

CHAPTER SEVEN:

SITE AND AREA SPECIFIC POLICIES

Toronto Official Plan – Chapter 7

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

JUNE 2025 OFFICE CONSOLIDATION

This office consolidation of the Toronto Official Plan, Chapter 7, includes Site and Area Specific Policies 500 in effect up to and including 599.

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

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500. Apartment Neighbourhoods surrounding the Kingsway and Anglesley Boulevard, west of Royal York Road, excluding 1, 3, 5 and 7 St. Stevens Court and 289-291 The Kingsway

The subject lands within *Apartment Neighbourhoods* as shown shall be developed pursuant to the *Apartment Neighbourhoods* policies, along with the following Site and Area Specific Policies:

- a) Redevelopment of the lands will be compatible with the existing built form and reinforce the 'low rise' character of the area.
- b) The maximum permitted building height shall be 6 storeys (20 metres).
- c) New development shall adhere to the Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.
- d) New development shall provide transition through the use of a 45-degree angular plane measured from the lot line abutting *Neighbourhoods* lands.
- e) Building heights will be limited to a maximum of 4 storeys (14 metres) at the Anglesey Boulevard, Bexhill Court, St Stevens Court and The Kingsway street frontage to correspond to existing building heights, but may step back to the maximum height of 6 storeys (20 metres) as long as the development adheres to the Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.
- f) Land assembly may be required to create appropriately sized development parcels in order to achieve a development that meets the design criteria in the Edenbridge-Humber Valley Apartment Neighbourhood Design Guidelines.
- g) To respect and reinforce the characteristics of the area related to open space and vegetation, new development shall provide the following building setbacks:
 - i) 7 metres from the front lot line;
 - ii) 7 metres from the side lot line; and
 - iii) Rear yard building setback of: a minimum of 20 percent of the building depth of the



289-291 The Kingsway and 1,3,5,7 St. Stevens Court

lot but not less than 7.5 metres from the rear lot line.

501. [Intentionally blank as of this consolidation]

502. 121 City View Drive

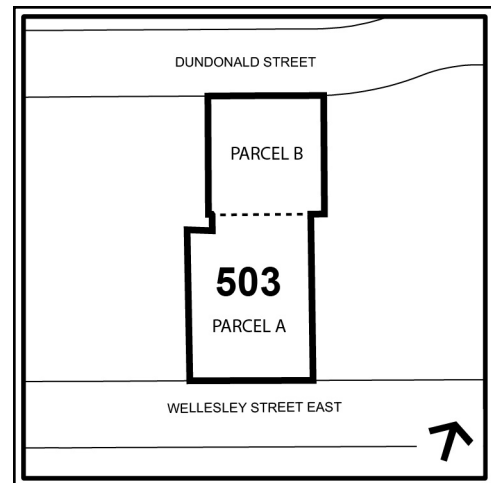
Notwithstanding Chapter 4, Section 4.6, the subject lands located in *Employment Areas* as shown on the attached Schedule 'A,' may be developed for a funeral home and crematorium.



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

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

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



504. [Intentionally left blank as of this consolidation]

505. 40 Reading Court

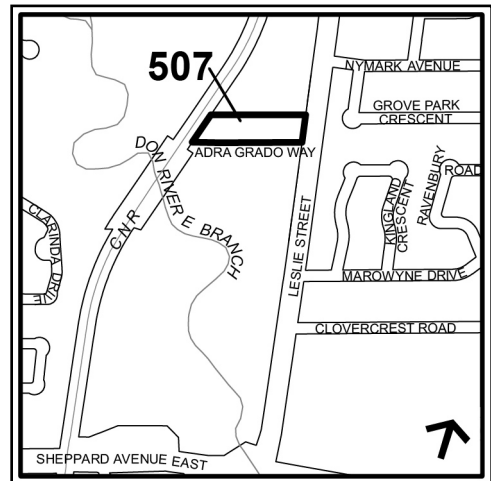
Office, place of worship, one (1) residential dwelling unit associated with the place of worship, gymnasium and parking garage, including accessory uses thereto, are permitted uses.

506. [Intentionally left blank as of this consolidation]



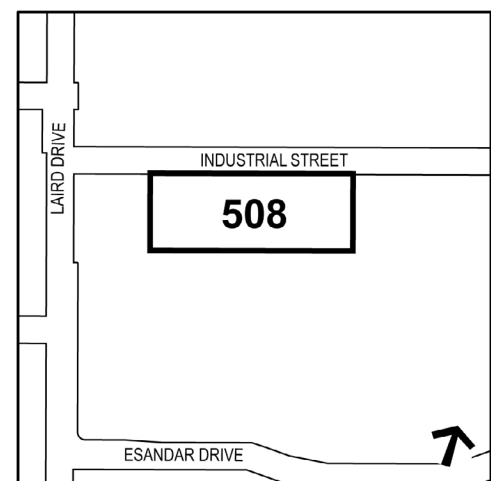
507. 1-35, 45-69, 6-66 Adra Villaway and 1-25, 2-24, 30-44, 37-53 Grado Villaway and 1-29, 2-28 Tomar Villaway

A 4 storey apartment building is permitted.



508. 11-25 Industrial Street

- a) A fitness centre and uses normally accessory and incidental thereto are permitted.
- b) Small scale retail, restaurant and service uses are permitted.
- c) Retail uses at a scale larger than small scale are permitted provided satisfactory studies are submitted to demonstrate that:
 - i) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
 - ii) the functioning of other economic activities within the Employment Area and



the economic health of nearby shopping districts are not adversely affected.

509. Broadview Avenue between Danforth Avenue and O'Connor Drive

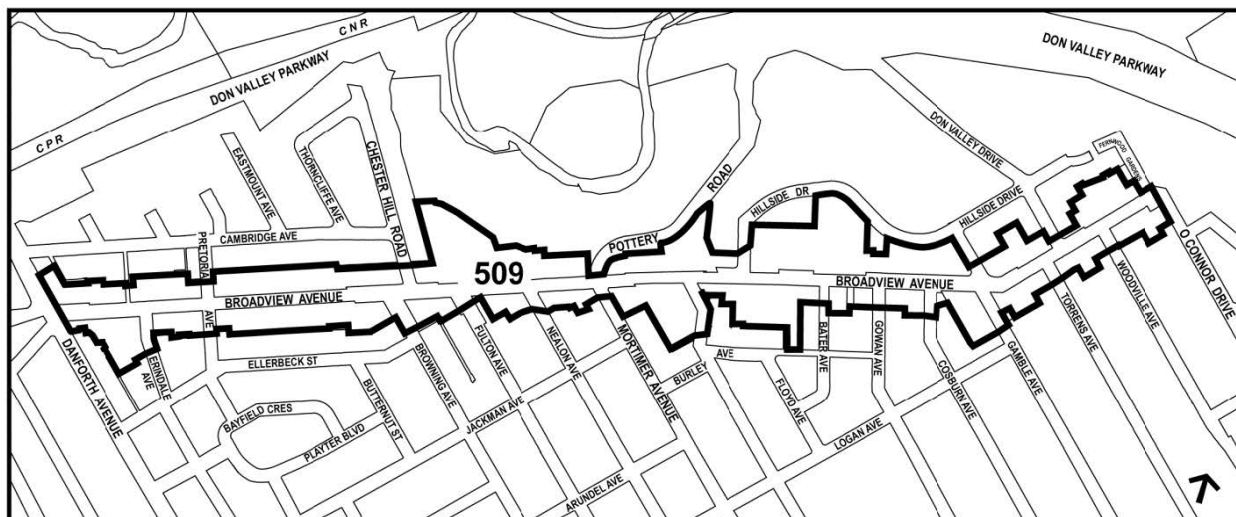
509.1. Purpose

509.1.1. The Site and Area Specific Policy is intended to guide and manage moderate incremental development on Broadview Avenue, between Danforth Avenue and O'Connor Drive; complement, build upon, and strengthen the physical character of the area as a whole and within each of its five character areas; conserve and reinforce the area's natural and cultural heritage; and ensure compatibility between existing and future development.

Map 1 identifies the five Character Areas.

509.2. Planned Character and Public Realm

509.2.1. The planned character of the Broadview Avenue will express the street's historical and physical relationship with the Don Valley. The street will be greened through improvements to and expansion of the public realm and setbacks and tree planting achieved by way of new development. The planned character will



build upon existing building elements that include brick cladding, punched windows, vertical and horizontal articulation of building facades, pronounced storefronts, and vertical rhythm. Mid-rise infill development will provide cohesion to the massing and scale of built form.

509.2.2. The existing public and private spaces on Broadview Avenue and views into the Don Valley will be preserved and improved; and new open spaces that are accessible to the public will be created.

509.2.3. The corners of Pottery Road and Broadview Avenue will provide a landscape gateway connecting Broadview Avenue to the Don Valley ravine with planted features, native species, include commemorative heritage signage and/or public art installations.

509.3. Development Criteria - Entire Study Area

In addition to other applicable development criteria of this plan, all new development in *Mixed Use Areas* along Broadview Avenue will:

509.3.1. Improve boulevard connections with appropriate setbacks, tree planting, seating areas, reorganization of street furniture, pavement treatments while complementing the area's heritage character;

509.3.2. Include building articulation, windows and entrances that are generally consistent with the prevailing building characteristics;

509.3.3. Include building materials that are complementary to the materials used on existing buildings along Broadview Avenue; and

509.3.4. Have a ground floor height that generally matches existing commercial ground floor heights in the area to reinforce the existing horizontal articulation of building facades.

509.4. Development that exceeds the permitted height in the Zoning By-law is only appropriate on lots within Character Areas A, B, C and D that have sufficient width, depth and appropriate access for parking and servicing. Such development proposals will demonstrate that the site can accommodate the proposal and will be reviewed through a Zoning By-law Amendment or Minor Variance process, as applicable. Such development will:

a) Have the maximum building heights shown in the table below; and

b) Provide stepbacks within a 45 degree angular plane above the heights shown in the table below measured from the front property line.

CHARACTER AREAS	MAXIMUM BUILDING HEIGHT (EXCLUDING MECHANICAL PENTHOUSE)	HEIGHT AT WHICH THE BUILDING STEPBACKS OCCUR (APPLIES TO FACADES ON BROADVIEW AVENUE AND FLANKING STREET)
A	6 storeys	5 storeys
B	5 storeys	4 storeys
C	6 storeys	5 storeys
D	6 storeys	5 storeys

509.5. Site-Specific Development Policies

509.5.1. 958 Broadview Avenue (Estonian House)

The property located at 958 Broadview Avenue is part of Character Area A and Character Area C. The property may accommodate new development in mid-rise and low-rise form. New development will:

- a) Provide a built form transition between the tall buildings to the north and single-family houses (*Neighbourhoods*) to the south;
- b) Provide front yard setbacks which are consistent with the adjacent front yard building setbacks;
- c) Conserve the integrity of the property's cultural heritage values and attributes, including the 19th century Chester Public School;
- d) Avoid negative impacts on the rear yard amenity of properties in adjacent *Neighbourhoods*;
- e) Maintain an appropriate mix of uses where possible to enable accommodation of a multi-purpose non-profit community facility.

509.5.2. 1015 Broadview Avenue and 1099 Broadview Avenue

- a) The properties at 1015 Broadview Avenue and 1099 Broadview Avenue may accommodate new development in mid-rise and low-rise form with retail uses encouraged at the ground floor.

509.5.3. 995-1005 Broadview Avenue and 2-4 Mortimer Avenue

Notwithstanding Policy 4, the properties at 995-1005 Broadview Avenue and 2-4 Mortimer Avenue may accommodate new development in mid-rise form up to a height of seven (7) storeys subject to:

- a) Active uses at grade along Broadview Avenue which may include retail or non-profit community services and facilities;
- b) Stepbacks within a 45 degree angular plane measured from the rear easterly property line; and
- c) Stepbacks within a 35 degree angular plane above 4 storeys measured from the front property line along Broadview Avenue and the side property line along Mortimer Avenue.

509.5.4. 838, 840, 842 and 844 Broadview Avenue

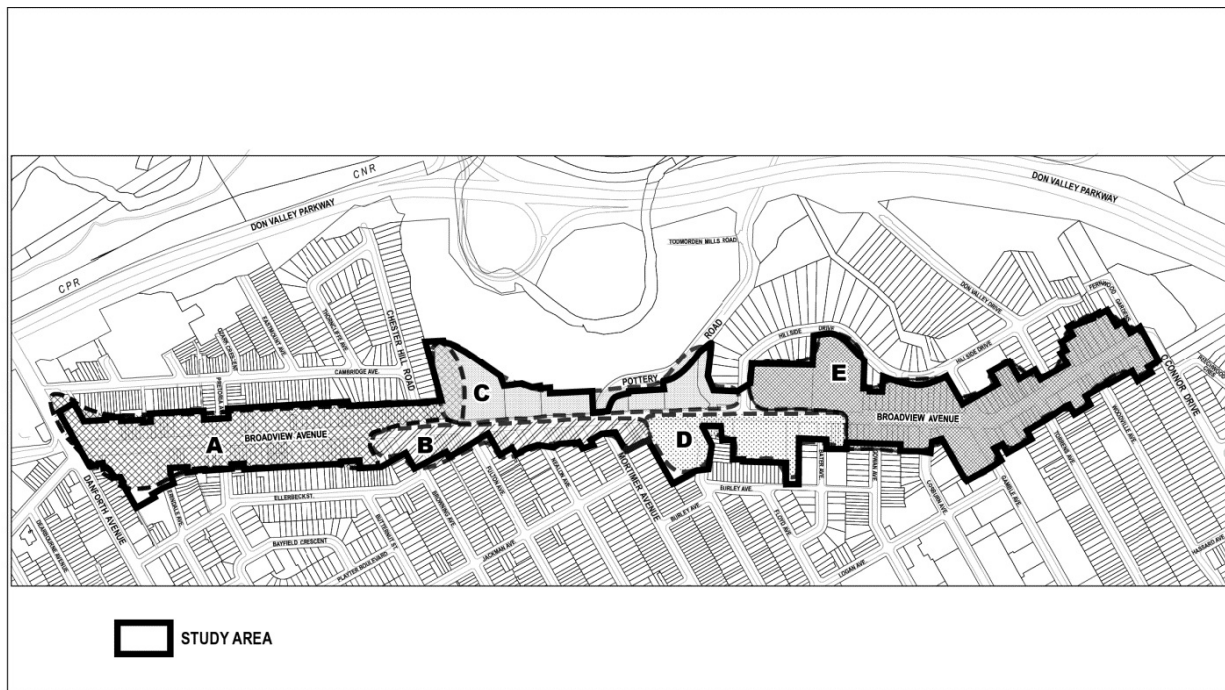
Notwithstanding Policy 4, the properties at 838, 840, 842 and 844 Broadview Avenue may accommodate new development in mid-rise form up to a height of nine (9) storeys and 33 metres, including the mechanical penthouse. New development will:

- a) Provide a built form transition between *Mixed Use Areas* along Broadview Avenue and *Neighbourhoods* to the west;
- b) Provide active uses at grade along Broadview Avenue which may include retail or non-profit community services and facilities.

509.6. Urban Design Guidelines

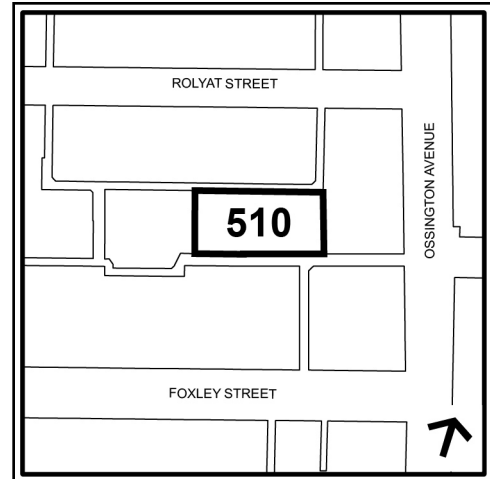
509.6.1. Urban Design Guidelines for Broadview Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Urban Design Guidelines for Broadview Avenue as well as all other applicable Council Adopted Guidelines, including the *Avenues* and Mid-rise Guidelines. To this end, the Urban Design Guidelines will:

- a) implement Official Plan policies;
- b) supplement the *Avenues* and Mid-Rise Building Study;
- c) provide an understanding of the area's local character;
- d) articulate planning priorities for new development in the area;
- e) provide built form guidelines including setbacks, stepbacks, height and massing for development appropriate within each character area;
- f) provide a Heritage Inventory including properties on the City's Heritage Register and other properties with heritage potential;
- g) illustrate how the public realm can be improved; and
- h) clarify how the transportation impacts of new development can be mitigated.



510. 178R Ossington Avenue

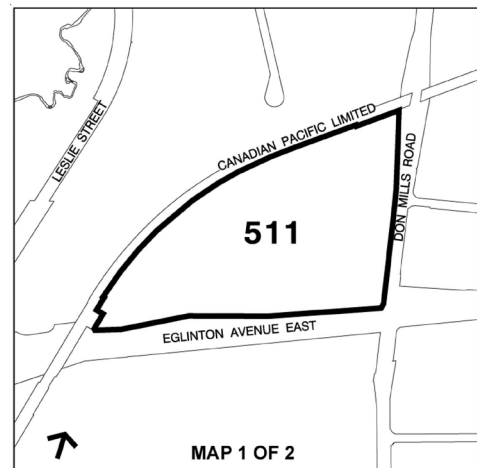
- a) The following non-residential uses are permitted within the existing building:
 - i) art gallery;
 - ii) artist/photographer's studio;
 - iii) bake shop;
 - iv) caterer's shop;
 - v) office;
 - vi) performing arts studio; and
 - vii) workshop.
- b) The additional use of a restaurant is permitted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



511. 844 Don Mills Road and 1150 Eglinton Avenue East

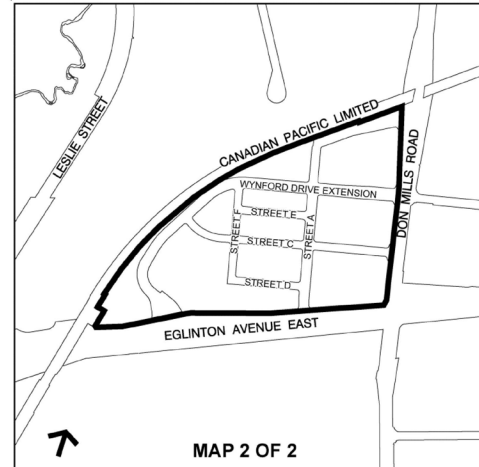
511.1. Vision and Major Objectives

- a) Redevelopment of the lands will create a complete and sustainable new community with substantial replacement of the gross floor area of employment uses, residential uses, retail and service facilities, community services and facilities, and parks and open space that:
 - i) connect to and enhance the natural heritage system;
 - ii) improve vehicular, pedestrian and bicycle connections within the lands and to the surrounding areas; and
 - iii) support the Eglinton Crosstown Light Rail Transit line.



511.2. Physical Structure Plan

- a) The lands will be developed based on the following principles:
 - i) the proposal will include a new network of public streets, including the Wynford Drive Extension, as shown on Map 2 of 2;
 - ii) a fine grain of interconnected public streets and pedestrian routes that define development blocks will provide access throughout the lands;
 - iii) the street network will be designed to encourage walking and cycling, providing a comfortable and safe environment for pedestrians and cyclists; and
 - iv) two new public parks will be provided, and one will contain a new public community centre/ice arena.



511.3. Economic Revitalization

- a) Sufficient land will be made available such that, at full build out of the lands, a minimum of 70,000 square metres of non-residential gross floor area comprised of uses permitted in *General Employment Areas*, the majority of which is to be office space, can be accommodated on the lands. In addition, any ice arena, workplace daycare and/or fitness center that is located within a community centre in *Parks and Open Space Areas* – Parks will be counted towards the 70,000 square metres of non-residential gross floor area that is required at full build out.
- b) On the lands designated *General Employment Areas*:
 - i) retail and service uses, restaurants, workplace daycares, and fitness centres may also be established; and
 - ii) stand-alone retail stores and stand-alone restaurants greater than 1,000 square metres in gross floor area are not permitted.
- c) Boundaries of land use designations on the Land Use Plan and *Employment Areas* that show on Map 2, Urban Structure respecting the lands are general and where the intent of the Plan is maintained, such that sufficient land is provided to accommodate a minimum of 70,000 square metres of *General Employment Areas* uses on the lands, minor adjustments to boundaries will

not require amendment to this Plan.

511.4. Phasing

- a) The first phase of residential development within the portion of the lands designated *Apartment Neighbourhoods* may proceed without a Secondary Plan provided it is preceded by, or developed concurrently with, a minimum gross floor area of 18,580 square metres of office space, which may include associated retail and service uses, on a portion of the lands designated *General Employment Areas*.
- b) The first phase of residential and non-residential development on the lands may proceed prior to the completion of the Don Mills Crossing Secondary Plan Study. Development will be evaluated on the basis of the Official Plan policies including this Site and Area Specific Policy.

Such development must demonstrate to Council's satisfaction that the first phase of both residential and non-residential development does not adversely impact the development of the remainder of the lands and that the first phase of residential development is appropriate in the absence of development of the remainder of the lands.

- c) Development of the lands will require submission of a Phasing Strategy and Implementation Plan that address phasing in order to ensure that infrastructure, facilities and amenities are provided as needed to support each phase of development and the creation of a complete community. The Phasing Strategy will:
 - i) set out a residential unit count, which is to include the provision of units by number of bedrooms , and non-residential floor area, as may be applicable, for the lands for each phase of development;
 - ii) outline physical infrastructure improvements and community services and facilities required to be implemented prior to the completion of any phase of development to support the development;
 - iii) provide for the development of a portion of the lands designated *General Employment Areas* in the first phase of development, such that the first phase of non-residential development precedes, or is concurrent with, the first phase of residential development on lands designated *Mixed Use Areas* and/or *Apartment Neighbourhoods*;
 - iv) limit the first phase of residential development on lands designated *Mixed Use Areas* and/or *Apartment Neighbourhoods* to the lesser of 1,650 residential units or approximately 135,000 square metres of residential gross floor area, provided this phase of residential development:
 - 1) Includes a public community focal point, such as a public park or facility, within easy walking distance of all lands with the first phase;
 - 2) Provides for a fine grain of interconnected streets and pedestrian routes that define development blocks;
 - 3) Integrates with the existing and planned surrounding street network through appropriate new street connections and/or public easements to Eglinton Avenue East and/or Don Mills Road for vehicles, pedestrians and cyclists, as required; and
 - 4) Secures services and facilities, as may be required, to meet the needs of residents and workers.
 - v) provide for the development of the lands, excluding those lands designated *Apartment*

Neighbourhoods, as necessary to achieve the minimum non-residential gross floor area identified in policy 511.3. a) above to proceed prior to, or concurrent with, the final 300 units of residential development on lands designated *Mixed Use Areas*; and

- vi) is implemented through Zoning By-law(s) and Plan(s) of Subdivision and secured through appropriate legal agreements, including public easements where required.

511.5. Section 37

- a) Despite Policy 3.2.1.9 of the Official Plan, the provision of 20 percent of the residential dwelling units as affordable housing units is not required provided that the community benefits include the following:
 - i) at least 25,000 square metres of residential gross floor area is provided as Affordable Rental Housing and maintained with Affordable Rents for a period of at least 25 years and as Rental Housing for a period of at least 49 years; and
 - ii) at least 8 Affordable Ownership Housing units are conveyed to a non-profit housing provider for the purposes of Affordable Ownership Housing and maintained at an affordable ownership price for at least 20 years;
 - iii) contribution towards a community centre, public art, and a day nursery; and
 - iv) additional community benefits, as identified through the community planning process.
- b) Despite Policy 5.1.1.4 of the Official Plan, Policy 5.1.1.1 of the Official Plan will only apply to a proposed development that would permit a building or structure with residential gross floor area. The base value, in terms of residential gross floor area, from which increased height and/or density may be permitted in return for certain capital facilities will be zero (0) square metres. Any non-residential gross floor area will not be subject to Policy 5.1.1.1 of the Official Plan.

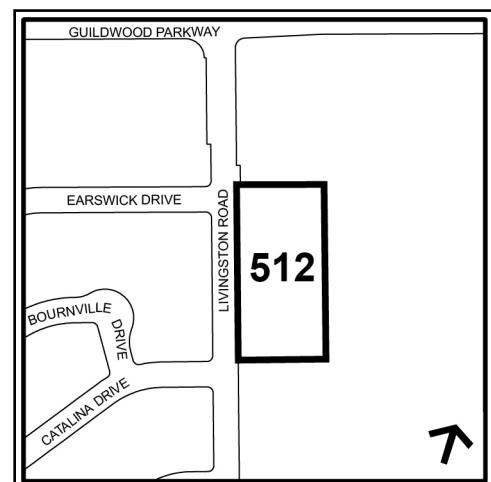
511.6. Parkland Dedication

- a) The dedication of land for two new public parks is required by the City, one of which will include a replacement twin-pad ice arena/community centre. The lands for public parks, including the lands to accommodate the twin-pad ice arena/community centre, will be recognized as a portion of the applicable parkland dedication.

512. 65 and 67 Livingston Road

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

513. [Intentionally left blank as of this consolidation]



514. [Intentionally left blank as of this consolidation]

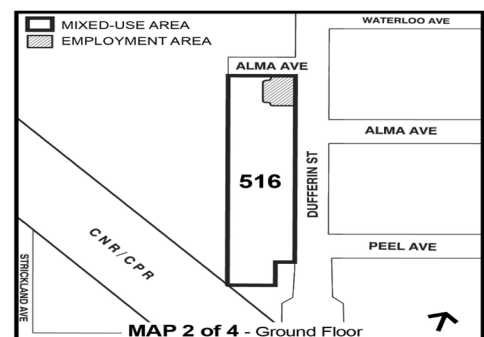
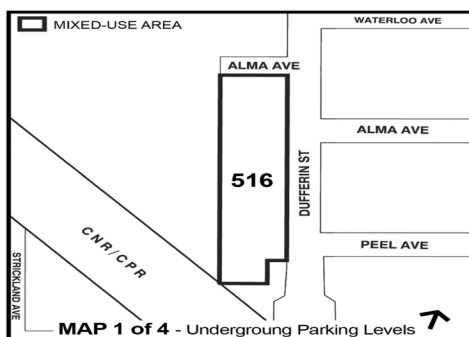
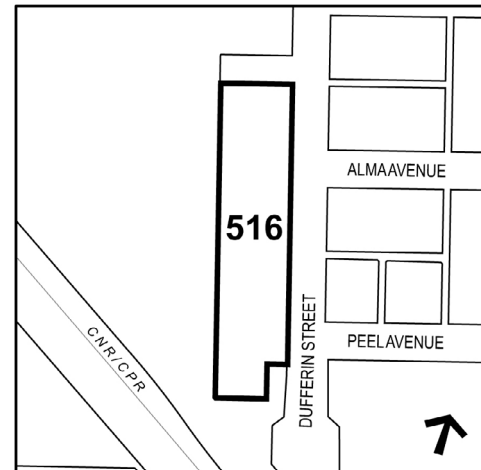
515. [Intentionally left blank as of this consolidation]

516. 430-444 Dufferin Street and 41 Alma Avenue

516.1. Residential uses are permitted on the portion of the lands designated *Mixed Use Areas* provided:

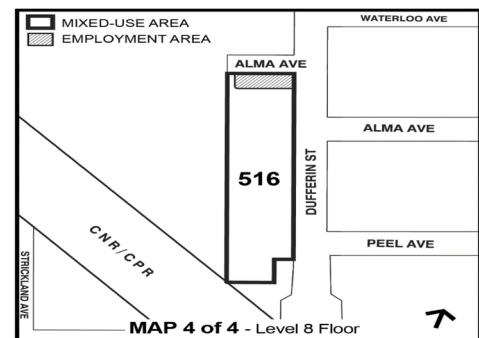
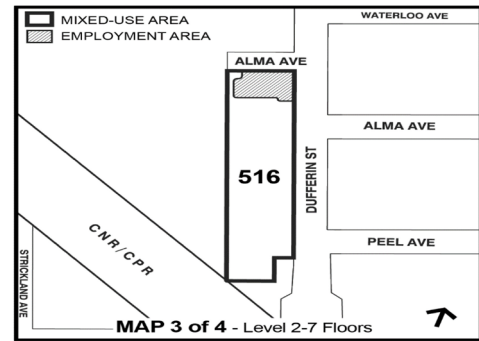
- a) a minimum of 5,550 square metres of non-residential gross floor area is provided as part of any redevelopment of the lot;
- b) a maximum of 30,050 square metres of residential gross floor area is provided as part of any redevelopment of the lot;
- c) residential uses will have a satisfactory living environment compatible with newly developed and existing employment uses in the adjacent area; and
- d) employment uses on the lot are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.

