

Proposed Amendment to the Dufferin Street Secondary Plan by Oxford Properties Group

Legend

Original text (unchanged)

~~Removed text~~

New policy/text

Amended policy

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 **comprised of private and public** ~~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 Yorkdale plays an important role on Dufferin Street and within City of Toronto and it is intended to increase this role over the coming years:

- a. Yorkdale is an important parcel of retail activity on Dufferin Street, where it acts as a northern anchor for the street, drawing pedestrians and economic energy. Yorkdale will continue evolving into a major mixed use centre, which is linked to the future and the success of Dufferin Street.
- b. Yorkdale is an important economic driver for the City of Toronto as well as the broader region, significantly contributing to the City's tax base.
- c. Yorkdale is a major tourist destination for the City of Toronto and the surrounding region, fueling economic growth.
- d. Yorkdale is a large scale employer, providing an increasing number of long and short term jobs as the uses on the Yorkdale Lands continue to expand and evolve.

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.

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 and 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 as well as protect and appropriately buffer any new sensitive uses in proximity to Employment Areas.

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 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.

2.9 Integrating Yorkdale Shopping Centre

The key planning approach for the Yorkdale Lands will be to accommodate the flexibility for change and growth of the retail facilities.

- a. The Zoning By-law shall permit such flexibility, with the site plan process guided by Urban Design Guidelines, being the most important mechanism to control built form and growth.
- b. Development at Yorkdale will continue to progress incrementally, with a phasing strategy that is flexible and ensures infrastructure is available/provided to support development, allowing for changing needs and evolving retail patterns.
- c. Urban Design Guidelines for Yorkdale will allow for this flexibility, while still ensuring a high quality successful publicly accessible realm that will remain privately owned.
- d. At-grade retail and entertainment uses are permitted for the majority of the Yorkdale Lands, including the Dufferin Street frontage from the southern property boundary north to Point C (truck tunnel entrance) to further contribute to the retail spine on Dufferin Street.
- e. Yorkdale will expand its mixed-use character to include a sizable component of office and residential facilities alongside hotel uses and its retail facilities, reflective of the intent of the Dufferin Street Secondary Plan.

3. Development, Land Use & 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.

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.

3.1.4 Notwithstanding Policy 3.1.3, all streets within the Yorkdale Lands will remain private but will be subject to their own guidelines and standards that are compatible with those for the public streets. Public access, where required, will be provided through various legal mechanisms. This will ensure that growth at Yorkdale can remain flexible to accommodate changing retail and office patterns for the long term.

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 noise, traffic, odours or other contaminants from nearby industry in Employment Areas.
- 3.2.5 New auto-oriented and large format retail uses, and drive-through establishments, are not permitted in the Secondary Plan Area, with the exception of the Yorkdale Lands (Block 14) where large-format retail stores but not drive-throughs are permitted.

3.3 Parks, Open Spaces and Amenity

3.4 Setbacks

3.5 Step-backs

3.6 Separation Distances to Employment Areas

All policies from DSSP remain unchanged in sections 3.3-3.6.

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.

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, and on the west and east sides 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, with the exception of ~~Block 14 and 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.
- 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 within 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, bases of tall buildings, and will establish the height and location of tall buildings. **This policy does not apply to the private streets within the Yorkdale Lands.**
- 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~~ **required MTO** 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.

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 Street 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.

6.4 Additional density will be planned for and permitted in accordance with the policies for Block 14 (the Yorkdale Lands) in Section 9.5 of this Secondary Plan. Servicing will be provided to accommodate for this future anticipated growth.

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.

7.1 Transportation Master Plan

7.1.1 The 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 one and two of the Municipal Class Environmental Assessment process. The requirements from the Transportation Master Plan will be refined, protected, and implemented through the development application process.

7.1.2 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.

7.1.3 Additional density will be planned for and permitted in accordance with the policies for Block 14 (the Yorkdale Lands) in Section 9.5 of this Secondary Plan. Transportation infrastructure will be provided to accommodate for this future anticipated growth.

