

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: Octobers 05, 2023

CASE NO(S): OLT-22-003552
(Formerly PL160073)
OLT-22-003315

PROCEEDING COMMENCED UNDER subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant:	3450 Dufferin Yorkdale Holdings Inc.
Appellant:	Building Industry and Land Development Association (BILD)
Appellant:	C.Y. Vehicle Enterprises Inc.
Appellant:	RioCan Management Inc.
Appellant:	Oxford Properties Group (Yorkdale Shopping Centre)
Appellant:	Dufferin 401 Properties Limited
Appellant:	Centura Real Estate Corp. et. al.
Subject:	Proposed Official Plan Amendment No. 294
Municipality:	City of Toronto
OLT Case No.:	OLT-22-003552
Legacy Case No.:	PL160073
OLT Lead Case No.:	OLT-22-003552
Legacy Lead Case No.:	PL160073
OLT Case Name:	3450 Dufferin Yorkdale Holdings Inc. v. Toronto (City)

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Oxford Properties Group
Subject:	Request to amend the Official Plan – Failure of the City of Toronto to adopt the requested amendment
Existing Designation:	Mixed Use Areas
Proposed Designation:	Mixed Use Areas

Purpose: To permit a mixed-use redevelopment with new retail, office, hotel, residential and open space uses

Property Address/Description: 3401 Dufferin St. and 1 Yorkdale Road

Municipality: City of Toronto

Approval Authority File No.: 17 168973 NNY 15 OZ

OLT Case No.: OLT-22-003315

OLT Lead Case No.: OLT-22-003315

OLT Case Name: Oxford Properties Group v. Toronto (City)

Heard: September 18, 2023 by Video Hearing

APPEARANCES:

Parties

Counsel

Oxford Properties Group

Mark Flowers

City of Toronto

Lauren Pinder
Laura Bisset

C.Y. Vehicle Enterprises Inc.

John Dawson

MEMORANDUM OF ORAL DECISION DELIVERED BY N. EISAZADEH ON SEPTEMBER 18, 2023 AND ORDER OF THE TRIBUNAL

[Link to Order](#)

INTRODUCTION

[1] This Decision arises from a Settlement Hearing convened on two appeals filed by Oxford Properties Group (“Appellant”). The first is with respect to the City of Toronto’s (“City”) adoption of Official Plan Amendment No. 294 (“OPA 294”), known as the Dufferin Street Secondary Plan (“DSSP”), pursuant to s.17(24) of the *Planning Act* (“Act”). The second is with respect to a site-specific Official Plan Amendment for the City’s failure to make a decision, pursuant to s.22(7) of the Act (“SS OPA”). Both

appeals relate to the property municipally known as 3401 Dufferin Street and 1 Yorkdale Road, in the City (“Subject Lands”).

BACKGROUND

[2] On December 10, 2015, City Council adopted the DSSP as part of OPA 294 to the City’s Official Plan (“OP”). Several appeals were filed with the Ontario Municipal Board in relation to OPA 294. These appeals continued at the Local Planning Appeal Tribunal, and now with the Ontario Land Tribunal. By an earlier Order, dated November 15, 2019, the Tribunal allowed the appeals, in part, by RioCan Management Inc., 3450 Dufferin Yorkdale Holdings Inc., and Dufferin 401 Properties Ltd. The Order modified and partially approved the majority of OPA 294, without prejudice to the remaining appeals.

[3] An additional Order of the Tribunal, dated May 12, 2021, allowed the appeals, in part, by Building Industry and Land Development Association (“BILD”), which further modified and approved OPA 294 in accordance with that settlement, and without prejudice to the remaining appeals.

[4] Under the current appeals before this Tribunal, the Appellant submits, *inter alia*, that the DSSP area included only a small portion of the westerly edge of the Subject Lands, with no residential permissions. The Appellant appeals OPA 294, asserting that the DSSP area should include the entirety of the Subject Lands, and that the DSSP policies should be modified to provide a comprehensive and appropriate planning framework to permit and guide the long-term mixed-use redevelopment of the Subject Lands. The Appellant also appeals its SS OPA, of which, the application was filed in support of three conceptual block master plan options for the long-term redevelopment of the Subject Lands.

[5] Following over five years of discussions with City Staff and multiple revisions and resubmissions of the SS OPA application, in March of 2023, the Appellant and City commenced Mediation, from which a successful resolution was reached regarding both appeals of the DSSP and the SS OPA application. What resulted is a set of DSSP policy modifications (“Settlement Modifications”), for which the Appellant, supported by the City, now seek approval (“Settlement”).

[6] Approval of the Settlement does not end the appeal of OPA 294 in its entirety. OPA 294 would remain under appeal as it relates to the site municipally known as 3130 Dufferin Street, which remains under the appeal brought forward by the Appellant, C.Y. Vehicle Enterprises Inc. In other words, the Settlement reached is without prejudice to the appeal of OPA 294 filed by C.Y Vehicle Enterprises Inc.

EVIDENCE AND FINDINGS

[7] The Appellant called expert witness, Tatjana Trebic, who was qualified by the Tribunal to provide her professional opinion in land use planning. Ms. Trebic also swore an Affidavit, dated September 13, 2023, in support of the Settlement, that was reviewed and considered, together with all supporting documentation thereto, by the Tribunal and was marked as Exhibit 1.

[8] Ms. Trebic provided background information as to the recommended Settlement Modifications, being policy and mapping modifications, made to OPA 294, the particulars of which are set out at Exhibit D to her Affidavit, also reflected in Attachment 1 appended to this Decision.

[9] As confirmed by Ms. Trebic’s testimony, the Settlement Modifications reflect a series of iterations and revisions that have been made since the initial application submission in 2017. Ms. Trebic stated the Settlement Modifications provide a set of policies to direct the future long-term redevelopment of the Subject Lands for

commercial, residential and open mixed-use spaces, in addition to a revised Block Master Plan for the Subject Lands.

[10] Ms. Trebic provided her professional opinion that the Settlement Modifications, appended as Attachment 1 to this Decision and Order, are consistent with the Provincial Policy Statement, 2020 (“PPS”); conform and do not conflict with the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”); conform with the City’s OP, including the Lawrence-Allen Secondary Plan; conform with the applicable DSSP (as adopted by City Council in 2015, and modified and partially approved by this Tribunal, most recently in 2021); have due regard for matters of Provincial interest identified in s.2 of the Act; represent good planning; and are in the public interest.

[11] The Tribunal accepts the uncontroverted planning evidence provided by Ms. Trebic and finds that the proposed Settlement Modifications to OPA 294, as they will be implemented by the appended Order, are consistent with the PPS; conform and do not conflict with the Growth Plan; confirm with the City’s OP, including the Lawrence-Allen Secondary Plan; conform with the applicable DSSP (as adopted by City Council in 2015, and modified and partially approved by this Tribunal, most recently in 2021); have due regard for matters of Provincial interest as provided for in s. 2 of the Act; represent good planning; and are in the public interest.

[12] The Parties advise and the Tribunal accepts that the proposed draft Order, as endorsed and replicated in the Order below, contains language agreed to by the Parties, including the remaining Appellant, C.Y. Vehicle Enterprises Inc., which ensures that approval of the Settlement is without prejudice to that remaining Appellant and that its appeal rights are fully protected.

[13] The Tribunal is satisfied that it is appropriate to allow the appeal, in part, and modify and approve the sections of OPA 294 in accordance with the Settlement.

ORDER

[14] **THE TRIBUNAL ORDERS** that the appeals of Oxford Properties Group, pursuant to Sections 17(24) and 22(7), are allowed in part;

[15] **AND THE TRIBUNAL ORDERS** that OPA 294 is modified and approved for all lands within the Dufferin Street Secondary Plan Area, as shown on Map 36-1 of Attachment 1, with the exception of the site municipally known as 3130 Dufferin Street, in accordance with Attachment 1, which is appended to this Order;

[16] **AND THE TRIBUNAL ORDERS THAT** that the modification and approval of OPA 294 for all lands, except the lands municipally known as 3130 Dufferin Street, shall be strictly without prejudice to and shall not have the effect of limiting:

- i. the position that may be taken by C.Y. Vehicle Enterprises Inc. to its appeal with respect to 3130 Dufferin Street, so that if its appeal of OPA 294 proceeds to a hearing, the City will not take the position that the Tribunal ought not to approve site-specific modifications to OPA 294 on the basis that they deviate from or are inconsistent with such approved portions of OPA 294 on a Plan-wide basis (or as approved in respect of other lands). However, this limitation does not affect the City's right to assert that the approved portions of OPA 294 should be applicable and determinative, without modification, in the evaluation of any development or redevelopment of the lands municipally known as 3130 Dufferin Street, on the basis that OPA 294 is consistent with the Provincial Policy Statement (2020), conforms with provincial plans and constitutes good planning; and
- ii. the jurisdiction of the Tribunal to consider and approve modifications, deletions or additions to the policies, schedules, maps, figures, definitions,

tables and associated text in OPA 294 as they relate to the lands municipally known as 3130 Dufferin Street.

[17] **AND THE TRIBUNAL ORDERS** that it may be spoken to in the event any matter or matters should arise in connection with the implementation of this Order.

N. Eisazadeh

N. EISAZADEH
MEMBER

Ontario Land Tribunal

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The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

ATTACHMENT 1

City of Toronto By-law No. 1351-2015

OPA 294 remains under appeal in its entirety
as it relates the site municipally known as
3130 Dufferin Street.

City of Toronto By-law No. 1351-2015**AMENDMENT NO. 294 TO THE OFFICIAL PLAN****FOR LANDS ABUTTING DUFFERIN STREET BETWEEN BRIDGELAND AVENUE TO JUST SOUTH OF LAWRENCE AVENUE WEST**

Amendment No. 294 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plans, is amended by adding Secondary Plan No. 36 to lands abutting Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West, identified on Map 36-1, as shown in Schedule I of this Secondary Plan.
2. Map 16, Land Use Plan, is amended by re-designating the "Site Location" lands from *Mixed Use* to *Parks* as illustrated in Schedule II to this Secondary Plan.
3. Schedule 2 to the Official Plan for the City of Toronto, entitled "The Designation of Planned But Unbuilt Roads", is amended by adding new planned but unbuilt roads and new links as follows:

STREET NAME	FROM	TO
New Link 1 (2015)	Lawrence Avenue West	Apex Road
New Link 2 (2015)	Apex Road	Samor Road
New Link 3 (2015)	Samor Road	Orfus Road
New Link 4 (2015)	New Link 1 (2015)	Dufferin Street
New Link 5 (2015)	New Link 2 (2015)	Dufferin Street
New Link 6 (2015)	New Link 3 (2015)	Dufferin Street
New Link 7 (2015)	Dufferin Street	Bridgeland Avenue
New Link 8 (2023)	Dufferin Street	Yorkdale Road
New Link 9 (2023)	Yorkdale Road	New Link 8 (Street A)

City of Toronto By-law No. 1351-2015**Schedule I to Secondary Plan No. 36****1. VISION**

Dufferin Street is the organizing 'spine' of the Secondary Plan Area and will be an active, healthy, vibrant place that is developed and designed around a landscaped promenade with bicycle, pedestrian and vehicular connections to the surrounding *Neighbourhoods*, *Employment Areas* and other areas of the City.

A high quality, connected public realm of streets, parks and open spaces will form the underlying structure of future development for large parcels. Appropriate land uses will respect and reinforce stable residential *Neighbourhoods*, and protect *Employment Areas* as important areas for business. Improvements to local community services and facilities, and transportation and servicing infrastructure will support existing communities and keep pace with future growth in the Secondary Plan Area.

This Secondary Plan sets out a planning framework for potential redevelopment of the Dufferin Street Secondary Plan Area, that is shown on Map 36-1, and includes policies on land use, built form, the public realm, mobility, infrastructure and community services and facilities, and serves as a blueprint for future growth.

- 1.1 All development along Dufferin Street between Bridgeland Avenue to just south of Lawrence Avenue West will conform to the overall vision for change as identified in this Secondary Plan. The vision encourages an intensified, transit-oriented urban form of development that promotes a vibrant pedestrian realm and experience. This goal will be achieved through the implementation of area specific policies, an area specific zoning by-law, Urban Design Guidelines, a Greening and Community Services and Facilities Strategy, as well the Infrastructure and Transportation Master Plans.
- 1.2 Intensification of the residential uses of a development on lands within the outlined area on Map 36-1 between Bridgeland Avenue to just south of Lawrence Avenue West (the subject area) may be controlled through the use of an 'H' holding symbol and permitted following the fulfillment of criteria set out herein to allow removal of the 'H' holding symbol. Such criteria will include the receipt by City Council of a report from the Chief Planner or designated Director of Community Planning respecting compliance with the required criteria including confirmation that any necessary mitigation measures will foster an appropriate living environment within the residential units in a mixed use community coexisting with nearby employment uses.
- 1.3 The realization of the Secondary Plan Vision is expected to occur over a 20 year time horizon. Development will protect for the long range vision of this Secondary Plan.

2. REALIZING THE VISION

Development in the Secondary Plan Area will be informed by the following eight guiding principles to bring about the Vision in Section 1.

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2.1 Make Dufferin Street A Place

Development in the Dufferin Street Secondary Plan Area will support an active, healthy, vibrant and dynamic community. Dufferin Street will develop its own identity as a neighbourhood and an urban main street with active uses at grade and landscaped setbacks that provide for pedestrian amenity.

2.2 Protect Adjacent *Neighbourhoods* and *Employment Areas*

The relationship between redevelopment sites and adjacent nearby *Neighbourhoods* and *Employment Areas* will be used to minimize impact and achieve appropriate transition in scale, buffering, separation distances and land use. New development will minimize shadow impacts on *Neighbourhoods*. New development will also protect and appropriately buffer any new sensitive uses in proximity to *Employment Areas* in accordance with policies 2.2.4.5 to 2.2.4.10 of the Official Plan.

2.3 Create Quality Public Spaces and Parks

New local parks, promenades, tree-lined streetscapes, outdoor courtyards and publicly accessible open spaces will form an interconnected and coherent parks and open space system that will enhance and provide an identity for the Secondary Plan Area. Redevelopment of Blocks 1, 6, 7 and 8 provide opportunities to secure new local parkland in the Secondary Plan Area.

2.4 Create Green, Safe and Attractive Places

Streets, parks and publicly accessible open spaces will support a range of local social and recreational activities. Public streets and the pedestrian realm will form a primary setting for community life, and will be well proportioned, connected, comfortable, safe and attractive and contribute to the quality of life of all residents. Improvements to the pedestrian realm will support social and retail activities, and promote sustainability. Spaces between the private and public realm will promote interaction between retail ground floor uses and public sidewalks in active areas, or will provide privacy for residential ground floor uses on local streets and less active areas.

2.5 Redevelop and Integrate Appropriate Land Uses with Supporting Infrastructure

Land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future community in the Secondary Plan Area.

2.6 Improve Mobility and Balance Movement Priorities

Enhanced movement through the Secondary Plan Area will be provided by encouraging access to walking, cycling and public transit use, and new streets and connections through redevelopment parcels identified in this policy document. Walking and cycling will be encouraged by improving the pedestrian and cycling

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realm, and facilities, through a network of local streets and midblock connections introduced with development to enhance connectivity and circulation.

2.7 Encourage a Rich and Varied Urban Form

New development will be encouraged to include a mix of residential and commercial uses at various scales and building types with mid-rise buildings as the predominant built form.

2.8 Improve Community Services and Facilities through Redevelopment

The Secondary Plan Area will continue to see investment in the network of community services and facilities that support a livable and complete community.

3. DEVELOPMENT, LAND USE AND BUILT FORM

Dufferin Street is the organizing spine of the Secondary Plan Area and development lining Dufferin Street will be massed to define and support the edges of the landscaped promenade, and other parks and open spaces, with high quality design, appropriate setbacks and active ground floor uses. New development will provide transition between areas of different development intensity and scale, particularly toward adjacent and nearby *Neighbourhoods*. New development will protect *Employment Areas* as new important areas for businesses and job growth and land uses will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions.

Large blocks will require a new, fine-grid form network of local public streets to facilitate redevelopment, improve permeability, safety, visibility and access to buildings and create human scaled blocks. The laneway or shared private driveway network along the rear of blocks on the east side of Dufferin Street, and where appropriate, along the rear of blocks along the west side of Dufferin Street, will be extended to provide better access to off-street parking, loading and servicing uses, and limit curb cuts to Dufferin Street. Along with a fine grain network of pedestrian and cycling routes, the blocks will be developed with a richly varied built form and type with building frontages that line the street and support active streets and public spaces.

To ensure Dufferin Street performs its role as a main street and focal point for the local community, as well as a meeting place for local neighbourhoods and the wider community, at-grade street-related retail and service uses will be required at key locations. These Priority Retail Areas coincide with a High Order Pedestrian Zone in Map 36-7a, where pedestrian traffic is generally higher than the rest of the Secondary Plan Area or where there is a concentration of existing retail.

3.1 Development

3.1.1 Development will be of a high-quality architecture, landscape, and urban design and will contribute positively to the character and identity of the Secondary Plan Area.

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- 3.1.2 The scale of development will be appropriate to its location, its relationship to adjacent and nearby *Neighbourhoods* and *Employment Areas*, its relationship to the public realm, and its access to transportation facilities.
- 3.1.3 The Large Blocks indicated on Map 36-2 will be divided into smaller scaled land parcels with a fine grain of local public streets to ensure a high level of permeability for public circulation and to encourage an appropriate scale of development for those blocks.
- 3.2 Mixed Use Areas**
- 3.2.1 This Secondary Plan confirms the urban structure and land use designations that provide for growth in *Mixed Use Areas* and along *Avenues* where growth is supported by appropriate land use designations. The lands within the Secondary Plan Area are predominantly *Mixed Use Areas* except where otherwise shown on Map 36-4. The policies of this Secondary Plan will refine the manner in which growth and development will occur in these *Mixed Use Areas*, and Block Master Plans and Urban Design Guidelines for the Secondary Plan Area will guide the implementation of future growth.
- 3.2.2 At-grade street-related retail and services uses will be required for new development at key intersections in the Priority Retail Areas Plan (Map 36-8).
- 3.2.3 At-grade street-related retail and service uses will be encouraged as accessory uses to a main use in multi-storey buildings for other areas not identified in Map 36-8.
- 3.2.4 Sensitive uses, including residential development, parks, and community facilities, are anticipated as the Secondary Plan Area redevelops, and will be designed and constructed to mitigate impacts from nearby industry in *Employment Areas*, in accordance with policies 2.2.4.5 to 2.2.4.10 of the Official Plan
- 3.2.5 New auto-oriented and large format retail uses, and drive-through establishments, are not permitted in the Secondary Plan Area.
- 3.3 Parks, Open Spaces and Amenity**
- The Dufferin Street Secondary Plan Area is underserved by parkland. Existing parks immediately outside the Secondary Plan Area are small and offer limited active recreation opportunities. In the context of anticipated future redevelopment on the larger blocks identified in the Greening Plan (Map 36-5), the expected parkland dedication could serve up to 2 hectares of local parkland for this area.
- New open spaces such as privately owned publicly accessible spaces (POPS) will have individual identities while contributing to the overall vision and branding of the Secondary Plan Area. These open spaces will consist of high quality spaces,

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located and designed to allow for a variety of pedestrian uses and are distinct, yet visually connected, through the use of contemporary materials and details.

- 3.3.1 Parks will provide a high quality design, be functional, sustainable and provide a sense of place in for residents.
- 3.3.2 New public parks, promenades, outdoor courtyards, tree lined streetscapes and other privately owned publicly accessible open spaces such as urban plazas will form a linked, coherent and accessible green space network.
- 3.3.3 New public parks will be located on larger blocks identified in the Greening Plan (Map 36-5). Comprehensively, these parks will offer a range of active and passive recreation opportunities and provide a sense of place for residents.
- 3.3.4 Land conveyed for parkland will:
 - (a) be located on Blocks 1, 6, 7 and 8, generally as identified in the Greening Plan (Map 36-5);
 - (b) have generous frontage on public streets, provide good visibility and accessibility to promote the safe use of the park;
 - (c) be of a usable shape and size to provide a range of active and passive recreational opportunities year round;
 - (d) be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements;
 - (e) be linked by public streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space, pedestrian and cycling zones;
 - (f) be sustainable, provide a high quality design and create a sense of "place" in the community; and
 - (g) Any land used as a landscape buffer for the purposes of mitigating adverse effects or setback from street infrastructure or *Employment Areas* will not be accepted by the City as parkland dedication.
- 3.3.5 Residual parks, and other publicly accessible spaces, that do not have frontage on public streets and are not of a usable shape and size to provide active and/or passive recreational opportunities will be discouraged.
- 3.3.6 Where the size or configuration of the required parkland conveyance would prove unusable or undesirable, Council may require payment of cash-in-lieu of land.

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- 3.3.7 Privately owned, publicly accessible spaces (POPS) will be highly encouraged in the locations identified in the Greening Plan (Map 36-5). The provision of POPS will be encouraged in all new development. These will:
- (a) be integrated and physically and visually connected through its design and location with the adjacent streets, parks and open spaces;
 - (b) contribute positively to the public open space network;
 - (c) be located and designed to promote pedestrian and bicycle movement and amenity;
 - (d) be encouraged at ground level and complement local service retail uses; and
 - (e) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.
- 3.3.8 Outdoor amenity spaces, such as roof gardens, terraces or balconies, will be integrated into the architecture of the building.
- 3.3.9 Dufferin Street and existing local streets will be enhanced over time through streetscape improvements, such as widened sidewalks, and street tree planting.