516.2. The limits of the *Mixed Use Areas* and *Employment Areas* (intended to be *Core Employment Area* under OPA 231) designations of the lands subject to this Site and Area Specific Policy, as shown on Land Use Map 18, are more precisely delineated as shown below:



516.3. Notwithstanding any other policies of this Official Plan, within the *Employment Areas* (intended to be *Core Employment Area* under OPA 231) designation on the lands subject to this Site and Area Specific Policy:

- a) any areas or facilities which are shared by or serve both residential and non-residential uses shall be permitted;
- b) any areas used for mechanical, electrical, HVAC and plumbing systems, utilities, noise and vibration mitigation measures, elements of a green roof, emergency and life safety systems and emergency exit routes serving or related to the mixed use building shall be permitted;
- c) notwithstanding ss.3(a) and (b), no dwelling units, live-work units or residential amenity space shall be permitted; and
- d) notwithstanding that space within a portion of the building within the *Employment Area* designation may be used for facilities serving both the employment and mixed use portions of the building, the provision of these facilities for limited functional and servicing purposes shall not be considered to be a conversion of land within an *Employment Area*.



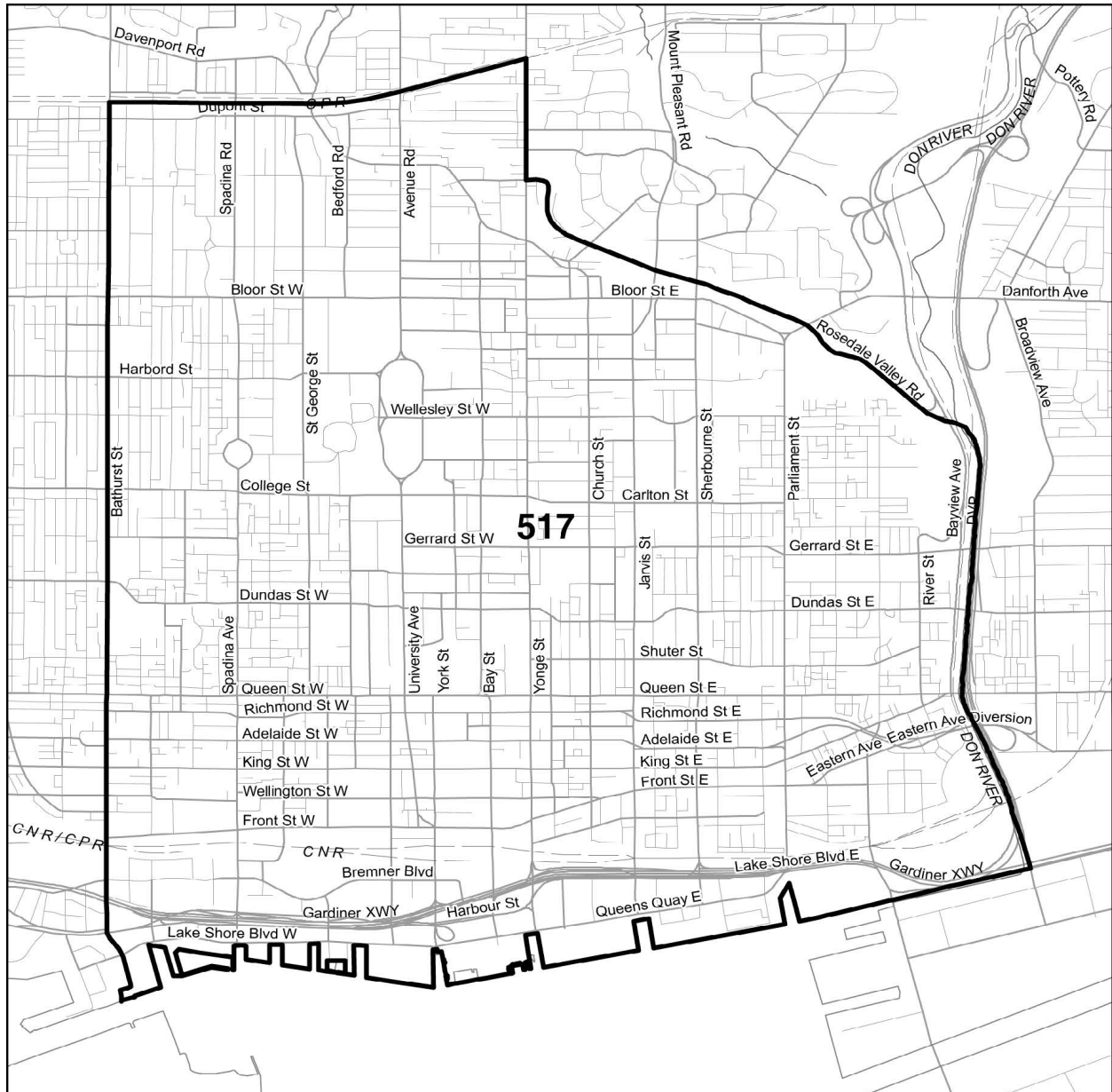
517. **Downtown Tall Buildings Setback Area Specific Policy, located generally bounded by Bathurst Street, Lake Ontario, the Don River, Rosedale Valley Road and the CPR Tracks**

Downtown Tall Buildings

- a) Tall building development will generally provide setbacks from the lot lines to the tower portion of the building in order to achieve appropriate separation distances between towers. Appropriate tower separation will seek to ensure that individual tall buildings on a site and the cumulative effect of multiple tall buildings within a block will contribute to building strong healthy communities and will fit in with the existing and/or planned context.
- b) In order to achieve the objectives in Policy (a), the Zoning By-law will contain minimum numerical standards for tower setbacks from

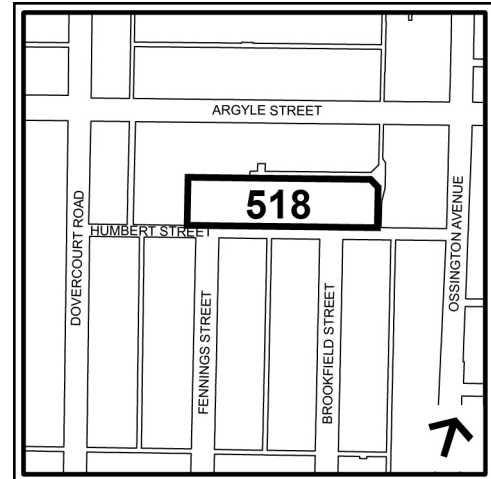
property lines and for separation distances between towers on the same site in the area governed by this SASP. Relief from these standards may be permitted through rezoning or minor variance provided that appropriate space between towers will:

- i) provide a high-quality, comfortable public realm;
 - ii) consider development potential, where appropriate, of other sites within the block;
 - iii) appropriately limit shadow impacts on the public realm and surrounding properties;
 - iv) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
 - v) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks and open spaces;
 - vi) appropriately limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, open spaces and surrounding properties.
- c) When reviewing minor variance or re-zoning applications, and in determining whether the policy objectives of (b) are met, the existing and planned context of a site will be considered, including but not limited to the following considerations:
- i) the use of the proposed tall building and adjacent properties;
 - ii) the physical relationship between tall buildings, including the extend to which the buildings can be located, oriented and designed to mitigate impacts; and/or
 - iii) development potential, where appropriate, of other sites within the block, including agreements, such as limiting distance agreements, heritage easement agreements, or air rights agreements, between landowners and the City.
- d) Not every site in the area governed by this SASP can accommodate a tall building. Where a block is comprised of multiple small sites, a comprehensive block planning process may be used to locate and design tall buildings to meet the intent of this SASP.
- e) The policies in this SASP are not intended to apply to mid-rise buildings and may be applied to other tall building typologies that differ from the tower-base form, where appropriate.
- f) Any site or area specific policy within the Central Waterfront Secondary Plan Area will prevail over this SASP.
- g) The property municipally known, as of the year 2016, as 141 Bay Street is excluded from the policies of this SASP.
- h) In the event of conflict, any policy contained within the University of Toronto Secondary Plan will take precedence over the policies and maps of this SASP.
- i) Buildings or parts of buildings for institutional uses make unique contributions to building strong and healthy communities and typically have programmatic requirements that result in different tall building typologies and setbacks. When establishing new zoning by-law provisions and when considering site specific development applications for institutional uses, Policies a) through e) shall be interpreted and applied to ensure the continued growth and sustainability of institutional uses, and to recognize the programmatic requirements of institutional uses and related built form requirements, including but not limited to, larger floorplate sizes, taller floor to ceiling heights, mechanical requirements, and physical connections to adjacent institutional buildings.



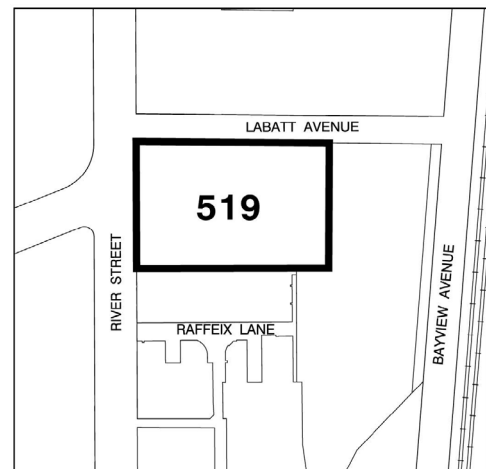
518. 30 and 66 Humbert Street

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



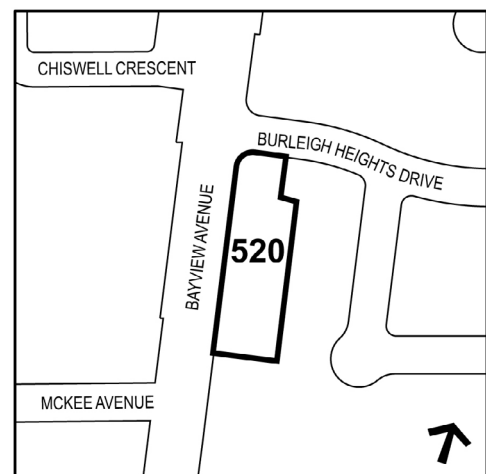
519. 77 River Street and 7 Labatt Avenue

Despite the policies of Official Plan Amendment 287 (Queen-River Secondary Plan), a development consisting of a base building up to a height of 11 storeys and 1 tower with a combined maximum residential and non-residential gross floor area of 52,500 square metres and a maximum tower height of 38 storeys and 120.5 metres is permitted. Further, a publicly accessible open space is not required as part of any such development.



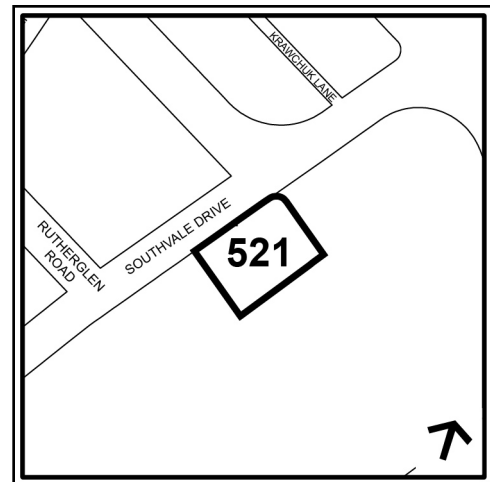
520. 3057-3067 Bayview Avenue and 1 Burleigh Heights Drive

A maximum of twenty-one townhouses, with a maximum building height of three storeys and a maximum gross floor area of 5,690 square metres, are permitted.



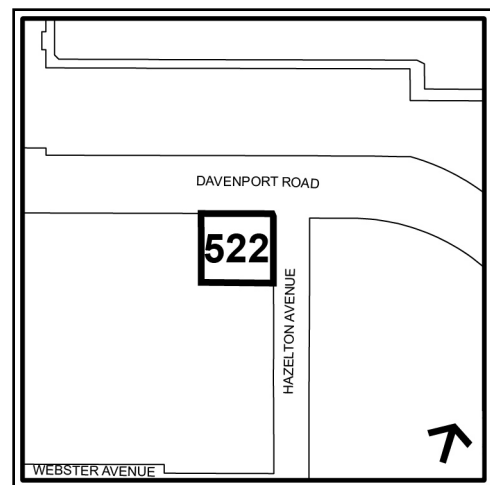
521. A portion of 3 Southvale Drive, 5 Southvale Drive, and a portion of 1073 Millwood Road

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



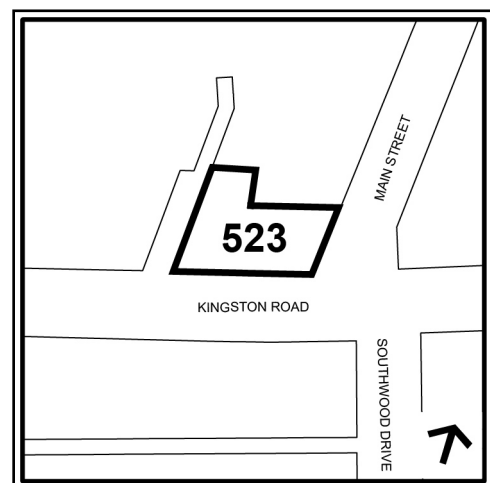
522. 126 and 128 Hazelton Avenue

A 9-storey mixed-use building is permitted.



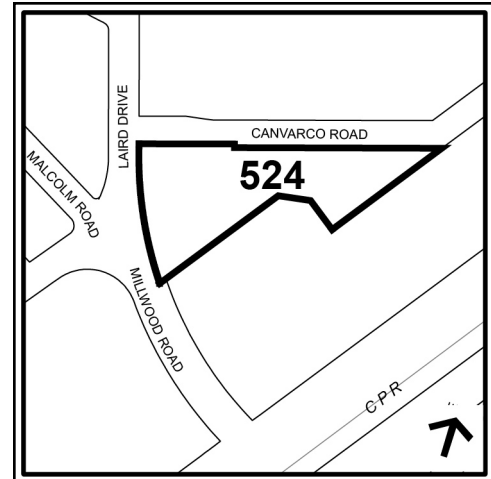
523. 650 and 652 Kingston Road and 2 Main Street

A seven storey mixed-use development is permitted.



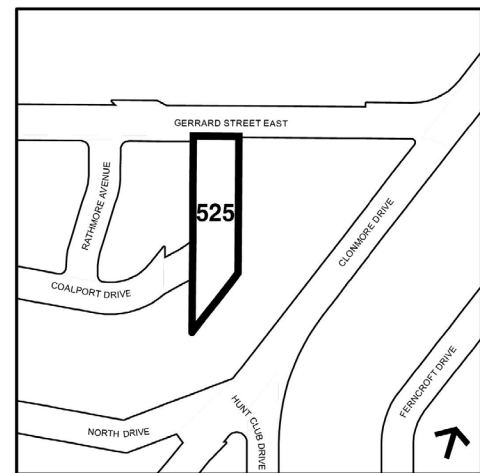
524. 33 Laird Drive

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



525. 2535 Gerrard Street East

Three blocks of stacked townhouses are permitted to a maximum of 37 dwelling units on the lands.



526. 1117 and 1119 Gerrard Street East

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



527. 2175 Keele Street

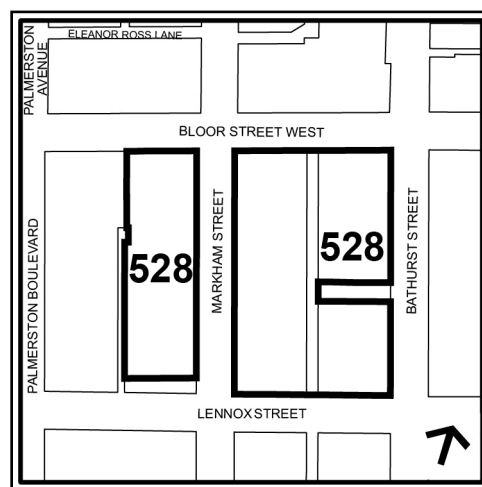
To enable the redevelopment of the lands subject to the report from the Director of Community Planning, Etobicoke York District entitled “2175 Keele Street – Official Plan and Zoning By-law Amendment and Subdivision Applications – Final Report”, and notwithstanding 3.2.1.9 of the Official Plan; 5 per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



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

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

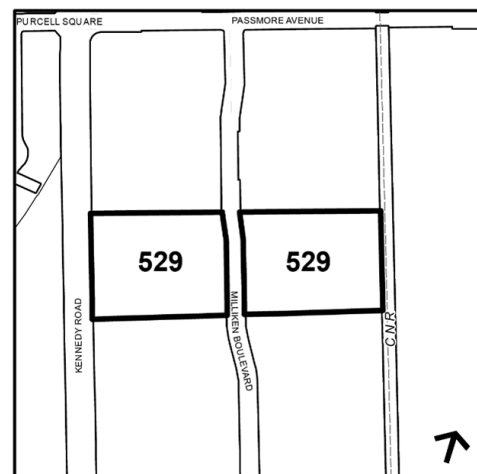
- No tall buildings exceed a floorplate of 600 square metres;
- A minimum 25 metre separation distance is provided between tall buildings, except in instances where an indirect facing condition exists in which a minimum separation distance of 20 metres is required, subject to permitted encroachments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



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

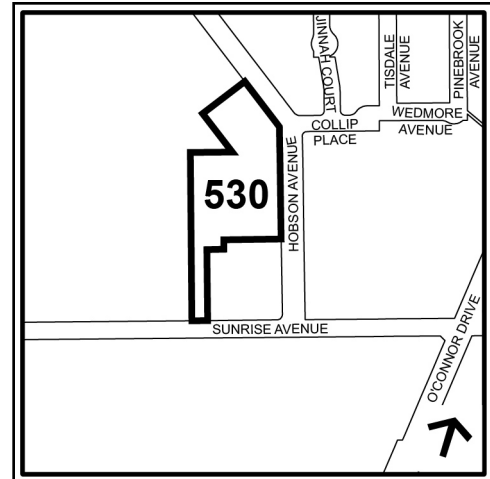
529. 3223 Kennedy Road and 255 Milliken Boulevard

- a) Place of worship and associated and ancillary recreational and community uses are permitted.
- b) Parking for such uses may be located on 255 Milliken Boulevard and 3223 Kennedy Road.
- c) Any development on either or both of 255 Milliken Boulevard and 3223 Kennedy Road will incorporate mitigation measures to ensure compatibility with surrounding land uses, in accordance with an impact assessment/compatibility study to be completed to the City's satisfaction.
- d) For the purposes of this Plan, the lands known municipally as 255 Milliken Boulevard are deemed to be located on a major street as shown on Map 3.



530. 22 Hobson Avenue and 88 Sunrise Avenue

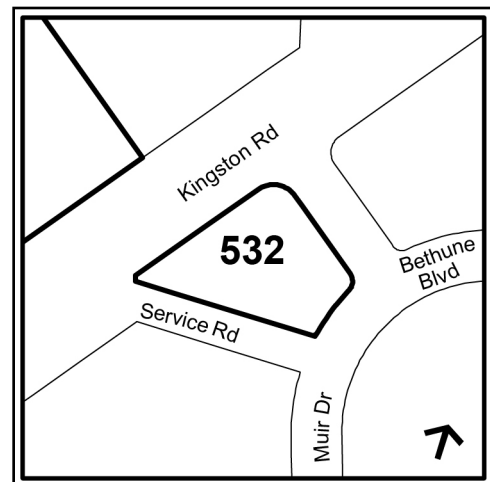
Place of worship and ancillary community uses are permitted.



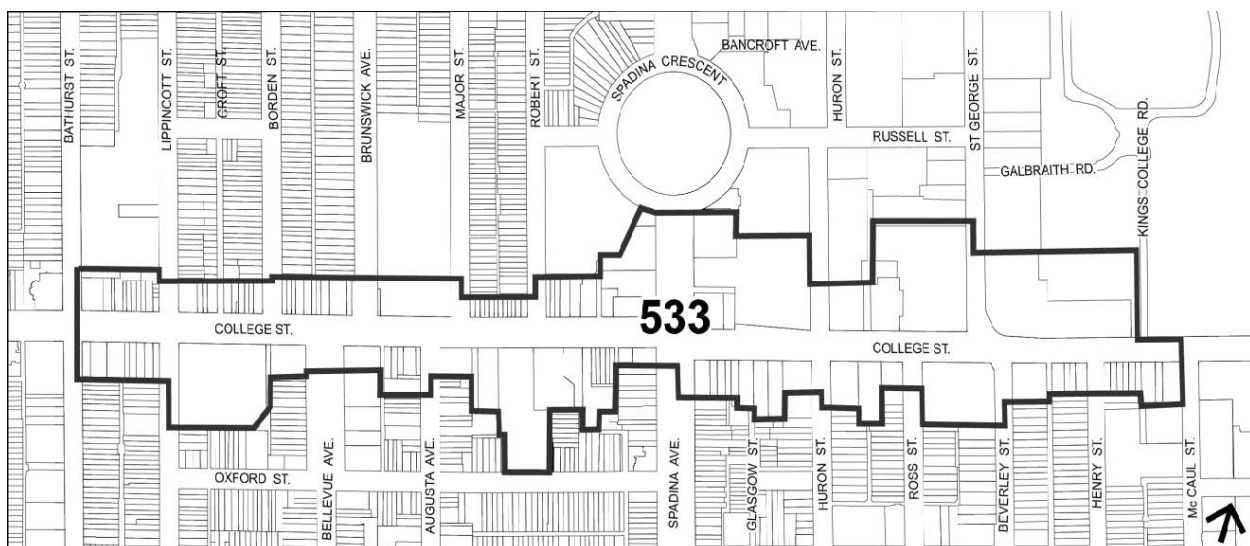
531. [Intentionally left blank as of this consolidation]

532. 3655 Kingston Road

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



533. College Street between the west side of McCaul Street and the east side of Bathurst Street



533.1. General Description and Objectives

This Site and Area Specific Policy will guide development on the north and south sides of College Street between the west side of McCaul Street and the east side of Bathurst Street. It also includes properties north of College Street fronting onto Spadina Avenue to Spadina Crescent. These policies are intended to guide both the form and location of appropriate development and intensification within the area. New development will be expected to maintain the diversity, vibrancy and rich character of College Street and have a harmonious relationship with the surrounding residential areas. These policies also provide direction for new development that supports an improved public realm, prioritizes the addition of new parkland and encourages privately owned, publicly-accessible spaces (POPS) in the area.

533.2. Development and Land Use Policies

The following Area-Wide Policies and Character Area Policies will apply:

a) Area-Wide Policies

i) Built Form

- 1) New buildings will be sited and massed to provide adequate privacy and access to natural light for residents through the location and orientation of buildings and by ensuring appropriate separation distance between building walls.
- 2) New buildings will be sited and massed to minimize negative impacts on the public realm and neighbouring properties such as adverse shadowing, pedestrian level wind and the blockage of sky view from the public realm.
- 3) New buildings will provide a transition through reduced scale and height towards existing buildings in *Neighbourhoods* and *Parks and Open Space Areas* through appropriate setbacks, stepbacks and rear angular plane.
- 4) Stepbacks will be incorporated above the base building on the front façade of new buildings consistent with the scale of the existing buildings within the same block.
- 5) The impact of wind and shadow from new development on private and shared outdoor amenity space of existing buildings will be minimized.

ii) Parks and Open Space

- 1) The conveyance of land to meet parkland requirements will be prioritized over cash-in-lieu of parkland for all development applications.
- 2) Parkland implementation through development review will be prioritized in the following order of preference:
 - A) On-site parkland dedication;
 - B) Off-site parkland dedication through consolidation with existing parks or privately owned, publicly accessible spaces (POPS).
 - C) Off-site parkland dedication that is not consolidated with existing parks or privately owned, publicly accessible spaces (POPS).
 - D) Cash-in-lieu for parkland only in instances where the options above are not feasible.
- 3) The provision of privately owned, publicly-accessible spaces (POPS) will be

encouraged in all new developments.

- 4) Improvements to the design, materials, and programming of existing spaces will be encouraged.

iii) Housing

- 1) New buildings will be required to provide a minimum of 10 percent of all residential units as 3-bedroom units.

The City may reduce the requirements for 2.a) iii) A. where development is providing:

- social housing or other publicly funded housing; or
- specialized housing such as residences owned and operated by a post-secondary institution or health care institution to house students, patients or employees.

iv) Public Realm

- 1) The retention of existing trees and the introduction of new trees and soft landscaping within the public realm will be encouraged to protect and improve the health of the natural ecosystem.
- 2) New buildings will provide a sidewalk zone that allows appropriate space between the front of the building and adjacent street curbs for tree planting, pedestrian clearway, and, where possible, additional space for other sidewalk amenities.

v) Sustainability

- 1) New development will be encouraged to enhance biodiversity through planting varieties of plant species and creating habitats at grade and on rooftops.
- 2) All new development shall be encouraged to meet Tier 2 of the Toronto Green Standard.

vi) Heritage

- 1) The College Street Site and Area Specific Policy will be applied together with any applicable Heritage Conservation District plans from adjacent Heritage Conservation Districts.

b) Character Area Policies

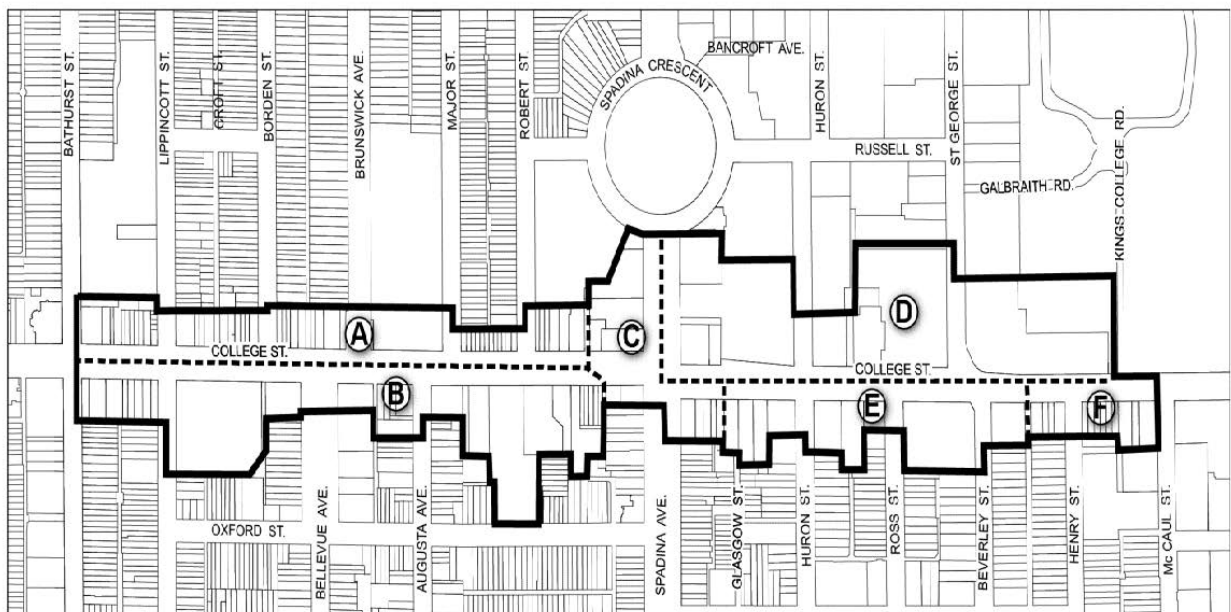
Each Character Area has a particular land use function and built form character. There are six Character Areas, A, B, C, D, E and F, in the locations illustrated and described below as follows:

Character Area Details

1) Character Area A

- A) Character Area A is the traditional main street of the Harbord Village Neighbourhood, defined by generally low-rise and mixed-use buildings, with little to no setback from the street, creating a consistent streetwall. The area has a large concentration of heritage properties that are included on the City of Toronto Heritage Register or identified as potential heritage properties. New development will respect the existing character of this area.

