

CHAPTER SEVEN:

SITE AND AREA SPECIFIC POLICIES

Toronto Official Plan – Chapter 7

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

DECEMBER 2024 OFFICE CONSOLIDATION

This office consolidation of the Toronto Official Plan, Chapter 7, includes Site and Area Specific Policies 200 to 299 in effect up to and including December, 2024.

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

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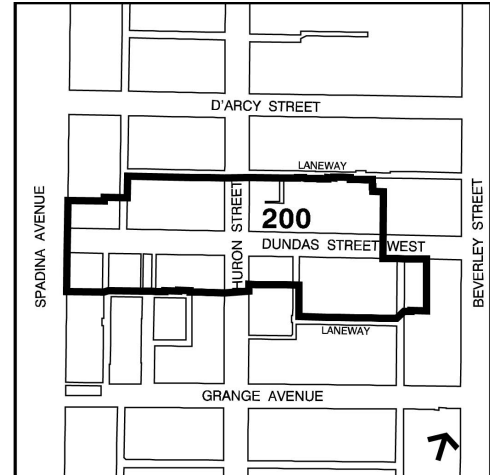
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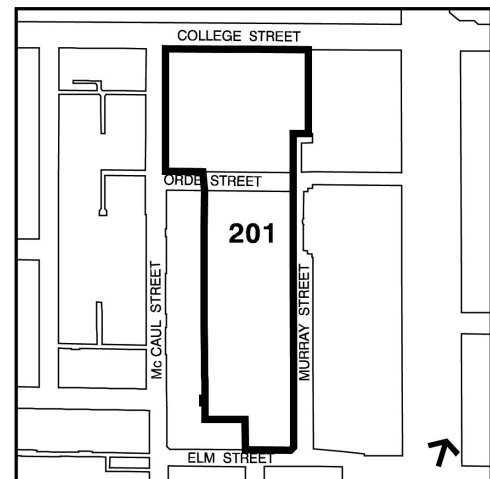
200. 283 and 285 Spadina Avenue, and 393-479, and 396-484 Dundas Street West

- a) Development will be compatible in form and character including decorative elements, with the three and four-storey buildings generally built to the street line often with closely spaced split level entrances to the sidewalk.



201. 149-155 Dundas Street West, 255 McCaul Street, 18 Orde Street and 2-60 Murray Street

- a) Office uses are permitted through a zoning by-law amendment, provided the gross floor area does not exceed the amount permitted for the institutional office purposes.



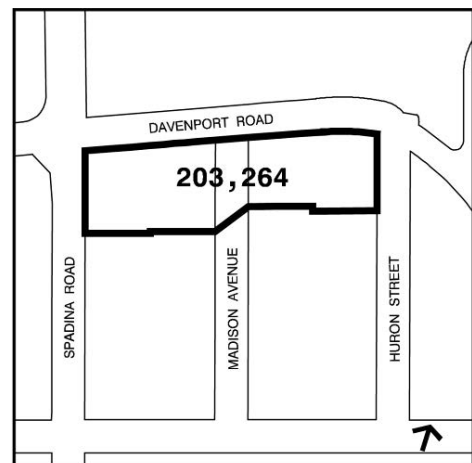
202. Lands Bounded by College Street, Simcoe Street, Queen Street West and Spadina Avenue

- a) Commercial parking garages may be permitted in *Mixed Use Areas* at a density of up to 3.0 times the lot area, and on lots fronting on Spadina Avenue between Dundas Street West and Queen Street West at a density of up to 5.0 times the lot area through a zoning by-law amendment.



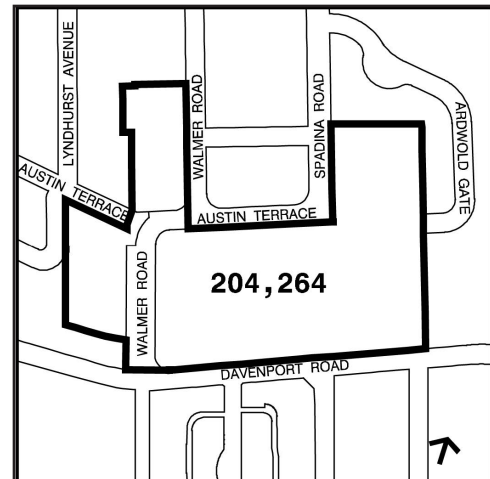
203. South of Davenport Road Between Spadina Road and Huron Street

- a) Only residential and office uses, community services and facilities are permitted to a maximum density of 1.5 times the lot area.



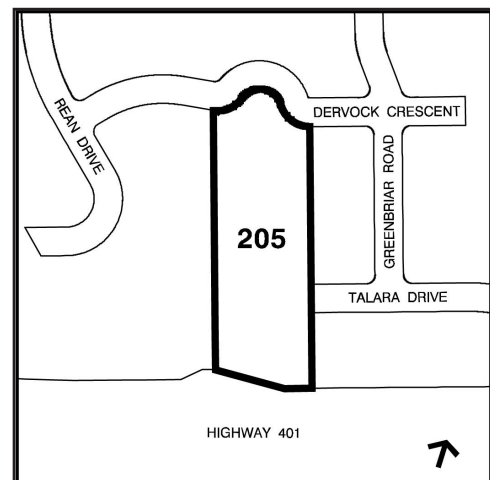
204. 1 and 5 Austin Terrace, 285 Spadina Road and 328-330 Walmer Road

- a) Permitted uses will reflect the Casa Loma areas historic and architectural importance to the City, serving as a resource for community activities, tourism and other public uses, and containing commercial uses appropriate to its role, residential uses, institutional uses and park uses.
- b) Further development on the property will provide a comfortable fit with the natural and historical setting, and be sensitive to the retention of site amenities, including existing tree cover and views to the extent possible. The scale of development will not generate excessive parking needs, such that parking facilities dominate natural site characteristics.
- c) Further development, uses and activities on the site will not adversely impact the surrounding residential community.
- d) The use of the escarpment slope for passive recreation purposes will be encouraged through the provision of benches, pathways and improved pedestrian access particularly from the south.



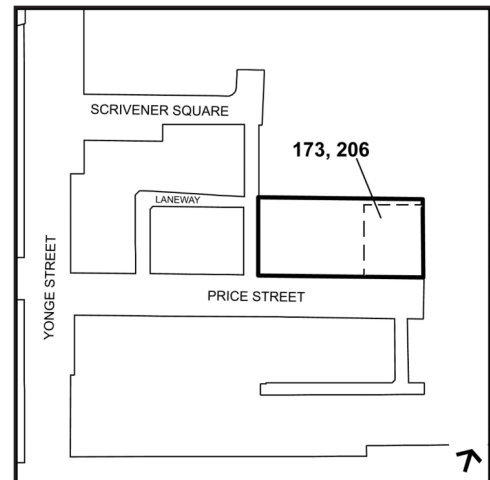
205. 11 Dervock Crescent and 75 Talora Drive

- a) A maximum density of 2.0 times the lot area is permitted.



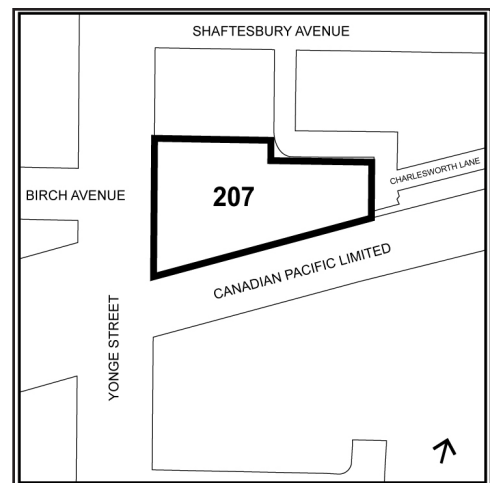
206. 40 Price Street

- a) A mix of commercial, residential and institutional uses in low-rise form buildings generally in the range of three to five storeys are permitted.



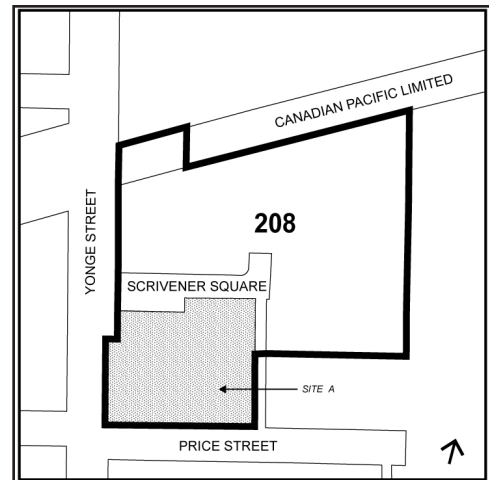
207. Portions of Lands East of Yonge Street and South of Shaftesbury Avenue

- a) The height of new buildings surrounding the historic North Toronto Railway station will not diminish or detract from its visual and physical prominence. Accordingly, the heights of new buildings are considered in direct relation to the form and scale of the North Toronto Railway Station.
- b) The siting of new buildings will permit significant views of the clock tower along Yonge Street, as described in the Urban Design Guidelines.
- c) Adequate separation will be provided between the North Toronto Railway Station and any new buildings or structures.
- d) Only non-residential uses are permitted.



208. East of Yonge Street, South of the Summerhill Rail Corridor and North of Price Street

- a) The historic North Toronto Railway Station will be conserved and restored. An urban forecourt will be provided that will enhance the Railway Station's setting and reinforce its role as an important Toronto landmark.
- b) In order to create a safe pedestrian environment, vehicular access to parking and loading facilities will not be permitted adjacent to the urban forecourt and all required development parking will generally be provided belowgrade. All pedestrian access stairways to the below grade parking or facilities will generally be located outside the urban forecourt.
- c) A continuous, high-quality public sidewalk under the CP Rail bridge will be provided and maintained which is integrated with the overall pattern of public walkways and open spaces in the area. Retail uses will be encouraged under the CP Rail bridge within the North Toronto Railway Station building in conjunction with improved lighting, any feasible reduction of the CP Rail bridge width, and the provision of buffers against the effects of traffic along Yonge Street for pedestrians.
- d) Full development of the Yonge-Summerhill Area involves improvements to the existing transportation system and will encourage, among other matters, the provision of a second entrance to the Summerhill Subway Station from the area around the North Toronto Railway Station, south of the Summerhill Rail Corridor.
- e) Good pedestrian connections between the Station District and the Summerhill Subway Station will be encouraged.
- f) In the event the existing Summerhill Rail Corridor is used for commuter rail purposes:
 - i) a publicly accessible commuter rail passenger drop-off will be established concurrently in the area south of the Rail corridor near the North Toronto Railway Station; and

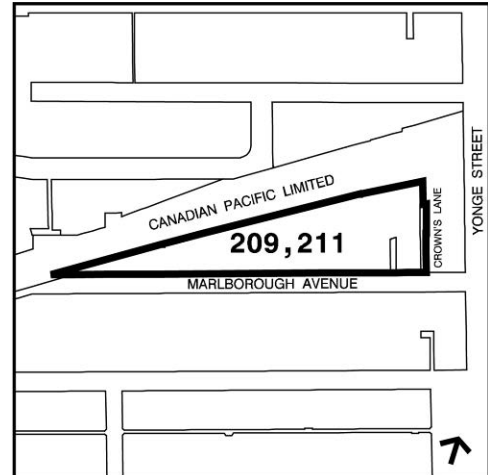


- ii) a publicly accessible pedestrian connection will be created between the Summerhill Subway Station and the new commuter rail service.
- g) Site A will be developed in accordance with the following:
 - i) New development will be massed and sited to:
 - 1) respect the height, form and scale of the North Toronto Railway Station
 - 2) position taller building elements to respect the importance of the North Toronto Railway Station clock tower as an urban landmark; and
 - 3) permit significant views of the North Toronto Railway Station clock tower along Yonge Street, as described in View A18 in Schedule 4, Section A of this Plan;
 - ii) The Shops of Summerhill, included within Site A, will be retained and conserved;
 - iii) New development fronting Yonge Street will:
 - 1) respect the height, form and scale of the Shops of Summerhill, as well as the low-rise character of Yonge Street, and may include a mid-rise base building with a low-rise street wall along Yonge Street;
 - 2) be appropriately set back from Yonge Street and the Shops of Summerhill; and
 - 3) continue the rhythm of fine-grain main street retail;
 - iv) Taller building elements will be well set back from Yonge Street to:
 - 1) not diminish or detract from the visual and physical prominence of the North Toronto Railway Station clock tower; and
 - 2) maintain the historic low-rise character of Yonge Street;

- v) The massing, scale, height and siting of new buildings will provide an appropriate transition to low-rise residential properties in *Neighbourhoods*;
- vi) Development of Site A will include provision for a second entrance to the Summerhill Subway Station as contemplated by policy d) of this Site and Area Specific Policy;
- vii) Development of Site A will include a high-quality and coordinated public realm including:
 - 1) the creation of a public park adjacent to the south side of Scrivener Square to expand the existing urban forecourt located in front of the North Toronto Railway Station;
 - 2) interconnected and vibrant pedestrian-oriented spaces;
 - 3) a publicly accessible central courtyard;
 - 4) and fine-grained retail that integrates with and animates public spaces beyond the Yonge Street frontage;
- viii) Vehicular access and loading are encouraged to locate away from the urban forecourt;
- ix) Policy f) of this Site and Area Specific Policy shall not apply to Site A; and
- x) An on-site parkland dedication of 277 square metres is to be provided with the redevelopment of Site A in accordance with this Site and Area Specific Policy and such dedication shall represent the total contribution required pursuant to Section 42 of the *Planning Act*."

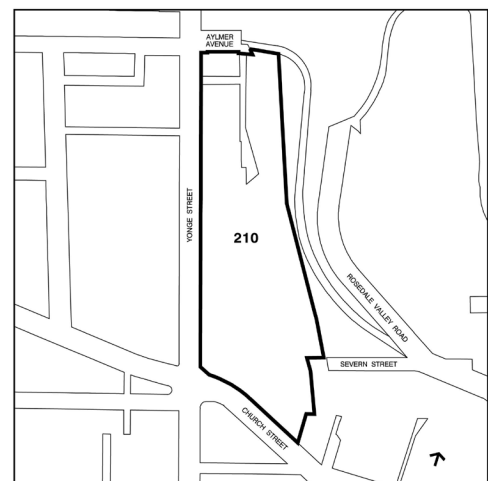
209. Lands Bounded by Avenue Road, Marlborough Avenue, Yonge Street and the Canadian Pacific Railway

- a) Public or private recreational facilities are permitted.



210. 835-931 Yonge Street

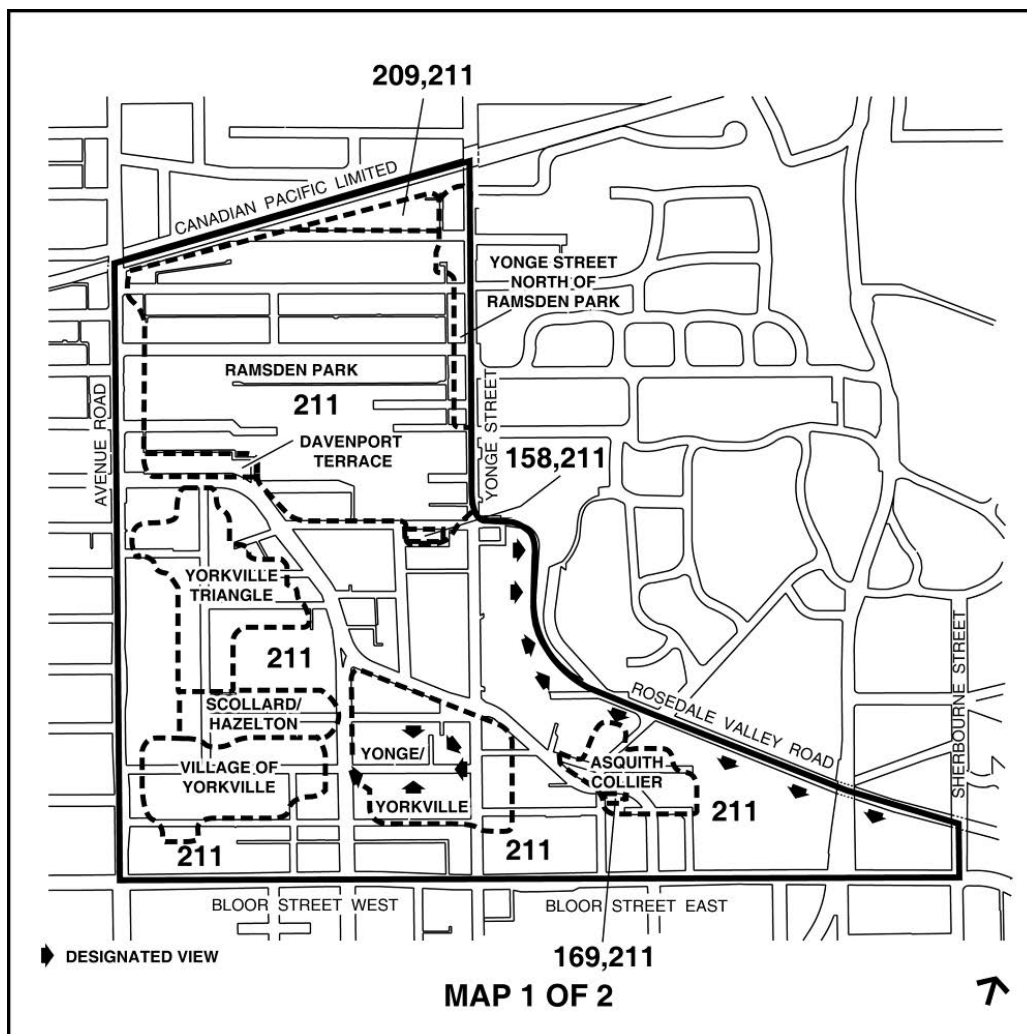
- a) Development will have regard for:
 - i) shadowing of the Rosedale Ravine area;
 - ii) the buildings scale and form as seen from the Ravine;
 - iii) the provision of pedestrian routes from the Ravine to Yonge Street;
 - iv) the preservation of views into and out of the Ravine; and,
 - v) the reinforcement of the traditional Yonge Street scale with 2 to 3 storey buildings.



211. Bloor Yorkville/North Midtown Area

Context

The Bloor-Yorkville/North Midtown Area is composed of a broad mix of districts with differing intensities, scales and heights in a diversity of building forms. The area includes *Neighbourhoods*, *Apartment Neighbourhoods*, *Areas of Special Identity* (as identified on the following Schedule), *Mixed Use Areas*, and open space provided by parks and ravines. It forms the north edge of the *Downtown* and provides for transition in density and scale towards the boundaries of the area from the more intensive use and development forms to the south and within the Height Peak at Yonge and Bloor Streets shown on Map 2. This transition is important to reinforce the diversity of built form and use, to foster the stability of *Neighbourhoods*, and to minimize conflicts between commercial or mixed use areas and residential neighbourhoods. The intended character of specific areas and the planned transition in heights, use and built form, is described in the following sections.



MAP 1 NEIGHBOURHOODS, AREAS OF SPECIAL IDENTITY AND DESIGNATED VIEWS

a) *Neighbourhoods* Ramsden Park, Yorkville Triangle & Asquith-Collier

New development in the Ramsden Park, Yorkville Triangle and Asquith-Collier *Neighbourhoods* will respect and reinforce the stability and the established low-rise character of these areas containing tree-lined streets and houses of two and three storey height, consistently setback from the street line. All new development will be contextually similar and appropriate to the individual settings, patterns of development, unique features, architectural and landscape character, and heritage significance within these areas.

Developments on sites near these three *Neighbourhoods* will be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm. Commercial and mixed use development near to these three *Neighbourhoods* will be designed to adequately limit negative impacts on nearby residences with respect to, among other matters, noise, traffic, odours, intrusive illumination and the location and visibility of access and service areas.

b) *Mixed Use Areas*

The tallest buildings in the Bloor-Yorkville/North Midtown Area will be located in the 'Height Peak' area in the vicinity of the intersection of Bloor/Yonge Streets as shown on Map 2. These higher buildings are a landmark and skyline feature at the intersection of the City's two principal streets and two of its important rapid transit lines.

Building heights will step down from the Bloor/Yonge intersection within the Mixed Use Area in descending ridges of height along Yonge Street, Bloor Street and along portions of Avenue Road, Bay and Church Streets shown as 'Height Ridges' on Map 2. Height and density permissions generally diminish the further one gets from Bloor Street. These height ridges provide a transition in scale from the 'Height Peak' at Yonge/Bloor and will be developed at a lesser height and physical scale than the Bloor/Yonge Height Peak, and in a form compatible with adjacent areas.

The northern portions of Avenue Road, Yonge Street and Davenport Road not shown as 'height ridges' on Map 2 are intended to have lower heights than areas within the 'Height Ridges'. The scale of buildings in these areas should be compatible with the adjacent *Neighbourhoods* and with portions of the Areas of Special Identity shown as 'Low Rise Areas' on Map 2. New development adjacent to *Neighbourhoods* or portions of Areas of Special Identity shown as 'Low Rise Areas' on Map 2, should be of a lesser scale and contextually appropriate and compatible with the adjacent low-rise areas.

The lowest heights in the Bloor-Yorkville/Midtown Area are in the *Neighbourhoods* and portions of Areas of Special Identity shown as 'low rise areas' on Map 2. Development in *Mixed Use Areas* adjacent or near to these 'Low Rise Areas' will be designed to adequately limit shadow, wind and privacy impacts upon these lower-scale areas through distance separation and transitions in scale including means such as angular planes and step-downs in heights.

c) *Areas of Special Identity within Mixed Use Areas*

Areas of Special Identity include the Village of Yorkville, the Yonge-Yorkville Area, Scollard Hazelton Area, Davenport Terrace and the Yonge St. Corridor north of Ramsden Park. Development in Mixed Use designations within these Areas or on sites that are proximate to these Areas will be strictly controlled to respect and reinforce the established character of these Areas of Special Identity. New development will be contextually appropriate to

the Areas individual settings and development patterns through building height, massing, setbacks, rooflines and profile architectural expression as well as vehicle access and loading. Heritage buildings and features will be conserved and enhanced

i) Village of Yorkville

Development will respect and reinforce the existing character of:

- 1) low-scale buildings including converted houses with additions set back from the street line;
- 2) contiguous retail shops and services with limited frontages along the street, with entrances often located a half level above or below the street level; and
- 3) generous street furnishings and boulevard treatments.

ii) Scollard/Hazelton Area

Development will respect and reinforce the existing pattern and mix of shops, galleries, offices and dwellings in low-scale houseform buildings on small lots, and conserve and reinforce heritage buildings and features and implement the Heritage Conservation District policies.

iii) Yonge-Yorkville

Development will be compatible with the heritage buildings, protect views of the Fire hall tower, and minimize shadow impacts on Stollery Park.

iv) Davenport Terrace

Development will be consistent with the use, scale, front setback and architectural character of the existing three storey houseform buildings used for commercial office and retail uses. Development will not overshadow or have a built form that is incompatible with the residential area on Pears Avenue which is adjacent and at a considerably lower elevation. Commercial uses will be compatible with the adjacent residential area on Pears Avenue.

v) Yonge St. Corridor north of Ramsden Park

Development will respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at street level.

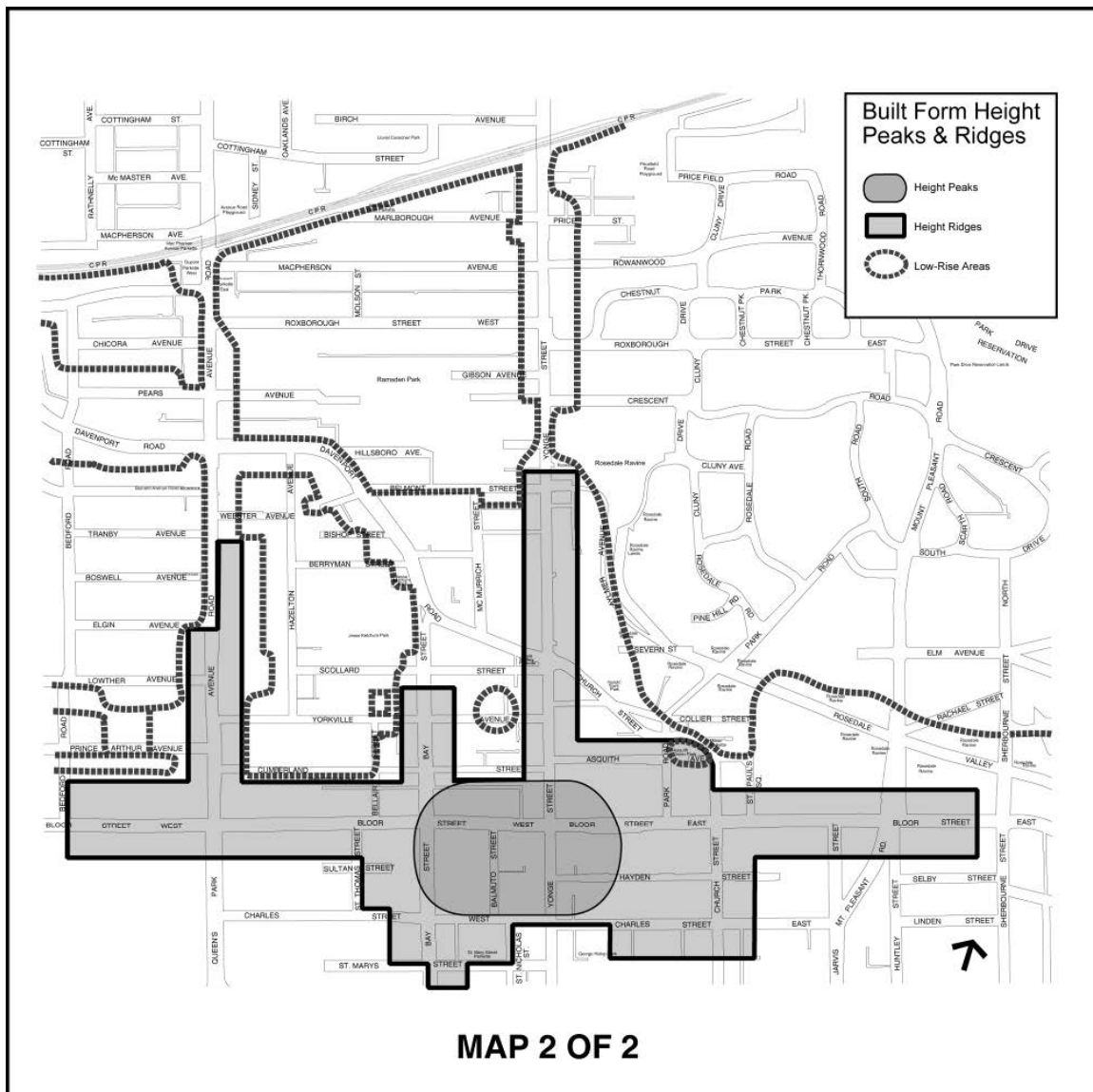
d) The Public Realm

Pedestrian activity is a vital component of the Bloor-Yorkville/North Midtown Area and the amenity of public sidewalks, walkways, access and views to open space and parks will be maintained or enhanced. Any additional shadowing and uncomfortable wind conditions on these public spaces will be minimized as necessary to preserve their utility. Additional short term parking will be encouraged near retail areas. New development in the public and private realm will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in public safety. Designated views of the Rosedale Ravine and of the Fire hall tower shown on Map 1 will be retained.

e) Urban Design and Bloor-Yorkville/North Midtown Guidelines

New buildings will achieve a harmonious relationship to their built form context through building height, massing, setbacks, roofline and profile architectural expression as well as sensitively integrated vehicle access and loading.