3.4 Setbacks

- 3.4.1 Consistent building setbacks will contribute to a vital retail main street environment and will assist in improving the civic and pedestrian experience. Building setbacks on Dufferin Street will allow for new consistent built edges with a more generous public sidewalk area and will reinforce the goals of the Transportation Master Plan in encouraging walking and cycling, and will be no less than five (5) metres.
- 3.4.2 Landscaped setbacks will provide at-grade amenity for retail uses, while also buffering residential uses at grade from street activity.
- 3.4.3 Where grade-related retail is anticipated on Dufferin Street, setbacks will take on a hardscape character, extending the sidewalk, adding a second row of trees and allowing room for café patios and other retail amenity space.

3.5 Step-backs

Step-backs are portions of mid-rise buildings that are recessed from the primary street wall and help to relate the scale of larger buildings to the pedestrian. Although heights of buildings on Dufferin Street may vary, a consistent street-wall height of base buildings will help unify and tie the heights of buildings on both sides of the street.

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- 3.5.1 Midrise buildings in the Secondary Plan area will provide a step-back of three (2) metres at a height of no more than twenty (20) metres (approximately 6 storeys).
- 3.5.2 Mid-rise buildings that front 20 metre rights-of-way should provide a step-back of three (3) metres at a height of no more than 16.0 metres (4-5 storeys) and no less than 10.5 metres (approximately 3 storeys).

3.6 Separation Distances to *Employment Areas*

- 3.6.1 New residential and other sensitive land uses adjacent to, or near to *Employment Areas* will be appropriately designed, buffered and/or separated from impactful industries in accordance with policies 2.2.4.5 to 2.2.4.10 of the Official Plan.
- 3.6.2 Properties that share a boundary with *Employment Areas* (Blocks 1, 6, 7 and 8) will provide a minimum setback of 20 metres between any building containing sensitive land uses and the rear property line. The 20 metre minimum setback will act as a buffer to minimize adverse effects. This setback may include the following uses:
 - (a) a street;
 - (b) a laneway;
 - (c) a fence, including acoustic fencing;
 - (d) landscaped space, and privately or publicly accessible laneways;
 - (e) surface or below grade parking; and
 - (f) any combination of the above.

3.7 Built Form

Good urban communities are made of many buildings, varied in type, size and age. New development will help shape the pedestrian realm, respect existing land uses and incorporate sustainable building and community development principles.

The scale of new development will balance intensification objectives with the protection of adjacent stable residential *Neighbourhoods* and provide appropriate sunlight and skyview in streets, parks and open spaces. Intensification will also improve overall environmental and community sustainability.

Mid-rise buildings will be the primary form of new development in the Secondary Plan Area. This pattern of built form provides built edges and a mix of uses towards Dufferin Street to provide a sense of enclosure as well as to reinforce the main street feel and enhance the pedestrian realm.

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Tall buildings will be strategically located at the northern and southern extents of the Secondary Plan Area, at the intersection of the Dufferin Street and Lawrence Avenue West *Avenues*, on portions of Block 14 and on the west side of Dufferin Street near Highway 401. These tall buildings will have appropriately scaled base buildings and tower heights and locations that will transition in scale and buffer lower scale development in *Neighbourhoods* and *Employment Areas*.

3.7.1 Building Types

- 3.7.1.1 Mid-rise buildings will define the Dufferin Street frontages of the redevelopment blocks and provide appropriate transition to existing and planned lower scale residential *Neighbourhoods*.
- 3.7.1.2 Where mid-rise buildings are located on the same development block with townhouses or other low-rise built form, the mid-rise buildings will be oriented to Dufferin Street and low-rise buildings will be oriented to local streets.
- 3.7.1.3 Mid-rise buildings constructed in Tall Building areas will meet the development criteria in this Secondary Plan, as appropriate.
- 3.7.1.4 Courtyard buildings of mid-rise height which provide open space facing either Dufferin Street or other public streets are encouraged within the Secondary Plan Area to provide additional on-site amenity and contribute to the unique character and open space network of the area.
- 3.7.1.5 Tall buildings will be limited to the northern and southern nodes identified in Map 36-10 and will act as gateways into the Secondary Plan Area. Tall buildings will be appropriately designed and will provide transition to adjacent *Neighbourhoods* and *Employment Areas*.
- 3.7.1.6 Low-rise townhouses, low-rise multi-unit apartments, or street-related units at the base of mid-rise and tall buildings are encouraged to create a lower scale within the Larger blocks.
- 3.7.1.7 Mid-rise buildings are appropriate for the entire Secondary Plan Area including in Low-Rise Areas in Map 36-10, where appropriate.

3.7.2 Height

- 3.7.2.1 The height of development with frontage on Dufferin Street will not exceed the planned right-of-way width onto which it fronts, which is 30 metres (9 storeys), unless otherwise identified in this Secondary Plan.
- 3.7.2.2 A 20 metre (6 storeys) streetwall height on Dufferin Street will be encouraged to provide a consistent and unifying streetwall height.

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- 3.7.2.3 Development in the Secondary Plan Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s), and/or Minor Variance, will restrict the height of buildings and structures in consideration of the flight approach to the airport.
- 3.7.2.4 All new buildings in the Secondary Plan Area will be subject to the angular plane performance standards of the Dufferin Street Urban Design Guidelines. These planes will apply to both mid-rise buildings, the bases of tall buildings, as well as to establish the height and location of tall buildings.
- 3.7.2.5 Sufficient space between buildings, including multiple buildings on a single development block, will be provided to protect for light and privacy for dwelling units in the development and contribute to outdoor amenity space for residents.

4. STREETScape

- 4.1 Landscape gateways are indicated on the Greening Plan (Map 36-5) and will mark a sense of arrival for visitors heading toward Yorkdale Shopping Centre or to downtown destinations. Landscape gateways will establish a green vegetated entrance through setbacks on Blocks 1 and 14 as identified in Map 36-2. Any proposed landscaping within the 14 metre setback to the Highway 401 ramps will require further discussion with the Ministry of Transportation.
- 4.2 Landscape medians will be implemented to facilitate vehicular access and egress at appropriate locations and improve overall traffic flow. Transit priority measures will be provided where possible and appropriate to enhance transit users' experience.
- 4.3 Public art is highly encouraged as part of the Dufferin Landscape Gateway, in parks, urban plazas, street boulevards and other private open spaces.
- 4.4 New street trees will be planted on both sides of all new or existing streets in the Secondary Plan Area as part of a development proposal and will be designed consistently with the Dufferin Street Urban Design Guidelines.

5. DENSITY

- 5.1 New development will be permitted at a density that is balanced with the timely provision of physical and social infrastructure consistent with the comprehensive planning framework outlined in this Secondary Plan. Development will be consistent with the maximum gross densities shown in Map 36-11.
- 5.2 Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in Tall Building Areas identified in Map 36-10. Development will transition away from these areas in scale, massing, height and density.

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6. MUNICIPAL SERVICING

Municipal servicing infrastructure includes the water distribution system, sanitary sewers and storm sewers. Intensification of the Dufferin Street Secondary Plan Area will be supported by improvements to servicing infrastructure both within and outside the Secondary Plan Area.

The Infrastructure and Stormwater Management Master Plan (ISMMP) identifies municipal servicing infrastructure needs to support future growth within the Secondary Plan Area. The ISMMP will serve as a strategic document to support this Secondary Plan and will be used as a technical resource for the review of development proposals within the Dufferin Secondary Plan Area.

- 6.1 New development will not exceed the capacity of municipal servicing infrastructure. Intensification in the Secondary Plan Area will be supported by upgrades to the municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed and planned growth, upgrades and improvements to infrastructure will be required with development to provide adequate capacity.
- 6.2 New development will manage stormwater on its site and not rely on stormwater management facilities in the public realm. New development will incorporate the principles of the City's Wet Weather Flow Master Plan (WWFMP) by meeting the objectives and the targets in the City's WWFMP Guidelines.
- 6.3 Opportunities will be investigated through the design and construction of the streets, parks and accessible open spaces to incorporate stormwater management facilities to manage stormwater from the public realm and divert stormwater from the City's storm sewers.

7. MOBILITY

The Transportation Master Plan (TMP) for the Dufferin Street Secondary Plan Area focuses on balancing modes of transportation and land uses, and enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour.

Dufferin Street and existing local streets will be enhanced over time through streetscape improvements, such as widened sidewalks, parking and street tree planting, and facilities will be introduced and secured as part of development and capital infrastructure projects to encourage walking, cycling and the use of public transit, and shift dependence away from automobiles. A finer grain road network will be implemented to allow pedestrians, cyclists, transit users and vehicles to move more efficiently through the corridor while improving connectivity.

The TMP forms the basis for the transportation infrastructure required to support growth envisioned in this Secondary Plan, and provides additional detail on the improvements to mobility. The TMP should be read in conjunction with this section. The Travel Demand Management strategies in this Secondary Plan promote a range of viable travel options and encourage sustainable travel behaviours.

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7.1 Transportation Master Plan

7.1.1 The Dufferin Street Transportation Master Plan forms the basis of the transportation infrastructure required to service the growth envisioned as part of this Secondary Plan. The work undertaken for the Transportation Master Plan satisfies Phase 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the Dufferin Street Transportation Master Plan will be refined, protected, and implemented through the development application process.

7.2 Public and Private Streets, Lanes and Driveways

Improvements to the local street network will be developed through the creation of a street grid with interconnected streets that defines new and smaller development blocks, improves access to *Employment Areas*, and reduces reliance on Dufferin Street for local travel.

7.2.1 The Large Blocks identified in the Specific Policy Block Plan (Map 36-2) will be divided into appropriately scaled development blocks, with a fine grain of public streets to ensure a high level of permeability for pedestrian, cycling and vehicular circulation and to encourage an appropriate building type and scale of redevelopment for those blocks.

7.2.2 The layout and pattern of new local public streets is illustrated on Map 36-6. The exact location, alignment and design of each new street will be refined through the review and approval of the respective Block Master Plan and individual plans of subdivision adopted by City Council. Landowners that are adjacent to, but outside of the Secondary Plan Area, will not be responsible for providing new public streets and laneways.

7.2.3 An Official Plan amendment is not necessary to alter the number of local streets, their location or alignment from those shown on Map 36-3 and Map 36-6.

7.2.4 New segments of the public street network will be implemented so that the functional integrity of the transportation system is maintained at all times to the satisfaction of the City. Appendix 1 to this Secondary Plan No. 36, provides the details of certain of the proposed new road segments.

7.2.5 Access and servicing to development from new or existing local and collector streets will be encouraged. The impact of driveways, garages and parking areas will be minimized by locating them at the side or back of buildings, or underground.

7.2.6 A system of public laneways or shared private driveways should be introduced to ensure service vehicles and parking access, to facilitate internal block circulation for vehicles and pedestrians and minimize impact to streetscape and cycling infrastructure, particularly on Dufferin Street.

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- 7.2.7 Facilities for pedestrians, cyclists, transit and shared mobility users will be improved as the space within the right-of-way is reorganized with development. The re-organization of the space within the right-of-way will be guided by the Dufferin Street Urban Design Guidelines and Complete Street principles.
- 7.2.8 Design features that maximize the safety and comfort of pedestrians and cyclists will be considered in the future design of highway interchanges and grade separated facilities.

7.3 Transit

Transit, walking and cycling are interrelated components and together with a fine grain street network, will contribute to the provision of a range of sustainable travel options. The transit system, public streets, parks and open spaces, and development in the Secondary Plan Area will be generally consistent with the following transit-supportive principles:

- 7.3.1 The location and design of streets, buildings, and other facilities will give consideration to the efficient operation of surface transit vehicles and improvement of the transit users' experience.
- 7.3.2 New development and public infrastructure projects adjacent to the transit system will recognize and protect for possible future transit system improvements.
- 7.3.3 Access to and from existing and planned local and regional transit stations and stops will be improved where possible with new development through, but not limited to, way-finding solutions, new pathways and enhancing existing transit facilities.
- 7.3.4 Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership.
- 7.3.5 The public street, parks and open space network will be designed to provide pedestrians and cyclists with direct, convenient and attractive connections to the transit system.

7.4 Pedestrian and Cycling Movement

The Dufferin Street Secondary Plan Area will be planned to encourage a safe and attractive walking and cycling environment as a viable travel option and reduce the use of automobiles, as well as to complement retail activity at the ground level of mixed-use development. The cycling network within the Secondary Plan Area will provide connections to other planned cycling networks, including in the Lawrence Allen Secondary Plan Area and to planned networks in the larger City of Toronto Bike Plan. A fine-grain local street network and improved pedestrian crossings will improve movement through the Secondary Plan Area as well as east-west pedestrian movement to connect new and existing residential and retail development and amenities, open space areas, transit and *Employment Areas*.

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- 7.4.1 Improvements to the Dufferin Street streetscape will create inviting spaces for pedestrians along the corridor and encourage walking and cycling as sustainable and desirable modes of transportation consistent with the following principles:
- (a) Planning, design, development, and construction of existing and new public local streets and other components of the public realm in the Secondary Plan Area will be consistent with the Pedestrian and Cycling Connections Plans (Maps 36-7a and 36-7b).
 - (b) Pedestrian and bicycle infrastructure improvements in the Secondary Plan Area will provide networks of direct, convenient, safe and attractive walking and cycling routes that are connected and integrated with the existing and planned walking and cycling networks outside the Secondary Plan Area.
 - (c) Bicycle infrastructure and facilities will be appropriately planned and provided as identified in Map 36-7b with all site development. Bikeshare facilities will be encouraged at all proposed cycling route interchanges identified in Map 36-7b.
 - (d) New signalized pedestrian crossings identified in Map 36-7a will be implemented with development, where possible, to improve and enhance safe east-west pedestrian movement in the Secondary Plan Area.
 - (e) High Order Pedestrian Zones shown on Map 36-7a are areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced pedestrian network is required. Development coinciding with High Order Pedestrian Zones will provide high quality facilities and amenities consistent with, but not limited to, the following:
 - (f) Increasing pedestrian safety at offset intersections;
 - (g) Shortening pedestrian crossing with curb bulb-outs and intersection radius reduction;
 - (h) Increasing the width of sidewalk, pedestrian boulevard space at intersections, and shortening pedestrian crossings to maintain acceptable pedestrian services; and,
 - (i) Street furniture, streetscape treatments and pedestrian amenities.

7.5 Parking and Traffic Demand Management (TDM)

The Dufferin Street Secondary Plan focuses on a balanced approach to transportation, including the use of Travel Demand Management in reducing dependence on automobile travel and encouraging other modes of travel. Truck travel will continue to play a central role in the safe and efficient movement of goods to and from adjacent *Employment Areas*.

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- 7.5.1 Surface parking for new mixed use development in the Dufferin Street Secondary Plan Area will be discouraged.
- 7.5.2 Quantitative multimodal transportation assessments and site related mitigation measures provided with development applications will demonstrate that sufficient and safe transportation infrastructure exists within the Secondary Plan Area to support the proposed new development, consistent with the Dufferin Street Transportation Master Plan.
- 7.5.3 New mixed use development on the Large Blocks identified in Map 36-2 will be required to submit a comprehensive Travel Demand Management Strategy with development applications, to the satisfaction of the City.
- 7.5.4 New vehicular parking facilities will generally be provided below-grade as part of new development and will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.
- 7.5.5 On street parking may be permitted, where appropriate, where it will enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the neighbourhood parking supply.
- 7.5.6 Parking requirements for development that include at-grade retail in Mid-Rise Blocks (Map 36-2) may be reduced at the City's discretion. Reductions to the parking rate will be considered on a site by site basis and after a review of contributions to the implementation of TDM measures identified in the Dufferin Street Transportation Master Plan and other sustainable transportation mobility options and facilities, to the satisfaction of the City.
- 7.5.7 Shared vehicular parking facilities will be encouraged with new development.

8. SUSTAINABILITY

Environmentally sustainable built form will be encouraged through the redevelopment of individual sites.

- 8.1 New development will include approaches to mitigate stormwater management as necessary and consistent with the Wet Weather Flow Guidelines and Infrastructure and Stormwater Master Plan identified in Section 6 of this Secondary Plan.
- 8.2 New development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards.

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9. LARGE BLOCK POLICIES

The Large Blocks in Map 36-2 have the greatest potential for redevelopment and to influence the character and quality of Dufferin Street. To achieve the Vision of this Secondary Plan, the following policies outline direction unique to each of the Large Blocks.

9.1 Block 1

Block 1 shares its borders with a Neighbourhood to the south, Employment Areas to the west, Highway 401 and Bridgeland Avenue to the north, and Dufferin Street to the east. Despite these edges on public streets, Block 1 has limited frontage on Dufferin Street. The vision for this Large Block includes a network of new local public streets and blocks, and a new public park as a focal point for a mixed use community. Development will be sensitively designed, stepped down in height, and set back to provide transition to adjacent and nearby *Neighbourhoods*, and be appropriately separated from *Employment Areas*. A landscape gateway feature will mark a sense of arrival into the Secondary Plan Area from Highway 401 and from the north. Block master planning between land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives for new mixed use development on Block 1 (Map 36-2) will be secured with new development, and will include:

- 9.1.1 Block master planning between all owners of Block 1, in accordance with 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.1.2 A network of new public streets will be introduced through Block 1 and create appropriately scaled blocks to provide address and enhance connectivity to Dufferin Street and Bridgeland Avenue. The new streets and blocks will be designed according to appropriate policies related to streets and blocks in this Secondary Plan and a Block Master Plan approved by Council.
- 9.1.3 A landscape gateway, designed within the required Ministry of Transportation setbacks to the off-ramp from Highway 401, is highly encouraged to establish and strengthen the Secondary Plan area's identity as a gateway to the City.
- 9.1.4 A new public park will be introduced as a focal point for Block 1. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.

City of Toronto By-law No. 1351-2015**9.2 Block 6**

Block 6 is framed by Dufferin Street to the east, Orfus Road to the north, Samor Road to the south and an *Employment Area* to the west. This large block shares its northerly frontage with Orfus Road, which is a busy retail area and collector street. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park, and an urban plaza or other open space as a focal point for a mixed use community. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*. Setbacks on Dufferin Street, Orfus Road and Samor Road will provide pedestrian and retail amenity as well as enhanced landscape features to improve the walking experience on these existing streets. Block master planning will ensure comprehensive and coordinated redevelopment.

Public planning objectives for new mixed use development on Block 6 (Map 36-2) will be secured with new development, and will include:

- 9.2.1 Block master planning between all owners of Block 6, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.2.2 A network of new local public streets will be introduced through Block 6. Appropriately scaled blocks will provide address and enhanced connectivity to Dufferin Street, Orfus Road and Samor Road. The location of the new public streets will be determined through a comprehensive Block Master Plan process.
- 9.2.3 A new public park will be introduced as a focal point for Block 6. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan. A privately owned, publicly accessible space, such as urban plazas and walkways to support the park and open space system will also be encouraged.
- 9.2.4 In Low-Rise Areas identified in Map 36-10, low-rise buildings, such as townhouses, will provide transition in height and scale from Mid-Rise and Tall Building areas.

9.3 Block 7

Block 7 is framed by Dufferin Street to the east, Samor Road to the north, Apex Road to the south and an *Employment Area* to the west. Samor Road and Apex Road provide links to the adjacent *Employment Area*. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*. Block master planning between land owners will ensure comprehensive and coordinated redevelopment.

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Public planning objectives for new mixed use development on Block 7 (Map 36-2) will be secured with new development, and will include:

- 9.3.1 Block master planning between all owners of Block 7, in accordance with 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.3.2 A network of new local public streets will be introduced through Block 7. Appropriately scaled blocks will provide address and enhanced connectivity to Dufferin Street, Samor Road and Apex Road. The location of the new public streets will be determined through a comprehensive Block Master Plan process.
- 9.3.3 A new public park will be introduced as a focal point for the block. The park will have continuous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.
- 9.3.4 In Low-Rise Areas identified in Map 36-10, low-rise buildings, such as townhouses, will provide transition in height and scale from Mid-Rise Areas.

9.4 **Block 8**

The intersection of Dufferin Street and Lawrence Avenue West are where two *Avenues* meet and is a gateway to the Secondary Plan Area from the south. The vision for this large block includes a network of new public streets and smaller blocks, and a new public park. Street related mixed use development will be sensitively designed, and sensitive uses appropriately buffered from adjacent *Employment Areas*

Tall buildings are envisioned at the corner with a new east- west street defining the limit of tall building sites as well as mirroring the limit of tall buildings on the east side of Dufferin Street. Generous setbacks and an urban plaza will define the intersection, connect to the open space network and create a focal point for social activity. Block master planning involving land owners will ensure comprehensive and coordinated redevelopment.

Public planning objectives for new mixed use development on Block 8 (Map 36-2) will be secured with new development, and will include:

- 9.4.1 Block master planning between all owners of Block 8, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.
- 9.4.2 A network of new local public streets will be introduced through the block. The location of the new public streets will be determined through a comprehensive block master plan process.

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- 9.4.3 A new public park will be introduced as a focal point for the block. The park will have generous frontage on at least one public street. The exact size and configuration of the park will be determined as part of the Zoning Amendment and Plan of Subdivision process. New Parks will meet the design criteria outlined in Section 3.3.4 of this Secondary Plan.
- 9.4.4 Tall buildings are permitted on Block 8 in Tall Building Areas and are limited to the Dufferin Street and Lawrence Avenue West intersection. The design of tall buildings will meet all setbacks, transition and built form policies in this Secondary Plan. Tall buildings will be designed according to the applicable policies of the Official Plan and consistent with the Tall Building Design Guidelines for the City of Toronto.