- B) Character Area A is not appropriate for significant intensification;
- C) Any new development will respect and reinforce the existing low-rise, mixed-use character of the area including providing a transition in scale to adjacent *Neighbourhoods* through appropriate setbacks and a rear angular plane.
- D) A minimum of 60 percent of the College Street frontage of any new development or redevelopment in Character Area A will be street related retail and service uses.
- E) The ground floor of all new buildings will be used for street-related retail and service uses excluding the space required for residential entrances, parking entrances, servicing spaces and service exits.
- F) New buildings will have a ground floor height in keeping with the existing commercial ground floor heights and will reinforce the existing horizontal articulation of building facades.
- G) Residential units will not be permitted on the ground floor of new buildings.
- H) The main façade of the ground floor of all new buildings should include



vertical articulation every 5 to 8 metres to emulate existing storefront widths

- I) New buildings will have a height that respects the existing scale of buildings in Character Area A. New buildings will have a maximum height of 16 metres, excluding any mechanical penthouse.

2) Character Area B

- A) Character Area B is very diverse in use and building typologies and serves as the northern boundary of the Kensington Market Neighbourhood. This Character Area includes Saint Stephen-in-the-Fields Church and Toronto Fire Station 315, both of which are properties included on the Heritage Register and are local landmarks, linked historically, visually and functionally to their surroundings. New development will respect the existing character of this area.
- B) New buildings will provide a transition through reduced scale and height that respects the scale of the adjacent low-rise area to the south and is in proportion with the College Street right-of-way. New buildings will have a maximum height of 30 metres, excluding any mechanical penthouse.
- C) New buildings will be setback a minimum of 5.5 metres from their east and west property lines for all portions of the building above the base building, with the exception of property lines adjacent to a public road where this setback may be reduced.
- D) New developments at the corners of College Street and Augusta Avenue will provide a gateway into Kensington Market Neighbourhood with public realm enhancements and active uses at grade.
- E) New developments at the corners of College Street and Augusta Avenue will transition downwards to a low-scale height on Augusta Avenue consistent with the scale of Kensington Market;
- F) A minimum of 60 percent of the College Street frontage of any new development or redevelopment in Character Area B will be street related retail and service uses.
- G) The ground floor of all new buildings will be used for street-related retail and service uses excluding the space required for residential entrances, parking entrances, servicing spaces and other service exits.
- H) Residential units will not be permitted on the ground floor of new buildings facing College Street.

3) Character Area C

- A) Character Area C at the intersection of College Street and Spadina Avenue is comprised of primarily commercial buildings which are located in a manner that maintains the designated view corridor towards Spadina Crescent. New development will respect the existing character of this area.
- B) New buildings will have a maximum height of 30 metres, excluding any mechanical penthouse, consistent with the right-of-way width of College Street.
- C) New buildings will be setback a minimum of 5.5 metres from their side

property lines for all portions of the building above the base building, with the exception of property lines adjacent to a public road where this setback can be reduced;

4) Character Area D

- A) Character Area D is comprised primarily of institutional uses and corresponds to the area within the University of Toronto Secondary Plan. This area will continue to be guided by the University of Toronto Secondary Plan. New development will respect the existing character of this area.
- B) No changes are proposed to the policies guiding the built form in Character Area D which will continue to be guided by the University of Toronto Secondary Plan.

5) Character Area E

- A) Character Area E is comprised primarily of low and mid-rise buildings punctuated by a limited number of tall buildings. Buildings have been added to this area through recent development. While there are a limited number of tall buildings in this Character Area, these tall buildings do not form the prevailing character of this Character Area. One of the features of this area is the concentration of loft buildings including the Gage Institute (1915), Oddfellows Building (1914) and the Temple-Pattison Co. Building (1913). New development will respect the existing character of this area.
- B) The addition of institutional uses will be encouraged.
- C) New buildings will provide a transition through reduced scale and height that respects the scale of the adjacent low-rise area to the south and that is in proportion with the College Street right-of-way. New buildings will have a maximum height of 30 metres, excluding any mechanical penthouse.
- D) New buildings will be setback a minimum of 5.5 metres from their east and west property lines for all portions of the building above the base building, with the exception of property lines adjacent to a public road where this setback can be reduced.
- E) Buildings taller than 30 metres may be considered up to a maximum height of 60 metres, including any mechanical penthouse, provided the setbacks and stepbacks significantly exceed the minimum required for this Character Area to provide appropriate setbacks and stepbacks to adjacent properties and transition to *Neighbourhoods*.
- F) Public realm enhancements that reflect and complement the deep landscaped setback on the north side of College Street will be encouraged.

6) Character Area F

- A) Character Area F is comprised primarily of low-rise commercial and institutional buildings. There is a large concentration of house-form buildings which have been identified as potential heritage properties. New development will enhance the existing character of this area.
- B) The addition of institutional uses will be encouraged;
- C) New buildings will provide a transition through reduced scale and height that

respects the scale of the adjacent low-rise area and is in proportion with the College Street right-of-way. New buildings will have a maximum height of 30 metres, excluding any mechanical penthouse.

- D) New buildings will have a minimum setback of 5.5 metres from their east and west property lines for all portions of the building above the base building, with the exception of property lines adjacent to a public road where this setback can be reduced.
- E) Buildings taller than 30 metres may be considered up to a maximum height of 60 metres, including any mechanical penthouse, provided the setbacks and stepbacks significantly exceed the minimum setbacks and stepbacks required for this Character Area to provide appropriate setbacks and stepbacks to adjacent properties and transition to *Neighbourhoods*.
- F) Buildings up to a maximum height of 66 metres, including any mechanical penthouse, may be considered for the properties known municipally on May 16, 2019 as 167-175 College Street if the setbacks and stepbacks exceed the minimum setbacks and stepbacks required for the Character Area to provide appropriate setbacks and stepbacks to adjacent properties and the buildings consist entirely of non-residential uses.
- G) Public realm enhancements that reflect and complement the deep landscaped setback on the north side of College Street will be encouraged.

533.3. Interpretation

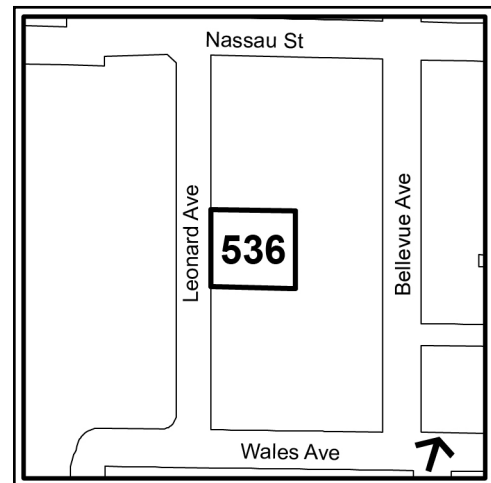
- a) The College Street Urban Design Guidelines adopted by City Council at its meeting May 24, 2017, as may be amended from time to time, will provide direction relating to the built form and public realm to achieve the goals and objectives of this College Street Site and Area Specific Policy. All development will have appropriate and meaningful regard for the College Street Urban Design Guidelines and all other Council-adopted urban design guidelines, including but not limited to those that address specific building types such as tall buildings and mid-rise buildings;
- b) The policies of the Official Plan apply to the College Street Site and Area Specific Policy Area, save and except in the case of any conflict with the Official Plan, in which case these Site and Area Specific Policies prevail with the exception of those lands governed by the University of Toronto Secondary Plan. In the event of conflict, any policy contained within the University of Toronto Secondary Plan will take precedence over the policies and maps of OPA 379 and the College Street Urban Design Guidelines.
- c) Where a property is on the City of Toronto Heritage Register, Policy 3.1.5 of the Official Plan will prevail to the extent of any conflict with these Site and Area Specific Policies; and
- d) Where a property is designated *Neighbourhoods* in Map 18 of the Official Plan, Policy 4.1 of the Official Plan will prevail to the extent of any conflict with these Site and Area Specific Policies.
- e) These Site and Area Specific Policies shall not apply to development on the lands municipally known as 484 Spadina Avenue that is in accordance with the approved Site Plan Control Application No. 14 134216 STE 20 SA and any amendment thereto.

534. [Intentionally left blank as of this consolidation]

535. [Intentionally left blank as of this consolidation]

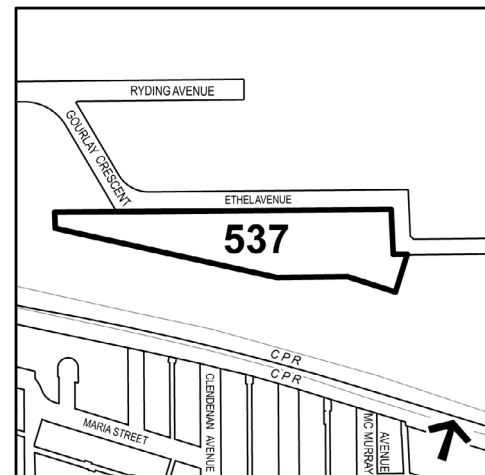
536. 25 Leonard Avenue

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



537. 87 Ethel Avenue

- a) Redevelopment of the lands identified in Schedule A will create a new mixed use development that will contain residential and a broad mix of non-residential uses; as well as a public park and a pedestrian path that:
 - i) Connects to and enhances the existing Runnymede Park to the west of the lands; and
 - ii) Improves vehicular, pedestrian and bicycle connections by way of its private road system within the lands; and will incorporate the lands into the surrounding community.
- b) On the lands identified as *Mixed Use Areas* as shown in Schedule A below, the following development and use provisions will apply:
 - i) A maximum total gross floor area of 102,399 square metres;
 - ii) 7.0% of the total gross floor area will be for non-residential uses;



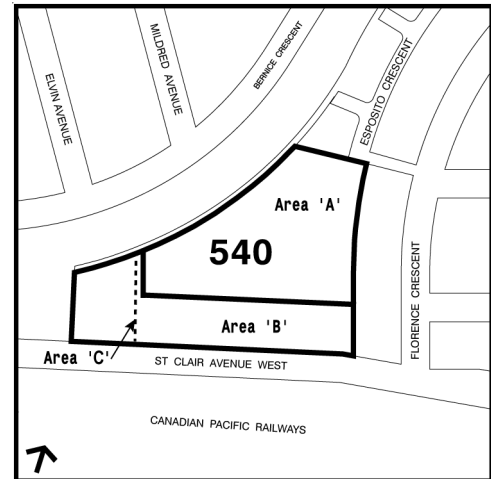
- iii) 10% of the total number of residential units are to be affordable; and
- iv) Building heights are not to exceed 34 storeys above grade, exclusive of mechanical penthouse at the top of the buildings.
- c) A public park will be provided on the western end of the lands as shown in Schedule A below. The public park will utilize 15% of the lands.
- d) A crash wall derailment protection feature is to be provided on the lands identified in Schedule A as detailed in the report entitled *Proposed Mixed Use Development: 87 Ethel Avenue: Derailment Protection Report prepared by JSW + Associates dated April, 2022*.
- e) Large-scale, stand-alone retail stores and “power centres” are prohibited from locating on the lands identified in Schedule A.
- f) Home occupation and live/work units on the lands identified in Schedule A will not contribute to the non-residential gross floor area.
- g) As part of a complete Zoning By-law amendment application for the development of the lands identified in Schedule A, the following is to be submitted:
 - i) Servicing Plan that identifies water, sanitary and stormwater infrastructure for the lands and off-site improvements required to support the development on lands;
 - ii) Transportation Plan that identifies the private transportation infrastructure for the lands, off-site improvements and connections to adjacent areas required to support the development on the lands;
 - iii) An addendum to the May, 2021 and April 20, 2022 reports entitled *Community Services and Facilities Review* prepared by IBI Group to provide an update on services and facilities needs and strategies to support the development on the lands; and
 - iv) Phasing strategy and Implementation Plan that addresses phasing to ensure the provision of adequate infrastructure, facilities and amenities to support the creation of a complete community. The Phasing Strategy will:
 - 1) Set out a residential unit count and non-residential floor area, as may be applicable, for the lands for each phase of development;
 - 2) Outline physical infrastructure improvements and community services and facilities required to be implemented prior to the completion of any phase of development to support the development; and
 - 3) Be implemented through a Zoning By-law Amendment and secured through appropriate legal agreements, including public easements where required.
 - v) Boundaries of land use designations on Schedule A below are general and where the intent of the plan is maintained, minor adjustments to boundaries will not require an amendment to this Plan.

538. [Intentionally left blank as of this consolidation]

539. [Intentionally left blank as of this consolidation]

540. 2650 and 2672 St. Clair Avenue West

- 540.1. On the lands shown as Area 'B' on Schedule A, only non-residential uses are permitted.
- 540.2. On the lands shown as Area 'A' on Schedule A:
- a) Residential uses up to 4 storeys are permitted;
 - b) Underground parking for development on the lands shown as Area 'B' on Schedule A is permitted.
- 540.3. The renovation of the exterior of the building, inclusive of windows and doors, of Area 'B' shall be completed prior to the commencement of construction of the residential uses in Area 'A'.
- 540.4. The execution of an agreement to the satisfaction of the City to secure:
- a) 3.44 metre widening required along St.Clair Avenue West to satisfy the requirement for a 27 metre ROW;
 - b) 1.3 metre lane widening required along the northwest property line to satisfy the requirement for a 6 metre lane.
- 540.5. Area 'A' Policies:
- a) The following development criteria within the *Neighbourhoods* designation will apply:
 - i) Maximum building height of four storeys or 12 metres, whichever is lower, in the form of singles, semi-detached, townhouses, and/or back-to-back townhouse dwellings.
 - ii) Minimum facing distances between townhouse blocks shall be at a 1:1 ratio of main building face height to separation between buildings to provide sufficient setbacks and maximize sunlight into units.
 - iii) Sidewalks will be provided, where appropriate, to ensure safe and convenient pedestrian access and routes to local streets.
 - b) Publicly accessible open spaces will be consolidated to provide a central green space.
- 540.6. Area 'B' Policies:

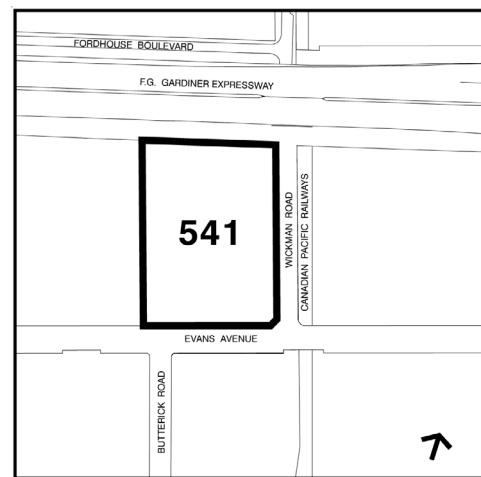


- a) A minimum of 3,250 square metres (35,000 square feet) of retail, service, and restaurant space will be provided on the ground level.
- b) A minimum of 3,250 square metres (35,000 square feet) of office space will be provided on the second level.

541. 2 Wickman Road

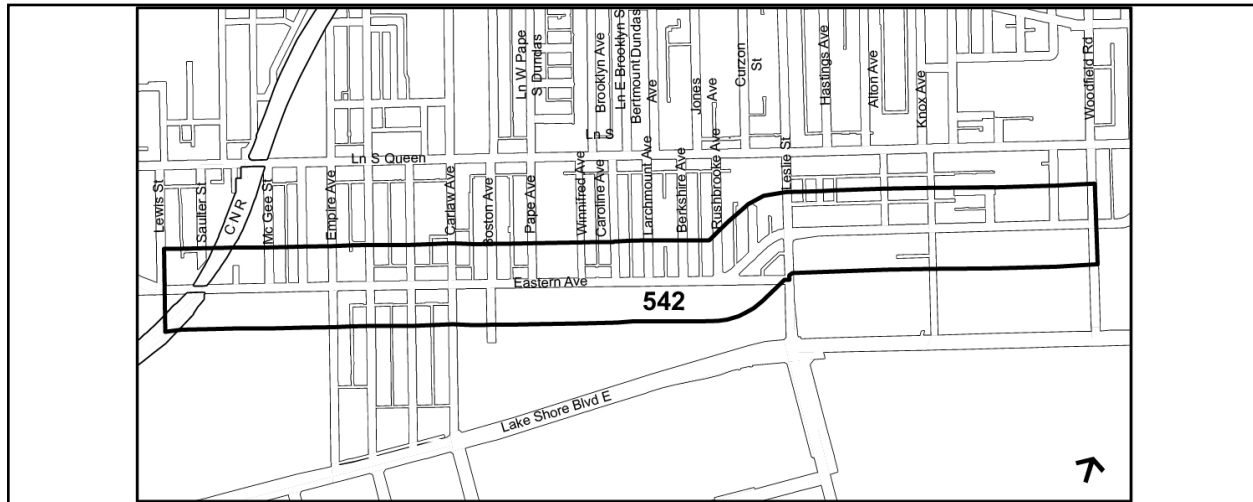
An automobile dealership is permitted up to a maximum of 20% of the total building gross floor area subject to:

- a) A minimum of 80% of the total building gross floor area being used for office, vehicle repair and service, and warehousing;
- b) A portion of the building will have a minimum building height of 2 storeys or 14 metres.
- c) Outdoor vehicle storage or outdoor vehicle sales display areas will be limited in size with the location and the extent to be determined through Site Plan Control; and,
- d) Improvements to the Wickman Road and Evans Road frontages to provide appropriate pedestrian and landscape connections and conditions will be secured through a Site Plan Control application.



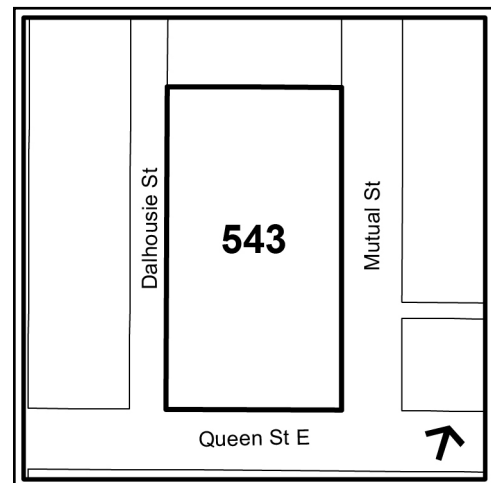
542. Eastern Avenue between Lewis Street and Woodfield Road

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



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

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



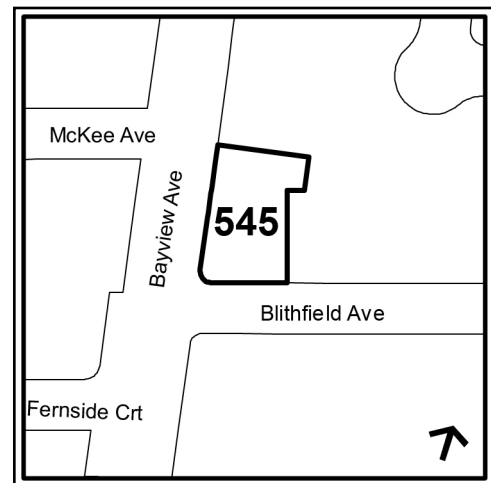
544. 3002-3014 Islington Avenue

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



545. 3049-3051 Bayview Avenue and 2 Blithfield Avenue

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



546. Laneway Suites in Neighbourhoods

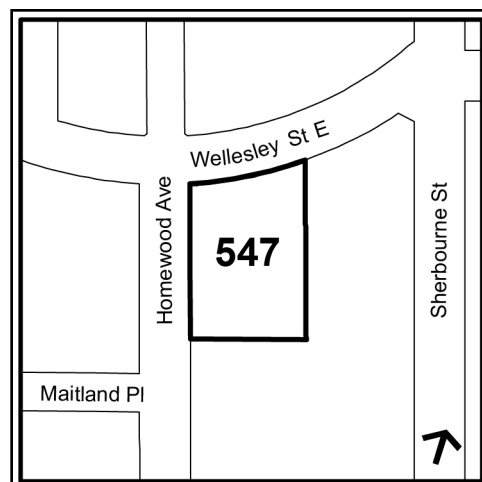
Laneway Suites are permitted in *Neighbourhoods* and are subject to the following:

- a) For the purposes of this Site and Area Specific Policy, a “Laneway Suite” is defined as a self-contained residential unit, subordinate to a primary dwelling, in which both kitchen and bathroom facilities are provided and located on a lot within an ancillary building adjacent to a public laneway.
- b) Development of Laneway Suites:
 - i) will ensure direct and safe access by meeting fire and emergency service requirements;

- ii) will limit privacy and overlook issues on adjacent properties;
 - iii) will limit the reduction of soft landscaping on the property;
 - iv) should not result in the injury or removal of a healthy tree protected under Municipal Code Chapter 658 and Chapter 813;
 - v) may include accessible design features; and
 - vi) is encouraged to include green roof areas, solar panels and other sustainable building technologies.
- c) A lot with a Laneway Suite may not be required to provide parking.
- d) Where an application is made under Section 45 of the *Planning Act*, as amended, in relation to the construction of a Laneway Suite that does not conform to the applicable zoning standards, such application shall be generally consistent with one or more of the following:
 - i) the construction of a suite that meets accessible building standards;
 - ii) the construction of a suite that meets Tier 2 of the Toronto Green Standards;
 - iii) accommodating the laneway suite within an existing ancillary building; and
 - iv) locating a laneway suite to avoid the removal of an existing tree protected under Municipal Code Chapter 658 and Chapter 813.
- e) The proposed division of land under Section 50, 51, or 53 of the *Planning Act*, as amended or the registration of a declaration and description under the *Condominium Act*, 1998, as amended, of lots containing a Laneway Suite which would result in a principal dwelling and a Laneway Suite being on two separate lots will not be permitted.
- f) If an application is made for the division of land under Section 50, 51, or 53 of the *Planning Act*, as amended, or the registration of a declaration and description under the *Condominium Act*, 1998, as amended, of lots containing a Laneway Suite which would result in a principal dwelling and a Laneway Suite being on two separate lots will not be permitted, such application may only be considered through the submission of a corresponding Zoning By-law Amendment application, and where it is demonstrated that:
 - i) the proposed lot pattern respects and reinforces the existing lot pattern of the established *Neighbourhood*;
 - ii) all servicing, including water, wastewater and hydro, can be accommodated to the satisfaction of and at no expense to the City;
 - iii) what was originally considered the Laneway Suite meets all of the requirements for a principal dwelling unit on its own lot;
 - iv) solid waste can be appropriately screened and appropriately collected by the City; and
 - v) stormwater management is maintained on site.
- g) Where there is a conflict between this Site and Area Specific Policy 546 and either a Secondary Plan or another Site and Area Specific Policy in Chapter 7, the respective Secondary Plan or other Site and Area Specific Policy in Chapter 7 will prevail.

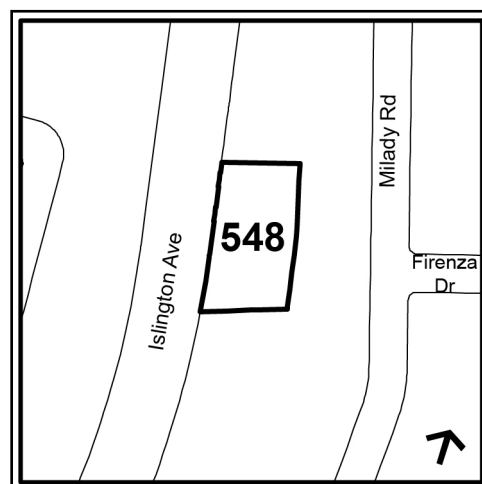
547. 155 Wellesley Street East

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



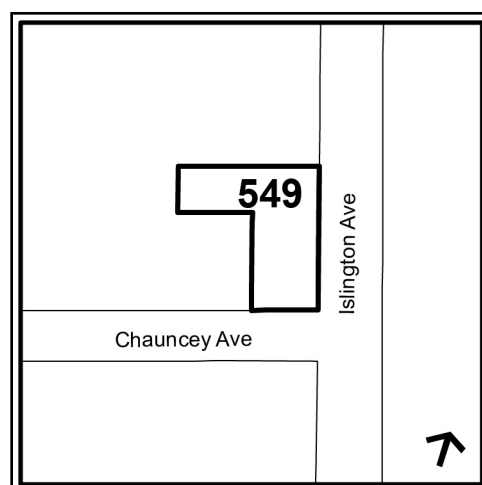
548. 2849, 2851, 2853, 2855 and 2857 Islington Avenue

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



549. 1124, 1128 and 1130 Islington Avenue

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



550. 1674-1684 Bayview Avenue and 703-713 Soudan Avenue

A mixed-use building or a residential building is permitted on these lands, subject to the following standards:

- a) the maximum building height will not exceed 25.5 metres plus a mechanical penthouse not exceeding 4.0 metres, and with allowance for other minor and usual exceedances for parapets, guard rails, elevator overrun, exit stairs, exits from elevators, access to indoor amenity area vents, stacks, and make-up air units;
- b) the maximum building height will not exceed seven (7) storeys, exclusive of the above permitted areas;
- c) for a residential building, the maximum residential gross floor area erected will not exceed 11,680 square metres;
- d) for a mixed-use building, the total of the residential gross floor area and the non-residential gross floor area erected will not exceed 13, 659 square metres of which,
 - i) The residential gross floor area will not exceed 11,680 square metres; and
 - ii) The non-residential gross floor area will not exceed 1,970 square metres;
- e) a maximum of 154 dwelling units may be erected;
- f) balconies extending beyond the main wall of the building shall be limited and in some cases recessed facing Bayview Avenue;
- g) the Bayview Avenue frontage of the building shall emphasize the existing streetwall character of the Midtown Village character area of this area of Bayview Avenue;
- h) the building shall be designed to provide a gradual transition through the stepping down of the building towards and setbacks from the adjacent *Neighbourhood* to the east;
- i) at a minimum, the provisions of policy 3.2.1.6 b) of the Official Plan are complied with and secured in the implementing zoning by-law amendment, including that the owner shall



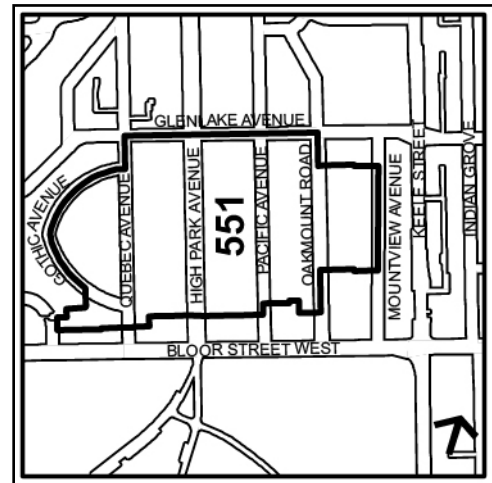
- enter into and register an agreement with the City pursuant to Section 37 of the *Planning Act* to assist with securing the rental housing related requirements; and
- j) the owner shall pay to the City a contribution towards capital improvements to City parks, community facilities and/or local streetscape improvements in the vicinity of the site pursuant to Section 37 of the *Planning Act*.

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

High Park Apartment Neighbourhood Character

The High Park Apartment Neighbourhood Area is an established, stable residential apartment neighbourhood with strong visual and physical connections to the natural environment and amenity of High Park to the south. Redeveloped predominantly between 1965 and 1980, the Area was conceived as a comprehensive vertical, residential community at what was initially planned to be the western terminus of Toronto's subway system. It was designed as an innovative highdensity housing solution to the city's post WWII population boom that also honours and responds to the Area's existing natural setting and promotes a strong sense of community through design.

