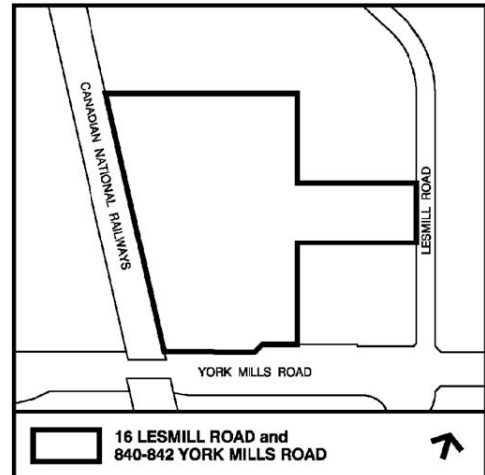
c) Implementation

This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently. Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.



374. 16 Lesmill Road and 840-842 York Mills Road

- a) Large scale and stand alone retail stores with a combined total gross floor area of 29,212 square metres are permitted.



375. 255 Christie Street

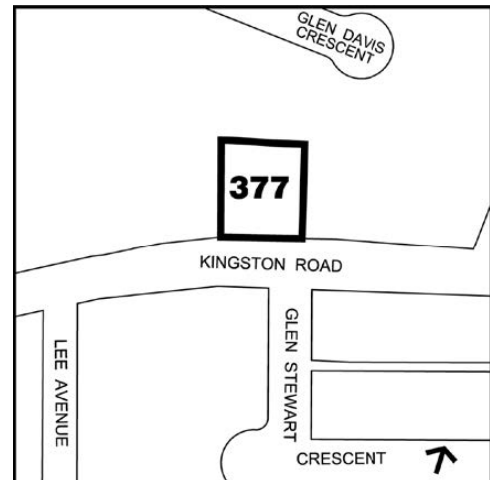
- a) A 3.5 storey building consisting of a mix of 2 or more retail units, institutional and/or office uses on the ground floor and 2 storeys of rental apartment units above is permitted.



376. SASP deleted

377. 580 to 592 Kingston Road

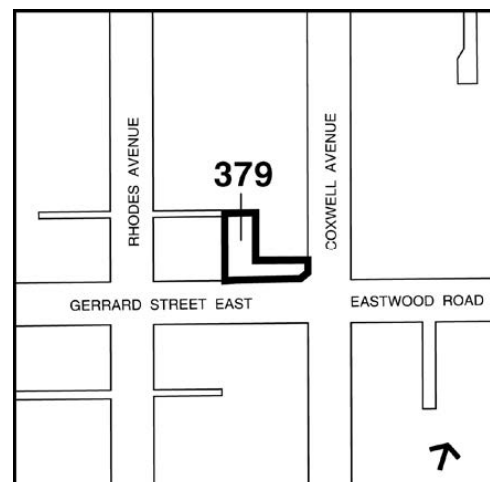
- a) As an exception to policy 3.4.8 of the Official Plan, a sixstorey apartment building is permitted within 10 metres of the top-of-bank of the valley and ravine.



378. [Intentionally blank as of this consolidation]

379. 1612 to 1622 Gerrard Street East

- a) Notwithstanding section 3.2.1.8 of the Official Plan, 1612, 1614 and 1616 Gerrard Street East may be conveyed separately by way of a consent application provided that 1622 Gerrard Street East maintains the 3 rental housing units currently existing on the property.



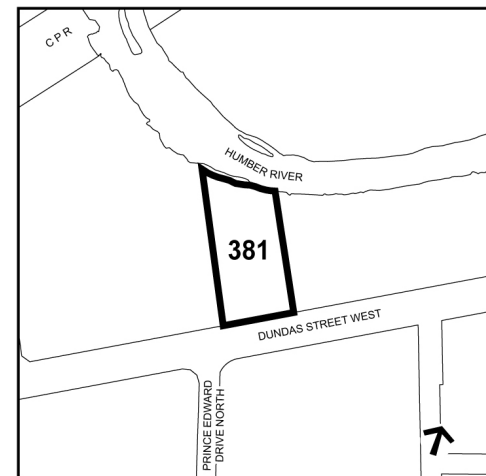
380. 41 Ossington Avenue

- a) Residential parking is permitted on the lands for those residential units located on the abutting Mixed Use Area lands.



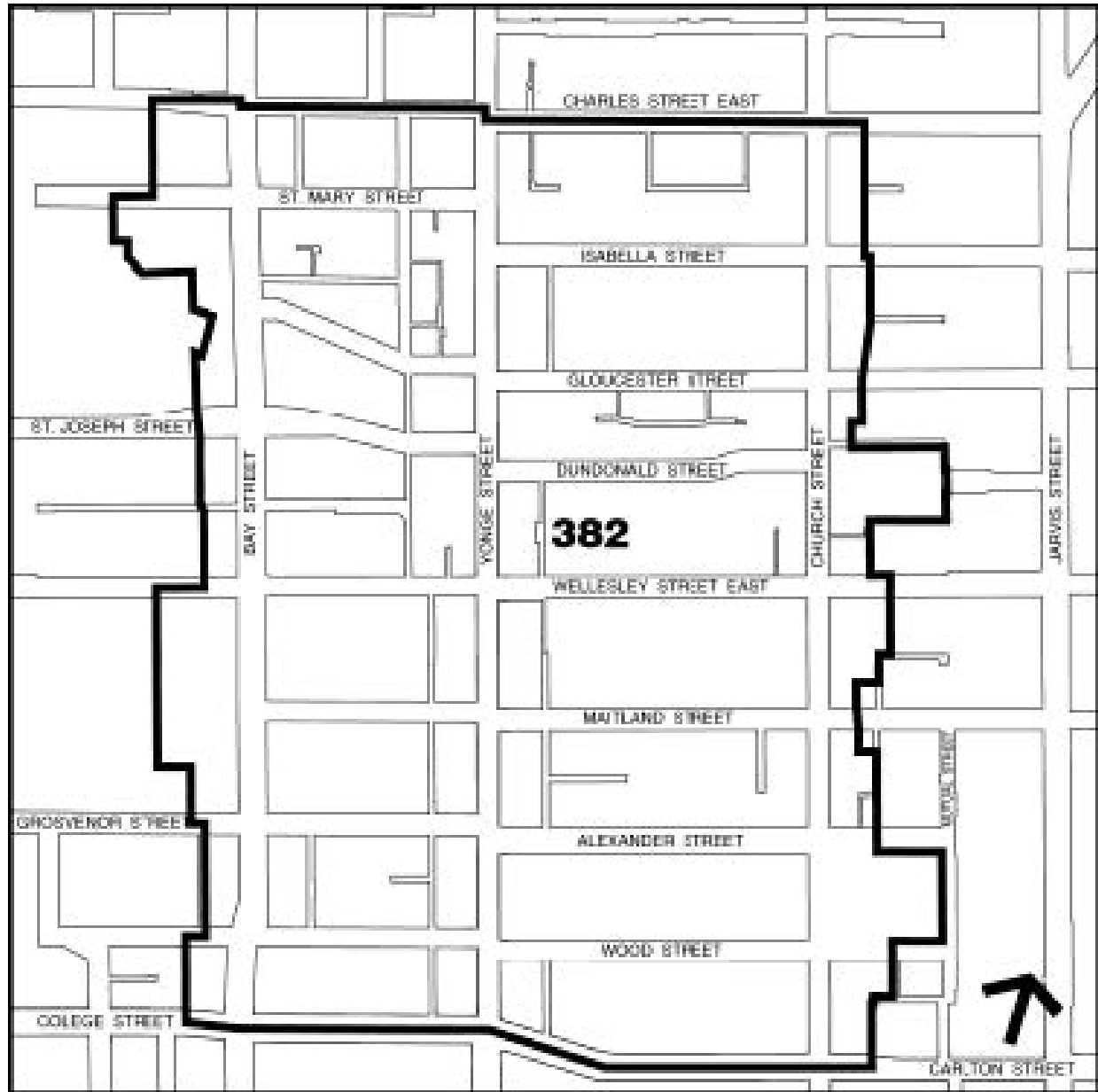
381. 4180, 4186, 4186A and 4190 Dundas Street West

- a) Development (above and below grade buildings and structures) will be set back a minimum of 7.5 metres from the stable top-of-bank.



382. North Downtown Yonge Site and Area Specific Policy, located generally between the south side

North *Downtown* Yonge Site and Area Specific Policy



The lands shown on the above plan, which for reference are also shown on Map 1 – Character Areas and on Map 2 – Open Space Network and Height Areas, each found at the end of this Site and Area Specific Policy, are subject to the following policies:

1.0 GOALS

This North *Downtown* Yonge Site and Area Specific Policy is intended to guide and shape development/redevelopment and private and public investment within the North *Downtown* Yonge Area by:

- 1.1 Identifying suitable levels of growth for each of the special Character Areas that form part of the overall area.
- 1.2 Establishing compatible development/redevelopment and built form policies for these sub-areas and, where appropriate, for the area as a whole.
- 1.3 Providing direction for parks, open space, private and public realm investment opportunities and priorities for the area.
- 1.4 Reinforcing the importance and value of protecting and enhancing the heritage context within which this area is situated.
- 1.5 Creating a sense of place for the North *Downtown* Yonge Area by having policies in place which help to identify the area as a unique and evolving mixed use community that accommodates both local level and non-local (regional and international) needs.

2.0 OBJECTIVES

- 2.1 Provide policies which reinforce the importance of Yonge Street as Toronto's iconic main street and accommodate development/redevelopment where appropriate.
- 2.2 Identify areas with growth potential and areas of limited growth, providing appropriate transitions in scale down to lower-scaled Character Areas, heritage properties, and parks and open space.
- 2.3 Enhance and improve the connectivity between the Character Areas and the streets and corridors located within the North *Downtown* Yonge Area, including Bay Street, Yonge Street, Church Street, Wellesley Street, and College and Carlton Streets.
- 2.4 Conserve and maintain the integrity of the cultural heritage values, attributes, character and three-dimensional form of heritage properties and the strong heritage fabric throughout this area and with particular reference to the Yonge Street, St. Nicholas, Dundonald/Gloucester and Church Street Village Character Areas.
- 2.5 Identify "priority" retail streets within the area and line these streets with active, grade-related uses which promote a safe and animated pedestrian environment.
- 2.6 Utilize, where appropriate, a narrow rhythm of multiple retail frontages along these retail streets that have been architecturally articulated through materials, numerous entrances, display windows, continuous canopies and signage.
- 2.7 Respect and complement the scale, character, form and setting of heritage properties along the street, including the historic streetwall scale of Yonge Street.
- 2.8 Maintain the existing mix of housing types and tenures to provide for a full range of housing opportunities within the area, including family sized units and encourage the provision of a full range of housing types and tenure when development/redevelopment occurs.
- 2.9 Expand and improve existing parks and the open space network and create new parks and open space connections as opportunities arise through development/redevelopment.
- 2.10 Protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space.

- 2.11 Require public realm improvements as part of development/redevelopment, including opportunities for expanded sidewalk widths, mid-block access, well designed promenades, gateways, and public transit access points.
- 2.12 Encourage design excellence and high quality architectural design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible building design for development/redevelopment, public realm improvements and parks and open space design.
- 2.13 Reinforce and support transit use throughout the North *Downtown* Yonge Area.

3.0 LAND USE POLICIES

Development/redevelopment in the North *Downtown* Yonge Area will conform with the policies of the Official Plan and in particular the *Neighbourhoods* and *Apartment Neighbourhoods* land use policies, which limit growth in stable residential areas but provide for growth opportunities in areas designated as *Mixed Use Areas*. These and other Official Plan policies dealing with shaping Toronto and building a successful city will continue to apply, with some of these policies being further modified and enriched by this North *Downtown* Yonge Site and Area Specific Policy to address local context goals and objectives.

Development/redevelopment policies have been addressed in two ways in this North *Downtown* Yonge Site and Area Specific Policy. Firstly, specific policies have been developed for individual sub-areas within the North *Downtown* Yonge Area identified as Character Areas. Secondly, policies have been identified that apply to the North *Downtown* Yonge Area as a whole.

4.0 DEVELOPMENT POLICIES

a) Character Area Policies

- i) The Character Areas, as set out below, each have particular land use functions and building typologies representing diverse scales and heights. They consist of the following Character Areas, which have also been identified in Map 1, Character Areas, found at the end of these policies:
 - 1) Bay Street Character Area;
 - 2) Yonge Street Character Area;
 - 3) Gloucester/Dundonald Character Area;
 - 4) College/Carlton Street Character Area;
 - 5) St. Nicholas Character Area;
 - 6) Isabella Character Area;
 - 7) Wellesley Wood Character Area; and
 - 8) Church Street Village Character Area.
- ii) Development/redevelopment will respond to these functions and characters, with built form and public realm solutions appropriate within the given Character Area as more fully described in Section 5 and as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies.

b) Area Wide Policies

- i) Policies relating to heritage, views, built form, parks and open space, and the public realm as they apply to individual or all the Character Areas, are found in Section 6 of this North *Downtown Yonge* Site and Area Specific Policy.

c) Urban Design Guidelines

- i) Development/redevelopment and public realm improvements within the Character Areas, and the Area Wide Policies as noted in Section 6, will be further informed by:
 - 1) the North *Downtown Yonge* Urban Design Guidelines adopted by Council in July of 2013 and as further revised in September 2013, and such further revisions as Council may adopt from time to time;
 - 2) the city-wide Tall Buildings Design Guidelines and *Downtown* Tall Building Vision and Supplementary Design Guidelines, adopted by Council in May of 2013, and such further revisions as Council may adopt from time to time;
 - 3) the Bloor Yorkville/North Midtown Urban Design Guidelines, adopted by Council in June of 2004, as may be revised by Council from time to time for development/redevelopment on lands fronting onto the south side of Charles Street East, generally located one block west of Bay Street to one block east of Church Street, and including the Bay Street and Isabella Character Areas; and
 - 4) other applicable policies and guidelines adopted by Council that may apply, including such further revisions thereto as Council may adopt from time to time.

5.0 CHARACTER AREA POLICIES

5.1 Bay Street Character Area

The Bay Street Character Area is a mature and largely built out area defined by a mix of uses including residential, office, institutional and commercial. Bay Street functions as an important spine through the city's downtown area transitioning between different uses and building heights and scale, and as a multimodal transportation corridor. Growth is anticipated within the Bay Street Character Area in areas designated as *Mixed Use Areas*, save and except for the sub-area within the Bay Street Character Area designated as *Apartment Neighbourhoods* in the Official Plan. The *Apartment Neighbourhoods* area within the Bay Street Character Area is considered to be a stable area with limited lowrise infill potential.

The area on the west side of Bay Street designated as an *Institutional* area in the Official Plan will continue to be guided by the University of Toronto Secondary Plan. Best efforts will be made, however, to incorporate the public realm policies contained in this Official Plan amendment for those Institutional lands fronting onto Bay Street in order to establish a cohesive public realm plan along both sides of the Bay Street frontage.

Policies

- 5.1.1 Development/redevelopment within the Bay Street Character Area will be located and massed to minimize shadow impacts throughout the day on adjacent *Apartment Neighbourhoods* lands, during all seasons of the year.

- 5.1.2 Development/redevelopment in the *Mixed Use Areas* portions of the Bay Street Character Area will provide an appropriate transition in scale and height to lower-scaled development in the *Apartment Neighbourhoods* area located within the adjacent St. Nicholas Character Area.
- 5.1.3 The only development/redevelopment permitted in the *Apartment Neighbourhoods* designated areas of the Bay Street Character Area will be sensitive low-rise infill that:
 - ii) Respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of the area;
 - iii) maintains the prevailing patterns of landscaped open space; and
 - iv) makes best efforts to preserve and enhance existing private amenity space.

5.2 St. Nicholas Character Area

The St. Nicholas Character Area is designated *Apartment Neighbourhoods* in the Official Plan. It is considered a physically stable area primarily made up of residential uses in lower scale buildings such as detached dwellings, semi-detached dwellings, townhouses as well as interspersed walk-up apartments all ranging in height from 2 to 4 storeys. The area is also interspersed with minor commercial uses which add to its character. Significant growth and intensification are not intended within the St. Nicholas Character Area; however, sensitive low scale infill development/redevelopment that respects and reinforces the general physical character, pattern, scale, massing setbacks and heritage value of the St. Nicholas Character Area, may be permitted. The St. Nicholas Character Area will also be protected from new net shadow impacts caused by development/redevelopment in adjacent Character Areas, such as the Bay Street Character Area.

Policies

- 5.2.1 Where a more intensive form of development/redevelopment than the prevailing building types has been approved within or adjacent to the St. Nicholas Character Area, it will not be considered to be the prevailing building type in the assessment of development proposals in the St. Nicholas Character Area.
- 5.2.2 All development/redevelopment within the Bay Street Character Area will be located and massed so as to minimize new net shadow impacts on the St. Nicholas Character Area at all times of the day and for all seasons of the year.
- 5.2.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the adjacent Character Areas, such as the Bay Street Character Area, down to the lower-scaled development of the St. Nicholas Character Area.

5.3 Yonge Street Character Area

Yonge Street is Toronto's main street. It has played many roles in the development of the city. Today it is a vibrant commercial corridor attracting local residents, workers and visitors to the city and commuters passing through. The Yonge Street Character Area plays a role in connecting and providing an identity to the Character Areas located east and west of it.

The Yonge Street Character Area is designated *Mixed Use Areas* in the Official Plan

from Charles Street to Grenville Street and Wood Street along both sides of Yonge Street with an area designated Parks along the easterly boundary of the area between Charles Street East and Dundonald Street. The Yonge Street Character Area abuts areas designated *Apartment Neighbourhoods* to the east and west as well as an area designated *Neighbourhoods* between Gloucester and Dundonald Streets to the east.

Throughout the Yonge Street Character Area, existing buildings lining Yonge Street display a rhythm of narrow retail frontages that reference the street's historic character. Much of Yonge Street in the Official Plan amendment area between College/Carlton Streets and Charles Street is characterized by a predominantly low-rise main street building typology with a prevailing street wall height of 2 to 4 storeys, retail frontages of around 5 metres in width and shallow lot depths of approximately 18, 25 or 30 metres. The core area is in the centre of the Yonge Street Character Area between Charles Street and Grosvenor Street on the west side of Yonge Street and Charles Street and mid-block between Alexander Street and Maitland Street on the east side of Yonge Street.

Both the north and south edges of this area are comprised of transitional height areas rising to height peaks as follows:

- 1) Height Peak Area - located between the intersection of Yonge Street and College/Carlton Street (see Section 5.8 College/Carlton Street Character Area) and Grenville Street and Wood Street, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies;
- 2) Height Transition Area - located between Grenville Street and Wood Street and Grosvenor Street on the west side of Yonge Street and mid-block between Alexander Street and Maitland Street on the east side of Yonge Street, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies.