In order to assist in meeting the objectives of this Plan and area specific policies, the Bloor-Yorkville/North Midtown Urban Design Guidelines will be used to provide direction for reviewing development applications in this area. These guidelines will be read in conjunction with the urban design policies in the Official Plan and should not be substantially changed without full public consultation.



MAP 2 BUILT FORM HEIGHT PEAKS & RIDGES

212. Dupont Street between Ossington Avenue and Kendal Avenue

a) General

- i) Lands on the north side of Dupont Street, east of Bathurst Street, are shown as part of the *Downtown* on Map 2. The policies of Section 2.2.1 of the Plan apply except, where in the case of a conflict, the policies of this Site and Area Specific Policy will prevail.
- ii) This Policy area is not intended to experience significant intensification.
- iii) Any new development at the Bathurst-Dupont intersection will focus on the pedestrian realm, will contain entrances to retail, and will encourage public gathering through the provision of places to sit, weather protection and privately owned, publicly accessible spaces.

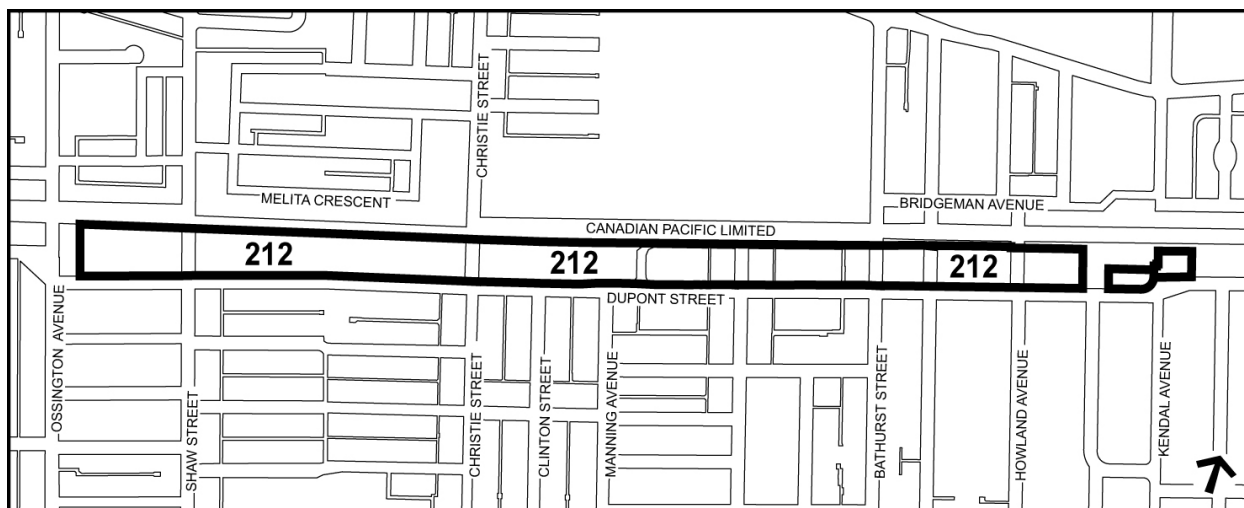
b) Land Use

- i) New residential, retail, service, office and institutional uses on the north side of Dupont Street will be located and designed to mitigate impacts from, and be compatible with, the rail corridor and existing employment uses and not impede the continuation of the rail corridor and the existing employment uses within the study area.
- ii) New non-residential uses in the lands designated as Employment Area will be located and designed to mitigate impacts from and be compatible with the rail corridor and be compatible with new mixed use development in the adjacent Mixed Use Area to the south.
- iii) Retail, service, office and institutional uses which serve the local community as well as a larger area, including those which may be inappropriate to locate on traditional main streets, will be encouraged in the lands designated *Mixed Use Areas*.

c) Built Form

- i) Buildings will be set back from the Dupont Street property line to allow a minimum of 4.8 metres from the curb to the front face of the building in order to provide for a wide sidewalk and boulevard with enhanced pedestrian amenities and tree planting.
- ii) New buildings will provide a transition in height that respects the scale of low-rise residential *Neighbourhoods* on the south side of Dupont Street and is in proportion to the width of the Dupont Street right-of-way. New buildings within the Mixed Use Area designation will be a maximum of 8-stories in height.
- iii) Notwithstanding the provisions of Section 4.5.3 as they apply to the north side of Dupont Street west of Bathurst Street, the maximum gross floor area of any one retail or service use shall be 5,000 square metres.
- iv) New buildings in the lands designated Mixed Use Area on the north side of Dupont Street must be located, massed and designed to be compatible with the *Neighbourhoods* on the south side of Dupont Street including appropriate scale, signage and lighting and location of ingress and egress.
- v) The north façade of new buildings on the north side of Dupont Street must be designed to mitigate noise reflection from the rail corridor and the view of this façade from the lands on the north side of the rail corridor.

- vi) New buildings will provide adequate privacy, sunlight and sky views for new and existing residents through the location and orientation of buildings and by ensuring adequate separation distance between building walls.
 - vii) Developments or properties with long frontages on the north side of Dupont Street will be divided into multiple building envelopes in order to prevent a continuous street wall. The length of new buildings along the north side of Dupont Street should not exceed the width of the blocks on the south side of the street between Christie and Manning Streets.
 - viii) A full range of housing in terms of tenure and affordability will be provided in the 'Mixed Use Area' along the north side of Dupont Street. Every residential development should provide a mix of unit types including units that are suitable for families with children and units that are accessible for seniors.
- d) Employment
- i) In order to create a genuine mixed use area and maintain the employment base of the lands, a net increase of non-residential gross floor area will be provided in every redevelopment.
 - ii) A variety of employment types, including a range of non-residential unit sizes and establishment of value-added creative uses will be encouraged in every redevelopment.
- e) Transportation
- i) Infrastructure for bicycles, including sheltered and easily accessible visitor bike parking spaces, will be required in all new developments.
 - ii) Multiple bike rings will be located on any adjacent sidewalk at the front or side of new buildings.
 - iii) Car sharing spaces will be required in every new development.
 - iv) Any surface parking should be located at the rear or flank of the building and screened from views from the street. A majority of parking spaces should be located below-grade or in a parking structure with limited visibility from the street.
 - v) Access for new developments will be taken from streets other than Dupont Street, wherever possible, to enhance pedestrian safety and pedestrian and vehicular traffic flows on Dupont Street.
 - vi) Any redevelopment of lands within the 'Mixed Use Area' designation will ensure that adjacent lands designated 'Employment Area' are accessed from either Dupont Street or a side street, to ensure no lots become landlocked.
- f) Streetscape
- i) Improvements to the sidewalks and boulevards should include wider sidewalks, the installation of street furniture and the planting of trees. On the north side of Dupont Street, the widening of the sidewalks will be achieved through redevelopment. When Dupont Street is reconstructed, any undertaking will include consideration of narrowing the vehicular lanes, to allow the widening of the sidewalk on the south side of the street and the creation of the same pedestrian amenities.
 - ii) Any façade of a new building which faces a public street will include design details which reinforce the pedestrian scale and rhythm of the street.

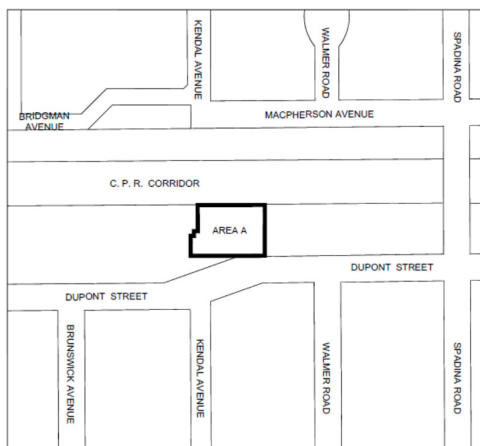


- iii) New buildings on Dupont Street will include uses on the ground floor which animate the public realm, create places for the public to linger, and add to the vitality of the streetscape. Pedestrian entrances to new developments should provide direct access from the sidewalk on Dupont Street.
- g) Open Space/Parks
 - i) The priorities of the City for cash payments in lieu of parkland dedication include the extension of the park system on the north side of the rail corridor within the Hydro corridor, new playgrounds, and off-leash areas for dogs.
 - ii) The provision of new publicly owned, and privately owned, publicly accessible open spaces, will be encouraged in all new developments.
 - iii) Any part of a property which is used for the purpose of rail safety and noise/vibration mitigation berms or structures will not be accepted by the City as parkland.
- h) Rail Safety, Noise, Vibration and Air Quality
 - i) All noise studies will specifically review the noise that will be reflected from the rail to the properties on the north side of the tracks as a result of the redevelopment of any new building on the south side of the tracks. The noise study will recommend mitigation measures to mitigate against noise reflection and be implemented through the development by the applicant.
 - ii) Any new development containing residential, institutional, recreational/ entertainment, hotel, or office or retail uses with a high number of employees and customers must be set back a minimum of 30 metres from the property line of the Canadian Pacific North Toronto rail corridor. A 2.5 metre high earthen berm will be constructed immediately south of the rail corridor with a noise wall on top for rail safety and noise/

vibration mitigation purposes when these uses are developed in the 'Mixed Use Area' designation to the south.

- iii) Within the 30 metre set back adjacent to the rail corridor the following uses are permitted:
 - 1) rail safety and vibration/noise mitigation structures; and
 - 2) auxiliary building used for activities with low numbers of employees and visitors such as parking, storage, warehousing and loading.
 - iv) An applicant may propose, through a Zoning Amendment Application, an alternative to the rail safety mitigation measures set out in Policies h) ii) and h) iii) above where those standards cannot be met due to topographical, geographical, or other physical constraints subject to the following conditions:
 - 1) the alternative will provide at least the same level of rail safety for nearby residents, workers, visitors and shoppers as the required 30 metre set back and berm;
 - 2) a development viability report bearing the stamp of a fully insured, qualified, professional structural engineer, in addition to the noise, air quality and vibration reports, is to be submitted to the City showing how at least the same level of rail safety is to be achieved;
 - 3) this report will be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant;
 - 4) the report will also be reviewed and accepted by the Canadian Pacific Railway;
 - 5) appropriate uses on the site will be determined as part of the Zoning Amendment application, and will implement the policies for the Official Plan land use designation; and
 - 6) if the development viability assessment is accepted by the City and the Canadian Pacific Railway, and the proposal is approved:
 - A) (A) construction and on-going maintenance of the alternative mitigation measure will be secured through an agreement between the City and the landowner;
 - B) (B) warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
 - C) (C) the landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment on the Canadian Pacific North Toronto rail corridor.
 - v) Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the south face of noise walls and other structures.
- i) Implementation

- i) Where new developments generate community benefits under Section 37 of the *Planning Act*, the priorities should be: streetscape and pedestrian realm improvements on both sides of Dupont Street where development would not otherwise generate improvements; new day care centres and daycare spaces; and improvements to library branches serving the area.
 - ii) The creation of a Site Specific By-law for the area covered by this Site and Area Specific Policy will work with this Policy to guide development in this Policy area.
 - iii) Section 5.1.1 of the Official Plan will only apply to a proposed development that would permit a building or structure to be constructed with over 10,000 square metres of total gross floor area, including at least 1,500 square metres of residential gross floor area.
 - iv) The creation of Urban Design Guidelines for the area covered by this Site and Area Specific Policy will work with this Policy to guide development in this Policy area.
- j) 328-332 Dupont Street
 - i) Notwithstanding policies c) i), c) ii), d) i) and e) i) above, the following apply to those lands municipally known in the year 2021 as 328-332 Dupont Street identified as "Area A":
 - 1) a 13-storey mixed-use building is permitted;
 - 2) a non-residential studio use with a low number of users is permitted within the lands designated *General Employment Areas*;
 - 3) a portion of the second and third storey of the front face of the building will be set back from Dupont Street a minimum of 2.5 metres from the curb;
 - 4) a minimum of 1,500 square metres of non-residential gross floor area will be provided;
 - 5) a portion of the visitor bicycle parking spaces may be unsheltered and may be located on the adjacent property to the west municipally known in the year 2021 as 344 Dupont Street; and
 - 6) a total of two bicycle rings will be located on the Dupont Street sidewalk at the front of the building.



KEY PLAN

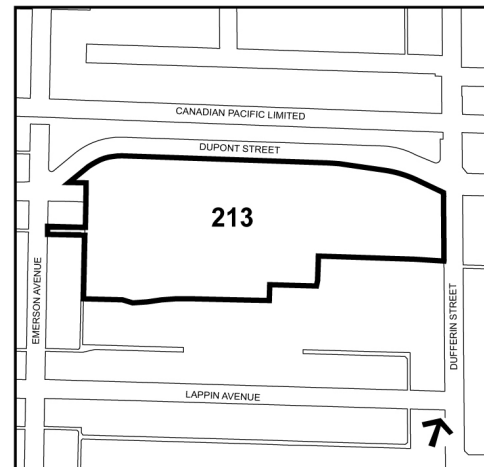
213. 1245 Dupont Street and 1260 Dufferin Street, and 213 Emerson Avenue

a) Interpretation

- i) The Galleria Shopping Centre is located at the southwest corner of Dupont Street and Dufferin Street in Toronto's Wallace Emerson neighbourhood. The Galleria Shopping Centre site is a 49,000 square metre parcel of land that was developed in the early 1970s as a single-storey, enclosed mall with an abundance of surface parking.
- ii) New development will comprehensively transform the current Galleria Shopping Centre site (1245 Dupont Street), the existing Wallace Emerson Park and Community Centre (1260 Dufferin Street) and 213 Emerson Avenue (comprehensively referred to as the "subject site") into a mixed use, high density complete community, complemented by public park and open spaces, a new enlarged community centre, robust retail offerings and distinctive streetscapes designed to create a highly walkable, family-friendly environment.
- iii) The introduction of a new diagonal public street will provide a new route from Dufferin Street to Dupont Street, maximizing public frontage and access onto Wallace Emerson Park. Wallace Emerson Park and Wallace Emerson Community Centre will be enhanced and expanded to provide a full range of community activity spaces. New development will create the potential for future transit improvements to be made on the subject site.

b) Vision and Major Objectives

- i) The subject site as identified on Schedule A shall be developed based on the following principles:
 - 1) **Create a complete community:** The redevelopment will accommodate the varying needs of the community by offering a range of housing options including affordable housing, a mix of



retail and office uses, and a variety of community amenities.

- 2) **Establish a finer grain of streets and blocks to connect desire lines:** New streets and blocks will be established to improve porosity, facilitate circulation, provide additional access points, and improve connections within the community.
- 3) **Enhance Wallace Emerson Park:** Wallace Emerson Park will be enlarged and reconfigured and its design and functionality will be improved.
- 4) **Reinforce the redevelopment's role as a community node:** The redevelopment will accommodate a wide range of formal and informal community gathering spaces to maintain the subject site's community-oriented character, including but not limited to pedestrian connections and POPS.
- 5) **Encourage active transportation and explore opportunities for transit improvements:** The redevelopment will encourage active transportation by offering an enhanced pedestrian realm, wide sidewalks, and cycling infrastructure, and protect for future local transit improvements.
- 6) **Exceptional architecture and design that transitions and minimizes impacts on the surrounding neighbourhood:** The height and scale of new buildings will transition down toward adjacent lower scale areas. High quality design will create a distinct identity and enhance the character of the area.
- 7) **Promote sustainable development:** The redevelopment will promote a comprehensive approach to sustainable design that encompasses a range of innovative solutions to promote environmental, social, cultural, and economic sustainability.

c) Land Use

- i) New residential, retail and commercial uses will be located in the area identified as *Mixed Use* on Schedule A.
- ii) New recreational uses will be located in the area identified as *Park* on Schedule A.

d) Gross Floor Area

- i) A maximum total gross floor area of 245,500 square metres is permitted on Blocks 1, 2, 3, 4 and 5 as identified on Schedule A.
- ii) A minimum non-residential gross floor area of 25,000 square metres is required across Blocks 1, 2, 3, 4 and 5 (as identified on Schedule A), upon the completion of the last Block of the development.
- iii) A maximum residential gross floor area of 217,000 square metres is permitted across Blocks 1, 2, 3, 4 and 5 as identified on Schedule A.
- iv) No maximum gross floor area will apply to Block 6 so long as it is used for parks purposes.

e) Mix of Uses and Finer-Grained Retail

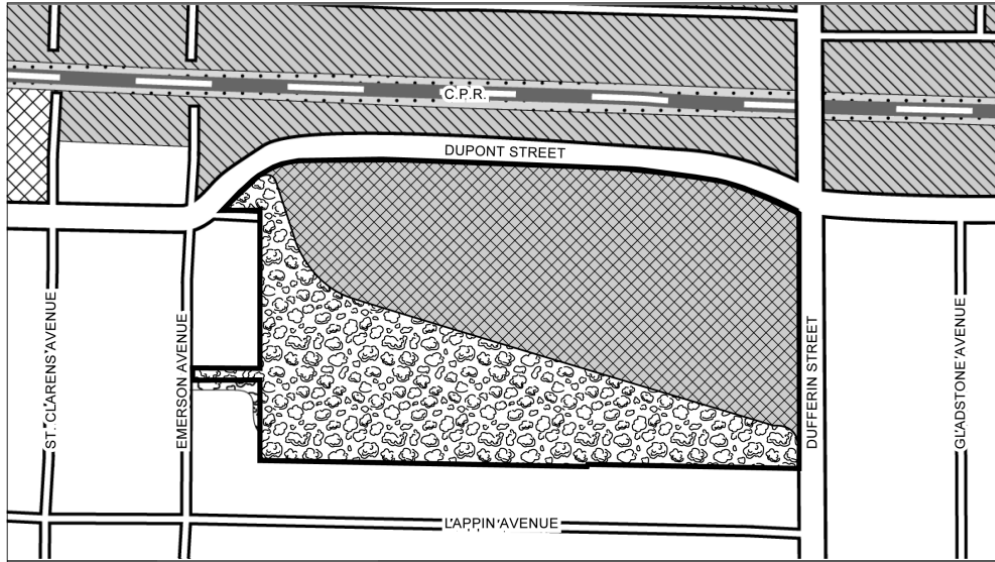
- i) A diverse mix of uses will be developed on the subject site, that maintain its current value to the community while expanding the amount and types of activity it can support. The intent will be to provide space for a diverse range of uses that will allow the subject site to be animated at all times of the day, supporting the creation of a complete community.

- ii) New buildings will reserve space at-grade for retail and other non-residential uses, in fine grain frontages including smaller floorplate uses, that will animate the public realm. This may include community-oriented uses, restaurants, and a combination of larger as well as unique smaller-scale retail stores and businesses in a range of unit sizes.
 - iii) Residential uses should be located in the upper floors of base buildings and in towers. A range of unit types and tenures that accommodate different households will be provided.
 - iv) Community and service facilities will be encouraged in ground floor uses in buildings near the new Community Centre to establish a socially-oriented character-area within the subject site.
- f) Public Realm
 - i) The enhanced public realm of the subject site will encourage walking and create a pedestrian-friendly space with expanded sidewalks, trees, landscape treatments, street furniture, and a street grid that connects desire lines and porosity through the subject site. New public streets will be complete streets designed to create a safe environment for pedestrians, cyclists, and transit users while accommodating drivers. Reconfiguring the subject site will improve public access and safety, and enhance circulation.
 - ii) A robust public realm will be created, comprised of a variety of gathering spaces and streetscapes all anchored by an enlarged and reconfigured Wallace Emerson Park and Community Centre. Key public realm components of the new development will include: key entry points, linear landscapes, a POPS plaza (a Privately Owned Publicly-Accessible Space), and the enlarged and reconfigured Wallace Emerson Park.
 - iii) Contiguous pathways will be created to improve access to the subject site from adjacent residential communities and contribute to a more coherent structure for Wallace Emerson Park.
- g) Wallace Emerson Park
 - i) Wallace Emerson Park will be reconfigured, enlarged, enhanced and organized to support active and passive recreation. Frontage on a new diagonal street (Public Street 'A' – see Schedule 2) and Dupont Street will bring more eyes to the park and allow activity to permeate between the subject site's built form and open spaces. Opportunities for green roofs on the Wallace Emerson Community Centre will be explored as part of the design of the new community centre. The park's south-facing exposure will maximize sunlight in the space and will provide expansive views of the Toronto skyline.
- h) Privately Owned Publicly-Accessible Space
 - i) A Privately Owned Publicly-Accessible Space ("POPS") will be located on the north side of Public Street 'A' as identified on Schedule B near to Wallace Emerson Park, creating a destination within the subject site for visitors to the community. The POPS is to be provided in the general location as identified on Schedule B. Space will be reserved on the south side of the POPS for potential opportunities to improve transit amenities, which could provide transit users with both a pleasant environment to wait and a welcoming arrival spot. The POPS will have a minimum area of 850 square metres.

- i) Public Street 'A'
 - i) Public Street 'A', identified on Schedule B will be a safe and clear route between Dupont Street and Dufferin Street, and a continuous and animated public façade for Wallace Emerson Park. Public Street 'A' should be designed as an animated pedestrian-oriented complete street.
- j) The Pedestrian Mews
 - i) The Pedestrian Mews, as identified on Schedule B, will celebrate and reinforce the subject site's long history as a retail focal point by offering enhanced commercial and service options on a publicly accessible pedestrian-only walkway with an exceptional sense of place.
 - ii) The Pedestrian Mews will feature high quality street treatments, public art, and a vibrant mix of businesses. The space will have an overhead architectural canopy to provide weather protection and enable year-round activity while creating a vibrant atmosphere for shopping and socializing. A range of retail footprint sizes will support a mix of small businesses and larger stores that meet the everyday needs of the community.
- k) Public Street 'B'
 - i) Public Street 'B' identified on Schedule B, will provide a dynamic gateway into the subject site from Dupont Street. This new public street is encouraged to be designed as a shared street, and will include small scale retail and café storefronts and a generous eastern side landscaped sidewalk. Public Street B should be an animated and vibrant street with active at grade uses, creating a welcoming entry point into the community and visibility of the park.
- l) Wallace Emerson Community Centre
 - i) Wallace Emerson Park will be enlarged and reconfigured, and will allow for the relocation of Wallace Emerson Community Centre to the western portion of the park in order to allow for enhanced views of the community centre on Dupont Street.
 - ii) The Community Centre will be designed with architectural excellence and quality materials, and it will become a focal point in the subject site, creating an identity for the community.
- m) Built Form, Tall Buildings, and Building Transition
 - i) Zoning By-law standards shall be developed to address built form matters such as size of the eight tower floorplates, stepbacks, and setbacks that consider the unique size of the subject site and area context while providing for an appropriate transition to surrounding residential areas.
 - ii) New development will be configured with base buildings and tower locations that respect the scale and height of the surrounding neighbourhoods and frame the edge of the public realm. Base buildings should be designed to differentiate themselves from tower elements, and should promote animation at the ground floor and a pedestrian scale. Streetscapes and landscape treatments around and within the subject site will be designed to complement the architectural designs, together fostering an inviting, attractive pedestrian realm.
 - iii) Tall buildings will be strategically positioned to ensure adequate separation distances, and to minimize shadow and wind impacts on the adjacent public realm

and surrounding parks and neighbourhoods. The eight tall buildings will step down in height from the middle of the site on Dupont Street towards Wallace Emerson Park and surrounding residential neighbourhoods to maximize view and sunlight, and to establish a transition in height and scale.

- iv) The four tallest tower buildings will be sited adjacent to Dupont Street, locating the bulk of height and density further away from the surrounding residential neighbourhoods towards the south. Two of the towers may be located closer to the major arterial roads, with reduced stepbacks above the base building, towards the northeast and northwest ends of the subject site. These two buildings are intended to be anchor buildings at each major intersection to serve as landmarks for the new community and to signify the prominence of these corner locations. In total, eight tall buildings will be permitted, in the general locations as identified on Schedule B. These buildings should be designed with a variety of architectural treatments.
- n) Mobility
- i) Streets are an important part of the public realm and will be designed to create a safe environment for pedestrians, cyclists, cars, and transit users. New cycling routes will be explored as part of the design of the park. Mid-block connections and pedestrian-oriented streets will be created through the subject site, creating new connections between the surrounding arterial roads and the new diagonal street internal to the subject site.
 - ii) Development of the site will accommodate the widening of Dufferin Street and will reduce the curvature of Dupont Street between Emerson Avenue and Dufferin Street.
- o) Existing Uses
- i) Despite the Park designation indicated in the area marked Existing Use A on Schedule C, land and existing buildings and additions can continue to be used for existing uses as of May 1, 2018 and for other uses permitted under the Mixed Use designation until such time as the Existing Use A area is redeveloped with a Community Centre.
 - ii) Despite the Mixed Use designation indicated in the area marked Existing Use B on Schedule C, land and existing buildings and additions can continue to be used for existing uses as of May 1, 2018 and for other uses permitted under Park designation until such time as the Existing Use B area is redeveloped.
 - iii) Despite the Park designation indicated in the area marked Existing Use C on Schedule C, land and existing buildings and additions can continue to be used for existing uses as of May 1, 2018 and for other uses permitted under Mixed Use designation until such time as the land is conveyed to the City as parkland.
- p) Transitional Uses
- i) The existing Galleria Shopping Centre will remain in operation until the subject site is redeveloped. Additions to the existing Galleria Mall Shopping Centre are permitted.
- q) Implementation
- i) Urban Design Guidelines will be developed to the satisfaction of the Chief Planner and Executive Director, City Planning, to complement the Zoning By-law and will guide the design of the buildings and open space elements of the project in terms of design excellence, built form, public realm and mobility. Urban Design Guidelines will guide development to implement the Official Plan and this Site and Area Specific Policy and assist staff in evaluating applications for Site Plan Approval.



