

Authority: Planning and Growth Management Committee Item 28.2, adopted as amended,  
by City of Toronto Council on December 16, 17 and 18, 2013

**CITY OF TORONTO**

**BY-LAW No. 1714-2013**

**To adopt Amendment No. 231 to the Official Plan of the City of Toronto with respect to  
the Economic Health Policies and the Policies, Designations and Mapping for  
Employment Areas.**

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c. P.13, as amended,  
to pass this By-law; and

Whereas Council of the City of Toronto has provided information to the public, held a public  
meeting in accordance with Section 17 of the *Planning Act* and held a special public meeting in  
accordance with the requirements of Section 26 of the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 231 to the Official Plan of the City of Toronto is hereby  
adopted.

Enacted and passed on December 18, 2013.

Frances Nunziata,  
Speaker

Ulli S. Watkiss,  
City Clerk

(Seal of the City)

**AMENDMENT NO. 231 TO THE  
OFFICIAL PLAN OF THE CITY OF TORONTO**

The following text and maps constitute Amendment No. 231 to the Official Plan for the City of Toronto:

**CHAPTER 2 POLICIES**

1. In the non-statutory text at the beginning of Section 2.2 delete the term '*Employment Districts*' wherever it appears and replace it with the term '*Employment Areas*'.
2. Amend Policy 2.1.2 by deleting the term '*Employment Districts*' and replacing it with the term '*Employment Areas*'.
3. Delete Policy 2.1.3 and substitute the following:
  - '3. Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031.'
4. Amend Policy 2.2.2 by adding a new sub-policy a) as follows, and re-numbering the subsequent sub-policies a) to l) accordingly:
  - 'a) Achieve a minimum combined gross density target of 400 jobs and residents per hectare. Should the existing density of jobs and residents per hectare exceed this target, the existing higher density will be considered the minimum density target for these areas.'
5. Delete Section 2.2.4 and replace it with the following:

**2.2.4 Employment Areas: Supporting Business and Employment Growth**

Toronto's *Employment Areas*, to be used exclusively for business and economic activities, are an essential cornerstone of our diverse and thriving civic economy. Almost a third of Toronto's jobs and forty percent of export-oriented jobs with high-multiplier spinoffs are in *Employment Areas*. The City's *Employment Areas* are healthy with considerable investment in new buildings and improvements and overall low building vacancy rates. Important elements of our civic economy, such as manufacturing and warehousing and goods distribution are located almost entirely in *Employment Areas* and provide for a broad range of jobs and a diverse economic base that helps our City through difficult cycles in the economy.

Our *Employment Areas* are finite and geographically bounded. Given relative land values, residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands. It is the City's goal to conserve our *Employment Areas*, now and in the longer term, to expand existing businesses and incubate and welcome new businesses that will employ future generations of Torontonians. Given the diminishing supply of vacant land in *Employment Areas*, new development in *Employment Areas* needs to take place in a more intensive physical form.

Maintaining *Employment Areas* exclusively for business and economic activities provides a stable and productive operating environment for existing business, that also attracts new firms. The introduction of sensitive land uses into *Employment Areas* can force industry to alter their operations, particularly when the environmental certificates that industries operate under are affected, or complaints are lodged about adverse effects from industrial operations. Even where new sensitive land uses are located outside of, but in close proximity to, *Employment Areas*, they should be designed and constructed to prevent the residents or users from being affected by noise, traffic, odours or other contaminants from nearby industry.

Toronto's *Employment Areas* are important in providing good quality services to our residents and workers. The industrial and commercial properties are vital to maintaining a healthy civic tax base that pays for those services. Most of our City and transportation yards that maintain our infrastructure are located in *Employment Areas* and have limited alternative locations.

Preserving *Employment Areas* contributes to a balance between employment and residential growth so that Torontonians have a greater opportunity to live and work in the City, rather than commuting distances to jobs outside of the City. As *Employment Areas* are spread across the City, work destinations and commuting direction are also spread out, resulting in less road congestion in any one direction. Many workers in *Employment Areas* live in nearby residential neighbourhoods and have the opportunity for shorter commutes to work by transit, walking or cycling.

Our *Employment Areas* are comprised of lands designated both as *Core Employment Areas* and *General Employment Areas*, which are both important 'employment areas' as defined in the Provincial policy framework. The conversion of lands within *Employment Areas* is only permitted through a City-initiated Municipal Comprehensive Review of the Official Plan. During a City-initiated Municipal Comprehensive Review of the Official Plan, the City can assess any requests to convert *Employment Areas* on the basis of criteria that implement the Provincial planning framework and the policies of the Official Plan for *Employment Areas*.