7.2 Public and Private Streets, Lanes and Driveways

7.3 Transit

7.4 Pedestrian and Cycling Movement

7.5 Parking and Traffic Demand Management (TDM)

8. Sustainability

9. Large Block Policies

9.1 Block 1

9.2 Block 6

9.3 Block 7

9.4 Block 8

All policies from DSSP remain unchanged in sections 7.2-9.4.

9.5 Large Block Policies - Block 14

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

The Secondary Plan Vision for these lands is for a landmark **mixed use** destination ~~with a retail commercial focus~~ **that maximizes opportunity for additional transit supportive development on the Block**. New development within Block 14 will positively address and animate Dufferin Street **and improve permeability into the Block** with new ~~public and/or~~ publicly accessible streets, pedestrian routes and an urban plaza. Block master planning will ensure comprehensive and coordinated redevelopment **across the Block**.

~~There are no residential uses planned on Block 14 at this time. Residential uses were not considered for this Block. However, should residential uses be considered with future development, further analysis, study and community consultation would be required in consultation with the local area Councillor and at the discretion of City Council.~~

9.5.1 The entirety of the Yorkdale Lands will continue to be designated *Mixed Use Areas* with retail, service, entertainment, residential, hotel, and office uses being supported and encouraged on-site.

9.5.2 The build out of the Yorkdale Lands (Block 14) is expected to occur to 2041, but may take longer dependent on market demand and ongoing management decisions.

9.5.3 The Yorkdale Lands will be subject to Map 36-11, which is subject to a total of 2.5 FSI, comprised of a maximum of 1.25 FSI of retail (including entertainment and food and beverage), 0.8 FSI of office, 0.1 FSI of hotel, and 0.7 FSI of residential uses.

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

9.5.4 A Block Master Plans for Block 14, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated redevelopment.

- 9.5.5 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*.
- 9.5.6 Comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods*.
- ~~9.5.4 A comprehensive strategy to provide a network of streets, including a new public street connecting Dufferin Street to Yorkdale Road. Where possible, new streets will align with the proposed street network for Block 1 in Map 36-6.~~
- ~~9.5.5 New streets and pedestrian routes will create smaller blocks and a more urban scaled frontage along Dufferin Street.~~
- 9.5.7 A Transportation Demand Management Strategy*.
- 9.5.8 A Traffic and Parking Management Program*.
- 9.5.9 Active uses along the edges of public streets*.
- ~~9.5.9 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 the Dufferin Street Urban Design Guidelines.~~
- 9.5.10 A privately owned, publicly accessible space is encouraged as a focal point on Block 14. This open space feature will form an attractive focal point and enhance the pedestrian experience of the Shopping Centre. ~~The POPS will be designed consistently with Section 3.3 of this Secondary Plan and the Dufferin Street Urban Design Guidelines.~~ The final layout and configuration of this privately owned publicly-accessible open space will be determined through the development approval process.
- ~~9.5.11 Land uses for Block 14 will be predominantly commercial. Retail at grade will be encouraged in new development and along the Dufferin Street edge to provide a streetwall oriented toward Dufferin Street.~~
- 9.5.11 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block.
- 9.5.12 Eastern portions of Block 14 are restricted by the Airport Height Limits Downsview Airport operations and will generally consist of lower-scale buildings ~~when compared to the remainder of the Block.~~

*policy also included in the Lawrence-Allen Secondary Plan

Public Realm

Pedestrian circulation will occur primarily within and around Yorkdale Shopping Centre, given the generous internal weather protected pedestrian environment that exists. As development continues, these internal connections will be integrated with extensions of the shopping centre or private streets on-site to key pedestrian destinations and connections off-site. Public realm treatments will be high-quality, consistent with the guidelines set out by the Secondary Plan and accompanying Urban Design Guidelines. The specifics are detailed in the Yorkdale Lands Urban Design Guidelines.