TORONTO Schedule A
Official Plan Amendment # 415

1245 Dupont Street, 1260 Dufferin Street
 & 213 Emerson Avenue

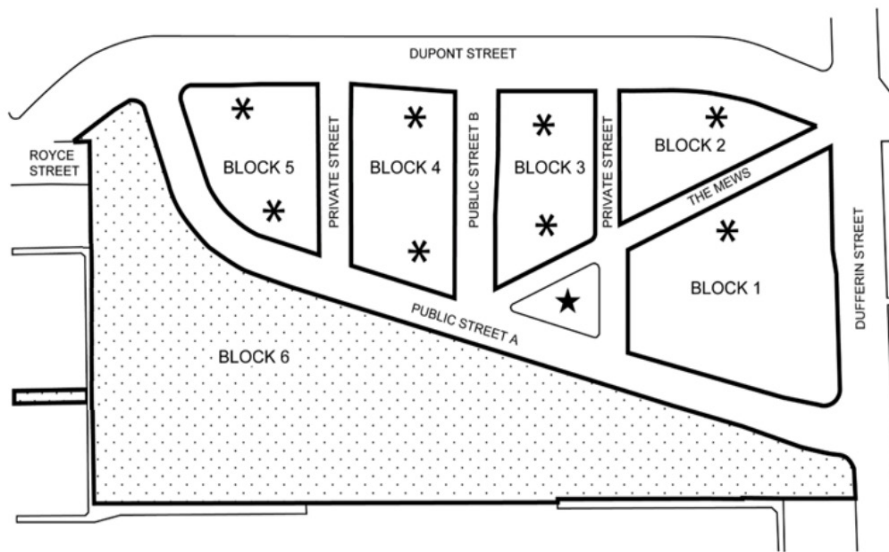
Revisions to Land Use Map 17 to Redesignate lands from Parks to Mixed Use and Mixed Use to Parks

File # 16 231334 STE 18 02

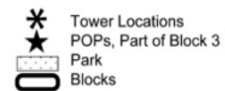


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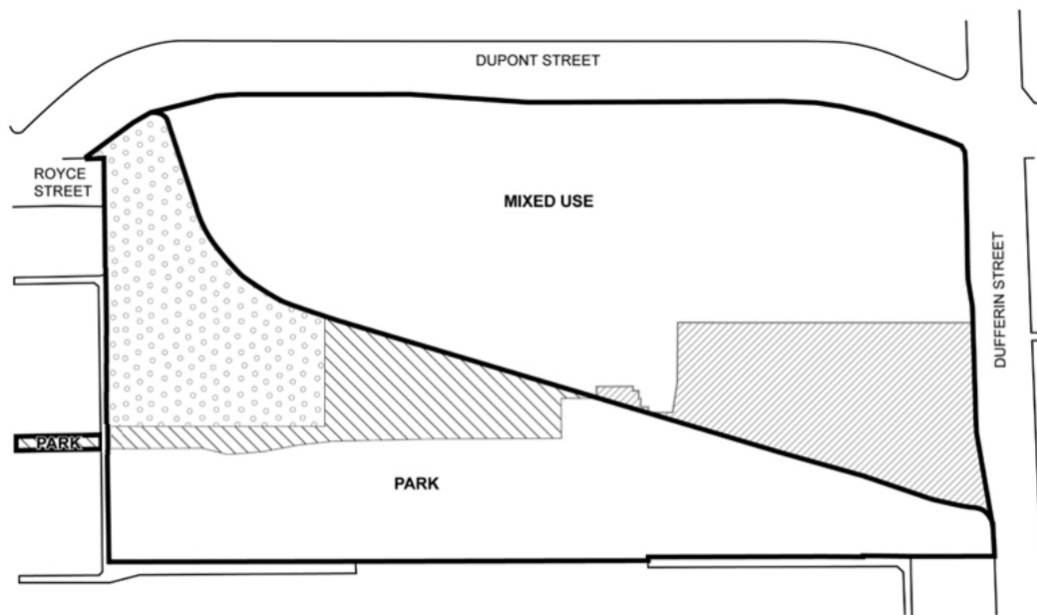
SCHEDULE A



↑ **Schedule B**
Tower Zone and Structure



SCHEDULE B



↑
Schedule C
Land Use

-  Existing Use A
-  Existing Use B
-  Existing Use C

SCHEDULE C

214. SASP deleted

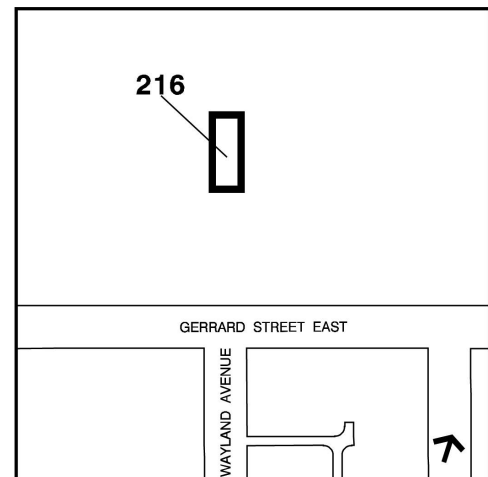
215. Lands Fronting on the North Side of Gerrard Street, East of Main Street

- a) Retail stores of a convenience nature, service uses and community services and facilities are also permitted.



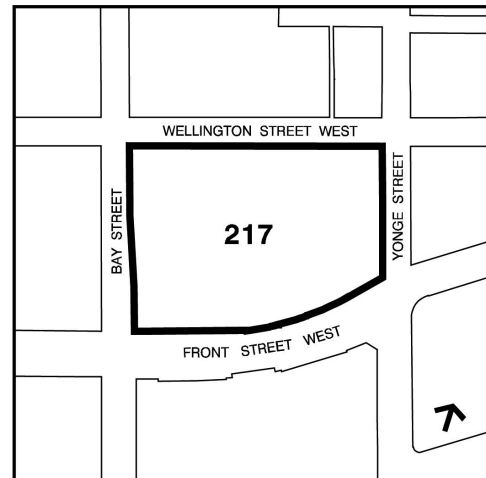
216. East of Main Street, North of Gerrard Street East

- a) Lands for a future public road extension to Gerrard Street East will be subject to a Holding (H) provision.
- b) Two additional residential units are permitted in addition to 495 residential units already permitted if the Holding (H) provision is removed when either of the following happens:
- i) the lands to the south of the area subject to the Holding (H) provision are redeveloped in such a way as to render the extension of the lands held as public road not possible; or
 - ii) five years have elapsed, or 440 building permits have been issued.



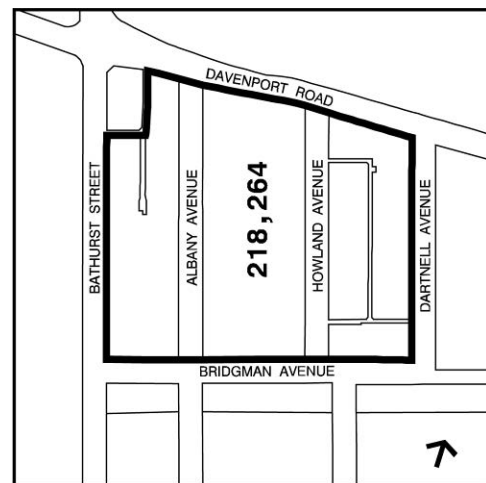
217. Lands bounded by Yonge, Front, Bay and Wellington Streets

- a) Buildings on this site should reflect the transition in scale from the high-rise buildings on Bay Street to the lower buildings east of Yonge Street.
- b) The location and form of buildings should permit reasonable sunlight penetration to publicly accessible open spaces on the lands, the interior public space, daycare play areas and to the open space in Commerce Court to the north.
- c) The location and form of buildings on the lands should maximize significant axial pedestrian views.
- d) New development adjacent to the designated historic buildings on the lands should be designed to respect the scale and form of the existing buildings. High-rise buildings should be sited to be compatible with adjacent designated historic buildings.



218. Land Bounded By Bathurst Street, Davenport Road, Bridgman Avenue and Dartnell Avenue

- a) Residential development complementary to the pattern of houseform development in the area, with low-scale apartment forms is permitted only on lots fronting on Bathurst Street.



219. 196 to 206 Spadina Road

- a) Development will:
 - i) be part of a comprehensive redevelopment, including potential integration with lands known as 490 to 494 MacPherson Avenue to include provision for parking and an extension of the laneway system;
 - ii) have the front wall of new buildings set back from the Spadina Road street line generally in keeping with the buildings to the north in order to preserve views north to Casa Loma and the Iroquois Shoreline, and to achieve the completion of the continuous open space corridor adjacent to Spadina Road; and integrate the public art installation on Spadina Road into the site development.



220. Moored Vessels in the Central Waterfront

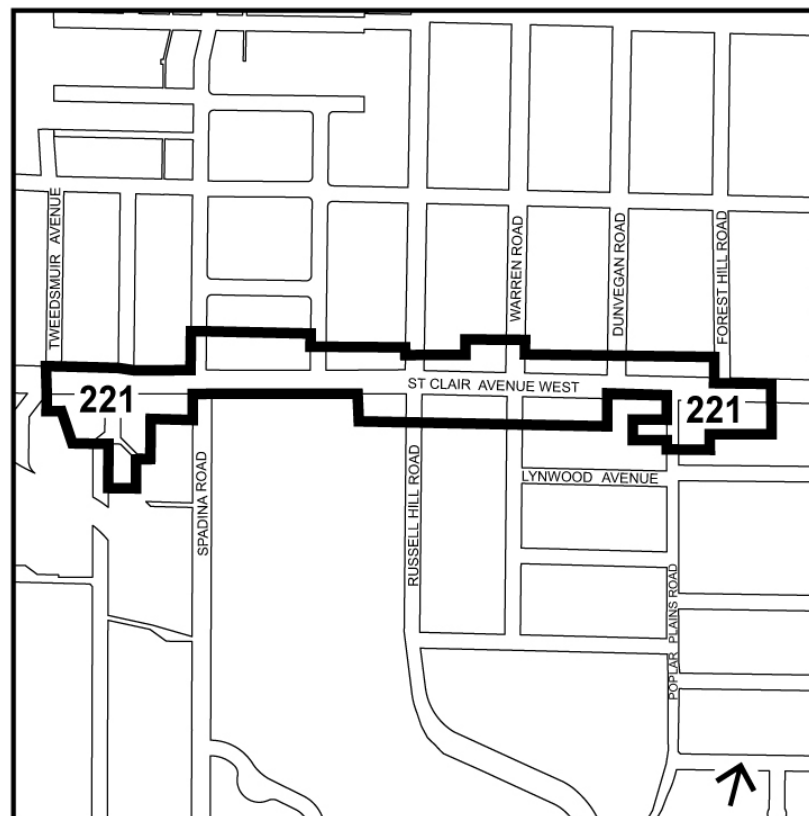
- a) The use of the moored vessels will be considered as a land use, and the City will ensure that such use is appropriately located. In determining the appropriateness of the land use, the following will be required:
 - i) the owner of the vessel will request the Ship Safety Branch of the Canadian Coast Guard to inspect it yearly and the use may only continue if a report from the Branch shows that the boat continues to meet reasonable safety criteria for the use;
 - ii) the use will be compatible with adjacent and neighbouring uses;
 - iii) adequate parking facilities will be available;
 - iv) adequate pedestrian access and views will be provided; and
 - v) water quality will be maintained and surface debris will be removed in the vicinity of the vessel.

221. St. Clair Avenue West between Walmer Road and Avenue Road

The intent of this Site and Area Specific Policy is to permit mid-rise buildings with a maximum height no greater than the width of the right-of-way of St. Clair Avenue West. New development along St. Clair Avenue West will support an improved pedestrian environment with access to sunlight, sky views, *Open Space*, and a generous landscaped boulevard, and will limit the impact on the adjacent *Neighbourhood* areas.

a) Built Form

- i) A building will be permitted to a maximum height of 9 storeys, provided that it complies with the following:
 - 1) A minimum of 5 hours of continuous sunlight must be achieved on the north sidewalk of St. Clair Avenue West from March 21 to September 21.
 - 2) The building will have a maximum wall height facing streets of 5 storeys, above which the building must step back from the main building wall.
 - 3) No part of the building is located above the angular plane drawn from the abutting street lot line, commencing at a height of 24 metres above the street level, and then angling upwards at an angle of 45 degrees away from street over the site.
 - 4) No part of the building is located above the angular plane drawn from each lot line abutting a *Neighbourhoods* designation, commencing 7.5 metres from the lot line at a height of 10.5 metres, and then angling upwards at an angle of 45 degrees away from the lot line over the site.



- 5) The building will be well set back from the curb line of St. Clair Avenue West to provide ample space for tree planting, pedestrian clearway, street furniture and lighting, as well as for landscaped open space within the site.
- 6) The building will be set back along side streets to provide a transition to the front yard setback of adjacent residential properties.
- 7) The building will have a minimum separation of 5.5 metres from side walls containing windows of adjacent buildings. Greater separation may be required if the adjacent windows are primary windows.
- 8) The building façade will be articulated or “broken up” to limit expanses of uninterrupted facade.
- 9) The building will preserve the existing sunlight access conditions such that it will cast no new net shadows on Glen Gould Park between 10:00 a.m. and 4:00 p.m. on September 21.
- 10) The mechanical penthouse and residential indoor and outdoor amenity space may be located on top of the 9th storey, provided that they are limited in size and comply with policies a)(i)(1), a)(i)(3), a)(i)(4), and a)(i)(9).

b) Community Benefits

- i) The City may require any development proposal to be supported by a Community Services and Facilities Study in order to assist in setting priorities for community benefits in accordance with policies 4, 5, 6, and 7 of Section 5.1.1 of the Official Plan, although other priorities may also be secured, as appropriate, in the context of Area Specific Policy 221 and the policies of the Official Plan.

c) Exemptions

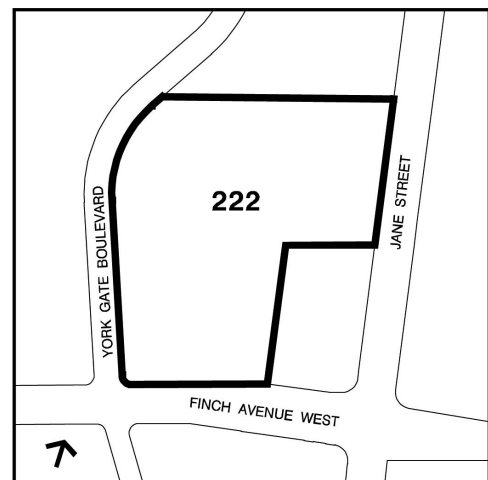
- i) The lands subject to Site and Area Specific Policy 407, known municipally as 282 St. Clair Avenue West, are exempt from the policies of Site and Area Specific Policy 221 (OMB case number PL130636,

decision number 20140028]

- ii) The lands known municipally as 213-223 St. Clair Avenue West are exempt from the policies of Site and Area Specific Policy 221 (OMB case number PL130627, decision number 20140003).
- iii) The lands municipally known as 175-195 St. Clair Avenue West and 273 Poplar Plains Road are exempt from policies a) i)(3), (4), (9) and (10) of Site and Area Specific Policy 221, if a residential building with a central element and two taller east and west elements is developed on the lands. The central element is to have a maximum height of 7 storeys. The west element is to have a maximum height of 14 storeys and the east element is to have a maximum height of 12 storeys. The two taller elements are to be separated by a minimum distance of 38.0 metres.

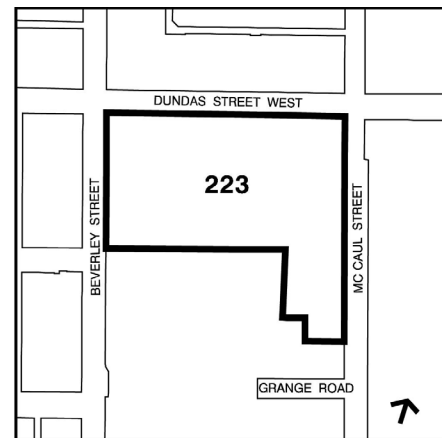
222. 1 York Gate Boulevard

Additional commercial/retail gross floor area in excess of 29,904 square metres may be permitted in return for community space to be secured by an agreement under Section 37 of the *Planning Act*. The community space will not be subject to gross floor area calculations or parking requirements.



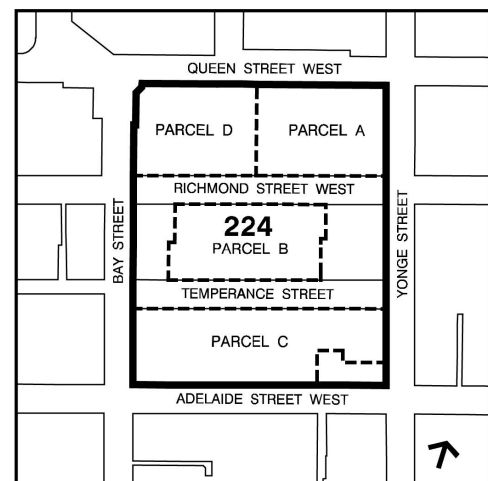
223. 317 Dundas Street West and 100 McCaul Street

- a) The expansion of the Art Gallery of Ontario and the Ontario College of Art and Design, will not take place within Grange Park or adjacent *Neighbourhoods*.



224. Lands Bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West

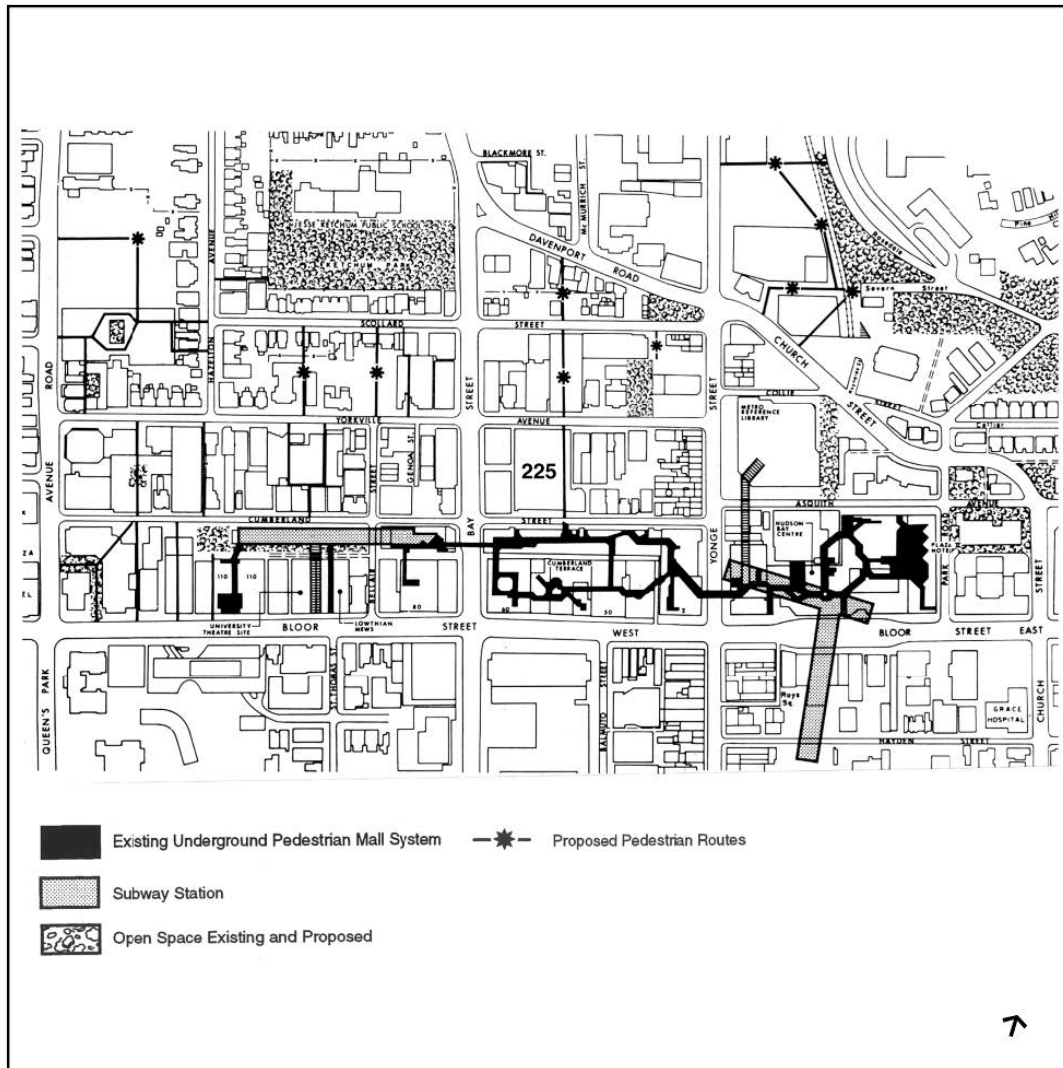
- a) The major portion of new commercial development will be located within the block bounded by Bay Street, Temperance Street, Yonge Street and Adelaide Street West, except for the Yonge Street frontage, where new commercial development should be compatible with the scale of existing development along this part of Yonge Street.
- b) No additional non-residential gross floor area will be permitted on the lands within the area shown as Parcel 'D'.
- c) Heights of buildings within the lands should reflect:
 - i) the transition in scale from the building, known as 176 Yonge Street (the 'Simpsons' building) to the building known as 40 King Street West (Scotia Plaza building);
 - ii) the scale of development on Bay Street between Adelaide Street West and Richmond Street West; and
 - iii) the lower scale of development on Yonge Street.
- d) In addition to the Built Environment policies of this Plan, the following design guidelines apply:



- i) interior and exterior spaces adjacent to the public sidewalk will generally be accessible at grade, without the use of stair or steps;
- ii) vehicular access to new development within the lands will be consolidated and located so as to minimize disruption to traffic flows;
- iii) loading facilities will be located off-street or below grade and vehicular access points thereto will be minimized;
- iv) loading facilities for the Simpsons building will be provided and maintained underground within new development on the lands covered by this site and area specific policy and all loading facilities existing on the Richmond Street frontage of the Simpsons building will be eliminated; and
- v) appropriate through-block pedestrian routes at grade from Adelaide Street West to Richmond Street West will be provided.

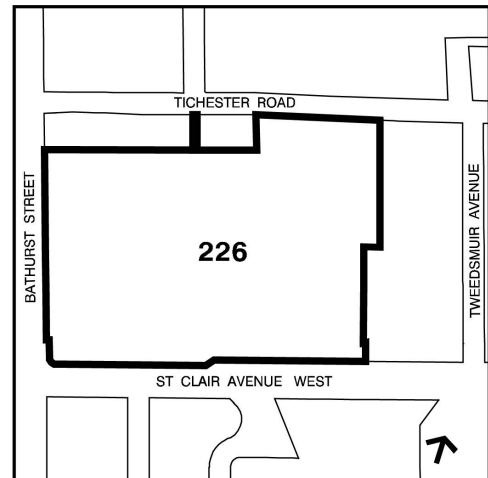
225. Lands North and South of Bloor Street Between Park Road and Avenue Road

- a) Pedestrian walkways, at or below grade and new parks, will be encouraged in the locations indicated.



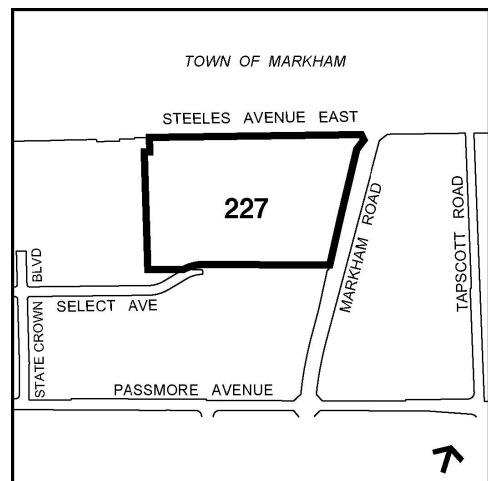
226. Lands Bounded by St. Clair Avenue West, Bathurst Street and Tichester Road

- a) Educational, commercial retail and apartment residential uses are permitted. Development of these lands will provide for:
 - i) a pedestrian walkway and landscape features to establish a physical link between the Nordheimer and Cedarvale Ravines and a mid-block pedestrian connection between Tichester Road and St. Clair Avenue West;
 - ii) expansion of Tichester Park south to gain full frontage on any new east-west street in the development connection with Bathurst Street;
 - iii) direct and attractive grade related pedestrian links from Bathurst Street to the St. Clair West subway station; and
 - iv) a retail component along St. Clair Avenue West that frames the street and encourages pedestrian activity.



227. Southwest Corner of Markham Road and Steeles Avenue

- a) Vehicle service garages ancillary to retail stores, automobile services stations and automatic or mechanical car washes are not permitted within 150 metres of the Markham Road and Steeles Avenue intersection.



228. Below Grade Parking Lots

- a) Below grade parking legally established prior to November 26, 2002 is permitted in *Parks and Open Space Areas*.

229. 619, 624 Avenue Road and 80, 86 Oriole Road

- a) The conversion of the buildings containing 120 residential units and existing on February 13, 2002 to condominium is permitted provided that the plan of condominium is registered prior to April 19, 2004.



230. 123 Strathcona Avenue

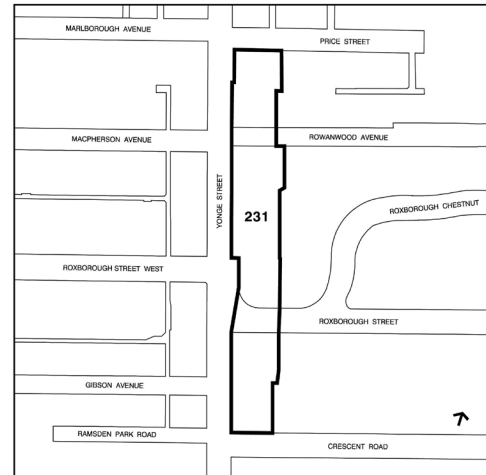
- a) The conversion of the buildings containing 30 residential units and existing on April 16, 2002 to condominium is permitted provided that the plan of condominium is registered prior to February 16, 2004.



231. East Side of Yonge Street between Crescent Road and Price Street

Development will:

- a) respect and conserve heritage, architectural and landscape features;
- b) reinforce the traditional low-scale built-form on this portion of Yonge Street; and
- c) have regard for:
 - i) shadowing of the Rosedale Ravine area;
 - ii) the building scale and form as seen from the Ravine;
 - iii) the provision of pedestrian routes from the Ravine to Yonge Street; and
 - iv) the preservation of views into and out of the Ravine.



232. Lands in the Vicinity of Humberview Crescent, bounded by St. Philips Road, Weston Road, the CNR right-of-way and the Humber Valley

- a) These lands may be redeveloped for more intensive low scale residential development, including townhouses and other forms of multiple housing permitted in neighbourhoods and low-rise apartment buildings at a scale of 2 to 4 storeys in height and a maximum density of 1.5 times the lot area, subject to:
 - i) achievement of a suitable assembly, either of all the lands, or in the case of a partial assembly, of a sufficient area that the redevelopment can be carried out without prejudice to the eventual completion of assembly and redevelopment;
 - ii) the form of new development respecting the unique character and location of the site, with its arrangement of architecturally and historically interesting buildings, its mature trees, its adjacency to Mallaby Park and the Humber River Valley natural heritage area;

- iii) minimizing damage to existing mature trees;
- iv) preserving the quality of views both outwardly from the site and from the Humber Valley;
- v) preservation of the Holley House heritage building;
- vi) improving public open space linkages to the Humber Valley;
- vii) improvements to the Weston Road/St. Phillip's Road intersection to provide better pedestrian and landscape conditions at this corner; and
- viii) the adequacy of the service infrastructure, including transportation facilities and community services and facilities to meet the needs of new residents.