## POLICIES

1. *Employment Areas*, as shown on Map 2, are comprised of both *Core Employment Areas* and *General Employment Areas*, as shown on Maps 13 to 23 inclusive. *Employment Areas* are areas designated in this Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.
2. *Employment Areas* will be used exclusively for business and economic activities in order to:
  - a) Retain sufficient availability of lands, for both current and future needs, for industrial functions such as manufacturing and warehousing which are permitted only within *Employment Areas* and *Regeneration Areas*;

- b) Protect and preserve *Employment Areas* for current and future business and economic activities;
  - c) Provide for and contribute to a broad range of stable full-time employment opportunities;
  - d) Provide opportunities for new office buildings, particularly in business parks along the Don Valley corridor and/or within walking distance to higher order transit;
  - e) Provide a stable and productive operating environment for existing and new businesses by preventing the establishment of sensitive land uses in *Employment Areas*;
  - f) Maintain and grow the City's business tax base;
  - g) Promote and maintain food security for the City's residents;
  - h) Maintain the market attractiveness of the *Employment Areas* for employment uses;
  - i) Provide prominent, accessible and visible locations and a wide choice of appropriate sites for potential new businesses;
  - j) Continue to contribute to Toronto's diverse economic base and support export-oriented wealth creating employment;
  - k) Contribute to a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking and cycling; and
  - l) Provide work opportunities for residents of nearby neighbourhoods.
3. A more intensive use of lands in *Employment Areas* for business and economic activities will be encouraged to make better use of a limited supply of lands available for these activities.
4. *Employment Areas* will be enhanced to ensure they are attractive and function well, through actions such as:
- a) Permitting a broad array of economic activities that encourage existing businesses to expand or diversify into new areas of economic activity and facilitates firms with functional linkages to locate in close proximity to one another;

- b) Investing in key infrastructure to support current and future needs, and facilitating investment through special tools, incentives including tax incentives, and other programs or partnerships, in order to:
    - i) promote the distinctive character or specialized function of an area to attract businesses within a particular targeted cluster of economic activity;
    - ii) facilitate the development of vacant lands and the adaptive reuse of vacant buildings for employment purposes;
    - iii) facilitate the remediation of brownfield sites to enable redevelopment for employment uses;
    - iv) address the absence of key physical infrastructure and amenities for workers, poor environmental conditions or poor accessibility;
  - c) Encouraging and supporting business associations that promote and provide a voice for businesses within *Employment Areas*;
  - d) Establishing a connected network of public streets for use by trucks, automobiles, transit, bicycles and pedestrians; and
  - e) Promoting a high quality public realm and creating comfortable streets, sidewalks, parks and open spaces for workers and landscaped streetscapes to promote pedestrian/ transit use and attract new business ventures.
5. New residential and other sensitive land uses where permitted outside of, but adjacent or near to, *Employment Areas* will be appropriately designed, buffered and/or separated from impactful industries as necessary to prevent or mitigate adverse effects from noise, vibration, traffic, odour and other emissions and contaminants upon the occupants of the new development, and lessen complaints and their potential costs to businesses. The costs of studies and mitigation measures shall be borne by the developer of the new residential or other sensitive land uses outside of, but adjacent or near to, the *Employment Area*.
6. *Employment Areas* in the vicinity of existing major transportation infrastructure such as highway interchanges, ports, rail yards and airports are designated to provide for, and are to be preserved for, employment uses that may rely upon the major transportation infrastructure for the movement of goods.
7. Measures will be introduced and standards applied on roads within *Employment Areas* that give priority to the movement of trucks and transit vehicles.
8. Transit service and use to and from *Employment Areas* will be enhanced by:
- a) Investing in improved levels of service to *Employment Areas*, particularly from nearby residential areas and mixed commercial-residential areas;

- b) Encouraging new employment development to take place in a form and density that supports transit and discourages large areas of surface parking;
- c) Creating safe and comfortable pedestrian conditions between places of work and transit stops; and
- d) Encouraging travel demand management measures.

Conversion and Removal Policies for *Employment Areas*

- 9. The redesignation of land from an *Employment Area* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a Municipal Comprehensive Review. The introduction of a use that may be permitted in a *General Employment Area* into a *Core Employment Area* is a conversion and may only be permitted by way of a Municipal Comprehensive Review.
- 10. The conversion of land within an *Employment Area* is only permitted through a City-initiated Municipal Comprehensive Review that comprehensively applies the policies and schedules of the Provincial Growth Plan.
- 11. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a Municipal Comprehensive Review be initiated.
- 12. During a Municipal Comprehensive Review, the City will assess requests to convert lands within *Employment Areas*, both cumulatively and individually, by considering matters such as whether:
  - a) There is a demonstrated need for the conversion(s) to meet population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
  - b) The City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
  - c) There is a demonstrated need for the conversion(s) to mitigate existing and/or potential land use conflicts;
  - d) The lands are required over the long-term for employment purposes;