9.5 Block 14

Block 14 is the north-eastern most site in the Dufferin Street Secondary Plan Area and comprises the Yorkdale Shopping Centre and surrounding lands. Together with Block 1 and the lands within the Highway 401 interchange, Block 14 forms part of the north gateway to the Secondary Plan.

Yorkdale Shopping Centre plays an important role along Dufferin Street, within the City of Toronto, and within the broader region as a major tourist destination, large scale employer, and an important economic driver. This role is intended to increase over the horizon of this Secondary Plan and beyond, as the uses on the site continue to expand and evolve. Within Block 14, the existing Yorkdale Shopping Centre is an important retail location on Dufferin Street, where it acts as a northern anchor for the street, drawing pedestrians and economic activity. Block 14 will continue to evolve into a mixed use neighbourhood that will support the implementation of the Secondary Plan Vision for Dufferin Street.

The Secondary Plan Vision for these lands is for a landmark mixed use destination that maximizes opportunity for additional transit supportive development on the Block. New development within Block 14 will positively address and animate Dufferin Street and Yorkdale Road and improve permeability into and through the Block to Dufferin Street, the Yorkdale Subway Station, surrounding parks and the broader area, with new public and publicly accessible streets, pedestrian routes, and a connected network of public parks and privately owned publicly accessible open spaces. The Yorkdale Crescent will be an organizing element on Block 14, strengthening the integration of new development with the existing Yorkdale Shopping Centre. Yorkdale Crescent will be comprised of a series of public realm elements, including streets, landscaped setbacks, parks and open spaces organized to create a radial gesture unifying the north and west development areas on Block 14. Block master planning will ensure comprehensive and coordinated redevelopment across the Block. The build out of Block 14 is expected to occur to 2041 or beyond, with construction of initial phases expected prior to 2030.

Public planning objectives for new development on Block 14, additional to policies in the Lawrence Allen Secondary Plan for the Yorkdale Shopping Centre, include the following:

Climate Adaptation

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- 9.5.1 Applying an innovative approach to sustainable design that is climate resilient and reduces heat exposure, impervious surfaces and flooding, including through the provision of green infrastructure.
- 9.5.2 Minimizing energy demand, seeking opportunities for district energy and/or other low carbon energy solutions, and pursuing zero emissions, including from the impacts of embodied emissions from materials.
- 9.5.3 Increasing the urban tree canopy and promoting landscapes with native species and pollinators.

Coordinated Development

- 9.5.4 A Block Master Plan for Block 14, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated development. The Block Master Plan for Block 14 is shown on Map 36-17 “Block Master Plan”.
- 9.5.5 Water, sewer, and stormwater servicing will be required to accommodate for future development on Block 14 in accordance with the Yorkdale Development Infrastructure Master Plan Addendum. New development will not exceed the capacity of municipal servicing infrastructure. Where infrastructure capacity is inadequate to support proposed development on Block 14, upgrades and improvements to infrastructure will be required with development to provide adequate capacity.
- 9.5.6 New development will coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new servicing and transportation infrastructure where required to support new development. Infrastructure upgrades and/or improvements will be guided by the Yorkdale Transportation Master Plan and Yorkdale Development Infrastructure Master Plan Addendum. This may also include cost sharing agreements between landowners, where appropriate.
- 9.5.7 New development will include stormwater management methods to address existing site impacts on the environment resulting from extensive surface parking and to manage future development in an environmentally responsive manner.
- 9.5.8 Transportation infrastructure will be provided to accommodate for future development on Block 14. Planning for future transportation infrastructure will be guided by the Yorkdale Transportation Master Plan, and future multi-modal Transportation Impact Study updates, to account for changes in demand and modal split over the build out of Block 14.
- 9.5.9 The planned street network, as shown on Map 36-3 “Structure Plan” and Map 36-6 “Street Network”, will provide a fine grain of streets to

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improve connectivity for pedestrians, cyclists and vehicles, and enhance access to/from, through and within Block 14.

- 9.5.10 Improvements to the pedestrian and cycling network on Block 14 and connections to surrounding neighbourhoods will be provided as shown on Maps 36-7a and 36-7b and will be implemented through the phased development of Block 14.
- 9.5.11 Development and public infrastructure projects adjacent to existing and planned transit priority routes and to the transit interchanges identified in Map 36-19 “Transit and Transportation Demand Management (TDM) Plan”, will recognize and consider local and regional transit system infrastructure needs.
- 9.5.12 A Multi-modal Transportation Impact Study and Parking Management Program outlining recommended improvements for Block 14 will be updated and submitted to the City with each Block Plan, in conjunction with any Zoning By-law Amendment Applications for lands within the Block Plan.
- 9.5.13 A green streets approach will be applied to the design and construction of new public streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

Land Use

- 9.5.14 The entirety of Block 14 will continue to be designated Mixed Use Areas with retail, service, entertainment, residential, hotel, office, parks, open spaces, and other appropriate uses supported and encouraged on site. Retail and active uses at grade will be encouraged in new development and along the Dufferin Street edge within a streetwall oriented toward Dufferin Street.

Parks, Open Space and Public Realm

- 9.5.15 The redevelopment of Block 14 over time will create a high quality public realm of public and private streets, mid-block connections, parks, open spaces, pedestrian and cycling connections. The design and activation of the public realm will support the new complete community at Yorkdale, while reflecting the shopping centre's critical role as a regional retail destination. The Yorkdale Urban Design and Streetscape Guidelines provide guidance on implementing public realm design and streetscaping within Block 14.
- 9.5.16 The redevelopment of Block 14 will include the creation of a fine grain pattern of appropriately scaled development blocks, public and private streets, parks and open spaces as shown on Map 36-3 “Structure Plan” and Map 36-17 “Block Master Plan”. Mixed use redevelopment will occur on Blocks 14-1 through 14-10, while parks and major open space will be provided on open space Blocks 14-A

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through 14-D, as generally shown on Map 36-17 “Block Master Plan” and Map 36-5 “Greening Plan”.

- 9.5.17 Within the site interior, the relationship between the public realm and built form, and between the existing Yorkdale Shopping Centre and the new development blocks will be reinforced by the Yorkdale Crescent, a radial design gesture generally extending from the public park on Block 14-A to the publicly accessible open space on Block 14-D and connecting the parks, open spaces and public realm elements along Street A, as shown on Map 36-17.
- 9.5.18 Active uses will be provided along the edges of public and private, publicly accessible streets, where appropriate, as generally shown on Map 36-8 “Priority Retail Areas”.
- 9.5.19 Block 14 forms part of the Dufferin Landscape Gateway. Implementation of the Landscape Gateway will be encouraged with new development along the Dufferin Street frontage, consistent with the policies of this Secondary Plan and with the Yorkdale Urban Design Guidelines.
- 9.5.20 Development will contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy and providing adequate soil volume to ensure healthy, mature tree growth in addition to minimizing conflicts with utilities throughout the development site, where possible.

Urban Design

- 9.5.21 Notwithstanding Policy 11.7, the Yorkdale Urban Design and Streetscape Guidelines will prevail in the case of a conflict with the Dufferin Street Urban Design Guidelines. The Yorkdale Urban Design and Streetscape Guidelines will replace guidelines for Block 14 as set out in Section 6.2.5 of the Dufferin Street Urban Design Guidelines. The Yorkdale Urban Design and Streetscape Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plans of Subdivision and Site Plan Control.
- 9.5.22 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block.

 Notwithstanding policies in Section 3.7.2, building height permissions for Block 14 are identified in Section 12.4 below and on Map 36-10 “Building Type Areas”.
- 9.5.23 In addition to policy 3.7.2.3, the implementing Zoning By-law(s) will cease to restrict the height of buildings and structures in consideration of the flight approach to the airport once the Downsview Airport is no longer operational, at which time the maximum building heights will be as shown on Map 36-10.

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Phasing

- 9.5.24 Development will be sequenced, generally as shown on the Reference Phasing Diagram in Appendix “3”, to ensure the policies of this Plan are met for each phase of development of Block 14. For additional clarity, phasing of the development on Block 14 is not required to proceed in the alphabetical order shown on the Reference Phasing Diagram in Appendix “3”.
- 9.5.25 Phasing Plans will provide guidance as to when and how Block 14 will develop over time. The Reference Phasing Diagram in Appendix “3” is provided for information purposes only and may be revised without the need for an amendment to the Secondary Plan, provided that the general intent and purpose of the Secondary Plan is maintained, and the timing of delivery of public infrastructure is acceptable to the City.
- 9.5.26 Development phases will be informed by the Yorkdale Transportation Master Plan, Yorkdale Development Infrastructure Master Plan Addendum, the Parks and Recreation Facilities Master Plan and other relevant Master Plans and studies that are applicable or provided at the time of future Block Plan(s). Any studies that are provided in support of development will be informed by these Master Plans.
- 9.5.27 A Reference Phasing Diagram for Block 14 will be submitted to the City concurrent with the first Block Plan and Zoning By-law Amendment application for Block 14, and will be updated and resubmitted with each subsequent Block Plan and Zoning By-law Amendment application.

Block Master Plans and Block Plans

- 9.5.28 The Block Master Plan for the entirety of Block 14, as shown on Map 36-17, forms the basis for development of Block 14, the policies found in this section and Section 12.4.
- 9.5.29 Further Block Plans for areas generally consistent with the phases outlined in the Reference Phasing Diagram will be submitted concurrent with applications for Zoning By-law Amendment. The extent of lands contained in each Block Plan will be consistent with the lands subject to the respective application for Zoning By-law Amendment.
- 9.5.30 Subject to approval by the City, Block Plans may serve to amend the Block Master Plan for Block 14 as shown on Map 36-17 without the requirement for an amendment to this Secondary Plan, provided that the general intent and objectives of the Block Master Plan are maintained.
- 9.5.31 To ensure a coordinated approach for the development of Block 14, the following reports and studies establishing the framework for all of Block 14 will be required with the first Block Plan and Zoning By-law

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Amendment application on all or a part of Block 14:

- (i) Net Zero Emissions Strategy;
- (ii) Sustainability Strategy (including Green Street Strategy, strategies to achieve and articulate net zero carbon targets, materials and sources, active transportation, and mobility as it relates to sustainability and climate resiliency);
- (iii) Urban Design Guidelines (including Built Form, Streetscape and Public Realm Strategy);
- (iv) Public Art Strategy, per policy 12.4.44 below;
- (v) Transportation Demand Management Strategy; and
- (vi) Affordable housing strategy.

For greater clarity, the above noted list of studies and reports is not a comprehensive list of all required reports and studies that may be requested as part of an application for Zoning By-law Amendment. The complete application requirements of the Official Plan continue to apply, which may also be supplemented by further reports and studies as may be identified in accordance with the list above.

9.5.32 In addition to requirements identified in policies 11.13.2 and 11.13.3, the following matters will be addressed as part of a Block Plan:

- (i) A description of the character and the key elements of the Block Plan;
- (ii) Delineation of the lands within the Block Plan, generally consistent with the phases, as updated, in the Reference Phasing Diagram for Block 14;
- (iii) Coordination of services (including but not limited to streets, parks, servicing infrastructure, housing, connections) between the subject Block Plan lands and the other lands on Block 14;
- (iv) The location, preliminary design and costing of required water, sewer and stormwater infrastructure for development within the Block Plan;
- (v) Details of the transportation network improvements for the Block Plan, including costing and interim conditions to facilitate the transportation network as identified in the Yorkdale Transportation Master Plan and on Maps 36-3, 36-6, 36-7a, 36-7b, 36-18 and 36-19 for Block 14;
- (vi) An updated Community Services and Facilities (CS&F) Study that identifies which facilities have been delivered and which facilities remain to be delivered including location(s) of facilities provided within the Block Plan;

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- (vii) Additional site-specific built form and public realm strategies for individual development blocks, based on the Yorkdale Urban Design Guidelines;
- (viii) Public art plans; and
- (ix) Location and proposal for affordable housing.

9.5.33 As the development of Block 14 will occur over time, in order to ensure that development is proceeding with coordinated and up to date information, each application for Zoning By-Law Amendment must address the implementation of the Block Master Plan and approved plans and reports described in Policy 9.5.31 above.

10. HOUSING and COMMUNITY SERVICES AND FACILITIES

The introduction of residential uses provided for in this Secondary Plan will require additional community services and facilities to service a growing population. Community services and facilities which were identified through the Community Service and Facilities Study as priority for community benefits through Section 37 contributions with new development should be provided in the new community in a timely fashion. The housing policies in this Secondary Plan reflect a desire for a new community with a range of housing opportunities in terms of tenure and affordability.

10.2 Housing

- 10.2.1 To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be provided throughout the Secondary Plan Area to meet the different and changing household needs over time, including units that are suitable for families with children, larger households, and units designed as accessible for seniors.
- 10.2.2 To ensure the provision of housing suitable for larger households, including families with children, the development of larger units with at least 2 and 3 bedrooms at a minimum size of 100 square metres is strongly encouraged. At a minimum, 10% of all residential units in new developments, excluding any replacement rental housing units required, shall be built to contain 3 or more bedrooms.
- 10.2.3 Development of new affordable and mid-range rental housing, and new affordable ownership housing is encouraged with new residential development to contribute to the full range of housing.
- 10.2.4 Affordable housing units provided in new development in the Secondary Plan Area will be encouraged to be of the same type and size as market development.
- 10.2.5 New buildings which include residential uses are encouraged to provide interior and exterior amenity areas that can accommodate a range of programming to support the needs of a variety of households.

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10.3 Community Services and Facilities

- 10.3.1 Where new development generates community benefits under Section 37 of the *Planning Act*, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
- (a) Flexible multi-purpose space to provide for a wide range of programs and services including: community recreation programs, supplemental library space and/or human agency programs;
 - (b) Two to three new child care facilities to serve the projected population growth;
 - (c) Capital improvements to the Glen Long Community Centre and potential expansion;
 - (d) Capital improvements to library branches servicing the lands subject to this Secondary Plan; and
 - (e) Small scale improvements for large existing parks.
- 10.3.2 The priority community facilities identified above will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.
- 10.3.3 The provision of appropriate community facilities will be monitored as development proceeds. All development proposals will be assessed to determine their impact on both existing and proposed community facilities. All necessary steps will be taken to secure community facilities as development proceeds and the co-ordination of joint community facilities among various public agencies is encouraged.
- 10.3.4 In particular, the impact of development will be assessed through monitoring of the following:
- (a) The amount of parkland per capita, its distribution, and the adequacy of recreational facilities;
 - (b) The adequacy of existing and proposed school facilities to serve the student population which new residential development may generate. The advice of the Toronto District School Board and the Toronto Catholic District School Board will be sought as to the adequacy of school facilities when considering rezoning applications for proposed residential developments; and
 - (c) The adequacy of other community facilities such as libraries.

11. IMPLEMENTATION AND INTERPRETATION

- 11.1 This Secondary Plan should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

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- 11.2 Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries of the Building Type Areas shown on Map 36-10 will not require amendment to this Secondary Plan.
- 11.3 Where the policies of this Secondary Plan limit the Floor Space Index (FSI) of development, FSI calculations will exclude the gross floor area of City-owned and non-profit community facilities. Net FSI calculations will exclude new public streets, parkland, and existing local public streets. Where land to be conveyed as a local public street or park is shared between development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of the FSI calculations.
- 11.4 The City will use its powers as the municipal approval authority to ensure that residential development does not outpace provision of infrastructure, facilities, and amenities needed to support intensification of the Secondary Plan Area.
- 11.5 The City may enact Zoning By-laws and approve Block Master Plans and Plans of Subdivision to permit the development of residential uses on Blocks 1, 6, 7 and 8 provided that proposals meet all applicable policies and legislation. The City may enter into Agreements pursuant to the *Planning Act*, including Sections 37, 41, and 53 and the *City of Toronto Act*, to secure matters required to support the development provided for by this Secondary Plan.
- 11.6 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the *Planning Act*, as amended, may be used.
- 11.7 Urban Design Guidelines for the Dufferin Street Secondary Plan Area adopted by City Council will, among other matters, establish a context for coordinated development of the Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plans of Subdivision and Site Plan Control.
- 11.8 All development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as tall buildings, mid-rise buildings, and townhouses.
- 11.9 For the purposes of this Secondary Plan the term 'sensitive land uses' shall have the same meaning as in the Provincial Policy Statement. In the Provincial Policy Statement (2014) sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.
- 11.10 New development will protect for the long term vision of Dufferin Street within the planned right-of-way consistent with the policies of this Secondary Plan, the Dufferin Street Urban Design Guidelines, the Transportation Master Plan and Infrastructure and Stormwater Management Master Plan.
- 11.11 The policies of the Official Plan apply to the Dufferin Street Secondary Plan Area, except in the case of a conflict, the Dufferin Street Secondary Plan policies

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will prevail.

11.12 Plans of Subdivision

- 11.12.1 New residential development, including the passage of an implementing Zoning By-law, will not proceed within Blocks 1, 6, 7, 8 and 14 without the approval by the City of a Draft Plan(s) of Subdivision for the associated lands which implement(s) new streets and blocks.
- 11.12.2 Applications for Plan of Subdivision within the Large Blocks identified in Section 11.12.1 will comply with the statutory complete application submission requirements of the *Planning Act*, the Official Plan, and the requirements of Appendix 2 to this Secondary Plan.
- 11.12.3 Division of land will be in conformity with this policy document and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.
- 11.12.4 Applications for Plan of Subdivision within the Blocks identified in Policy 11.12.1 will be submitted with corresponding applications for Zoning By-law Amendment pursuant to Policy 11.13.

11.13 Zoning By-law Amendments

- 11.13.1 In addition to the submission requirements of Policy 11.12, a complete application to amend the Zoning By-law for Blocks 1, 6, 7, 8 and 14 identified in Map 36-2, will include a Block Master Plan, in consultation with all land owners in the respective blocks.
- 11.13.2 Block Master Plans acceptable to the City will be submitted for consideration to City Council concurrent with the consideration of an implementing Zoning By-law. If the Block Master Plan is adopted by City Council, the Block Master Plan will be appended to the Urban Design Guidelines to guide future development within the respective Block.

The Block Master Plan will demonstrate how the proposed development addresses the vision and principles of the Secondary Plan by illustrating:

- (a) The location, size and design of public and private streets;
- (b) The location and size of lands to be conveyed to the City as parkland;
- (c) The location and design of the pedestrian and cycling network;
- (d) The building location and organization, including entrances and ground floor uses;
- (e) Building massing, including the proposed heights of buildings, including setbacks and stepbacks, and distribution of density on the block;

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- (f) The location, dimensions and character of interior and exterior publicly accessible private open spaces showing their continuity and complementary relationship to adjacent public spaces and streets and their pedestrian amenity including weather protection;
- (g) The general location of parking facilities and vehicular access points which are of sufficient detail to assess the effect of these facilities on the public sidewalk and on adjacent signalized intersections; and
- (h) A phasing plan for development. Holding (H) policies and Holding (H) zones may be used as mechanisms to ensure that large developments proceed in step with infrastructure and community services and facilities.

11.13.3 Zoning By-law provisions for each Block identified in Section 11.13.1 will include, but not be limited to, the following:

- (a) Permitted uses;
- (b) Limits on Floor Space Index;
- (c) Front setbacks and/or build-to lines, including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
- (d) The definition of areas within each block where development is permitted including, but not limited to:
 - (i) Side and rear yard setbacks, building heights and stepbacks, angular planes, facing distances between buildings;
 - (ii) Built form envelopes; and
 - (iii) Height limits and/or angular planes;
- (e) Requirements for indoor and outdoor amenity space;
- (f) Minimum and maximum vehicular and bicycle parking standards;
- (g) Defined conditions for the use of a Holding (H) symbol pursuant to Section 36 of the *Planning Act*;
- (h) The permitted uses of the lands and buildings when the Holding (H) symbol is removed by amendments to the by-law; and
- (i) Matters to be secured pursuant to Section 37 of the *Planning Act*.

11.14 Holding (H) Symbol

The redevelopment of Blocks 1, 6, 7, and 8 provide the greatest opportunity for significant change and the establishment of residential, mixed-use

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neighbourhoods with new streets, blocks and open spaces.

11.14.1 City Council may enact a zoning by-law pursuant to Section 34 and 36 of the *Planning Act*, with an 'H' holding symbol in respect of the residential uses on lands within the area shown on Blocks 1, 6, 7 and 8.

11.14.2 Criteria for Removal of the 'H' Holding Symbol

In order to appropriate sequence development within a phase and otherwise address the provisions of a development site, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

The Zoning By-law for the large Blocks identified in Map 36-2 with special provisions, will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to those conditions identified in the City's Official Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a Holding (H) symbol may include:

- (a) Registration of a Plan of Subdivision;
- (b) Construction of or securing of required water, sewer and stormwater infrastructure;
- (c) Construction of or securing of required public streets;
- (d) Provision of sites for the construction of schools, either as stand-alone buildings or as part of mixed-use development;
- (e) Conveyance of new parkland;
- (f) Construction of or securing of required community facilities;
- (g) Site-specific design guidelines for individual development blocks; and
- (h) Confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development to be secured through Section 37 of the *Planning Act*.

The City may remove the Holding (H) symbol only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the *Planning Act*, including Sections 37, 41, 51, and 53, and the *City of Toronto Act*.