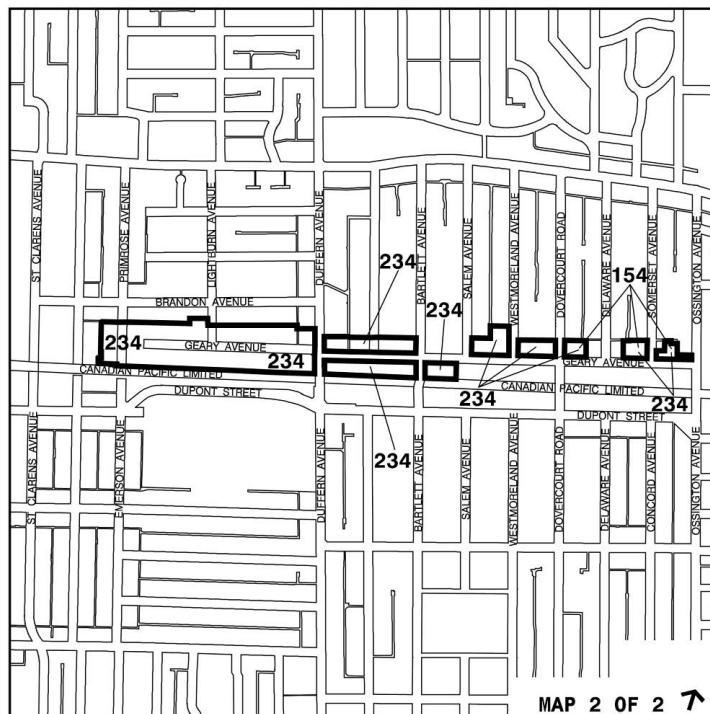
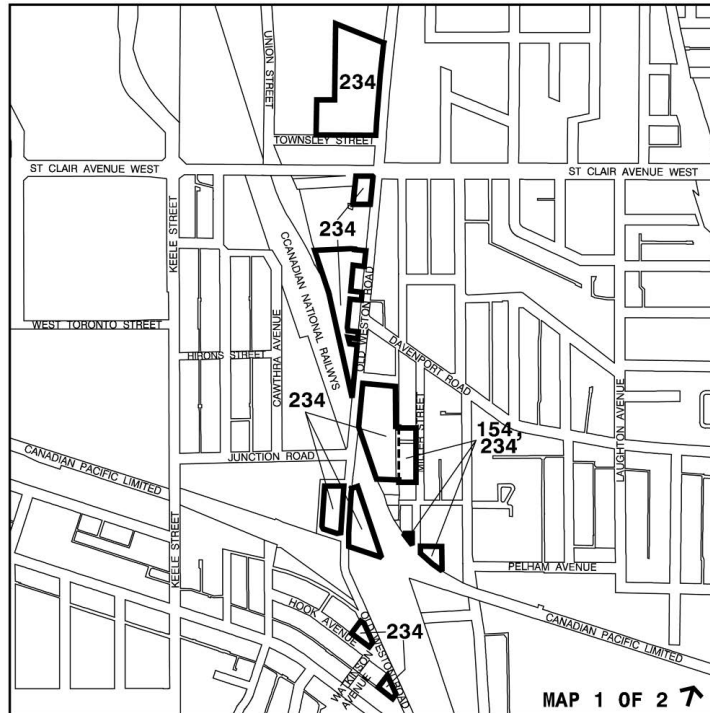
233. Bermondsey Road, between Sunrise Avenue and Northline Road

- a) Small and medium scale retail uses are permitted.



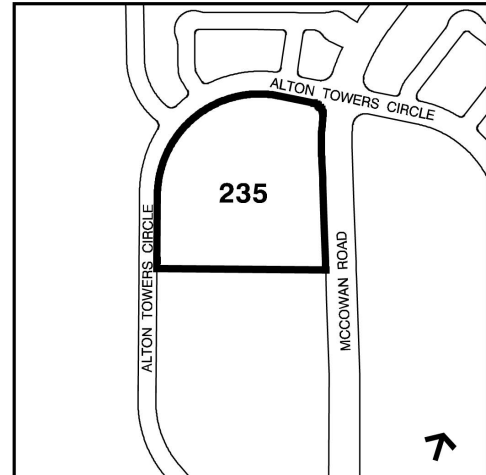
234. Lands Abutting Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street

- a) Automobile body repair shops are not permitted on lands designated as *Employment Areas* on Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street.



235. Lands at the Southwest Corner of McCowan Road and Alton Towers Circle

- a) Only commercial uses designed to provide a population of 15,000 to 30,000 within an approximate 1.5 kilometre radius with major food facilities and weekly shopping needs and services are permitted. No other uses are permitted until a planning review of the area has been completed to Council's satisfaction.



236. Lands at the Northwest Corner of McCowan Road and Finch Avenue East

- a) General
- i) This Site and Area Specific Policy applies to lands fronting on Finch Avenue East, McCowan Road, and Sandhurst Circle. This Site and Area Specific Policy will ensure the development of the land will occur over time to allow a complete community to emerge that has a distinct identity and contributes to and enhances the surrounding community;
- ii) As residential uses are introduced, the site will maintain its function as an important economic, social and community services centre of the Agincourt North Community. The Woodside Square mall is an important community hub and serves a variety of functions in the Agincourt North community, providing access to:
- 1) Community services;
 - 2) Retail uses, including essential retail and culturally-specific retail and restaurants;
 - 3) Unique programming and spaces including night markets, community events, recreation, entertainment and film festivals; and,
 - 4) Low-barrier opportunities for informal gathering.



- iii) To support the site's function in the community, the lands are separated into two distinct *Mixed Use Areas*: *Mixed Use Area 'A'* and *Mixed Use Area 'B'*, as shown on Map 2 – Land Use. The existing mall building within *Mixed Use Area 'B'* is considered an important asset to the community and is intended to remain in place for a considerable amount of time. Development will occur in the short to medium term within the lands fronting Finch Avenue East and McCowan Road in *Mixed Use Area 'A'* with the mall building to be retained and improved, while protecting for potential future redevelopment of the mall building lands in *Mixed Use Areas 'B'* in the long term;

b) Structure and Public Realm

The redevelopment of the subject lands will be generally structured as follows, and as shown on Map 1 – Structure and Public Realm Plan:

- i) Redevelopment of the subject lands will be organized by a vibrant, green and interconnected public realm as illustrated in Map 1;
- ii) Redevelopment in *Mixed Use Area 'A'* will establish a public realm network that will protect for possible future expansion of the public realm onto lands designated *Mixed Use Area 'B'* should the mall building lands be redeveloped;
- iii) Key components of the public realm network include public streets, private streets, public parks, Enhanced Landscape Areas (ELA), mid-block connections, public art installations, façade and landscape improvements to and around the existing mall building, as well as the potential roof top parking area as a public space for special events;
- iv) New public streets will be created to establish appropriately-scaled development blocks and contribute to a safe multi-modal transportation network for users of all ages and abilities;
- v) New public parks will be created in *Mixed Use Area 'A'*. New public parkland will also be created in *Mixed Use Area 'B'*, should the mall building lands be redeveloped;
- vi) Enhanced Landscape Areas (ELA) will be located at key pedestrian access points to the site to enhance the public realm, with additional landscaping, pedestrian amenities, and cycling facilities;
- vii) Mid-block pedestrian/cycling connections will be provided at appropriate locations identified in Map 1 for enhanced connectivity on the site and to the surrounding areas;
- viii) Public art installations will be provided to celebrate community identity, contribute to a sense of place, and enhance the quality of the public realm, potentially at key locations conceptually identified on Map 1, and the provision of public art will be considered through the Urban Design Guidelines as a condition of Draft Plan of Subdivision process;
- ix) Façade and landscape improvements to and around the existing mall building will be provided at the existing mall entrances as conceptually shown on Map 1, and will be coordinated at key locations with new public streets, with pedestrian amenities and cycling facilities; and
- x) Any potential rooftop parking structure or above grade parking constructed in association with the existing mall building will include structural capacity and design elements that facilitate adaptable use of parking areas as a space for special events, and must be designed to support and define the public realm at grade.

c) Land Use, Density and Built Form

General

- i) All land uses provided for in *Mixed Use Areas*, including residential uses, are permitted within *Mixed Use Area 'A'* and *Mixed Use Area 'B'* as illustrated in Map 2 and subject to the policies of this SASP;

Mixed Use Area 'A'

- ii) *Mixed Use Area 'A'* will be redeveloped with appropriate heights, massing and density that support a long-term vision of the site and has appropriate regard for the future development potential within *Mixed Use Area 'B'*;
- iii) Within *Mixed Use Areas 'A'*, development will include at grade non-residential uses including but not limited to retail, commercial, and community uses at the locations shown on Map 3. Additional at-grade non-residential uses are encouraged throughout the site, particularly when coordinated with Enhanced Landscape Areas;
- iv) A mix of mid-rise and tall buildings will be deployed in *Mixed Use Area 'A'*, as appropriate for the surrounding context and as shown on Map 3. Tall buildings are to be focused along the Finch Avenue East frontage and the intersection with McCowan Road, with midrise built form along McCowan Road to the northern part of the subject lands;
- v) Maximum building heights will be distributed as shown on Map 3 Built Form;
- vi) Non-residential uses with active frontages are to be generally provided along Street A to provide for the creation of a "retail high street", either through integration with externally accessed retail occurring within the existing mall building or future grade-related non-residential uses should *Mixed Use Area 'B'* be redeveloped;

Mixed Use Areas 'B'

- vii) Within *Mixed Use Area 'B'* integration of the existing mall with new development within *Mixed Use Area 'A'* will be provided through:
 - 1) Public realm improvements to mall entrances;
 - 2) Provision of adequate parking to support the existing mall use as *Mixed Use Area 'A'* redevelops;
 - 3) Retention and/or creation of space(s) suitable for large public gatherings, entertainment, and community events, such as a rooftop parking structure on the mall building, that:
 - A) Provides safe, public pedestrian access;
 - B) Considers amenities such as electricity, lighting, water, etc. that support public gatherings; and
 - C) Identifies acoustic mitigation strategies to integrate residential and occasional entertainment uses.
- viii) Future development in *Mixed Use Area 'B'* will comprise secondary levels of heights and density with appropriate built form, and will facilitate appropriate transition to lands designated *Neighbourhoods* to the north and west of the subject site and achieve other public realm and built form objectives;

- ix) Future development in *Mixed Use Area 'B'* is to reflect the community functions and non-residential uses provided by the existing mall and complement the development within *Mixed Use Area 'A'*, such as by:
 - 1) Consolidating non-residential uses along Public Streets A and B to create a high street for retail uses along Public Streets A and B;
 - 2) Including publicly accessible indoor and outdoor spaces that allow for informal and formal gathering and recreation;
 - 3) Considering culturally appropriate uses;
 - 4) Providing opportunities for culturally relevant uses such as banquet halls and restaurants, theatres, and other spaces through providing flexible building floorplates and spaces;
 - 5) Providing spaces for community gathering, entertainment uses and events; and
 - 6) Including public art as appropriate.
 - x) Redevelopment of *Mixed Use Area 'B'* will be organized to properly connect with and when necessary extend the foundational components of the public realm and urban structure provided through the redevelopment of *Mixed Use Areas 'A'*. Redevelopment, proceeding by way of rezoning and plan of subdivision should be organized to connect existing public streets and expand existing park blocks into larger and more programmable spaces. New development in *Mixed Use Areas B* should provide significant retail and commercial functions as well as significant opportunities for public use and gathering. Development will continue the pattern established in *Mixed Use Area 'A'* and facilitate appropriate transition in scale to lands designated *Neighbourhoods* to the north; and
 - xi) Density and built form within *Mixed Use Area 'B'* will be evaluated and determined through a rezoning application reviewed against the existing and/or planned context of redevelopment within *Mixed Use Area 'A'*.
- d) Parks
- i) A minimum 4,633 square metre public park will be located along Finch Avenue East within *Mixed Use Area 'A'* as shown on Map 1. This park will serve as a central gathering space for the emerging and existing community with the ability to be programmed for a variety of community event and gathering functions;
 - ii) An additional minimum 3,247 square metre public park will be located near the southeast corner of the intersection of Sandhurst Circle and Public Street B2 within *Mixed Use Area 'A'*, as shown on Map 1. This park is to have a recreational / open space function;
 - iii) Any parkland over dedication in *Mixed Use Area 'A'* may be credited against the future public parkland requirement for *Mixed Use Area 'B'*;
 - iv) Any future redevelopment on the mall building lands within *Mixed Use Areas "B"* will expand the public realm including public streets and a significant parkland and open spaces component. Key considerations for parkland and open spaces in *Mixed Use Area 'B'* should include open spaces that provide for recreational uses and access to green space, as well as a large, flexible and programmable space for gathering, entertainment and events; and

- v) *Parks and Open Spaces* secured through the redevelopment of *Mixed Use Area 'A'* will be sited and configured to have appropriate regard to potential opportunities for expansion in the event of redevelopment in *Mixed Use Area 'B'*.

e) Mobility

Street Network

- i) New public streets are required to facilitate the redevelopment of the lands and to enhance connectivity and mobility options. The internal street network is to emerge over time as areas within the site redevelop and will be secured through the Draft Plan of Subdivision process;
- ii) Within *Mixed Use Area 'A'*, the internal public street network will be as shown in Map 1 – Structure and Public Realm and will be comprised of the following:
 - 1) Public Street A will have a minimum right-of-way width of 18.5 metres;
 - 2) Public Street B1 will have a minimum right-of-way width of 20 metres;
 - 3) Public Street B2 will have a minimum right-of-way width of 21.5 metres; and
 - 4) Public Street C will have a minimum right-of-way width of 18.5 metres;
- iii) New Private Street D will be designed to protect for a public street with a minimum right-of-way width of 23 metres, and to allow for a potential extension to Sandhurst Circle as a public street as shown on Map 1, should the existing mall building lands in *Mixed Use Area 'B'* be redeveloped;
- iv) New Private Street E will be designed with an adequate width to accommodate sidewalks, shared cycling facilities, and trees on both sides of the street;
- v) Improvements to the existing streets and intersections surrounding the subject lands is to be a requirement of any redevelopment of the site and is to include pedestrian, cycling and transit infrastructure improvements to ensure a safe and comfortable environment for non-auto users travelling to, from and through the site;

Pedestrian Infrastructure

- vi) Improvement to streets and intersections surrounding or within the subject lands will prioritize pedestrian safety. In locations where pedestrians are anticipated to cross streets and where there are high volumes of existing and/or anticipated pedestrian traffic, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, and/or other appropriate measures;
- vii) Mid-block pedestrian/cycling connections are pedestrian/cycling connections without vehicular access through an individual block connecting the streets or parks adjacent to the block. Safe, generously scaled and comfortable mid-block pedestrian/cycling connections on individual blocks extend the mobility network and may be provided at potential locations identified on Map 1;
- viii) Design of any rooftop parking structure should provide safe and accessible pedestrian access to ensure the space can function as an occasional events/gathering space;

Cycling Facilities

- ix) Provision for cycling is to be considered in the design of new streets and through streetscape improvements to the existing streets; and
- x) In the event *Mixed Use Area 'B'* is redeveloped, a protected cycling route is to be included in the right-of-way design of Public Street B, connecting Finch Avenue East with the cycling network on Public Street B2 to the north of the site, and future Public Street D connecting McCowan Road to Sandhurst Circle.

f) Sustainability

- i) Compliance with Tier 1 of the Toronto Green Standard version in-force at the time of submission of each complete site plan control application, and/or any successive performance standard for new development, is required. Advanced performance measures toward environmentally sustainable/low-impact development, including but not limited to stormwater management measures, building energy efficiency, and biodiversity initiatives, will be strongly encouraged;
- ii) Development, infrastructure and public realm improvements will integrate absorption and retention of stormwater through approaches such as green roofs, rain gardens, bio-swales, soak-a-ways, underground retention, and permeable paving;
- iii) All new streets are required to incorporate green infrastructure to capture and manage stormwater to the greatest extent possible, per the applicable City street design standards;
- iv) New development, streetscapes, parks, open spaces and infrastructure will be encouraged to support achieving net zero emissions, climate adaptation and urban resilience by reducing greenhouse gas emissions, supporting biodiversity and reducing vulnerability to extreme weather;

g) Housing and Community Services

Housing

- i) A range of housing options should be provided to accommodate different household types, including seniors and families with children. Housing types should also recognize new ways of working, including accommodating a shift towards increased demand for home office space within a hybrid work setting;
- ii) Development within *Mixed Use Area 'B'* shall include large units suitable for families, as follows:
 - 1) a minimum of 15 percent of all dwelling units must be two-bedroom dwelling units;
 - 2) a minimum of 10 percent of all dwelling units must be three-bedroom dwelling units or larger; and,
 - 3) An additional minimum of 10 percent of all dwelling units must be a combination of two- and three-bedroom dwelling units;
- iii) As part of a complete zoning by-law amendment application submitted for development within *Mixed Use Area "B"*, a Housing Issues Report must be submitted and accepted, to the satisfaction of the Chief Planner and Executive Director, City Planning Division. The Housing Issues Report will identify the residential unit mix and the provision of affordable housing within *Mixed Use Area 'B'* in accordance with the policies of the Official Plan, including policy 3.2.1.9 (the "Large Sites Policy"), as it pertains to the lands subject to SASP 236;

Community Services and Facilities

- iv) In order to support residential uses and maintain the community services function of the site, redevelopment will consider the opportunities to incorporate the following community facilities and non-residential uses including early in the design of proposals:
 - 1) Childcare facilities;
 - 2) Senior's services;
 - 3) Recreation and fitness facilities;
 - 4) Health services (including mental health services);
 - 5) Community agency space;
 - 6) Improvements to and/or relocation of the public library, to be provided in consultation with Toronto Public Library; and
 - 7) Publicly accessible indoor and outdoor community gathering spaces.
- v) The design and operation of community facilities and community spaces will prioritize accessibility for a range of ages and abilities;
- vi) Given the size of the lands and significant community function of Woodside Square Mall, Council may seek in-kind community benefit contributions focusing on the provision of community services within *Mixed Use Area 'A'*;

h) Phasing and Implementation

Phasing

- i) a) Redevelopment of *Mixed Use Area 'A'* shall proceed through the creation of development blocks as indicated on Map 1 and phased as follows:
 - 1) Phase 1 will consist of Park A and either:
 - A) Block 1 or
 - B) Block 4;
 - 2) Phase 2 will consist of either:
 - A) Block 1 or
 - B) Block 4;
 - 3) Phase 3 will consist of Block 2;
 - 4) Phase 4 will consist of Block 3;
 - 5) Phase 5 will consist of Block 5 and Park B. Development of Park B is encouraged to be included in an earlier phase prior to the development of Block 5; and
 - 6) Mall improvements, including façade improvements, are to coincide with the early phases of development and any parking, as may be required to accommodate the existing mall building, is to be provided no later than Phase 3 and may be provided in a rooftop parking structure over the existing mall; and

- 7) Minor adjustments to the phasing described above may be undertaken if accompanied by appropriate rationale through conditions determined as part of approval of a Draft Plan of Subdivision and without the requirement to amend this SASP, including the timing of the conveyance of public streets and parks to the City in advance of the phase identified above.
- ii) The mall building in *Mixed Use Area 'B'* is considered an important asset to the community and is intended to remain in place for a considerable amount of time. In the event *Mixed Use Area 'B'* is redeveloped, the structure, public realm, and built form should be implemented to achieve the policies outlined in this SASP;

Zoning By-law Amendment and Draft Plan of Subdivision

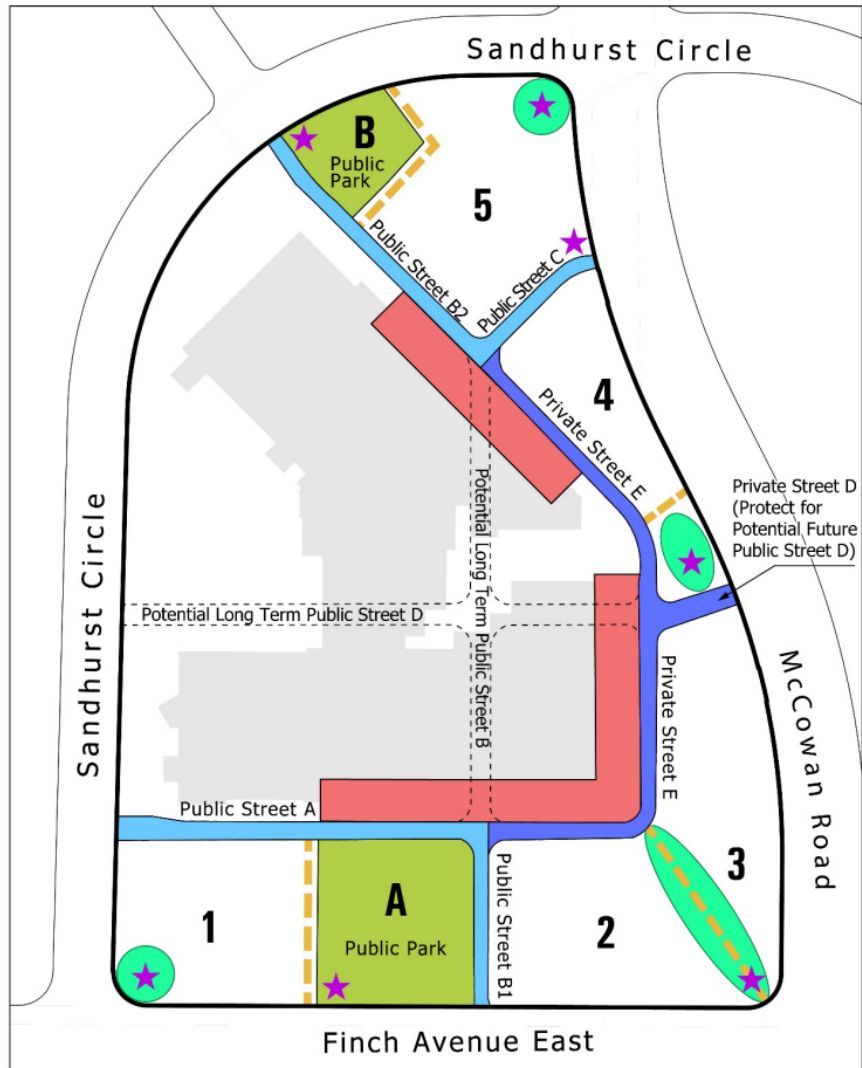
- iii) The creation of Site Specific By-laws for *Mixed Use Areas 'A'* and *'B'* within this Site and Area Specific Policy will work with this Policy to guide development of the subject lands. The use of holding provisions may be used to ensure an orderly and appropriate pace and structure of development;
- iv) Any zoning by-law amendment application within *Mixed Use Area 'B'* will encompass the entirety of *Mixed Use Area 'B'* in order to ensure comprehensive consideration of all policy objectives;
- v) In addition to the application requirements identified within Schedule 3 of the Official Plan, Draft Approval of a Plan of Subdivision for all blocks within *Mixed Use Area 'A'* will be required as part of a complete application for Site Plan Control through the mandatory pre-application consultation process outlined in Official Plan policy 5.5.2, in order to secure the related infrastructure improvements and required street network. Registration of a Plan of Subdivision may be phased;

Infrastructure and Servicing

- vi) Infrastructure and servicing upgrades are to be identified and secured to support any phase of development;
- vii) Necessary transportation infrastructure will be established and secured through rezoning and plan of subdivision applications, including but not limited to cycling network improvements, improvements to transit infrastructure, intersection improvements and other measures such as traffic control signals and signage;

Urban Design Guidelines and Public Art

- viii) Finalized Urban Design Guidelines will be required as a condition of a Draft Plan of Subdivision and will provide detailed guidance on the design and organization of the public realm and built environment within the Woodside Square Planning Review area. They will include specific recommendations on site planning, building massing and design as well as public realm improvements;
- ix) A Public Art Plan will be required as a condition of a Draft Plan of Subdivision and will provide detailed guidance on the planning and implementation of public art within the subject lands.