- e) The conversion(s) will adversely affect the overall viability of the *Employment Area* and maintenance of a stable operating environment for business and economic activities with regard to the:
- i) compatibility of the proposed land use with existing employment uses or employment uses permitted in the zoning by-law in the *Employment Area*;
  - ii) interference with the function of existing employment uses by affecting Environmental Compliance Certificates of industries and their renewal, or complaints of adverse effects to the Ministry of the Environment under the Environmental Protection Act which could require changes to industrial operations or restrict operating hours;
  - iii) ability to provide appropriate buffering of employment uses from sensitive residential and institutional uses;
  - iv) implementation of the Ontario Ministry of the Environment D series guidelines for compatibility between industry and sensitive uses or any successor guidelines;
  - v) impact on the affordability of property or building leases or land purchase costs for employment uses and tax assessments in the *Employment Area*;
  - vi) reduction or elimination of visibility of, and accessibility to, employment lands or uses;
  - vii) impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;
  - viii) removal of large and/or key locations for employment uses; and
  - ix) maintenance of the identity of the *Employment Area*.
- f) The existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);
- g) In the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;
- h) Land already appropriately designated and zoned for the proposed non-employment use(s) is available outside of *Employment Areas*;

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- i) New residents or institutional users on the lands would be adversely affected by noise, vibration, odours and other air emissions, dust and other particulates or other contaminants;
  - j) The ability to provide opportunities for the clustering of similar or related employment uses is maintained;
  - k) A sufficient supply of optimum-sized land parcels is maintained in the *Employment Area* for the range of permitted employment uses;
  - l) Employment lands proximate to essential linkages, such as supply chains, service providers, markets, and necessary labour pools are preserved;
  - m) Employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors and airports to facilitate the movement of goods;
  - n) The proposal(s) to convert lands within an *Employment Area* will maintain and grow, or potentially diminish the City's tax base;
  - o) The proposal(s) to convert lands in an *Employment Area* will help to maintain to a diverse economic base accommodating and attracting a variety of employment uses and a broad range of stable full-time employment opportunities in Toronto;
  - p) The conversion(s) will retain work opportunities for residents of nearby neighbourhoods; and
  - q) Cross-jurisdictional issues have been considered.'
6. Amend Section 2.4 by adding a new Policy 5 as follows and renumbering the subsequent policies:
- '5. Subway and underground light rapid transit stations will be integrated into multi-storey developments wherever it is technically feasible.'
7. Delete Map 2 and substitute Map 2 attached as Appendix 1 to this amendment.

### CHAPTER 3 POLICIES

8. Delete Section 3.5.1 and substitute the following:

#### '3.5.1 CREATING A STRONG AND DIVERSE CIVIC ECONOMY

Toronto's economy is thriving, but continued efforts are required to attract new business and jobs, maintain the diversity of our economic base and maintain a healthy municipal tax base. Policies of the Plan to achieve this include:

- a. Promotion of transit-oriented office growth in the *Downtown and Central Waterfront*, the *Centres*, and within walking distance of rapid transit stations;
- b. Retention of *Employment Areas* exclusively as stable places of business and economic activities;
- c. Providing locations for the retail commercial and institutional sectors to meet the needs of our City and Region's growing population; and
- d. Promoting the cultural sector as an important element of our economy.

Almost half of the City's current jobs, and a majority of its future jobs, are in offices. The Greater Toronto Area could be adding millions of square metres of office space over the coming decades, and, given existing road congestion, it is essential to promote office growth on rapid transit lines throughout the City and Region. The Official Plan directs office growth, and in particular the development of large freestanding office buildings, to the *Downtown and Central Waterfront*, the *Centres*, and within 500 metres of rapid transit stations. At the same time, existing office space in these transit-rich areas needs to be sustained, not demolished to make way for new residential buildings. Where a residential development is proposed on sites with over 1000 square metres of employment space in these areas served by rapid transit where residential uses are already permitted, the development must also result in an increase of employment space.

Toronto's *Employment Areas* have great potential for additional employment growth through the incubation of new business, the nurturing of small business to become large business, attracting new and expanding employment clusters, and intensifying the form of development in our employment lands. To grow employment and investment the Plan promotes, and the City currently provides, both tax incentives and priority processing for new and expanding office buildings and industries. These incentives augment the supports for economic growth in Toronto already provided by: a well-educated and skilled labour force, access to financial capital, a strong research and development sector, advanced communications networks, a dynamic business climate, and an enviable quality of life in safe, inclusive neighbourhoods.