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



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

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

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

551.1. Goals

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

551.2. Natural Environment

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

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

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

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

- d) development/redevelopment may be required to:
 - i) Monitor and report on bird fatalities during spring and fall migration over the course of 5 years after construction of new buildings and/or the retrofit of existing buildings using an appropriate methodology;
 - ii) Provide stewardship packages for residents and owner/operators of new and existing buildings regarding bird friendly operations and the significance and sensitivity of the natural environment in High Park; and
 - iii) Implement bird friendly building management and operations;

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

- e) development/redevelopment will be required to provide stormwater management and hydrogeological reports and investigations in accordance with standard City requirements, that may also include the following:
 - i) Identification and mitigation of potential impacts of development/redevelopment on the shallow groundwater regime;
 - ii) Detailed hydrogeological information if any proposed underground structures such as footings intersect the shallow water table, to confirm no impact to the aquifer or hydrogeological impacts through an appropriate assessment and monitoring program;
 - iii) Limiting the maximum depth of subsurface structures resulting from development/

redevelopment to ensure no net impact to the shallow groundwater regime, no need for long-term pumping of groundwater for discharge to the storm sewer or sanitary sewer system, and that there is no puncture of the aquitard that confines the artesian pressure of the Laurentian Channel;

- iv) Deep in-situ drilling programs to evaluate the predicted bedrock valley depth and delineate the spatial extent, and to quantify the head pressures from each distinct stratigraphic unit;
- v) Investigation of area specific infiltration capability to enhance area-specific recharge to the shallow groundwater regime;
- vi) Identification of at-source measures to maintain overall water balance and improve water quality discharged to Spring Creek in High Park, to reduce “flashiness” of flows and to ensure resilience of riparian and aquatic habitats;
- vii) Compliance with the highest applicable requirement for on-site retention of stormwater as specified in the applicable in force version of the Toronto Green Standard and the Wet Weather Flow Management Guidelines;
- viii) Demonstration that the development has maximized green infrastructure throughout the entire design process; and
- ix) Confirmation that all works and facilities used to manage rainfall from the development site shall remain on the development site and shall be solely owned and maintained by the future owners of the development site;

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

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

551.3. Public Realm

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

- a) views from the public realm to High Park are important and as such are identified on Map 7a and Schedule 4 and these views will be addressed in accordance with the views policies of Section 3.1.1 of the Official Plan;
- b) development/redevelopment will maintain, frame and, where possible through project design, create views from the public realm to Lithuania Park, Bennett Park, the new park (21 High Park Avenue) and existing heritage properties;

- c) development/redevelopment will not negatively impact sky views from High Park;
- d) new and existing City streets will reinforce the green, park-like character of the High Park Apartment Neighbourhood and will be designed to:
 - i) Sustain the growth of multiple rows of mature street trees, that support biodiversity, public health and the natural environment of High Park; and
 - ii) Include generous *soft landscaped* boulevards and opportunities for water infiltration;
- e) development/redevelopment and public works will improve and enhance pedestrian access and movement by:
 - i) Expanding the sidewalk width to serve existing and anticipated pedestrian flows;
 - ii) Maintaining or replacing the continuous network of mid-block connections, and creating new connections where appropriate;
 - iii) Establishing high quality physical and visual connections to parks and publicly accessible open spaces to expand the park-like character of the neighbourhood;
 - iv) Securing public easements, where appropriate, for new and/or existing midblock connections; and
 - v) Creating and improving street crossings, with a particular focus on safe routes to schools, public transit and public parks;
- f) development/redevelopment and public works will improve and enhance the comfort, quality and environmental sustainability of adjacent boulevards and sidewalks. Improvements and enhancements may include, but are not limited to: trees and vegetation that support biodiversity, public health and the natural environment of High Park; opportunities for water infiltration; green infrastructure; street furniture; bird friendly street lighting; and other appropriate amenities and features;
- g) development/redevelopment and public works will improve and enhance the design of High Park Avenue to become the Grande Promenade for the High Park Apartment Neighbourhood. In addition to the improvements and enhancements listed in policy 551.3 f) above, special place-making features, such as: generous sidewalk widths; seating areas; wayfinding or interpretive signage; weather protected bicycle parking; traffic calming measures; decorative paving; and public art installations, will reinforce the character, history and sustainability of the neighbourhood;
- h) the planning, design and development of expanded and new public parks and open spaces will be realized through:
 - i) Pursuing opportunities that arise from development/redevelopment to secure land for new parks, improve and expand existing parks, and improve public realm connections between existing and planned parks and open spaces;
 - ii) Maximizing the use of City-owned lands for park use;
 - iii) Creating a fine-grained pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm, where appropriate;
 - iv) Supporting a community-based planning and design process for creating interesting and engaging parks and open spaces that are safe, comfortable and accommodate people of all ages and abilities year-round; and

- v) Establishing partnerships with private property owners to supplement parkland and secure additional publicly accessible open spaces through *Privately-Owned Publicly Accessible Spaces* (POPS);
- i) new public parks will be secured by way of the development approval process through a combination of parkland dedication and cash-in-lieu contributions pursuant to the policies of the Official Plan and the City's Alternative Rate for Parkland Dedication;
- j) parkland dedication conveyed through the development approval process will:
 - i) Prioritize parkland dedication that is immediately adjacent to an existing park;
 - ii) Encourage the consolidation of parkland dedication from more than one development to create one larger park;
 - iii) Achieve parks that are programmable and have a functional size and shape;
 - iv) Maximize public street frontage to increase park presence and provide the greatest possible accessibility, safety and visibility for park users;
 - v) Be located on prominent and visible sites, including sites on corners;
 - vi) Form part of a linked system of parks, streets and mid-block pedestrian connections and expand existing parks and open spaces where possible; and
 - vii) Complement and be integrated with adjacent POPS, where possible;
- k) POPS provided through development/redevelopment are intended to augment public parks and open space and will not be in lieu of parkland dedication; and
- l) POPS provided through development/redevelopment will:
 - i) Be publicly accessible;
 - ii) Be designed for users of all ages and abilities;
 - iii) Be sited in highly visible locations and designed to serve the local population;
 - iv) Be sited and designed to be seamlessly integrated and connected into the broader public realm;
 - v) Incorporate seating and other pedestrian amenities, where possible;
 - vi) Include trees and vegetation, which support biodiversity, public health and the natural environment of High Park;
 - vii) Prioritize child-specific elements, where appropriate;
 - viii) Include the City's POPS signage identifying the space as being publicly accessible; and
 - ix) Be informed by the City's Urban Design Guidelines for Privately-Owned Publicly Accessible Space.

551.4. Open Space

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

- a) for sites containing one or more apartment building(s) greater than 4 storeys in height:

- i) A minimum of 65 percent of the total lot area will be open space, and a maximum of 35 percent of the total lot area may be covered by buildings and/or above grade structures;
 - ii) More than half of the required open space will be comprised of soft landscaped area; and
 - iii) The maximum total building frontage along each street property line will not exceed two thirds of the total lot frontage of each street. If any portion of a building is set back greater than 30 metres from a street property line(s), that portion of building frontage may be excluded from the calculation of total building frontage;
- b) development/redevelopment will provide a minimum of 2 square metre outdoor amenity space per dwelling unit for all proposed and existing buildings containing 20 or more dwelling units;
- c) outdoor amenity spaces will:
 - i) Have direct access to sunlight;
 - ii) Be located primarily at grade, with visual and/or physical connections to the public realm where appropriate;
 - iii) Mitigate impacts on the public realm and neighbours;
 - iv) Be physically separated and/or located away from loading and servicing areas;
 - v) Include generous high quality *soft landscaped* areas with trees and vegetation that support biodiversity, public health and the natural environment of High Park;
 - vi) Include well-designed landscaped areas and features that promote personal safety, offer privacy, consider the needs of people of all ages and abilities, and provide an attractive interface with the public realm;
 - vii) Provide comfortable wind, shadow and noise conditions; and
 - viii) Promote use in all seasons; and
- d) development/redevelopment will be encouraged to include a consolidated area(s) of soft landscaped open space and outdoor amenity within the development block(s) and limit the extent of vehicular access and movement through this area(s).

551.5. Built Form

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

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

setback of 6 metres from a street property line(s). Lawfully existing below grade buildings or structures located within the required setback prior to the enactment of this Site and Area Specific Policy, and additions directly below such buildings or structures are permitted;

- d) development/redevelopment will support water infiltration and the growth of mature, healthy trees in unencumbered soil areas by providing a minimum below grade building setback of 3 metres from a non-street property line(s). Lawfully existing below grade buildings or structures located within the required setback prior to the enactment of this Site and Area Specific Policy, and additions directly below such buildings or structures are permitted;
- e) development/redevelopment will be compatible with the existing built form character of the area and will be encouraged to use simple building forms and massing and limit the number and extent of building step-backs;
- f) development/redevelopment greater than 11 storeys in height will be in a compact, point tower built form;
- g) additions to existing apartment buildings will be limited to low rise additions and will be required to meet the provisions of this Site and Area Specific Policy for the base of buildings (as found in Section 5.2 and 5.3);
- h) development/redevelopment will include at least one main building entrance located on the prominent street facing building façade so that the entrance is clearly visible and directly accessible from the public street and sidewalk;
- i) a minimum of 25 percent of all new dwelling units will be two bedroom units or larger; a minimum of 10 percent of all dwelling new units will be three bedroom units or larger;
- j) the footprint of a new apartment building should generally not exceed the typical ground floor area of existing apartment buildings;
- k) development/redevelopment will be located, massed and designed to limit overlook, provide access to natural light for interior spaces, and maximize opportunities for landscaped open space between buildings through the use of generous building separation distances and rear and side yard setbacks from neighbouring properties;
- l) development/redevelopment that may be permitted on a site within the High Park Apartment Neighbourhood will be in a form consistent with one of the following building typologies:
 - i) Low rise building;
 - ii) High Park Apartment Neighbourhood mid-rise building (Form A or Form B); or
 - iii) High Park Apartment Neighbourhood tall building;

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

551.5.1. Low rise building

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

551.5.2. High Park Apartment Neighbourhood mid-rise building:

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

DEVELOPMENT CRITERIA	
d. Building Form B: Portion of Building above Building Base	
i. Maximum floor plate dimensions	30 metres on the longest side
ii. Minimum setback of a building wall(s) from a street property line(s)	8 metres
iii. Minimum separation distance of a building wall(s) from the <i>primary elevation(s)</i> of an existing or new building(s) taller than 4 storeys	20 metres

551.5.3. High Park Apartment Neighbourhood tall building:

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

551.6. Site Servicing

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

- a) vehicular access to a development block(s) will be minimized, and shared access with adjacent sites will be encouraged where feasible to reduce conflicts between pedestrians

and automobiles;

- b) development/redevelopment will consolidate service areas where possible and should integrate services, such as waste management storage and pick-up areas, and utility functions within buildings;
- c) development/redevelopment will limit surface parking and will not include above grade parking structures, with the exception of bicycle parking facilities;
- d) development/redevelopment will limit the use of vehicular driveways between the front face of a building and the public street or sidewalk;
- e) development/redevelopment will integrate new vehicular ramps to underground parking areas within buildings and will be encouraged to relocate and/or integrate existing ramps within buildings;
- f) development/redevelopment will provide cycling infrastructure for residents of existing buildings in addition to the requirements for new buildings;
- g) development/redevelopment should incorporate an appropriate number of on-site storage areas/lockers for mobility devices, strollers and other similar equipment for use by new and existing residents; and
- h) development/redevelopment will provide designated, on-site dog relief facilities for use by new and existing residents.

551.7. Transportation

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

- a) development/redevelopment and public works will support cycling and the expansion of the area cycling network with high regard for pedestrian and cyclist safety through the provision of on-site and off-site cycling infrastructure. This will be achieved through:
 - i) A review of the City of Toronto's 10 Year Cycling Network Plan and other cycling studies and the installation dedicated on-street or mid-block cycling facilities where appropriate;
 - ii) A redesign of internal streets and pathways to safely accommodate cyclists and other active users;
 - iii) Collaboration with Bike Share Toronto to expand the network by providing bike share stations in, and adjacent to, development/redevelopment sites;
 - iv) Installation of long-term bicycle parking at existing buildings on development/redevelopment sites that are currently deficient; and
 - v) Installation of short-term bicycle parking spaces in highly visible and accessible areas in, and adjacent to, development/ redevelopment sites to accommodate visitors;
- b) development/redevelopment will require an expanded Transportation Impact Study (TIS) Report. In addition to the standard requirements of a TIS Report, the following items may also be required:
 - i) An expanded study area that goes beyond the streets and intersections adjacent to the proposed development;

- ii) A detailed study of existing traffic patterns and infiltration in the area and the projected trip distribution for the proposed development;
- iii) An analysis of traffic safety issues using collision and other available data;
- iv) A detailed driveway assessment as part of the traffic operations assessment;
- v) A detailed analysis of future transit riders and an examination of pedestrian routing from the development site to nearby destinations;
- vi) A Transportation Demand Management plan that will be prepared to encourage walking, cycling, transit-use, and carsharing as a means to reduce the use of the private automobile; and
- vii) A detailed assessment of existing parking utilization and estimates of future parking demand that could form the basis for a reduction in zoning by-law parking requirements.

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

551.8. Community Services and Facilities

To accommodate and integrate community services and facilities within the High Park Apartment Neighbourhood, it is the policy of City Council that:

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

- f) opportunities for shared outdoor recreational space between school boards and other community groups is encouraged.

551.9. Interpretation

- a) this Site and Area Specific Policy shall be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making. All relevant policies are to be applied to each situation;
- b) the intent of this Site and Area Policy is to supplement the development criteria within Section 4.2 of the Official Plan for the High Park Apartment Neighbourhood Area;
- c) in the event of conflict between a policy within this Site and Area Specific Policy and a policy within the Official Plan, the policy of this Site and Area Specific Policy shall prevail;
- d) this Site and Area Specific Policy is to be read in conjunction with the High Park Apartment Neighbourhood Urban Design Guidelines. These Urban Design Guidelines will be used to provide direction for reviewing development applications in this Site and Area Specific Policy area.
- e) Definitions

For the purposes of this Site and Area Specific Policy:

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

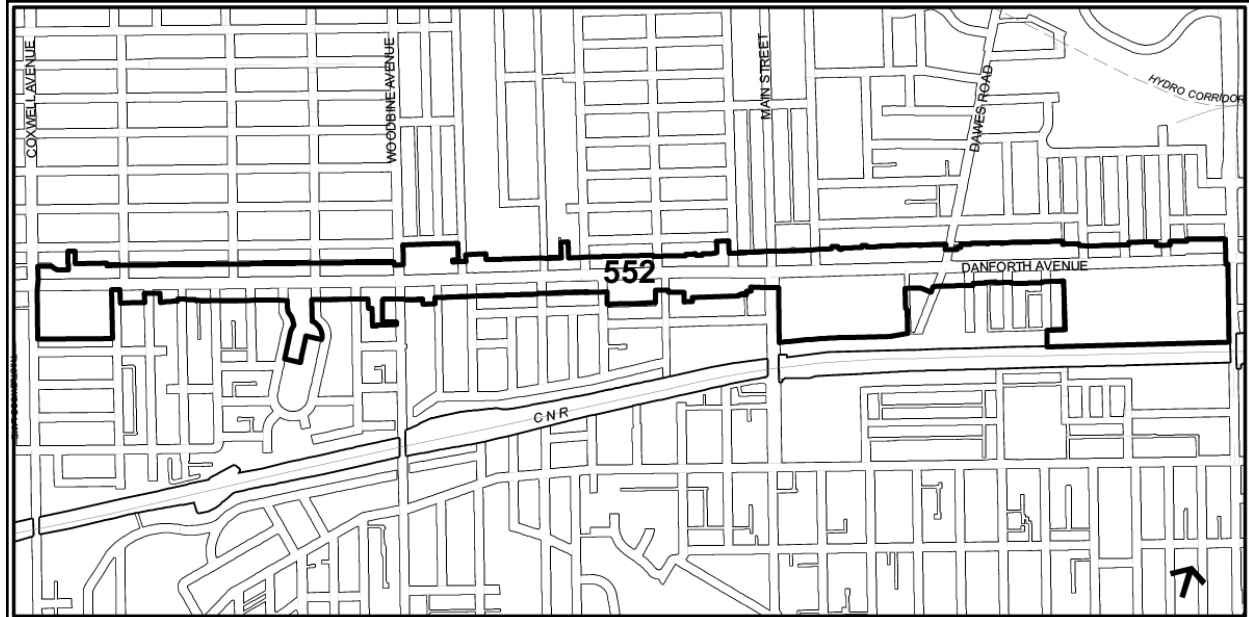
551.10. Implementation

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

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

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

552. Danforth Avenue between Coxwell Avenue and Victoria Park Avenue



552.1. Purpose and Objective

- 552.1.1. This Site and Area Specific Policy is intended to guide and manage incremental development on Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue; respect and reinforce the existing mixed-use and physical character of Danforth Avenue; ensure an appropriate built form and transition between new development and existing *Neighbourhoods* north and south of Danforth Avenue; ensure a

coordinated public realm and streetscape network; provide direction for complete streets for Danforth Avenue; conserve and reinforce the area's cultural heritage; and identify the future urban structure of the study area.

552.2. Planned Character

552.2.1. The planned character of Danforth Avenue is grounded in its history and role as a main street. The land use character will provide for a mix of residential and non-residential uses to ensure activity throughout the day and night. The built form character will comprise midrise buildings that are compatible with low-rise buildings and provide varied, pedestrian-scaled streetwall heights. The public realm will be enhanced by larger sidewalk widths, articulated and fine-grain active ground floor spaces, and by treating the Danforth Avenue right-of-way as public space. The design-quality of buildings will ensure vertical and horizontal rhythms, traditional building materials, and varied store fronts, all contributing to an enhanced public realm.

552.3. Public Realm

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

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

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

552.4. Complete Streets

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

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

552.5. Development Criteria - Entire Study Area

552.5.1. In addition to the existing development criteria policies for *Mixed Use Areas* within the Official Plan, all new development in *Mixed Use Areas* along Danforth Avenue will:

- a) respect and reinforce the existing and planned character of the area;
- b) provide a transition in scale towards existing buildings in *Neighbourhoods, Parks and Open Space Areas* through appropriate setbacks, stepbacks, a rear angular plane, and side angular planes;
- c) include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;

- d) include traditional building materials within the streetwall that are complementary to materials traditionally used on Danforth Avenue;
- e) have a ground floor height that generally is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building façades;
- f) have vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block;
- g) define appropriate streetwall heights through the use of stepbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building facades on Danforth Avenue and any flanking street;
- h) provide quality pedestrian-scale streetscapes and amenities on and adjacent to the site, including street trees/greening, public seating, and bike parking;
- i) accommodate sidewalk widths of a minimum of 4.8 metres from the face of the building to the street curb, except where there is a conflict with in situ conservation of a heritage building;
- j) be encouraged to provide additional setbacks to allow for active marketing zones and other accessory features to active uses at grade on the private portion of the streetscape;
- k) provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces;
- l) provide variability in scale of retail spaces to contribute to a healthy retail economy along Danforth Avenue; and
- m) provide a minimum 3 metre setback from property lines adjacent to a park to allow for access and servicing.

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

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

552.5.3. Notwithstanding policy 552.5.2 a) and b), lands located within Office Priority Areas, as shown on Map 1, that are developed with active non-residential uses at grade and at least one dedicated floor of office or other non-residential use abovegrade, may develop to a maximum height of up to 33 metres (excluding mechanical penthouse);

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

- a) publicly-accessible parking lots, to be managed by the Toronto Parking Authority, where appropriate and feasible;

- b) the provision of affordable rental and/or ownership housing, where appropriate and feasible; and
- c) the provision of affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses.

552.6. Heritage

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

552.7. Site-specific Development Criteria

552.7.1. Coxwell TTC Barns

- a) the lands located at 1627 and 1675 Danforth Avenue, referred to as the Coxwell TTC Barns, are an important publicly-owned asset to leverage the creation of a vibrant, multi-use community hub; and
- b) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process that addresses the following principles:
 - i) utilize City-owned lands to provide a city-building opportunity;
 - ii) create a multi-functional site that will be home to various civic and employment-generating uses;
 - iii) incorporate multiple public uses;
 - iv) conserve and adaptively re-use heritage buildings;
 - v) provide employment opportunities;
 - vi) align with other City-initiatives, studies, and policies;
 - vii) appropriately integrate design within the existing neighbourhood context and ensure the siting and massing of the buildings provide sufficient area and prominence for the public and community uses; and
 - viii) ensure universal accessibility.

552.7.2. Lands adjacent to Woodbine TTC station

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

- a) the development will include a minimum land-use mix of 80 percent residential gross floor area and 20 percent non-residential (commercial and office) gross floor area;
- b) the development will include a Privately-Owned Publicly Accessible Space (POPS) with a total size to be determined through the site-specific development application;

- c) the development will provide for sidewalk widths of a minimum of 6 metres (from curb to building-face) on the Danforth Avenue frontage, and a width of 4.8 metres (from curb to building-face) on the Woodbine Avenue frontage, excluding where in situ conservation of buildings on the City's Heritage Register conflicts with this minimum sidewalk width;
- d) the development will provide a mid-block pedestrian connection within the site to provide convenient pedestrian access to Woodbine TTC station from Danforth Avenue, in accordance with Map 2; and
- e) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process based on the policies above.

552.7.3. Shopper's World (Further Study)

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

552.8. Community Services and Facilities

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

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

552.9. Urban Design Guidelines

552.9.1. Urban Design Guidelines for Danforth Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Council-adopted Urban Design Guidelines for Danforth Avenue as well as all other applicable Council-adopted Guidelines, including the *Avenues* and Mid-rise Guidelines. To this end, Urban Design Guidelines for Danforth Avenue will:

- a) implement the policies of the Official Plan and this SASP;
- b) supplement the *Avenues* and MidRise Buildings Study, and associated Guidelines;
- c) provide an understanding of the area's local character and provide for the planned character;
- d) explain how development can complement local character and provide the planned character;
- e) articulate planning priorities for the area;
- f) provide built form guidelines including setbacks, stepbacks, height, and massing for development appropriate within the area;
- g) identify buildings of heritage potential that could be studied for inclusion on the

City's Heritage Register; and

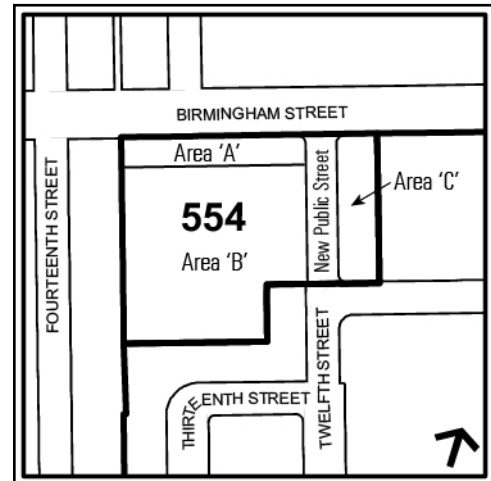
- h) illustrate how the public realm can be improved and provide concepts for a future vision based on complete streets.

553. [Intentionally left blank as of this consolidation]

554. 225 Birmingham Street

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

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



from the sidewalk.

- i) On Twelfth Street the minimum landscaped building setback, which permits stair and porch encroachments, is 3.3 metres from the sidewalk.
- j) Notwithstanding policy 554.1 i), the minimum landscaped building setback on Twelfth Street for the commercial building is 1.8 metres from the sidewalk.
- k) The minimum setback from the west lot line is 5.0 metres.
- l) The minimum rear yard setback from a townhouse or apartment building to the most southerly lot line is 7.5 m.
- m) The minimum facing distance between buildings will be 12.0 metres.
- n) Notwithstanding policy x554.1 m), the minimum facing distance between buildings containing below-grade entrances will be 15.0 metres.
- o) The maximum height of a main building wall will be 11.5 metres.
- p) Built form and landscaping will be used to screen service areas from adjacent sites.

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

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

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

- a) The maximum height of a main building wall will be 11.5 metres, with any additional height fitting within a 45 degree angular plane originating from the top of the main building wall.
- b) The building and mechanical equipment must fit entirely within a 45-degree angular plane drawn

from the nearest *Neighbourhoods* designated lot line.

- c) No balconies are permitted on the west facing elevations of a building located along the western lot line abutting *Neighborhoods*.
- d) An at-grade outdoor amenity area will be provided at a rate of 1.9 square metres per unit and will be consolidated to provide a central green space. This space shall front onto two (2) roads, creating visual openness and accessibility for residents and visitors.

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

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

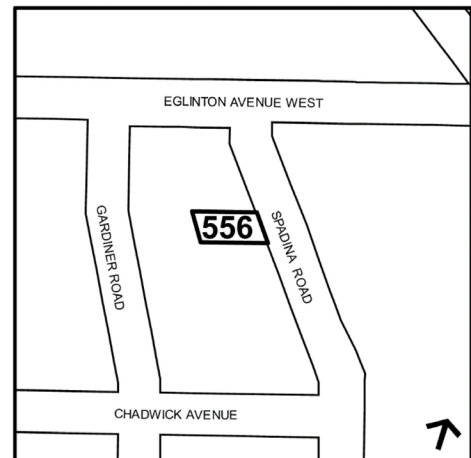
555. 150 Bronoco Avenue

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



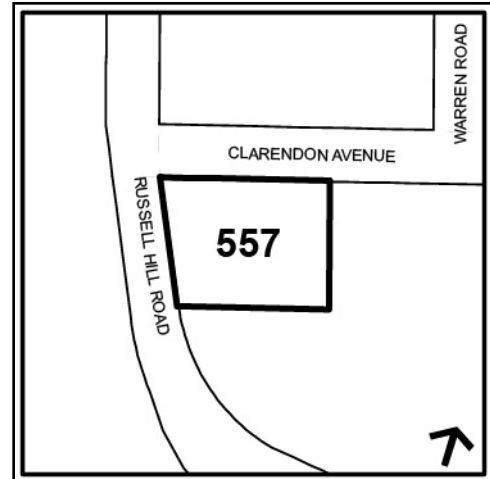
556. 782 Spadina Road

A pair of semi-detached dwellings is permitted.



557. 77 Clarendon Avenue

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



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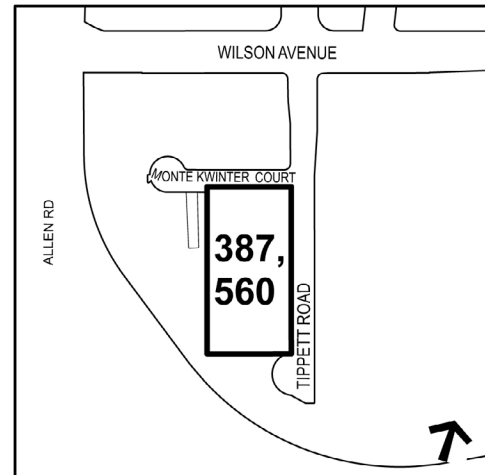
559. 543 to 565 and 579 to 633 Lawrence Avenue West

- a) Development is to create a vibrant and walkable Lawrence Avenue West, which frames the public realm at a human scale and enhances the street's identity as a major street well-served by public transit, while achieving an appropriate transition to the adjacent Neighbourhood to the south.
- b) Detached houses, semi-detached houses, duplexes, triplexes, various forms of townhouses and walk-up apartment buildings that are no higher than four storeys are permitted.
- c) Development will be set back a minimum of 9 metres from the rear lot line. Development will include a minimum of 3.0 metres of soft landscaping along a lot line abutting the Neighbourhood to the south.
- d) Development should include breaks between buildings generally every 36.0 metres in order to provide access to the rear of properties and break up the building massing.



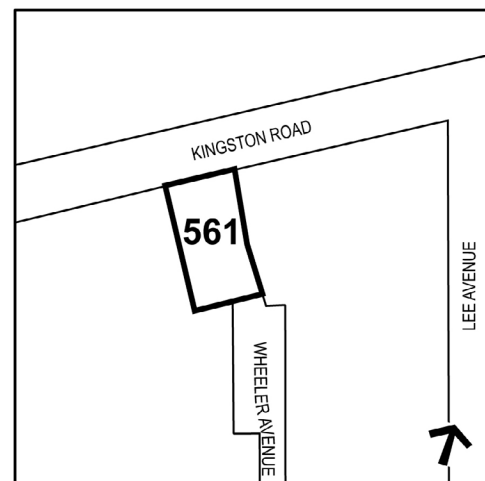
560. 4 and 6 Tippet Road

- a) Requirements in Site and Area Specific Policy No. 387 to provide a specific amount of non-residential gross floor area in development do not apply to these lands.
- b) A minimum of 3,030 square metres of non-residential gross floor area is required on the lands, of which a minimum of 1,515 square metres of non-residential gross floor area used for office purposes is required on the second floor.