11.14.3 No changes will be made through rezoning, minor variance or consent or other public action that are out of keeping with the vision for the Dufferin

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Street Secondary Plan Area.

11.15 Section 37

- 11.15.1 Prior to enacting implementing Zoning By-laws or removing Holding (H) symbols, Section 37 of the Planning Act will be used to secure priorities for community benefits in the area, which include:
- (a) Provision of additional child care spaces within the base of new multi-storey developments;
 - (b) Enhancement of existing library facilities already serving the Secondary Plan Area (Barbara Frum, Evelyn Gregory and Maria A. Schuka branches);
 - (c) Capital improvements to the Glen Long Community Centre and other nearby community centres, and potential expansions;
 - (d) The provision of 1% for public art;
 - (e) Small scale improvements to existing large parks servicing the area; and
 - (f) Improvements to new parks above base condition.
- 11.15.2 Community services and facilities identified in policy 11.15.1, with the exception of schools, secured through Section 37 agreements may take the form of facilities constructed and furnished within the Secondary Plan Area or monetary contributions provided to help the City achieve the Community Services and Facilities objectives of this Secondary Plan.

11.16 Implementation

- 11.16.1 The City will encourage major landowners within the boundaries of Large Blocks to collaborate in the development of Block Master Plans and the preparation of development applications for lands within the Block.
- 11.16.2 To achieve the Dufferin Secondary Plan Area vision, lot consolidation is required for typical Mid-rise blocks identified on Map-2. Land owner cooperation is encouraged in realizing the Secondary Plan Area vision through the Block Master Plan process.

12. SITE AND AREA SPECIFICS**12.1 3140 – 3170 Dufferin Street and 60-68 Apex Road**

- 12.1.1 A maximum increase of 710m² above the existing gross floor area existing in 2015 (7,100m²) is permitted on the lands municipally known as 3140 – 3170 Dufferin Street and 60-68 Apex Road (for the purposes of this section to be referred to as the “Site”).
- 12.1.2 Notwithstanding Section 1.1, a site specific zoning by-law will be brought forward in accordance with Section 11.13 and the provisions noted below.
- 12.1.3 Notwithstanding Section 3.2.5, a grocery store not exceeding 6,000 square meters of gross floor area is permitted on the Site.
- 12.1.4 Notwithstanding Sections 3.3.3, 3.3.4(a), 3.3.4(g), Map 36-3, Map 36-5 and

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Map 36-8, a new public park will be located on the Site generally as shown on the Site Specific Plan (Map 36-12) or the Conditional Site Specific Plan (Map 36-13), and shall be a minimum of 15% of the total Site area, excluding new streets.

- 12.1.5 Notwithstanding Sections 3.4.1 and 11.10 all minimum building setbacks shall be provided as shown on the Site Specific Plan (Map 36-12) or the Conditional Site Specific Plan (Map 36-13). For greater certainty, below grade structures are permitted within any building setback provided such structures are located a minimum of 1.5 metres below grade.
- 12.1.6 Notwithstanding Sections 3.5.1, 3.5.2 and Map 36-9 any redevelopment of the Site shall provide the following minimum building step-backs:
- (a) A minimum of a 3-metre step-back shall be provided above the 6th storey along Dufferin Street, Apex Road and the new east-west street.
 - (b) A minimum of a 3-metre step-back shall be provided above the 4th storey along the new north-south street.
- 12.1.7 Upon completion of a land use compatibility study in accordance with the applicable Ontario Environmental Land Use Planning Guideline D-6 Compatibility Between Industrial Facilities requirements to the satisfaction of the Chief Planner and Executive Director, and General Manager, Parks, Forestry, and Recreation, the following additional uses, beyond those listed in Section 3.6.2, are permitted within the rear 20-metre setback from Employment Areas, subject to Section 12.1.8 below:
- (a) privately owned publicly accessible space (POPS); and
 - (b) a portion of the public park.
- 12.1.8 Notwithstanding Section 3.3.4 (g), and any provisions in the Secondary Plan to the contrary, up to 33% of the new public parkland conveyance may be located within the rear 20-metre setback from Employment Areas, as shown on the Site Specific Plan (Map 36-12), subject to a land use compatibility study in accordance with the applicable Ontario Environmental Land Use Planning Guideline D-6 Compatibility Between Industrial Facilities requirements to the satisfaction of the Chief Planner and Executive Director, and General Manager, Parks, Forestry, and Recreation.
- 12.1.9 Only if the findings of the study set out in Section 12.1.7 prohibit any portion of the new public park from being located within the rear 20-metre setback from Employment Areas, necessitating a shift of the proposed building to accommodate the public park size requirements found in Section 12.4, then nothing in this Secondary Plan shall prohibit residential, commercial and retail uses within the rear 20-metre setback from Employment Areas as shown on the Conditional Site Specific Plan (Map 36-13), subject completion of a land use compatibility study in accordance with the applicable Ontario Environmental Land Use Planning Guideline D-6 Compatibility Between Industrial Facilities requirements to the satisfaction of the Chief Planner and Executive Director,

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and General Manager, Parks, Forestry, and Recreation.

- 12.1.10 Notwithstanding Sections 3.7.1.1, 3.7.1.2, 3.7.1.5, 3.7.1.7, Map 36-2 and Map 36-10 the building typologies shown on the Site Specific Plan (Map 36-12) and the Conditional Site Specific Plan (Map 36-13) are permitted.
- 12.1.11 Notwithstanding Sections 3.7.2.1, 3.7.2.2, 3.7.2.4, 9.3.4, and Map 36-10 the height of all buildings on the Site shall not exceed the number of storeys as shown on the Site Specific Plan (Map 36-12) and the Conditional Site Specific Plan (Map 36-13).
- 12.1.12 Development facing Dufferin Street, Apex Road to the east of the north-south street and the new east-west street shall comply with a 45 degree angular plane extending from the front property line at a height of 24 metres. Development facing Apex Road to the west of the new north-south street shall comply with a 45 degree angular plane extending from the front property line at a height of 16 metres.
- 12.1.13 Notwithstanding Section 5.1 and Map 36-11 comprehensive redevelopment of the Site shall have a maximum gross density of 2.99 FSI, calculated in accordance with the applicable gross floor area definition in By-law 569-2013, as amended. FSI shall be calculated on a gross site area basis, including all lands to be conveyed to the City.
- 12.1.14 Notwithstanding Section 6.1 intensification of the Site will be supported by upgrades to municipal servicing infrastructure. Where infrastructure capacity is inadequate to support the proposed redevelopment of the Site, upgrades and improvements to infrastructure may be required concurrently with development to provide adequate capacity.
- 12.1.15 Notwithstanding Section 7.1.1 the requirements from the Dufferin Street Transportation Master Plan will be reviewed and refined through the development process for the Site.
- 12.1.16 An Official Plan amendment is not required to alter the number of local streets, their location, or alignment from those shown on the Site Specific Plan (Map 36-12) or the Conditional Site Specific Plan (Map 36-13).
- 12.1.17 Notwithstanding Section 7.2.4 and Appendix 1 to this Secondary Plan, the right of way widths for the new north-south street, and the portion of the new east-west street, on the Site shall be as shown in the Site Specific Plan (Map 36-12) or the Conditional Site Specific Plan (Map 36-13).
- 12.1.18 Notwithstanding Section 7.2.5 driveways are permitted off of, and all parking garages will be accessed from, either the new north-south street or the new east-west street.
- 12.1.19 Notwithstanding Section 7.5.2, quantitative multimodal transportation assessments and site related mitigation measures provided with future development applications will demonstrate that sufficient and safe transportation infrastructure exists within the Secondary Plan Area to

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support the proposed new development, consistent with the Dufferin Street Transportation Master Plan and the analysis shall identify any shortfalls in transportation infrastructure and will recommend strategies to address the same.

- 12.1.20 Notwithstanding Sections 9.3.1, 9.3.2, 9.3.3, 9.3.4, 11.2 and Map 36-10, the redevelopment of the Site, including the location of new public streets and new the public park, will be generally as shown on the Site Specific Plan (Map 36-12) or the Conditional Site Specific Plan (Map 36-13).
- 12.1.21 Notwithstanding Sections 11.7 and 11.8 all of the elements shown on the Site Specific Plan (Map 36-12) and the Conditional Site Specific Plan (Map 36-13) are deemed to have appropriate and meaningful regard for relevant Council adopted Urban Design Guidelines.
- 12.1.22 Notwithstanding Sections 3.2.1, 9.3.1, 9.3.2, 11.13.1, 11.13.2, 11.16.1, 11.16.2, lot consolidation shall not be required for the redevelopment of the Site.
- 12.1.23 If a grocery store is proposed as part of a comprehensive mixed-use redevelopment of the Site, a Transportation Impact Assessment shall be required.
- 12.1.24 Notwithstanding Section 11.14.3, any changes made through rezoning, minor variance or consent applications, or other public action, will be in accordance with applicable official plan policy and legislation.

12.2 3450 Dufferin Street

- 12.2.1 A maximum total gross floor area (GFA) of 63,689 square metres is permitted in the area shown conceptually on Figure 1, with a minimum total non-residential GFA of 520 square metres and a maximum 63,169 square meters GFA of residential gross floor area, calculated in accordance with applicable gross floor area definition in By-law 569-2013, as amended, is permitted on the Site. Any GFA for the provisions of facilities secured through a Section 37 agreement will not be considered as gross floor area as defined in the applicable zoning by-law.

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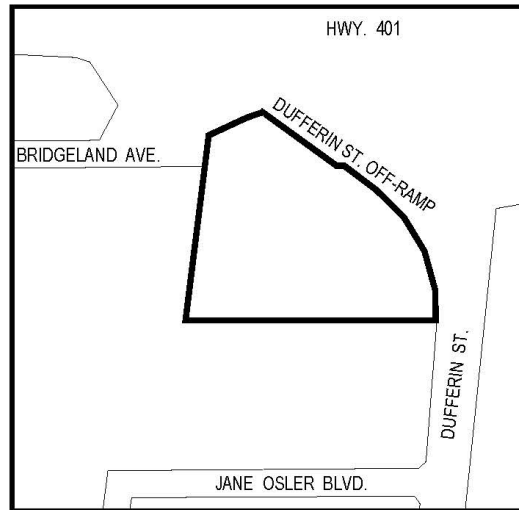


Figure 1

- 12.2.2 Minimum building setbacks and step backs shall be provided on the Site as shown on Map 36-14 “Site Specific Plan”.
- 12.2.3 Notwithstanding Policies 3.7.2.1, 3.7.2.2, and 3.7.2.4 three towers of up to 29, 27 and 23 storeys are permitted on the Site. The height of all buildings on the Site, shall not exceed the number of storeys and height in metres, as shown on Map 36-14 “Site Specific Plan”.
- 12.2.4 Mechanical penthouses are permitted to a maximum height of 7.0m. Architectural expression is permitted to a maximum height of 10.0m. These heights are not permitted to be combined.
- 12.2.5 The maximum height shown on Map 36-14 may be exceeded only for mechanical penthouses or architectural expression.
- 12.2.6 Angular planes are to be extended at a 45 degree angle measured from the west side of the Dufferin street right of way at the height of 80% of the width of the Dufferin Street right of way. No portion of a building may exceed this angular plane.
- 12.2.7 Where a conflict exists between a permitted height and the angular plane described in 12.2.6, the angular plane prevails.
- 12.2.8 The maximum floorplate size of the maximum 29 storey tower is 800 square metres, Gross Floor Area (GFA) calculated in accordance with the gross floor area definition pursuant to By-law 569-2013, as described in 12.2.1 above. All other tall buildings have a maximum floorplate of 750 square metres (GFA calculated in accordance with the gross floor area definition pursuant to by-law 569-2013, as described in 12.2.1 above).

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- 12.2.9 Notwithstanding the density identified on Map 36.11 a maximum density of 3.1 times the gross lot area on lands in Figure 1 hereto shall be permitted on the lands depicted in Figure 1.
- 12.2.10 A site specific zoning by-law amendment will be brought forward in accordance with Policy 11.13 and the provisions noted above to permit the development of the Site in accordance with this Policy 12.2.
- 12.2.11 In the event that the size or configuration of the Site is modified due to public works including a modification to the Ministry of Transportation's Dufferin Street Off-Ramp, development may proceed in accordance with the forgoing or in the alternative as follows:
- a) Base Building setbacks
 - 5 metres from Dufferin Street.
 - 3 metres from all other public streets.
 - 11 metres from the south property boundary.
 - A setback from the MTO highway to the satisfaction of the MTO in consultation with the City.
 - b) Tower setbacks: a minimum of 3 metres from the base building abutting proposed public roads and south property boundary abutting the maximum 23 storey building, with the exception of the maximum 23 storey building which has a minimum setback of 1 metre at the southwest corner above the base building.
 - c) Minimum tower separation distance: a minimum of 25 metres.
 - d) Maximum heights and storeys as in Map 36-14.
 - e) Location of streets and parks as in Map 36-14.
 - f) In the case of a conflict between Policy 12.2.11 and Map 36-14, Policy 12.2.11 prevails.

12.3 3400 Dufferin Street

Lands municipally known in 2018 as 3400 Dufferin Street and as shown on Map 36-15 (defined as the "Site" for purposes of policy 12.3) shall be developed in accordance with the following provisions. Should there be any conflict between a policy in the remainder of the Secondary Plan and its implementing plans, strategies and guidelines, policy 12.3 will prevail.

- 12.3.1 Despite Sections 3.3.3, 3.3.4(a), 9.1.4, Map 36-3, Map 36-5 and Map 36-8, a new public park will be provided as shown on Map 36-15 and will not exceed 10% of the Site area excluding public streets.
- 12.3.2 Despite Sections 3.4.1 and 11.10, minimum above-grade building setbacks shall be provided as shown on Parcels A and B of the Map 36-15. For greater certainty, below grade structures are permitted anywhere on the Site, with the exception of under public parks and public streets, provided they begin at a minimum depth of 1.5 metres. An exception to the prohibition on underground structures below public streets may be considered if and when a zoning by-law amendment application is made, with sufficient justification, to allow a two-way underground driveway beneath the public street connecting below-grade parking garages and/or loading facilities between Parcels A and B.

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- 12.3.3 Despite Sections 3.5.1, 3.5.2 and Map 36-9, the minimum permitted building step-backs are shown on the Map 36-15.
- 12.3.4 Despite Sections 3.7.1 and 3.7.2, Map 36-2 and Map 36-10, the maximum permitted building heights on Parcels A and B are shown on Map 36-15.
- 12.3.5 Despite Sections 3.7.1 and 3.7.2, Map 36-2 and Map 36-10,
- 12.3.5.1 Angular planes are to be extended at a 45 degree angle from the Build-to line shown on Map 36-15 to be measured at a height of 24 metres.
- 12.3.5.2 Angular planes are to be extended at a 45 degree angle measured at ground level from the nearest property line of *Neighbourhoods* designated property.
- 12.3.5.3 No portion of a building may penetrate the angular planes described in 12.3.5.1 and 12.3.5.2.
- 12.3.6 Despite Section 5 and Map 36-11, a maximum total gross floor area (GFA) of 41, 906 m² is permitted in the area shown on Map 36-15, calculated in accordance with the applicable gross floor area definition in Zoning By-law 569-2013, as amended.
- 12.3.7 Despite Section 7.1.1, the requirements from the Dufferin Street Transportation Master Plan will be reviewed and refined through the development process for the Site and may include the use of Travel Demand Management policies and practices such as those provided in Section 7.5.
- 12.3.8 An Official Plan Amendment is not required to alter the location or alignment of public streets and private lanes from those shown on Map 36-15.
- 12.3.9 Despite Sections 9.1, 11.2 and Map 36-10, the redevelopment of the Site, including the location of new public streets and the new public park, will be generally as shown on Map 36-15. For clarity, until such time as the 23m wide public street connection to Dufferin Street has been constructed, ingress access from Dufferin Street to 3450 Dufferin Street will continue to be provided as shown on Map 36-16 - Conceptual Temporary Ingress Access Schedule or in such other location as may be approved by the General Manager of Transportation Services. The temporary ingress must be closed and repurposed for public realm improvements for the portion of the temporary ingress within the public road right-of-way, when the 23 metre wide public street connection to Dufferin Street is constructed.
- 12.3.10 An Official Plan Amendment for the removal of the temporary access as per Map 36-16 and in conformity with policy 12.3.9 shall not be required.
- 12.3.11 Despite Sections 11.7 and 11.8, the permitted location and built form of development shown on Map 36-15 is recognized as having appropriate and

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meaningful regard for relevant Council adopted Urban Design Guidelines.

- 12.3.12 Despite Section 3.2.5, the continued use, operation and expansion of an automotive dealership on the Site including sales, leasing, showroom, storage, service and repair facilities is permitted. Should the Site, or portions of the Site, be redeveloped in accordance with the provisions of this site-specific policy and as shown on Map 36-15, a new automotive dealership including sales, leasing, showroom and related facilities above, may be permitted subject to Rezoning and provided those uses are integrated on the ground floor of a new mixed-use building or below grade.

12.4 3401 Dufferin Street and 1 Yorkdale Road (Yorkdale Block Master Plan)

Interpretation

The following Yorkdale Block Master Plan policies are intended to be read with the policies of the Official Plan, Dufferin Street Secondary Plan, and Lawrence Allen Secondary Plan, except where provided otherwise. In case of a conflict between the Official Plan or applicable Secondary Plans and their implementing plans, strategies and guidelines, and policies in Section 12.4, the policies of Section 12.4 will prevail.

Block 14 as shown on Map 36-2 shall be developed in accordance with the following policies.

Land Use and Density

- 12.4.1 The permitted maximum density on Block 14 will not exceed 2.5 times the gross area of Block 14 (including public road and public park conveyances), as shown on Map 36-11 "Maximum Density".
- 12.4.2 The permitted maximum density of residential uses on Block 14 will not exceed 1.25 times the gross area of Block 14 (including public road and public park conveyances).
- 12.4.3 An amendment to Section 12.4 Land Use and Density policies will be required where there is any residential redevelopment proposed within the building footprint of the Yorkdale Shopping Centre lawfully existing as of September 20, 2016 (hereinafter referred to as the Existing Yorkdale Shopping Centre), or immediately contiguous to the Existing Yorkdale Shopping Centre, as shown on Map 36-17.
- 12.4.4 Where non-residential redevelopment is proposed for the existing Yorkdale Shopping Centre at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, blocks, public works, open space or other public services or facilities, an amendment to this Plan may be required.
- 12.4.5 Where an amendment to this plan pursuant to policy 12.4.4 is determined by the City to not be required, a Zoning By-law Amendment application may require the submission of a revised Block Master Plan.
- 12.4.6 Retail at grade and active frontages will be encouraged along the Dufferin Street edge, along new streets, public parks and publicly

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accessible open spaces. Mandatory retail areas will be required as shown on Map 36-8 “Priority Retail Areas”. Active uses at grade, where retail is encouraged among other uses, but not required, are shown as “Active Uses at Grade: Retail Encouraged But Not Required” on Map 36-8. Notwithstanding areas designated in Map 36-8 as “Active at Grade Frontages”, buildings facing parks and open spaces as well as buildings fronting Dufferin Street on Block 14-2 will incorporate street-related retail and services uses at grade for at least 50 percent of the building’s street frontage.

- 12.4.7 Notwithstanding Policy 3.2.5, large-format retail uses will be permitted on Block 14 within the Yorkdale Shopping Centre and within the podiums of new development. New drive-through establishments and new stand-alone structures for auto-oriented establishments are not permitted.
- 12.4.8 On an interim basis, prior to full build-out, surface parking will continue to be permitted on the unbuilt portions of Block 14 that are subject to future phases of development. Such uses shall not preclude the redevelopment of future phases.
- 12.4.9 Existing (as of the time of approval of this policy) parking, loading and servicing associated with the Yorkdale Shopping Centre will continue to be permitted at, and above grade.
- 12.4.10 New above grade parking is not encouraged, but may be provided in appropriate locations, as identified and refined through the development approvals process. New above grade parking, loading and servicing may be incorporated into the built form of new development and will be wrapped with active uses on all sides facing a public street or park, with the exception of the Yorkdale Road frontage, where such uses may be screened. In designing above grade parking areas, consideration should be given for the potential conversion of such areas to other uses in the future.

Built Form

- 12.4.11 Building edges will frame streets, parks and open spaces, strengthening the relationship between the built form and public realm. New building edges and open spaces internal to Block 14 will enhance the radially shaped Yorkdale Crescent from Block 14-A to Block 14-D.
- 12.4.12 Minimum building setbacks will be provided on Block 14 as shown on Map 36-9 “Minimum Setback Plan”.
- 12.4.13 The tallest buildings will form a primary height peak generally located in the northeastern quadrant of Block 14, adjacent to the intersection of Highway 401 and Allen Road, and in closest proximity to higher-order transit. Heights will generally transition down to adjacent blocks within Block 14, and to surrounding development.