## POLICIES

- 1. Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City by:
  - a) Maintaining a strong and diverse economic base;
  - b) Contributing to a broad range of stable full-time employment opportunities for all Torontonians;
  - c) Maintaining a healthy tax base for the City;
  - d) Promoting export-oriented employment;

- e) Attracting new and expanding employment clusters that are important to Toronto's competitive advantage;
  - f) Offering globally competitive locations for national and international business and offering a wide choice of sites for new business;
  - g) Promoting international investment in Toronto;
  - h) Providing incubation space for new start-up firms to establish themselves and grow;
  - i) Supporting employment and economic development that meets the objectives of Toronto's Workforce Development Strategy, including people-based planning and the Vision Statement on Access, Equity and Diversity and promoting infrastructure and support programs to ensure that all Torontonians, particularly equity-seeking groups, such as racialized youth, persons with disabilities, single mothers and new comers, especially refugees, have equitable access to employment opportunities; and
  - j) recognizing the full diversity of employment activities that are increasingly taking place in non-traditional employment areas, such as homes and public spaces, and strengthening the necessary regulatory frameworks and policies to support this employment.
2. A multi-faceted approach to economic development in Toronto will be pursued that:
- a) Stimulates transit-oriented office growth in the *Downtown and the Central Waterfront*, the *Centres* and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other *Mixed Use Areas, Regeneration Areas and Employment Areas*;
  - b) Protects *Employment Areas* as stable places of business;
  - c) Provides appropriate locations and opportunities for new retail and service establishments;
  - d) Encourages the expansion of health and educational institutions, and improving transit access to them; and
  - e) Promotes the Cultural Sector as an important element of our civic economy.
3. A balanced growth of jobs and housing across the City will be pursued to:
- a) Maintain a complete community;

- b) Reduce the need for long distance commuting and lessen regional road congestion; and
  - c) Increase the proportion of travel by transit, walking and cycling.
4. Programs and incentives will be established to grow employment and investment consistent with the policies of this Official Plan, particularly targeting key economic clusters and the development of offices and industries. These programs will include both fiscal incentives and the priority processing of development applications.
5. Investment on the part of public agencies or through partnership agreements will ensure that key infrastructure will be maintained, improved and extended to support current and future employment needs in the following areas:
- a) Roads and public transit;
  - b) Water and sewer lines;
  - c) Reliable supply of energy sources including electricity, natural gas, district energy centres and cooling systems;
  - d) Telecommunications networks; and
  - e) Access to Pearson International and Billy Bishop Airports.
6. New office development will be promoted in *Mixed Use Areas and Regeneration Areas* in the *Downtown and Central Waterfront* and *Centres*, and all other *Mixed Use Areas, Regeneration Areas and Employment Areas* within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light rapid transit or GO station.
7. Major freestanding office buildings with 10,000 square metres or more of gross floor area, or the capacity for 500 jobs or more, should be located in *Mixed Use Areas, Regeneration Areas and Employment Areas* within the *Downtown and Central Waterfront* and the *Centres*, and/or within 500 metres of an existing or an approved and funded subway, light rapid transit or GO station.
8. In planning for new subways, light rapid transit and GO routes, the location of established and potential new office concentrations will be considered.
9. New development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a *Mixed Use Area* or *Regeneration Area* within:

- a) The *Downtown and Central Waterfront*;
- b) A *Centre*; or
- c) 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station.

Where site conditions and context do not permit an increase in non-residential office gross floor area on the same site, the required replacement of office floor space may be constructed on a second site, prior to or concurrent with the residential development. The second site will be within a *Mixed Use Area* or *Regeneration Area* in the *Downtown and Central Waterfront*; within a *Mixed Use Area* or *Employment Area* in the same *Centre*; or within 500 metres of the same existing or approved and funded subway, light rapid transit or GO train station.

- 10. Universities, colleges and hospitals will be supported in their efforts to better serve residents and businesses throughout the region by:
  - a) Creating and advancing research and development alliances;
  - b) Creating new enterprises in partnership with the business community on campuses;
  - c) Linking to the growth of biomedical and biotechnology enterprises;
  - d) Developing the skills of Toronto's labour force as organizational and technological innovations shape economic prospects;
  - e) Retaining current institutional lands for future expansion to serve a growing and ageing population within the Greater Toronto Area;
  - f) Promoting the design of campuses with a high quality of public realm organized to promote visual and physical links with adjacent areas of the City;
  - g) Connecting major institutions to the network of bicycle routes;
  - h) Establishing new universities, colleges and hospitals in locations with access to rapid transit and improving transit services to existing universities, colleges and hospitals not currently served by rapid transit.'

#### CREATING A CULTURAL CAPITAL

- 9. Add a new policy 6 to Section 3.5.2 as follows:
  - '6. Cultural enterprises and employment are significantly clustered within *King Spadina Secondary Plan* area, *King Parliament Secondary Plan* area and the *Liberty Village Area* of the *Garrison Common North Secondary Plan*. The stock

of non-residential floor space in these areas will be preserved and expanded to encourage the continued growth of cultural industries.'

10. Add the following sidebar to Section 3.5.2:

'Cultural Industries

Cultural industries have their origin in individual creativity, skill and talent and have a potential for wealth and job creation through the generation and advancement of intellectual property, including: design, broadcasting, film video and photography, music and the visual and performing arts, publishing, software, computer games and electronic publishing.'