- 9.5.13 The public realm will be of high quality in keeping with the Yorkdale Lands' role as a regional destination. External on-site pedestrian and vehicular connections will be private in ownership, but will follow similar guidelines as the public streets proposed in the Dufferin Street Secondary Plan Urban Design Guidelines.
- 9.5.14 Street greening and public realm treatment will mimic those in the Dufferin Street Secondary Plan while allowing for place-making nuances and treatments.
- 9.5.15 Pedestrian circulation will function largely within and through the interior of the Yorkdale Lands, extending seamlessly to private roads and connections.

Dufferin Street Frontage

There will be a significant public open space linked to an enclosed public space, such as a Winter Garden, at the connection between the extension of the enclosed shopping centre and Dufferin Street. This space will become the front door to the enclosed shopping centre, creating an important pedestrian access and amenity linking Dufferin Street to the site.

The McAdam loop is necessary for mobility of all traffic on Dufferin Street and the proper functioning of the Yorkdale Lands. The McAdam loop is proposed to be reconfigured to include a full movement intersection with pedestrian crossings, as well as the creation of a grade level park within the loop facing Dufferin Street.

The South Service Road will be re-aligned so that it will connect to this intersection to enhance connectivity. The South Service Road is required as Yorkdale's "back of house", with multiple service entrances and exits.

- 9.5.16 Retail uses at grade will be required where identified on Map 36-8.
- 9.5.17 The McAdam loop will be reconfigured to eliminate the existing channelized right turn lane and create a signalized intersection on Dufferin Street with a realigned South Service Road and an improved public park within the loop
- 9.5.18 Setbacks within the Yorkdale Lands facing Dufferin Street will be in accordance with Map 36-9.
- 9.5.19 The South Service Road will remain private, continuing to serve the needs of Yorkdale and providing a separation between the commercial uses and the residential community to the south.

Built Form and Land Use

The built form of development on the Yorkdale Lands will continue to be attractive and interesting at-grade, featuring a variety of heights, store widths, lighting treatments, retail marquees, high-quality finishes and materials.

- 9.5.20 Regulation of built form will occur through the accompanying Urban Design Guidelines, overall height regulation, the pedestrian connections and the placement of private roads, and the Site Plan control process.

- 9.5.21 Urban Design Guidelines will standardise the public realm associated with private roads and pedestrian connections. They will also standardise the relationship between the buildings and vehicular circulation, including stepbacks and setbacks.
- 9.5.22 Private roads on the north side of the Yorkdale Lands that are shown in dashed lines on Map 36-14 will either be implemented as private vehicular roads, pedestrian connections, a combination thereof, or included as part of the enclosed shopping centre.
- 9.5.23 Maximum heights for the Yorkdale Lands will be established in the Zoning By-law.

Open Space

Open space infrastructure will fulfill requirements regarding Urban Plazas, and additional opportunities to create open space will be pursued in relation to the McAdam loop. Smaller private open spaces will also be provided in relation to the site entrances and within the northern development blocks. These will be identified and proposed as various stages of development occur, through subsequent site plan applications.

- 9.5.24 A significant privately-owned publically-accessible open space will form an entry into the enclosed shopping centre where it fronts on Dufferin Street as per Map 36-3.
- 9.5.25 An additional open space fronting on Dufferin Street will be created at the owner's cost as part of the reconfiguration of the at grade portion of the McAdam loop.
- 9.5.26 The physical landscape buffer between the South Service Road and residential community will be maintained by the owner.
- 9.5.27 Additional open space will be provided on the northern development blocks of approximately 2,300 square metres, the location(s) of which to be determined through the Site Plan approval process.

Transportation: General Site Access

Loading and servicing will largely occur through the existing truck tunnel, with additional loading and servicing facilities for areas of the site without access to the tunnel. Maintaining the efficient use of the truck tunnels is imperative to locating loading and servicing below grade.

As such, the private South Service Road will continue to function as an additional servicing corridor by providing multiple access points to underground parking. This private street is required to allow for the retail uses on the south side of the enclosed shopping centre to function appropriately.

With respect to customer parking, the principle will be to replace surface parking with inter-connected underground garages, to reduce automobile movements on surface roads and create a pedestrian/cyclist supportive public realm along the private roads onto which most of the new development will front.