561. 507, 509, 511 Kingston Road

- a) An eight storey apartment building is permitted.



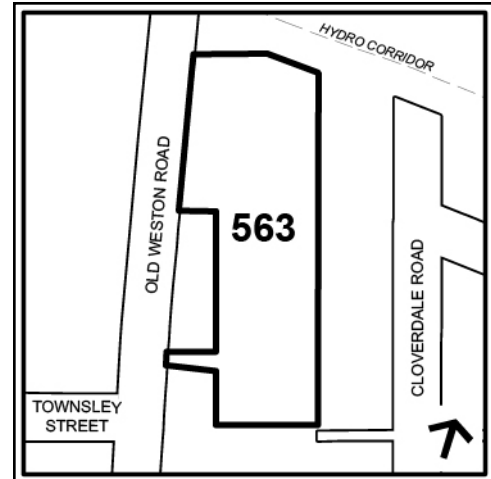
562. Part of 2795-2799 Bathurst Street

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



563. 383, 423, and 425 Old Weston Road

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



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567. 307 Sherbourne Street

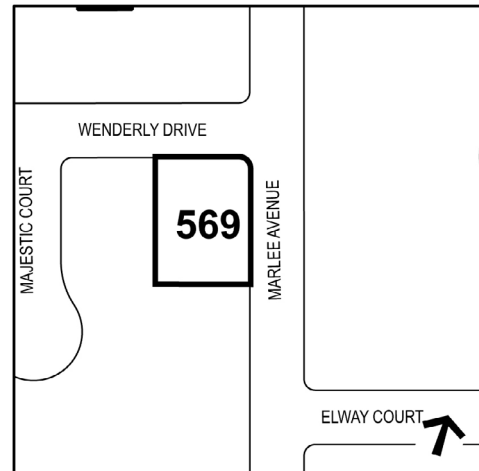
A tall building with a maximum height of 59.5 metres, including mechanical penthouse, is permitted.



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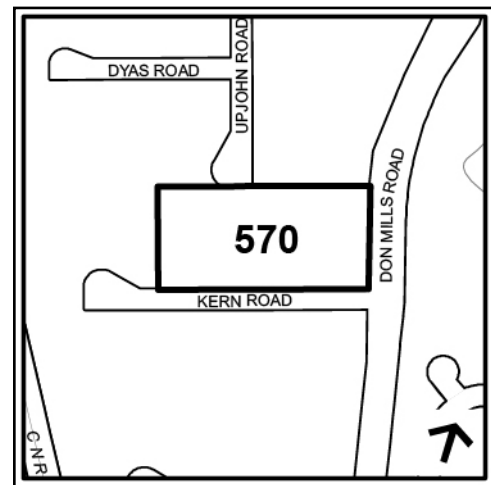
569. 111 Wenderly Drive, 746 and 748 Marlee Avenue

A ten-unit, four-storey townhouse development is permitted.



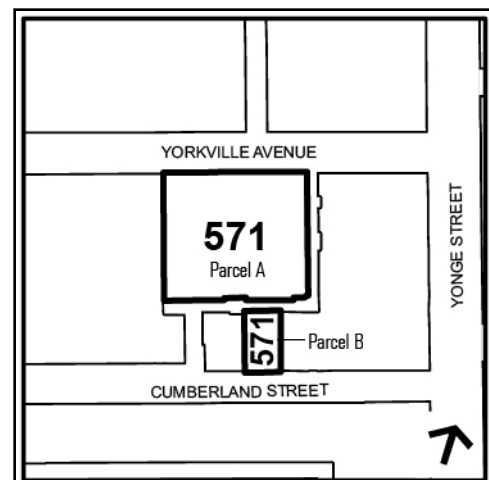
570. 1440 Don Mills Road

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



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

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



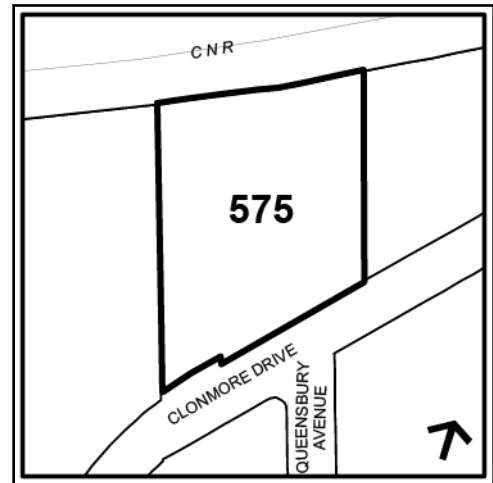
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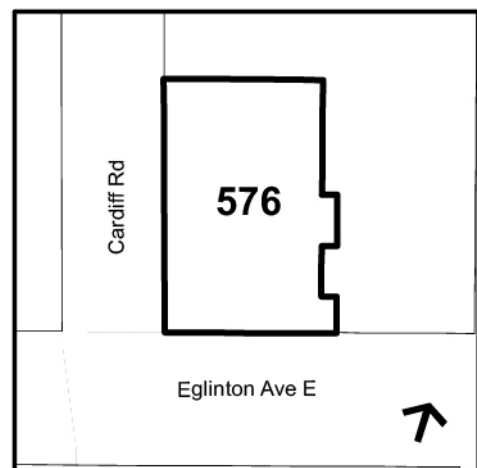
575. 168, 170, 172, 174, 176, 178, 180, 182 and 184 Clonmore Drive

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



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

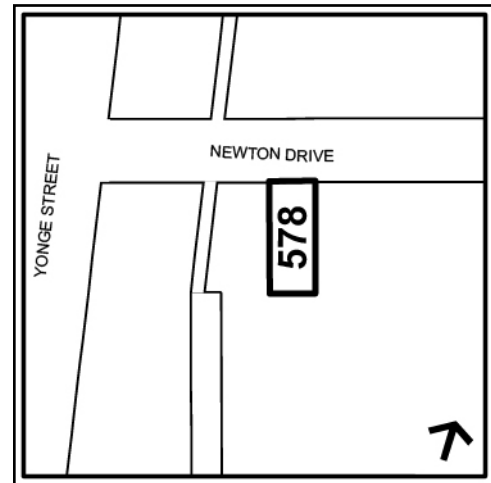
A maximum gross floor area of 7,950 square metres, a maximum building height of 12 storeys and 40 metres (inclusive of all mechanical penthouse and architectural elements) and an underground parking garage are permitted for a residential building.



577. [Intentionally left blank as of this consolidation]

578. 11 Newton Drive

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

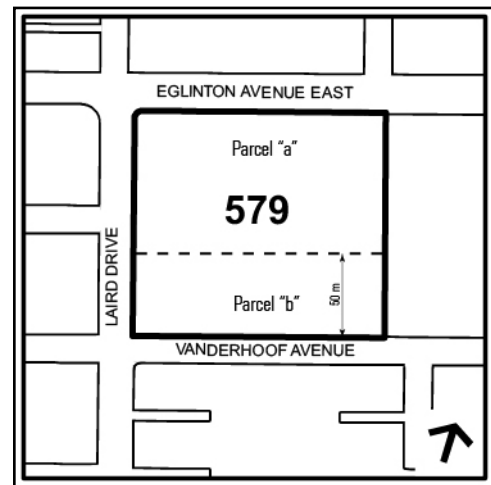


579. 815-845 Eglinton Avenue East

579.1. Vision

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

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



- d) Connect Leaside to the West Don River Trail by enhancing Vanderhoof Avenue as a park connector of existing and future parks.

579.2. Goals

The goals of development on the lands are to:

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

579.3. Land Use

General Policies

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

General Employment Areas: "Parcel b"

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

Mixed Use Areas: Parcel "a"

- 579.3.6. Development in Parcel "a" on Map 1 that includes residential units and development in Parcel "b" on Map 1 is required to increase the amount of non-residential gross floor area that existed in Parcels "a" and "b" on Map 1 on December 18, 2013.
- 579.3.7. Given the presence of industries to the south and southeast of Parcel "a" on Map 1, a study of noise, dust, odour and other industrial related impacts is required prior to

the approval of residential development and/or other sensitive non-residential uses within Parcel "a" so that appropriate design standards and building heights can be determined for buildings containing residential and/or sensitive non-residential uses.

579.4. Public Realm

- 579.4.1. The public realm structure on Map 2, Structure Plan, establishes and identifies a network of existing and new streets, gateways, public parks and open spaces, transit facilities, a community facility, pedestrian connections and POPS.
- 579.4.2. The expansion of the street network, north of Vanderhoof Avenue as shown on Map 2, Structure Plan, will enhance the function of the existing network of streets, establish suitably scaled blocks to provide address for development, and provide access to destinations within and beyond the area.
- 579.4.3. The public realm will enhance and expand upon the local character and identity of the community promoting civic life.
- 579.4.4. Opportunities will be explored with development and streetscape improvements to interpret and commemorate the history of Leaside, including its role as a rail and manufacturing hub, and the function of Laird Drive as a main street and transition between the original eastern industrial and western residential portions of the neighbourhood.
- 579.4.5. New development and public realm improvements will prioritize pedestrian movement and promote safe, convenient, comfortable and resilient spaces for pedestrians and cyclists by providing:
 - a) A finer grain street network that includes generous sidewalks on new and existing streets to be complemented by trees and other landscaping;
 - b) Green, safe and comfortable spaces for all users and activities;
 - c) Local streets that primarily support an increase in pedestrian activity;
 - d) Midblock pedestrian connections through larger development blocks that improve pedestrian movement and access through generous walkways and landscaping;
 - e) Loading and servicing uses consolidated and located underground; and
 - f) Coordination of goods movement related to the Leaside employment area and balancing these needs with pedestrian movement and safety.
- 579.4.6. Eglinton Avenue East will be a pedestrian-friendly promenade framed by trees, function as the primary east-west street and provide a clear and direct movement that extends from Laird Drive east towards the West Don River Trail and the Sunnybrook Park LRT Station.
- 579.4.7. Laird Drive will be an enhanced main street to accommodate:
 - a) Safe and separated cycling facilities;
 - b) A gateway at the intersection of Laird Drive and Eglinton Avenue East with public realm enhancements within the right-of-way to achieve high quality civic outdoor amenity spaces; and
 - c) Curb extensions on local streets adjacent to Laird Drive will provide additional

space for pedestrians and landscaping.

579.4.8. Vanderhoof Avenue will connect existing and future parks and open spaces, and will provide:

- a) A multi-use path and sidewalk on the north side of the street with a future connection east to the West Don River Trail; and
- b) Additional trees to be planted within the setback area where appropriate.

579.4.9. Local streets will provide a finer grain street network with building setbacks that accommodate landscaping and promote pedestrian connectivity, and vehicular and servicing access where appropriate.

579.5. Parks and Open Spaces

579.5.1. The parks and open space network will be developed to support a range of uses and users through size, configuration, form, surface treatment, landscaping and programming.

579.5.2. Parks and open spaces may generally be located along the south portion of the lands near Vanderhoof Avenue to allow for good sky view and exposure to sunlight with minimal shadow impacts.

579.5.3. As part of the development, parkland provision will be required in the following priority at the discretion of the City:

- a) On-site land dedication;
- b) Off-site land dedication; and/or
- c) Cash-in-lieu.

579.5.4. New parks will be located on prominent sites including public street corners, locations which terminate street views, and will align with mid-block pedestrian connections.

579.5.5. Environmental assessments will be completed in the initial stages of development to identify the impacts of potentially contaminating activities on proposed park locations. Park locations on development sites will be prioritized to portions of the site that can be remediated to the greatest extent.

579.5.6. POPS will be encouraged as part of development and designed to extend and connect the public realm in a way that contributes to civic life and is publicly accessible year-round.

579.5.7. Public art is encouraged to be provided in POPS, setbacks, accessible open spaces and public parks to promote a sense of identity and place.

579.5.8. A community facility shown on Map 2, Structure Plan, will be centrally located and in close proximity to the Eglinton Crosstown LRT Station, and will act as a community destination to serve the surrounding community. Partnerships between private landowners and public agencies, boards and commissions to support the improvement, provision and expansion of a community facility will be encouraged.

579.6. Building Setbacks

579.6.1. Generous landscaped setbacks will be provided along all streets in order to integrate

with the Leaside character, contribute to the public realm, and allow additional space for pedestrians, landscaping, amenities, and soil volumes to accommodate healthy tree growth. The setbacks will be sufficient to ensure direct and accessible at-grade connections from ground floor uses to the public sidewalk.

- 579.6.2. The top of the underground parking garage deck will be recessed by a minimum of 1.2 metres in depth in the landscaped setback areas, along all public streets to ensure adequate soil volumes for large canopy trees.
- 579.6.3. Buildings along Eglinton Avenue East, and Laird Drive will have a minimum 6 metre setback from these rights-of-ways.
- 579.6.4. Buildings along all other public streets will have a minimum 3 metre setback from these rights-of-ways.
- 579.6.5. The private street will be designed with a 20 metre right-of-way width at-grade, and 3 metre building setbacks at-grade to a height of 7.5 metres, to accommodate sidewalks and landscaping.

Setbacks Adjacent to Parks

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

579.7. Built Form

- 579.7.1. Development will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding public realm around the Eglinton Crosstown LRT Station, and along the Laird Drive and Eglinton Avenue East corridors.
- 579.7.2. Development will fit its surroundings and limit its impacts with an appropriate transition in scale from higher building forms to adjacent lower scale areas, in particular, *Neighbourhoods*, by using appropriate setbacks, stepbacks, heights, angular planes, appropriate floor plate sizes and facade articulation.
- 579.7.3. Buildings should provide high quality, ground floor weather protection with a minimum depth of 2.5 metres of ground floor weather protection, where appropriate, along streets, parks and open spaces, and at building entrances.

Development Adjacent to Parks and Open Spaces

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

579.8. Building Massing and Heights

General Policies

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

- b) relationships to streets and between buildings with good access to sunlight and open views of the sky from the public realm.

Laird/Eglinton Mid-rise Area:

- 579.8.3. Locate mid-rise forms along Eglinton Avenue East and Laird Drive with the following characteristics:
 - a) Provide a 6-storey streetwall height at the setback line; and
 - b) Above the 6-storey streetwall, buildings will step back and change materials and/or expression.
- 579.8.4. Locate mid-rise forms along Vanderhoof Avenue with the following characteristics:
 - a) Provide a maximum of 30 metre streetwall at the setback line; and
 - b) Above the 30 metre streetwall, buildings will step back and change materials and/or expression to maintain a legible streetwall and allow for good access to sunlight and open views of the sky from the public realm.

Tall Buildings:

- 579.8.5. Tall buildings will be set back away from the Laird Drive and Eglinton Avenue East frontages towards the centre of the development blocks and will:
 - a) Take access and address from new local streets;
 - b) Provide a base building to a maximum height of 3-storeys along local streets and abutting parks and open spaces;
 - c) Provide a maximum tower floor plate of 750 square metres above the base building stepped back a minimum of 3 metres from the base building; and
 - d) Notwithstanding policy 579.8.5 c), to provide building articulation and enhanced views from the privately owned publically accessible open space and the Eglinton Crosstown LRT Station, tall buildings located south of the Approved Private Street will generally be stepped back a minimum of 3 metres from the base building.
- 579.8.6. The tallest buildings should be in close proximity to the Eglinton Crosstown LRT Station, with heights of tall buildings generally decreasing further to the east.
- 579.8.7. Notwithstanding policies 579.8.3, 579.8.5 and 579.8.6, good access to midday sunlight on the north public boulevard of Eglinton Avenue East and the west public boulevard of Laird Drive at the solar equinoxes will be maintained by ensuring that no part of a building exceeds the height of a 45-angular plane originating at the property line from a height of 80 percent of their respective street right-of-way width.

579.9. Mobility

- 579.9.1. New development will be reviewed to determine if there is available capacity within the transportation network and/or contributions to expand and enhance the network are required to be provided with development.
- 579.9.2. The Laird in Focus Mobility Report adopted by City Council provides the foundation for transportation infrastructure improvements and will be refined and implemented through the development approvals process and identified capital expenditures.

- 579.9.3. Development will provide required transportation infrastructure improvements and facilities as shown on Map 2, Structure Plan, and Map 4, Mobility Plan.
- 579.9.4. Establish a new mid-block local street south of Eglinton Avenue East and north of Vanderhoof Avenue, which will act as a connector from residential areas to the future Eglinton Crosstown LRT Station and key destinations, as shown on Map 2, Structure Plan.
- 579.9.5. Development will implement a finer grain street network, improving access and connectivity while facilitating a modal shift to active transportation and transit.

Pedestrian and Cycling Networks

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

Transit

- 579.9.12. Integrate transit priority measures with streetscape improvements and within private development to improve transit users' experience of the transit network.

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

Travel Demand Management and Parking Strategies

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

Employment Mobility and Goods Movement

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

579.10. Water, Sewer and Stormwater Infrastructure

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

579.11. Implementation

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

Urban Design

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

Transportation

- 579.11.4. A transportation monitoring program will be developed and undertaken by the City for existing and proposed development in consultation with area stakeholders to evaluate growth and travel patterns as the transportation network and associated improvements are implemented. At appropriate times, a monitoring program will be co-ordinated by the City to inform Transportation Impact Studies submitted with development applications, as well as transit and transportation initiatives, and will include:
- a) Travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
 - b) Trip volumes from a multi-modal perspective on public streets and at key intersections, and the future network improvements of all transportation modes measured against development levels;
 - c) Transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network; and
 - d) Parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
- 579.11.5. The findings of the transportation monitoring program will inform future transportation analysis and future review of development. The findings will be considered in the review of individual development applications and the implementation of TDM requirements.

Housing

- 579.11.6. To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be encouraged, to meet the different and changing household needs over time, including units that are suitable for families with children, and larger households.
- 579.11.7. Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to a full range of housing, in accordance with the applicable legislative framework.

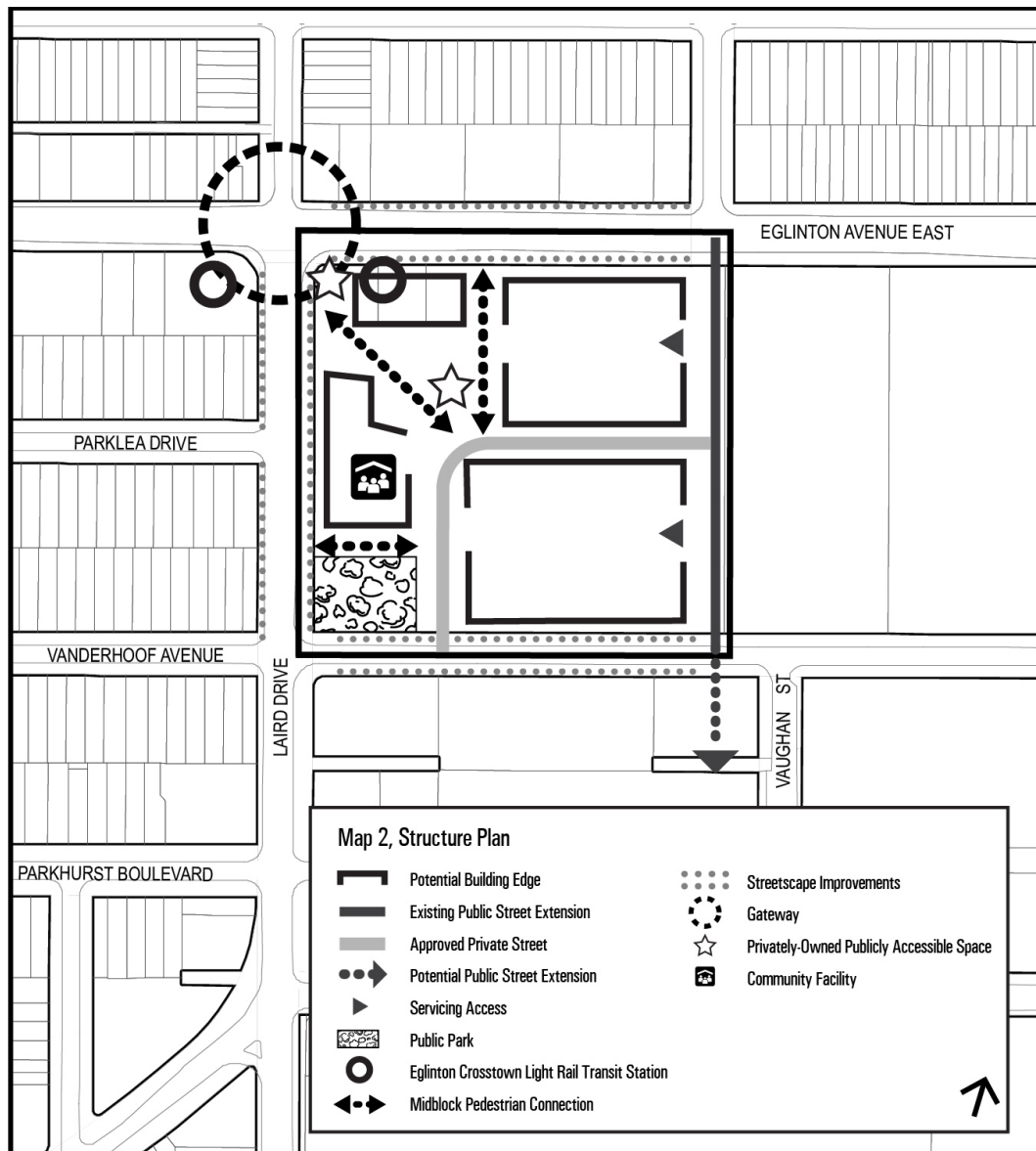
Community Services and Facilities

- 579.11.8. The City will monitor development applications in the Laird in Focus Area on an on-going basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, boards and commissions, including school capacity as part of on-going conversations, to evaluate the evolving needs of the area's population and inform the delivery of new and enhanced community services and facilities.
- 579.11.9. A new community facility will be located on the site to capitalize on access to public transit available in this location.
- 579.11.10. The following community services and facilities will be prioritized:
- a) New, non-profit child care facilities to serve the projected residential population growth; and
 - b) Flexible, multi-purpose, community facility space to provide for a wide range of programs for people of all ages and abilities.
- 579.11.11. The new community facility will be designed to meet the requirements of the City and its agencies and:
- a) Will be located in a highly visible location with strong pedestrian, cycling and transit connections;
 - b) ii. Will be located within a mixed-use building, where possible; and
 - c) iii. In the event that a multi-purpose community facility space is provided on site, that space will provide flexible, accessible space that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

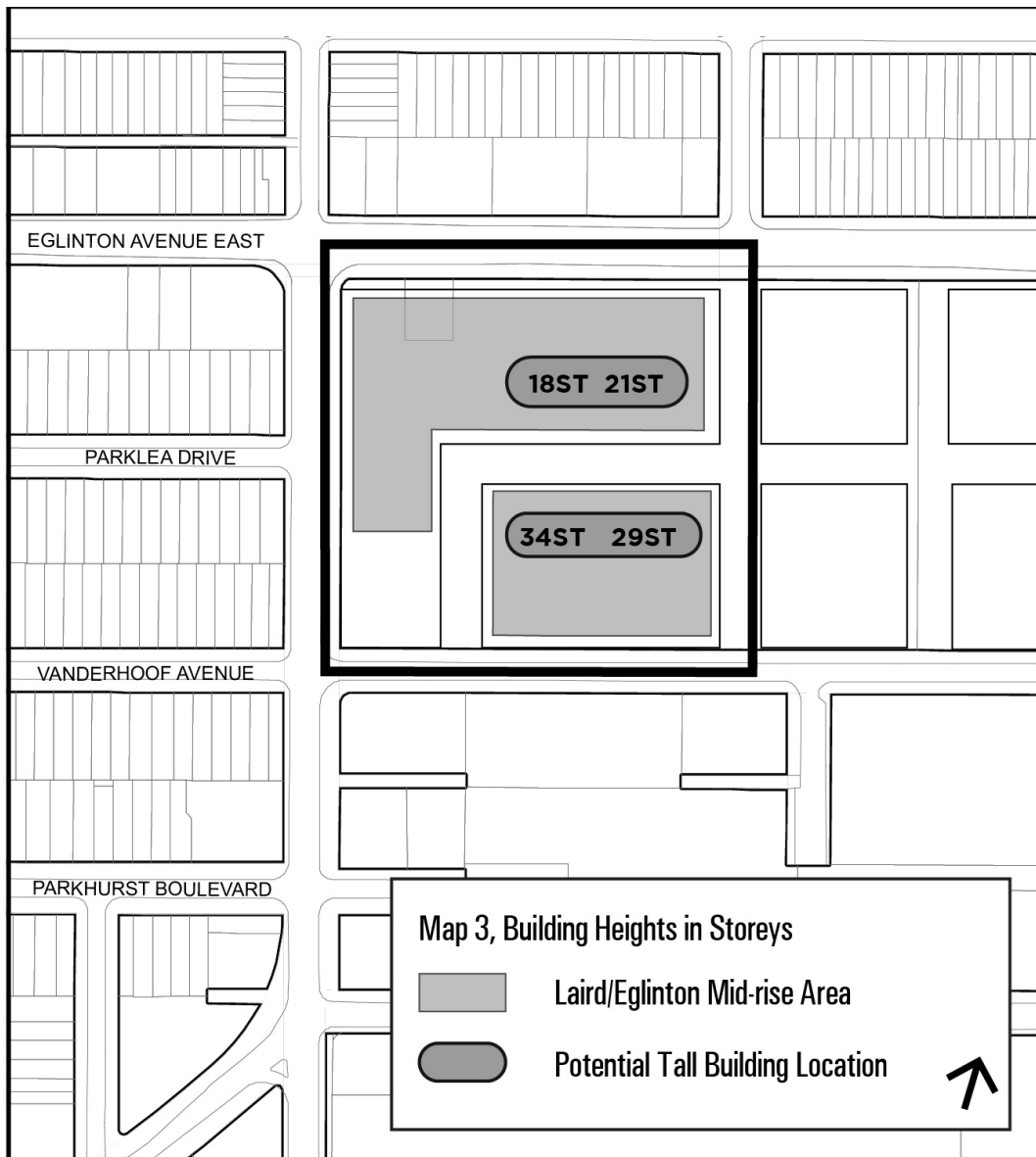
Sustainability

- 579.11.12. Environmentally sustainable built form will be encouraged through the Development.
- 579.11.13. Development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.
- 579.11.14. Co-energy facilities will be encouraged.
- 579.11.15. Infrastructure which encourages sustainability will be provided with development such as cycling and pedestrian infrastructure.