11. Delete Section 3.5.3 and replace it with the following:

'3.5.3 THE FUTURE OF RETAILING

The pattern of retail activity in Toronto has evolved over time and includes a full spectrum of convenience stores in neighbourhoods, traditional 'main street' shopping streets, small plazas, large shopping malls, big box stores and 'power centres' and specialty retail districts like Yorkville that are also tourist destinations. The retail sector has seen some dramatic shifts in the past 30 years and there is every reason to believe that the next three decades will see more change. The Plan therefore provides the flexibility for owners of retail properties to adapt to changing circumstances. The population of Toronto is going to grow and so will the retail sector. The Plan provides for the expansion of the retail sector to serve the growing population in different forms and settings. However, as the population of Toronto grows and our land base remains the same, it is essential to make the best use of available land with retail provided within multi-storey buildings with less emphasis on surface parking.

Regardless of whether a retail development is a neighbourhood convenience plaza or a power centre at the edge of employment lands, it is important to provide a high quality public realm and private setting with improved public amenities, and development in a form that is a fit with the context and the surrounding areas.

As retail grows in some areas, it may close in others. The impact of the loss of retail commercial space as a result of redevelopment could, in some instances, negatively affect local residents. They may face longer trips, the loss of walkable shopping options, or the loss of an informal meeting place. In other cases the lost retail space may hardly be missed. Its closure may follow underperformance of the space as a result of changes in shopping patterns or demographics in its local market. Development applications and local area studies should address the potential impact of the loss of space and consider possible mitigation, including providing replacement retail space as part of the new development. This assessment should consider whether residents will have good access to convenience shopping for essential needs such as food and pharmaceuticals. The replacement of retail space needs to be part of the overall evaluation. At the same time any new retail space should be commercially viable if it is to be included in the new development, and in some circumstances it may make sense to provide the replacement

space in addition to the amount of space for other uses that would be needed to make the development viable.

## POLICIES

1. A strong and diverse retail sector will be promoted by:
  - a) Permitting a broad range of shopping opportunities for local residents and employees in a variety of settings;
  - b) Supporting specialty retailing opportunities that attract tourists to, and residents of, the Greater Toronto Area;
  - c) Encouraging and supporting effective business associations in retailing areas;
  - d) Supporting retail opportunities in a form that promotes pedestrian and transit use; and
  - e) Encouraging stores selling fresh food in areas currently lacking pedestrian access to fresh food.
2. Retailing areas will be improved by:
  - a) Providing a high quality public realm which promotes local identity and is comfortable and connected to a network of public streets serving pedestrians, cyclists, transit, cars and trucks;
  - b) Encouraging high quality retail development of a type, density and form that is integrated with the existing and planned context of the area;
  - c) Improving public amenities such as transit and parking facilities, street furniture and landscaping;
  - d) Encouraging retailing in more intensive formats; and
  - e) Encouraging connections to the PATH system in the Downtown and other grade separated public walkways associated with subways which complement and extend the system of public streets.
3. Street related retail at the base of larger developments with a fine grain of entrances should be provided in *Centres*, on streets adjacent to higher order transit, on *Avenues*, and important pedestrian streets to promote pedestrian use. Where retail buildings have been set back with parking between the street and the sidewalk, new infill street-related retail development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

4. Retail development on large sites should be designed to promote street related retail, promote pedestrian and transit use and limit traffic impacts on existing neighbourhoods and employment uses by:
  - a) Dividing the large site with a fine grain of public streets, and shared driveways designed to meet the roles of City streets, and to divide the block in to appropriate scaled development blocks;
  - b) Providing safe and comfortable pedestrian connections between the retail stores, the parking areas and the public sidewalks at the edge of the site;
  - c) Providing safe and comfortable pedestrian connections between retail developments on adjacent sites;
  - d) Phasing development to define and support public streets; and
  - e) Organizing servicing uses away from pedestrian areas and adjacent land uses.
  
5. In order to provide local opportunities for small businesses and maintain the safety, comfort and amenity of shopping areas, zoning regulations for ground floor commercial retail uses in new buildings in new neighbourhoods or in *Mixed Use Areas* along pedestrian shopping strips where most storefronts are located at the streetline, may provide for a maximum store or commercial unit size and minimum first-storey height based on the following considerations:
  - a) The prevailing sizes of existing stores and commercial units in the area;
  - b) Other indicators of opportunities for small business, such as vacancies in existing stores and commercial units;
  - c) The provision of a range of store and commercial unit sizes to meet the range of local needs including day-to-day convenience shopping and other household goods and services;
  - d) The potential impact of large vacant stores and commercial units at the ground floor level on the safety and comfort of the strip for pedestrians;
  - e) The need for 'eyes on the street';
  - f) The rhythm and flow of storefronts on the strip; and
  - g) The potential for the building design, particularly the street façade, to address the safety, comfort and amenity of the shopping area.

In commercial heritage conservation districts where the prevailing floorplate size is an important feature of the district's heritage character, the zoning regulations for ground floor commercial retail uses in new buildings must provide for a

maximum store or commercial unit size based on the foregoing considerations, and consistent with the heritage conservation district plan.