The continued success and unity of the Yonge Street Character Area, and areas to the east and west, will continue to lie in how development and redevelopment in the core, transition and peak areas responds to its historic main street context, reinforcing a pedestrian friendly micro-climate and retail uses along the street.

While tall buildings are generally not appropriate throughout this Character Area due to the prevalence of heritage properties and the existing low-rise built form character, exceptions will be recognized, where lot size, depth, specific location and context characteristics (such as heritage values) are able to accommodate a tall building and its servicing and parking requirements.

Policies

- 5.3.1 Development/redevelopment must create a consistent street wall along Yonge Street to a maximum height of 18 metres or 4 storeys.
- 5.3.2 Development/redevelopment must require store frontage widths at grade along Yonge Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Yonge Street in the North *Downtown* Yonge Area.
- 5.3.3 Development/redevelopment must provide building setbacks to secure a sidewalk zone (measured curb to building face) at least 6 metres wide, or greater where established by the existing context or at corners, transit nodes, PATH access points, or other locations with significant pedestrian use. The sidewalk zone may be entirely public property or a combination of public and private property.

- 5.3.4 Development/redevelopment must provide, where commercial uses are planned at grade, building setbacks to secure a sidewalk zone on private property to support adequate space for cafe patios, outdoor displays and other marketing activities.
- 5.3.5 As the linear park system to the east of Yonge Street between Charles Street East and Dundonald Street is utilized by the community during all hours of the day, development/redevelopment, within or immediately adjacent to the Yonge Street Character Area, must demonstrate as part of the development application review process that best efforts have been made to not cast any new net shadow on these linear parks during the day for all seasons of the year.
- 5.3.6 Development/redevelopment must have:
- A) a minimum setback of 20 metres from the Yonge Street frontage property line to the tower portion of any tall building development, where heritage properties are present on site; and
 - B) a minimum setback of 10 metres from the Yonge Street frontage property line to the tower portion of any tall building development, where there are no on-site heritage properties.
- 5.3.7 Development/redevelopment must have the tower portion of any tall building development set back a minimum of 20 metres (excluding balconies) from property lines that abut a lower scale Character Area, including any area designated *Neighbourhoods* in the Official Plan.
- 5.3.8 The maximum height within areas identified as “Height Transition Area” in the Yonge Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will be in the range of 45 storeys or 170 metres in height. Applications for these maximum heights will not be approved if the following potential height impacts have not been satisfactorily addressed through the development/redevelopment application review:
- A) the potential impacts on heritage properties located on or adjacent to the development site;
 - B) the potential impacts on sunlight in parks and open spaces adjacent to the development site;
 - C) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site; and
 - D) the potential impacts on the site(s) ability to accommodate satisfactory separation and setback distance requirements.
- 5.3.9 Any development/redevelopment within the “Height Core Area” of the Yonge Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will conserve, maintain and enhance the existing character, cultural heritage values, attributes and scale of the existing heritage properties and their context. The maximum height within the “Height Core Area” of the Yonge Street Character Area will be in the range of 4 storeys or 18 metres. Buildings higher than 18 metres may only be permitted if:
- A) no part of the building is located above the angular plane drawn from the Yonge Street lot line, commencing at a height of 18 metres above the street level, and then angling upwards at an angle of 75 degrees away from Yonge Street over the site; and

- B) where the site contains a heritage property, the heritage property can be retained in its entirety and appropriately incorporated into the development/redevelopment, in keeping with Section 6 of the North *Downtown Yonge Site* and Area Specific Policy.

- 5.3.10 On the lands known municipally in 2021 as 510-528 Yonge Street and 7 Breadalbane Street, a mixed-use building with a maximum building height of 197 metres (inclusive of the mechanical penthouse) is permitted, provided a minimum setback of 10 metres is provided from the Yonge Street frontage property line to the tower portion of the building.

Despite Policy 6.2.9, development at 510-528 Yonge Street and 7 Breadalbane Street shall not cast new net shadow on Dr. Lillian McGregor Park between the hours of 12:18 p.m. to 4:00 p.m. on March 21st and September 21st.

- 5.3.11 On the lands known municipally in 2022 as 475 Yonge Street, two mixeduse buildings with maximum building heights of 247.5 metres and 256.3 metres (inclusive of the mechanical penthouse) and with maximum street wall heights of 27.7 metres and 24.3 metres respectively, are permitted, provided a minimum setback of 10 metres is provided from the Yonge Street frontage property line to the tower portions of both buildings.

Despite Policy 6.2.9, development at 475 Yonge Street shall not cast new net shadow on Dr. Lillian McGregor Park between the hours of 11:30 a.m. to 4:00 p.m. on March 21st and September 21st.

5.4 Isabella Character Area

The Isabella Character Area is designated in the Official Plan as *Mixed Use Areas* along the south side of Charles Street East including one site on Isabella Street and *Apartment Neighbourhoods* for the remainder of the area to Gloucester Street. The area along Charles Street East, designated *Mixed Use Areas*, will continue to experience growth and change while the area to the south has remained relatively stable. Significant growth and intensification are not intended for the area south of the properties fronting on Charles Street East to Gloucester Street; however, sensitive low scale infill development that respects and reinforces the general physical character, pattern, scale, massing setbacks and height of this portion of the Isabella Character Area may be permitted.

Policies

- 5.4.1 All development /redevelopment within the Yonge Street Character Area will be located and massed so as to minimize new net shadow impacts on the Isabella Character Area at all times of the day and for all seasons of the year.
- 5.4.2 Where a more intense form of development/redevelopment than the prevailing building types has been approved within or adjacent to the Isabella Character Area, it will not be considered to be the prevailing building type in the assessment of development/redevelopment proposals in the Isabella Character Area.
- 5.4.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the Isabella Character Area down to the lower-scaled development/redevelopment of the Gloucester/Dundonald Character Area.
- 5.4.4 The only development/redevelopment permitted within the *Mixed Use Areas* of Isabella Street and the *Apartment Neighbourhoods* designated areas of this Character Area, will be sensitive low-rise infill that:

- A) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
- B) maintains the prevailing patterns of landscaped open space; and
- C) makes best efforts to preserve and enhance existing private amenity space.

5.5 Gloucester/Dundonald Character Area

The Gloucester/Dundonald Character Area is designated *Neighbourhoods* in the Official Plan between Gloucester Street and Dundonald Street. On the south side of Dundonald Street there is one site designated as *Mixed Use Areas* with the remainder of the south side of the street designated as *Apartment Neighbourhoods* in the Official Plan. This Character Area is bounded on the north by *Apartment Neighbourhoods* and on the south by areas designated *Mixed Use Areas*, Parks and *Apartment Neighbourhoods*. Immediately adjacent to the west is the south portion of the linear park system over the Yonge Street subway, designated as Parks.

The Gloucester/Dundonald Character Area is a stable area with low-rise residential being the predominant building type. Significant growth and intensification are not intended within this Character Area; however, sensitive low scale infill development that respects and reinforces the general physical character, pattern, scale, massing setbacks and heritage value of this Character Area, may be permitted.

Policies

- 5.5.1 Where a more intense form of development/redevelopment than the prevailing building types has been approved within or adjacent to the Gloucester/Dundonald Character Area, it will not be considered to be the prevailing building type in the assessment of development/redevelopment proposals in the Gloucester/Dundonald Character Area.
- 5.5.2 The Gloucester/Dundonald Character Area will be protected from new net shadow impacts resulting from development/redevelopment in the adjacent Character Areas. All development/redevelopment within the Yonge Street Character Area, the Wellesley/Wood Character Area and the Church Street Village Character Area will be located and massed so as to minimize new net shadow impacts on the Gloucester/Dundonald Character Area at all times of the day and for all seasons of the year.
- 5.5.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the adjacent Character Areas down to the lower-scaled development/redevelopment of the Gloucester/Dundonald Character Area.

5.6 Wellesley Wood Character Area

The Wellesley Wood Character Area is designated *Apartment Neighbourhoods* in the Official Plan from north to south partly from Dundonald Street to Maitland Street then fully from Maitland Street to Wood Street. This part of the Character Area is a primarily stable area consisting of “tower in the park” apartment buildings. This *Apartment Neighbourhoods* area provides a transition to the low-rise *Neighbourhoods* area to the north and the *Mixed Use Areas* to the east (Church Street Character Area), south (College/Carlton Street Character Area) and west both within and outside of this Character Area.

The Wellesley Wood Character Area is also designated *Mixed Use Areas* from Dundonald Street to Maitland Street on the west side of the Character Area that extends east along Wellesley Street. Wellesley Street along the north and south side contains a mix of uses including residential, office and retail. It is also the location of a transit node at the Wellesley subway station. This portion of the Character Area may be appropriate for limited infill growth subject to the development policies noted below.

Policies:

- 5.6.1 Development /redevelopment within the Wellesley Wood Character Area will be located and massed so as to minimize new net shadow impacts on adjacent lower-rise areas designated *Neighbourhoods* and *Apartment Neighbourhoods* at all times of the day and for all seasons of the year.
- 5.6.2 The only development/redevelopment permitted within the *Apartment Neighbourhoods* designated areas of this Character Area, will be sensitive low-rise infill that:
 - A) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of the area;
 - B) maintains the prevailing patterns of landscaped open space; and
 - C) makes best efforts to preserve and enhance existing private amenity space.
- 5.6.3 Development/redevelopment must provide an appropriate transition in scale and height between designated *Mixed Use Areas* where there is more intensive forms of development/redevelopment and lower-scaled development in areas designated *Apartment Neighbourhoods* within this Character Area and in areas designated *Neighbourhoods* in the adjacent Character Areas.

5.7 Church Street Village Character Area

The heart of the Church Street Village, located between Dundonald Street and Alexander Street to the south, is designated as *Mixed Use Areas*. The remainder of this Character Area is a mix of areas designated *Apartment Neighbourhoods* along and in and around Church Street with several pockets of areas designated as *Neighbourhoods*.

Within the Church Street Village Character Area, Church Street has evolved into the village hub of the LGBTQ communities. The village atmosphere provides a welcoming and eclectic environment with a range of uses that provide for both the local community and tourist activity. Church Street Village is the central location of the annual Pride Week celebrations, the largest event of its kind in North America. The hub of the Church Street Village is the 519 Community Centre, which is a heritage designated property surrounded by parkland and is designated *Parks*.

The Church Street Village Character Area is regarded as a stable area that should experience limited growth, both along Church Street and in the residential areas abutting and surrounding it.

Development and redevelopment should reinforce the core village area as a low to mid-rise pedestrian oriented main street with street related retail uses and narrow retail frontages subject to angular provisions for portions of this Character Area.

The 519 Church Street community hub and the surrounding park should be protected from new net shadow impacts of development and redevelopment. Opportunities to expand the parkland should be explored as part of any ongoing development approvals in the area. The Church Street Public School site, located within this Character Area,

and considered to have valuable publically accessible open space, should also be protected from the new net shadow impacts of development and redevelopment.

The area south of Wood Street has been identified as an area suitable for tall building development/redevelopment within a height range of 47 metres to 77m (15 storeys to 25 storeys) in the Supplementary *Downtown* Tall Buildings Vision and Design Guidelines. The height for development/redevelopment will be considered provided that these 3 factors are taken into account: the impact of development/redevelopment on sunlight in adjacent parks and open spaces; setback requirements to lower scale areas; and building frontage along “Priority Retail Streets”.

Policies:

- 5.7.1 The only development/redevelopment permitted within the *Mixed Use Areas* and *Apartment Neighbourhoods* designated areas of this Character Area will be sensitive low-scale infill that:
- A) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
 - B) maintains the prevailing patterns of landscaped open space;
 - C) respects and reinforces the preservation and enhancement of existing private amenity space; and
 - D) respects and reinforces the fine grain retail at grade (where permitted) and the low-rise scale of existing development.
- 5.7.2 Development/redevelopment located within this Character Area between Wood Street and Charles Street East must ensure that no part of any building is located above the angular plane drawn from the Church Street lot line, commencing at a height of 16 metres above the street level, and then angling upwards at an angle of 44 degrees away from Church Street over the site.
- 5.7.3 Development/redevelopment within the Church Street Village Character Area will be located and massed so as to minimize new net shadow impacts on areas designated *Neighbourhoods*.
- 5.7.4 Development/redevelopment will cast no new net shadow on the parkland forming part of 519 Church Street community hub for a period of 6 hours generally between the hours of 10:00 AM and 4:00 PM on March 21st and September 21st.
- 5.7.5 Development/redevelopment must make best efforts as part of the development application review process to not cast new net shadow on the Church Street Public School site throughout the day for all seasons of the year.
- 5.7.6 Development/redevelopment must require store frontage widths at grade along Church Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Church Street in the North *Downtown* Yonge Area.

5.8 College/Carlton Street Character Area

Carlton Street Character Area College/Carlton Street and the area around it is designated as a *Mixed Use Areas* in the Official Plan. The College/Carlton Street Character Area is a mature area with a diverse mix of office, residential, retail and institutional uses. This area is a key transportation link that is serviced by the College

subway station and inter-connecting east/west and north/south streetcar and bus connections. The area includes a number of designated heritage buildings:

- A) “College Park” located on the south west corner of Yonge Street and College Street which today contains a mix of retail, office, institutional and residential uses;
- B) the newly renovated “Maple Leaf Gardens” located at the north west corner of Church Street and Carlton Street, which contains retail and EA. The intersection of Yonge Street and College Street is identified as a “Height Peak Area” in the North *Downtown* Yonge Urban Design Guidelines.
- C) Oddfellows’ Hall” which contains a range of commercial uses and is located at the north-west intersection of College and Yonge Streets.

Higher intensity development/redevelopment is anticipated for portions of the College/ Carlton Street Character Area. The intersection of Yonge Street and College Street is identified as a “Height Peak Area” in the North *Downtown* Yonge Urban Design Guidelines.

Policies

- 5.8.1 The maximum height within areas identified as “Height Peak Area” in the College/ Carlton Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will be in the range of 55 storeys or 190 metres in height. Development/redevelopment applications for these maximum heights in the Height Peak Area may only be considered for approval if the following potential impacts of height have been satisfactorily addressed, as part of the development/redevelopment application review process:
 - A) the potential impacts on heritage properties located on or adjacent to the development site;
 - B) the potential impacts on sunlight in parks and open spaces in proximity to the development site; and
 - C) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site.
- 5.8.2 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development and redevelopment in the College/Carlton Street Character Area down to the lower-scaled development in the Wellesley Wood Character Area and Church Street Village Character Area.
- 5.8.3 Development/redevelopment must provide building setbacks to secure a sidewalk zone (measured curb to building face) at least 6 metres wide, or greater where established by the existing context or at corners, transit nodes, PATH access points, or other locations with significant pedestrian use. The sidewalk zone may consist entirely of public property or a combination of public and private property.
- 5.8.4 Where commercial uses are planned at grade, development/redevelopment must provide building setbacks to secure a sidewalk zone on private property to support adequate space for cafe patios, outdoor displays and other marketing activities.
- 5.8.5 Development/redevelopment must have:
 - A) a minimum setback of 20 metres from the Yonge Street frontage property

line to the tower portion of any tall building development where heritage properties are present on site; and

- B) a minimum setback of 10 metres from the Yonge Street frontage property line to the tower portion of any tall building development where there is no on-site heritage.

5.8.6 The maximum height for the area located along the south of Wood Street for properties fronting onto Church Street within the Church Street Village Character Area will be in the range of 47 metres to 77 metres (15 storeys to 25 storeys).

5.8.7 Development/redevelopment applications for these maximum heights may only be considered for approval if the following potential impacts of height have been satisfactorily addressed, as part of the development/redevelopment application review process:

- A) the potential impacts on heritage properties located on or adjacent to the development site;
- B) the potential impacts on sunlight in parks and open spaces adjacent to the development site;
- C) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site; and
- D) the potential impacts on the given site(s) accommodating satisfactory separation and setback distance requirements.

5.8.8 Development/redevelopment must require store frontage widths at grade along Yonge Street and Church Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Yonge Street or Church Street in the North *Downtown* Yonge Area.

6.0 AREA WIDE POLICIES

The Area Wide Policies detailed below will be further informed by the North *Downtown* Yonge Urban Design Guidelines adopted by Council in June of 2013, with revisions adopted by Council in October 2013, and such further revisions as may be adopted by Council from time to time and by the city-wide Tall Buildings Design Guidelines and Supplementary *Downtown* Tall Buildings Vision and Design Guidelines, adopted by Council in May of 2013, and such further revisions as may be adopted by Council from time to time.

6.1 Heritage

The North *Downtown* Yonge Site and Area Specific Policy has a strong heritage fabric throughout all of its Character Areas with the largest number of heritage properties being located along Yonge Street. Heritage properties, buildings, or landscapes within the North *Downtown* Yonge Site and Area Specific Policy area have been either listed or designated on the City of Toronto Heritage Register (City of Toronto Inventory of Heritage Properties) or identified as potential heritage properties to be protected under the *Ontario Heritage Act* at a future time.

Historic Yonge Street Heritage Conservation Study Area

The area in and around Yonge Street from College/Carlton Streets north to Davenport Road, has also been identified as a potential Heritage Conservation District (HCD). A

study process is currently underway to determine if a Heritage Conservation District Plan (HCD) will be warranted for this area.

Policies

- 6.1.1 Development/redevelopment and alterations within the North *Downtown* Yonge Area will respect, conserve and maintain the integrity of the cultural heritage values and attributes of heritage properties throughout the area.
- 6.1.2 Development/redevelopment will provide appropriate transition through setbacks, stepbacks and stepping down of height in order to protect and mitigate negative impacts upon heritage properties, significant views and the distinctive characteristics of potential or existing heritage conservation districts.
- 6.1.3 Buildings possessing cultural heritage value or interest and potential cultural heritage landscapes will be evaluated, protected and conserved in accordance with relevant legislation, including the *Ontario Heritage Act* and the *Planning Act*, as well as provincial policy, the heritage policies in the City of Toronto Official Plan, the policies of this area specific OPA and the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
- 6.1.4 *Heritage Impact Assessments* will be required for development applications that affect identified and potential heritage properties within this policy area.
- 6.1.5 Wherever possible, development/redevelopment will conserve built and landscape heritage properties and be of a scale, form and character that supports, complements and integrates these resources. Development/redevelopment will mitigate any potential negative impact upon a heritage property or potential heritage property.
- 6.1.6 Areas identified as having archaeological potential are shown on the City of Toronto Archaeological Master Plan. Any soil disturbance or proposed development/redevelopment in areas of potential will require a Stage 1-2 Archaeological Assessment to be submitted during the development application review process.
- 6.1.7 Heritage properties will be conserved in any development/redevelopment sites as described in further detail in the Character Area policies and consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada* and the City of Toronto Official Plan, as amended.