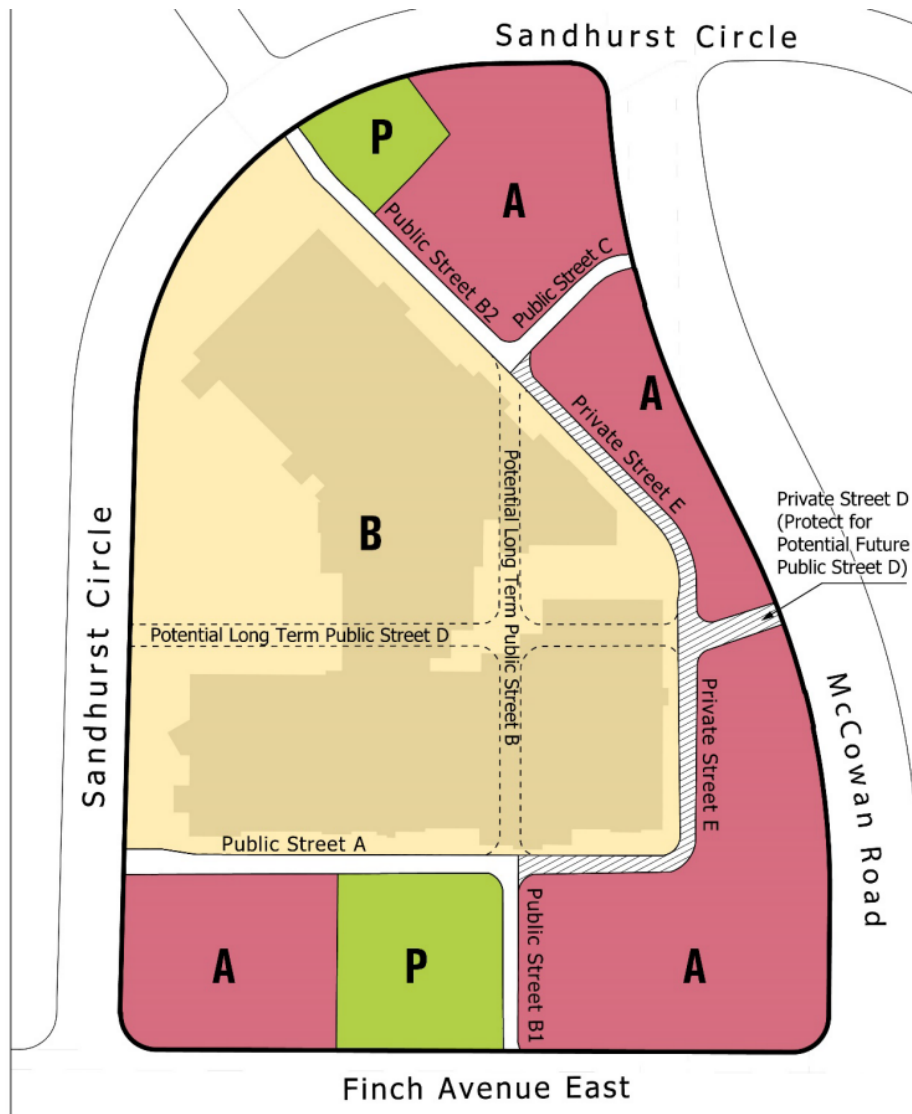
1571 Sandhurst Circle

Map 1: Structure and Public Realm

File # 20 151730 ESC 23 OZ

	Location of Application		Potential Mid-block Pedestrian/Cycling Connections		Public Parks
	Short to Medium Term New Public Streets		Enhanced Landscape Areas		Short to Medium Term Development Blocks
	Short to Medium Term New Private Streets		Façade and Landscape Improvements to Existing Mall		Existing Mall Building
	Potential Long Term New Public Streets		Potential Public Art Locations (Exact locations TBD through Public Art Plan)		Not to Scale

MAP 1



Toronto

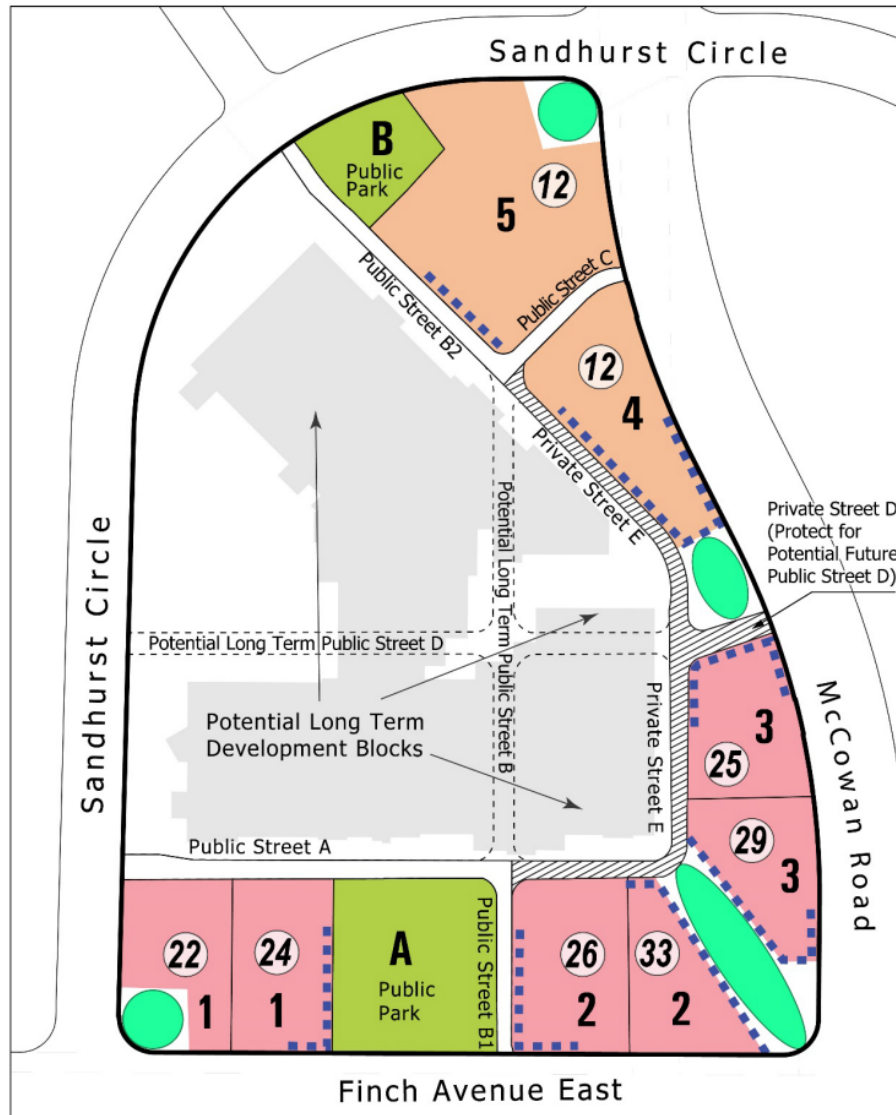
1571 Sandhurst Circle

Map 2: Land Use

File # 20 151730 ESC 23 OZ



MAP 2



1571 Sandhurst Circle

Map 3: Built Form

File # 20 151730 ESC 23 02

	Location of Application		At-grade Non-residential (Retail/Commercial/Community) Uses Required in Mixed Use Area 'A'		Enhanced Landscape Areas
	Existing Mall Building to Remain for Considerable Amount of Time		Short to Medium Term New Public Streets	A-B	Public Parks
	Short to Medium Term Mid-rise Building Zone		Short to Medium Term New Private Streets	2-5	Short to Medium Term Development Blocks
	Short to Medium Term Tall Building Zone		Potential Long Term New Public Streets	XX	Maximum Heights (Storeys)



MAP 3

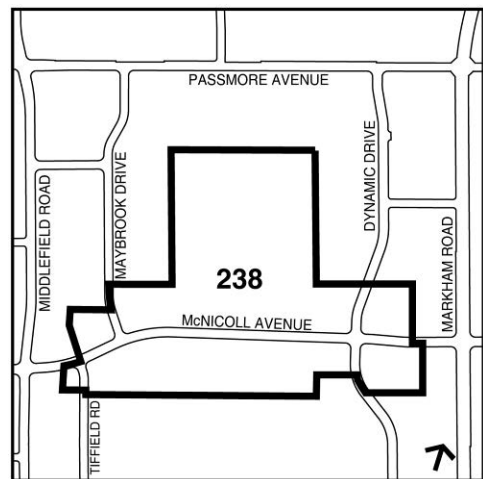
237. 216 and 220 Scarborough Golf Club Road

- a) A mix of low-rise single detached and semi-detached dwellings and townhouse units to a maximum density of 41 units per hectare is permitted.



238. Lands along McNicoll Avenue, east of the properties fronting on Middlefield Road and west of the properties fronting on Markham Road

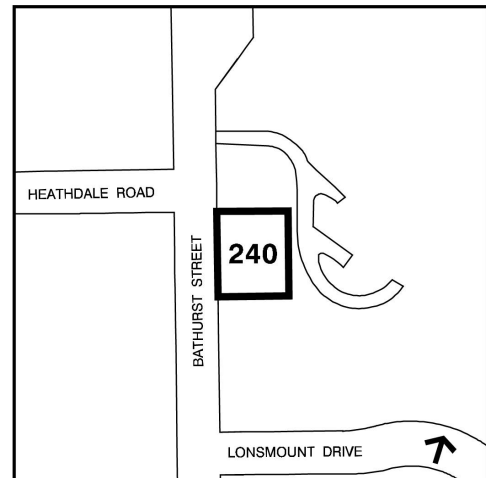
- a) Places of Worship and entertainment uses, except for recreational uses, are not permitted.



239. SASP deleted

240. 1597 Bathurst Street

- a) The conversion of the building containing 20 residential units and existing on April 16, 2002 to condominium is permitted provided that the plan of condominium is registered prior to April 18, 2005.



241. Lands East of Tapscott Road, South of Steeles Avenue and at the Southeast corner of Tapscott Road and Passmore Avenue

- a) Tributary/drainage sections can be altered provided their subsurface or surface drainage and/or storage function is replicated (such as swales, pipes and stormwater management).

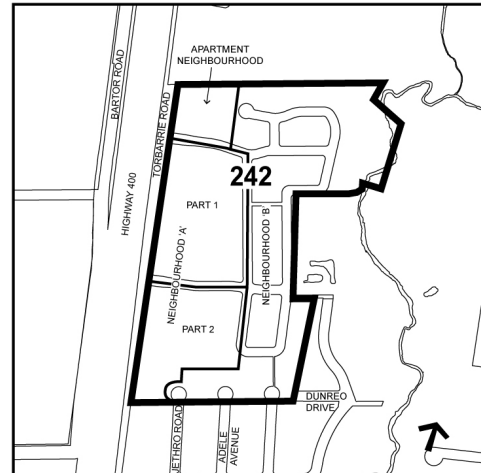


242. Lands on the East Side of Torbarrie Road, South of Sheppard Avenue West

- a) A distinct and cohesive character will be developed for this subdivision. The character will be consistent throughout the neighbourhood and will be expressed by a unifying landscape, streetscape and architectural treatment of the buildings and elements that make up this community.

New development will be compatible with the existing residential neighbourhood to the south. The form, and structure of development and its relationship to the adjacent residential neighbourhood, Highway 400 and Torbarrie Road, the Black Creek ravine and the Oakdale Golf and Country Club will be generally as follows:

- i) Structure
- 1) Landscaped interconnected streets and pedestrian routes that define development blocks, provide extensive public frontage to the park and storm water management facility lands, and protect and enhance views through the site into the Black Creek ravine to the east will be provided.
 - 2) New streets will be public streets. Private streets, where they are appropriate, will be designed to integrate into the public realm and meet the design objectives for public streets.
 - 3) A mix of building types with detached, semi-detached, townhouses the predominant forms; a low-rise apartment building located in the northwest portion of the site; and stacked townhouses located along Torbarrie Road may be provided.
 - 4) Public and publicly accessible walkways will be provided where appropriate so pedestrians can comfortably access neighbourhood and community services and amenities, including the neighbourhood park.
- ii) Built Form

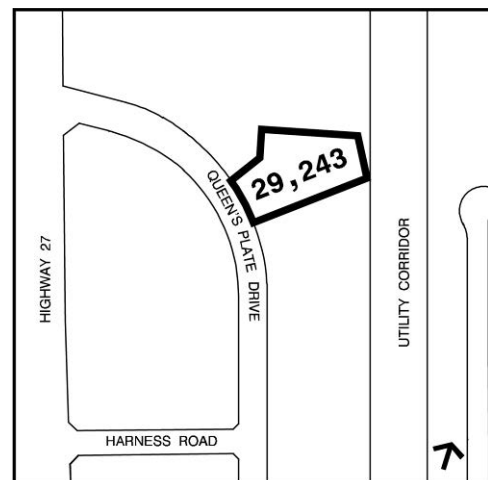


- 1) Ensure that buildings will:
 - A) provide adequate privacy, sunlight and sky views for residents by ensuring adequate distance between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - B) be sited parallel to the street to have a consistent setback from the front property line;
 - C) have heights, setbacks and scale that will be compatible with existing homes in the residential neighbourhood to the south and east located along the edge of the site;
 - D) provide overlook and enclosure at the edge of parks and open space;
 - E) provide entrances that are clearly visible, interesting and easy to enter with direct connection to the street; and
 - F) minimize the dominance of garages and driveways on streets and open space.
 - 2) Noise attenuation along Torbarrie Road will be achieved through the placement, location and massing of buildings.
 - 3) Large surface parking, servicing, loading and drop-off areas will be located to minimize disruptions to streets, parks and to support public safety.
 - 4) A landscaped area with fencing, trees and other screening measures will be provided between different land uses along the south boundary.
 - 5) The appropriate massing, setbacks and treatment of new development's relationship to the Oakdale Golf and Country Club to the north will be determined through a separate study.
 - 6) Publicly accessible private amenity area and walkway connections will be provided as part of townhouse complex and apartment developments to complement the public open space system and residential streetscape.
- iii) Parks and Open Space
- 1) A park block that satisfies the City's parkland dedication requirements will be provided. The park block will be located adjacent to the Black Creek ravine and will be a visual functional and physical focus for the community and the communities to the east and south.
 - 2) A stormwater management pond will be located contiguous to the park and Black Creek ravine and will be designed and developed comprehensively to provide a landscaped open space focus for the surrounding community. The comprehensive plan will provide for a connective recreational walkway system.
- iv) Tree Preservation
- 1) A strategy will be identified for preserving trees within the site. Trees within the park and stormwater management block, along the neighbourhood edge to the south and east, and along the Black Creek ravine edge to the east, and along the north boundary will be preserved, where possible.
- v) Implementation

- 1) The submission of Urban Design Guidelines and a District Landscape Plan indicating the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways, and pedestrian routes is required prior to registration of the Plan of Subdivision. Together, these will demonstrate how the policies in this Site and Area Specific Policy can be achieved.
- vi) Neighbourhood 'A'
- 1) For the lands shown as *Neighbourhood 'A'* a maximum net density of 1.2 times the lot area is permitted. Within the portion of *Neighbourhood 'A'* that is shown as Part 1, multiple attached stacked dwellings at a maximum height of 4 storeys will only be permitted to be located within 55 metres of the Torbarrie Road property line. Within the portion of *Neighbourhood 'A'* that is shown as Part 2, multiple stacked dwellings at a maximum height of 4 storeys will only be permitted to be located within 55 metres of the Torbarrie Road property line, excluding the portion of the *Neighbourhood 'A'* lands within 60.5 metres of the southerly property line.
- vii) Neighbourhood 'B'
- 1) For the lands shown as Neighbourhood 'B' a maximum combined density of 24 net units per hectare for single detached and semi-detached dwellings will be permitted.
- viii) *Apartment Neighbourhoods*
- 1) For the lands designated *Apartment Neighbourhoods* a maximum net density of 1.5 times the lot area is permitted.

243. South east Corner of Highway 27 and Queens Plate Drive

- a) Commercial, wholesale and retail establishments are also permitted.



244. 3675 and 3685 Keele Street

- a) A range of retail and service uses are permitted.
- b) the maximum gross floor area for retail stores and personal service establishments at 3685 Keele Street will be 5,335 square metres.



245. 59 and 75 Wynford Drive

- a) A museum is a permitted use.



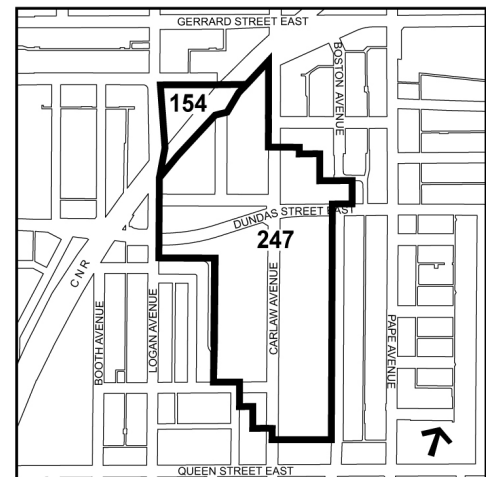
246. 47 Austin Terrace

- a) Residential uses are permitted provided that they do not exceed 6,200 square metres of total floor area and 4 storeys at the location of the north end of the existing building and 5 storeys at the south end of the building including the patio lands as defined in policy b) below.
- b) Residential uses are permitted on those lands below the top-of-bank within the existing building footprint and on those patio lands currently at the south end of the building being 18 metres in length starting immediately west of the existing one storey addition and 7 metres deep from the south wall of the main building.
- c) For the purpose of policy 4.8.6, no redesignation of the lands is required to permit residential use of the lands.



247. Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and the CN Railway Tracks

- a) Residential and live/work uses are permitted when located within mixed use buildings that include *Core Employment Area* uses, provided that:
 - i) any building containing residential and/or live/work units will provide for a satisfactory living environment compatible with any employment uses in the building and adjacent area;
 - ii) new *Core Employment Area* uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic;
 - iii) the height, density and massing of new development respects and reinforces the existing and planned physical character of the adjacent area;
 - iv) residential, live/work and place of worship uses are located a minimum of 30 metres from the nearest rail corridor; and



- v) non-residential gross floor area existing on December 16, 2013 or developed subsequently is replaced with any new development.
- b) Despite a) above, retail, service and restaurant uses to serve residents and/or businesses are permitted when they are small in scale and located on Carlaw Avenue and/or Dundas Street East.
- c) A neighbourhood improvement plan will set out a broader vision for neighbourhood amenities and public realm improvements.

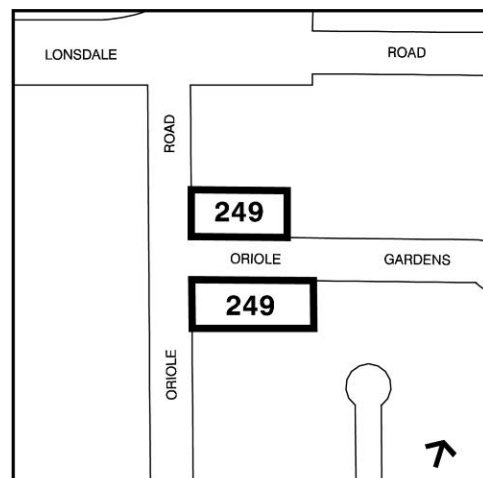
248. West Side of Silver Star Boulevard, North of McNicoll Avenue

- a) Retail and service uses, including stand-alone retail stores, are permitted.



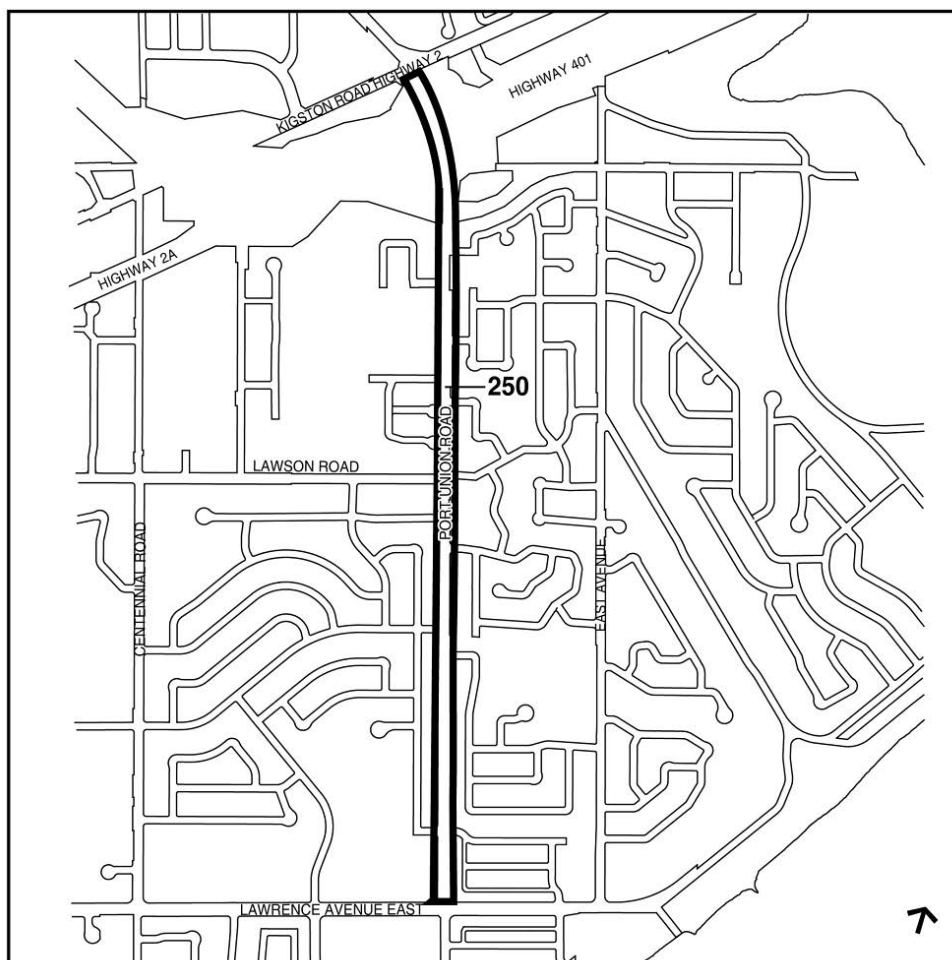
249. 75 and 79 Oriole Road and 73 Oriole Gardens

- a) Conversion to condominium of 3 existing apartment buildings consisting of 42 residential units as of November 30, 2004 is permitted, provided the condominiums are registered within three years of the enactment and passing of Bills at Council.



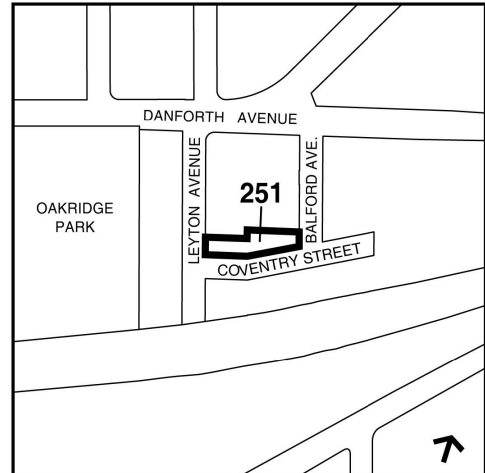
250. Port Union Road Right-of-Way between Lawrence Avenue East and Kingston Road

Property Address:	Legal Description:	Additional Width Required:
449 Lawson Road	Con1 PT Lot 1	1.2 metres
261 Port Union Road	Plan M36 Blk G Blk F Blk E	3.0 metres
	Range 2 PT Lot 35	
305 Port Union Road	Range 2 PT Lot 35	0.7 metres
313-353 Port Union Road	Range 2 PT Lot 35	3.5 metres
355-367 Port Union Road	Range 2 PT Lot 35	4.0 metres
28 Rozell Road	Con 1 PT Lot 1	0.4 metres



251. North Side of Coventry Street, between Leyton Avenue and Balford Avenue

- a) These lands may be developed for a low-scale residential development of semi-detached dwellings and townhouses, to a maximum of 4 storeys in height and a maximum density of 103 units per hectare.



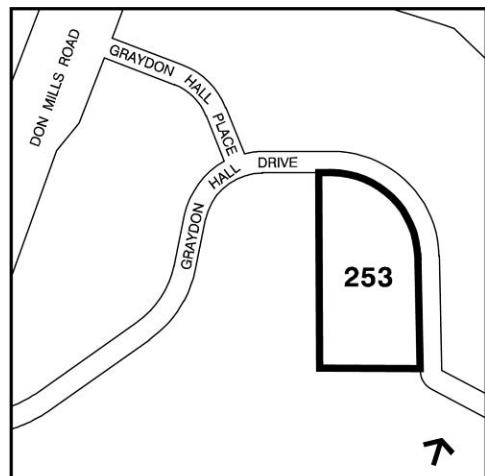
252. 1300 Leslie Street

- a) Conference facilities to serve the broader community are permitted.



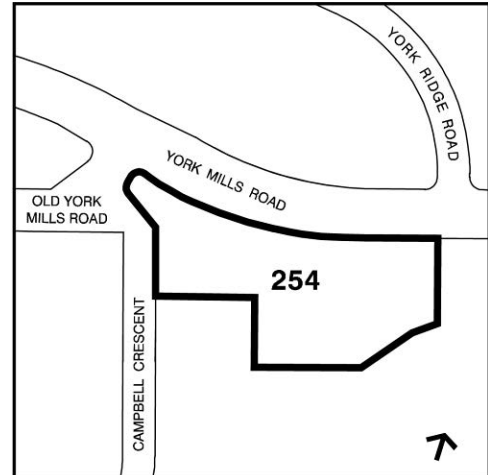
253. 185 Graydon Hall Drive

- a) Banquet Hall is a permitted use.



254. 45 York Mills Road

- a) All development is to be set back a minimum of 4 metres from the top-of-bank of the adjacent valley.



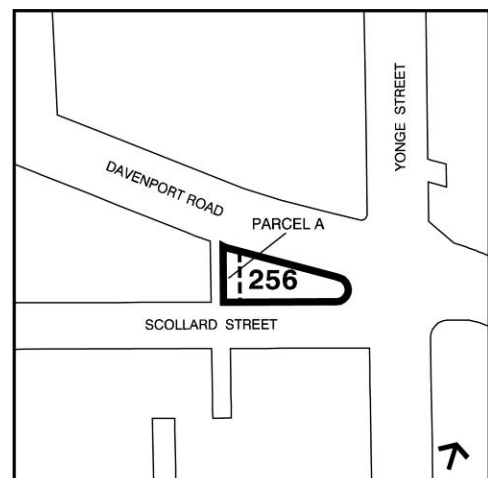
255. 2 Lightbourn Avenue

- a) A maximum of 20 row houses are permitted having a maximum gross floor area of 3,400 square metres.



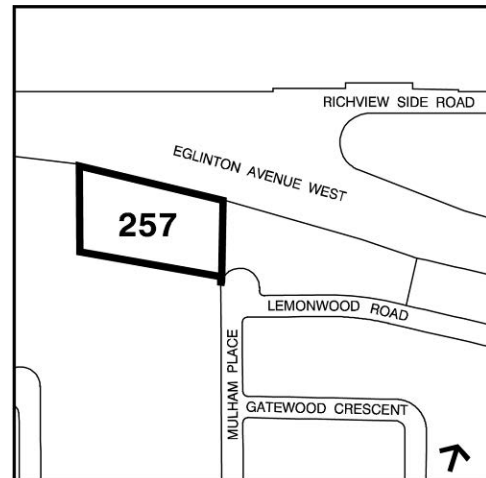
256. 1 Davenport Road

- a) A below-grade parking garage is permitted on the land within the area shown as Parcel 'A' and the below-grade lands may be sold for this purpose only.



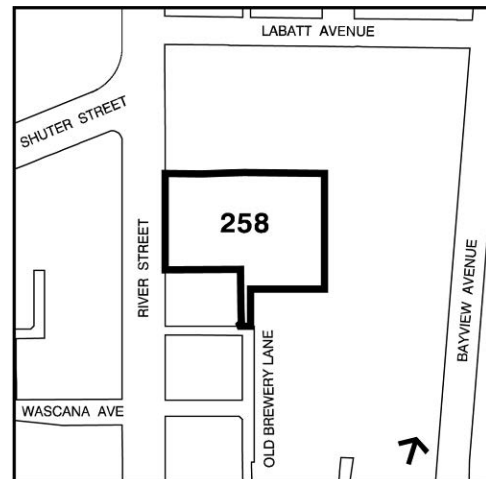
257. 75 Lemonwood Drive

- a) Only senior citizen's retirement home facilities or nursing home/long term care facilities are permitted.



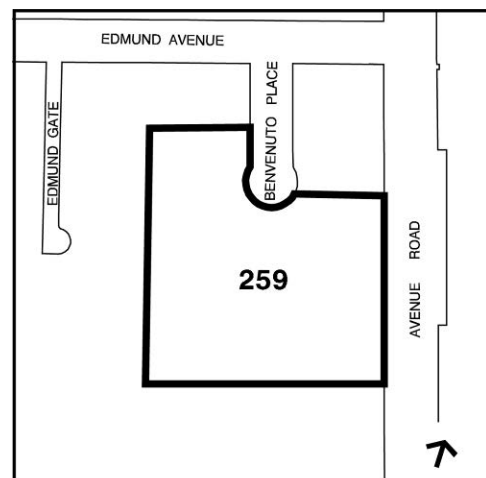
258. 47-51 River Street

- a) No framework for new development as set out in a secondary plan will be required for these lands if the lands are developed only to permit 37 residential units and a maximum gross floor area of 5,500 square metres.



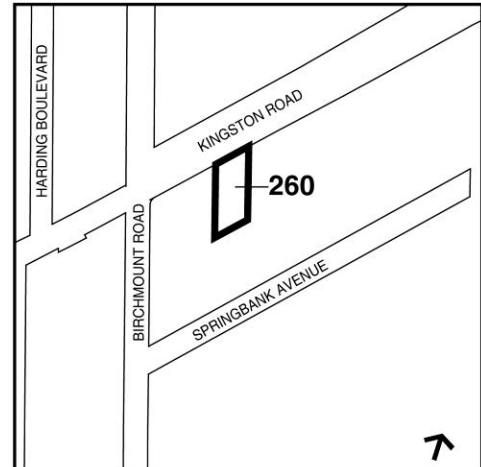
259. 1 Benvenuto Place

- a) The conversion to condominium of the apartment building consisting of 116 residential units and a restaurant as of June 24, 2004, is permitted, provided the plan of condominium is registered within three years of the date of enactment of this amendment.