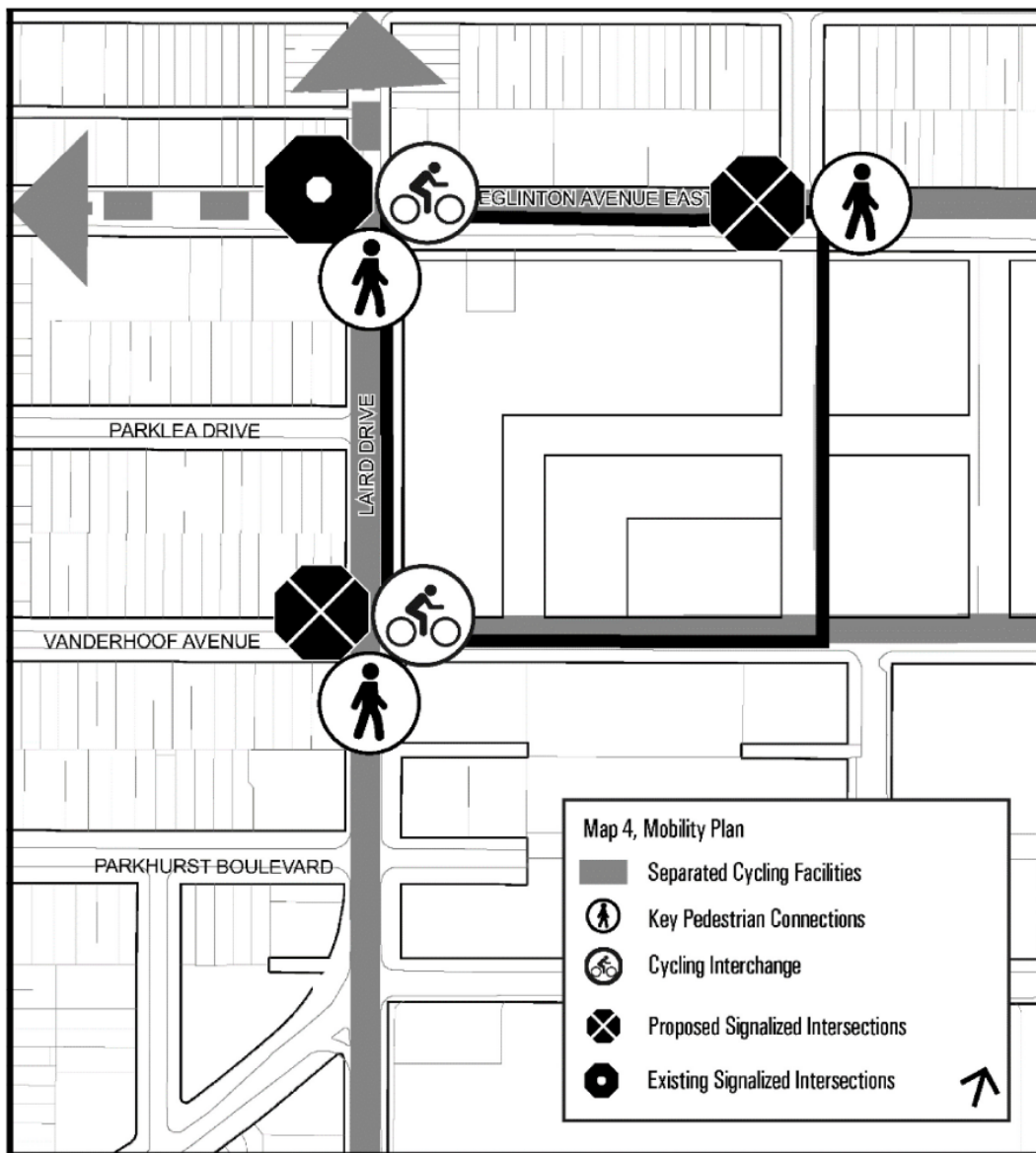
MAP 2, STRUCTURE PLAN



MAP 3, BUILDING HEIGHTS IN STOREYS



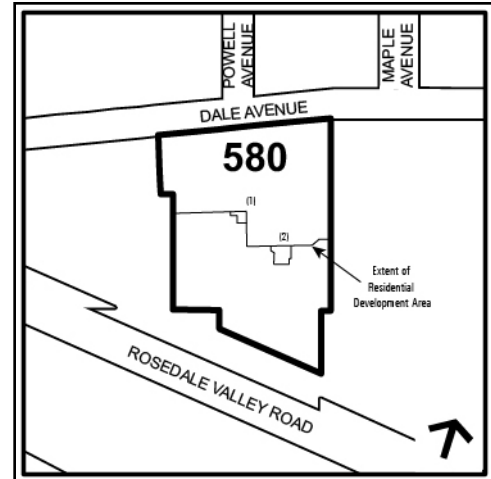
MAP 4, MOBILITY PLAN



580. 5, 7 and 9 Dale Avenue

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

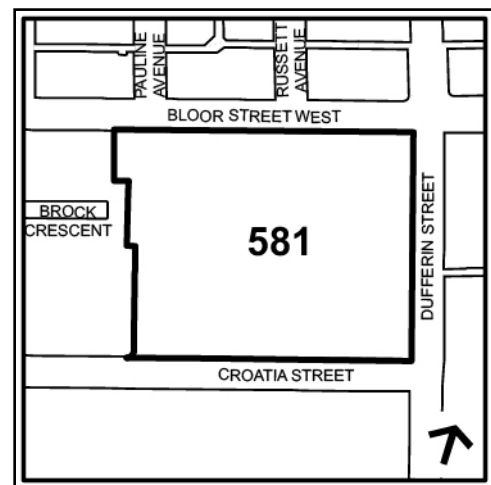
In addition to the above, the areas identified as (1) and (2) will be used only for the protection of identified heritage elements including a ground level patio and heritage 'tea house' structure located at the rear of 7 Dale Avenue, as existing in 2019 and secured through Site Plan Approval.



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

Redevelopment of the lands will:

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

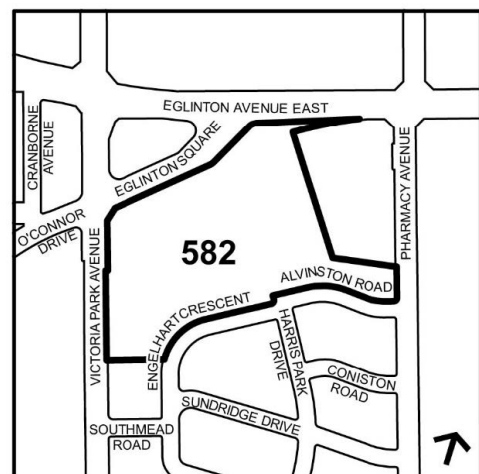


- e) Be designed to facilitate and encourage various forms of active transportation, including walking and cycling, and providing a comfortable and safe environment for pedestrians and cyclists;
- f) Include creation of a new public street extending existing Pauline Avenue from Bloor Street West south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

582. 1 to 70 Eglinton Square, 1431 and 1437 Victoria Park Avenue and 14, 18, 22 and 26 Engelhart Crescent

582.1. Interpretation

- a) Site and Area Specific Policy (“SASP”) No. 582 is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site. In the event of any conflict between the Official Plan or any applicable Secondary Plan with this SASP, this SASP shall prevail.
- b) The lands subject to this Site and Area Specific Policy shall be referred to as the “Site”.
- c) Given the size of the Site, the prominent location of the Site at the intersection of Victoria Park Avenue and Eglinton Avenue East, being the historic commercial gateway and landmark entrance to the Golden Mile area, this SASP



recognizes this Site and the planned context for this Site. The heights, densities, built form, built form relationships, transportation system and policy framework established in this SASP shall not be interpreted to be appropriate in other areas in the Golden Mile area.

582.2. Land Use and Density

- a) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply. The following additional policies apply and in case of conflict, the policies of SASP No. 582 will prevail.
- b) The maximum gross Floor Space Index will not exceed 3.95 times the area of the Site, and development will be consistent with the policies of this Site and Area Specific Policy and the Official Plan, including any applicable Secondary Plan policies. Any gross floor area used for community services and facilities that may be provided on Site shall be excluded from the calculation of Floor Space Index for the purposes of this policy.
- c) Eglinton Square Shopping Centre may remain during the first phase(s) of redevelopment and will reinforce the Site's continued role as a mixed use retail centre and neighbourhood hub.
- d) All phase(s) of development will be co-ordinated with the street and block network to ensure the future extension of O'Connor Drive is protected for.
- e) Active at-grade commercial uses, including retail and service uses, restaurants, office uses are encouraged at locations identified on Map 3: Active Commercial Uses at Grade. Entrances to residential lobbies are strongly discouraged along Eglinton Avenue East and Victoria Park Avenue, but may be permitted if they cannot be located at other alternative locations (such as side streets). Entrances to residential lobbies and other non-residential uses are generally permitted along all other public streets identified on Map 1: Structure.
- f) Development will not be required to provide a minimum of 10% of the gross floor area of the development as non-residential uses, provided that a breakdown of uses is provided in the zoning by-law amendments.

582.3. Transportation Network

- a) In addition to Map 45-7 and Map 45-8 of the Golden Mile Secondary Plan, the planned street network is identified on Map 1: Structure, and will comprise of the following components:
 - i) Street A, the potential extension of O'Connor Drive, will have a minimum right-of-way width of 27 metres, and subject to Policy 582.3.b) and 582.3.d) and Policy 582.9.i) and 582.9.j);
 - ii) Street C will have a right-of-way width of 20 metres between Street A and Eglinton Avenue East, of which 14.5 metres will be provided on this Site;
 - iii) A 3-metre widening of Victoria Park Avenue to achieve a minimum right-of-way width of 36 metres to support transit priority measures and a potential higher order transit corridor as may be required by the City.
- b) For clarity, a Municipal Class Environmental sessment ("E ") will not be required to determine the exact location, alignment and design of Street B and Street C.
- c) Street A, Street B, and Street C will be public streets and will be dedicated through a Draft Plan of Subdivision. Conceptual streets are shown on Map 1: Structure.
- d) The approved Municipal Class Environmental Assessment ("EA") study for the street network will inform the future transportation network direction for the Site. The

transportation network identified through the EA Study or Draft Plan of Subdivision may detail additional requirements than what is contemplated on Map 1: Structure.

- e) Mid-block pedestrian connections are pedestrian connections with or without vehicular accesses through an individual block connecting the streets or parks adjacent to the block. Safe, generously-scaled and comfortable mid-block pedestrian connections on individual blocks extend the mobility network and may be provided at potential locations identified on Map 4: Pedestrian Network.

582.4. Parkland

- a) New public parkland will be required to support and meet the needs of residents and employees of the Site and broader community. Two new parks as identified on Map 1: Structure will be provided:
 - i) Park A will be a public park with generous street frontages on Street A and Street B, generally provided in the location identified as Block "A";
 - ii) Park B will be a public park with generous street frontages on Pharmacy Avenue and Alvinston Road, generally provided in the location identified as Block "B" and to be conveyed in the first phase of development, with the exception of the private driveway that runs on the south side of the existing mall on the Site, whereby such lands forming part of Park B are intended to be conveyed when Park A is conveyed to the City; and
 - iii) The total area of Park A and Park B will be no less than 20% of the Site area, excluding Public Streets "A", "B", and "C" and existing widenings of Victoria Park Avenue and Eglinton Avenue East, as conveyed to the City.

582.5. Public Realm

- a) POPS and Public Art will be generally encouraged, and while conceptually shown at the locations identified on Map 1: Structure, any POPS and/or Public Art that may be provided will be determined through a Zoning By-law Amendment application for the Site.
- b) Development will minimize shadow impact on public sidewalks, existing and new parks, as well as open spaces such as POPS and outdoor amenity spaces.

582.6. Built Form

Building Type & Height

- a) Tall buildings will only be permitted in the Tall Building Zone with the maximum heights in storeys identified on Map 2: Built Form. The location of tall buildings are approximate.
- b) Tall buildings with a maximum height of 25 storeys and a minimum 8-metre setback from the street line along the north side of the O'Connor Drive extension will be permitted at the north east corner of the extension of O'Connor Drive and Victoria Park Avenue intersection. For clarity, the 8-metre setback is the total of a 3-metre building setback at grade and a 5-metre tower step back above the base building.
- c) Mid-rise buildings will be provided at the priority locations identified on Map 2: Built Form with the identified maximum heights.
- d) Mid-rise buildings will generally fall beneath with a 45 degree angular plane from the adjacent street lines that the buildings or building masses front onto, at a height of 80 percent of the planned Right-of-Way widths of streets.

- e) Development will generally fall beneath the 45 degree angular plane measured from the *Neighbourhoods* boundary on the west side of Cranbome Avenue and the north side of Bartley Drive.
- f) Mechanical penthouses, access stairs and rooftop amenity areas will not be considered a storey for the purposes of determining building height, provided they limit impacts in accordance with applicable policies.

Base Building Heights

- g) Minimum and maximum base building heights will be provided as identified on Map 2.

Setbacks and Stepbacks

- h) Development will provide minimum setbacks from streets, and parks and open spaces, and property lines as follows:
 - i) A minimum 5.0 metre setback along the east and west sides of Street B;
 - ii) A minimum 3.0 metre setback along all other public streets;
 - iii) A minimum 6.0 metre setback from all Parks, with exception of existing low-rise residential buildings which may be a minimum of 4.0 metres from Parks.
- i) For all mid-rise buildings, a minimum 3-metre stepback will be provided above the base buildings along public streets, parks and open spaces.
- j) The size of development blocks must have regard for achieving adequate tower separation and placement;
- k) The separation distance between the tower portions of tall buildings will be a minimum of 25 metres, between main walls of towers.

Existing Above-grade parking structure

- l) Existing above-grade parking structures are permitted to remain, however no additions to the existing above-grade parking structures are permitted. As development proceeds, these structures will be replaced with underground parking or above grade parking structures wrapped with active uses on all sides of the buildings and on all floors.

582.7. Housing

- a) Despite Policy 3.2. 1.9(b), the provision of 20% of the residential dwelling units as affordable housing units is not required, provided that through the zoning by-law amendment review process 85 of the new residential dwelling units are secured as affordable housing units for a finite period of 15 years for 30 units and 30 years for 55 units.
- b) Prior to any development of the Site, a Housing Plan will be required that identifies in each phase of residential development: the percentage of units that will be two and three bedrooms in size, and how the required affordable housing will be delivered based on policy 582.7.a), including the phasing of affordable housing on the Site.
- c) In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan that are required for planning applications, a Housing Plan shall be submitted with the Draft Plan of Subdivision application for the Site and will be required under section 51 (18) of the *Planning Act*.

582.8. Community Services and Facilities

- a) New and/or expanded community services and facilities will be required to support and meet the needs of residents and employees of the Site and broader community. Community services and facilities will be identified and reviewed by the City through the development review process, in order of priority, with the provision of:
 - i) New, expanded or retrofitted space for one or more community facilities on-site;
 - ii) New, expanded or retrofitted space off-site within an appropriate distance from the Site; and/or
 - iii) A contribution toward a specific community service facility that meets identified needs.
- b) If development of the Site has the effect of removing the existing public library, the public library will be replaced on the Site or on a nearby site satisfactory to the City.

582.9. Implementation

- a) Prior to any development of all or any part of the Site, and prior to the issuance of any below-grade permit for any part of the Site, a Draft Plan of Subdivision application will be required to be approved for the entirety of the Site, subject to Policy 582.9.i) to Policy 582.9.k) of this SASP.
- b) A Subdivision Agreement will be entered into and registered on the entirety of the Site to implement the structure plan contained in this Site and Area Specific Policy, subject to Policy 582.9.a) of this SASP, and other related matters, and will include securing a satisfactory Housing Plan and resulting affordable housing based on policy 582.7.a) as contemplated by this Site and Area Specific Policy and subsection 51(17) of the *Planning Act*.
- c) The phasing of development and required infrastructure for the Site, including the provision of new public streets, municipal services, transportation infrastructure, and parkland will be addressed and secured through a Draft Plan of Subdivision.
- d) The expansion of the street network into a finer grid of streets will occur incrementally over time, and phasing of the transportation system, including related improvements and municipal servicing infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement, and such Subdivision Agreement will provide for phasing of the transportation system and municipal servicing infrastructure over time.
- e) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new municipal and transit infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.

Zoning By-law Amendment(s)

- f) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate proposed development on the Site.
- g) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following are required for any Zoning By-law Amendment application:
 - i) A Context Plan for the Site which addresses the phasing of the development blocks and Park shown on Map 1: Structure, the layout and design of existing and proposed

public realm elements, built form elements and their impact, and relationship with the existing and potential future development in the areas adjacent to the Context Plan Area for adoption by City Council as an Implementation plan for the Site under Policy 5.3.2.1. of the Official Plan.

- h) A Phasing Plan identifying, among other matters, the orderly progression of development blocks, associated municipal infrastructure and public streets, community services and facilities, if applicable, and affordable housing based on policy 582.7.a). Phase 1 of the development of the Site may preserve the existing shopping centre and may include Block F, if determined to be appropriate.

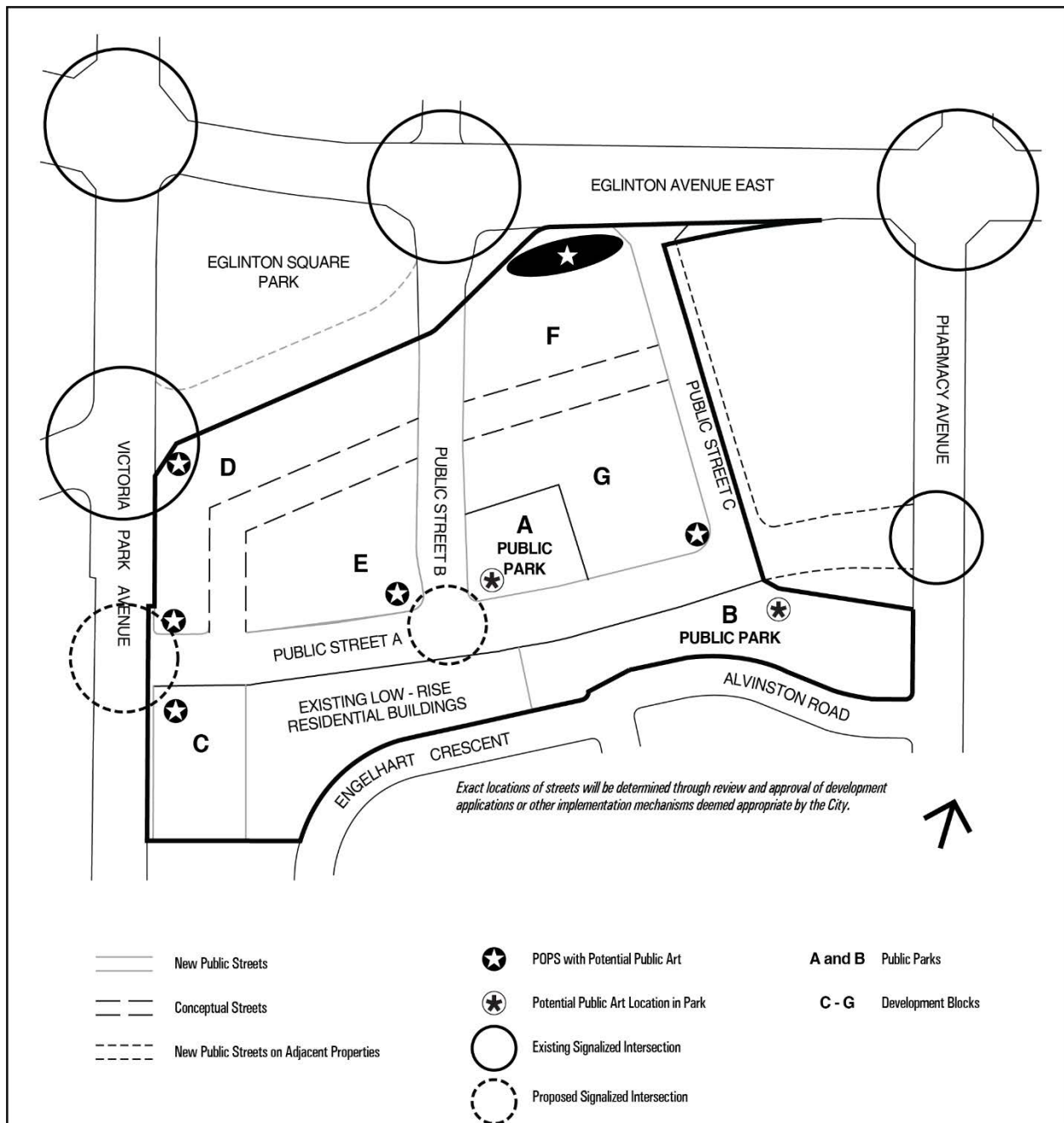
Development Block Phasing and Subdivision of Site

- i) No other Blocks identified on Map 1, except Block C, Block D, and Block F may proceed with development until there is an approved Draft Plan of Subdivision and registered subdivision agreement on the Site. This policy does not apply to prevent conveyance of Block A or Block B related to the Public Park.

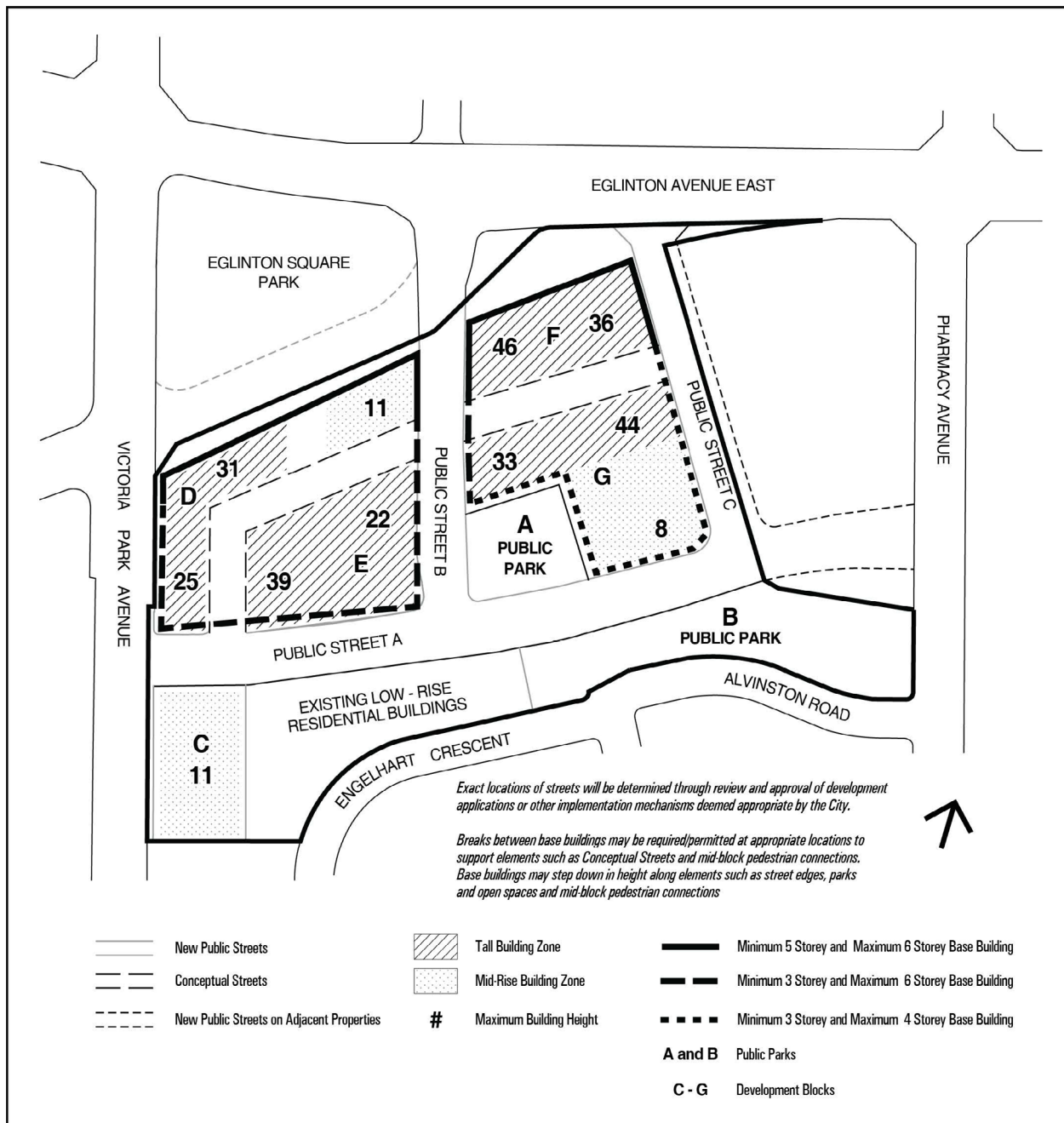
Interim and Ultimate Municipal Servicing

- j) Development on Block C, Block D, and Block F may be permitted to connect to municipal services on Victoria Park Avenue, Eglinton Avenue East and Eglinton Square as required in interim conditions, in the sole discretion of, and to the satisfaction of General Manager, Toronto Water, and Chief Engineer and Executive Director, Engineering & Construction Services, prior to the completion of the new public streets subject to the existing municipal sewer system having sufficient capacity, and subject to feasibility to relocate existing municipal infrastructure to public streets, or creating new easements to accommodate the flows confirmed by an accepted Functional Servicing Report, and the current site is a contributory to those municipal sewers. Changing existing drainage patterns will not be permitted.
- k) Development on Block C, Block D, and Block F may be permitted to utilize private lands in order to connect to municipal services, subject to an agreement between landowners and, if required at the sole discretion of the City, easement(s) granted in favour of the City. The Phasing Plan will be required to identify the anticipated timelines when the private sewers will be removed and the buildings will be reconnected to municipal sewers in compliance with the approved Ultimate Servicing Plans at the sole cost and expense of the owner(s) of the Site, and at no cost to the City. The ultimate servicing for the development shall be in compliance with the Master Servicing Plan for Golden Mile Area.
- l) The Phasing Plan will be required to identify upgrades to municipal servicing infrastructure in each phase of development and, where required, any cost sharing agreements for such upgrades. The removal of any City-approved private sewer(s) and reconnection to the municipal sewers for the buildings at each phase shall be at the sole cost and expense by the owner(s) of the Site, and at no cost to the City.