6.2 Park and Open Space

The parks and open space system is a fundamental element to providing recreational opportunities and spaces for social activity. The North *Downtown* Yonge Area has been identified as a park deficient area according to city standards. The existing park space consists of a small linear public park system east of Yonge Street running north-south over the Yonge subway line. In addition to the linear park system, there are several small dispersed park blocks that are poorly connected to pedestrian pathways, sidewalks, buildings and to the overall parks network. The open space system consists primarily of privately owned publicly accessible open space (including courtyards, forecourts and squares), school yards and publicly accessible green roofs.

There are several opportunities to increase the amount of public park land and privately owned publically accessible open space. However, the priority within the North *Downtown* Yonge Area will be to: expand existing parkland wherever possible so as to create larger more viable parcels; provide more parkland through dedication and acquisition; and, create linkages between parks and open spaces.

The parks and open space system will be comprised of a hierarchy of spaces that include existing and potential parks and open spaces such as plaza courtyards, forecourts, and squares as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies. The parks and open space system will be linked by a continuous system of easy to access and easy to use accessible open space linkages that will also reflect the area's heritage character.

Policies

- 6.2.1 It is the objective of Council to create new parks and open space wherever possible through innovative parkland acquisition and through privately owned publically accessible open space.
- 6.2.2 It is the objective of Council to encourage the assembly of land for park purposes through on-site and/or off-site parkland dedication as part of the development/redevelopment application review process.
- 6.2.3 It is the objective of Council to provide accessible, high quality, barrier free and well designed parks, plazas and open spaces.
- 6.2.4 It is the objective of Council to provide new parkland, as opportunities arise, within the North *Downtown* Yonge Area, including:
 - A) the creation of a parkette generally under 0.5 hectares in size, as part of the redevelopment of the Toronto Parking Authority lot at 15 Wellesley Street East;
 - B) the expansion of Norman Jewison Park to the west through the transfer of land from the Toronto Parking Authority;
 - C) the creation of a neighbourhood park generally over 0.5 hectare in size at 11 Wellesley Street West to be located on the south side of Wellesley Street West, application review process.
- 6.2.5 For the area west of Yonge Street and north of Wellesley Street West, it is the objective of Council to provide opportunities for on-site dedications and new and improved publically accessible open space as part of the development/redevelopment application review process.
- 6.2.6 For the area east of Yonge Street, between Charles Street East and Carlton Street, it is the objective of Council to expand the existing parks network through off-site and on-site dedications and/or acquisitions that form part of the development/redevelopment application review process.
- 6.2.7 It is the objective of Council to create opportunities for greening and additional park and open space linkages through the creation and addition of plaza forecourts, tree plantings, green or enhanced streetscapes, and boulevard parking reclamations.
- 6.2.8 It is the objective of Council to protect sunlight in parks by mitigating or eliminating shadow impacts of development and redevelopment on parks and open spaces.
- 6.2.9 It is the objective of Council to ensure that development/redevelopment will not cast any new net shadow on Opera Place Park Street between 12 Noon and 2:00 PM on March and September 21st, and should the opportunity arise to expand Breadalbane Park, for a period of 6 hours generally between the hours of 10:00 AM and 4:00 PM on March 21st and September 21st.
- 6.2.10 It is the objective of Council, as part of development/redevelopment application review

process, to provide linkages and strong physical connections between the linear parks and to create or improve existing pedestrian connections to existing parks and open space as well as to potential parks and open space and in particular:

- A) the linear park system east of Yonge Street that extends between Charles Street East and Dundonald Street; and
- B) the potential open space at 15 Wellesley Street East, Alexander Park, the potential parkland at 11 Wellesley Street West, and Cawthra Park.

6.3 The Public Realm

The public realm is comprised of streets, parks, civic buildings and other publicly owned and publically accessible land that give an area its sense of place. The quality, attractiveness and character of the public realm relates directly to the quality of the surrounding development including public art, private courtyards, plazas, development setbacks, walkways, patios, accessible rooftops and overall building design. The following public realm policy objectives will guide development review and public realm planning as appropriate.

Policies

- 6.3.1 It is the objective of Council to enhance streetscape design through tree plantings, paving materials, street furniture, landscape planters, decorative pedestrian scale street lighting and public art.
- 6.3.2 It is the objective of Council to expand and improve public spaces through enhanced streetscape design, tree planting, street furniture, pavement treatment, well-designed and barrier-free sidewalks or other paths of travel.
- 6.3.3 It is the objective of Council to enhance the design of the rights-of-way of the Yonge Street and Church Street to improve pedestrian comfort, safety and utility.
- 6.3.4 It is the objective of Council to review development/redevelopment applications in terms of achieving the following public laneway improvement objectives as part of the development application review process:
 - A) a minimum laneway width of 6 metres;
 - B) additional setbacks, where possible as part of the development application review process, in order to better accommodate north-south pedestrian connections and movement through the area;
 - C) raised or well demarcated and barrier-free paths of travel along the laneways to improve pedestrian safety and movement; and
 - D) re-surfacing of laneways with brick pavers or other materials, where appropriate, to complement the heritage character of the area.
- 6.3.5 It is the objective of Council to encourage at-grade commercial uses along the following public laneways in the area: St. Vincent Lane; St. Luke Lane; Reverend Porter Lane; Gloucester Lane; and, Maitland Terrace.
- 6.3.6 It is the objective of Council to create an enhanced the public realm and support pedestrian movement by expanding the sidewalk width, mid-block access, well designed promenades and potential new mid-block connections.
- 6.3.7 It is the objective of Council to design and locate public realm elements within a given

Character Area to have consideration for interconnectivity with adjacent Character Areas and with the surrounding neighbourhoods.

- 6.3.8 It is the objective of Council to integrate lighting, furniture, paving and landscaping on private lands with those on public lands.
- 6.3.9 It is the objective of Council to incorporate forecourts and sidewalks for street activities, sidewalk cafes and spill-out retail.
- 6.3.10 It is the objective of Council to expand and improve pedestrian and cycling linkages as part of the development/redevelopment application review process.
- 6.3.11 It is the objective of Council to plan and design the public realm to encourage walking, cycling, transit use, and car sharing as means to reduce the use of private automobiles.
- 6.3.12 It is the objective of Council to encourage opportunities for additional transit access locations and for internalizing new subway access locations into buildings to address increasing population and employment in the area, while ensuring that internalized subway entries do not negatively impact heritage properties.
- 6.3.13 It is the objective of Council to widen the setbacks on east-west streets as part of the development/redevelopment application review process to widen sidewalks to a minimum width of 6 metres.
- 6.3.14 It is the objective of Council to create gateways into Character Areas that accentuate entry points through distinctive architectural design, façade treatment, special landscape, plazas and open spaces and public art installations.
- 6.3.15 It is the objective of Council to terminate view corridors with distinct architectural design and landscape design and public art installations.
- 6.3.16 It is the objective of Council that views the following properties on the heritage register will be conserved, consistent with the view protection policies of Sections 3.1.1 and 3.1.5 of the Official Plan. Public and private development will preserve views to these heritage properties as follows:

A) College Park [H], 444 Yonge Street

College Park can be viewed from several vantage points within the Yonge Street corridor. The entirety of its east facing facade can be viewed from the north-east corner of Yonge Street and Wood Street. The entire north facing façade can be viewed from College Street and the northeast corner of Bay Street. Both facades can be viewed together from the north-east corner of Yonge Street and Carlton Street.

B) Oddfellows' Hall [H], 2 College Street and 450 Yonge Street

The Oddfellows' Hall located on the north-west corner of Yonge Street and College Street can be viewed from several vantage points in the Yonge Street and College/Carlton Street corridor. The east facing façade and towers of the property can be viewed from the north-east corner of Alexander Street and Yonge Street, as well as from the south-east corner of Carlton Street and Yonge Street. The property can be seen in its entirety from the south-east corner of Yonge Street and Carlton Street as well as from the sidewalk on the south side of Carlton Street in front of the drive way entrance to 25 Carlton Street.

C) Masonic Hall [H], 601-613 Yonge Street, 2 Gloucester Street

The Masonic Hall at the north-east corner of Yonge Street and Gloucester Street can be viewed in its entirety looking north from the north-west corner of Yonge Street and St. Joseph Street. The prominent tower and west facing facade can be viewed from Irwin Avenue and St. Nicholas Lane as well as Cottage Lane. Its southern facade and corner tower can also be seen from the south side of Gloucester Street when viewed from the northern entry to James Canning Park.

D) Clock Tower [H], 484 Yonge Street

The fire hall clock tower on the west side of Yonge Street, located mid-block between Grenville Street and Grosvenor Street can be viewed from the corners of Grosvenor Street and Yonge Street as well as the corners of Grenville Street and Yonge Street. The tower is also a prominent view from the west side of Yonge Street between the south side of College/Carlton Street and north side of Charles Street.

- E) The properties noted above will be added to maps 7a and 7b of the Official Plan, upon implementation of OPA 199.

View measurement points to the heritage properties noted above will be to the satisfaction of City of Toronto Heritage Preservation Services staff.

- 6.3.17 It is the objective of Council that a Heritage Impact Assessment should be required where a development/redevelopment application may obstruct or detract from a view included in this Site and Area Specific Policy.

6.4 Urban Design

Revitalization within the North *Downtown* Yonge Site and Area Specific Policy is expected to occur through redevelopment, renewal and infill. Together with the policies of the North *Downtown* Yonge Site and Area Specific Policy, new development will be further informed by the North *Downtown* Yonge Urban Design Guidelines, the Tall Building Design Guidelines and the *Downtown* Tall Buildings Vision and Supplementary Design Guidelines.

Policies

- 6.4.1 Development/redevelopment will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding public realm.
- 6.4.2 Development/redevelopment will provide for a transition from higher building forms to adjacent lower scale areas to fit to its surroundings with setbacks, stepbacks, height restrictions, angular planes, appropriate floorplate areas and facade articulation being used to achieve appropriate transition in scale.
- 6.4.3 The portion of the base building of a tall building immediately adjacent to the lower scale area will generally be no higher than the height of the adjacent buildings, transitioning into a higher base as the distance from the lower scale area increases.
- 6.4.4 Where a tall building is proposed close to a lower scale area residential area, the tower portion of the tall building will be set back a minimum of 20 metres, excluding balconies, from any such abutting property line.
- 6.4.5 The tower portions of tall building development will have floor plate sizes and tower separation distances that protect access to sunlight, sky view and privacy as more fully identified in the Tall Buildings Design Guidelines and *Downtown* Tall Buildings

Vision and Supplementary Design Guidelines.

6.4.6 Above grade parking is not permitted except where a property is located directly above the Yonge subway line and it is demonstrated that it is not possible to construct below grade parking because of the subway. Above grade parking will be lined with residential units, offices, retail, institutional or indoor recreational uses on exterior walls so that the above grade parking is not visible.

6.4.7 Tall buildings will not generally be permitted on:

- A) sites that are not able to meet the separation, stepback and setback distance requirements of the North *Downtown* Yonge Urban Design Guidelines, the Tall Buildings Design Guidelines and *Downtown* Tall Buildings Vision and Supplementary Design Guidelines; and
- B) have an existing or planned context which does not contemplate tall buildings as a suitable form of development.

6.5 Incentives

The policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act* will apply to the North *Downtown* Yonge Site and Area Specific Policy, with the additional following policy direction.

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

- A) improvements and expansions to local parks;
- B) establishment of new or expansions to existing non-profit community services and facilities, including community service program space;
- C) non-profit childcare facilities;
- D) improvements to local library facilities;
- E) affordable housing;
- F) public art; and
- G) improvements to public transit and PATH system connections.

6.6 Interpretation

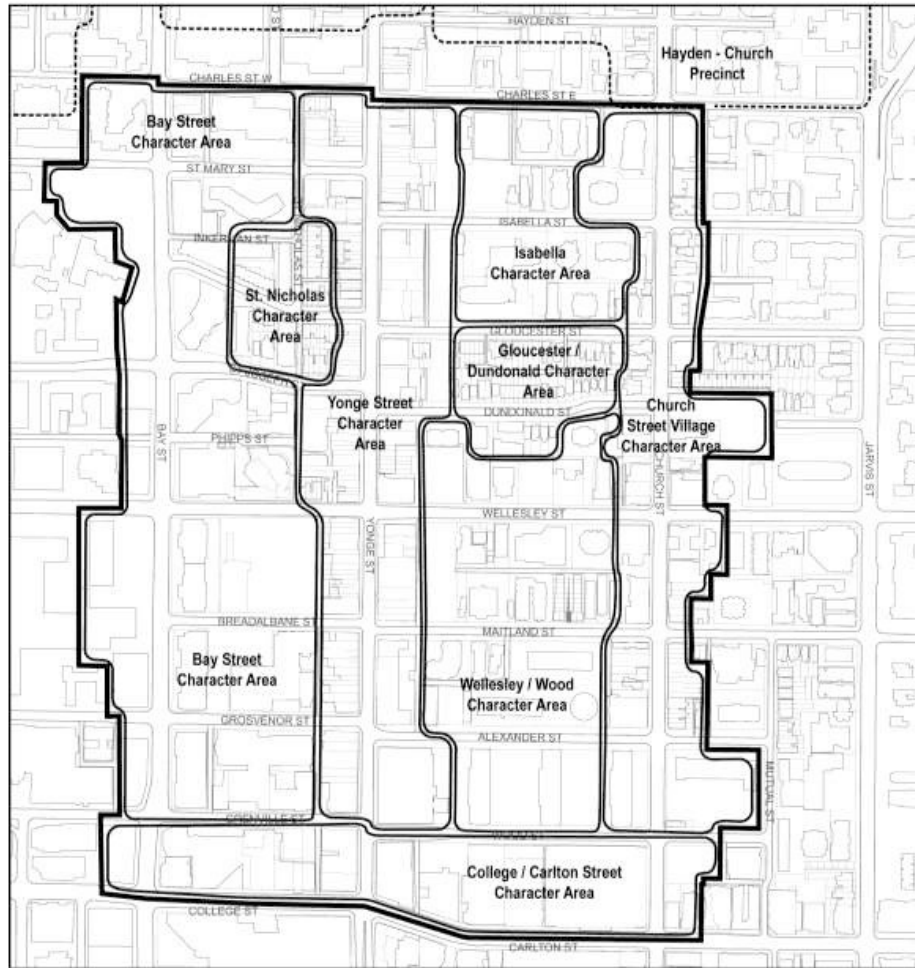
6.6.1 This North *Downtown* Yonge Site and Area Specific Policy should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

6.6.2 This North *Downtown* Yonge Site and Area Specific Policy has its policies under the heading of "Policies". Additional text has been provided in addition to the "Policies" to provide context and background and to assist in better understanding the intent of the Area Specific policies.

6.6.3 Where the policies of this North *Downtown* Yonge Site and Area Specific Policy state "in the range of" in relationship to "Height Peak" and "Height Transition" areas in the Yonge Street Character Area and the College/Carlton Character Area, this reference to

range is intended to not exceed 3 storeys or 10 metres (rooftop mechanicals included) above the Height stated in the given policies.

- 6.6.4 Where the policies of this North *Downtown* Yonge Site and Area Specific Policy state that development/redevelopment should be located and massed so as to “minimize shadow impacts” or “minimize new net shadow impacts” either within the character area or on an adjacent lower rise area, this is intended to mean that:
- A) shadow should be adequately reduced or limited on lower rise areas and *Neighbourhoods* to preserve the utility of their open spaces, whether these be private or public; and
 - B) in reference to shadow on specific parks, shadow should be adequately reduced, minimized or eliminated to preserve the utility of the given park for those periods of time and seasons when the park is most heavily used by the public.
- 6.6.5 Where the policies of this North *Downtown* Yonge Site and Area Specific Policy state that development/redevelopment within or immediately adjacent to an area should demonstrate that “best efforts have been made to not cast any new net shadow” this is intended to mean that recognized planning tools and performance standards have been employed to analyze the impact of new development/redevelopment on creating shadow, through the completion of sun-shadow studies, massing studies, building orientation and location studies and floor plate size analysis. The sun-shadow study analysis should include specific time periods and seasons during which it has been determined that shadowing should be avoided in the context of a given Character Area and/or specific park
- 6.6.6 The policies of the Official Plan apply to the North *Downtown* Yonge Site and Area Specific Policy area, save and except in the case of any conflict with the Official Plan, in which case the North *Downtown* Yonge Site and Area Specific Policies prevail.