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- 12.4.14 In addition to policy 12.4.13 above, building heights will provide variation, visual interest and an engaging skyline, while transitioning to the lower height zone at the southwest portion of the site along Dufferin Street.
- 12.4.15 Tall buildings will only be permitted in the Existing or Permitted Tall Buildings Areas with maximum heights identified on Map 36-10 "Building Type Areas".
- 12.4.16 The maximum building heights shown on Map 36-10 "Building Type Areas" may be exceeded only for mechanical penthouses or non-habitable architectural features, which will not count as additional storeys. Should the use of low carbon energy sources not require mechanical penthouses, and a Tier Two or better Greenhouse Gas Intensity target of the applicable Toronto Green Standard version is met, the maximum heights shown on Map 36-10 "Building Type Areas" may be exceeded for another use by the height equal to that of a mechanical penthouse as specified in the Zoning By-law, as may be amended or varied from time to time.
- 12.4.17 Notwithstanding Policy 3.7.2.4, the base building of tall buildings will be subject to angular plane performance standards from Dufferin Street, whereas tower portions of tall buildings at Blocks 14-2 and 14-3, as shown on Map 36-17 "Block Master Plan" will be exempt from these standards if a minimum 5 metre setback is provided between the base building and tower portion of the building along Dufferin Street.
- 12.4.18 Base buildings on Block 14 will help define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and to support an overall pedestrian friendly environment. Base buildings will generally provide a unified streetwall along the Dufferin Street edge and along major east-west street edges, and will contribute to the expression of Yorkdale Crescent.
- 12.4.19 Base building heights will be appropriately scaled in relationship to the street rights-of-way they front and will range as follows:
- i. Along Dufferin Street: generally between 4 and 6 storeys, to a maximum of 80% of the planned Dufferin Street right-of-way width;
 - ii. Along Street A-2 (north side): generally between 4 and 7 storeys, to a maximum of 100% of the right-of-way width of Street A-2;
 - iii. Along Streets A-1 and A-2 (south side): generally between 4 and 6 storeys, to a maximum of 80% of the right-of-way width of those streets; and
 - iv. Along Streets C and D, generally 4-6 storeys, to a maximum of 80% of the distance between two fronting building edges.
- 12.4.20 Base buildings will generally be designed to achieve the following design objectives:
- i. relate to the scale and proportion of adjacent streets, parks and open

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spaces;

- ii. animate and promote the use of adjacent streets, parks and open spaces by providing active uses at grade and building articulation with multiple entrances on long building faces;
 - iii. incorporate an appropriate amount of glazing;
 - iv. supporting tree planting and mature tree growth, where appropriate; and
 - v. include high-quality materials and design elements that fit with neighbouring buildings and contribute to a high-quality pedestrian scale.
- 12.4.21 A minimum stepback of 1.5 metres will be provided between the base buildings and tower portions of buildings along the Yorkdale Road frontage.
- 12.4.22 New development on Block 14 will include high quality, durable materials and sustainable and resilient building practices.
- 12.4.23 Developments will :
- i. consider the orientation, layout and façade design of buildings so as to take advantage of opportunities for energy efficiency and reduction of greenhouse gas emissions;
 - ii. define, frame, support, and contribute to public realm elements such as streets, parks and open spaces, privately owned publicly accessible spaces (POPS), mid-block pedestrian connections, public art, views and vistas;
 - iii. be located and designed to limit shadows to preserve the utility of sidewalks, parks, open spaces, childcare centres, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS and extend pedestrian comfort in all seasons.
- 12.4.24 Pedestrian level wind comfort in parks, the public realm and outdoor amenity areas will be suitable for all activities envisioned in these spaces, including in passive areas intended for sitting and in active areas intended for playing and engaging in physical activity.
- 12.4.25 Appropriate space between tall buildings will:
- i. provide for a high-quality, comfortable public realm;
 - ii. help limit shadow impacts on the public realm, including streets, parks, POPS, open spaces, and surrounding properties;
 - iii. provide appropriate access to natural light and protect privacy for occupants of tall buildings;
 - iv. provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS and open spaces; and

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- v. limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces and surrounding properties.
- 12.4.26 Notwithstanding Policy 3.7.1.7 and Map 36-10 “Building Type Areas”, the height of the existing Yorkdale Shopping Centre is not limited by this site and area specific policy and the maximum permitted height for the existing Yorkdale Shopping Centre is as set out in the Zoning By-law, as may be amended or varied from time to time.

Parks and Open Space

- 12.4.27 In addition to Policies 2.3 and 3.3.4, a minimum of 1.52 hectares of unencumbered public parkland will be conveyed on Block 14, to serve both the anticipated future population as well as the broader community.
- 12.4.28 The location and size of new planned public parkland is identified within Blocks 14-A, 14-B and 14-C on Map 36-17 and is as follows:
- i. Block 14-A – A public park with frontage on Dufferin Street, a minimum of 8,660 square metres in size;
 - ii. Block 14-B – A public park with frontage on the new Street A-1, a minimum of 2,580 square metres in size; and
 - iii. Block 14-C - A public park with frontage on the new Street A-2, a minimum of 3,980 square metres in size.
 - iv. Each phase (or sub-phase) of development within Block 14 will be required to satisfy the parkland requirements for that development phase (or sub-phase).
- 12.4.29 All public parkland must have frontage on a public street, with all public infrastructure and servicing required for the parkland to be located within a public right-of-way.
- 12.4.30 Public parks will be fronted by active uses and will be screened or separated from servicing and loading infrastructure by incorporating such infrastructure into the built form where possible, or through the use of appropriate setbacks, architectural, and landscape elements.
- 12.4.31 A minimum setback of 5 metres will be provided between parkland boundaries and any adjacent building face, as shown on Map 36-9 “Minimum Setback Plan”.
- 12.4.32 Land for public parkland will be conveyed to the City in a phased manner, and will be addressed and secured through the Draft Plan(s) of Subdivision for each phase (or sub-phase) of development shown on the Reference Phasing Diagram in Appendix “3”. Parkland will generally be conveyed in a south to north direction, beginning with lands in Block 14-A and ending with lands in Block 14-C. Parkland areas will be conveyed contiguously when within the same block as shown on Map 36-17 “Block Master Plan”, or in close proximity to one another when not within the same block.

City of Toronto By-law No. 1351-2015Street Network and Streetscaping

- 12.4.33 Notwithstanding Section 3. Development, Land Use and Built Form and Policy 7.2.1, the planned street network is identified on Map 36-17 “Block Master Plan” and Map 36-6 “Street Network”, and will include the following components:
- i. Street A (including Street A-1 and Street A-2) will be an east-west street, connecting Dufferin Street and Yorkdale Road and will provide an accessible landscaped urban boulevard for all users. This street is envisioned as an urban green connection linking public parks and private open spaces and may accommodate additional building setbacks, landscaping and other green infrastructure, where possible, to contribute to this character. Street A will form part of the Allen Greenway, which is a subset of the Northwest Cultural Trail that connects the Jack Layton Ferry Terminal to the Vaughan Metropolitan Centre.
 - ii. Street B (including Street B-1 and Street B-2) will be a north-south street, connecting Street C and Yorkdale Road. This street will accommodate all road users.
 - iii. Street C will be an east-west commercial street, connecting Street A and Yorkdale Road along the northern edge of the Yorkdale Shopping Centre. This street will provide a high level of activation at grade, with flanking retail, commercial, and other appropriate active uses.
 - iv. Street D will be a north-south street, connecting Dufferin Street with Streets A and C. This street will provide the interface between the Yorkdale Shopping Centre and Park Blocks 14-A and 14-B, and beyond to Dufferin Street. Street D will accommodate pedestrian pick-up and drop-off locations for the existing shopping centre, and may allow programming and celebrations for both existing shopping centre and park users.
 - v. The Yorkdale South Service Road is an east-west servicing street between Dufferin Street and Allen Road and will be realigned to connect with the entrance to/from the McAdam Loop. This street will continue to be a servicing street critical to the operations of the existing Yorkdale Shopping Centre.
- 12.4.34 Streets will be appropriately scaled, pedestrian-oriented, safe and comfortable, inviting and promoting movement into and through Block 14. Streets will be designed to meet or exceed City standards, and will be guided by the Yorkdale Urban Design and Streetscape Guidelines.
- 12.4.35 Notwithstanding Policy 4.1 and Policy 9.5.12, the Dufferin Landscape Gateway will be achieved on Block 14 through urban landscaping over a minimum setback of 5 metres, as shown on Map 36-9 “Minimum Setback Plan”.
- 12.4.36 Development will generally locate and organize vehicular access, ramps, loading, and servicing underground and organize above grade uses so as to

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minimize the impact of vehicular activities and improve the safety and attractiveness of the public realm by integrating service access within the built form and landscape features.

Mid-Block Connections

- 12.4.37 New publicly-accessible mid-block connections will be implemented through the development application review process, where appropriate, to create a functional and accessible pedestrian network and improve utility for pedestrian mobility including access to transit stations and other community amenities and pedestrian networks.
- 12.4.38 Mid-block connections provide direct, legible, continuous and connected public access through blocks and are planned to:
- i. follow existing and future pedestrian desire lines;
 - ii. be located at grade with high-quality design and materials;
 - iii. be publicly accessible in all seasons and secured with easements where necessary; and
 - iv. be universally accessible, signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety.

Private Open Spaces

- 12.4.39 At full build-out of Block 14, a range of Privately Owned Publicly Accessible Spaces (POPS) will be provided as a distributed network on the site to facilitate open space connectivity, further animate the public realm, and to connect unencumbered park areas on the site. POPS will be strategically located and designed to accommodate a wide range of potential uses and amenities for the enjoyment of all users. The locations of proposed POPS within a particular phase of development will be provided as generally identified on Map 36-17 “Block Master Plan” as “Other Open Space”, and the exact dimensions and configuration of each proposed POPS will be refined, where applicable, within the Block Plan for that phase.
- 12.4.40 At the time of development of Block 14-1, a publicly-accessible Urban Plaza will be established as a POPS on Block 14-1, as shown on Map 36-5 “Greening Plan”. This open space feature will form an attractive focal point on Block 14, will act as a pedestrian connection between Dufferin Street and the enclosed Yorkdale Shopping Centre, and will enhance the pedestrian experience entering the site. The POPS, shown generally as Urban Plaza on Map 36-3 “Structure Plan” and Map 36-5 “Greening Plan”, will be designed consistent with Policy 3.3.7 of this Secondary Plan and the Yorkdale Urban Design Guidelines.
- 12.4.41 A POPS of approximately 5,000 square metres will be provided between Street C and Street A-2, on Block 14-D, shown as “Other Open Space – New” on Map 36-5 “Greening Plan”. This open space will accommodate passive recreation, community events and programming associated with the

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Yorkdale Shopping Centre. This POPS will act as an extension of the internalized pedestrian route that is provided within the Yorkdale Shopping Centre to facilitate a convenient connection between the Yorkdale Subway Station and Street A-2.

- 12.4.42 Where POPS and parks are located in close proximity to each other, opportunities will be explored to coordinate their design and wayfinding strategy.
- 12.4.43 POPS will be coordinated, where possible, with active ground level uses in adjacent buildings, such as residential entrances and/or amenity spaces, active office uses, retail, restaurant and community spaces, and provide seating and gathering spaces within the public realm.

Public Art

- 12.4.44 A site-wide comprehensive public art strategy will be submitted to the City for Block 14 concurrent with the first Block Plan and Zoning By-law Amendment application, and will guide the subsequent development application(s) for Block 14 by providing conceptual locations for the siting of public art installations as well as broad guidance on potential topics for expression and representation.
- 12.4.45 Public art will reflect the artistic and sculptural tradition at Yorkdale and will be considered in the design of parks, urban plazas, street boulevards and other private open spaces. Proposed locations, design strategies and budget for public art will be provided with each Block Plan submitted to the City.
- 12.4.46 Public art will contribute to the character of Block 14 by:
- i. enhancing the quality of public spaces and other spaces that are publicly accessible and visible from the public realm; and
 - ii. facilitating expression of the area's cultural and natural heritage, including Indigenous history, and Indigenous cultural representation.

Mobility

- 12.4.47 The Yorkdale Transportation Master Plan forms the basis of the transportation infrastructure recommended or required to service the growth envisioned on Block 14 and in the broader Yorkdale Transportation Master Plan study area. The work undertaken for the Transportation Master Plan satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. Where the recommended improvements from the Yorkdale Transportation Master Plan are required to accommodate development on Block 14, they will be refined, considered and implemented through the development application process. Additional or alternative improvements may also be identified over time by the City and by landowners, to the satisfaction of the City.
- 12.4.48 The expansion of the street network on Block 14 into a finer grid of streets identified on Map 36-6 "Street Network" and Map 36-18 "Street Width"

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will occur incrementally with development through the construction and conveyance of new streets.

- 12.4.49 Where lands have been identified as required for the construction of the transportation improvements as identified in the Yorkdale Transportation Master Plan (TMP), and where such lands form part of a development site, the City will acquire or secure the acquisition of such lands through the appropriate redevelopment phase of Block 14 based on the following:
- i. Dufferin Street – A widening will be required to achieve a 20 metres right-of-way on the east side of the existing (as of September 20, 2016) centreline.
 - ii. Yorkdale Road – An additional 3 metres of right-of-way will be acquired from lands on Block 14, being measured 16.5 metres right-of-way from the existing (as of September 20, 2016) centreline, extending from point X to access point H on Map 36-17.
- 12.4.50 Redevelopment of Block 14 will provide a fine grain of streets and mid-block connections to ensure a high level of permeability for pedestrian, cycling and vehicular circulation, and to encourage an appropriate scale of redevelopment for adjacent blocks.
- 12.4.51 The planned street network is conceptually shown on Map 36-6 “Street Network” and identified on Map 36-17 “Block Master Plan”.
- 12.4.52 The street network described in policy 12.4.51 above will provide for convenient and safe passenger pick-up and drop-off activities, where appropriate.
- 12.4.53 The Street Network will consist of Public Streets, Conceptual Streets, and Private Streets, which are defined as follows:
- i. Public Streets will be publicly owned and accommodate all users and modes;
 - ii. Conceptual Streets are privately owned streets that may become Public Streets in accordance with Policies 12.4.58 and 12.4.59 below; and
 - iii. Private Streets are connections that are privately owned and not anticipated to become Public Streets.
- 12.4.54 Conceptual Streets on Block 14 will be designed and maintained to the same or higher quality as Public Streets, and will:
- i. be designed and constructed to City standards, as may be amended from time to time;
 - ii. be made accessible to the public; and
 - iii. be subject to Policies 12.4.58 and 12.4.59.
- 12.4.55 Public and Conceptual Streets will have a minimum width of 20 metres for

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- streets with shared cycling facility and 24 metres for streets with dedicated cycling facility.
- 12.4.56 Notwithstanding Policy 12.4.55, Street D may have a minimum width of 20 metres with dedicated cycling facility for the portion of the street adjacent to a public park or publicly accessible open space.
- 12.4.57 Street D will be designed to be free of new encroachments (that are not lawfully existing as of September 20, 2016) to the greatest extent possible, as deemed acceptable by the City or otherwise authorized by City Council.
- 12.4.58 Should residential redevelopment be approved along the western edge and within the footprint of the Yorkdale Shopping Centre (lawfully existing as of September 20, 2016), and/or in the Contiguous Development Area shown on Map 36-17, then Conceptual Street D will be conveyed as a Public Street and any encroachments should be removed to the greatest extent possible, all to the satisfaction of City Council.
- 12.4.59 Should residential redevelopment be approved on the footprint of the Yorkdale Shopping Centre (lawfully existing as of September 20, 2016), then Conceptual Streets B-2 and/or C, or segments of such streets with appropriate public street connections at both ends, that are required to support the proposed residential redevelopment will be conveyed as Public Streets and any encroachments should be removed to the greatest extent possible, all to the satisfaction of City Council.
- 12.4.60 Additional connections at grade will be provided in the form of private connections and laneways, as shown on Map 36-17. These connections will link to main access points for underground circulation, parking and servicing infrastructure, or as private laneways integrated into the public realm through the use of landscape elements and paving treatments.
- 12.4.61 Notwithstanding Policy 7.2.2, the exact location, alignment and design of streets will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.
- 12.4.62 In addition to Policies 12.4.51, 12.4.52, and 12.4.53 above, a network of underground vehicular connections for circulation and loading may be permitted throughout Block 14, subject to City Council approval where such underground vehicular connections are proposed to be located below lands that are being conveyed to the City.
- 12.4.63 Notwithstanding Policy 7.2.7, the design of space within the right-of-way will be guided by the Yorkdale Transportation Master Plan, the Yorkdale Urban Design and Streetscape Guidelines, as well as Green Streets and Complete Streets principles.
- 12.4.64 On-street parking provided on new public streets should be constructed with electrical conduits to enable installation of public electric vehicle/bicycle charging equipment.

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- 12.4.65 Cycling infrastructure and facilities will be planned and provided through site development and will be provided as identified on Map 36-7b “Cycling Connections” and the Reference Phasing Diagram in Appendix “3”. At the intersection of dedicated cycling facilities, Protected Intersection designs may be used to mitigate vehicle and pedestrian/cyclist turning conflicts and to secure safer turning movements for cyclists at Proposed Cycling Interchanges identified on Map 36-7b “Cycling Connections”. Design of the cycling infrastructure will be refined through the development application review process (including the Plan of Subdivision process), a Municipal Class Environmental Assessment, as required, or other implementation mechanisms at the discretion of the City.
- 12.4.66 Publicly accessible bicycle parking, in addition to the on-site by-law requirement, will be planned and located along cycling routes, within public parks and privately-owned publicly accessible open spaces. Bike-share facilities will be primarily located within Mobility Hubs which will be located, as appropriate, in or adjacent to parks, publicly accessible open spaces and major transportation infrastructure. Conceptual Mobility Hub Locations are identified on Map 36-19 “Transit and Transportation Demand Management (TDM) Plan”.
- 12.4.67 Pedestrian routes will be provided as shown on Map 36-7a through the development of adjacent blocks within Block 14. Pedestrian routes are pedestrian connections connecting adjacent streets, parks, open spaces, cycling and transit infrastructure, and major retail destinations. Safe, generously-scaled and comfortable pedestrian connections on individual blocks will extend the mobility network from the Yorkdale Shopping Centre interior to the exterior public realm.
- 12.4.68 Two internal pedestrian routes to the Yorkdale Subway Station through Yorkdale Shopping Centre will be made accessible to the public generally during TTC subway and GO Bus Terminal operating hours (including services provided by TTC and GO Transit), shown as “Publicly Accessible Pedestrian Route to Subway Station” on Map 36-3 and as “Extended Hours Indoor Walkway” on the Reference Phasing Diagram in Appendix “3”. Changes to the proposed alignment do not require an Official Plan Amendment provided the intent of this policy is maintained.
- 12.4.69 A high degree of transit usage will be promoted by providing safe, direct and convenient active (pedestrian and cycling) connections to transit facilities within and adjacent to Block 14.
- 12.4.70 The existing Yorkdale Bus Terminal has capacity limitations and the redevelopment of Block 14-10 should consider the retention of the Yorkdale Bus Terminal as identified in the Yorkdale Transportation Master Plan. The design of this facility will be determined through further study with stakeholders. If this regional transit facility cannot be accommodated on site within Block 14-10, an updated Transportation Master Plan is required to assess the impacts on the mobility network in the area.
- 12.4.71 At locations conceptually identified on Map 36-19: Transit and Transportation Demand Management Plan, development will incorporate

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multi-modal shared mobility hubs that include a mix of elements such as bike-share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations, high-occupancy vehicle parking and ride share hailing points. The exact locations, appropriate concentration and mix of multi-modal elements will be determined and secured through the development application review process.

- 12.4.72 Prior to the conveyance of completed portions of the Public Streets, public access easements may be secured for the ingress and egress of vehicles and pedestrians between Block 14 and the public street network.

Community Services and Facilities

- 12.4.73 The provision of community services and facilities secured through the development approval process(es) for Block 14 will be informed by the priority community facilities identified in Section 10.3 of this Secondary Plan and by subsequent updates to the Community Services and Facilities studies provided with Block Plans for Block 14.
- 12.4.74 Community services and facilities will be considered and provided at the time of development of each Block Plan, where appropriate and based on needs identified through a Community Services and Facilities study.
- 12.4.75 Community facilities on Block 14 will:
- i. generally be located within the base buildings of new development, or within the footprint of the existing Yorkdale Shopping Centre;
 - ii. be located in highly visible locations with pedestrian access fronting onto a public street; and
 - iii. have a relationship, where possible, to other public or publicly accessible amenities, such as public parks, privately owned publicly accessible spaces, transit or active transportation facilities.
- 12.4.76 Potential locations for community services and facilities are shown on Map 36-17 and are subject to change at the discretion of the City, at the time of development of individual Block Plans and associated Zoning By-law Amendment applications.
- 12.4.77 Space for the following community services and facilities uses will be planned for on Block 14, and may be varied at the discretion of the City, subject to the needs and priorities identified in Community Services and Facilities studies:
- i. a minimum of 930 square metres to accommodate one child care facility for 62 children;
 - ii. a minimum of 6,500 square metres to accommodate a community recreation centre;
 - iii. a minimum of 1,300 square metres to accommodate a public library; and

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- iv. a minimum of 470 square metres to accommodate community agency space.

Housing

- 12.4.78 Residential development on Block 14 may include a range of tenures, unit types, sizes and affordability levels to accommodate a variety of households and achieve a balanced mix of housing.
- 12.4.79 To achieve a balanced mix of residential unit types and sizes, for developments that contain more than 20 new residential units, a minimum of 40 percent of the total number of new units will be a combination of two- and three-bedrooms units, including:
 - i. A minimum of 15 percent of the total number of units as two-bedroom units;
 - ii. A minimum of 10 percent of the total number of units as three-bedroom units; and
 - iii. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.
- 12.4.80 Affordable rental housing units will be provided at the required rate prior to or at the same pace as development of the market housing units.
- 12.4.81 Affordable housing units will be integrated into development and tenants will have shared access on the same terms as other rental units to all indoor and outdoor amenity areas.
- 12.4.82 A Housing Issues Report will be submitted at the time of submission of the Block Plan and Zoning By-law Amendment application for each phase that identifies the unit mix, unit sizes, and the way in which affordable housing requirements, will be met.