6. When retail commercial uses in *Mixed Use Areas* and commercial plazas in *Neighbourhoods* and *Apartment Neighbourhoods* are redeveloped, the following considerations will be used either to determine the amount of retail commercial space that must be provided in the new development in order to alleviate the potential impact of the loss of retail commercial space on the local community, particularly access to food stores and other stores that meet its convenience needs, or to justify not retaining or replacing any of the existing space:
  - a) The availability of alternative means to meet the convenience needs of the local community, including:
    - i) existing stores and retail commercial space;
    - ii) opportunities for retail commercial development in *Mixed Use Areas*, particularly opportunities on nearby *Avenues*;
  - b) The desirability of retaining options for walking to convenience shopping and other alternatives to the automobile;
  - c) The importance of providing, where feasible and appropriate, continuous ground floor retail commercial space for the amenity and attractiveness of pedestrian shopping strips; and
  - d) The feasibility, where appropriate, of providing the retail commercial space in addition to the amount of space for other uses that would be needed to make the development viable.

To allow for flexibility in future occupancy of the redeveloped site, the zoning should permit ground floor space to be occupied by retail commercial uses and where feasible grade-related space should be designed so that it can be occupied by either residential or retail commercial uses.'

12. Add the following sidebar adjacent to the new policy proposed above:

'The Local Community

When assessing the potential impacts of the loss of commercial space on the local community, a key consideration is that residents should have good access to shopping to meet their convenience needs. At the same time, it must also be recognized that the market areas of convenience retail uses vary across the City depending on the local transportation framework. Consequently, the local community being assessed will be larger in areas where lower densities still require extensive auto use to shop for convenience needs. In the post-war suburbs this may include the area within about 2 kilometres of the space being lost (based on the observation that most residents within the City live within 2 kilometres of a supermarket larger than 20,000 square feet).

On the other hand, in areas where walking is a viable or necessary means to shop for convenience needs, the local community will be smaller. Walking to shop may be more viable in high density areas or those with pedestrian shopping streets. In areas with higher proportions of seniors or low income residents walking to shop may be necessary.'

#### CHAPTER 4: EMPLOYMENT POLICIES

13. Delete Section 4.6 and replace with the following:

##### '4.6 EMPLOYMENT AREAS

*Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects. Both *Core Employment Areas* and *General Employment Areas* are important and comprise the City's 'Employment Areas' as defined under the Provincial Planning framework.

The majority of *Employment Areas* are designated as *Core Employment Areas* where primary employment uses are permitted. The term 'Core' refers primarily to the employment functions within these areas. Secondly, they are, for the most part, geographically located within the interior of employment areas. Uses that would attract the general public into the interior of employment lands and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*. Industrial trade schools are traditionally permitted in *Employment Areas* and are provided for in *Core Employment Areas*.

In addition to all of the uses permitted in a *Core Employment Area*, retail stores, service shops and restaurants, and fitness centres which are all business and economic activities, are also permitted in *General Employment Areas*. *General Employment Areas* are generally located on the periphery of *Employment Areas* on major roads where retail stores, service shops and restaurants can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Retail complexes on the periphery of employment areas frequently serve as a buffer between industries in the interior of *Employment Areas* and nearby residential areas. Automobile dealerships are permitted as a retail and service use in *General Employment Areas*. Retail development of any scale or form that implements the built form policies of this Plan is provided for in a *General Employment Area*. However, because major retail complexes have the potential for greater impacts, they may be permitted only through the enactment of a site specific zoning by-law, and after consideration of a number of criteria, including:

- a. Transportation impacts on the *Employment Area* and nearby residential neighbourhoods;
- b. A form that represents intensified use of finite employment lands;
- c. Effect upon the economic health of nearby retail shopping areas;
- d. Provision of new streets or driveways and pedestrian amenities; and

- e. Placement of buildings next to the street frontage.

## POLICIES

### Core Employment Areas

1. *Core Employment Areas* are places for business and economic activities. Uses permitted in *Core Employment Areas* are manufacturing, warehousing, wholesaling, transportation facilities, offices, research and development facilities, utilities, industrial trade schools, media facilities, and vertical agriculture.
2. Secondary uses, which support the primary employment uses set out in Policy 1, permitted in *Core Employment Areas* are: hotels, parks, small-scale restaurants and catering facilities of a maximum size set out in the applicable Zoning By-law(s), and small-scale service uses that directly serve business needs such as courier services, banks and copy shops of a maximum size as set out in the Zoning By-law(s). Small scale retail outlets that are ancillary to and on the same lot as the principal use may be permitted up to a maximum size set out in the applicable Zoning By-law(s).