Official Plan Amendment #183
Map 1: Character Areas

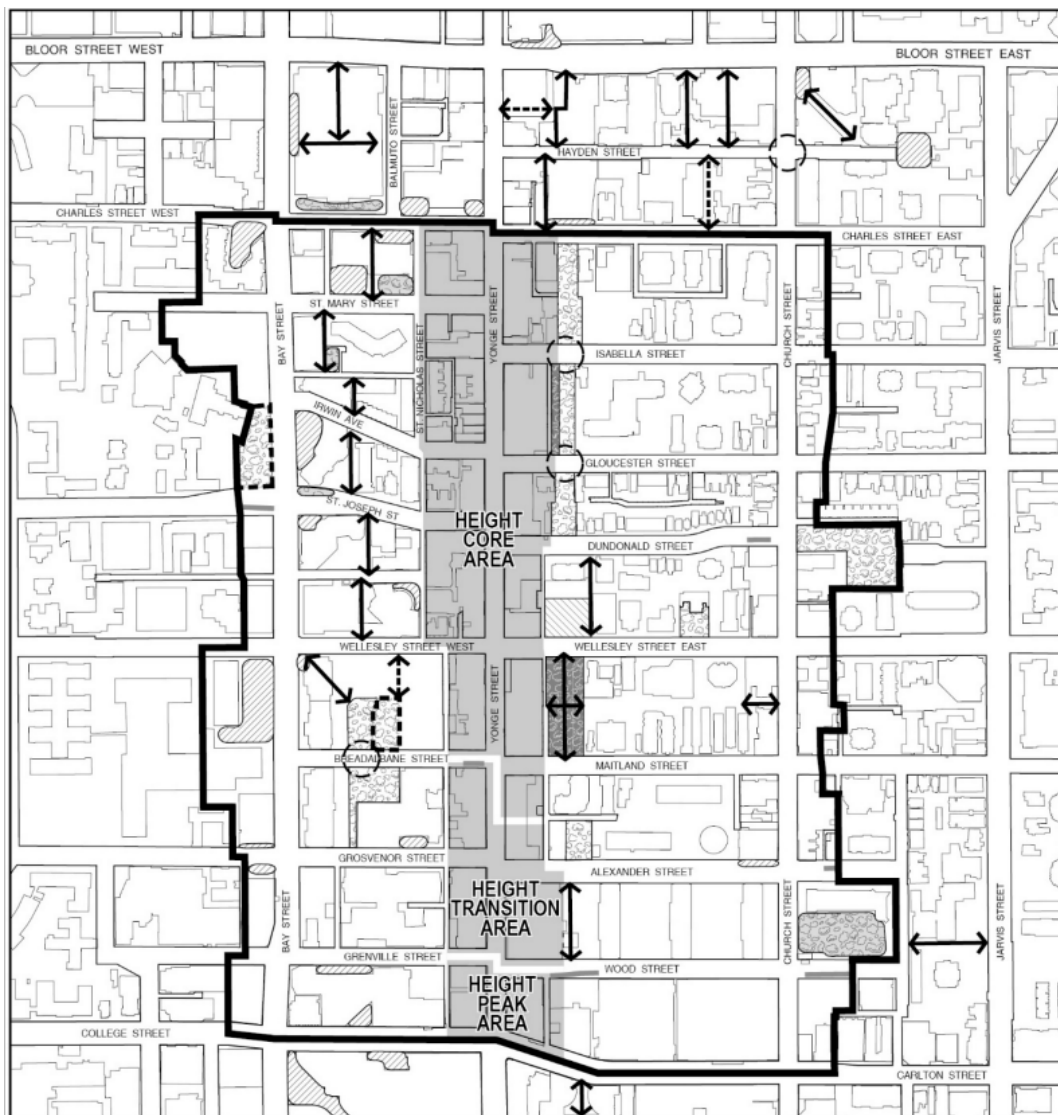
North Downtown Yonge
Planning Framework Study

File # 11 247686

— Character Areas



Not to Scale
11/13/2013



Toronto City Planning

Official Plan Amendment #183 Map 2: Open Space Network and Height Areas

North Downtown Yonge Planning Framework Study

File # 20 207354

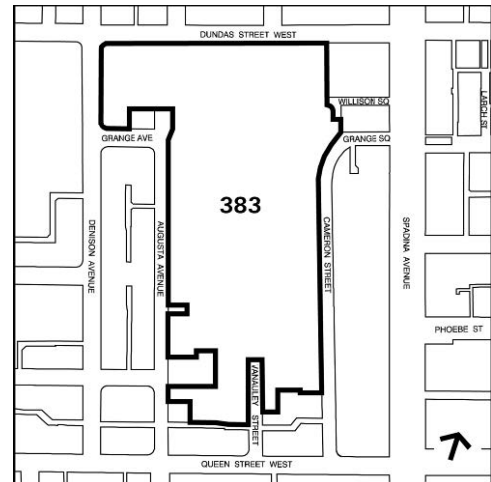
Public Park	Potential Open Space Opportunity	Pedestrian Mid-block Connections
New Public Park	Publicly Accessible Green Roof	Proposed Future Pedestrian Connections
Green Open Space	Park Connections	Boulevard Parking Transformation
Courtyards, Forecourts and Squares		

Not to Scale
07/20/2022

Revised by Ontario Municipal Board Order to remove the lands known in 2015 as 81 Wellesley Street East

383. North of Queen Street West, east of Denison Avenue, south of Dundas Street West, and west of Cameron Street

- a) The vision for the lands is a complete, sustainable, mixed-income and mixed-use community located in *Downtown Toronto*. The planned community will be connected to, but distinct from the nearby downtown communities of Kensington Market, Chinatown, Queen West, and others. The revitalization of the lands will be achieved through protecting tenants' rights and, in particular, Zero Displacement of existing tenants and housing co-operative members. The revitalized community will continue to be socially cohesive and strive to enhance opportunities for existing and future residents of the area. As a comprehensively and collaboratively planned community, the 10-15 year revitalization process will continue to be inclusive of and respectful to the diverse residential population.



b) Overall Planning Framework

i) Structure

Map 1 of 3 shows the Alexandra Park Area Structure.

ii) Phasing

Map 2 of 3 shows the Phasing for revitalization of the lands.

c) Built Form and Public Realm

i) Building Type Areas

1) Tall Buildings (13-17 storeys)

A) Map 3 of 3 shows locations for tall buildings. These planned locations are intended to:

- I. minimize shadow impacts on the public rights-of-way, public and private open spaces, including backyards of replacement townhouses;
- II. generally be located away from and/or north of the low-rise buildings; and
- III. achieve a 45 degree angular

plane from Dundas Street West.

- B) no tall building will have a tower floor plate in excess of 750 square metres; and
 - C) all tall buildings will have regard for the Design Criteria for Review of Tall Building Proposals (June 2006), as may be amended.
- 2) Mid-Rise Buildings (5-12 storeys)
 - A) Map 3 of 3 shows locations for mid-rise buildings. These planned locations are intended to:
 - I. provide a transition between tall and low-rise buildings; and
 - II. achieve a 45 degree angular plane measured from any point along the property line on Dundas Street West, 16 metres above grade; and
 - B) all mid-rise buildings will have regard for the *Avenues* and Mid-Rise Building Study (May 2010), as may be amended.
- 3) Low-Rise Buildings (1-4 storeys)
 - A) Map 3 of 3 shows locations for low-rise buildings. These planned locations are intended to:
 - I. be centred on and around the public park system, including the Community Recreation Hub; and
 - II. generally be situated south of and/or away from taller buildings to maximize light, view and privacy. (b) all low-rise buildings will have regard for Infill Townhouse Design Guidelines (January 2003).
 - B) all low-rise buildings will have regard for Infill Townhouse Design Guidelines (January 2003).
- ii) Urban Design Guidelines
 - 1) Urban Design Guidelines for the lands will be adopted by Council and will, among other matters establish a context for co-ordinated development of the Area and will address:
 - A) Street and Block Pattern;
 - B) Built Form;
 - C) Building Heights;
 - D) Parks and Open Space;
 - E) Streetscape Design;
 - F) Sustainability;
 - G) Parking and Access;
 - H) Servicing; and
 - I) Phasing.

- 2) The Urban Design Guidelines will be used to:
 - A) guide development to implement the Official Plan and this Site and Area Specific Policy; and
 - B) evaluate applications for Plan of Subdivision, Consent, Site Plan Approval and any variances to the zoning by-law, as required.
 - 3) Development will have regard for Council-adopted urban design guidelines respecting the lands.
 - 4) No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the planned physical character of the lands.
- iii) Dundas Commercial Frontage
- 1) A majority of the Dundas Street frontage shown on Map 1 of 3 will consist of retail and mixed commercial uses on the ground floor.
 - 2) Development fronting on Dundas Street West will have regard for the Dundas Streetscape Study and Implementation Plan (July 2011), as may be amended.
- iv) Public Art
- 1) Public Art in 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. The art themes should express community heritage, identity and cultural diversity while creating a sense of place.
 - 2) The owner will prepare a District Public Art Plan for the lands to ensure that public art is provided in a co-ordinated manner to enhance and humanize the public realm, taking into consideration issues of public use, scale, coherence, visibility, safety and the urban design objectives of this Policy.
 - 3) A range of public art opportunities should be determined, some of which will encourage the participation of the local arts community and local artists.
 - 4) A minimum public art contribution for the revitalization will be based on one per cent of the gross construction cost of the revitalization's market component.
 - 5) The Atkinson Housing Co-operative and Toronto Housing Corporation units are exempt from the calculation of public art contribution.
- d) Housing
- i) Zero Displacement
- 1) The revitalization, including the replacement and refurbishment of social housing units, is based on the principle of zero displacement, which will allow tenants to remain onsite during the redevelopment process. This will be accomplished by:
 - A) a phasing process to ensure, where possible, new replacement social housing units are constructed and available for occupancy prior to the demolition of existing social housing units, enabling eligible tenants to move directly into new replacement units;
 - B) relocating eligible tenants required to vacate their existing social housing units due to redevelopment to existing vacant units on-site, until such time

they are able to move into new replacement units on-site; and

- C) permitting eligible tenants who choose to move off-site during the redevelopment process, to other units owned by the Toronto Community Housing, the right to return to new replacement social housing units within a reasonable time period.

ii) Townhouse Units

- 1) At least sixty-five per cent of the total social housing townhouse units will be replaced in townhouse forms, including row houses, back-to-back townhouses and stacked townhouses. Such townhouse forms will:
 - A) be limited to 4 storeys in height; and
 - B) provide private outdoor recreation space for each of the units.

iii) Large Sites Policy

- 1) Development will not be required to provide affordable housing in accordance with Policy 3.2.1.9(b) of the Official Plan.
- 2) Development of new affordable housing over and above the replacement social housing units, including affordable ownership and affordable rental housing, is encouraged in order to contribute to a full range of housing tenure and affordability.
- 3) The City will work together with all partners to assemble land and funding for development of new affordable housing.

iv) Large Household Units

- 1) Development of new housing suitable for households with children is encouraged. At least 15 per cent of the total number of dwelling units to be constructed will contain three or more bedrooms, comprised of a mix of publicly-owned replacement rental units and market condominium units.
- 2) Within the market condominium buildings, a minimum of 5 per cent of the units constructed in each building will contain three or more bedrooms. Further options to facilitate a greater number of three-bedroom units beyond the 5 per cent are encouraged. These options may include the use of adaptable unit layouts to permit changes in the number of bedrooms and/or knock-out panels to allow for the potential merger of smaller units.

v) Refurbishing Existing Apartment Buildings

- 1) Map 1 of 3 identifies existing apartment buildings that are owned by Toronto Community Housing and managed by Toronto Community Housing and Atkinson Housing Co-operative, located at 20 Vanauley Street, 91 Augusta Avenue, 73-75 Augusta Square which in addition to a four-plex at 21, 21a, 23, 23a Augusta Avenue comprises a total of 473 social housing units.
- 2) As part of the revitalization, the three existing apartment buildings and four-plex will undergo refurbishment during specific phases of revitalization, and such refurbishment will be secured in a Section 37 Agreement under the *Planning Act*.

vi) Monitoring

- 1) As redevelopment proceeds:

- A) the City will monitor progress toward the provision of the replacement social housing units, units with rent geared to household income, and units with three or more bedrooms; and
- B) replacement social housing will be constructed consistent with the pace of development of other housing.

vii) Condominium Registered Social and Affordable Housing Units

- 1) Replacement Social Housing Units or Affordable Housing Units may be individual units located in a registered condominium, provided:
 - A) the replacement social housing units or affordable housing units are purchased and owned by a non-profit housing agency; and
 - B) the replacement social housing units or affordable housing units will be secured as rental housing units for at least 50 years, after which City approval will be required for the units to be released as social housing.
- 2) Policy vii(1) above will apply despite any other policy (including any definitions of rental housing or social housing), which would otherwise preclude the provision of condominium-registered or life-lease social housing units.

viii) Definitions

- 1) Unless otherwise specified the housing policies of Section 3.2.1 of the Official Plan, including the housing definitions, will apply.

e) Transportation and Connectivity

i) Transportation Demand Management

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

ii) Public Street Network

- 1) New and existing streets and open spaces will provide an integrated network of routes for pedestrians to better access public transit.
- 2) Vehicular access to the development blocks will be minimized, and shared access will be provided where feasible to reduce conflicts between pedestrian and automobiles and preserve the public realm space.
- 3) Private driveways will be designed to appear and function as public street and to include amenities such as lighting, pedestrian space, accessibility needs and planting.

iii) Vanauley Walk

- 1) Map 1 of 3 shows a north-south pedestrian link connecting the Kensington neighbourhood to the north and the Queen Street West commercial area to the south through the lands. This pedestrian link is to be direct, connected, well-designed and publicly accessible.

iv) Pedestrians and Cyclists

- 1) The street network will provide direct, convenient, safe, and attractive walking and

cycling routes that connect important destinations in the lands and surrounding neighbourhoods.

- v) Parking
 - 1) On-street parking will be considered wherever appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the land's parking supply.
- f) Parks and Open Space
 - i) Public Parkland Provision
 - 1) Map 1 of 3 shows locations of planned public parks in the lands. The exact size and configuration of each park will be determined through the Plan of Subdivision and Zoning Amendment applications.
 - 2) Parks will have a high design standard, be well maintained, animated and safe. They will accommodate a full range of recreational experiences that includes both areas for active play and enjoyment of sports and entertainment and areas for quiet solitude and relaxation. These experiences will be provided in a comfortable setting during all seasons of the year.
 - 3) Upon the full redevelopment of the lands, including all of the phases shown on Map 2 of 3:
 - A) approximately 0.6 hectares of land will be dedicated to the City through the Plan of Subdivision approval process; and
 - B) a cash-in-lieu payment will be made for any deficiency in the required parkland dedication, as determined by the City.
 - 4) The cash-in-lieu monies generated through the City Wide Parkland Dedication By-law No. 1020-2010 that are above the first 5%, may be used towards Above Base Park Improvement in the parks shown in Map 1 of 3.
 - 5) If required parkland is occupied for other uses or structures and cannot be conveyed and/or developed as a park until those uses are terminated or structures removed, then the parkland dedication requirements associated with a development application can be met if the owner of the lands to be conveyed as parkland enters into an agreement, pursuant to section 51 or 53 of the *Planning Act*, with the City to secure conveyance of the parkland, satisfactory to the City, at such a later time as the City may accept.
 - 6) Until phase 4 is complete, townhouses are permitted on an interim basis on *Parks and Open Space Areas - Parks*.
 - 7) Surface parking areas are not permitted, except for temporary parking during construction of the revitalization.
 - ii) Publicly Accessible Private Open Space
 - 1) Map 1 of 3 shows general locations of planned publicly accessible private open spaces on the lands. The exact size and configuration of open space will be determined and secured through one or more of the following processes: Site Plan Approval, Draft Plan of Subdivision or Zoning Amendment.
 - 2) Publicly accessible private open spaces will be provided and maintained at the

finished ground level and accessible to members of the public year round.

g) Community Services and Facilities

i) Community Services and Facilities Implementation Plan

- 1) To assess future requirements for additional services and facilities, Community Services and Facilities Implementation Plans will be submitted as part of a rezoning application to remove the Holding (H) symbol for each phase of development.
- 2) The purpose of the Implementation Plans will be to:
 - A) update the demographic profile of residents in the lands;
 - B) update inventories of existing facilities and services;
 - C) identify existing or new gaps in service provision;
 - D) re-evaluate community services and facilities priorities as they relate to both existing and anticipated growth;
 - E) update and review the status of facilities planned in association with previous development approvals;
 - F) identify appropriate locations and the timing for new community facilities that are proposed;
 - G) identify potential funding sources required to finance any required community services and facilities to the satisfaction of the Chief Planner; and
 - H) co-ordinate community services and facilities initiatives with key stakeholders to maximize resources.

ii) Community Recreation Hub

- 1) Map 1 of 3 shows the general location of the planned Community Recreation Hub, which will include the following:
 - A) outdoor active recreation areas;
 - B) collective indoor amenity space for exclusive use and management of the Toronto Community Housing Corporation Alexandra Park tenants and Atkinson Housing Co-operative members, as required by the Zoning By-law; and
 - C) additional indoor community space open and accessible to members of the public.
- 2) The Community Recreation Hub will be programmed, owned and maintained by Toronto Community Housing Corporation and Atkinson Housing Co-operative.
- 3) The Community Recreation Hub is deemed to meet the requirements of Official Plan Policy 3.1.2.6 respecting indoor amenity spaces for the replacement social housing units.

h) Implementation Tools

i) Zoning By-law Amendment

- 1) 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.

ii) Holding (H) Symbol

- 1) In order to appropriately sequence development within a phase and otherwise address the provisions of this Site and Area Specific Policy, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the uses of lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
- 2) The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to the conditions identified in Official Plan Policy 5.1.2.2, conditions to be met prior to the removal of the holding provision may include:
 - A) submission of Detailed Context Plans, to the satisfaction of the Chief Planner;
 - B) submission of updates to the Construction Mitigation and Safety Plan, and Tenant Communication Strategy, to the satisfaction of the Chief Planner;
 - C) execution of a subdivision agreement satisfactory to the Chief Planner pursuant to section 51 of the *Planning Act*;
 - D) provision of tenant relocation and assistance satisfactory to the City;
 - E) periodic Housing Issues report updates relating to each phase of revitalization demonstrating adequate progress in the replacement and/or refurbishment of social housing units to the satisfaction of the City;
 - F) submission of satisfactory Community Service and Facility Implementation Plans, which will include a financial strategy to finance any determined required community service or facility; and
 - G) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.
- 3) The City will remove the Holding (H) symbol from all or some of the lands, only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the *Planning Act*, including Sections 37, 41, 51 and 53, Section 118 under the *Lands Title Act*, and the *City of Toronto Act*.

iii) Draft Plan of Subdivision

- 1) Development will not proceed within the lands without the approval by the City of a Draft Plan of Subdivision for the associated lands.
- 2) Registration of Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of this Site and Area Specific Policy and Zoning By-law for the lands.
- 3) Division of land will be in conformity with this Site and Area Specific Policy and will create land parcels that facilitate development consistent with the intent of this Site and Area Specific Policy.

iv) Section 37 Agreement

- 1) In addition to the policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act*, the following policies apply to the lands.
- 2) The enactment of any implementing Zoning By-law for the lands that permits building heights provided for by this Site and Area Specific Policy may be withheld until the following are appropriately secured through an agreement pursuant to Section 37 of the *Planning Act*:
 - A) those housing matters set out in Section D of this Site and Area Specific Policy;
 - B) tenant relocation and assistance acceptable to the City;
 - C) needed improvements and renovations to the existing rental housing subject to the satisfaction of the Chief Planner;
 - D) Community Service and Facilities set out in Section (g) of this Site and Area Specific Policy;
 - E) above base parkland improvements set out in Section (f) of this Site and Area Specific Policy;
 - F) Public Art provision in accordance with Section (c)(iv) of this Site and Area Specific Policy; and
 - G) Construction Mitigation and Safety Plan, and Tenant Communication Strategy to the satisfaction of the Chief Planner.
- 3) In determining further community benefits to be provided in return for any increases in height and density permissions in a zoning by-law, the following will be considered as priorities, though others may also be secured as appropriate:
 - A) non-profit community services and facilities, including the acquisition of community service program space;
 - B) non-profit childcare facilities;
 - C) parkland acquisition and improvements;
 - D) community gardening infrastructure; and
 - E) acquisition of affordable housing units.