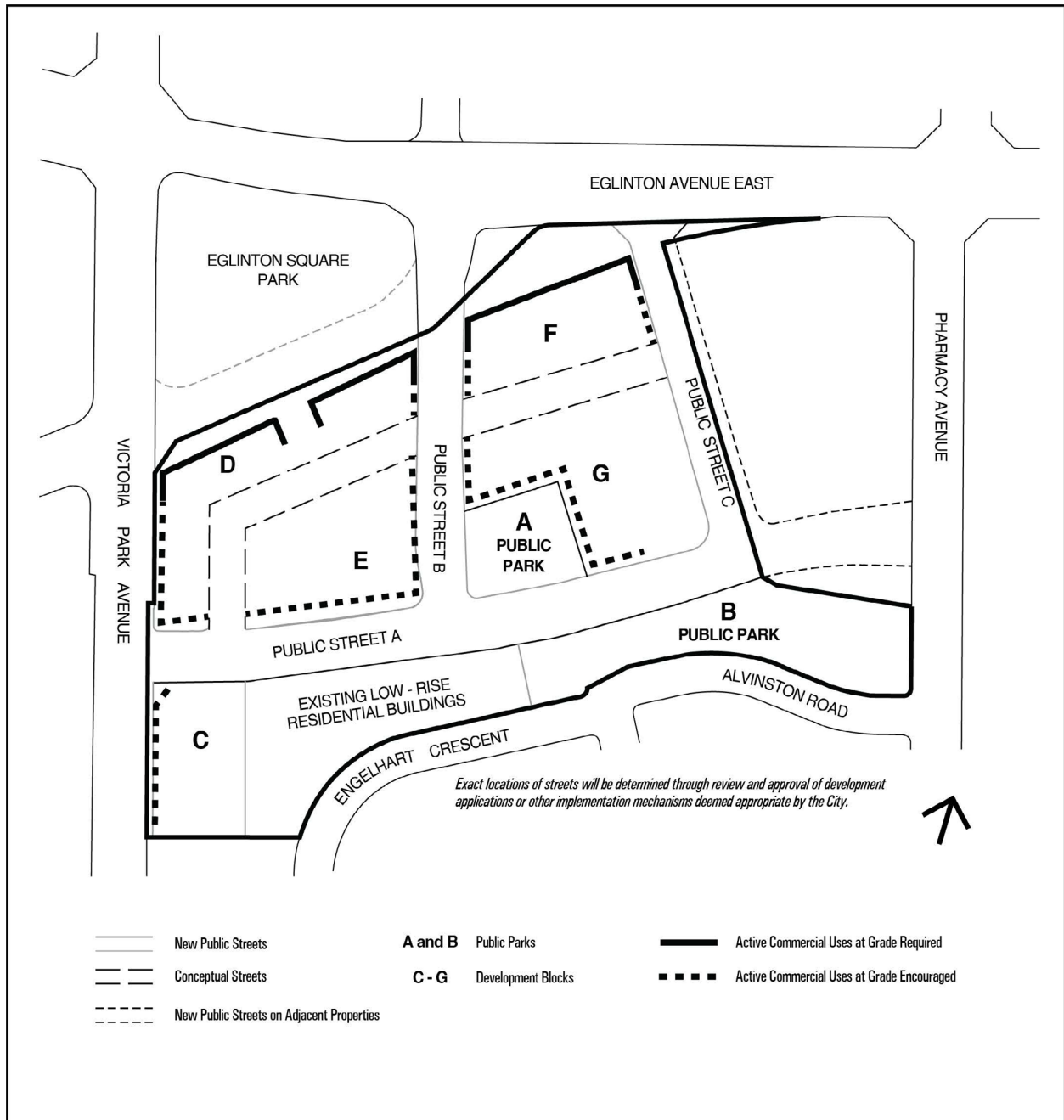
MAP 1: STRUCTURE



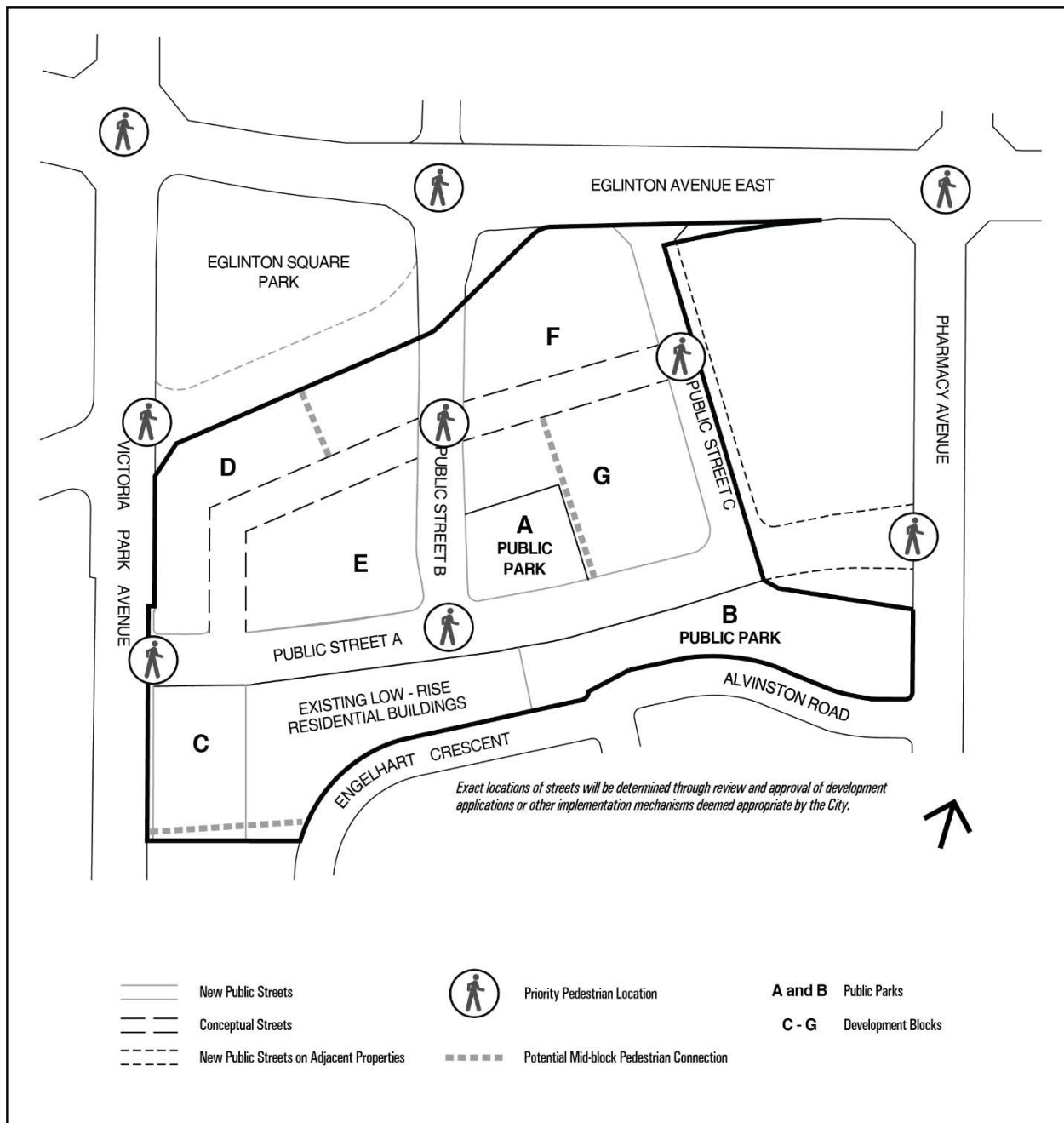
MAP 2: BUILT FORM



MAP 3: ACTIVE COMMERCIAL USES AT GRADE



MAP 4: PEDESTRIAN NETWORK



583. 1880-1890 Eglinton Avenue East and 1523, 1525-1545 Victoria Park Avenue

583.1. Interpretation

- a) Site and Area Specific Policy No. 583 is intended to be read with the policies of the Official Plan and any Secondary Plan applicable to the Site, except where provided otherwise. In case of conflict, the policies of SASP No. 583, including the associated maps, will prevail.
- b) The lands subject to this Site and Area Specific Policy shall be referred to as the "Site", save and except Block "H1" and Block "H2". In the event that Block "H2" is acquired to form part of Block "C", the Site is deemed to include "H2" for the purposes of this Site and Area Specific Policy.
- c) Given the size of the Site, the prominent location of the Site at the intersection of Victoria Park Avenue and Eglinton Avenue East being the only historic gateway and landmark entrance to the Golden Mile area, this Site and Area Specific Policy recognizes this Site and planned context for this Site. The heights, densities, built form, built form relationships, transportation system and policy framework established in this Site and Area Specific policy are unique to the Site and shall not be necessarily appropriate in other areas in the Golden Mile area.



583.2. Land Use and Density

- a) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will apply. The following additional policies apply and in case of conflict, the policies of SASP No. 583 will prevail.
- b) Development and relocation of the existing food store on the Site will reinforce the Site's continued role as a mixed-use retail centre and neighbourhood hub. A maximum gross floor area of 9,000 square metres of retail uses is permitted on Block "B". On an interim basis, prior to the full build-out of Block "B", surface parking will be permitted along street frontages on Block "B".
- c) Residential uses are not permitted on Block "B", as shown on Map 1.

- d) The permitted maximum gross floor area on the Site will not exceed 300,097 square metres and density incentives in any applicable Secondary Plan policies do not apply.
- e) Development will be consistent with the policies of this Site and Area Specific Policy and the Official Plan, including any applicable Secondary Plan policies. In case of conflict, the policies of SASP No. 583 will prevail.
- f) Uses along Eglinton Avenue East, Street A, Street B and Street C shall include active at-grade uses, such as retail and service uses, restaurants, office uses, and entrances to office buildings, in order to animate the street.
- g) A minimum of 10 percent of the total gross floor area of the development on the Site will be provided as non-residential uses in one or multiple buildings that support the economic function of the broader Golden Mile area.
- h) The gross floor area of existing office uses is encouraged to be replaced prior to, or concurrent with, the associated new residential development.

583.3. Transportation Network

- a) In addition to Map 45-7 and Map 45-8 of the Golden Mile Secondary Plan, the planned street network is identified on Map 1, and will comprise of the following components:
 - i) Notwithstanding Map 45-8, Street A will have a right-of-way width of 20 metres between Victoria Park Avenue and Public Street C;
 - ii) Street A is planned to be an animated commercial street with a dedicated cycling route from Pharmacy Avenue to Street C, headed north towards Craigton Tot Lot and The Meadoway, as shown on Map 4: Cycling Network;
 - iii) Street B will have a tapered right-of-way width ranging from 20 metres from Street A to such width as necessary to align with the future intersection at Eglinton Avenue East;
 - iv) The northern terminus of Street C, north of Street A, may include a temporary cul-de-sac prior to the permanent connection of Street C to Craigton Drive, with any easements as may be required, satisfactory to the City;
 - v) Street C, south of Street A, to Eglinton Avenue East will have a right of way width of 20 metres;
 - vi) As part of the entryway to The Meadoway, the 10 metre setback area along the east side of Street C, south of Street A, should be designed as a Privately Owned Publicly-Accessible Space(s) ("POPS");
 - vii) A 3-metre right-of-way widening along Victoria Park Avenue will be required to contribute to the achievement of a minimum right-of-way width of 36 metres to support transit priority measures and a potential higher order transit corridor as may be required by the City;
 - viii) A 3-metre right-of-way widening along Eglinton Avenue East will be required to contribute to the achievement of a minimum right-of-way width of 43 metres;
 - ix) A 0.4-metre right-of-way widening along Pharmacy Avenue between Eglinton Avenue East and Street A will be required to contribute to the achievement of a minimum right-of-way width of 27 metres; and
 - x) A 1.5-metre right-of-way widening along Craigton Avenue between will be required to

contribute to the achievement of a minimum right-of-way width of 23 metres.

- b) The exact location, alignment and design of public streets will be refined through a Draft Plan of Subdivision for the Site, which will be informed by any completed Municipal Class Environmental Assessment.
- c) Street A, Street B and Street C will be public streets and will be provided through a Draft Plan of Subdivision. Conceptual private streets are shown on Map 1.
- d) Within the right-of-way widths identified in Policy 583.3 a), cycling infrastructure and facilities will be planned and provided through site development with bicycle parking along cycling routes and bike-share facilities as identified in Map 4. Bicycle boxes and/or other infrastructure designs will be provided, where appropriate, to secure safer turning movements for cyclists at Cycling Interchanges identified on Map 4.
- e) Mid-block pedestrian connections are pedestrian connections with or without vehicular accesses through an individual block connecting the streets, or parks adjacent to the block. Safe, generously-scaled and comfortable midblock pedestrian connections on individual blocks extend the mobility network and may be provided at potential locations identified on Map 3.

583.4. Parkland

- a) New public parkland will be required to support and meet the needs of residents and employees of the Site and broader community. There will be a public park with a minimum size of 6,597 square metres, conveyed to the City at nominal value, and will have generous street frontage on both Public Street A and Public Street C, generally provided in the location identified as Block "A" on Map 1 (the "Park").

583.5. Public Realm

- a) The streetscape along Eglinton Avenue East will be designed to define and support the street's role as a commercial main street and a vibrant urban place by ensuring that implementation of the Eglinton Avenue East streetscape will be prioritized and coordinated between adjacent lands. Development blocks that have frontage on Eglinton Avenue East will implement the street design incrementally as development proceeds.
- b) Privately Owned Publicly-Accessible Spaces ("POPS") will be provided in accordance with Map 1. Additional POPS are encouraged at other appropriate locations.
- c) Sufficient soil volume will be provided for each tree and below grade structures shall not limit the provision of the minimum required soil volume to support large growing deciduous trees.
- d) Development will minimize shadow impact on public sidewalks, parks and open spaces, including but not limited to the north sidewalk of Public Street A from Victoria Park Avenue to Pharmacy Avenue and the Park.

583.6. Built Form

Building Type & Height

- a) Tall buildings will only be permitted in the Tall Building Zone with maximum heights identified on Map 2.
- b) Notwithstanding Policies 583.6.b) and Map 2, if Block "H2" is not declared surplus by City Council and is not acquired to form a part of Block "C", a 25-storey building will not be permitted on Block "C". Development on Block "C", without Block "H2", may accommodate

a lower building than the height identified on Map 2 for Block “C”, subject to policies of this Site and Area Specific Policy, including any applicable Secondary Plan policies.

- c) Mid-rise buildings will be provided at the locations identified on Map 2 with the identified maximum heights.

Base Building Heights

- d) Minimum and maximum base building heights for tall buildings and midrise buildings as shown on Map 2 will be provided to define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and to support an overall pedestrian friendly environment.

Setbacks and Stepbacks

- e) Development will provide minimum setbacks from streets and parks as follows:
 - i) A minimum 4.0 metre setback (north side) and 3.0 metre setback (south side) along Street A, between Victoria Park Avenue to Street C;
 - ii) A minimum 10 metre setback along Street C on the east side of the street, south of Street A;
 - iii) A minimum 5.0 metres setback from the Park on Block “A”; and
 - iv) A minimum 3.0 metre setback along all other streets and a reduced setback that is less than 1.5 metres along Street A, east of Street C.
- f) Encroachments and projections into the minimum required setbacks may be permitted through site-specific zoning by-laws, but will generally be limited to elements that provide enhancements to the public realm.
- g) For tall buildings, a minimum 3.0 metre stepback to main building walls will be provided from all base buildings to towers along streets, the Park, and POPS. Balcony projections, up to 2.0 metres in depth, are permitted to encroach into the 3.0 metre stepback in the locations shown as Balcony Projection Zone on Map 2, provided that such balconies are limited to a maximum of 50 per cent of the linear frontage of the main building walls in those locations.
- h) For mid-rise buildings with a height of 4 storeys or greater, a minimum 3.0 metre stepback to main building walls will be provided above the base building.

Separation Distance

- i) The separation distance between the tower portions of tall buildings will be a minimum of 30 metres, between main walls of towers. Balcony projections up to 2.0 metres are permitted within the tower separation distances.
- j) Notwithstanding Policy 583.6.i) above, the separation distance between tower portions of tall buildings along Victoria Park Avenue on Block F and Block G will be a minimum of 25 metres between the main walls of towers. Greater tower separation distances will be encouraged. Balcony projections up to 2.0 metres are permitted within the tower separation distances.

Context Plan

- k) Development of the Site will be consistent with the Context Plan for the Site. Such Context Plan will be submitted concurrently with the Zoning By-law Amendment and/or Draft Plan of Subdivision for the Site and is intended to be endorsed concurrently with any such

approval(s).

583.7. Housing

- a) Prior to any development of the Site, a Housing Plan will be required that identifies in each phase of residential development: the percentage of units that will be two and three bedrooms in size, and how affordable housing units will be delivered.
- b) In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan that are required for planning applications, a Housing Plan shall be submitted with the Draft Plan of Subdivision application for the Site and will be required under section 51(18) of the *Planning Act*.
- c) Notwithstanding Policy 3.2.1.9(b), the provision of 20 percent of the residential dwelling units as affordable housing units is not required provided that a minimum of 130 affordable housing units will be secured and maintained with Affordable Rents for a period of at least 15 years.

583.8. Community Services and Facilities

- a) New, expanded and/or replacement community services and facilities may be required to support and meet the needs of residents and employees of the Site and broader community. Community services and facilities will be identified and reviewed by the City through the development review process, in order of priority, with the provision of:
 - i) New, expanded or retrofitted space for one or more community facilities on-site;
 - ii) New, expanded or retrofitted space off-site within an appropriate distance from the Site; and/or
 - iii) A contribution toward a specific community service facility that meets identified needs as required by the City.
- b) A Community Services and Facilities Strategy will be submitted with the Draft Plan of Subdivision and/or Zoning By-law Amendment application for the Site.
- c) Any on-site Community Service Facilities are encouraged to be provided in the first phase of development.
- d) The gross floor area of community service facility space provided as a community benefit will be excluded from the calculation of gross floor area on the Site.

583.9. Implementation

Draft Plan of Subdivision

- a) Prior to any development of all or any part of the Site, a Draft Plan of Subdivision will be required to be approved for the entirety of the Site.
- b) A Master Subdivision Agreement will be entered into and registered on the entirety of the Site to implement the structure plan contained in this Site and Area Specific Policy, and other related matters, and will include securing a satisfactory Housing Plan and resulting affordable housing as contemplated by this Site and Area Specific Policy and subsection 51(17) of the *Planning Act*, if not already secured elsewhere. Block specific subdivision agreements may also be required, as necessary to implement the policies of this Site and Area Specific Policy.
- c) The phasing of development and required infrastructure for the Site, including the provision

of all new public streets, municipal services, transportation infrastructure, and parkland will be addressed and secured through a Draft Plan of Subdivision.

- d) The implementation of the street network on the Site will occur incrementally over time, and phasing of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Master Subdivision Agreement, and such Master Subdivision Agreement will provide for phasing of the transportation system over time.
- e) Any development shall coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new municipal and transit infrastructure where required to support development. This may also include the cost-sharing agreements between landowners, where appropriate.

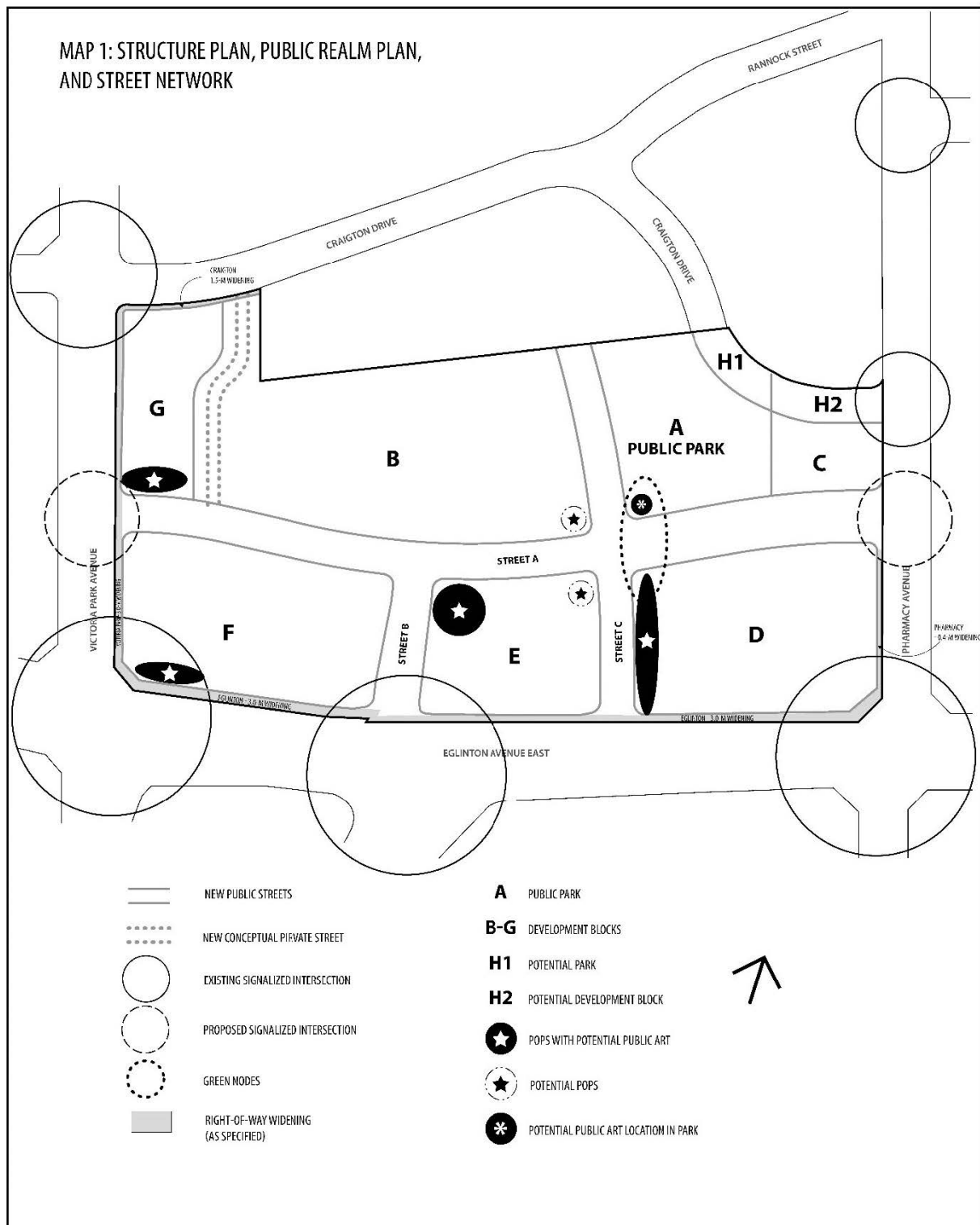
Zoning By-law Amendment(s)

- f) Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate proposed development on the Site.
- g) In addition to the plans/drawings and studies/reports required for the submission of a complete application for development as identified in Policy 5.5.2 and Schedule 3 of the Official Plan, the following is required for any Zoning By-law Amendment application:
 - i) A Context Plan for the Site which addresses the phasing of the development blocks and Park shown on Map 1, the layout and design of existing and proposed public realm elements, built form elements and their impact, and relationship with the existing and potential future development in the areas adjacent to the Context Plan Area for adoption by City Council as an Implementation plan for the Site under Policy 5.3.2.1. of the Official Plan.
- h) Where transportation improvements and/or new transportation infrastructure are identified as part of the Multi-Modal Transportation Impact Study (MMTIS), the Zoning By-law Amendment(s) may include a holding by-law for all or part of the Site until those matters are implemented in a manner satisfactory to the City or such arrangements are secured in a manner satisfactory to the City to permit development to proceed concurrent with the identified transportation improvements and/or new transportation infrastructure.

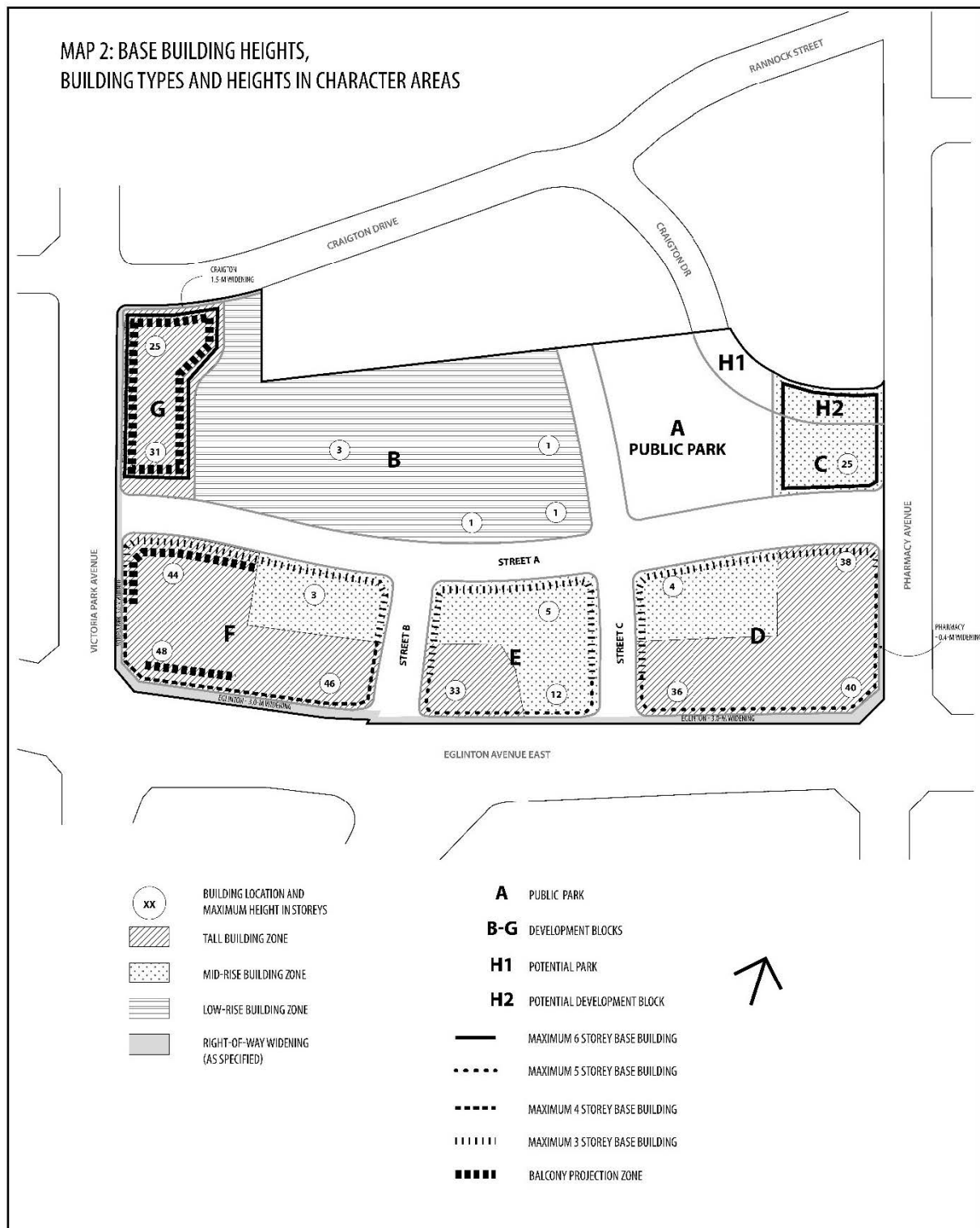
Craigton Drive Reconfiguration

- i) Craigton Drive is included in the Site for the purposes of this Site and Area Specific Policy. Craigton Drive, partially shown as Block “H1” and Block “H2”, is City-owned land.
- j) Subject to approval from City Council, Craigton Drive, shown as Block “H1” and Block “H2” is anticipated to be planned as follows:
 - i) Block “H1” will be converted to public parkland purposes;
 - ii) Block “H2”, at the discretion of City Council, may be declared surplus and may form part of Block “C” on the Site; and
 - iii) Notwithstanding Policies 583.9.j) i) and ii) above, the provisions of this Site and Area Specific Policy in no way fetters the discretion or authority of the City in the sale, control and disposition of Blocks “H1” or “H2” for any purpose it deems appropriate.