### General Employment Areas

3. *General Employment Areas* are places for business and economic activities generally located on the peripheries of *Employment Areas* where, in addition to all uses permitted in a *Core Employment Area*, retail and service uses, restaurants, fitness centres and ice arenas may also be established.
4. Major retail developments with 6,000 square metres or more of retail gross floor area may be considered in *General Employment Areas* outside of the *Downtown and Central Waterfront* on lots that front onto and have access to major streets as shown on Map 3, through the enactment of a zoning by-law where the following matters are addressed to the City's satisfaction:
  - a) The transportation demands and impacts generated by the development, particularly upon nearby residential neighbourhoods and the *Employment Area*, are reviewed and necessary improvements and mitigation measures can be completed;
  - b) It is demonstrated that the existing and planned function of the *Employment Area* and within any nearby *Employment Area*, including the movement of goods and employees, is not adversely affected;
  - c) It is demonstrated that the economic health and planned function of nearby retail shopping districts are not adversely affected;
  - d) New public streets and/or private driveways designed to City standards for new streets, as appropriate, are provided adding to the area street network and providing improved pedestrian access and amenity;

- e) Retail buildings are located with street frontage and direct entrances from the sidewalks of the public streets or private driveways designed to City standards for new streets;
- f) Parking located between the retail uses and the public sidewalk is minimized, and parking is located at the flank or rear of the building;
- g) Buildings are a minimum of two storeys; and
- h) The majority of vehicle parking is located below grade and/or in a parking structure with limited visibility from the street.

#### Policies for All Employment Areas

- 5. Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:
  - a) Supporting the existing and planned function of the *Employment Area*;
  - b) Encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
  - c) Providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
  - d) Integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
  - e) Limiting or mitigating the effects of traffic generated by the development within the *Employment Area* and adjacent areas;
  - f) Providing adequate parking and loading on-site;
  - g) Sharing driveways and parking areas wherever possible;
  - h) Avoiding parking between the public sidewalk and retail uses;
  - i) Mitigating the effects of noise, vibration, dust odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;
  - j) Providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;

- 
- k) Treating the boundary between Employment Areas and residential lands with landscaping, fencing, or other measures to provide a buffer and minimize adverse impacts; and
  - l) Ensuring that where the zoning by-law(s) permit open storage and/or outdoor processing of goods and materials, the open storage and/or processing is:
    - i) limited in extent;
    - ii) generally located at the rear of the property;
    - iii) well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and
    - iv) not adversely affecting existing and planned neighbouring land uses in terms of dust, noise and odours.
6. Implementing Zoning By-law(s) will create a gradation of zones that distinguish between employment uses on the basis of their potential operations and impacts to ensure a compatibility of uses within *Employment Areas*.'
14. Amend Maps 13 to 23 inclusive by redesignating all lands shown as *Employment Areas* to the new designations as shown on the maps appended to this amendment as Appendix 2.
15. Add the following sidebar to Section 4.6:
- 'SENSITIVE LAND USES
- For the purposes of this Plan the term 'Sensitive land uses' shall have the same meaning as in the Provincial Policy Statement. In the Provincial Policy Statement (2005) the term Sensitive land use means: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects, as defined in the Environmental Protection Act, 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.'
16. Amend Policy 3 in Section 4.8 by deleting the word 'surface'.