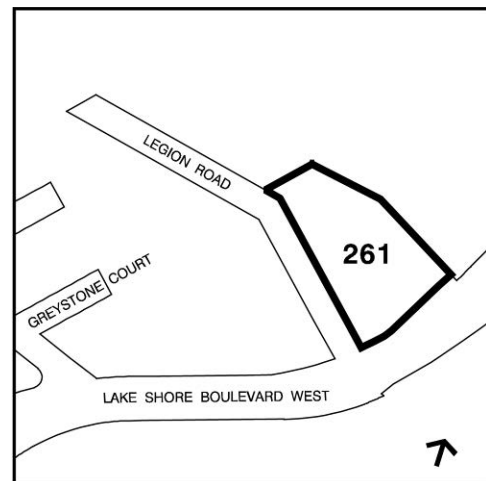
260. 1757 Kingston Road

- a) Semi-detached and street townhouses are permitted.



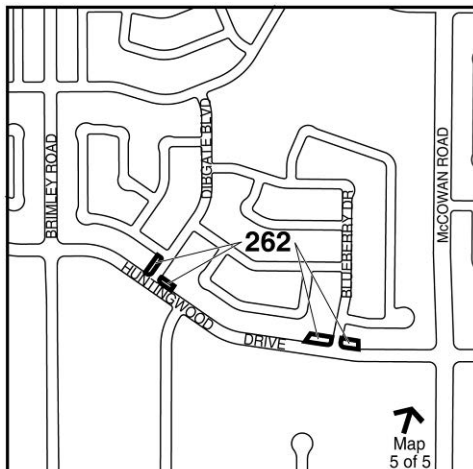
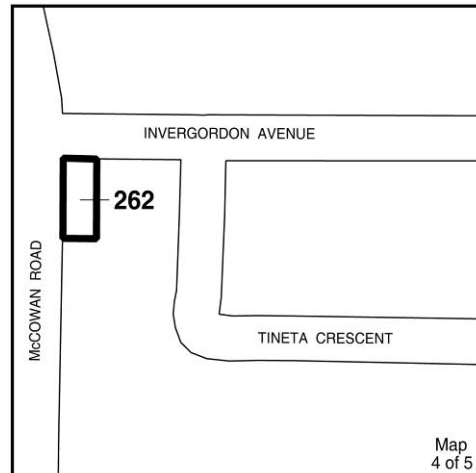
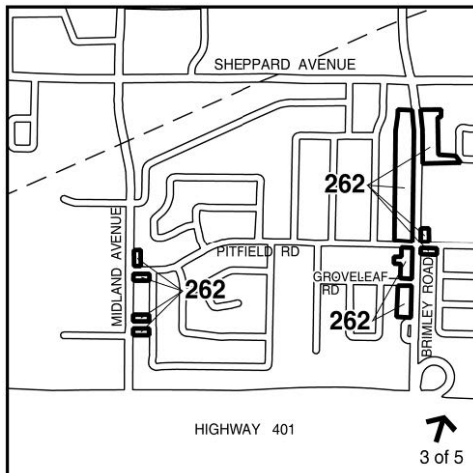
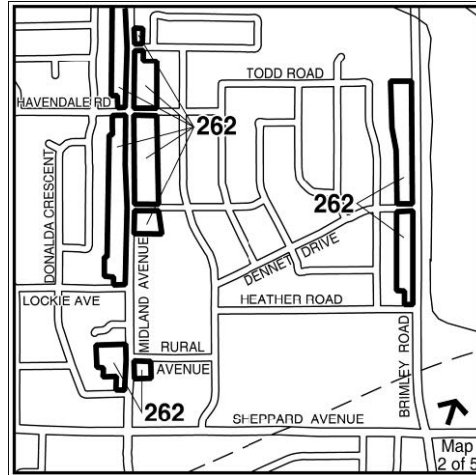
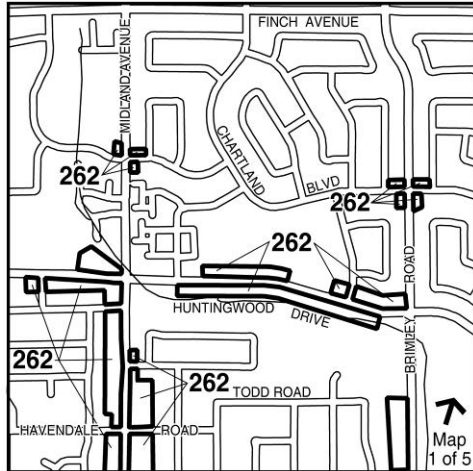
261. 2242 and 2246 Lake Shore Boulevard

- a) Existing light industrial uses are permitted on an interim basis until redevelopment occurs.



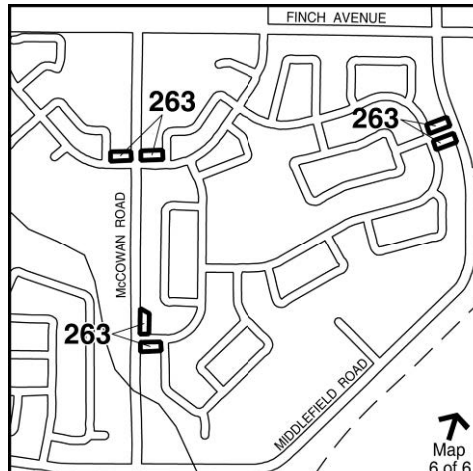
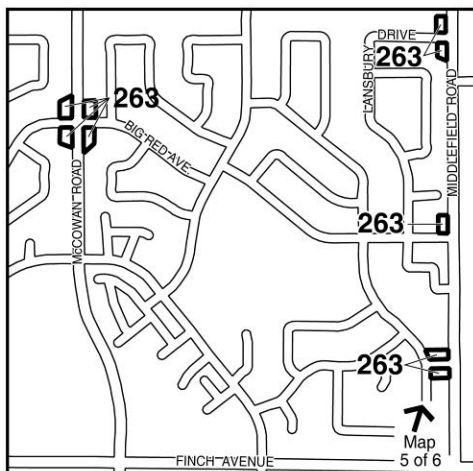
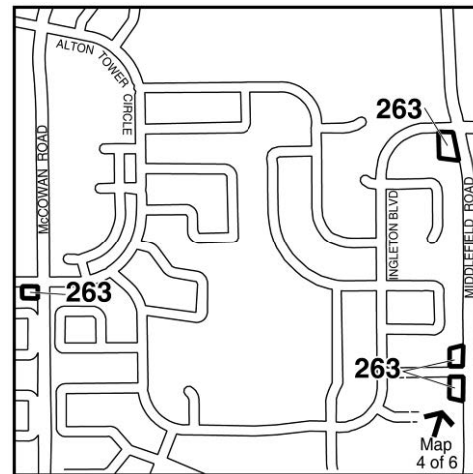
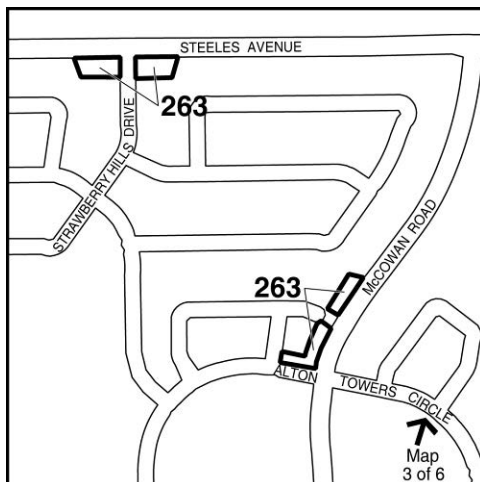
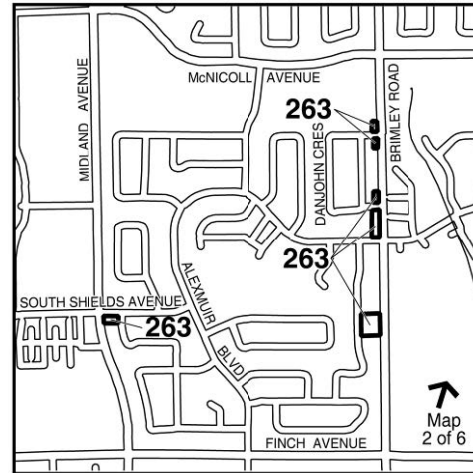
262. Lands along Midland Avenue and Brimley Road, South of Finch Avenue to Highway 401;

- a) Only detached dwellings and semi-detached dwellings are permitted.



263. McCowan Road, South of Huntingwood Drive to Highway 401; and Huntingwood Drive, East of CN Railway to McCowan Road

- a) Only detached dwellings, semi-detached dwellings and street townhouses are permitted.

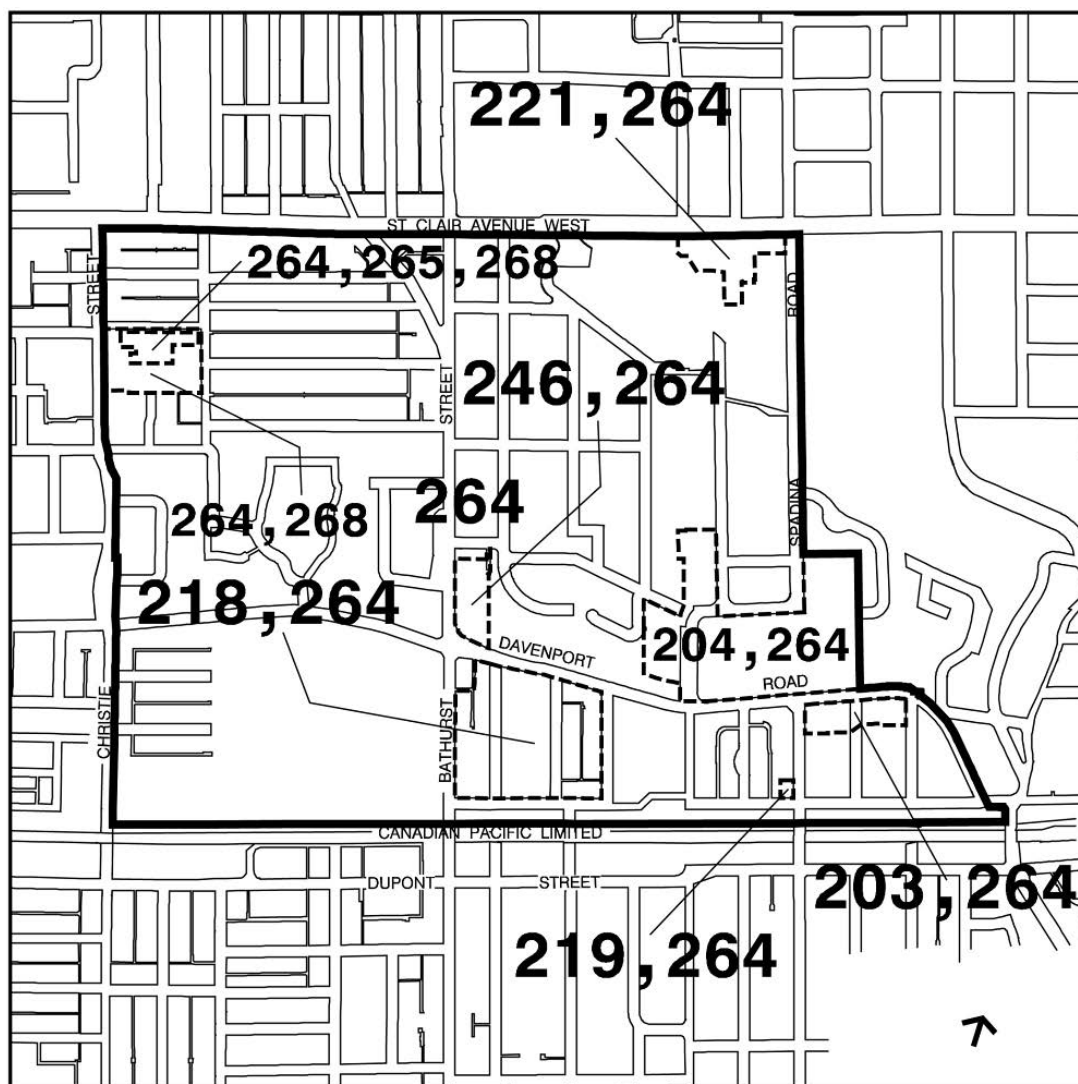


264. Area Bounded by Christie Street, Spadina Road/Davenport Road, St. Clair Avenue West and the CPR Midtown Line

- a) Buildings will have a scale that protects the distinctive characteristics of, and maintains views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment, including the Casa Loma/Spadina House complex.

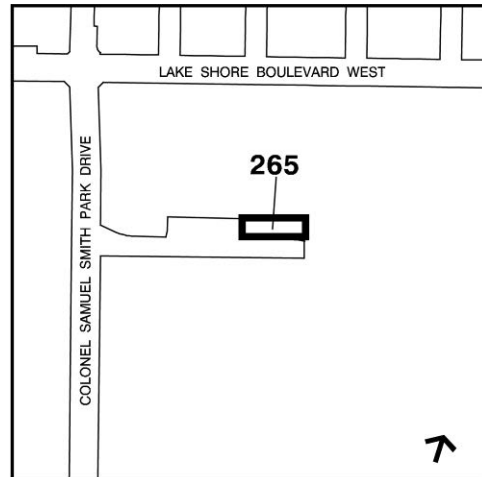
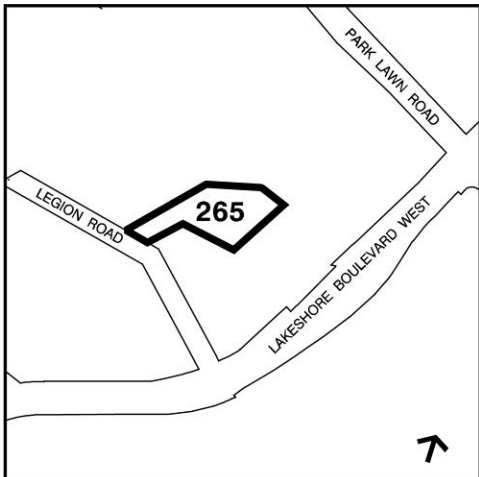
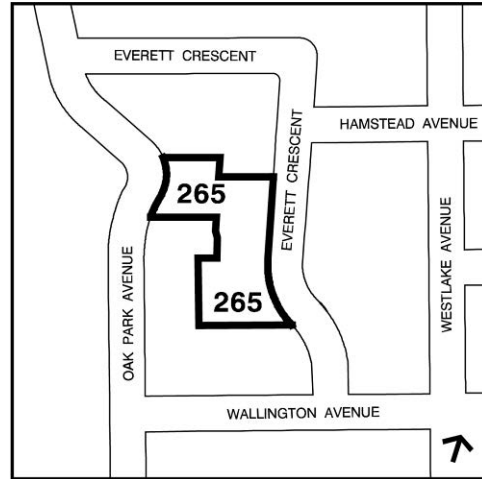
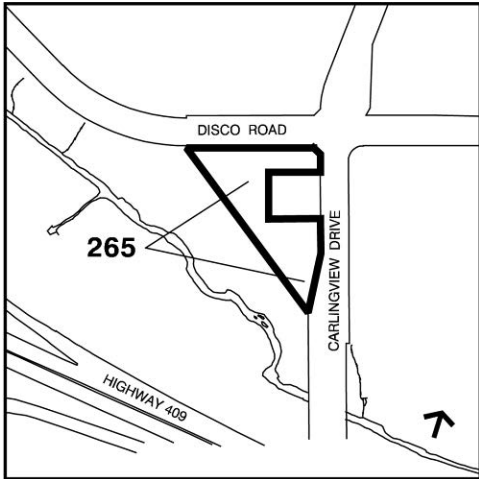
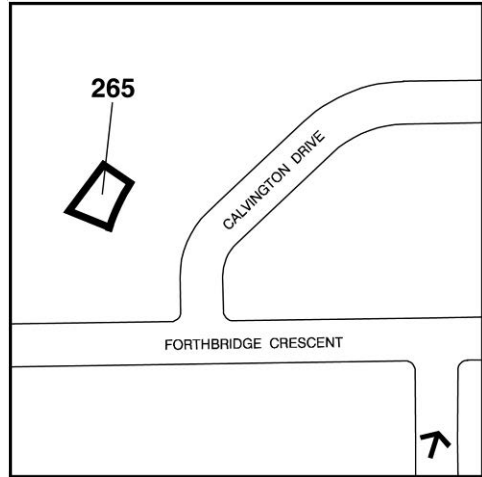
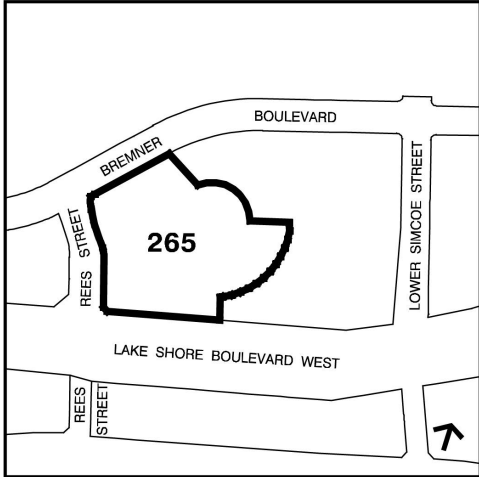
In particular, development in the area south of the Lake Iroquois Escarpment will have a low-to-moderate scale with a height and massing which respects and does not detract from the prominence of the Escarpment and the Casa Loma/Spadina House complex, and which maintains views to and from the Escarpment and the Casa Loma/Spadina House complex, with a particular emphasis on:

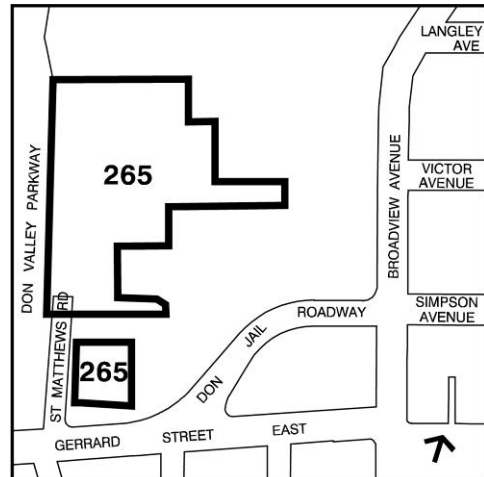
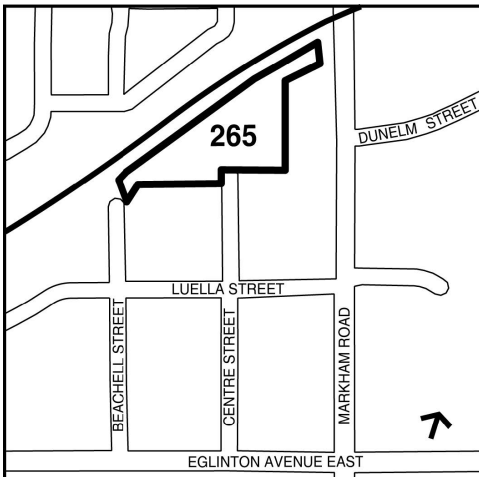
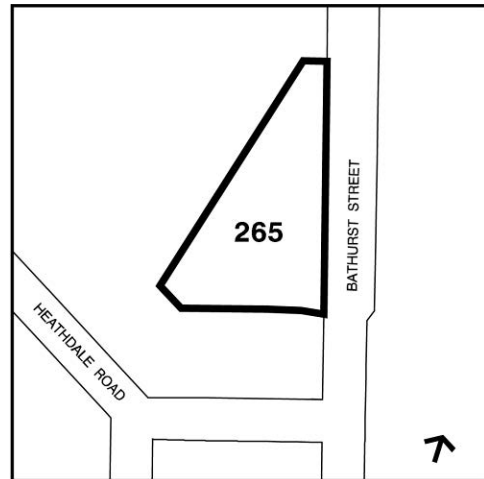
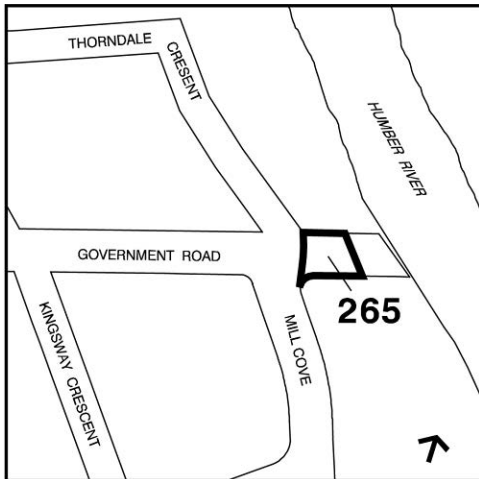
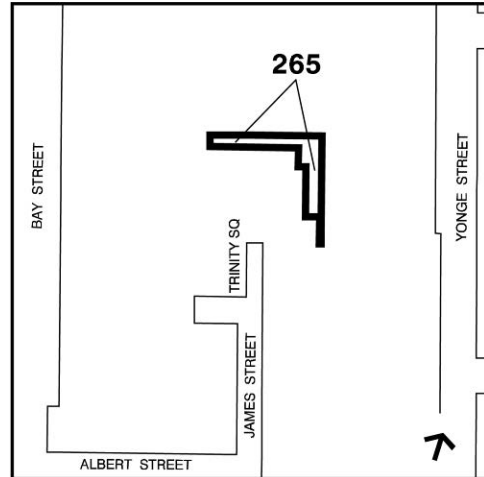
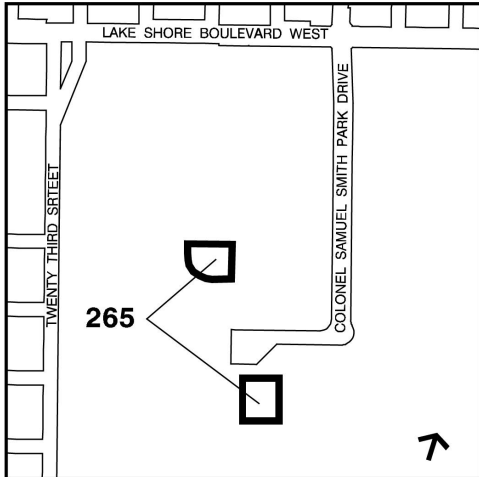
- i) views to these features from the public realm in areas to the south; and
- ii) views from these features, and particularly publicly-accessible areas of them, to the downtown skyline.

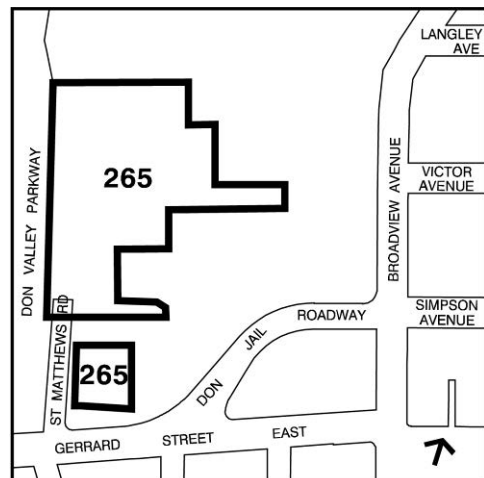
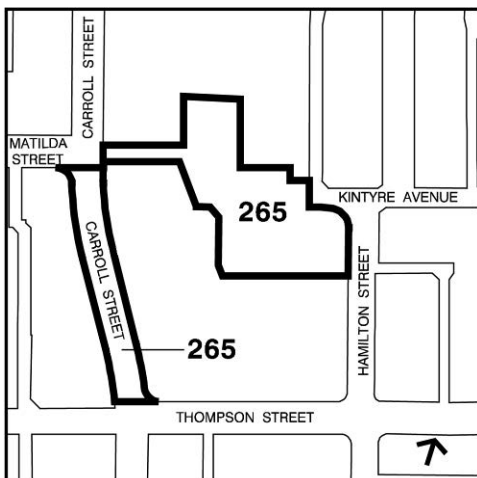
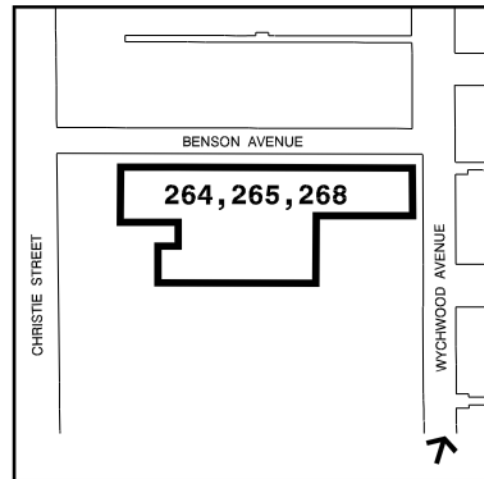
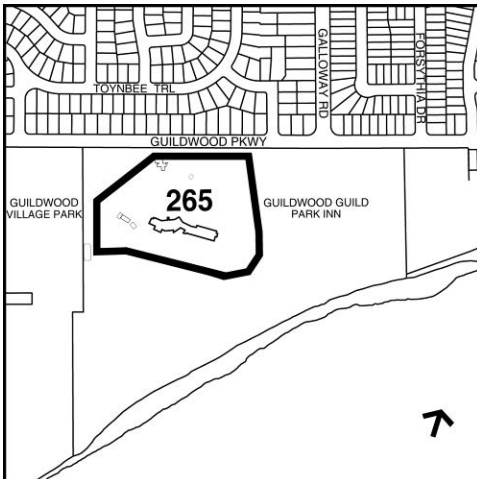
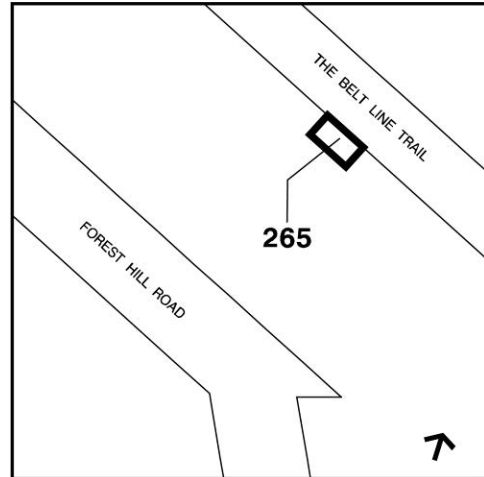
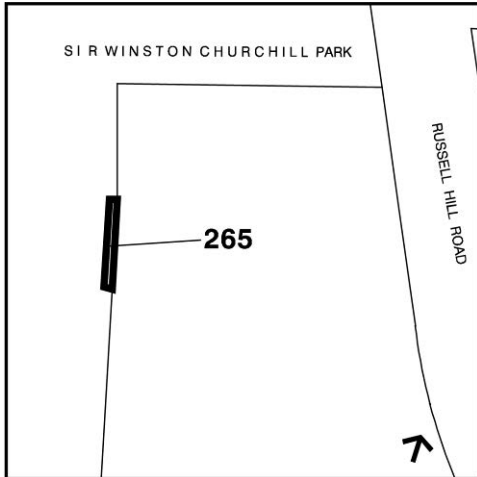