Sustainability and Resilience

- 12.4.83 Development on Block 14 will focus on environmental sustainability through all development applications and is encouraged to meet or exceed the applicable Toronto Green Standard (TGS) version and achieve net zero emissions.
- 12.4.84 An updated Net Zero Emissions Strategy Report, following the latest Net Zero Emissions Strategy Terms of Reference in effect at the time of an application submission, will be provided to identify and evaluate opportunities within the entire development to achieve net zero emissions, while considering the anticipated phasing of the development, applicable TGS Versions, and the accelerated TGS Greenhouse Gas Intensity (GHGI) targets. Updates to this report may be provided with each Block Plan and Zoning By-law Amendment application, as needed.
- 12.4.85 Development is encouraged to:

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- i. Explore and incorporate low-carbon/renewable thermal energy technologies such as geo-exchange, and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas (GHG) emissions;
- ii. Explore and develop a low carbon thermal energy network (district energy system) or incorporate connections to an existing or planned thermal energy network;
 - a. If shown not technically or financially viable, design buildings to be low carbon-ready, as informed by guidelines developed by the City;
- iii. Explore and incorporate measures to reduce embodied carbon emissions;
- iv. Integrate on-site renewable energy and electricity production to reduce electricity demand; and
- v. Provide backup power for resilience to area-wide power outages, as informed by guidelines developed by the City.

Implementation

- 12.4.86 The City may enact Zoning By-laws and approve Block Plans and Plans of Subdivision to permit the development of residential uses on Block 14, provided that proposals meet all applicable policies and legislation. The City may enter into Agreements pursuant to the Planning Act, including Sections 37, 41, 51 and 53 and the City of Toronto Act, to secure matters required to support the development provided for by this Secondary Plan.
- 12.4.87 In recognition of the coordinated and comprehensive planning of Block 14, the entirety of Block 14, with the exception of the existing Yorkdale Shopping Centre, immediate servicing areas along the South Service Road and the Yorkdale Bus Terminal bus loop, will form the basis for determining requirements for the provision of public parkland and affordable housing.

Plans of Subdivision

- 12.4.88 In addition to Policy 11.12.1, one or more Plans of Subdivision may be approved for Block 14, and may be registered in phases.
- 12.4.89 Notwithstanding Policy 11.12.2 and Appendix 2 of the Dufferin Street Secondary Plan, Plan(s) of Subdivision may be submitted and approved for portions of Block 14 and Appendix 2 may apply to all or portions of Block 14. Portions of Block 14 may include individual development blocks 14-1 through 14-9 and parks and open space blocks 14-A through 14-D, or combinations thereof.

Holding Provisions

The redevelopment of Block 14 provides great opportunity for significant change and the establishment of a residential, mixed-use neighbourhood with new streets, blocks and open

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spaces.

12.4.90 City Council may enact a zoning by-law pursuant to Section 34 and 36 of the Planning Act, with an 'H' holding symbol in respect of the residential uses on lands within Block 14.

12.4.91 In order to appropriately sequence development within a Block Plan area(s) and/or phase and otherwise address the provisions of a development site, any implementing Zoning By-law on Block 14 may define and incorporate a Holding (H) symbol pursuant to Section 36 of the Planning Act. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

The Zoning By-law(s) for Block 14, and any amendments thereto, will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to those conditions identified in the City's Official Plan, conditions to be met or secured to the City's satisfaction prior to the removal of a Holding (H) symbol may include:

- i. registration of a Plan of Subdivision;
- ii. construction of or securing of required water, sewer and stormwater infrastructure, having regard to the Infrastructure Master Plan and Infrastructure Master Plan Addendum;
- iii. construction of or securing of required public streets and appropriate transportation infrastructure and network improvements having regard to the Yorkdale Transportation Master Plan in order to provide sufficient multi-modal transportation capacity to support the proposed development;
- iv. conveyance of new parkland;
- v. construction of or securing of required community facilities; and
- vi. confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.

The City may remove the Holding (H) symbol only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the Planning Act, including Sections 37, 41, 51, and 53, and the City of Toronto Act.

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Appendix 1 to Secondary Plan No. 36

The table below provides the details of certain street segments

Location ID Map 2	Street Name	Proposed Classification	Right-of-Way (m)
Block 1	New north-south and new east-west streets	Local Commercial	23
Blocks 6, 7	New north-south street (between Orfus Road and Apex Road parallel to Dufferin Street) plus two east-west connections to Dufferin Street	Local Residential	20
Block 8	New north-south street (between Apex Road and Lawrence Avenue West parallel to Dufferin Street) plus an east-west connection to Dufferin Street	Local Residential	20
Block 14	New east-west street (between Dufferin Street and Yorkdale Road), including Street A-1 and Street A-2.	Collector	24
Block 14	New north-south street (between Yorkdale Road and Street A-2).	Local Commercial	20 (Street B-1)

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Appendix 2 to Secondary Plan No. 36

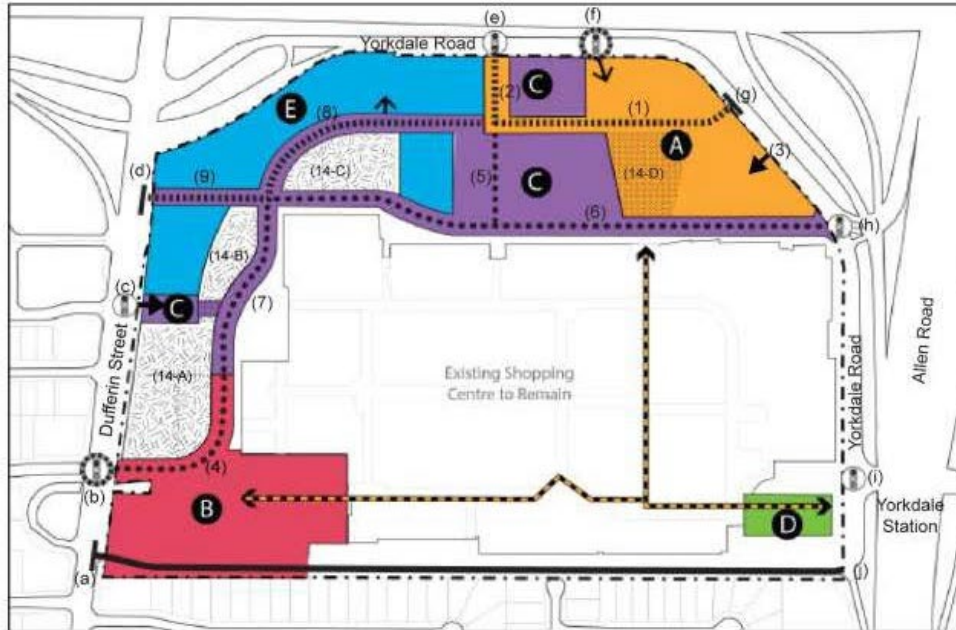
Plan of Subdivision

Applications for Plan of Subdivision within the Large Blocks identified in Section 11.12.1 will comply with the statutory complete application submission requirements of the *Planning Act*, the Official Plan, and the following:

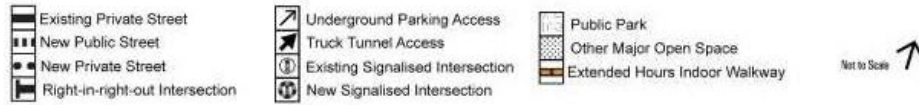
1. A plan indicating the location, elevations, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Blocks required to serve the existing and incremental vehicular traffic created by the development provided for by this Secondary Plan.
2. A plan and description of lands to be conveyed to the City for proposed public highways.
3. A plan indicating the location, elevation, dimensions and intersection details of all existing and proposed sidewalks adjoining the existing and proposed streets in the Block required to meet the needs of pedestrians travelling in and through the Block as a result of development provided for by this Secondary Plan.
4. A description of the general treatment of all public sidewalks and public streets, referred to above, including:
 - Paving materials;
 - Street trees;
 - Street lighting including pedestrian scale lighting; and
 - The general locations of street furniture.
5. Functional Servicing Report.
 - Infrastructure within the Blocks to support development
 - Infrastructure outside the Blocks and within the Secondary Plan Area to support development.
6. A plan and description of the location, dimensions and areas of any lands to be conveyed to the City for parks purposes in conjunction with the development of the Block.
7. A description of the phasing of construction within the Block, including the phasing of key infrastructure construction, to ensure that the provision of servicing remains on pace with the orderly development of the Block. When municipal services or infrastructure are identified as required external to the District, the phasing description will demonstrate the cost effective and efficient implementation of this external infrastructure and its relationship to the planned intensification of the Dufferin Street Secondary Plan Area.
8. Traffic Impact Assessment and Quantitative multimodal transportation assessments and site related mitigation measures.
9. Infrastructure Costing Analysis.

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Appendix 3 to Secondary Plan No. 36

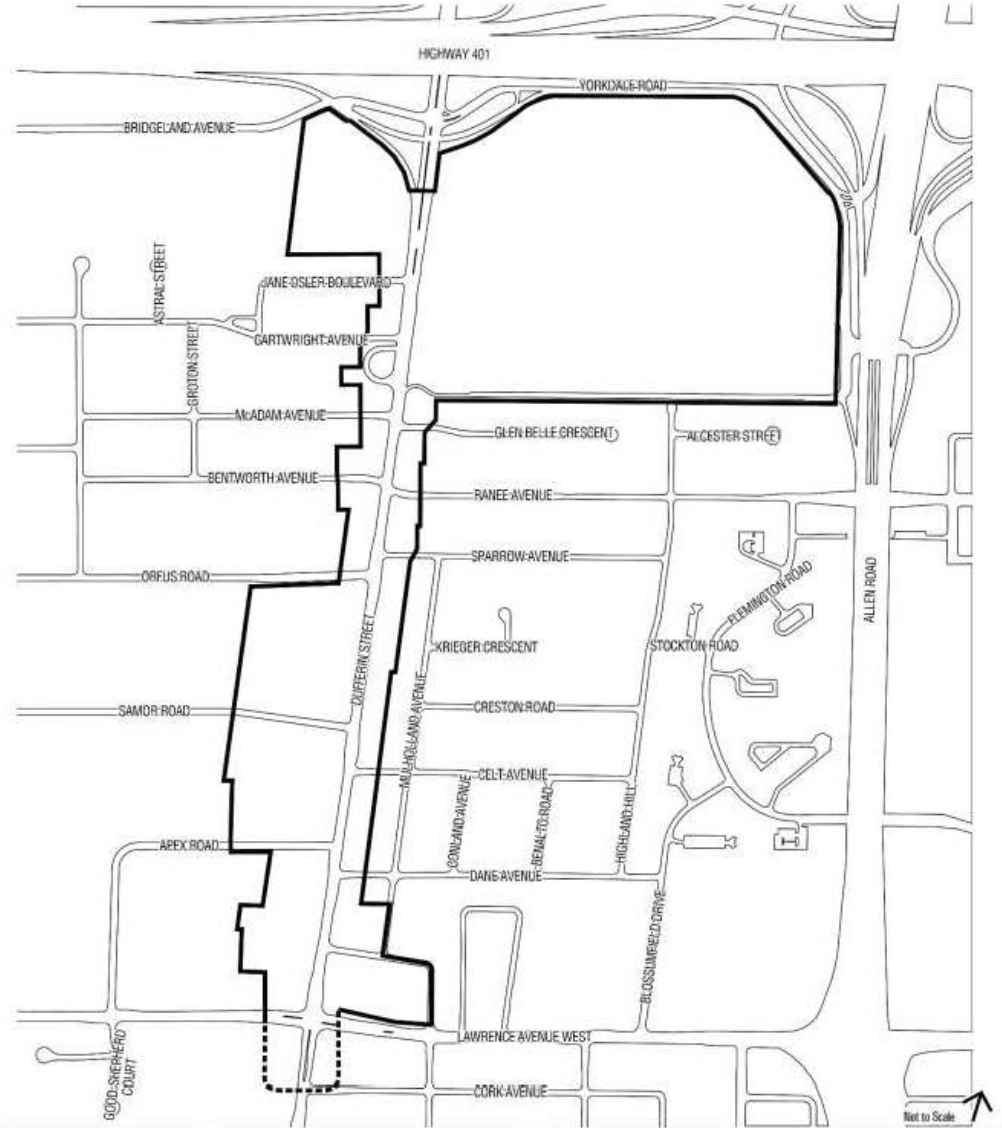


Dufferin Street Secondary Plan
 Appendix-3 Reference Phasing Diagram



- | | |
|--|---|
| <p>A</p> <ul style="list-style-type: none"> • Development blocks 14-8 and 14-9 • Yorkdale Green (Open Space 14-D) • A portion of Block 14 public park conveyance • A portion of Street A-2 from Yorkdale Road to B-1 (1) • A new right-in-right-out intersection (g) • Street B-1 connection from Yorkdale Road to A-2 (2) • A new signalised intersection (f) with access to underground parking • A new underground access to the existing truck tunnel (3) | <p>B</p> <ul style="list-style-type: none"> • Development block 14-1 • A portion of Block 14 public park conveyance • A portion of Street D from Dufferin Street to an existing/modified privately owned drive aisle and pedestrian connection (4) • A portion of South Service Road straightened to align with a new right-in-right-out intersection (a) • New signalized intersection (b) |
| <p>C</p> <ul style="list-style-type: none"> • Development blocks 14-7, 14-6 and eastern portion of 14-5 • A portion of Block 14 public park conveyance • Street B-2 from Street A-2 to Street C (5) • Street C from Yorkdale Road to Street A-2 (6) • An extension of street D to Street C (7) • Street A-2 from Street B1 to Street D (8) • Street A-1 from Street C to Dufferin Street (9) • Realigned existing signalised intersection (c) and underground parking access • Right-in-right out intersection (d) | <p>D</p> <ul style="list-style-type: none"> • Development Block 14-10 <p>E</p> <ul style="list-style-type: none"> • Development Blocks 14-2, 14-3, 14-4, and western portion of 14-5 • A portion of Block 14 public park conveyance |

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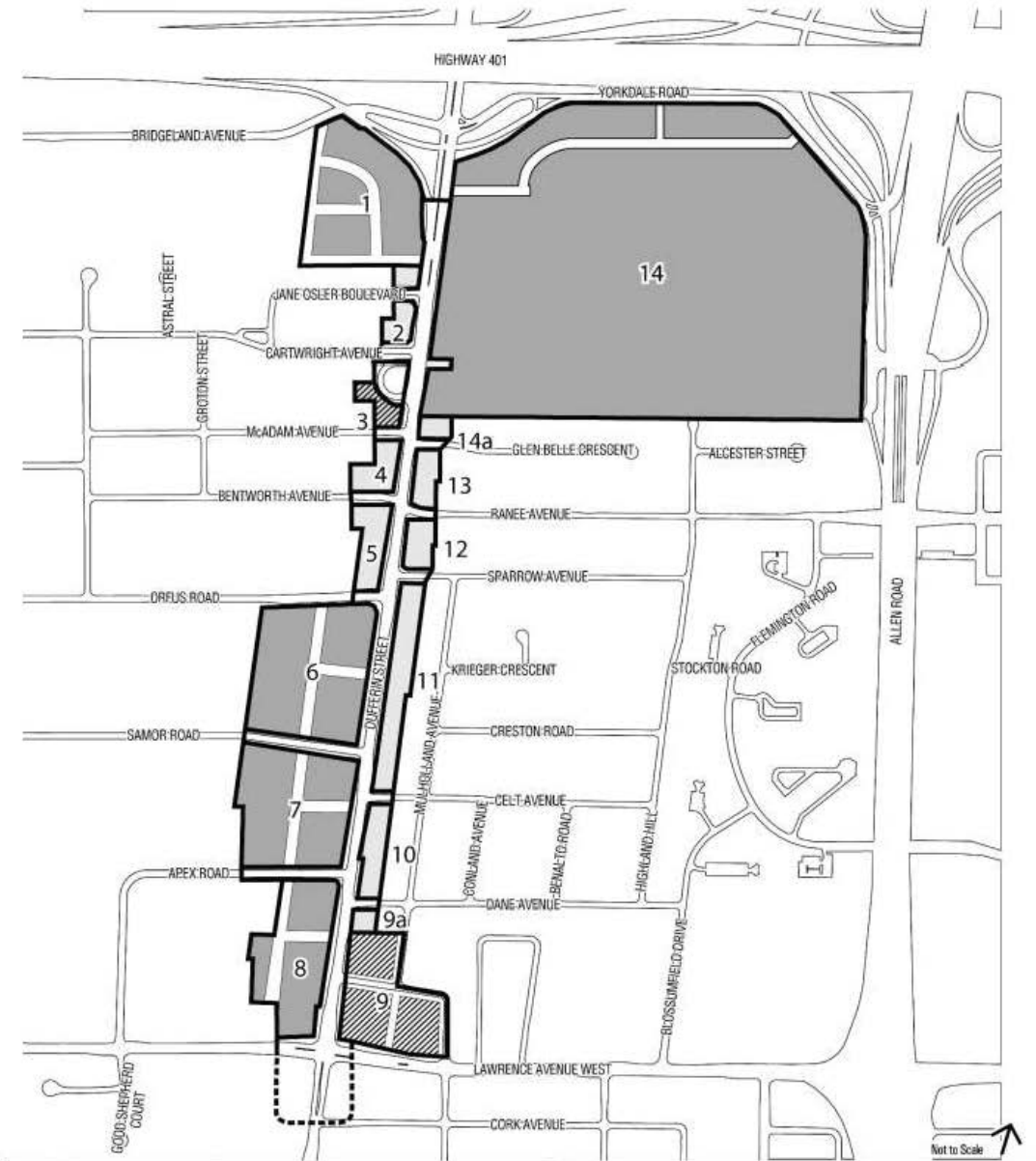


Dufferin Street Secondary Plan

MAP 36-1 Secondary Plan Area

- Secondary Plan Boundary
- - - - - Black South of Lawrence

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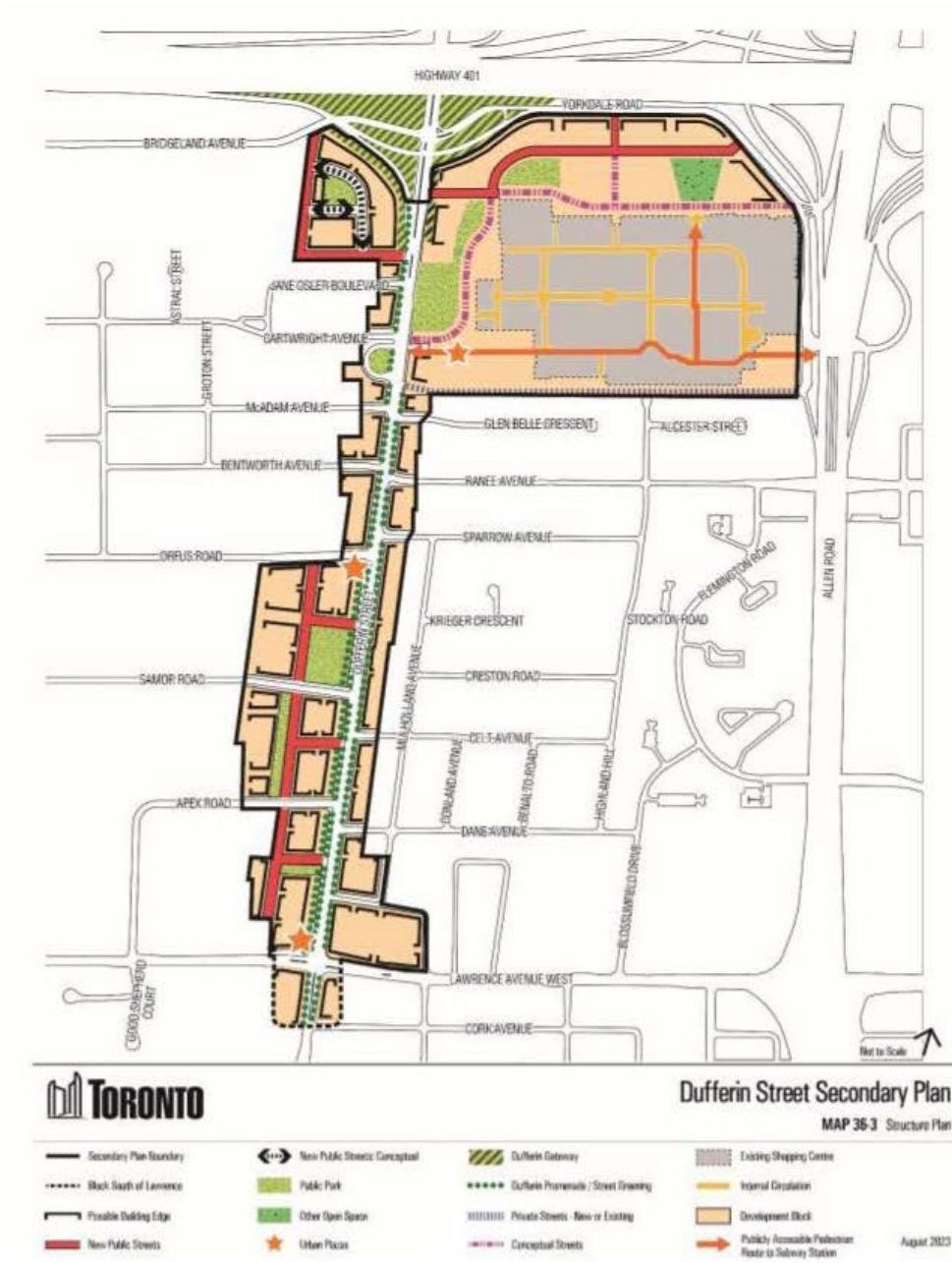