v) Detailed Context Plans

- 1) To assess and ensure the consistent and orderly development of the lands, Detailed Context Plans will be submitted as part of a rezoning application to remove the Holding (H) symbol for each phase of development.
- 2) The purpose of the Detailed Context Plans will be to demonstrate:
 - A) built form consistency for the specific phase of development in relation to the overall revitalization of the lands;
 - B) detailed Public Realm improvements for the active phase;
 - C) interim infrastructure required to accommodate the orderly development

within an active phase; and

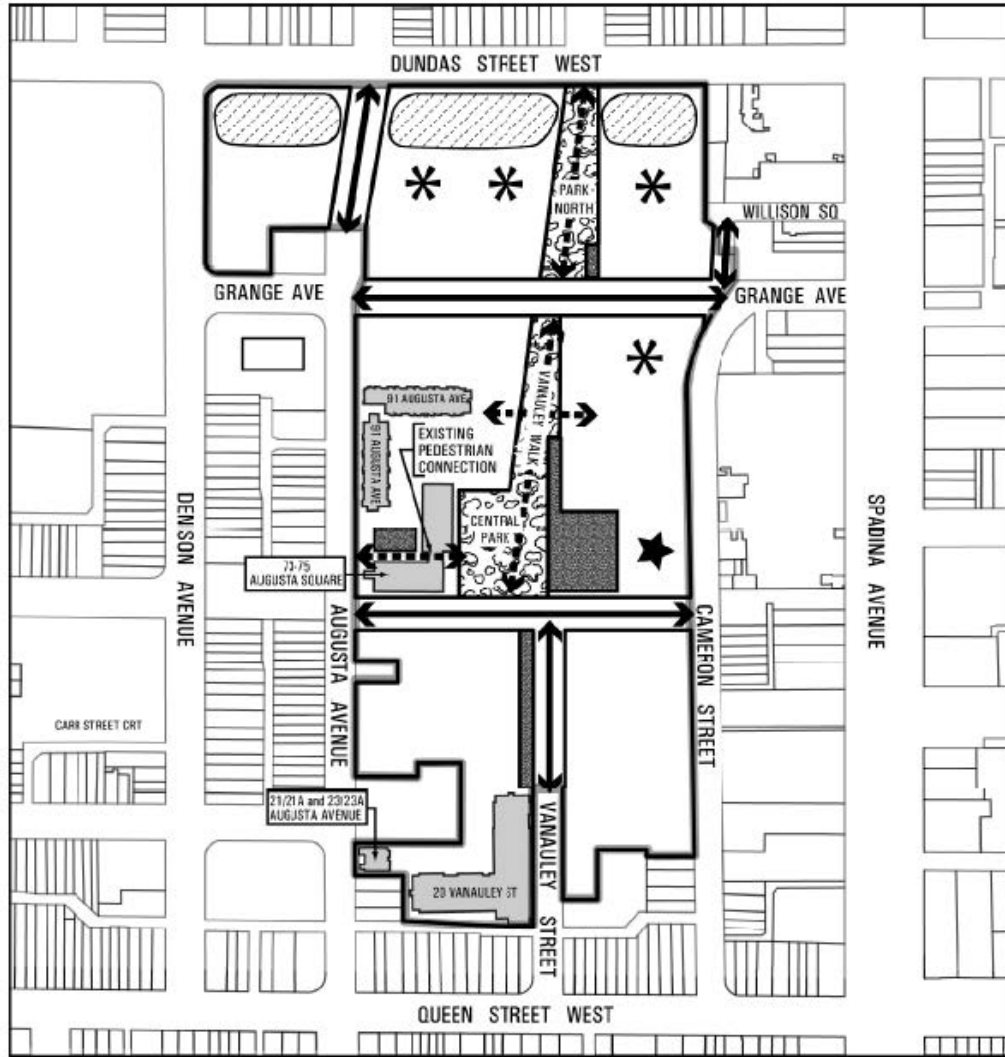
- D) sequencing of servicing infrastructure, public streets, and private driveways for solid waste collection, emergency access, and other required technical issues.

3) The Detailed Context Plans will be used to assist in evaluating:

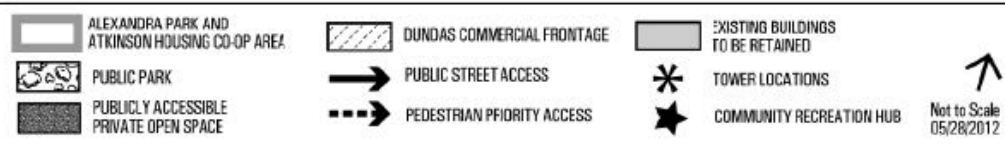
- A) the conformity of the proposed developments with the relevant provisions of the Official Plan, this Site and Area Specific Policy and the Urban Design Guidelines; and
- B) Site Plan Approval applications for review under Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*.

vi) Urban Design Guidelines

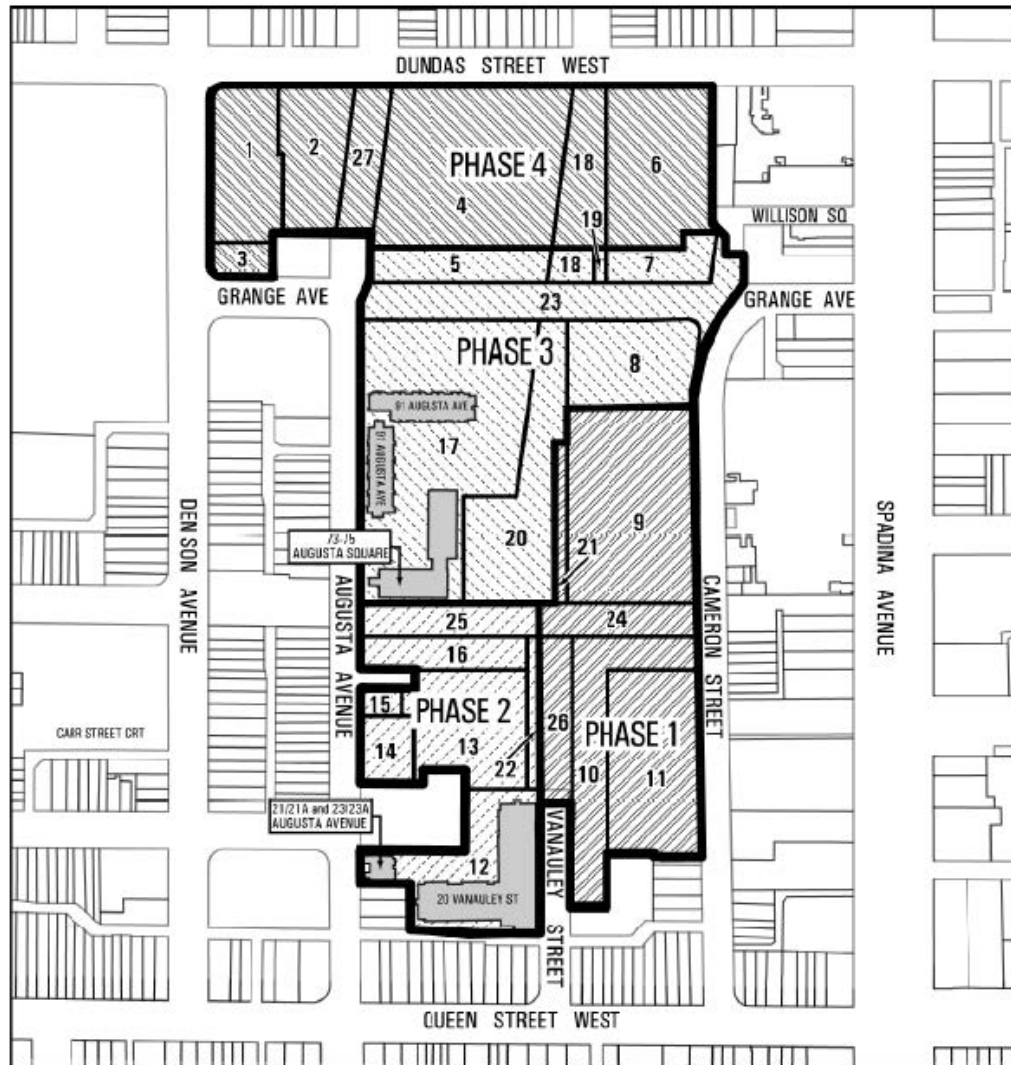
- 1) Urban Design Guidelines will have the intent and purpose as stated in Policy (c)(ii) above.



Map 1 of 3
Alexandra Park Area Structure







MAP 1 ALEXANDRA PARK AREA STRUCTURE.



Map 2 of 3
Phasing

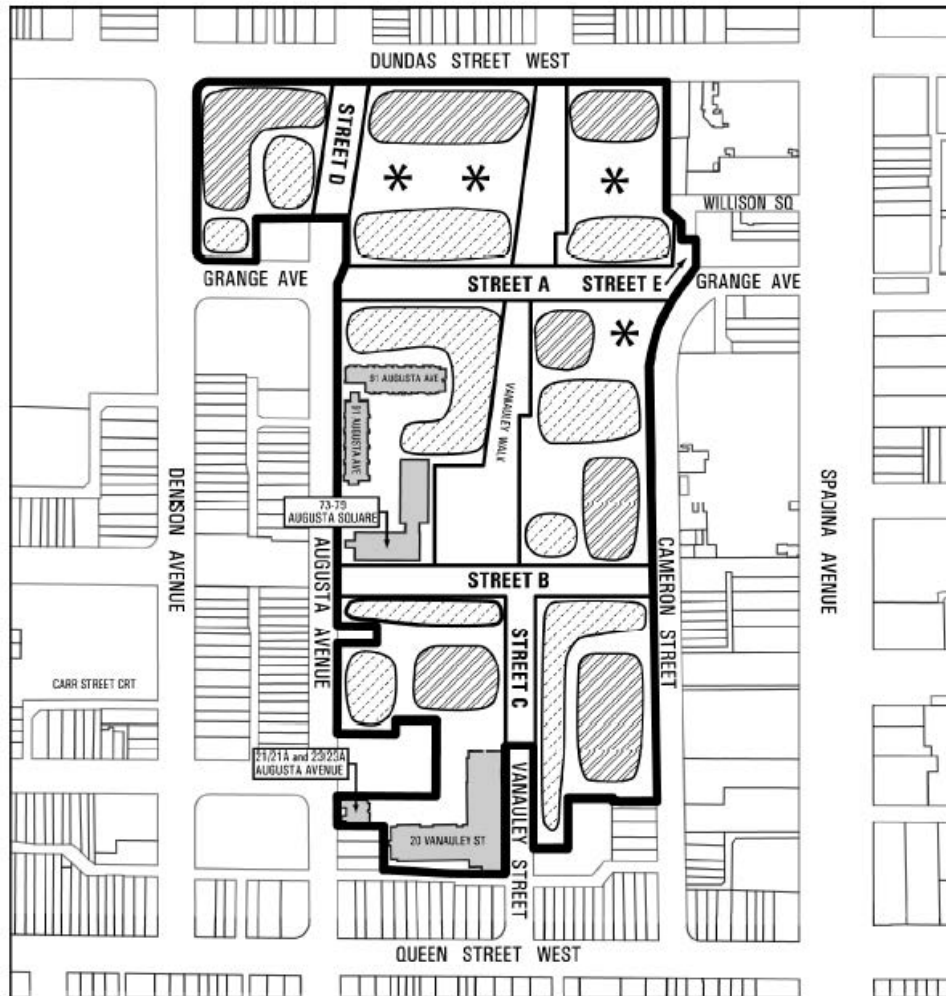
-  ALEXANDRA PARK AND ATKINSON HOUSING CO-OP AREA
-  BLOCK
-  EXISTING BUILDINGS TO BE RETAINED

PHASING

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4


Not to Scale
05/28/2012

MAP 2 PHASING



Map 3 of 3
Building Type Areas

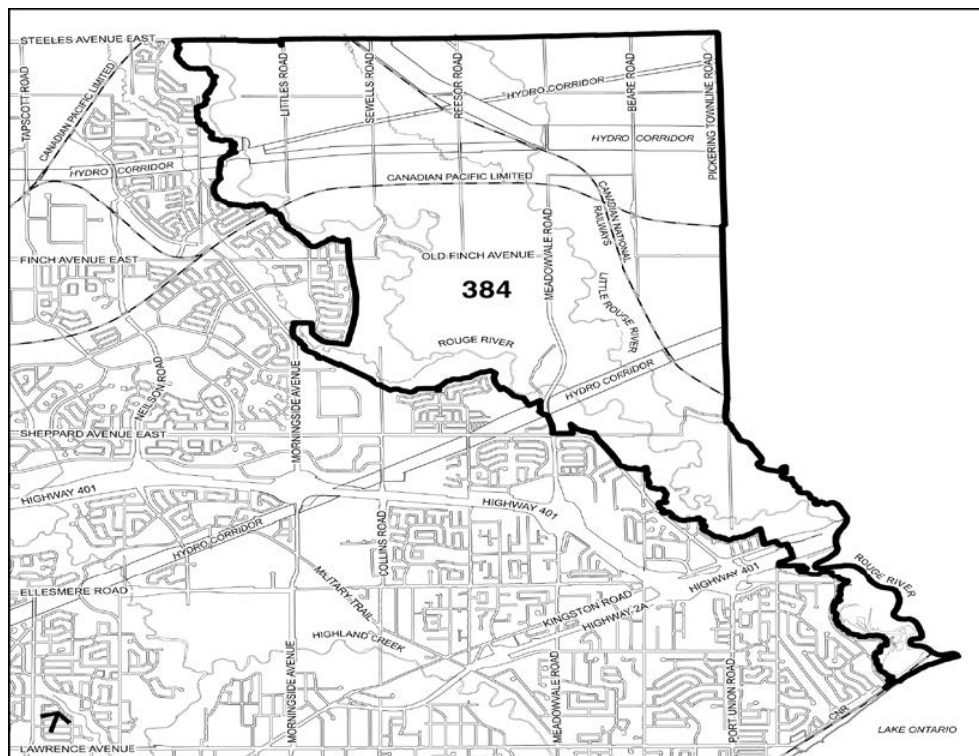


↑
Not to Scale
05/28/2012

MAP 3 BUILDING TYPE AREAS

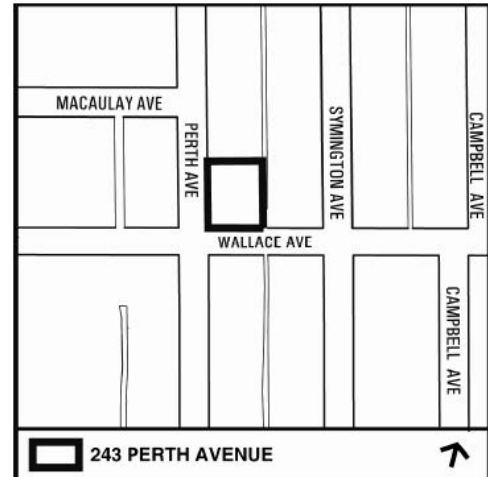
384. Rouge National Park

- a) City owned lands located within or adjacent to the area shown on the map below are exempt from Policies 2.3.2(4) and 4.3(8) of this Plan, which prohibit the disposal of City owned land in the *Green Space System* or *Parks and Open Space Areas*, provided the lands are transferred from time to time to the federal government for the purpose of the Rouge National Urban Park.² City of Toronto By-law No. 1590-2012.



385. 243 Perth Avenue

- a) A building that contains a maximum of 40 residential units and one level of parking is permitted, provided the building includes the church building that existed on site in 2012 is converted to contain 26 of the residential units.



386. [Intentionally blank as of this consolidation]

387. The Tippett Road Area

1.0 Goals and Principles

The Site and Area Specific Policy sets out a framework for the redevelopment of the area while taking into consideration the need to create a complete community that maintains employment in the area, the establishment of new public roads, effective pedestrian and cycling connections, transition to the existing neighbourhood, the provision of parks and open space areas, community services and the provision of a mix of housing including affordable housing.

- 1.1 The lands will be redeveloped to create a vibrant and complete mixed use community structured by a public realm including existing and new streets, existing and new parks and special places and routes which create a landscaped setting for community life, encouraging active transportation and integrating with surrounding communities.
- 1.2 Development on the lands will be informed by the following principles:
 - a) Create a fine grain of new streets and blocks;
 - b) Provide new parks and expand existing parks complimented by new open spaces (POPS);
 - c) Create east-west pedestrian and cycling connections;
 - d) Create special routes and places within the public realm;
 - e) Provide high quality, appropriate built form with a transition in scale;
 - f) Provide for a mix of uses including the introduction of residential uses balanced with the retention and replacement of non-residential uses;
 - g) Provide active ground floor uses in buildings;
 - h) Provide for a range of housing opportunities; and
 - i) Provide for on-site and improved community facilities.



2.0 Parks and Open Space

Development on the lands will contribute to the public realm by establishing a network of public parks, streets, pedestrian connections and private open spaces so that regeneration results in a complete community.

2.1 Lands conveyed as parkland will:

- a) have generous frontage on public streets to provide good visibility and accessibility;
- b) be linked by public streets, private streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space and pedestrian zones throughout the Tippet Road Area; and
- c) be designed to be high quality, sustainable, useable landscaped green spaces that provide park users with a range of amenities and experiences and enhance a sense of “place” in the community.

2.2 Any land used as a landscape buffer for the purpose of noise/air quality mitigation or setback from transportation infrastructure will not be accepted by the City as required parkland dedication.

2.3 The provision of new privately-owned, publicly-accessible open space (POPS) will be encouraged in all new development. These will:

- a) be integrated through design and location with the adjacent streets, parks and open spaces;
- b) be located and designed to promote pedestrian and bicycle movement and amenity; and
- c) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.

3.0 Special Routes and Places

The following Special Routes and Places policies will promote the creation of public gathering places, mid-block connections for pedestrians and cyclists, areas with landscaping for cafes and patios along streets, and walking promenades. These Special Routes and Places will help to create a complete community, and provide additional function and amenity beyond public parks as well as contributing to an emerging character and identity for this new neighbourhood.

3.1 Tippet Road Promenade

Tippet Road will be designed as a local “main street” with a unique character connecting Wilson Avenue at the north with the William R. Allen Road Pathway to the south. Buildings will face the Tippet Road Promenade at-grade with active retail, cafes and other pedestrian activities that can spill out into the Tippet Road Promenade. Building entrances and extensive glazing along with architectural detailing that promotes pedestrian scale will support the emerging local main street character. Development on the west side of Tippet Road will provide a generous front yard building setback of approximately 6 metres which will work with the boulevard to create a landscaped promenade. This promenade will have a cohesive, landscape design that seamlessly integrates both public and private lands. The promenade will include a widened sidewalk and street trees on the public boulevard, with a generous landscaped setback planted with additional trees and designed to include outdoor retail, café, public art and seating areas. The Promenade will be designed to encourage social gathering and outdoor retail activity, provide a venue for the installation of public art and provide a

distinct and memorable identity for the emerging community.