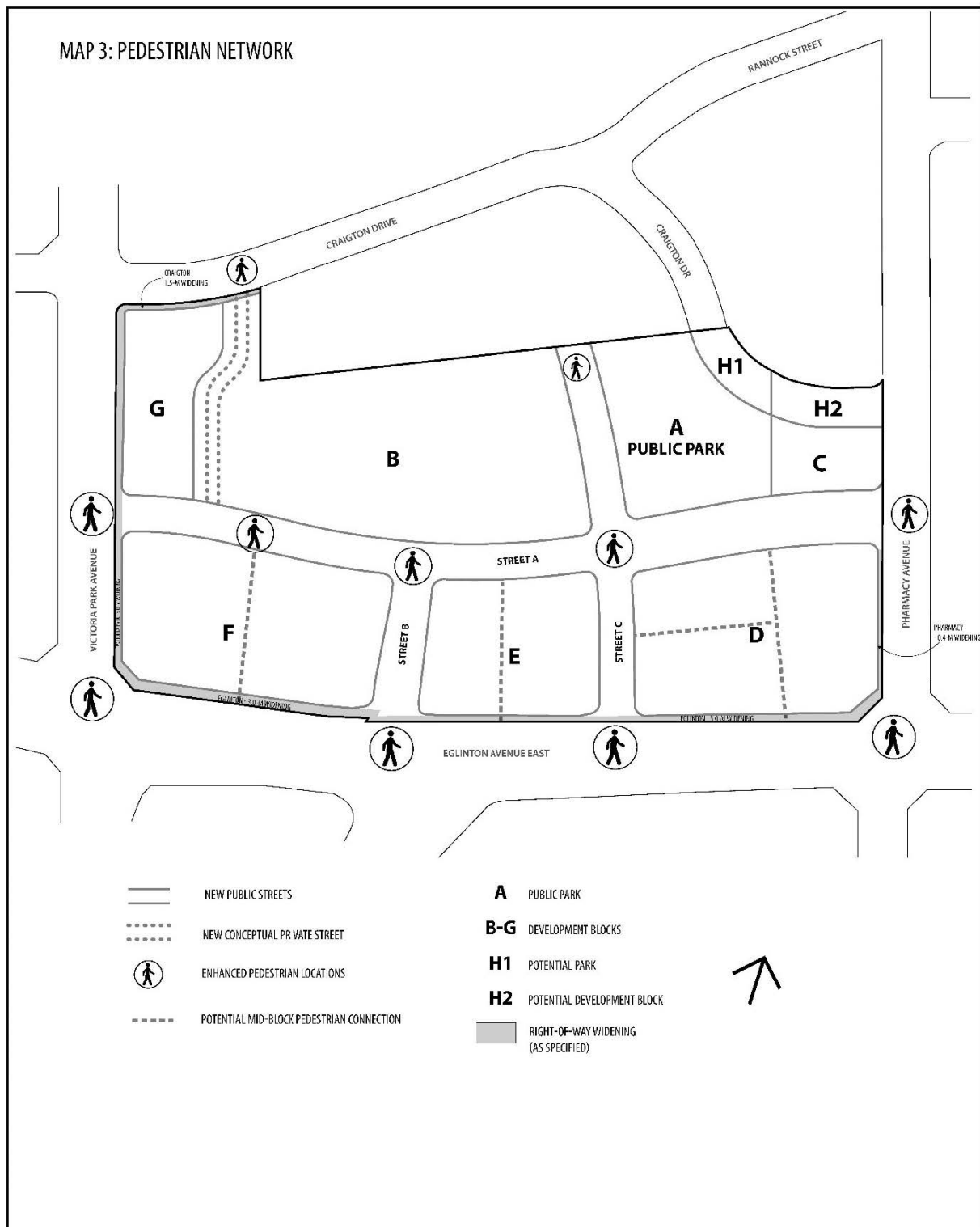
MAP 1: STRUCTURE PLAN, PUBLIC REALM PLAN AND STREET NETWORK



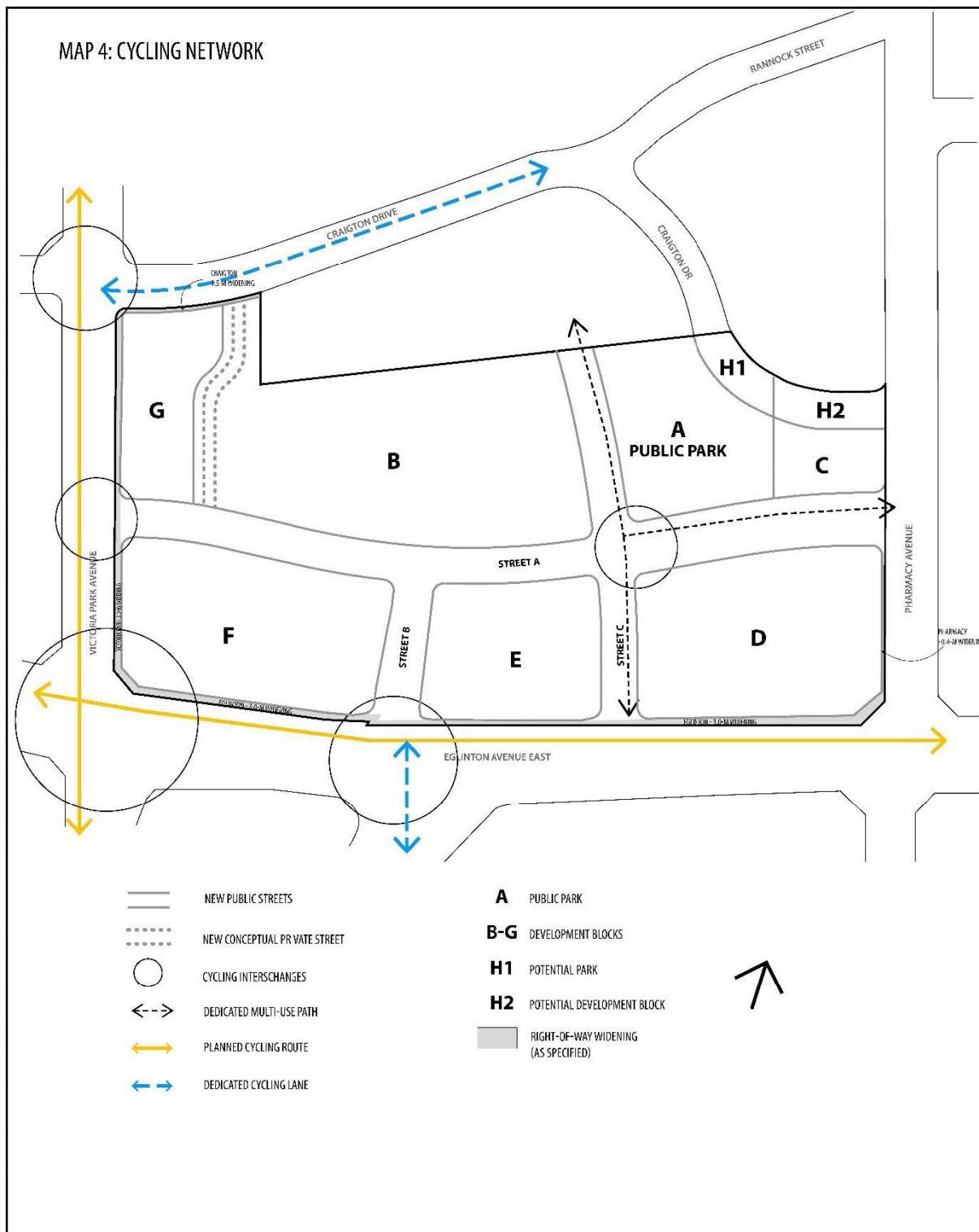
MAP 2: BASE BUILDING HEIGHTS, BUILDING TYPES AND HEIGHTS IN CHARACTER AREAS



MAP 3: PEDESTRIAN NETWORK



MAP 4: CYCLING NETWORK



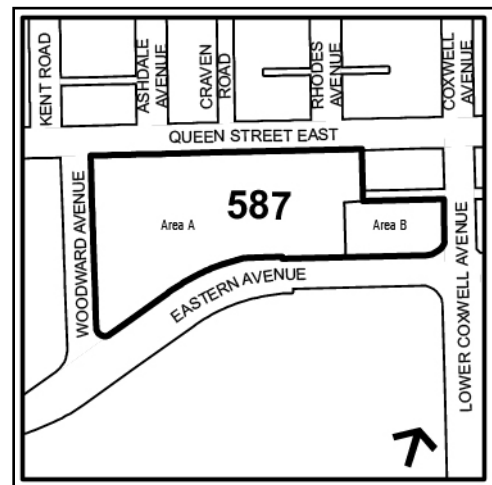
**584. [Protected Major Transit Station Area
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consolidation]**

**585. [Protected Major Transit Station Area
- Intentionally left blank as of this
consolidation]**

**586. [Intentionally left blank as of this
consolidation]**

587. 1555-1575 Queen Street East

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



588. 36-40 Churchill Avenue

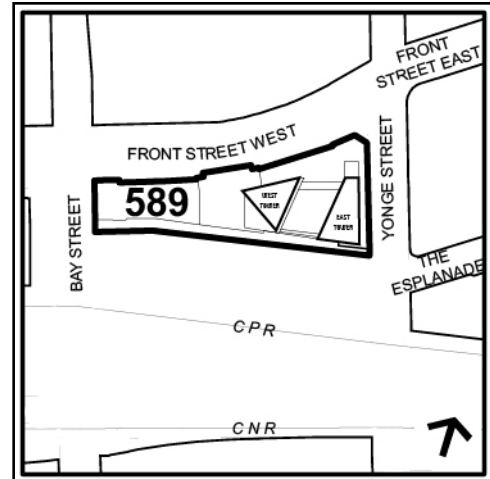
Fourteen townhouses are permitted.



589. 1 Front Street West

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

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



590. 16 Kirtling Place

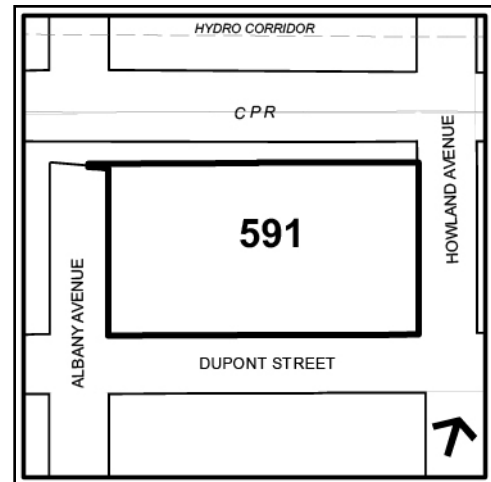
Townhouse dwelling units are permitted.



591. 420 Dupont Street and 275 Albany Avenue

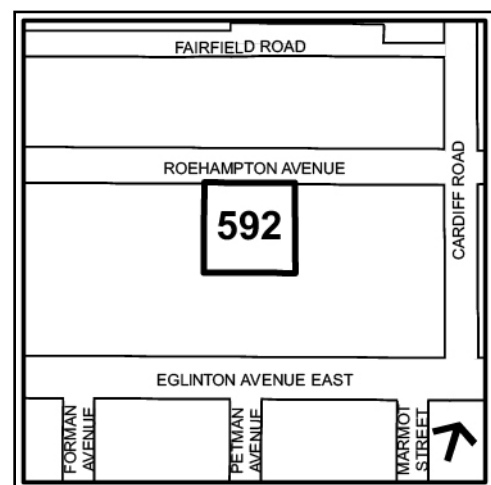
Despite any policy of this Plan to the contrary:

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



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

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



593. [Intentionally left blank as of this consolidation]

594. [Intentionally left blank as of this consolidation]

595. [Intentionally left blank as of this consolidation]

596. Parc Downsview Park and Bombardier Lands

General

- 596.1. The boundaries of land use designations on Schedule 2 are general and adjustments to the boundaries may be made through the consideration and adoption of a revised Downsview Area Secondary Plan.
- 596.2. In addition to the development criteria identified in Policy 2 of Section 4.7, *Regeneration Areas*, the following policies shall apply to the Subject Lands shown on Schedule 1.

Land Use

- 596.3. Prior to Council's consideration and adoption of a revised Downsview Area Secondary Plan, only the following uses are permitted on the Subject Lands:
- a) Light manufacturing and processing;
 - b) Warehousing, wholesaling, distribution and storage;
 - c) Offices;
 - d) Research and development facilities;
 - e) Utilities;
 - f) Industrial trade schools;
 - g) Media, information and technology facilities;
 - h) Vertical agriculture;
 - i) Parks;
 - j) Restaurants;
 - k) Catering facilities;
 - l) All types of retail and service uses; and
 - m) Fitness centres.
- 596.4. In addition to the uses permitted in Policy 3, above, the uses set forth in Policy 8(1)(c)(ii) of the existing Downsview Area Secondary Plan will continue to be permitted on the portions of the Subject Lands that are within the National Urban Park District identified on Map 7-3 of the Secondary Plan.
- 596.5. Through the consideration and adoption of a revised Downsview Area Secondary Plan, appropriate locations for hotel and daycare uses may also be considered and permitted on the Subject Lands.
- 596.6. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a new Land Use Plan will be approved as part of a revised Downsview Area Secondary Plan. The Land Use Plan will:
- a) Support the development of complete communities;

- b) Support the planned economic function of the lands by providing for a broad range of employment uses to support a diverse economy and an increase in lands designated as *General Employment Areas* beyond those shown on Schedule 2;
 - c) Strategically locate land uses to phase development, animate the public realm and support transit-oriented densities; and
 - d) Provide for an integrated and expanded public open space network that connects new and existing public parks and open spaces to Downsview Park (within the National Urban Park District) and the Black Creek and West Don River open space systems, in accordance with an approved Public Realm Plan.
- 596.7. The revised Downsview Area Secondary Plan will plan for a minimum non-residential gross floor area of 1,114,000 square metres (approximately 12 million square feet) within an area comprising the Subject Lands and the additional lands identified on Schedule 2, including the adaptive reuse of existing buildings.
- 596.8. Development of the minimum non-residential gross floor area will be comprised of the uses listed in Schedule 3, such that:
- a) Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
 - b) Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area; and
 - c) Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.
- 596.9. The revised Downsview Area Secondary Plan will address the manner in which the mix of non-residential uses will be achieved. The mix of non-residential uses may vary from district to district, and as development occurs, provided that the intent of achieving the above mix is maintained.
- 596.10. To provide a balance of employment and residential growth, the minimum non-residential gross floor area of 1,114,000 square metres required by the revised Downsview Area Secondary Plan on the designated lands will be achieved in accordance with the following:
- a) Until the amount of non-residential gross floor area on the designated lands exceeds 371,500 square metres, non-residential uses will be developed prior to or concurrent with residential uses at a 1:1 ratio, such that the amount of residential gross floor area on the designated lands may not exceed the amount of non-residential gross floor area on the designated lands;
 - b) For development of non-residential gross floor area on the designated lands between 371,500 square metres and 743,200 square metres, residential uses may be developed at a ratio of 3.5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
 - c) For development of non-residential gross floor area on the designated lands between 743,200 square metres and the total minimum non-residential gross floor area of 1,114,000 square metres, residential uses may be developed at a ratio of 5 square metres of residential gross floor area for every 1 square metre of non-residential gross floor area;
 - d) To encourage the development of affordable housing and institutional housing (including but not limited to student residences, retirement homes and long-term care facilities), residential uses may be developed at ratios exceeding the amounts set out above only where

the additional residential gross floor area is used for affordable housing and/or institutional housing;

- e) Should any affordable housing or institutional housing units revert or be converted to market housing units prior to the development of the minimum non-residential gross floor area of 1,114,000 square metres required on the designated lands, such units will then be included in the amount of residential gross floor area for the purposes of achieving the ratios set out above; and
 - f) Affordable housing and institutional housing units are considered residential gross floor area.
- 596.11. Given the geographic area of the Subject Lands and the range of physical characteristics, conditions and potential land uses within the lands, the revised Downsview Area Secondary Plan may require District Plans to be developed to the satisfaction of the City. The revised Secondary Plan may also establish criteria by which certain development may proceed in the absence of a District Plan. District Plans, where required, will outline development principles and guidelines for each district, to be implemented through development applications such as Zoning By-laws and/or Plans of Subdivision.
- 596.12. Where required, District Plans shall provide for a mix of uses, including employment uses, to support the development of complete communities, as necessary to implement the policies of the Secondary Plan.
- 596.13. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Rail Safety Strategy for sensitive uses will be approved as part of a revised Downsview Area Secondary Plan for lands within 30 metres of the GO Barrie Line.
- 596.14. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Compatibility/Mitigation Study will be prepared, in accordance with Policies 2.2.4.5 to 2.2.4.10 of the Official Plan. The Compatibility/Mitigation Study will identify:
- a) any uses and Major Facilities on *Employment Areas* lands outside of but near to the Subject Lands, including the lands located north of Sheppard Avenue West, that may impact or be impacted by sensitive land uses, including residential uses;
 - b) the Influence Area of any Major Facility outside of but near to the Subject Lands; and
 - c) potential and/or required mitigation measures for land use designations that permit residential or other sensitive land uses near *Employment Areas* outside of the Subject Lands.

Parks, Recreation & Public Realm

- 596.15. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Public Realm Structure Plan will be approved as part of a revised Downsview Area Secondary Plan. The Public Realm Structure Plan will:
- a) Identify locations and types of new and expanded public parks and other on-site open spaces, which will connect and expand the existing Downsview Park network to serve the local communities including appropriately sized parks to serve the local community east of the GO Barrie Line and Allen Road;
 - b) Identify active transportation corridors and connections;
 - c) Identify new and existing major streets;
 - d) Identify general locations of key community infrastructure such as schools, libraries, and community recreation centres, including:

- i) a new community recreation centre located near the south-east corner of the Sheppard Avenue West and Keele Street intersection; and
 - ii) additional community recreation centres east of the GO Barrie line, as required, to serve future populations not anticipated by the existing Downsview Area Secondary Plan;
 - e) Identify any heritage buildings and other cultural heritage assets; and
 - f) Consider the relationship, transition and connections to existing established neighbourhoods.
- 596.16. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Parks and Recreation Facility Plan for the Downsview Secondary Plan Area will be developed and will identify, amongst other matters, suitable sites for community recreation centres and recreation facilities and will consider lands in the vicinity of Keele Street and Sheppard Avenue West as a location for one new community recreation centre and associated recreation and park facilities.
- 596.17. Prior to Council's passing of bills for any zoning by-law approving residential building on the lands designated as *Regeneration Areas* in this SASP, a shovel-ready design for the community recreation centre in the vicinity of Keele Street and Sheppard Avenue West, and associated recreation and park facilities, will be completed through an agreed upon process between the owner and the City, including consultation with the local community on the prepared design, at the owner's expense.
- 596.18. The City will secure the provision of the community recreation centres and other recreation and park facilities through subsequent development application approvals as necessary. The community recreation centres and associated recreation and park facilities may be considered an in-kind contribution of community benefits pursuant to the *Planning Act* and/or work for which development charge credits may be provided pursuant to the *Development Charges Act*.

Transportation

- 596.19. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, an updated Downsview Transportation Master Plan will be developed that achieves a public complete street network, including a hierarchy of streets, that improves transit accessibility, cycling infrastructure, pedestrian pathways and connectivity to transit options, including multiple connections across, over and/or under the GO Barrie Line, and/or potential connections across Allen Road.
- 596.20. The revised Downsview Area Secondary Plan will prioritize direct and safe active transportation and connections to existing and planned transit facilities.
- 596.21. The revised Downsview Area Secondary Plan will consider and plan for the possible extension of the Sheppard Subway from Sheppard-Yonge Station to Sheppard West Station.

Servicing, Infrastructure & Environment

- 596.22. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, an Infrastructure Master Plan will be approved as part of a revised Downsview Area Secondary Plan. The Infrastructure Master Plan will identify water, sanitary, stormwater and hydro infrastructure requirements.
- 596.23. The revised Downsview Area Secondary Plan will apply an innovative approach to sustainable design that is climate resilient and aims to:
- a) implement the City's net zero greenhouse gas emissions targets; and

- b) implement the highest levels of the Toronto Green Standard.

Community Services & Facilities

596.24. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Community Services and Facilities Strategy will be approved as part of a revised Downsview Area Secondary Plan. The Community Services and Facilities Strategy will:

- a) Identify community space and facility needs, including the provision of new child care facilities, libraries, community recreation centres, schools and other community agency space; and
- b) Set out priorities to support growth which may include potential locations and recommended phasing as well as opportunities for co-location.
- c) Identify community services and facilities that may be considered an in-kind contribution of community benefits pursuant to the *Planning Act* and/or work for which development charge credits may be provided pursuant to the *Development Charges Act*.

Housing

596.25. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Housing Plan will be approved as part of a revised Downsview Area Secondary Plan. The Housing Plan will be implemented through District Plans and will guide the provision of affordable housing throughout the Downsview Area Secondary Plan lands.

596.26. The Housing Plan will identify an affordable housing strategy and the affordable housing requirements for the revised Downsview Area Secondary Plan. The Housing Plan will identify the range of mechanisms for the delivery of required affordable housing on the Subject Lands, through one or more of the following, or equivalent, delivery mechanisms, to the satisfaction of the City:

- a) The conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
- b) The provision of 10% of residential gross floor area as purpose built rental units with affordable rents secured for a period of no less than 20 years; and/or
- c) The conveyance to the City of 5% of the residential gross floor area as purpose built affordable rental or affordable ownership units.

596.27. The Housing Plan will consider opportunities for exceeding the minimum affordable housing requirements stated above, including through future policy, regulatory and program changes.

596.28. In addition, the Housing Plan will:

- a) recognize the existing affordable housing requirements set forth in the existing Downsview Area Secondary Plan and identify how the existing housing requirements for the Downsview Area Secondary Plan have been, or plan to be, addressed;
- b) address the percentage of units that will be two- and three-bedroom units, including a minimum size for each unit type; and
- c) acknowledge that affordable housing units should generally be located wherever residential uses are permitted.

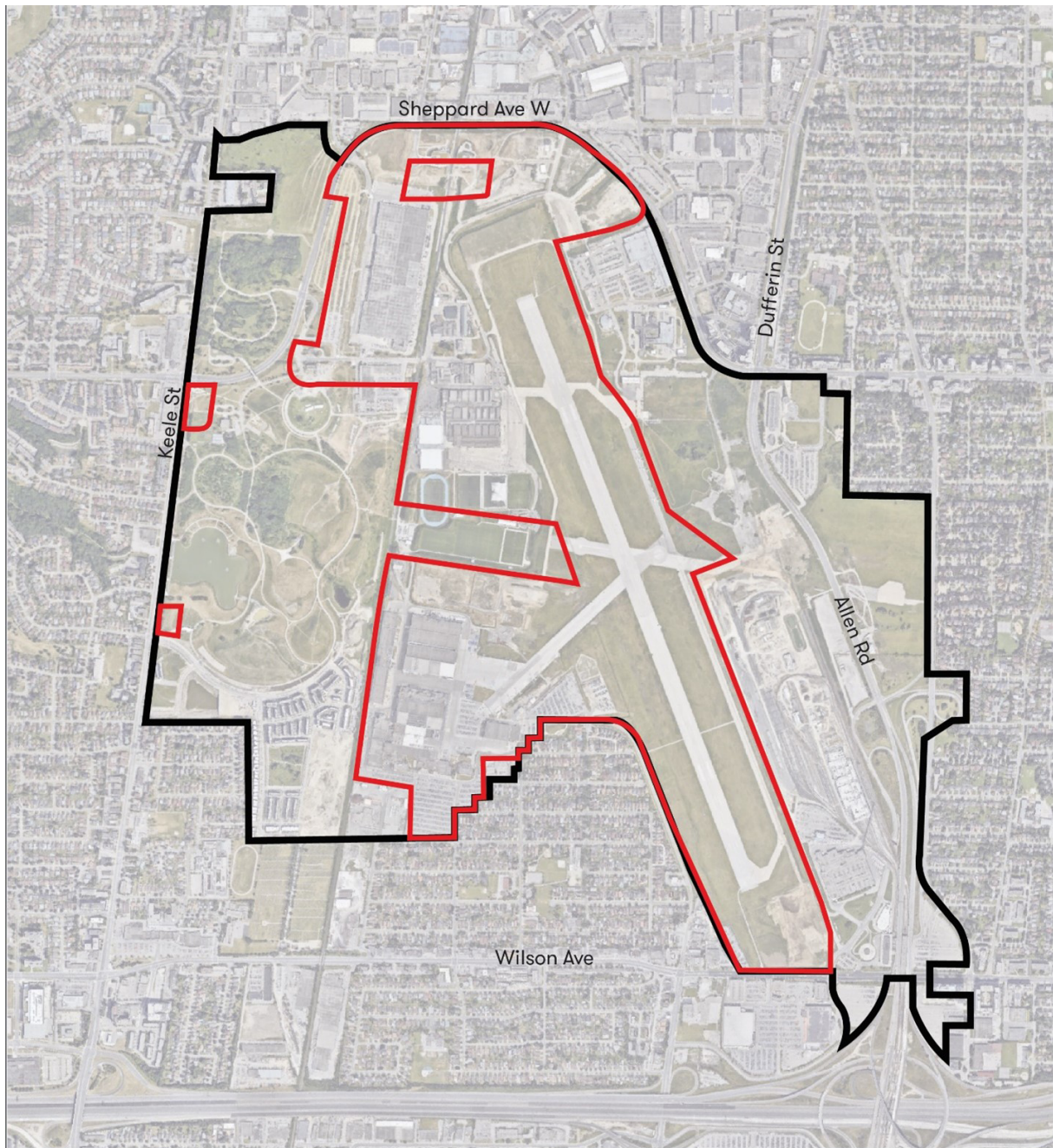
Phasing

596.29. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a Phasing Strategy and Implementation Plan will be developed and approved as part of a revised Downsview Area Secondary Plan to ensure the orderly development of a mix of uses on the subject lands. The Phasing Strategy and Implementation Plan may include the use of holding provisions to provide for the orderly sequencing of development in phases, including the provision of infrastructure and services.

Engagement

596.30. Prior to the re-designation of lands from *Regeneration Areas* to any other land use, a detailed engagement strategy and consultation critical path will be developed with stakeholders including but not limited to resident associations, local businesses and BIAs, local councillors and school boards.

SCHEDULE 1: SUBJECT LANDS



SCHEDULE 1:
SUBJECT LANDS

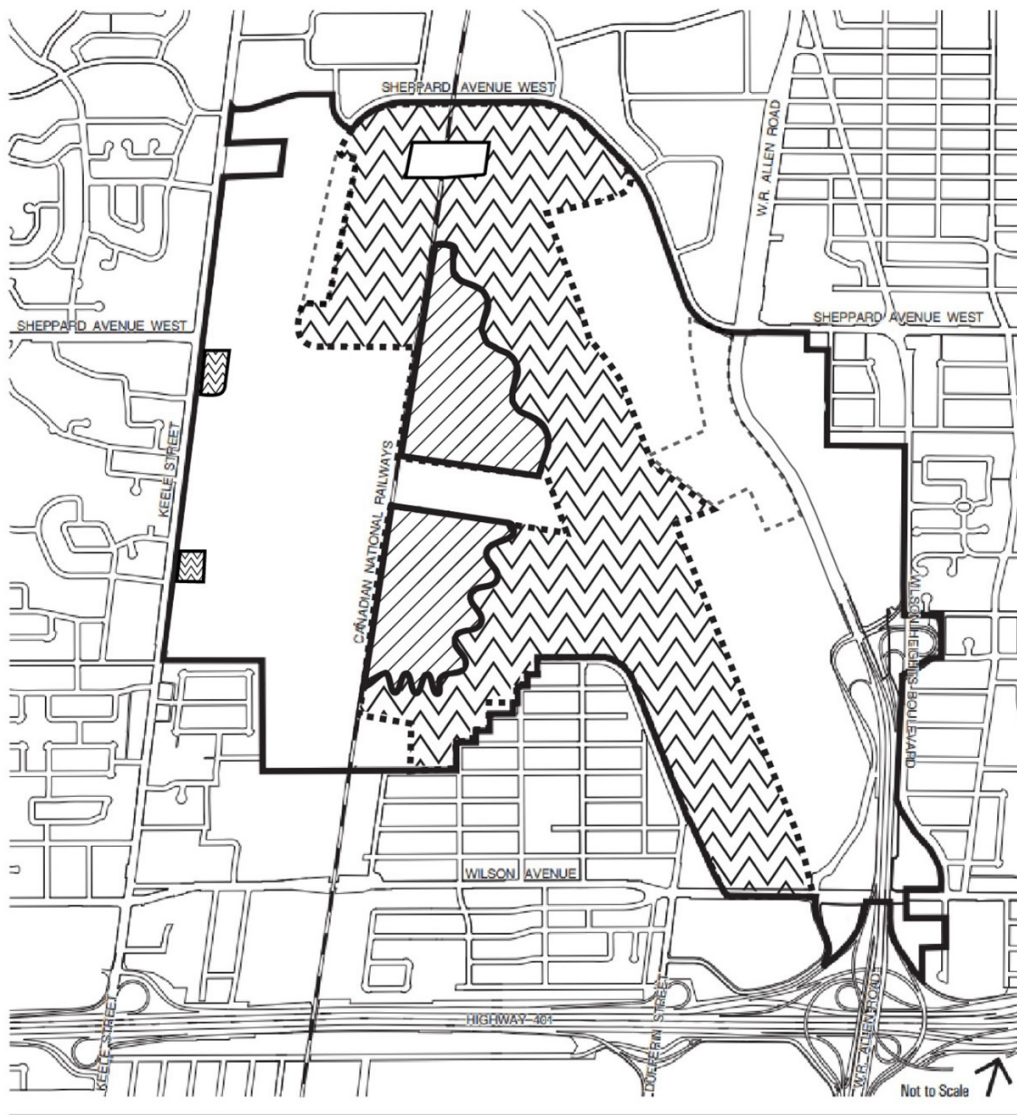


Subject
Lands







Downsview Area
Secondary Plan Boundary

SCHEDULE 2: LAND USE



Schedule 2: Land Use

	Subject Lands		Regeneration Area
	Downsview Area Secondary Plan Boundary		General Employment Area
			Additional Lands for the Purposes of Policy 7

SCHEDULE 3

NON-RESIDENTIAL USES REFERRED TO UNDER POLICY 596.8		
COLUMN 1 (51%)	COLUMN 2 (49%)	COLUMN 3
Office	Ancillary Retail	Community Recreation Centres
Creative Industries *	Services (including Restaurants, Fitness Centres, Day Cares)	Libraries
Scientific Research and Development	Hotels	Public Schools
Light Manufacturing (including High Tech Industrial)	Medical/Health Facilities (including Hospitals, Clinics, Hospices, Medical Offices)	Transit Stations
Processing	Warehousing, Wholesaling, Distribution	Places of Worship
	Public Utility/Renewable Energy	Ambulance/Fire Stations
	Artist's Galleries/Studios	
	National Urban Park District Employment Uses **	
	Post-Secondary Institutions, Business and Industrial Trade Schools	
<p>* Creative industries have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property, including: arts and crafts; broadcasting; design; film, video and photography; music and the visual performing arts; publishing; software, computer games and electronic publishing; film studio and all pre-production and post-production as well as other services which directly or indirectly support film production.</p> <p>** Uses permitted by Policy 8(1)(c)(ii) of the existing 2011 Downsview Area Secondary Plan.</p>		

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consolidation]**

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