- 9.5.28 The main vehicular accesses to the Yorkdale Lands are shown on Map 36-12. The final location of key entrances and exits to the Yorkdale Lands will be determined at the relevant Site Plan stages of development.

- 9.5.29 Parking will be provided in structured parking garages whenever the Yorkdale Lands are further developed; below grade parking and loading will be connected throughout the Yorkdale Lands as per Map 36-13.
- 9.5.30 The existing City owned pedestrian bridge that connects the enclosed shopping centre to Yorkdale Subway station should be replaced with a wider modern connection to support future development and the increased transit usage expected on the Yorkdale Lands.

Transportation: Vehicular Connections

The future vehicular connections to the site, outlined below, either already exist or will be reconfigured existing connections. While the alignment and type of internal roads and connections within the site have not yet been determined, key connections into the site have been identified. These are based on the traffic analysis, reflecting the Ministry of Transportation's (MTO) plans for reconfiguring the Highway 401 / Dufferin Street interchange, the City's public road network and the principles of appropriate intersection spacing and multi-modal mobility.

- 9.5.31 A private road will continue to connect points A and K on Map 36-14, forming a south boundary to the Yorkdale Lands. This road will continue to service underground parking connections, accommodate existing and further future servicing and loading facilities on the south side of the enclosed shopping centre not serviced by the truck tunnel, and serve as a buffer to residential neighbours to the south.
- 9.5.32 Beginning at the west of Point A on Map 36-14, the McAdam loop will be reconfigured at the owner's cost, integrating a new public open space at grade along Dufferin Street, and connecting to underground parking facilities.
- 9.5.33 A private road will form a discrete block on Dufferin Street between Points A and B as shown on Map 36-14.
- 9.5.34 Point C on Map 36-14 is the connection to underground parking and servicing. It will be an exit only for servicing vehicles and both entrance and exit for cars.
- 9.5.35 Point D on Map 36-14 will continue to connect at grade vehicular traffic onto Dufferin Street, allowing for right-in / right-out movements.
- 9.5.36 Two of Points E, F and G on Map 36-14 will provide vehicular connections from Yorkdale Road directly into the parking below grade, and at least one will access surface roads. All the roads on the Yorkdale Lands will be privately owned.
- 9.5.37 Point H on Map 36-14 will continue to provide access into the below grade servicing garage for the shopping centre, and will be tunneled in the future to allow for at-grade retail and commercial uses.
- 9.5.38 Point I on Map 36-14 will continue to connect at-grade vehicular traffic onto Yorkdale Road, allowing for full access.
- 9.5.39 Point J on Map 36-14 will continue to provide access to the eastern below-grade parking structure.
- 9.5.40 Yorkdale will implement a comprehensive transportation demand management plan for the site, and when combined with the anticipated shift to new and emerging technologies in transportation such as e-mobility and autonomous vehicles, it is anticipated that the modal split will shift away from the private automobile.

Internal Private Roads

9.5.41 The roads indicated as dashed lines to the north of the enclosed shopping centre will either be a private road, pedestrian connection, or will become part of a future expansion of the enclosed shopping centre. These will be constructed following the alignment illustrated in the Block Plan, but are subject to refinement depending on where development occurs.

Transportation: Intersections

9.5.42 Point A on Map 36-14 will be the location for a new intersection on Dufferin Street, connecting Dufferin Street to the north and south, the McAdam loop to the west, and the South Service Road to the east. Pedestrian crosswalks will be provided at this location.

9.5.43 Point C on Map 36-14 will continue to function as an exit from the truck tunnel, and will also serve as a full movement intersection, providing entrance and exit access to underground parking for vehicles. Pedestrian crosswalks will continue to be provided at this location.

The MTO plans on implementing a new intersection near the northwest corner of the site. Once this intersection is implemented, the site's owners will need to negotiate the placement of future proposed intersections on Yorkdale Road with MTO to ensure the acceptance of intersection locations.