Dufferin Street Secondary Plan

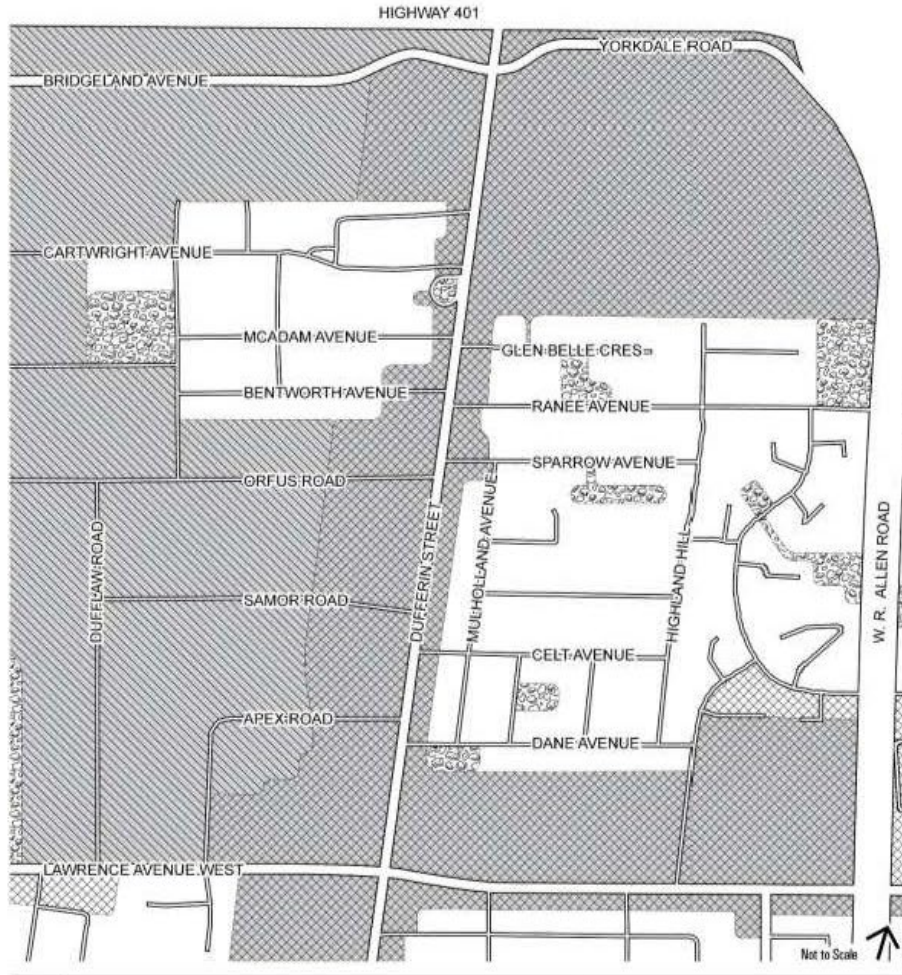
MAP 36-2 Specific Block Policies Plan

- Secondary Plan Boundary
- Block South of Lawance
- Mid-Rise Blocks
- Large Blocks
- ▨ Existing and/or Approved Development
- 1 Block Number

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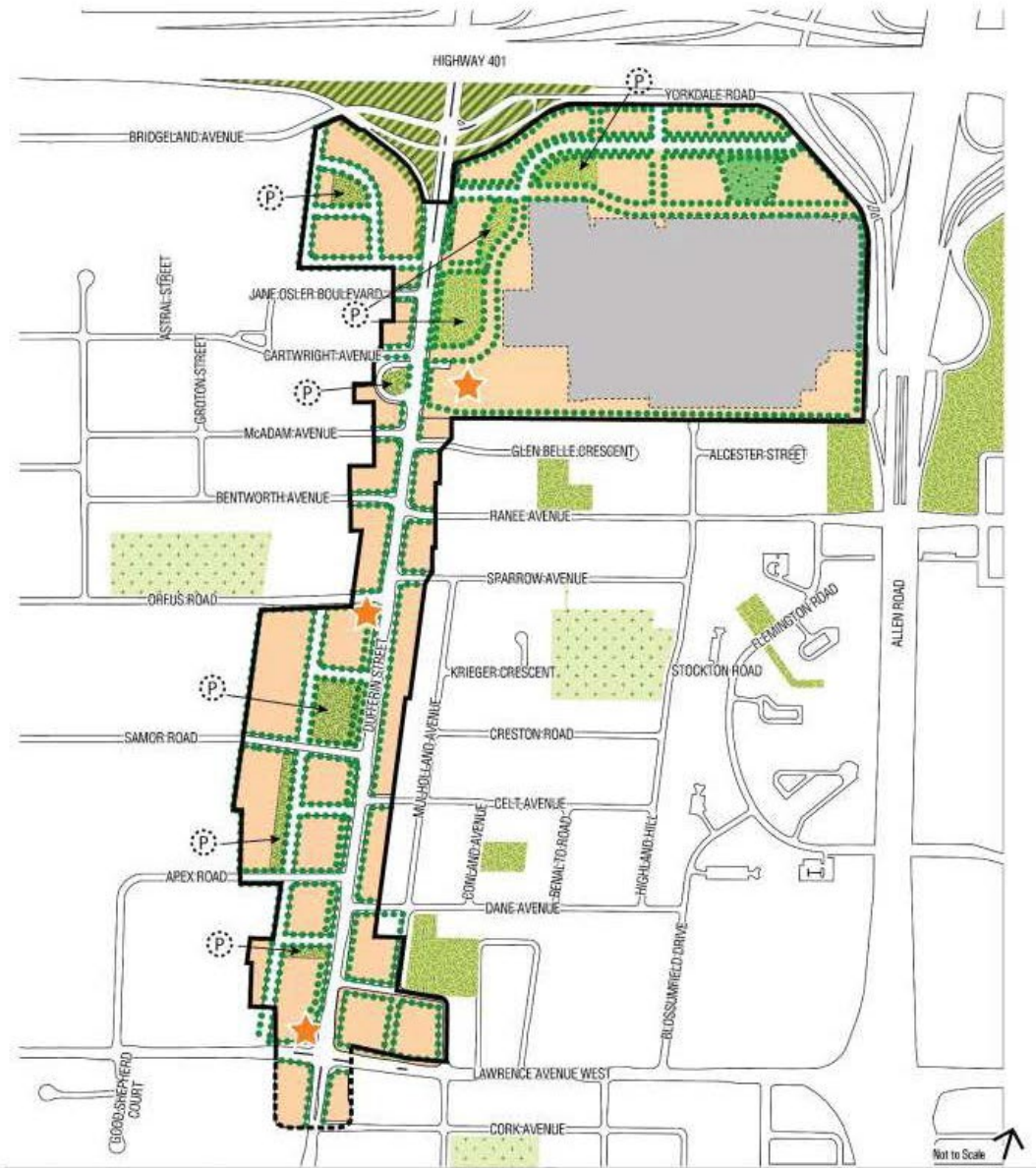
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Dufferin Street Secondary Plan
MAP 36-4 Land Uses

- | | |
|--------------------------|--------------------------|
| Neighbourhoods | Parks & Open Space Areas |
| Apartment Neighbourhoods | Parks |
| Mixed Use Areas | |
| Employment Areas | |

City of Toronto By-law No. 1351-2015



Dufferin Street Secondary Plan

MAP 36-5 Greening Plan

- Secondary Plan Boundary
- Block South of Lawrence
- (P) Conceptual Location for Potential New Public Park
- ★ Urban Plan
- Dufferin Promenade/ Street Greening
- /// Dufferin Landscape Gateway
- Public Park - New or Existing
- Other Open Space - New
- Other Open Space - Existing
- Development Block
- Existing Shopping Centre

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Dufferin Street Secondary Plan

MAP 36-6 Street Network

- Secondary Plan Boundary
- Block South of Lawrence
- New Public Streets
- ←→ New Public Streets: Conceptual
- Private Streets - New or Existing
- Development Block
- Existing Shopping Centre
- TTC Transit Priority Lane (SB only)
- Signalized Intersection - Existing
- ⊗ Signalized Intersection - Proposed
- Site Access
- Potential Access Line
- Conceptual Streets

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Not to Scale



Dufferin Street Secondary Plan

MAP 36-7a Pedestrian Connections

- Secondary Plan Boundary
- Block South of Lawrence
- Pedestrian Routes
- Existing Shopping Centre
- Development Block
- New Pedestrian Routes Conceptual
- Signalized Intersection - Existing
- Signalized Intersection - Proposed
- High Order Pedestrian Zone

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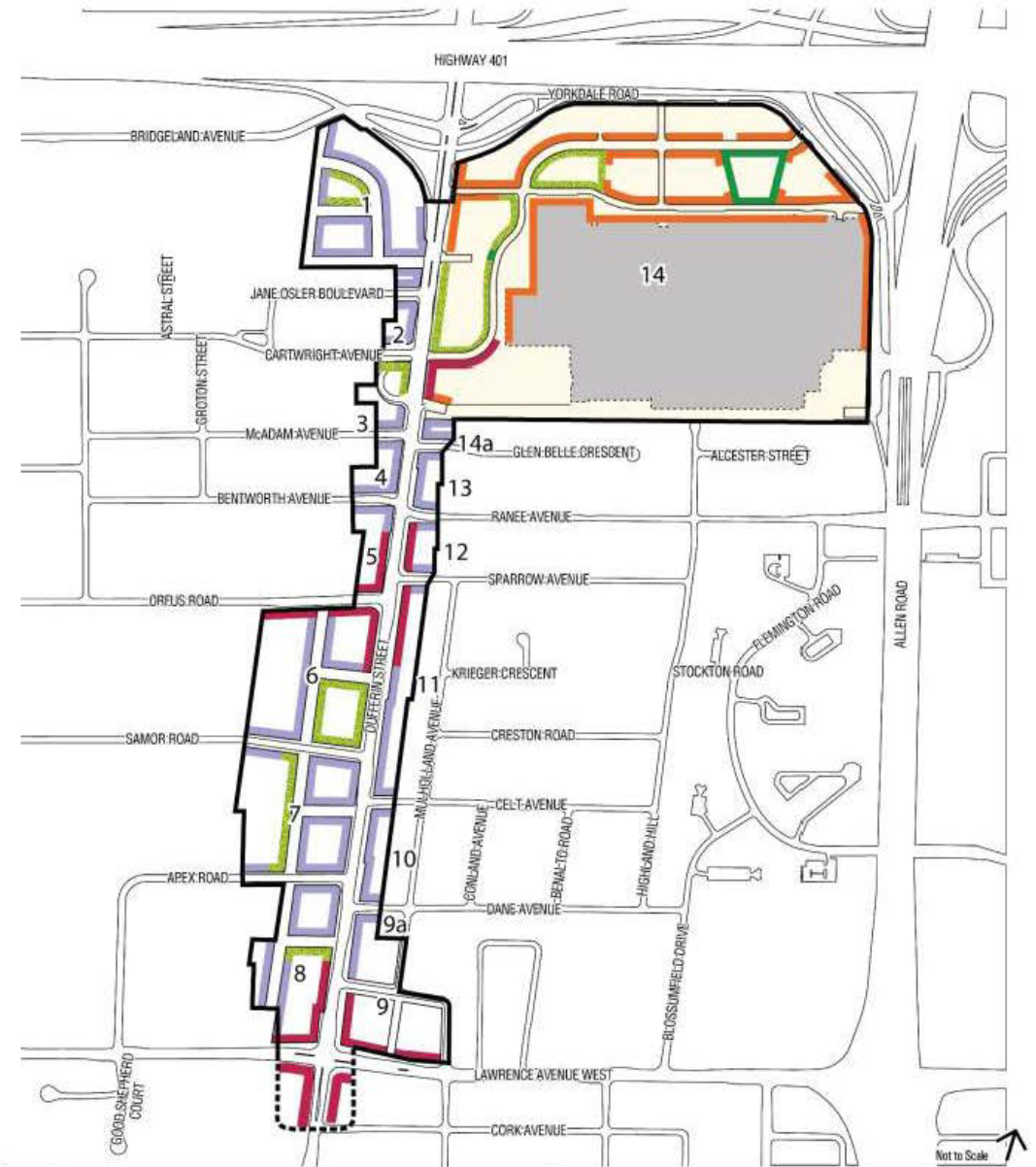
Dufferin Street Secondary Plan

MAP 36-7b Cycling Connections

- Secondary Plan Boundary
- Block South of Lawrence
- Proposed Cycle Track
- Proposed Bike Lane
- Proposed Signed Route
- ⊗ Proposed Cycling Interchange
- Existing Shopping Centre
- Development Block

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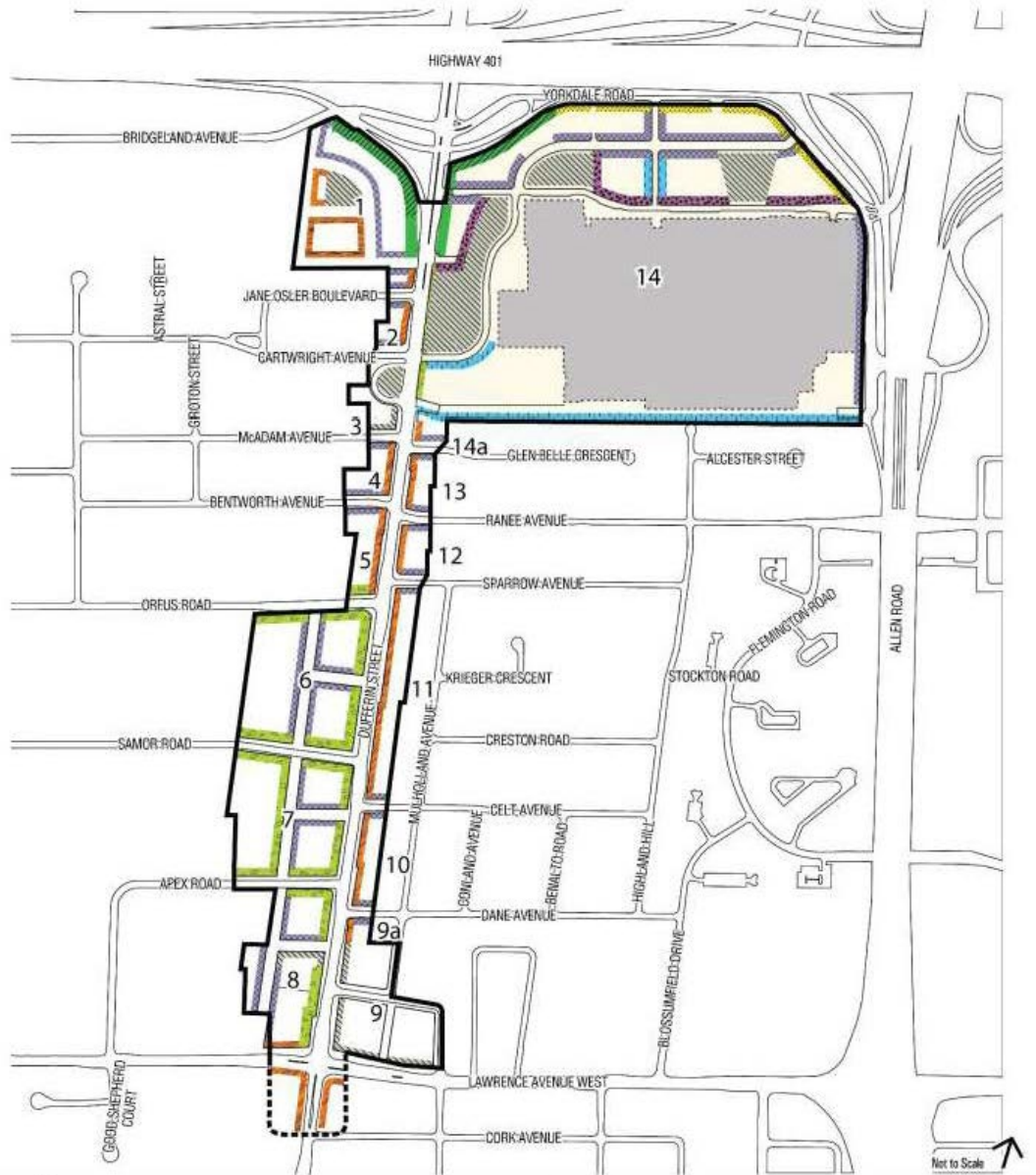
Dufferin Street Secondary Plan

MAP 36-8 Priority Retail Areas

- | | | |
|----------------------------|---|---------------------------|
| Secondary Plan Boundary | Retail at Grade: Encouraged but not Required | Other Open Space Frontage |
| Block South of Lawrence | Active Uses at Grade:
(Retail Encouraged but not Required) | Block Number |
| Retail at Grade: Mandatory | Park Frontage | Existing Shopping Centre |

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Dufferin Street Secondary Plan

MAP 36-9 Minimum Setback Plan

Secondary Plan Boundary	5.0m: Green Setbacks and Existing East/West Streets	3.0m: Conceptual / Private Street	1 Block Number
Block South of Lawrence	0.0m: Yorkdale Road Setback	5.0m: Private Street / Setbacks from Parks	
14.0m: Setback from MTD Ramp	3.0m: Local Streets	No Setbacks Required: Parks, POPI or Recent Development	
5.0m: Dufferin Landscape Gateway	3.0m: Typical Avenue Setbacks	Existing Shopping Centre	August 2023

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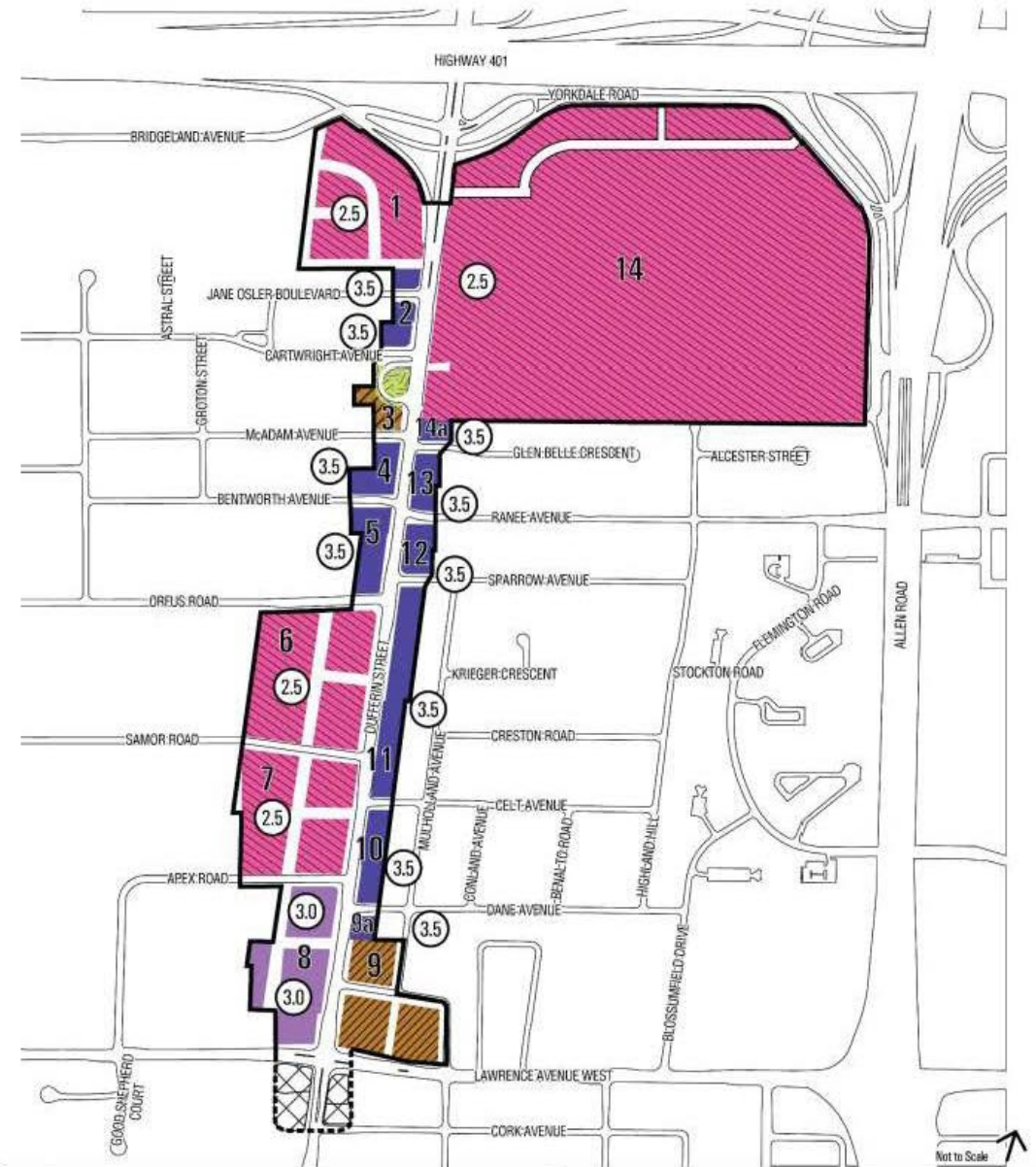
Dufferin Street Secondary Plan