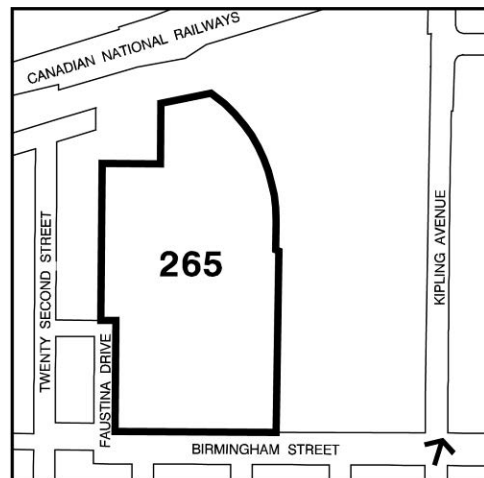
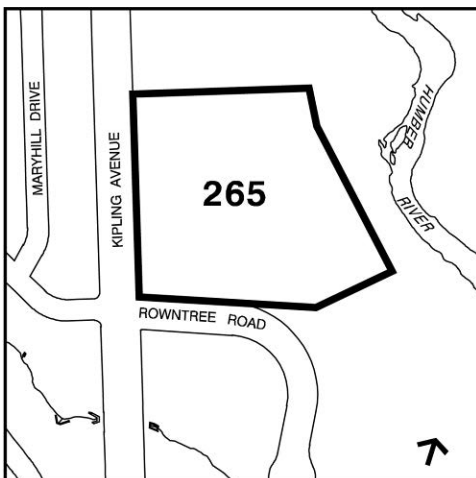
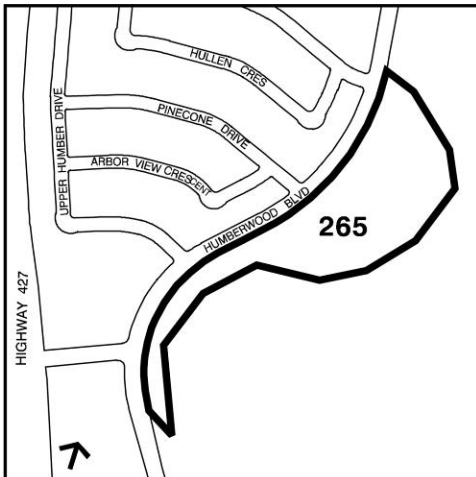
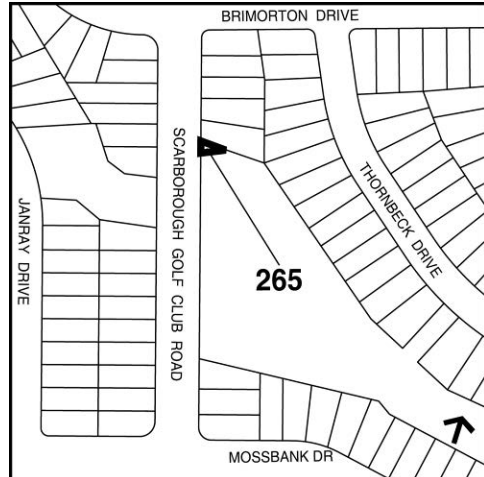
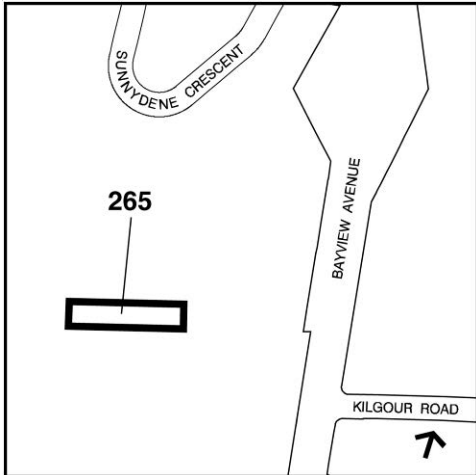
265. Certain Lands on the South side of Bremner Boulevard, East of Rees Street, Certain Lands at the Rear of 268 Calvington Drive, Certain Lands at the Southwest Corner of Disco Road and Carlingview Avenue, Certain Lands on the West side of Everett Crescent North of Wallington Avenue, Certain Lands on the East side of Legion Road, North of Lake Shore Boulevard West, Certain Lands South of Lake Shore Blvd West, East of Colonel Samuel Smith Park Drive, Certain Lands South of Lake Shore Boulevard West, East of Twenty Third Street, Certain Lands at 6 and 10 Trinity Square, Certain Lands on the East Side of Mill Cove at Government Road, Certain Lands at 1610 Bathurst Street, Certain Lands North of Eglinton Avenue East, between Beachell Street and Markham Rd., Certain Lands North of Gerrard Street East and West of Broadview Avenue, Certain Lands at the Rear of 200 Russell Hill Road Certain Lands at the Rear of 199 Forest Hill Road, Certain Lands at 201 Guildwood Parkway, Certain Lands West of Wychwood Avenue, South of Benson Avenue, Certain Lands West of Hamilton Street and North of Thompson Street, Certain Lands Part of 120 Broadview and South of Thompson Street, Certain Lands West of 1900 Bayview Avenue Certain Lands at 815 Scarborough Golf Club Road, Certain Lands at 850 Humberwood Boulevard, Portion of Wynnview Court and Unnamed Road Allowance, Certain Lands on the East Side of Kipling Avenue, North of Rowntree Road, Certain Lands North of Birmingham Street and West of Kipling Avenue, Certain Lands North of Horner Avenue and West of Orianna Drive, Certain Lands South of Lake Shore Boulevard West and West of Superior Avenue, Certain Lands North of St. Clair Avenue East and East of Midland Avenue, Certain Lands at the Northeast Corner of Eglinton Avenue East and Leslie Street, Certain lands on the east side of Morningside Avenue, north of Military Trail, Certain lands at 95 Fort York Boulevard, more specifically, the easternmost 30 metres of the property, in the Railway Lands West, Certain lands at 300 MacPherson Avenue and 235 Cottingham Street, Certain lands at 2445 Lake Shore Boulevard West, Certain lands at 1131 Eastern Avenue, Certain lands at 305 Dawes Road, Certain lands at 1135 Bellamy Road North, Certain lands at 255 Avenue Road, Certain lands on Lakeshore Avenue and Service Road on the Toronto Islands, as well as City-owned HTO Park, Southern Linear Park and Rees Street Park, Certain Lands at the Northwest Corner of Eglinton Avenue West and Kipling Avenue, Certain Lands at the North Side of Eglinton Avenue West, East of Wincott Drive, Certain Lands at the Northeast Corner of Eglinton Avenue West and Wincott Drive

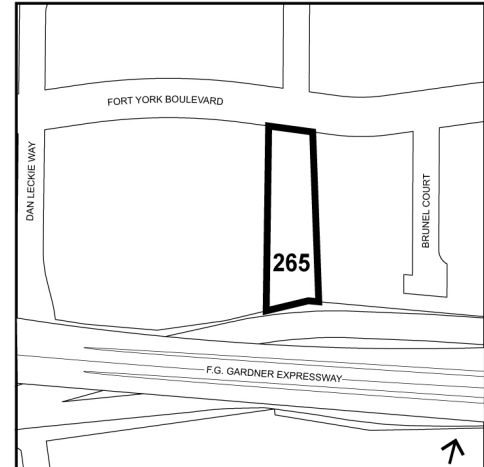
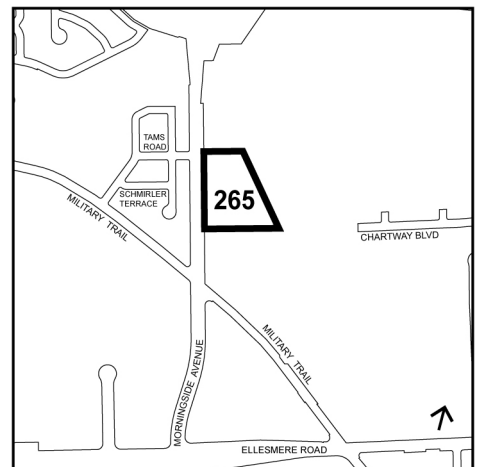
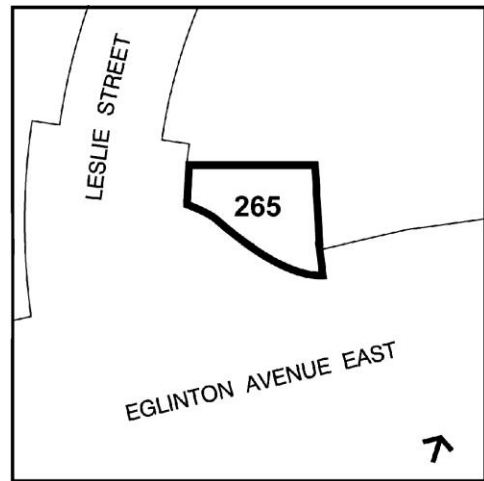
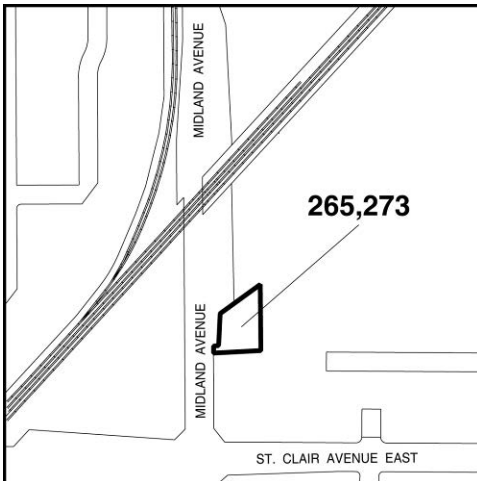
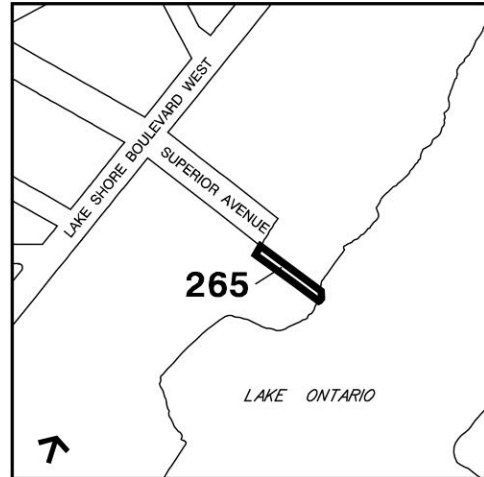
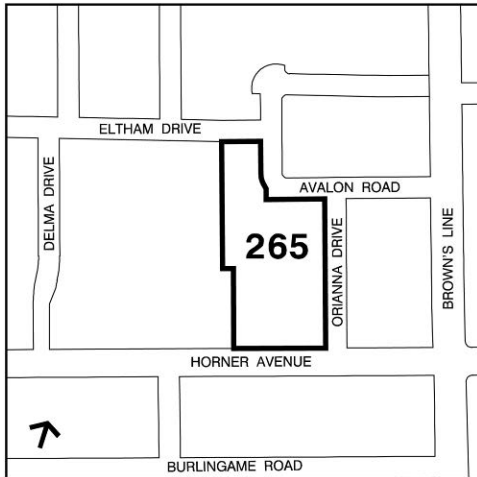
- a) Provisions of this Plan prohibiting the disposal of City owned land in the *Green Space System* or *Parks and Open Space Areas* do not apply.

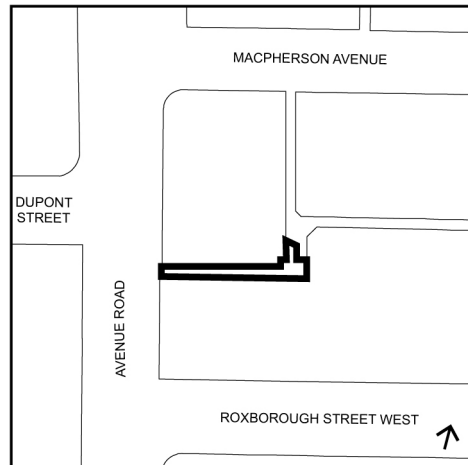
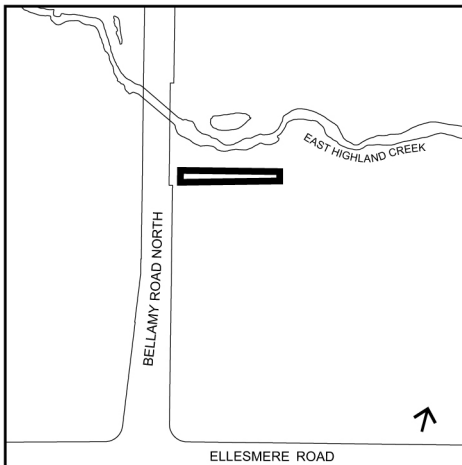
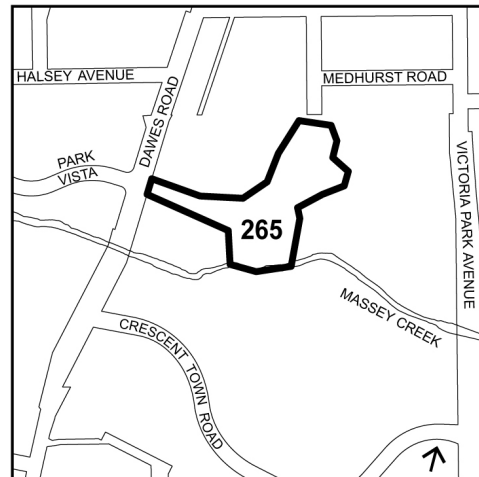
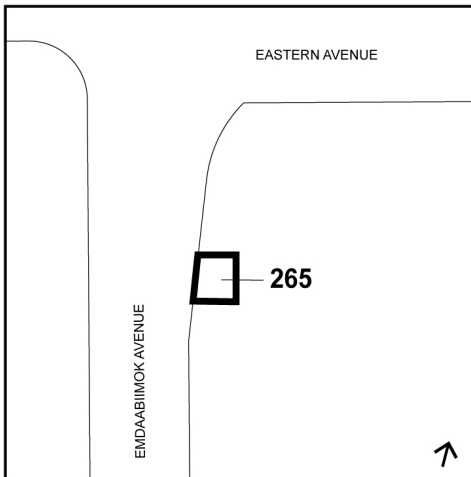
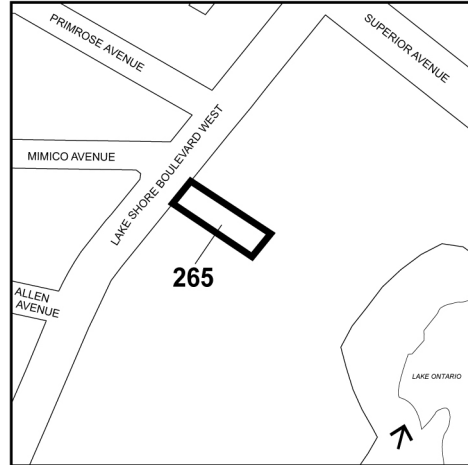
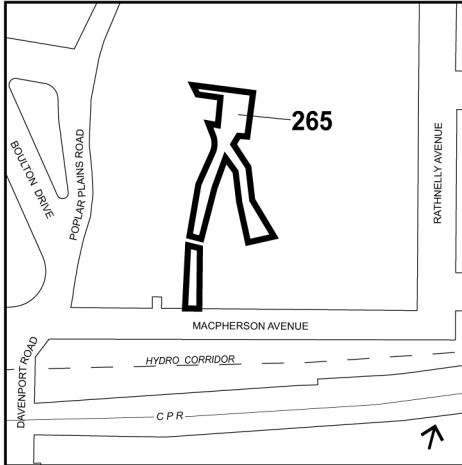


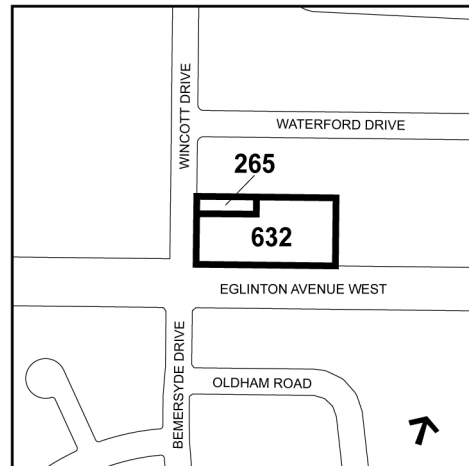
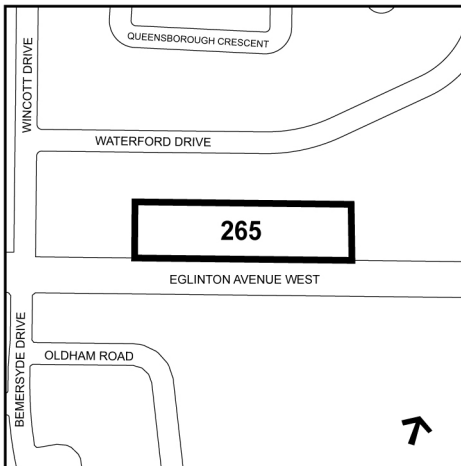
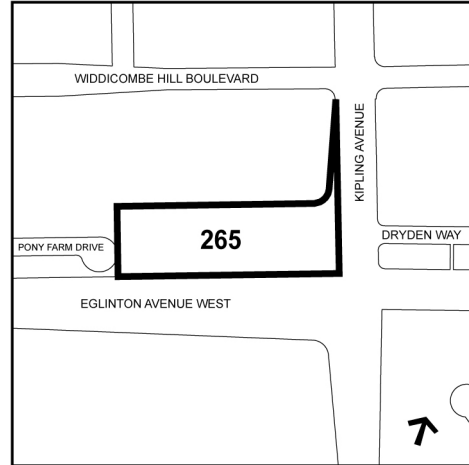
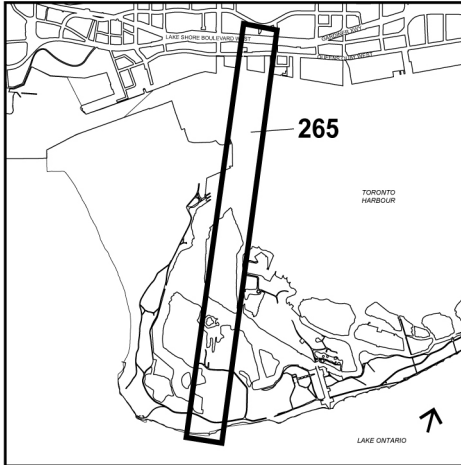






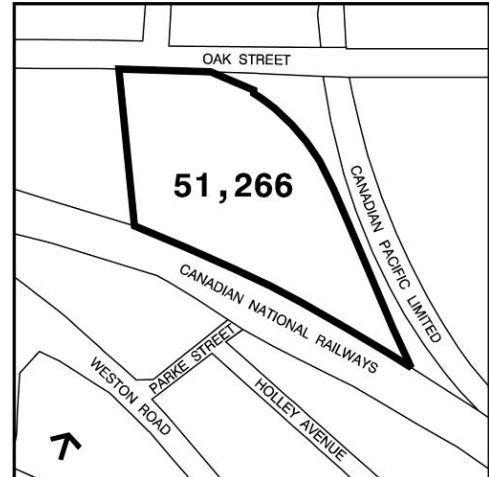






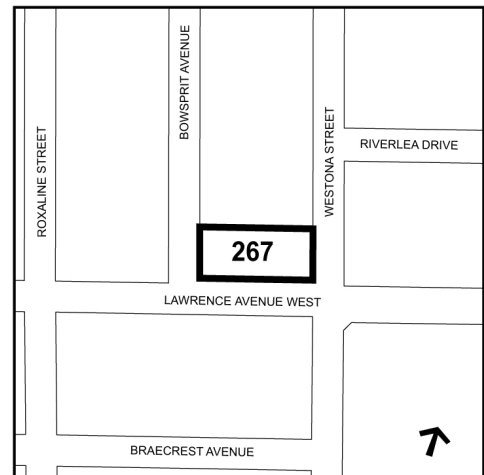
266. 21 Oak Street

- a) Ninety-nine, 3 storey townhouses are permitted.



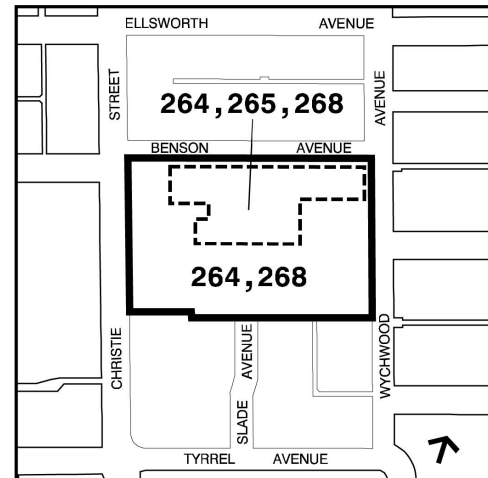
267. 269 Haddington Avenue and 2256-2270 Lawrence Avenue West

- a) Semi-detached dwellings are permitted.



268. Lands known municipally in the year 2005 as 76 Wychwood Avenue

- a) The following provisions apply to the adaptive re-use of the former TTC Car Barns into a Green/Arts Barns Project:
- i) the total gross floor area does not exceed 5,775 square metres;
 - ii) the following uses focused on the arts and environment are permitted: artist live/work units, artist or photographer's studios, multi-purpose rooms used for the display and exhibition of art, cultural and community events, and meeting and administration spaces, pedestrian walkway and circulation area, performing arts studios, gallery space, market gardening excluding a nursery sales station, a community bake oven and uses accessory thereto;
 - iii) the buildings contain not more than 26 artist live/work units; and
 - iv) the City may declare surplus and dispose of the lands at 76 Wychwood Avenue, to a maximum land area of 5,404 square metres, to permit the adaptive re-use of the former TTC Car Barns into a Green/Arts Barns Project.



269. SASP deleted

270. 1465 Birchmount Road

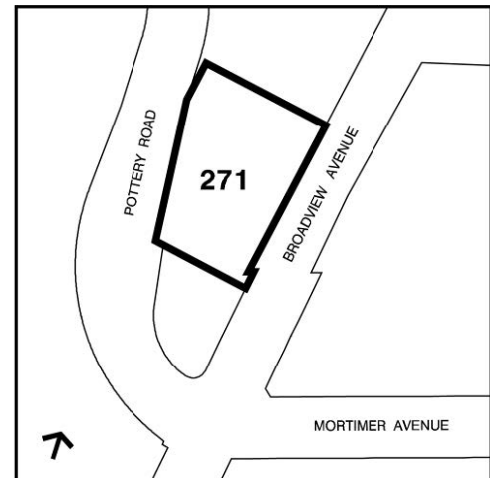
- a) Townhouse units at a minimum density of 160 square metres of lot area per dwelling unit are permitted.

In the event that the adjacent lands develop with similar density residential uses, integration of access, internal circulation, building relationships and open space areas where feasible will be encouraged.



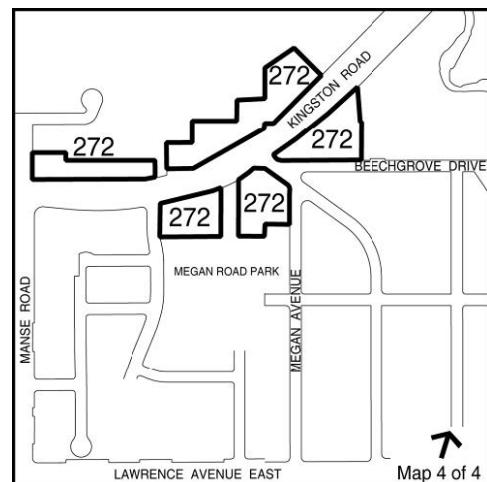
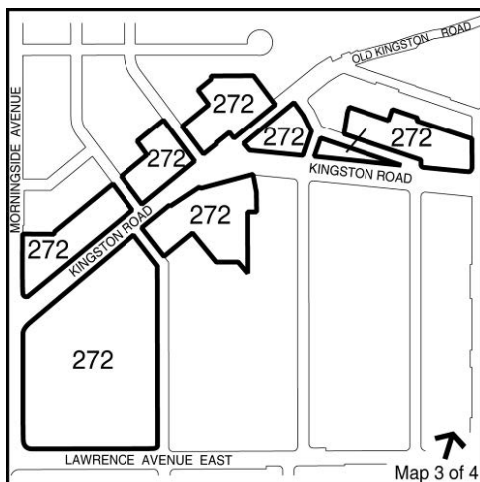
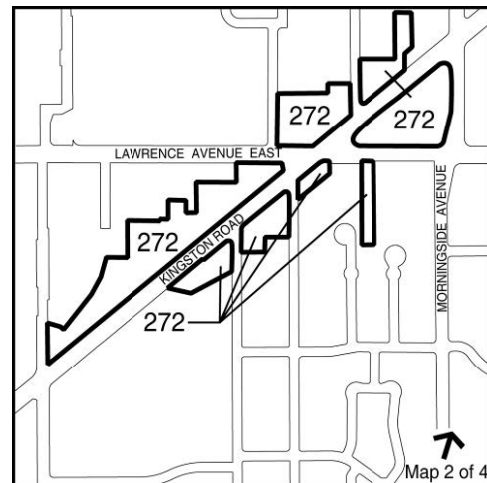
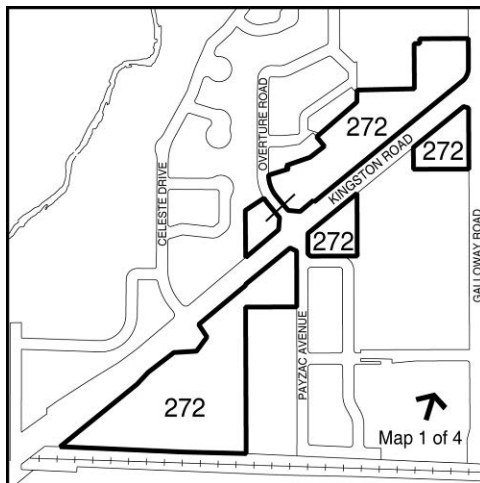
271. 1042-1048 Broadview Avenue

- a) Development may be considered within 10 metres of the top-of-bank of the valley.



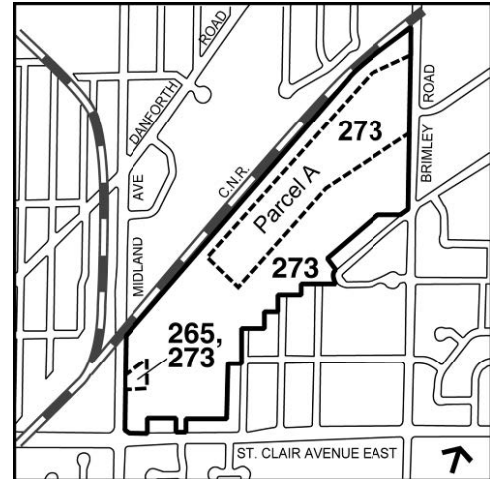
272. Lands located along both sides of Kingston Road, from the CNR overpass to the Highland Creek Bridge and the lands on both sides of Old Kingston Road, west of West Hill Drive

- a) Service stations, used car sales lots and public garages are not permitted within the *Mixed Use Areas* designation except where they existed on June 26, 2003.