9.5.44 Point E or F on Map 36-14 will contain a right-in / right-out intersection, including direct access to underground parking as well as at grade uses on the Yorkdale Lands.

9.5.45 Point F or G on Map 36-14 will include a full movement signalized intersection, subject to approval of MTO.

9.5.46 Points I and J on Map 36-14 will continue to contain signalized intersections.

Storm Water Management, Watermain and Sanitary Servicing

9.5.47 Design and construction of the Dufferin Street sanitary sewer extension will be required to support the future development of the Yorkdale Lands.

9.5.48 New storm connections to Dufferin Street will be required for the full build out of Yorkdale's master plan. Final locations will be determined through the Site Plan Approval process.

9.5.49 Final internal sewer layout will be determined during the Site Plan Approval process and incorporated into the underground structure when possible.

9.5.50 Planned servicing for Yorkdale is proposed as shown in Maps 36-XX will be incorporated into the underground where possible, and can be refined through the site plan process without amendment to the policies of this Plan.

Noise

9.5.51 For phases of the project which propose noise sensitive uses, appropriate noise mitigation strategies will be proposed through the Site Plan Approval process.

9.5.52 Outdoor Living Areas provided for any portions of the development will conform to MOECC guidelines.

9.5.53 Open spaces provided for the development will conform to MOECC guidelines, where applicable.

Zoning By-laws

- 9.5.54 The City may enact Zoning By-laws, including Holding (H) Provisions as necessary, and approve Site Plan applications to permit the development on the smaller development blocks within Block 14 (Yorkdale Lands) prior to lifting of the Holding provisions applicable to the balance of the Block.
- 9.5.55 In order to lift H Provisions from the Zoning By-law for Block 14, Site Plan Applications will be required for the portion of the Site under development, which shall include the following:
- i. submission of a satisfactory traffic study;
 - ii. submission of a satisfactory servicing report;
 - iii. submission of a satisfactory Community Services and Facilities study if residential uses are proposed;
 - iv. if residential or child care centre uses are proposed, submission of a satisfactory noise study; and
 - v. if below-grade parking structures are proposed, submission of a satisfactory geotechnical study.
- 9.5.56 Prior to lifting the H Provision from the Yorkdale Lands, the following maximum gross floor area and/or maximum number of units are allowed:
- i. 350 residential units;
 - ii. 250 hotel units; and
 - iii. 400,000 m² gross floor area of commercial uses, not including a hotel.

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 Services 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 is strongly encouraged. At a minimum, 10% of all residential units in new developments should be built to ~~contain~~ accommodate 3 or more bedrooms in buildings with 20 or more units.
- 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.

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~~ **may** 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.

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 where necessary approve Plans of Subdivision to permit the development of residential uses on Blocks 1, 6, 7, 8 and 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, 45 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 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 and 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 and the requirements of Appendix 1 of this policy document.
- 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 Bylaw 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, ~~and 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~~ **accepted** 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 (**where applicable**);
 - 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;
 - 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:
 - a. Side and rear yard setbacks, building heights and stepbacks, angular planes, facing distances between buildings;
 - b. Built form envelopes; and
 - c. 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~~, and 14 provide the greatest opportunity for significant change and the establishment of residential, mixed-use 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~~, and 14.

11.14.2 Criteria for Removal of the ‘H’ Holding Symbol

In order to appropriately 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. **Except for Block 14**, 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.

For Block 14, the conditions to be met or secured prior to removal of a Holding (H) symbol are identified in policy 9.5.55

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 Dufferin 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 ~~may~~ 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 Interpretation

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 36-2. Land owner cooperation is encouraged in realizing the Secondary Plan Area vision through the Block Master Plan process.

Schedules

All Schedules approved for the DSSP area will require amendment to allow for the development of the Yorkdale Lands as per the proposed Block Master Plan, with the exception of Map 36-4 Land Use, which still applies. Beyond the information within the western portion of the Yorkdale Lands that require modifications, each schedule requires an amendment to include the entirety of the Yorkdale Lands in the Secondary Plan area.