3.2 Mud Creek Pathway

The Mud Creek Pathway will be a quiet, intimately-scaled meandering midblock pedestrian and cycling connection running north-south from Wilson Avenue to Champlain Parkette through the middle of the block between Tippet Road and Champlain Boulevard. The Mud Creek Pathway will provide a publicly accessible route with a paved walkway, benches, furnishings, and lighting within a naturalized landscaped setting that recalls the former Mud Creek which ran through these lands. The Pathway will be located within the rear yard setbacks of building sites fronting onto Champlain Boulevard or Tippet Road. The Pathway will be privately-owned but publicly-accessible.

3.3 William R. Allen Road Pathway

The William R. Allen Road Pathway will be a publicly accessible pedestrian/cycling route along the William R. Allen Road and Highway 401 within the Ministry of Transportation's 14-metre building setback connecting Wilson Avenue to Champlain Parkette on the south side of Wilson Avenue, and Wilson Avenue to Wilson Heights Boulevard on the north side of Wilson Avenue, intersecting with the Wilson Subway Station entrances, parks, privately-owned, publicly-accessible spaces (POPS) and other destinations within the area. It will include a landscaped multi-use path, an integral part of an active transportation network, as well as a landscaped venue for casual social interaction such as dog-walking, cycling, walking and running. Buildings adjacent to or abutting the Pathway will face the William R. Allen Road Pathway with active ground floor uses and generous setbacks with complementary outdoor spaces such as patios, plazas and playgrounds to bring social life and activity to the Pathway and provide overlook to encourage safe use of the path. Mitigation of noise and other impacts from the adjacent highway will be achieved using berms or acoustic walls or other elements that will need to be integrated within the overall design of the Pathway. Landscaping along the William R. Allen Road Pathway will be predominately soft landscaping with high-branching deciduous trees that create shade and amenity. The landscape will vary along the route to create places for repose and relaxation as well as small "market street" pedestrian plazas near the subway stations.

4.0 Public Streets

New public streets are proposed to divide the large blocks north and south of Wilson Avenue into appropriately-scaled development blocks and provide access and address for new development. The new streets will define blocks of an appropriate dimension for building types anticipated with redevelopment, and provide frontage for new parks and open spaces. They will also provide an essential pedestrian and cycling network with connections to neighbourhood amenities such as the Wilson Subway Station and transit, the existing and new parks and open spaces, and the retail and commercial uses.

4.1 Public streets will be secured as generally shown on Maps 2 and 3 during the development approvals process. The exact location and configuration of the streets will be subject to detailed planning and engineering studies conducted in relation to the approvals of adjacent development applications.

4.2 Conveyance of a public street will occur as follows:

- a) If a public street is wholly within one land assembly or development parcel, the full public right-of-way will be conveyed with the approval and construction of the first phase of development on that parcel; and

- b) Where the full width of the road allowance is achieved in two stages dependent upon the approval of separate development applications on separate land assemblies, appropriate interim improvements of the first stage may be necessary pending dedication of the second stage.
- 4.3 Where private streets are appropriate as a component of the circulation network, full public access easements along these private streets will be secured through development approvals.

5.0 Transportation

The introduction of additional uses and the overall intensification of the area will require a multi-modal approach to transportation management, the provision of new transportation infrastructure and improvements to existing transportation infrastructure.

- 5.1 Quantitative multimodal transportation assessments and site-related mitigation measures with functional designs shall be prepared for all development applications and future studies within the area that demonstrates sufficient and safer transportation infrastructure to service the proposed development;
- 5.2 Multiple connections for all transportation modes, particularly for walking and cycling south of Wilson Avenue, will be provided to avoid dependency on a single access to Wilson Avenue;
- 5.3 Pedestrian and cycling opportunities will be prioritized by securing eastwest connections through the area to connect the Wilson Subway Station entrance south of Wilson Avenue to Champlain Boulevard and other local destinations;
- 5.4 Three north-south connections through the area south of Wilson Avenue to connect Wilson Avenue to the southern extents of the area will be pursued as shown on Map 3;
- 5.5 Maximize trips within the area and increase non-automobile trips through improvements to the pedestrian and cycling infrastructure, land use patterns and mixing of uses;
- 5.6 Safety and public realm improvements including the provision of shorter crossing distances for pedestrians at the intersection of Tippet Road and Wilson Avenue will be identified for all developments on lands designated *Mixed Use Areas*;
- 5.7 All new developments on Tippet Road will contribute to pedestrian and cycling improvements by providing appropriate landscaped medians, highly visible and shorter crossings, on-street parking with planted buffers or curb extensions and wider sidewalks along the Promenade;
- 5.8 All new developments on Champlain Boulevard will contribute to pedestrian and cycling improvements by providing appropriate landscaped medians, highly visible and shorter crossings, on-street parking with planted buffers or curb extensions and wider sidewalks, sufficient intersection capacity and design features to reduce negative impacts of vehicles on existing residential communities east of Champlain Boulevard;
- 5.9 Transportation improvements will be coordinated with public realm and urban design elements in order to enhance the safety, amenity and comfort for all ages of pedestrians and cyclists;
- 5.10 New developments will provide transportation-related amenities including on-street parking and other street improvements and shared mobility spaces and programs for retail uses on all streets and in the vicinity of Wilson Subway Station including, but not limited to, pick-up/drop-off areas, on-street bicycle parking, publicly-accessible spaces for shared

vehicles or bicycle systems, digital mobility information technologies and transit supportive infrastructures/services;

- 5.11 Comprehensive travel and parking demand management programs will be implemented as part of each development in collaboration with stakeholders from the City, Metrolinx and local stakeholders to reduce single occupant vehicle demand;
- 5.12 Parking requirements for development which includes at-grade retail may be reduced at the City's discretion subject to supporting studies. Reductions in parking will be considered on the basis of contributions to the implementation of the travel demand measures and other sustainable transportation mobility options and facilities;
- 5.13 As part of the development approvals process, all development will contribute toward the area transportation infrastructure improvements to implement recommended transportation policies; and
- 5.14 The appropriateness of employing a Holding (H) symbol to ensure transportation infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area.

6.0 Built Form

The scale of development and building types considered for the Tippet Road Area are influenced by a number of contextual issues related to the goal of creating a vibrant mixed use community including MTO setbacks from William R. Allen Road and Highway 401, height limits associated with the Downsview Airport operated by Bombardier Aerospace to the northwest, and the goal to transition down in scale to the low rise neighbourhoods east of Champlain Boulevard and Wilson Heights Boulevard. The following Built Form policies reinforce the Official Plan's policies for built form and also apply to all development within the Tippet Road Area to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm:

6.1 New buildings will:

- a) be located and organized to facilitate pedestrian movements and to enhance the visibility of the Wilson Subway Station entrance from public streets;
- b) be organized, located, and massed to provide a transition in height that respects the scale of low-rise residential neighbourhoods located to the east of the Tippet Road Area;
- c) have the main building wall setback from streets, private streets and parks a distance of approximately 4.0 to 5.0 metres, unless otherwise specified. Notwithstanding the foregoing, the southerly building setback of Building 'B' of 30 Tippet Road (north) from the new east/west road may be 3.0 metres;
- d) provide pedestrian amenity, visual interest, enhance the public realm and support the structure plan, by allowing within the lowest 6 storeys, parts of buildings and architectural elements including porches, stoops, bay windows, and canopies that may project into the setback along streets, private streets and parks;
- e) include active uses on the ground floor adjacent to streets, parks and open spaces which encourage the safe, comfortable use of the public realm;
- f) provide direct pedestrian entrances from public or private streets;
- g) be designed and landscaped with setbacks and other open spaces to create places for

pedestrians to linger and add to the vitality of the streetscape, parks and open spaces;

- h) be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippet Road or any other public streets;
- i) include surface parking areas only if no alternative is available. If necessary, surface parking or servicing areas should be located at the rear or flank of the building away from streets, private streets, park and open space frontage and special routes and places, wherever possible and screened from the public realm;
- j) provide garbage storage internal to the building; and
- k) provide transportation amenities for bicycles, including sheltered and easily accessible visitor bicycle parking spaces.

6.2 Height:

- a) Mid-rise buildings up to 6 storeys in height will be allowed in *Mixed Use Areas* "A", "B" and "C", except that on Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road, a mid-rise building will be no higher than 12 storeys. Notwithstanding the foregoing, the proposed Building 'B' at 30 Tippet Road (north) may have a maximum building height of 8 storeys.
- b) Additional building height on Wilson Avenue, Wilson Heights Boulevard and along William R. Allen Road will be considered a tower element and conform to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre setbacks from the base buildings to the upper floors. Base Buildings in this area will be no higher than 23 metres.
- c) To limit visual and physical impacts on the public realm, additional building height beyond 6 storeys within the permitted density for the balance of the lands in *Mixed Use Areas* "A", "B" and "C" will be achieved by either of the following ways:
 - 1) The additional floors beyond the 6th floor will be considered a tower element and have regard to the City of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres setbacks from base buildings to upper floors; or
 - 2) Every additional floor above the 6th storey will incorporate a setback of a minimum of 3.0 metres along building faces which abut streets, private streets and park edges.
- d) Notwithstanding the foregoing, mid-rise buildings up to 6 storeys in height with one tower element up to a maximum of the lesser of 17 storeys or 56 metres, plus a mechanical penthouse, will be allowed in *Mixed Use Areas* "D" provided the tower incorporates a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre setbacks from the base buildings to the upper floors. Base buildings in *Mixed Use Areas* "D" shall be no higher than the lesser of 23.5 metres or 6 storeys.

6.3 Density:

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the area.
- b) The maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area.
- c) The maximum permitted density on lands designated *Neighbourhoods* shall be 2.0 times the lot area.
- d) Notwithstanding Section 6.3 b), the maximum permitted density on lands designated *Mixed Use Areas* “D” shall be 5.2 times the lot area.

7.0 Land Use

In order to encourage a mix of uses that will provide for a range of employment opportunities, commercial, community, and residential space, the following policies will apply to development within the Tippet Road Area.

7.1 Land uses provided for by the *Mixed Use Areas* designation will be permitted as follows:

- a) A portion of the gross floor area on the lands north of Wilson Avenue will be used for non-residential purposes;
- b) On the lands north of Wilson Avenue, a broad range of retail and commercial uses will be permitted;
- c) On the lands south of Wilson Avenue, development that includes residential units must also increase the amount of existing nonresidential gross floor area as of the date of the adoption of this Amendment; and
- d) Non-residential uses will be encouraged and prioritized at grade in new development along Wilson Avenue, along Tippet Road and in the vicinity of the Wilson Subway Station.
- e) Section 7.1 c) above shall not apply to the property municipally known as 18 Champlain Boulevard.

8.0 Housing

To support the achievement of a complete community, the Tippet Regeneration area will provide a range of housing opportunities to provide for the different and changing needs of households over their lifetimes. The housing policies provide for a family-friendly neighbourhood delivered in a timely manner, in terms of tenure and affordability.

- 8.1 A full range of housing in terms of tenure, form and affordability will be provided throughout the lands including units that are suitable for families with children, larger households, and units designed as accessible for seniors;
- 8.2 Within any new residential or mixed use development, a minimum of 5% of the residential units will have three or more bedrooms and it is encouraged that each bedroom have an exterior operable window to support the desirability and viability of large units for larger households;
- 8.3 Affordable housing units will be encouraged in all new development throughout the lands at

the same pace and rate as market development; and

- 8.4 A minimum of 20% of housing will be affordable on all sites in public ownership or having public interest or authority and affordable units shall be provided at the same rate and pace as market residential units in that development.

9.0 Community Services and Facilities

The introduction of residential uses provided for by this Site and Area Specific Policy will require additional community services and facilities to service a growing population. Community services and facilities which were identified through the Community Service and Facilities Study as priority for community benefits through Section 37 contributions in association with new development should be provided in the new community in a timely manner.

- 9.1 Through the redevelopment of the land in the Tippet Road Area, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
- a) flexible multi-purpose space to provide for a wide range of programs/services including: community recreation programs, supplemental library space and/or human agency programs;
 - b) one new child care facility to service the projected population growth;
 - c) capital improvements to library branches servicing the lands subject to this Site and Area Specific Policy; and
 - d) capital improvements to Ancaster Community Centre and the Earl Bales Community Centre.
- 9.2 When included in a new development, the provision of space for community services and facilities as identified in Section 9.1 above will qualify as non-residential floor area for the purposes of satisfying the land use requirements of Section 7 of this Site and Area Specific Policy.
- 9.3 New community services and facilities will be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the needs of the residents and surrounding community and delivered in a timely manner to support growth.
- 9.4 In addition to the matters identified in Section 9.1 above, the City will review the need to provide additional multi-purpose satellite space in Ward 10 and may consider cash-in-lieu to supplement any current facilities or expand the proposed future community centre in the Downsview Secondary Plan Area.
- 9.5 The priority community facilities identified in Section 9.1 above will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.

10.0 Servicing

The introduction of additional uses and the overall intensification of the Tippet Road Area will require improvements to existing municipal servicing infrastructure to be designed and funded by area owners through the development approval process.

- 10.1 The policies of this SASP and required municipal servicing infrastructure will be implemented through the submission and approval of individual rezoning applications pursuant to Section 34 of the *Planning Act* and applications for draft plan of subdivision pursuant to Section 51 of the *Planning Act*, as appropriate.

- 10.2 The appropriateness of employing a Holding (H) symbol to ensure servicing infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area.

11.0 Environment

The transition of a former industrial area into a new mixed use community will require the submission of appropriate environmental information with development applications to the satisfaction of the City.

- 11.1 Proponents of development containing sensitive uses will be required to demonstrate the development meets all Ministry of Environment guidelines related to noise, air quality, and soil contamination to ensure compatibility with surrounding land uses to the satisfaction of the City.
- 11.2 The implementation of any required noise attenuation features or other mitigation strategies will be secured by an appropriate legal binding agreement(s) between the City and the proponent.
- 11.3 The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:
- a) The submission of acoustic and vibration studies to the satisfaction of the City that address the extent of predicted noise exposure from both existing surrounding uses and propose any noise attenuation measures in accordance with applicable Ministry of the Environment guidelines.

12.0 Development Framework

The Development Framework describes the main elements of a comprehensive structure to enable a vibrant mixed-use community in the Tippet Road Area. The emerging community will be transit-supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential *Neighbourhoods* to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block. The Development Framework is illustrated on Maps 2 and 3.

North of Wilson Avenue

- 12.1 Map 2 shows the planned structure for the lands north of Wilson Avenue shown as *Mixed Use Areas "A"* on Map 1 as follows:
- a) A new public street network through the block in alignment with Goodwill Avenue and Ansford Avenue will provide visible and physically-direct access to the Wilson Subway Station entrance;
 - b) A centrally-located public park will be provided with frontage on the new public road, the specific location and configuration to be determined during the review of a development application for the block;
 - c) Pedestrian and cycling paths will be provided from Wilson Avenue north to the new public road in a mid-block location;

- d) A landscaped pathway along William R. Allen Road will enhance linkages to the Wilson Subway Station from Wilson Heights Boulevard and Wilson Avenue; and
- e) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

South of Wilson Avenue - West of Tippet Road

12.2 Map 3 shows the planned structure for the lands south of Wilson Avenue shown as *Mixed Use Areas "B"* on Map 1 and illustrates the following:

- a) A new public street extending west from Tippet Road will provide direct access to the south entrance of the Wilson Subway Station;
- b) The new public street will provide frontage to a centrally-located public park to be located west of Tippet Road and south of the new public road;
- c) The parkland dedication requirements in *Mixed Use Areas "B"* will be satisfied through a combination of land conveyance and cash-in-lieu payment secured through the approval of residential/mixed-use developments;
- d) Tippet Road is envisioned as the north-south pedestrian spine of the community taking the form of an enhanced landscape promenade which includes landscaping of the public boulevard and landscaped setback;
- e) A front yard setback of approximately 6.0 metres will be provided for lands with frontage on Tippet Road for enhanced and extended public realm treatment to be supported by active non-residential ground floor uses as described in 3.1 above;
- f) A landscaped pathway along William R. Allen Road is proposed to enhance linkages to the subway from Wilson Avenue and the south end of Tippet Road as described in 3.3 above;
- g) Additional pedestrian access circulation through the blocks will be provided by private streets designed as extensions of the public realm providing connections between blocks and additional frontage for important amenities such as parks, transit and the Tippet Road Promenade;
- h) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

South of Wilson Avenue - East of Tippet Road

12.3 Map 3 shows the structure for the lands south of Wilson Avenue shown as *Mixed Use Areas "C"* on Map 1 as follows:

- a) A public street will extend east from Tippet Road towards Champlain Boulevard and terminate in a cul-de-sac at the east property limit, the location to be aligned to provide direct pedestrian and bicycle connections between the shared driveway west of Tippet Road and future roads east of these lands;
- b) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* will be conveyed on site, where appropriate;
- c) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;

- d) Mid-block pedestrian and cycling facilities will provide pedestrian and bicycle connectivity through the blocks in a north-south orientation. Public access will be secured across lands connecting Wilson Avenue to Champlain Parkette to improve pedestrian and cycling access to the public park;
- e) A 9.0 metre landscaped setback on the east boundary of lots fronting onto Tippet Road will accommodate the Mud Creek Walkway. This will include an accessible pedestrian walkway open to the public that will connect the Wilson Avenue sidewalk, Champlain Parkette, the future east-west road and the east-west walkway at the north end of 9 Tippet Road as described in 3.2 above.
- a) An accessible pedestrian walkway at the north side of 9 Tippet Road from the Tippet Road sidewalk to the eastern part of the block will provide, in part, access from the Champlain Boulevard sidewalk to the Wilson Subway Station; and
- a) An accessible landscaped pedestrian pathway along Highway 401 will be provided to enhance linkages to the subway from Champlain Parkette and the south end of Tippet Road.

South of Wilson Avenue - West of Champlain Boulevard

12.4 Map 3 shows the structure for the lands south of Wilson Avenue shown as *Neighbourhoods "A"* on Map 1 as follows:

- a) A public street right-of-way will run westerly from Champlain Boulevard towards Tippet Road, aligned to provide frontage for development as well as pedestrian and cycling connections to the future public road west of this parcel, Mud Creek Pathway and Champlain Parkette;
- b) A public street will extend west from Champlain Boulevard towards Tippet Road terminating in a cul-de-sac at the west property boundary;
- c) The new public road will provide frontage for an expanded Champlain Parkette and provide a connection for cyclists and pedestrians through the area;
- d) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "A"* will be conveyed on site, where appropriate;
- e) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "A"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- f) A 9 metre setback for buildings along the western edge of lots within this block to facilitate the creation of Mud Creek Pathway, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette;
- g) A landscaped pathway along Highway 401 will enhance linkages to the Wilson Subway Station entrance from the south end of Champlain Boulevard;
- h) Development on lands fronting Champlain Boulevard will take the form of grade-related townhouses, low rise multi-unit buildings or low scale non-residential buildings to provide appropriate transition to lands east of Champlain Boulevard designated *Neighbourhoods*; and
- i) Grade-related, multi-unit residential buildings on lands fronting Champlain Boulevard may be considered provided that 6.0 metre building setbacks are provided from Champlain Boulevard and 15.0 metre building separation distances are provided

between facing walls containing primary windows and entrances.