**273. Lands between Midland Avenue and
Brimley Road, north of St. Clair Avenue
and South of the CN Railway**

- a) New residential development will be compatible with existing low density residential uses, will include a park as the focus of the neighbourhood and will promote a high quality of design and superior streetscapes.
- b) Additional guidance for the implementation of the above-noted principles and other urban design matters, during detailed consideration of draft plans of subdivision, condominium, conditions to approval of such plans, consents, zoning by-laws and site plans, will be had for the Midland/St. Clair Urban Design Guidelines. Among other matters, the Guidelines will address Brimley Road and Midland Avenue frontages, and the northeast corner of Midland Avenue and St. Clair Avenue.
- c) Only detached, semi-detached and townhouse dwellings are permitted on the lands designated *Neighbourhoods*, with the location for dwelling units types and the density of development to be specified in the Zoning By-law.
- d) Only apartments to a maximum of four storeys and townhouses are permitted within the *Mixed Use Areas* designation. Limited ancillary retail uses may be permitted on the ground floor of an apartment building or within a townhouse unit to provide for a live/work opportunity on these lands.
- e) In recognition of the prominence of the intersection of Midland Avenue and St. Clair Avenue as an entry to the community, development on this intersection will achieve a high quality of design, with buildings situated close to the street edge, with parking areas located to the rear of the buildings or underground, and incorporating pedestrian amenities and landscaping.
- f) New development will accommodate cycling/ pedestrian connections from the park to Brimley Road.



g) Holding (H) provisions in the Zoning By-law may be used to:

- i) ensure that the necessary infrastructure, servicing and/or transportation improvements are in place to accommodate the development;
- ii) ensure that an appropriate level of land consolidation has occurred to provide for the orderly development of the lands and ensure that the development respects and reinforces the existing development in the area; and
- iii) ensure that environmental studies to confirm that the soil conditions and other matters relating to environmental quality meet the relevant Ministry of the Environment guidelines for the proposed use have been submitted to the satisfaction of the City.
- iv) In addition to the matters included in Section (g) (i), (ii) and (iii), the Holding (H) provisions in the Zoning By-law may also be used for development on Parcel 'A' to:
 - 1) ensure that industrial uses on the lands have ceased; and
 - 2) ensure that necessary agreements such as subdivision, consent or site plan agreements have been entered into pursuant to Sections 41, 51 or 53 of the *Planning Act*.

h) In addition to Sections (a) to (g) above, development on Parcel 'A' will proceed in accordance with the following additional policies:

- i) Parcel 'A' is situated within the area of the Phase 3 Scarborough Transportation Corridor Land Use Study for lands east of Midland Avenue west of Brimley Road, north of St. Clair Avenue and south of the CN rail line. This land use study established the Midland/St. Clair community. The subject lands will become part of the Midland/St. Clair community.
- ii) A centrally located park is the focus of the Midland/St. Clair community and of the existing surrounding neighbourhoods. The development of community

services and facilities in this park is of primary importance to support new development and enhance the liveability of this residential area. Accordingly, in considering development approvals Council may determine that this priority takes precedence over achievement of other community services and facilities and housing objectives of this Plan.

- iii) In order to ensure a liveable residential community, consideration will be given to accepting appropriate public benefits pursuant to Section 37 of the *Planning Act* to help the City achieve the objective of developing community services and facilities in the park within the Midland/St. Clair community.
- iv) A maximum of 340 dwelling units are permitted.

274. 2716 – 2718 Kennedy Road

- a) Development of this site may occur with frontages substantially smaller than the lot sizes which are characteristic of the neighbourhood.



275. 53 Old Kingston Road

- a) Business and Professional Offices are permitted.



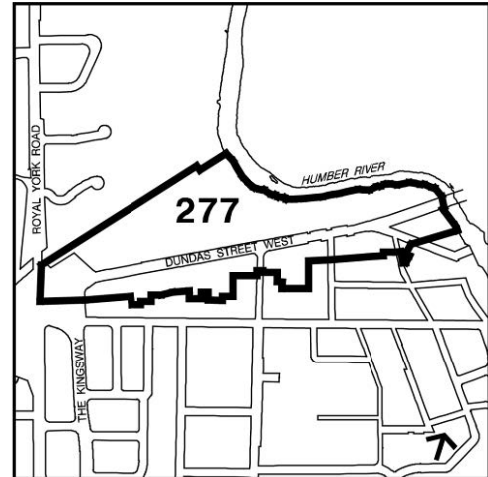
276. West of Neilson Road, south of the CPR line

- a) Banquet hall is a permitted use.



277. Lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River

- a) Townhouses are not permitted in *Mixed Use Areas* on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West.
- b) 4208, 4210 and 4214 Dundas Street West
 - i) On the lands shown as “A” on the map:
 - 1) Stacked townhouses are permitted on lands located a minimum of 60 metres north of Dundas Street West.
 - 2) Development will be set back an average of 10 metres from the long term stable top-of-bank of the valley, and in no case less than 6.5 metres.

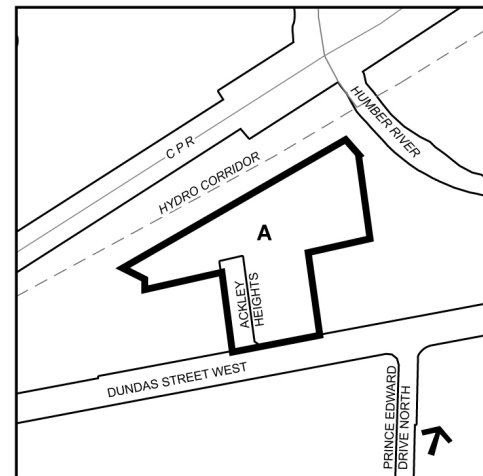


Dundas Street West Urban Design Guidelines

- c) Development at the portion of Dundas Street West from Royal York Road at the west end to Humber Bridge at the eastern end will be consistent with the following Urban Design Guidelines.

Location and Organization Relative to Streets and Open Spaces.

- i) Building Siting and Organization
 - 1) Locate building frontages at or near the property line to create a street wall.
 - 2) Locate main entrance along Dundas Street and any proposed new public streets.
 - 3) Promote a diversity of active ground floor uses such as retail, office and community services that generate pedestrian activity.
 - 4) Encourage Live-work units along Dundas Street.
 - 5) Encourage architecture and landscaping that is consistent with the high level of quality in the Kingsway neighborhood



MAP A

- 6) Surface parking should not be sited within the front yard.
 - 7) Access driveways should not be located between the building façade and the street line.
 - 8) Private outdoor amenity spaces should not be located along the street edge. Use rear yards and flat roofs for outdoor amenity spaces.
- ii) Building Entrance
- 1) Building main entrances should front onto the public streets and be directly connected to the public sidewalk with walkways uninterrupted by driveways.
 - 2) Architectural elements such as canopies should be used to enhance and articulate the building entrances at ground level.
 - 3) Ground floor level of at-grade residential units should be elevated from the sidewalk level by a minimum of 0.60 metres but not greater than 0.90 metres.
- iii) Driveways/Vehicular Site Entry
- 1) Minimize the number of interruptions to the Dundas Avenue public sidewalk by limiting the number and width of driveway curb cuts along this public street.
 - 2) Provide vehicular access to site from a secondary street when available.
 - 3) Create a network of interconnected secondary roads and laneways at deeper sites in order to reduce the dependence on Dundas Avenue West for access.
 - 4) Encourage combining driveway access to adjoining sites.
- iv) Parking and Servicing Layout and Organization
- 1) Surface parking and site servicing should be at the side or rear of the building.
 - 2) Bicycle parking should be provided near the building entrances.
 - 3) Provide underground parking garages whenever possible and limit the amount of surface parking.
 - 4) Garbage storage areas should be integrated within the building envelope in all new developments.
 - 5) Garbage storage areas located outside of the building should be setback from the adjoining low density residential areas by a minimum of 1-metre from the property line and fully enclosed (i.e. roof, solid walls and door panels). The garbage enclosures should be constructed and finished with the same details and finishes as the main building and provided with the appropriate landscape treatments to reduce its visual impact.
 - 6) Ramps to underground parking areas should be integrated within the mass of the building and not within the open space.
 - 7) Service and parking access to a building should be integrated to provide a single vehicular access zone within the façade.
 - 8) Encourage the inclusion of municipal parking lots or U/G garages within large developments to support parking needs within the area.

- v) Pedestrian Linkages
 - 1) Review the existing and potential location of pedestrian crossings on Dundas Street. Provide additional crossing points or relocate existing ones as necessary to improve connectivity between developments at the north and south side of Dundas Street.
 - 2) Provide a new recreational pathway along the hydro corridor.
 - 3) Improve access and signage to the recreational trails in the Humber Ravine.
 - 4) Encourage through block pedestrian connections to the recreational pathway along the Hydro corridor and to the recreational trails in the Humber Ravine.
- vi) Grading Relationships
 - 1) Finished grades along Dundas *Avenues* and along new streets should not exceed 0.9 metres to maintain visual connection between the public realm and the building interiors.
- d) Building Massing
 - i) Street Enclosure and Continuity
 - 1) Provide a minimum building height of 2 storeys (7.5 metres measured from the public sidewalk level adjacent to the building main entrance) and maximum building height of 6-storeys (18.5 metres measured from the public sidewalk level adjacent to the main building entrance) along Dundas Street West.
 - 2) Provide a minimum ground floor height of 3.6 metres for buildings along Dundas *Avenues* West in order to create the opportunity for commercial uses at grade in new development, be able to elevate residential units by 3-5 steps from the sidewalk level and allow for future conversion of residential units at-grade into commercial or community serve uses.
 - 3) Provide a minimum 70% of building façade along the Dundas Avenue West frontage should be provided.
 - 4) Residential developments should have a minimum 2 metre setback from the street edge.
 - 5) Buildings are to be stepped back 1.5 metres at the fourth storey.
 - 6) Use the building massing and landscaping to accentuate street corners.
 - 7) Maximize the amount of building entrances and glazing along streets, open spaces and walkway edges.
 - ii) Relationship to Neighboring Development
 - 1) Any proposed building on sites abutting the existing R2 Zoning in the Kingsway neighbourhood should not project beyond the 45 degree angular plane drawn perpendicular to the rear property line.
 - 2) Provide the appropriate transition of height and building setback.
 - 3) Built form and landscaping should be used to screen parking and service areas from adjacent sites.

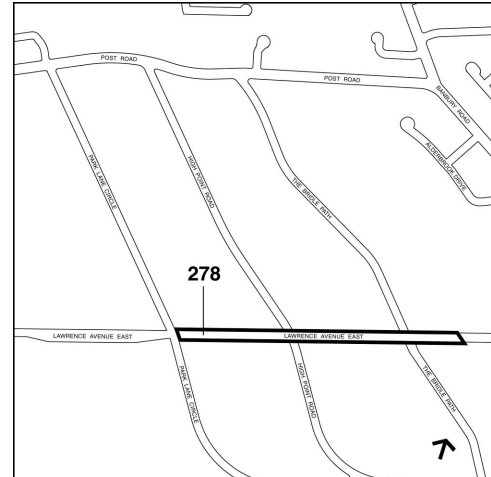
- 4) Locate and screen noise generating areas and installation such as ventilation units and loading/unloading areas from the existing R2 zone and noise sensitive new developments.
- iii) Lands between the Railway Corridor and beyond 80 metre distance from the Dundas Street northern edge
 - 1) This land should be subject to a separate review process because of its distance from the Dundas Street edge and the opportunities for greater building heights and densities.
- e) Landscape Elements and Pedestrian Amenities
 - i) Landscape Plans and Details
 - 1) Landscape strips should be provided along the Dundas Street edge of existing surface parking areas as part of any proposal for partial redevelopment or renovation/conversion works of existing buildings on these sites as an interim measure to improve the street edge.
 - 2) Existing trees in good condition should be retained whenever possible.
 - ii) Streetscape Improvements
 - 1) Provide a minimum 5 metre wide pedestrian zone at the curb to accommodate a continuous sidewalk and distinctive streetscape treatment.
 - 2) Plant street trees along Dundas Street West and any new local roads at 6 to 8-metre intervals that conform to the City of Toronto Urban Design Streetscape Manual and the current Urban Forestry Street Tree Planting Standards.
 - 3) Plant a double row of street trees on the north side of Dundas Street West where the building setback is greater.
 - 4) Replace existing street lighting standards with new lighting standards that integrate pedestrian scale lighting.
 - 5) Provide landscaped medians at the east and west entry points to the Dundas Street Avenue area as gateway features.
 - 6) Provide coordinated streetscape furniture i.e. light standards, benches, and waste receptacle details that is definitive to the area.
 - 7) Locate overhead utility wiring underground in coordination with streetscape improvements.
 - iii) Public Open Spaces
 - 1) Create a new public open space through the development of large sites particularly at the north side of Dundas Street.
 - 2) Improve public sidewalk and public open space linkages to the Humber ravine trail system.

iv) Public Art

- 1) Create a public art program that will give identity and character to the area and relate it with the Kingsway neighbourhood.
- 2) Use public art with landscaping to define the entrances and heritage sites within the area e.g. mural on the existing Bruno's blank western façade and free-standing public art near the heritage buildings at the eastern end of the area.

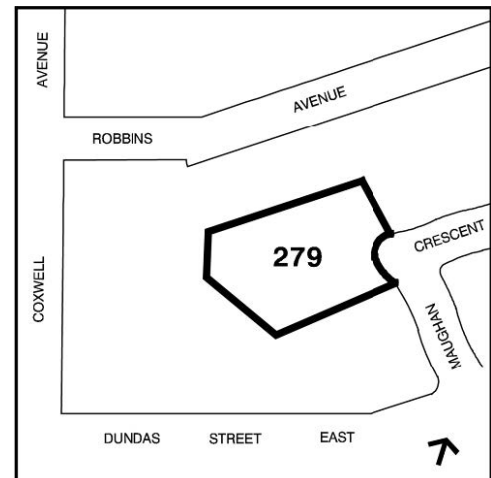
278. Lawrence Ave. East Right-of-Way between The Bridle Path and Park Lane Circle, and Lawrence Ave. East Right-of-Way between The Bridle Path and 120 m east of The Bridle Path

- a) Additional lands acquired to achieve the right-of-way widths shown in Schedule 1 will be utilized for boulevards, the placement of utilities, landscaping and pedestrian amenities, but not for additional lanes of motor vehicle traffic or bicycle lanes.



279. 19 to 29 Maughan Crescent

- a) Eighteen townhouses are permitted, in addition to the existing pair of semi-detached houses at 27 and 29 Maughan Crescent.

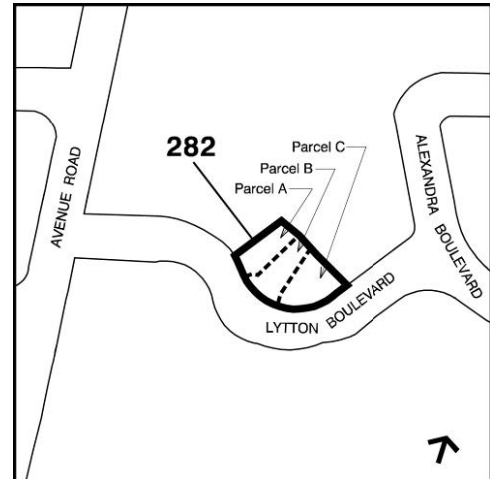


280. SASP deleted

281. [Intentionally blank as of this consolidation]

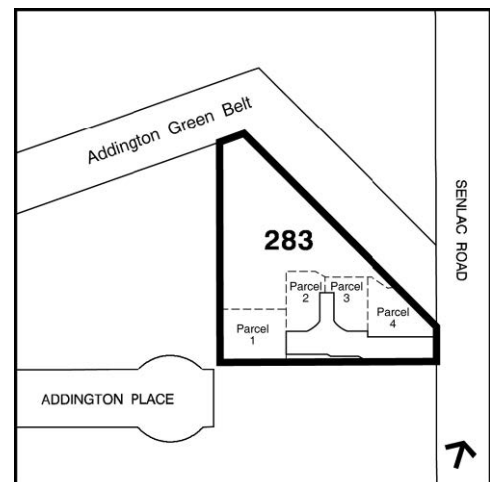
282. 224 Lytton Boulevard

- a) Development on Parcels A and C may be set back a minimum of 4 metres from the ravine top-of-bank. Development on Parcel B may be set back a minimum of 7.2 metres from the ravine top-of-bank.



283. 20 Senlac Road

- a) Development on Parcel 3 may be set back a minimum of 5.5 metres from the ravine top-of-bank. Development on Parcel 4 may be set back a minimum of 9.5 metres from the ravine top-of-bank.



284. 57 and 59 Elm Grove Avenue

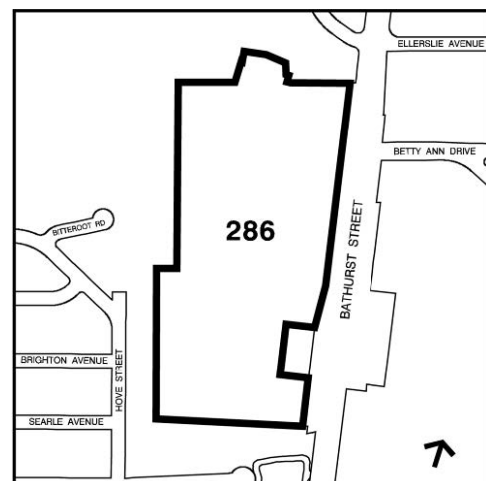
- a) For the purposes of the Official Plan and Zoning By-law requirements, the lands at 57 and 59 Elm Grove Avenue will be considered one development. Within this development, 2 semi-detached houses containing a total of 2 dwelling units fronting onto Elm Grove Avenue, 4 two-storey row houses containing a total of 4 units to the rear of the semi-detached dwellings and 1 existing converted house containing 3 dwelling units are permitted.



285. [Intentionally blank as of this consolidation]

286. 4588 and 4600 Bathurst Street and adjacent lands to the north

- a) The lands contain the existing Jewish Community Centre.
- b) Development is permitted within 10 metres of the top-of-bank of the valley.
- c) Land below the top-of-bank may be used to calculate permissible density in the Zoning By-law.
- d) Surface parking is permitted on lands designated *Natural Areas and Parks*.



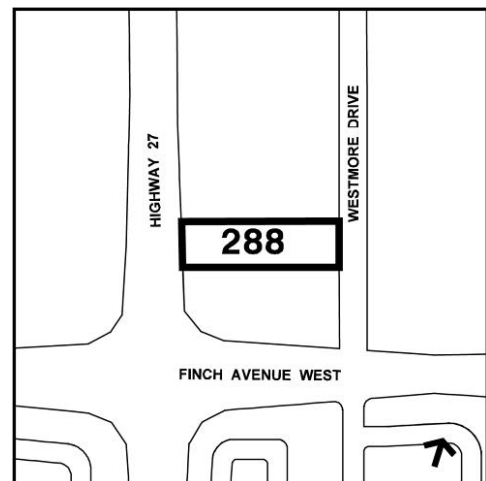
287. Lands at 1553 and 1561 The Queensway and 80 Fordhouse Boulevard

- a) A large scale stand-alone retail store, retail and service uses are permitted.



288. Lands at Lot 35, Westmore Drive

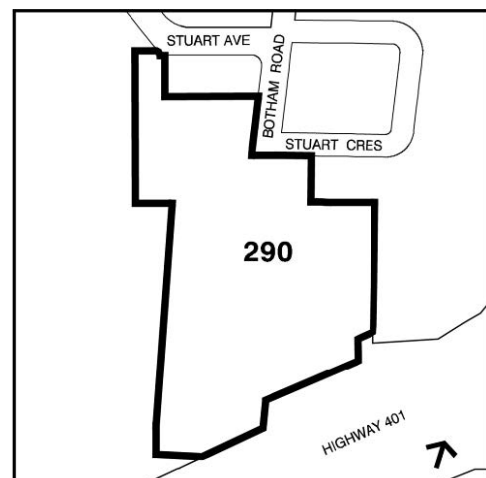
- a) A 5-storey senior citizen apartment building with ancillary commercial facilities is permitted.



289. [Intentionally blank as of this consolidation]

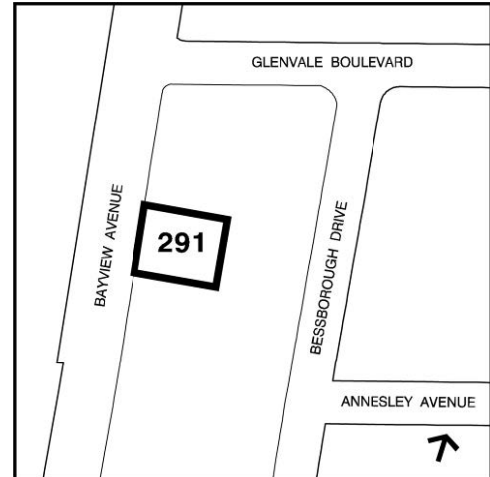
290. 1 Botham Road

- a) An apartment building with a maximum building height of 7 storeys and 24 metres is permitted.
- b) Land below the top-of-bank may be used to calculate permissible density in the zoning by-law.



291. 1901 Bayview Avenue

- a) Conversion to condominium of an existing apartment building consisting of 36 residential units as of August 31, 2006 is permitted, provided that the condominium is registered within 3 years of draft approval.



292. 61, 65, 69 and 71 Churchill Avenue and 2-6 Basswood Road

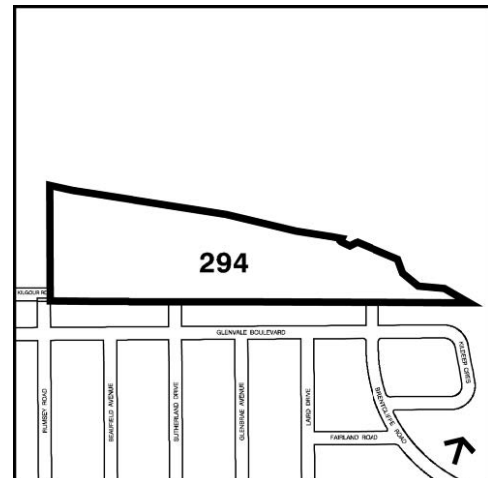
- a) Thirty-six townhouses with a maximum building height of four storeys are permitted.



293. SASP deleted

294. 175 Brentcliffe Road, 345 and 347 Rumsey Road, and 510 and 520 Sutherland Drive

- a) In addition to the uses provided for in the *Institutional Areas* designation, all residential uses provided for in the *Neighbourhoods* designation are permitted.
- b) Infill residential development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established *Neighbourhoods* will:
 - i) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
 - ii) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - iii) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
 - iv) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.



295. 962, 966 and 968 Eastern Avenue

- a) A five storey mixed-use affordable housing building is permitted.



296. South side of Rexdale Boulevard, east of Highway 427, west of Highway 27 north of the Canadian National Railway (Woodbine Racetrack)

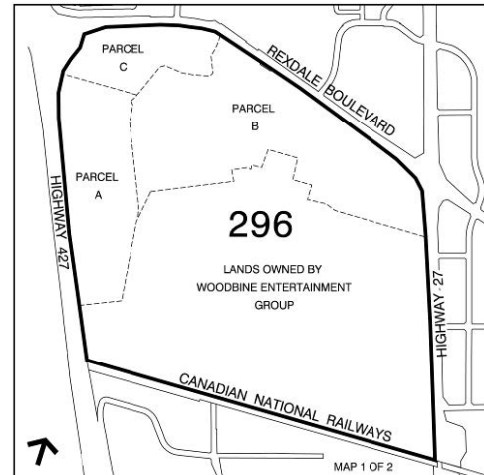
The following planning framework applies to the Woodbine Entertainment Group Lands, provided development is in accordance with Site and Area Specific Policy No. 29 and all other policies of this Plan:

a) Overall Framework

- i) Development of the lands will sustain and build on the existing horse racetrack and associated entertainment uses to create a prominent, active, pedestrian-friendly commercial retail and entertainment centre and residential neighbourhood; for residents, workers and visitors in the Greater Toronto Area;
- ii) Development of the lands will build on the existing campus like setting and organize new development into districts for commercial retail and entertainment and residential with sub-areas organized around design features, amenities, streets and lanes;
- iii) Development and its associated infrastructure may be phased and will be structured to support public access and connections on the lands and to surrounding streets and areas; and,
- iv) Development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the CNR line abutting the south limit of the lands.

b) Commercial Retail and Entertainment

In addition to Site and Area Specific Policy No. 29 (e) (iii) permitted uses include a horse racetrack and related, associated and accessory uses, including gaming, entertainment, retail, including large scale, stand-alone retail stores, hotel, restaurant and office uses.



Large scale, stand-alone retail stores are only permitted east of Highway 427 as shown on Parcel A, on Map 1. Large scale, stand-alone retail stores and power centres will not be permitted along the Rexdale Boulevard frontage in accordance with Policy 4.6.3 of the Plan. All other uses are only permitted in locations as shown on Parcel A and B, on Map 1.

Development of the lands may proceed in phases with a network of public streets and private driveways with sidewalks, publicly accessible and private open spaces and pedestrian links.

Development will proceed generally in accordance with the Development Concept as identified on Map 1. The Draft Plan of Subdivision, Master Site Plan, urban design guidelines and streetscape plans will be developed in accordance with the Development Concept.

c) Residential

In addition to Site and Area Specific Policy No. 29 (e)(i) and 29 (e)(ii) residential and other sensitive land uses are only permitted on Parcel C of Map 1. A planning framework consistent with Section 3.3, *Building New Neighbourhoods*, including strategies for the provision of parkland, affordable housing, community services, and local institutions among other matters shall be prepared prior to the enactment of any implementing zoning by-law.

d) Implementation

- i) Subdivision Agreement and other agreements to include a master site plan, servicing and infrastructure development, phasing strategy, tree removal and replacement strategy, urban design guidelines, transit and parking strategy, financial strategy, and including provisions to secure amenities and features, which may include public easements to indoor/ outdoor amenity features, public art; public roads among other matters.
- ii) Development will include amenities that are accessible to the public to be secured in appropriate legal agreements.

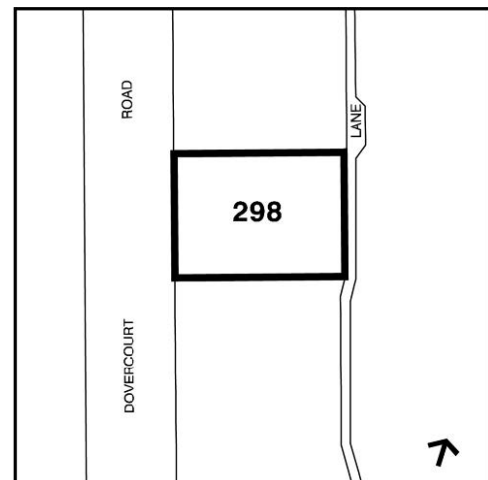
297. 335 Lonsdale Road

- a) Conversion to condominium of an existing co-ownership apartment building containing 62 residential units as of June 8, 2007 is permitted, provided the condominium is registered within 3 years of draft approval.



298. 701 and 703 Dovercourt Road

- a) A building containing a total of 28 dwelling units is permitted.



299. 1 Clarendon Avenue

- a) Conversion to condominium of an existing apartment building containing 39 residential units as of August 15, 2007, is permitted, provided the condominium is registered within 3 years of draft approval, unless an extension is granted by the City pursuant to Section 51(33) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