MAP 36-10 Building Type Areas

Secondary Plan Boundary	Low-rise Areas	Existing or Permitted Tall Buildings Area: 25-32 Storeys
Block South of Lawrence	Minimum 20m Separation Area / no build zone	Existing or Permitted Tall Buildings Area: 30-40 Storeys
Existing or Permitted Tall Buildings Area	Approved Development	Block Number
Mid-rise areas	Existing or Permitted Tall Buildings Area: Up to 25 Storeys	

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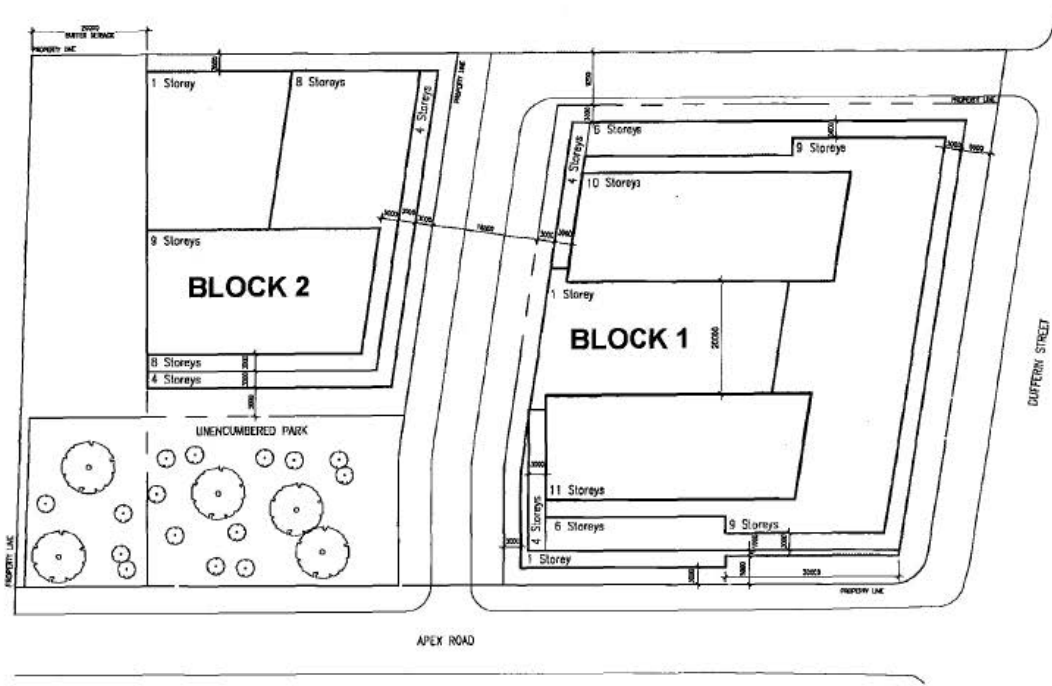
Dufferin Street Secondary Plan

MAP 36-11 Maximum Density

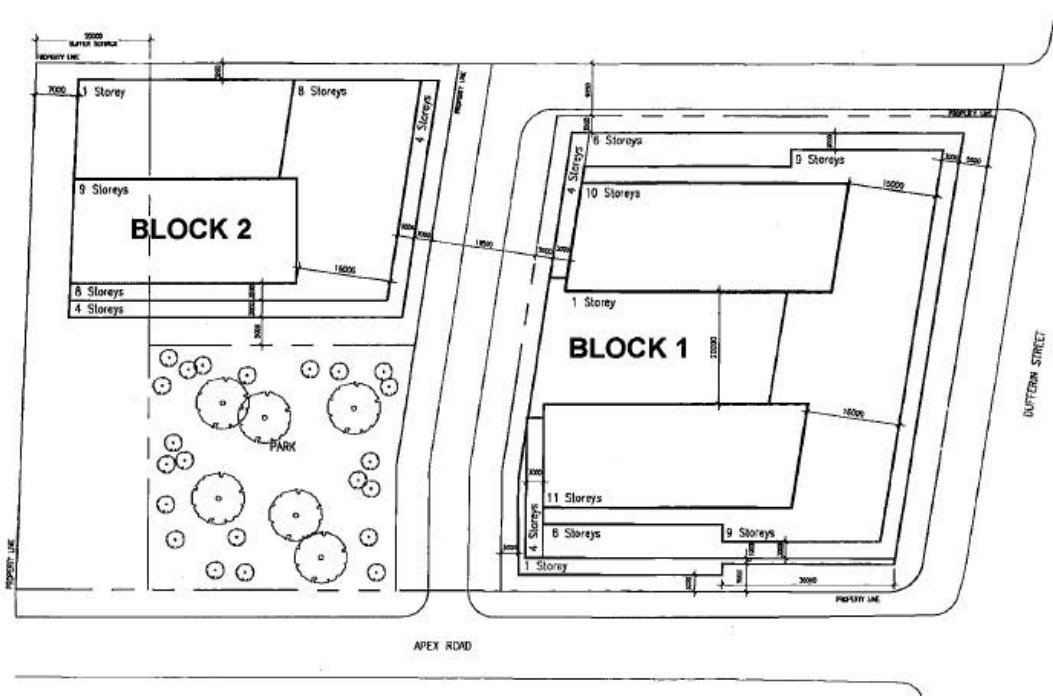
- Secondary Plan Boundary
- Block South of Lawrence
- (0.0) Maximum Overall Block Density
- 3.5x FSI
- 3.0x FSI
- 2.5x FSI
- Current Redevelopment Site
- No Density Assigned Subject to Further Study
- No Additional Density Permitted

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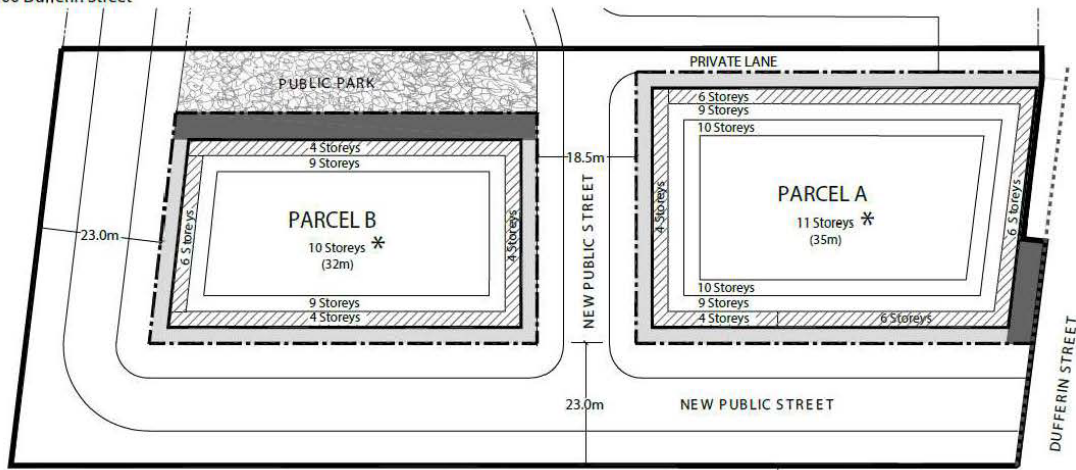
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Map 36-15

Site Specific Plan 36-X
 3400 Dufferin Street



LEGEND

Land Use / Structure Plan

- Site Property Line (Gross Area)
- Public Park (Unencumbered)
- Development Parcels
- Building Envelope (Above Grade)
- Build To Line

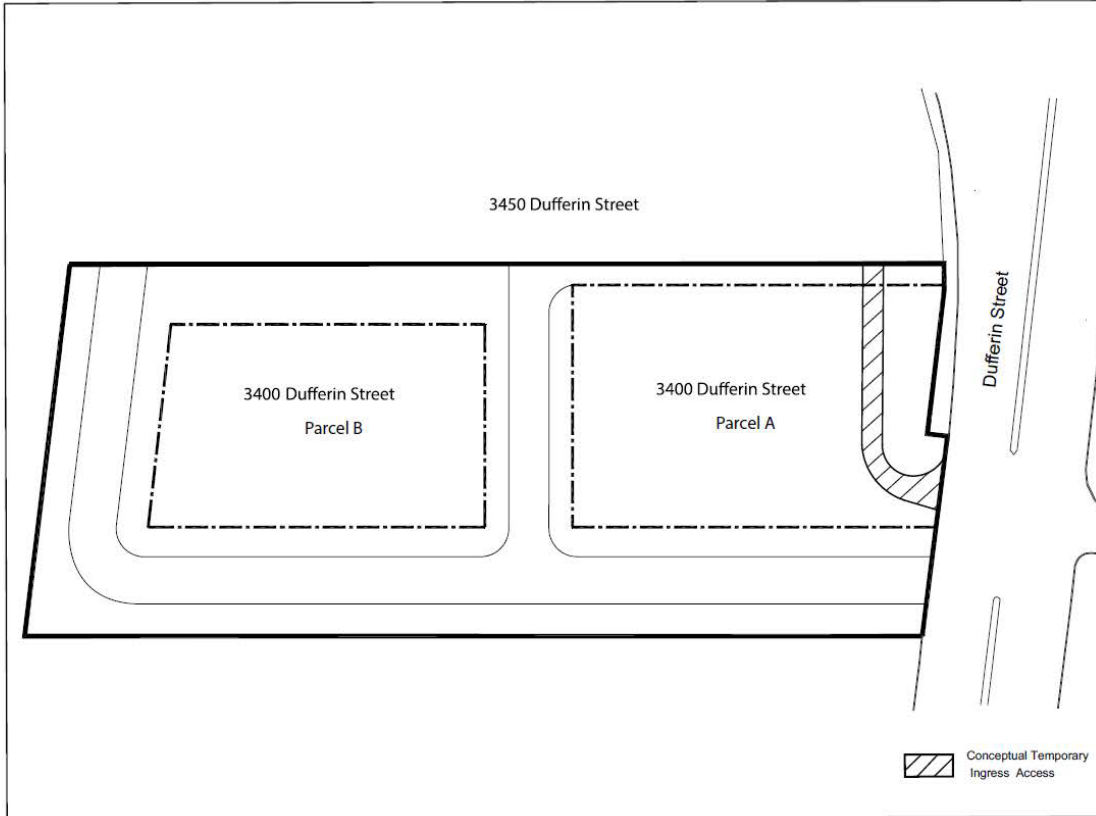
Built Form

- Minimum Building Setback
 - 5m from Dufferin Street and Public Park
 - 3m from Public Streets and Private Lane
- Minimum Building Step-Back
 - 3m (Above 4th or 6th storey)

* Excluding Mechanical Penthouse and Outdoor Amenity Areas
 Note: Setbacks on the drawing are for illustration purposes only.

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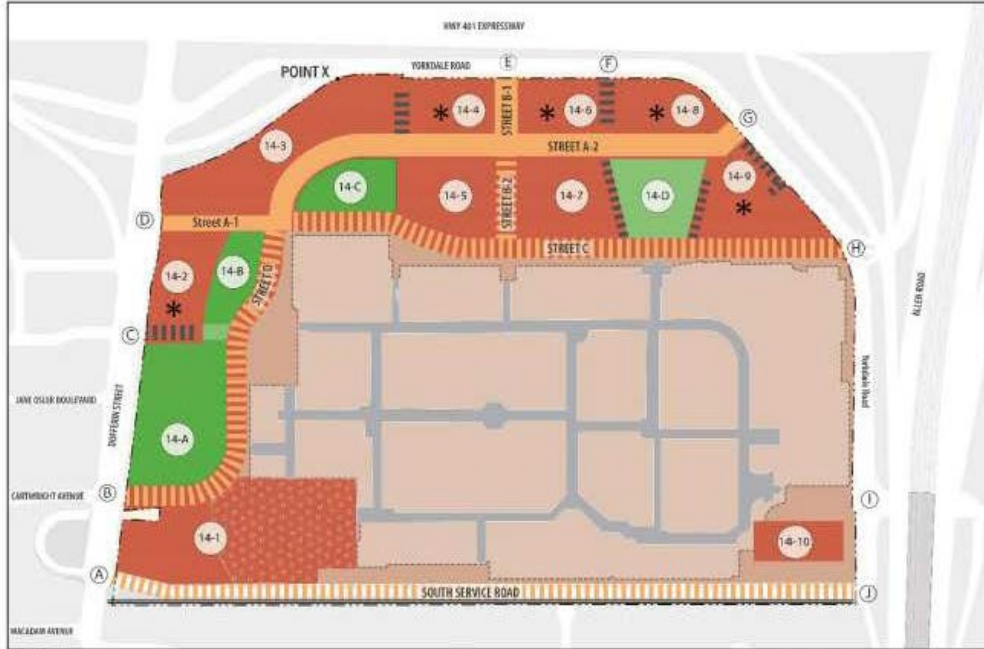
Map 36-16



Site-Specific Plan 36-x
Conceptual Temporary Ingress Access

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Map 36-17

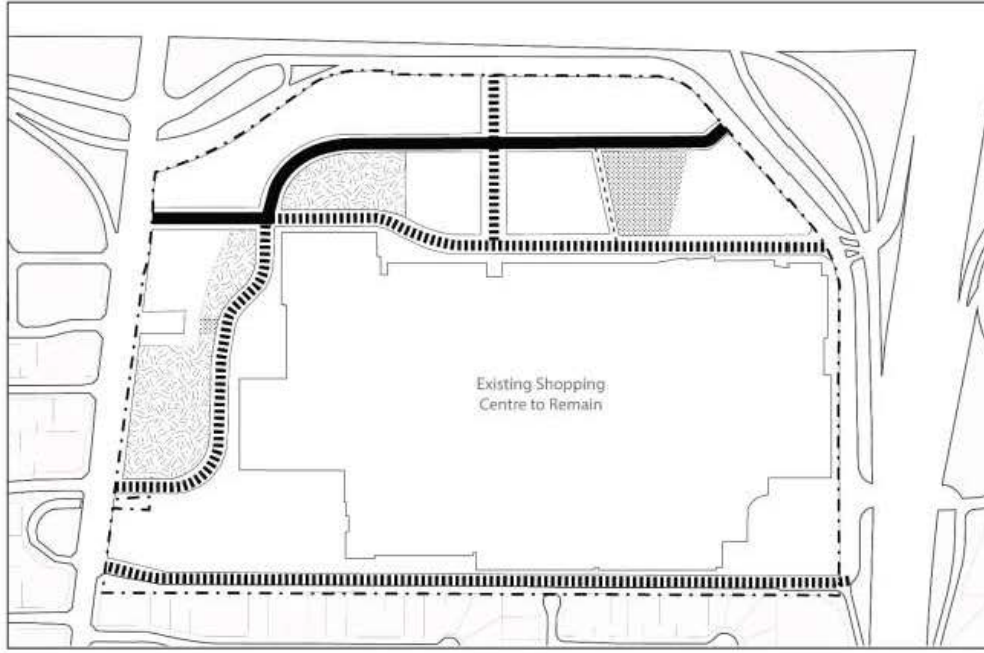


Dufferin Street Secondary Plan
 MAP 36-17 Block Master Plan

- | | | | | |
|------------|-------------------|-----------------------------------|-----------------------------|--|
| (H) | Connection Points | Private Streets - new or existing | Indoor Connections | Other Open Space |
| 10 | Development Block | Private Access (Laneway or Ramp) | Contiguous Development Area | Ornamental Wall |
| Orange Box | New Public Street | Existing Mall to Remain | Public Park | Potential Location for Community Services and Facilities |
- Not to Scale ↗

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Map 36-18



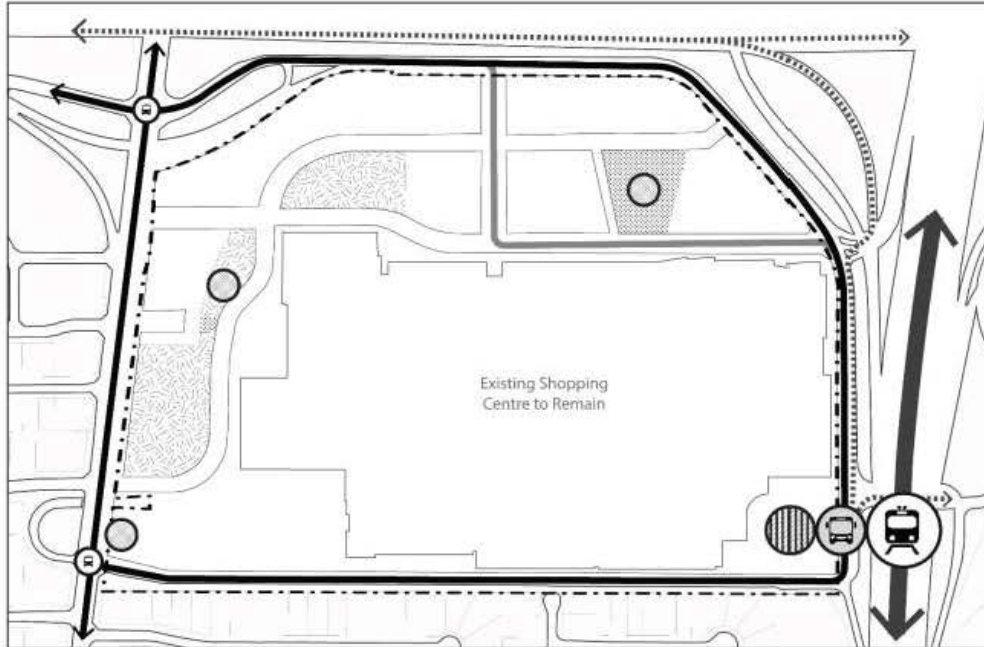
Dufferin Street Secondary Plan
MAP 36-18 Street Widths



Not to Scale 

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Map 36-19



Dufferin Street Secondary Plan

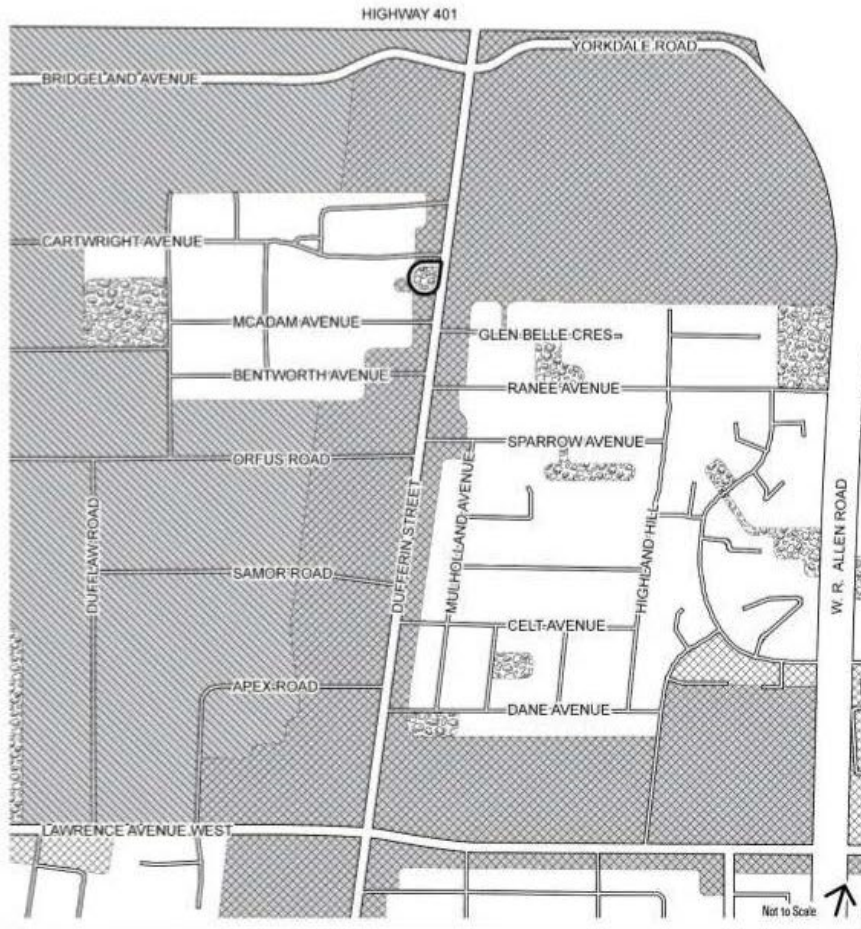
MAP 36-19 Transit and Transportation Demand Management (TDM) Plan

- | | | |
|------------------------------|-------------------------|--|
| Existing Subway Route | Subway Station | Public Park |
| Existing TTC Transit Route | TTC Transit Interchange | Other Open Space |
| Existing GO Transit Route | G.O. Bus Terminal | Conceptual Mobility Hub Location (Small) |
| Conceptual TTC Transit Route | | Conceptual Mobility Hub Location (Large) |

Not to Scale ↑

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Schedule II to Secondary Plan No.36



Toronto
Official Plan Amendment 294

Dufferin Street Secondary Plan

- | | |
|--------------------------|--------------------------|
| Neighbourhoods | Parks & Open Space Areas |
| Apartment Neighbourhoods | Parks |
| Mixed Use Areas | Site Location |
| Employment Areas | |