12.5 Map 3 shows the structure of lands south of Wilson Avenue and west of Champlain Boulevard shown as *Mixed Use Areas* “D” and *Neighbourhoods* “A” on the lands municipally known as 18 Champlain Boulevard on Map 1 as follows:

- a) An accessible public pedestrian walkway through the 18 Champlain Boulevard property, will provide access from the Champlain Boulevard sidewalk to the Wilson Subway Station;
- b) Parkland dedication secured through the approval of residential/mixed-use developments at the 18 Champlain Boulevard property will be conveyed on site to the satisfaction of the City, where appropriate;
- c) A 9 metre landscape setback (excluding any minor encroachments to support a garage access ramp and entrance driveway) for buildings along the western boundary of the 18 Champlain Boulevard property will facilitate the creation of Mud Creek Pathway with a minimum width of 3 metres along the west limit of the subject property, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette; and,
- d) The boundary between Mixed Use Area “D” and *Neighbourhoods* “A” on the 18 Champlain Boulevard property shall be approximately 47.5m from the westerly limit of Champlain Boulevard.

13.0 Implementation

13.1 To achieve the vision of this Site and Area Specific Policy, lot consolidation and land owner cooperation is encouraged.

13.2 Proponents of development may be required by the City to undertake studies and implement mitigation measures to identify and address the potential environmental impacts of existing/former non-residential uses on proposed residential uses or sensitive non-residential uses.

13.3 Where new developments are subject to Section 37 of the *Planning Act*, the provisions of the Plan will apply and priorities for community benefits in the area will be:

- a) provision of additional child care spaces within the base of new multi-storey developments;
- b) enhancement of existing library facilities already serving the area (Barbara Frum and Downsview branches);
- c) provision of community recreation programming, particularly for seniors, should residential development occur in advance of the construction of the community centre identified by the Downsview Area Secondary Plan; and
- d) the provision of public art.

13.4 Urban Design/Public Realm Guidelines will be developed for the area to work with this Policy and guide development in the area. Urban Design/Public Realm Guidelines will be prepared to:

- a) describe and illustrate urban design concepts for the lands generally and for the specific land use districts;
- b) provide guidance to development to ensure conformity to the Official Plan and this Site and Area Specific Policy;

- c) provide a planned context for co-ordinated incremental development; and
- d) assist in the evaluation of development applications.

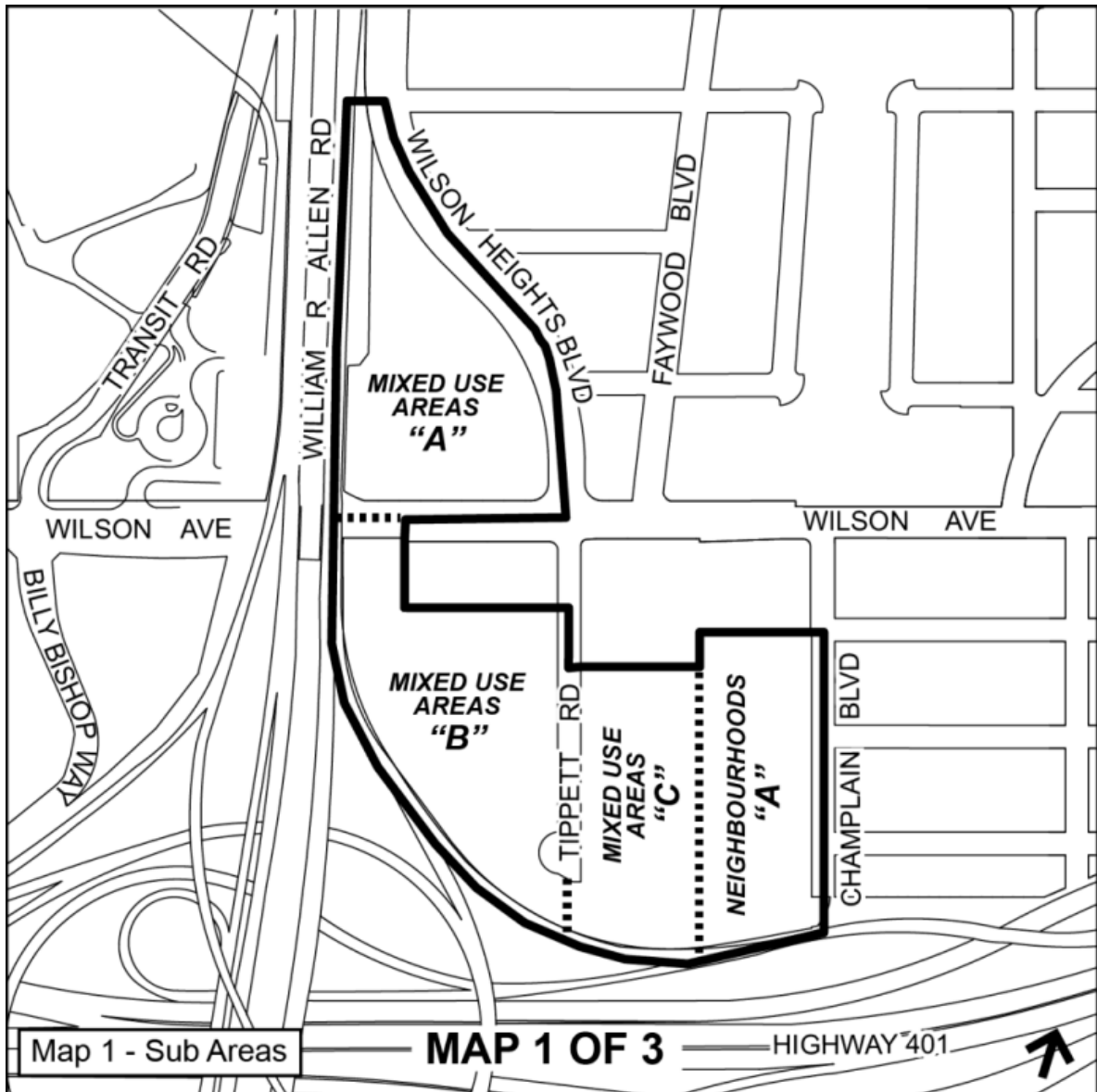
13.5 The Urban Design/Public Realm Guidelines for the public realm will address matters including the location, dimensions and character of:

- a) existing and new public streets;
- b) parks and publicly accessible open spaces;
- c) pedestrian and cycling connections;
- d) entrances and connections to the TTC Subway Station entrances and bus stops;
- e) special places and routes including Tippet Road Promenade, Mud Creek and William R. Allen Road Pathways; and
- f) potential locations for Public Art.

13.6 Urban Design/Public Realm Guidelines for Development Blocks will address:

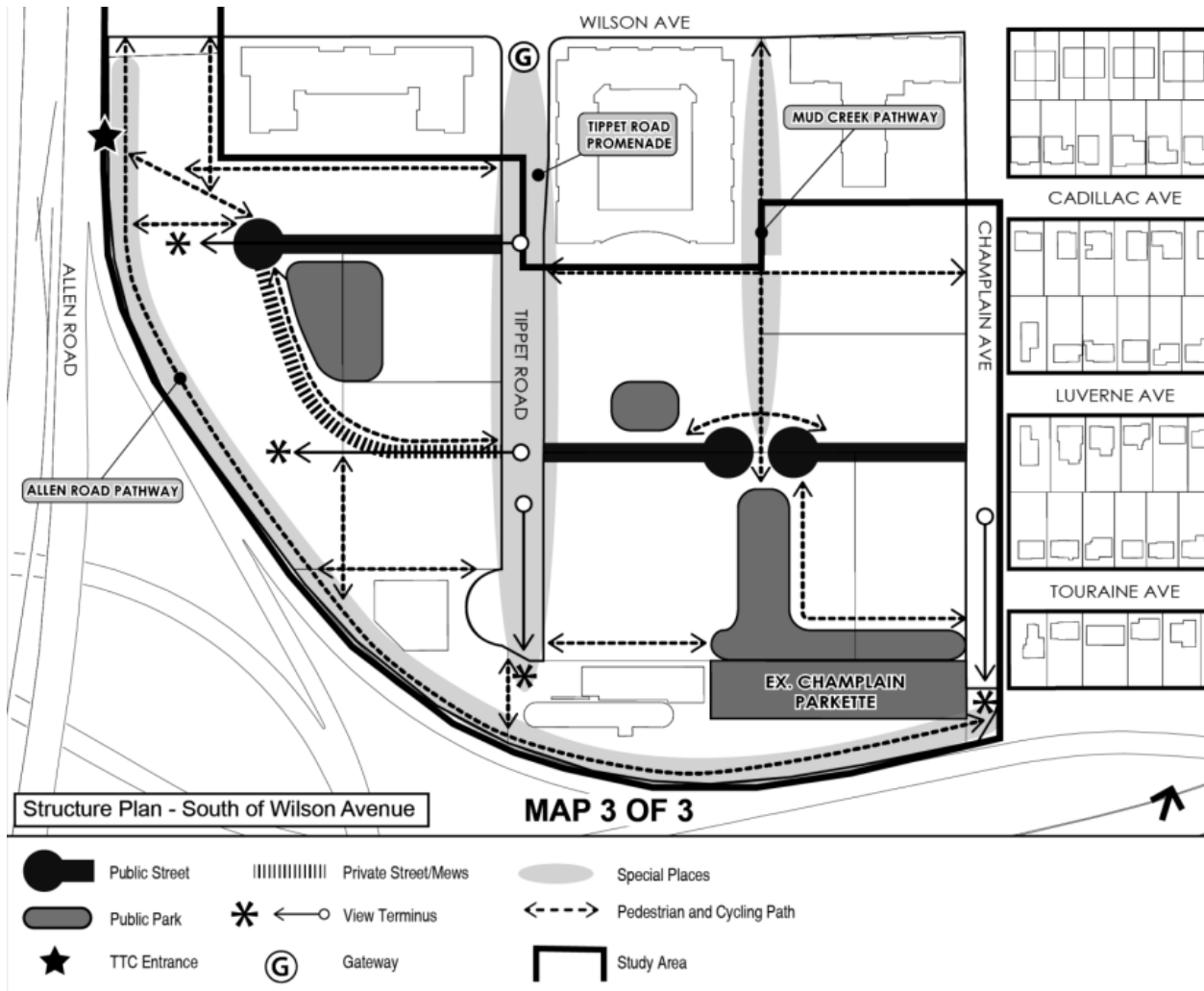
- a) site and building location and organization including setbacks, ground floor uses and building entrances;
- b) building types;
- c) access and servicing;
- d) building massing and articulation;
- e) critical grading relationships; and
- f) pedestrian amenity and landscape.

13.7 Holding (H) provisions pursuant to Section 36 of the *Planning Act* may be used to ensure that satisfactory transportation and servicing information is received, and necessary improvements identified and/or secured.





MAP 2 STRUCTURE PLAN - NORTH OF WILSON AVENUE



MAP 3 STRUCTURE PLAN - SOUTH OF WILSON AVENUE

388. [Intentionally blank as of this consolidation]

389. The Murray Road Area

1) VISION

The Vision for the Murray Road Area is for a connected community with a balanced mix of land uses with opportunities for high value employment to attract new investment and support for local business. A green and animated public realm will provide safe and comfortable options for pedestrians and cyclists to get to and from local destinations and public transit, providing connectivity options and bringing together distinctive residential communities.

A new public park or publicly accessible open space that can be used by the community will provide additional green space and also create a series of green connections from Downsview Park through the Ancaster community.

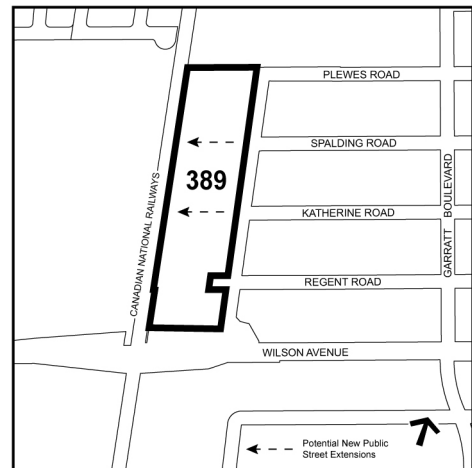
Development will be arranged so that massing and height is located primarily along the Wilson Avenue frontage and progressively scaled down northwards to respect the existing residential character of the Ancaster community. A 45 degree angular plane will also be required along the Murray Road frontage to minimize shadowing and create an appropriate pedestrian realm along the street.

2) LAND USE

a) Within the Murray Road Area:

- i) A minimum thirty (30) metre setback is required along the western edge adjacent to the Toronto-Barrie railway corridor.
This area can be used for:

- b) a public or private street;
- c) accessory structures;
- d) acoustic fencing;
- e) landscaped space, and private or



publicly accessible open spaces; pedestrian and cycling facilities and related amenities; and

- f) Reductions in the thirty metre setback may be permitted through a rezoning application where the applicant submits to the City a development viability report bearing the stamp of a fully insured, qualified, professional structural engineer showing how an appropriate level of rail safety is achieved, with such report to be peer reviewed by a rail safety expert retained and reporting to the City, at the expense of the applicant.

- ii) Land uses within lands designated *General Employment Areas* will be located and designed to demonstrate compatibility with existing and planned residential development, and may be required to submit the appropriate noise, dust, air quality, vibration compatibility and traffic studies, where required. The cost of any compatibility studies and mitigation measures shall be borne by the developer, including the cost to peer review the studies

- iii) Concrete batching plants, a contractor's establishment, motor vehicle body repair shop, transportation terminal and plastic product manufacturing are prohibited uses.

- b) The following uses are prohibited throughout the Murray Road Area:

- i) Retail development with over 3,000 square metres of retail area.

- c) Despite Policy 2. a. iii. above, the facility at 20 and 48 Murray Road containing the two concrete batching plants that existed on April 9, 2019, may be modified, subject to the following:

- i) The operation of the facility has continued as a legal non-conforming use;

- ii) All modifications made to the facility are required for maintenance or for improved efficiency of the operation of the facility;

- iii) All modifications made to the facility will improve the compatibility of the facility with the residential properties located east of Murray Road; and

- iv) If any proposed modifications to the facility trigger site plan control approval, appropriate improvements are made to the existing public realm on the west side of Murray Road.

3) PUBLIC REALM

Streetscape and Landscaping

- a) Improvements to sidewalks and boulevards will include new sidewalks with a minimum width of 2.1 metres, installation of street furniture and tree plantings;

- b) Street trees will be planted both on the public right-of-way and on private lands, given the important role they play in creating a well-defined, comfortable and inviting pedestrian realm;

- c) On the boundaries of properties that contain employment uses and commercial areas, new development will provide enhanced landscaping, screening, lighting and noise attenuation/mitigation, where appropriate, to provide for safer movement along these edges and reduce conflicts with service areas;

Public Parks and Other Open Spaces

- d) Parkland dedication requirements for new residential and commercial development within the Murray Road Area will be satisfied through land conveyance secured through the development approval process and, where appropriate, S. 37 of the *Planning Act* for park improvements or over dedications to parkland. The size and configuration will be determined during the review of development applications;
- e) Lands conveyed as parkland will:
 - i) Serve as a focal point and be designed with high quality and sustainable materials; and
 - ii) Be linked by public streets, pedestrian and cycling connections and multiuse pathways to create a network of green space, pedestrian and cycling zones;

Privately Owned, Publicly Accessible Open Spaces (POPS)

- f) POPS will be encouraged in new development and will be designed to extend and connect the public realm onto development sites in a way that is accessible to members of the public year-round. POPS will not be considered to satisfy any portion of the parkland dedication requirement for development approval.

4) MOVEMENT

Transit, walking and cycling are interrelated components and together with new street extensions, will contribute to the provision of a range of sustainable travel options. The public streets, parks and open spaces, and development in the Murray Road Area, will be designed to be consistent with the following transit- supportive policies:

Public and Private Streets

- a) New public and/or extension of existing public streets will be:
 - i) Secured through the development approvals process to provide access and address to development parcels and parks. The location and configuration of streets will be subject to detailed planning, transportation and engineering studies conducted in relation to the approval of development applications;
 - ii) A 2 metre road conveyance will be required along the west side of Murray Road to secure a 22 metre right of way width sufficient to accommodate public realm improvements including sidewalks, pedestrian amenities and bicycle lanes or paths; and
 - iii) Designed and constructed to City standards and consistent with Council approved guidelines;
- b) New streets should be public streets. Where private streets are appropriate, they will be designed to function as a component and extension of the existing and planned public street network, and may, at the discretion of the City, include improvements such as walkways, cycling routes, landscaping, traffic calming measures, and lighting and pedestrian amenities. Full public access easements along these private streets will be secured through development approvals;
- c) Facilities for pedestrians, cyclists, transit and shared mobility users will be improved as the space within the planned right-of-way of existing and new streets is reorganized and constructed with development. The organization of space within the planned right-of-way will be guided by Complete Street principles;

Pedestrians, Cyclists and Transit

- d) The public street, parks and open space network will be designed to provide pedestrians and cyclists with direct, convenient and attractive connections to transit options and other key destinations;
- e) Cycling infrastructure, including, but not limited to, physically separated bicycle lanes, standard (i.e. painted) bicycle lanes, signed routes and off- street multiuse trails, will be encouraged within the Murray Road Area to facilitate increased cycling safety and ridership;
- f) Infrastructure for bicycles, including weather protected and easily accessible visitor bicycle parking, will be required in all new development;
- g) Development shall be coordinated with the potential for a pedestrian and cycling overpass of the Toronto-Barrie railway corridor as identified in the adjacent Downsview Secondary Plan, to provide connectivity between the Stanley Greene and Ancaster communities and to connect the City cycling network;

Traffic Demand Management (TDM), Parking and Access

- h) Quantitative multimodal transportation assessments and site-related mitigation measures will be required for new development applications and:
 - i) will demonstrate that sufficient and safe transportation infrastructure exists within the Murray Road Area to support new development, and
 - ii) will outline the TDM measures proposed on site;
- i) New vehicular parking facilities will be provided below-grade as part of new development;
- j) On street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks and contribute to creating a desirable pedestrian environment; and
- k) Zoning By-laws implementing the Murray Road SASP may reduce parking requirements for development in exchange for dedicated car- sharing and/or bike sharing facilities or other sustainable mobility facilities.

5) BUILT FORM AND BUILDING HEIGHT

- a) The height of new development will be guided by the following principles:
 - i) a 2 storey base building expression along Murray Road to match the built form and scale of the residential community on the east side of Murray Road;
 - ii) a 2 metre stepback above the 2nd floor for building frontages on Murray Road;
 - iii) a maximum height of 45.72 metres;
 - iv) a 45 degree angular plane facing a *Neighbourhoods* designation; and
 - v) a 6 metre setback inclusive of any road widening from the Murray Road property line;
- b) Development in the Murray Road Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s), and/or Minor Variance(s), will restrict the height of buildings and structures in consideration of the operational requirements of the airport; and
- c) New buildings within the Murray Road Area should include uses on the ground floor which animate the public realm and create places for the public that adds to the vitality of the streetscape. Pedestrian entrances to new development should provide direct access from

the sidewalk.

6) DENSITY

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure; and,
- b) Shall not exceed a maximum density of 1.5 times the area of the lot the lands subject to SASP 389. This density may be exceeded without an amendment to this Plan, subject to the submission of traffic impact studies and functional servicing and stormwater management reports, to the satisfaction of the City that demonstrate sufficient transportation and servicing capacity exists to accommodate the proposed development and/or identify necessary infrastructure improvements to City infrastructure at the cost of landowner(s), including any necessary cost-sharing agreement between landowners.

7) INFRASTRUCTURE

- a) As new development proceeds, the Murray Road Area will be enhanced to ensure it is attractive and functions well, to support current and future residents, through investments in key infrastructure such as parks, sidewalks and cycling trails, street trees and the pedestrian and cycling overpass of the TorontoBarrie railway, as outlined in this policy document; and
- b) New development will include approaches to mitigate stormwater management as necessary and consistent with the Wet Weather Flow Guidelines and Infrastructure and Basement Flooding Studies related to the Murray Road Area, as appropriate.

8) ENVIRONMENT

- a) New development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards and incorporate sustainable building and landscape design in development; and
- b) Proponents of development containing sensitive uses will be required to demonstrate the proposed development meets all provincial guidelines and their successor guidelines, related to noise, air quality and soil contamination to ensure compatibility with surrounding land uses, to the satisfaction of the City and where necessary, the Province.

9) IMPLEMENTATION

Zoning By-laws, Minor Variance and Consent

- a) Zoning By-laws, minor variance, consent, or any other public action will implement the Vision of the Murray Road SASP;

Plan of Subdivision, Consent or Conveyance

- b) Any division of land will be in conformity with the Murray Road SASP and will create land parcels that facilitate development consistent with the intent of the SASP;

Holding 'H' By-laws

- c) Holding (H) By-laws pursuant to the *Planning Act* will be considered during the processing of each application for rezoning received for lands within the Murray Road Area. Holding (H) provisions may be applied when land use, built form and density have been determined; however, the following matters are required to be resolved prior to development proceeding:

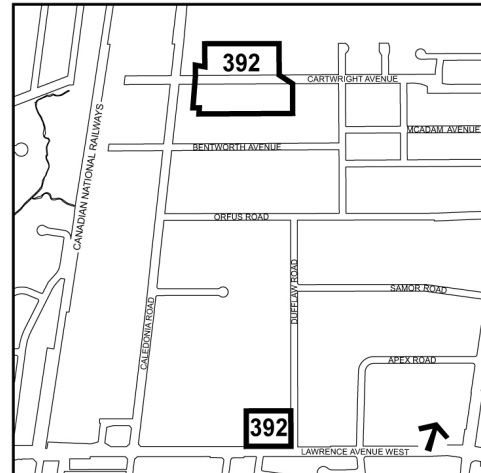
- i) Residential and sensitive non-residential uses will only be permitted on the *Mixed Use Areas* once the existing facility operating two concrete batching plants has ceased to operate within the Murray Road Area;
- ii) The submission of traffic impact studies and functional servicing and stormwater management reports, to the satisfaction of the City that demonstrate sufficient transportation and servicing capacity exists to accommodate the proposed development and/or identify necessary infrastructure improvements to City infrastructure at the cost of landowner(s), including any necessary cost-sharing agreement between landowners;
- iii) The submission of studies to the satisfaction of the City that address the extent of any noise, dust, vibration and exposure from existing nonresidential uses and mitigation measures required to the satisfaction of the City and in accordance with Provincial Guidelines;
- iv) The implementation of any required noise attenuation or other mitigation strategies will be secured by an appropriate legal binding agreement or agreements between the City and the proponent; and
- v) New public streets or public street extensions and infrastructure improvements are secured by an appropriate legal binding agreement or agreements between the City and the proponent.

390. [Intentionally blank as of this consolidation]

391. [Intentionally blank as of this consolidation]

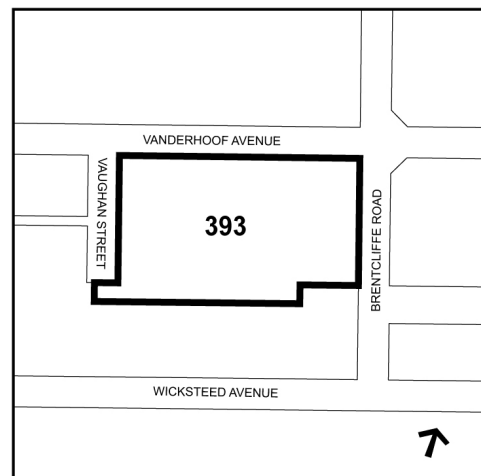
**392. 1002 and 1020 Lawrence Avenue West,
109-135 Cartwright Avenue (odd numbers)
and 120-132 Cartwright Avenue (even
numbers)**

- a) Small and medium scale retail stores and services are permitted.



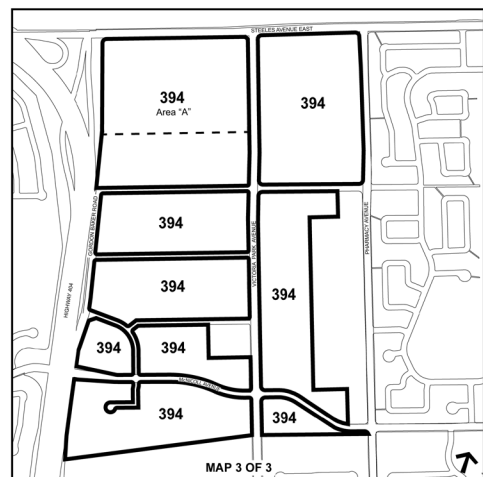
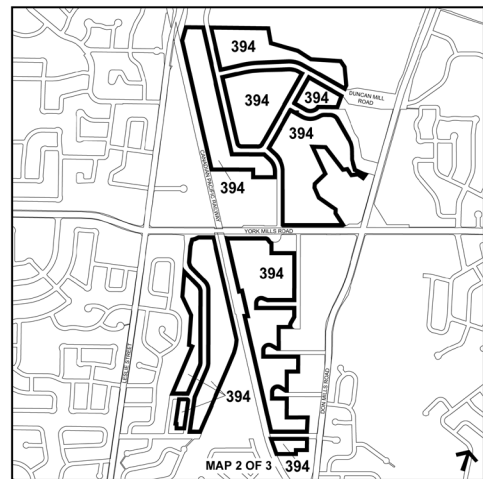
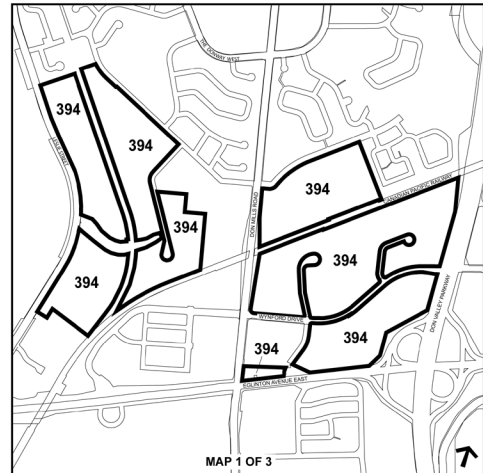
**393. 105-109 Vanderhoof Avenue and 10
Brentcliffe Road**

- a) Retail and service uses are permitted, except for major retail developments with 6,000 square metres or more of retail gross floor area which are prohibited.



394. Business Parks along the Don Valley Parkway Corridor

- a) New major retail developments with 6,000 square metres or more of retail floor area are not permitted.
- b) Restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services are only permitted when these uses are located on lower level floors of multi-storey buildings that include Core Employment Area uses, particularly office uses.
- c) On the lands shown as Area “A” on Map 3 of 3:
 - i) A Master Site Plan will create safe and comfortable public and private realms and include matters such as:
 - 1) a network of private and public streets;
 - 2) flexibly-sized development blocks;
 - 3) appropriately-sized private and/or public open spaces;
 - 4) pedestrian and cycling facilities; and
 - 5) convenient interconnections amongst the foregoing.
 - ii) Heavy manufacturing uses are not permitted.
 - iii) Hotels are permitted.
 - iv) Following approval of a Master Site Plan, development will be phased as follows:
 - 1) the first phase of development will include:
 - A) a maximum of 2,200 square metres of gross floor area comprised of recreational facilities, restaurants, retail stores and service uses that are permitted to be developed in stand-alone buildings notwithstanding b) above;
 - B) a bank with a maximum gross floor area of 600 square metres;
 - C) a hotel with a minimum gross



floor area of 7,000 square metres; and

D) a minimum of 1,000 square metres of gross floor area for office uses.

2) subsequent phases of development will include:

A) a maximum of 1, 100 square metres of gross floor area comprised of recreational facilities, restaurants, retail stores and service uses that are permitted to be developed in stand-alone buildings notwithstanding b) above, provided that above-grade building permits have been issued for a minimum of 1,000 square metres of gross floor area for office uses as required in 1. above; and

B) a minimum of 9,000 square metres of gross floor area of office uses.

395. Lands bounded by Steeles Avenue East, GO Train Corridor, Redlea Avenue Extension and south boundary of 3447 Kennedy Road (rear)

- a) Lands are located adjacent to or within close proximity to the GO Transit Stouffville rail corridor and include the Milliken GO Station site. Expansion of GO Transit service and related Milliken GO Station improvements present opportunities for transit-oriented intensification on the GO Station site and adjacent lands.

Surrounding lands within the City of Toronto are extensively used for commercial and industrial employment purposes. As a result, land use compatibility is a key consideration in the planning approvals process for this area. Major facilities (e.g., industries and rail facilities) and sensitive lands uses (e.g., residential uses) should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from noise, vibration, odour and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

Urban Design Guidelines have been prepared that serve to establish a framework for coordinated high quality development and to provide direction for reviewing development applications on the lands. The guidelines refer to key matters such as the creation of a new streets and blocks network, open space, pedestrian and cycling links, landscaping,



streetscape and built form.

Urban Design Guidelines

- i) The Steeles-Redlea Urban Design Guidelines, dated September 2016, have been adopted by Council in order to establish a development framework for the area and to provide direction for the preparation and review of development applications on these lands. These guidelines shall be read and applied in conjunction with the built form and urban design policies in the Official Plan and supporting City-wide urban design guidelines;

Built Form

- ii) Development shall provide a transition down in terms of height, scale and massing from the tallest built forms located near Steeles Avenue East on lands designated as *Mixed Use Areas* to lower scaled buildings on lands designated as *General Employment Areas* given the proximity of industrial employment uses on lands located outside of the SASP 395 area;
- iii) On lands designated as *Mixed Use Areas*, buildings shall be setback a minimum of 3 metres from Steeles Avenue East. For tall buildings, a minimum 5 metre tower stepback shall be provided from the face of a base building. Mid-rise buildings shall provide a minimum 3 metre stepback in keeping with the angular plane as shown in the Steeles-Redlea Urban Design Guidelines;
- iv) On lands designated as *Mixed Use Areas*, buildings shall be organized and located to provide a transition down in scale in terms of building massing, height and density from the mid-block lands at 4665 Steeles Avenue East to lands to the west towards Redlea Avenue and to the east towards the Stouffville GO Transit rail corridor;
- v) On lands designated as *Mixed Use Areas*, any portion of a development containing residential and/or other sensitive land uses (as defined by the Provincial Policy Statement, 2014) shall be setback a minimum of 30 metres from the Stouffville GO Transit rail corridor property line and provide appropriate mitigation and safety measures to implement the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations;

Connections

- vi) These lands will develop in phases with a network of public streets, pedestrian and cycling connections and smaller block sizes to improve connectivity to the Milliken GO Station and the local road network;
- vii) Two new public streets, each having a right-of-way width of 20-23 metres, are required to be provided east of Redlea Avenue to frame the north and south sides of the Milliken GO Station site, as generally shown on the map accompanying this policy. Development approvals will secure the required street rights-of-way on affected lands, including lands abutting the Milliken GO Station site as required;
- viii) A north-south public street connection between the new public streets noted in (g) above is desired;

Lands Designated Mixed Use Areas

- ix) Within any development on lands that includes residential uses, a minimum of 15 percent of total leasable/purchasable non-residential gross floor area provided will be

for office uses and in no case will be less than 2,000 square metres in size and will be provided within the first phase of development;

- x) In addition to the Complete Application requirements contained within policy 5.5.2 and Schedule 3 of the Official Plan, applications to amend the Zoning Bylaw and applications for Plan of Subdivision, and Consent to Sever that propose sensitive land uses (as defined by the Provincial Policy Statement, 2014) are required to submit an Air Quality and Odour Compatibility Study.

An Air Quality and Odour Compatibility Study may also be requested by the City in order to enable a site plan control application to be evaluated;

- xi) Prior to the enactment of any zoning by-law amendment, applicants must undertake a feasibility analysis and impact assessment as required under the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses and a Noise Impact Study as required under the province's Environmental Noise Guideline, Publication NPC-300 (or other subsequent MOECC guidelines), to the satisfaction of the City;
- xii) Properties fronting on Steeles Avenue East may be required to convey lands to the City for future Steeles Avenue road widening and grade separation purposes, including maintenance and construction easements;
- xiii) Within any development on lands that includes residential uses, a minimum of 10 percent of the total number of dwelling units shall be either affordable rental housing or affordable ownership housing of which the method, timing and delivery shall be addressed through implementing zoning;
- xiv) The provision of affordable housing, child care spaces, community agency and cultural space, along with library and recreation centre improvements are community benefit priorities for this area;

4665 Steeles Avenue East

- xv) A direct and attractive, major mid-block pedestrian connection from Steeles Avenue East to the Milliken GO Station lands will be provided within the first phase of development as generally shown on the map accompanying this policy;
- xvi) Maximum permitted building height is 28 storeys (93 metres, excluding mechanical penthouse). Development proposing more than one tall building on site is required to provide a variety of tower heights and to transition down in building height(s) from the maximum building height permitted;
- xvii) Opportunities to provide a privately owned publicly-accessible central open space area (POPS) shall be explored. If viable, the POPS will be designed generally in accordance with the City's Design Guidelines for Privately Owned Publicly Accessible Space;
- xviii) New development is required to properly interface with the adjoining commercial lands to the east known municipally as 4675 Steeles Avenue East and will provide required parking for these lands together with temporary and permanent easements and rights-of-way for parking, pedestrian and vehicular access, servicing and maintenance to the satisfaction of the City;

Lands Designated General Employment Areas

- xix) Employment uses will be compatible with mixed use development in the adjacent

Mixed Use Areas to the north; and

xx) New development will provide for office employment uses.

396. SASP deleted

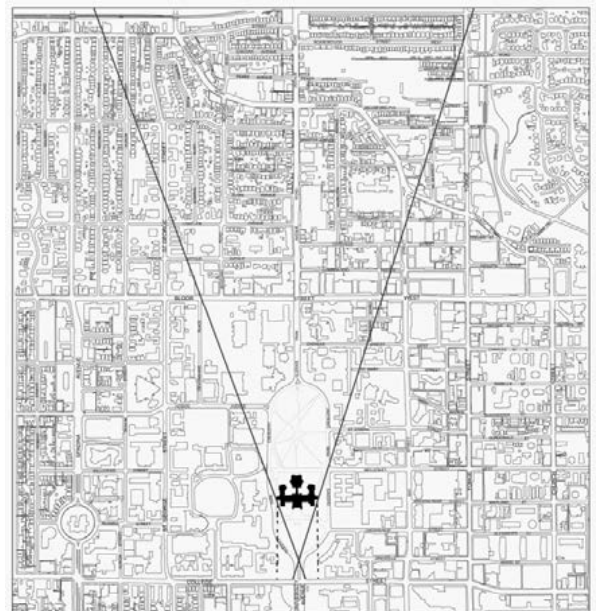
397. 21, 23 and 25 Price Street

- a) A four storey office building is permitted and no other uses shall be permitted.



398. Lands to the North of the Ontario Legislative Assembly Building

- a) No structure shall be permitted to be erected:
 - i) that can be seen above any part of the silhouette of the Ontario Legislative Assembly Building (including the domed Centre Block and both the ridgeline of the East Block Connector and the ridgeline of the West Block Connector) when viewed, by eyes at a height of 1.75 m above grade, from the east/west sidewalk located on the north side of College Street at any point between the north/south sidewalk on the west side of University Avenue and the north/south sidewalk on the east side of University Avenue, or
 - ii) that can be seen above the silhouette of the domed Centre Block of the Ontario Legislative Assembly Building when viewed, by eyes at a height of 1.75 m above grade, from the east/west sidewalk located on the north side of Queen Street West at any point between the north/south sidewalk on the west side of University Avenue and the north/south sidewalk on the east side of University Avenue.



399. 10 York Street and 120-130 Harbour Street

a) Despite the right-of-way width of 45 metres and over, as shown for “Lake Shore” on Map 3, Right-of-Way Widths Associated with Existing Major Streets, a conveyance in fee simple to the City for nominal consideration of the lands abutting the right-of-way along Lake Shore Boulevard West from the owner of the lands known as 10 York Street and 120-130 Harbour Street:

- i) that is at least as wide as shown on Schedule “A”, (which shows an at grade conveyance from a depth of at least 1.2 metres to the sky with a width of 0.5 metres at the north-east corner and north-west corners of the site at 10 York Street and 120-130 Harbour Street and expanding to 1.6 metres toward the middle of the site at a point approximately 78 metres west of the easterly property line of 10 York Street and 120-130 Harbour Street); and
- ii) that also extends, at all points below Canadian geodetic elevation of 50.60 metres, to a total width of at least 4.8 metres (which component may also be subject to a support easement);

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