#### CHAPTER 6: SECONDARY PLANS

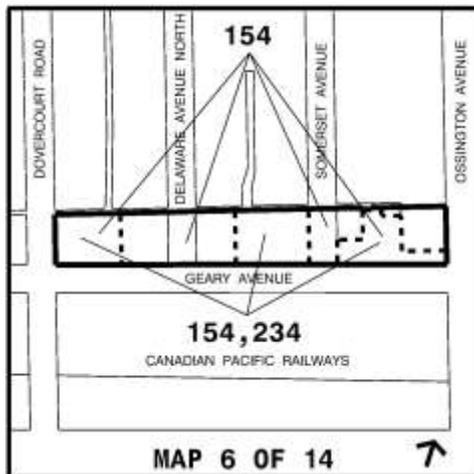
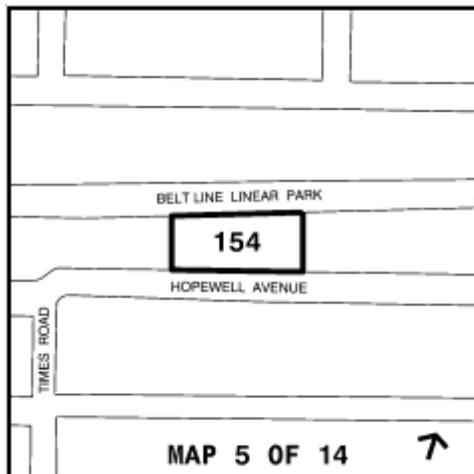
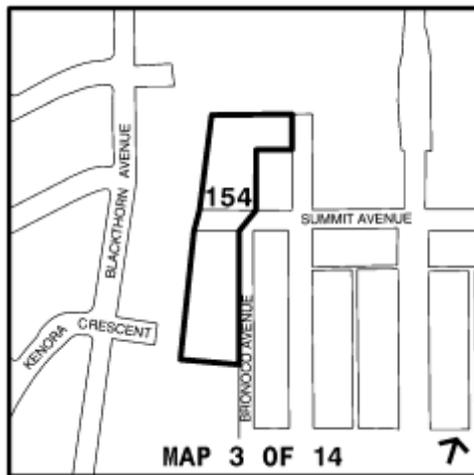
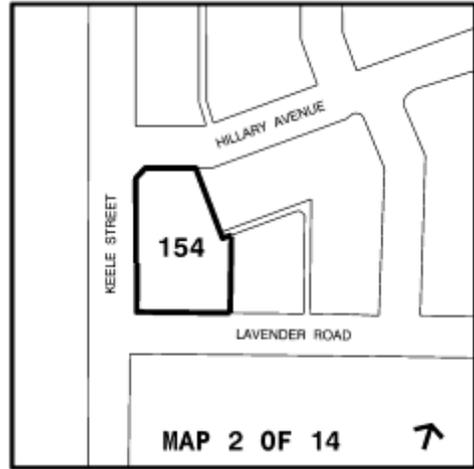
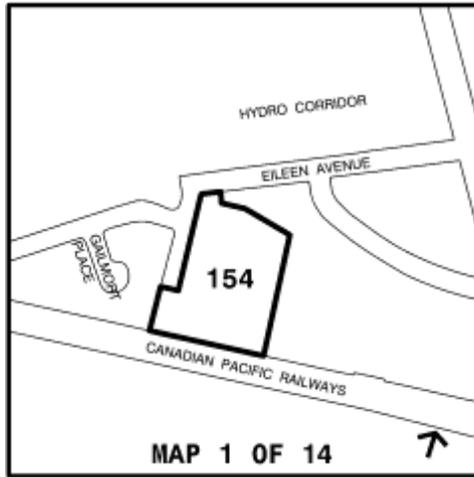
17. Chapter 6, Secondary Plans is amended as follows:

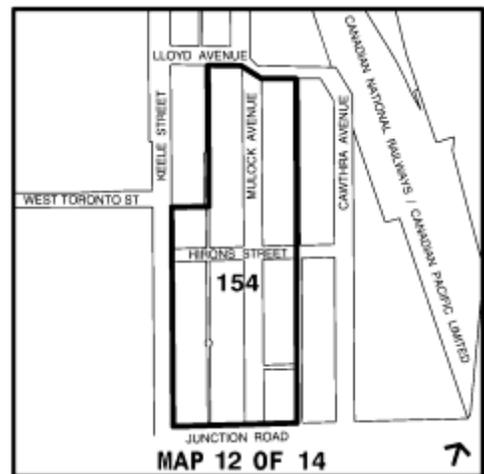
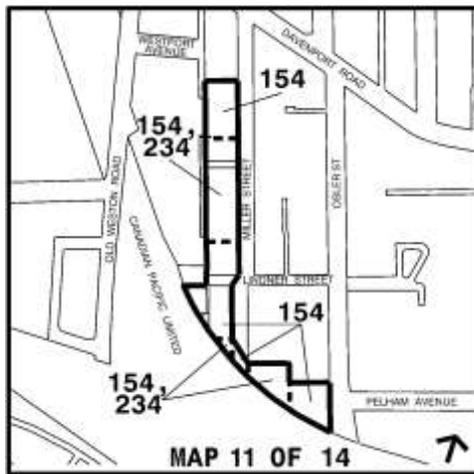
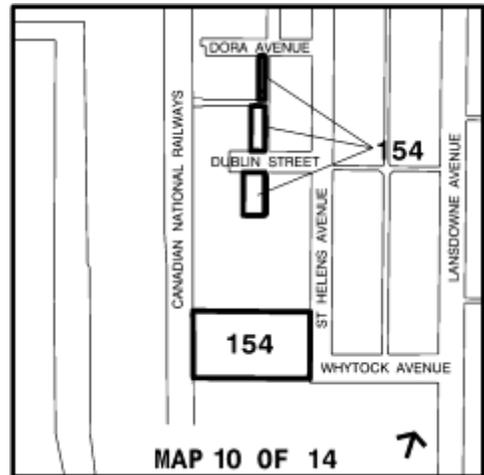
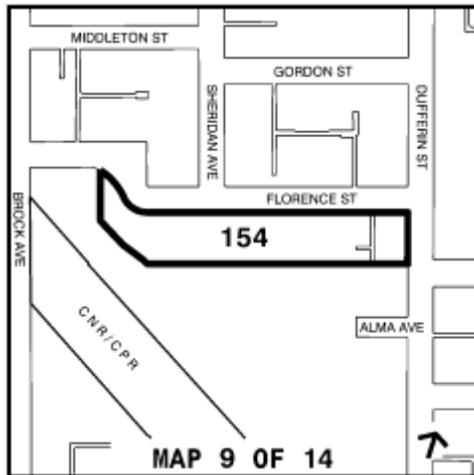
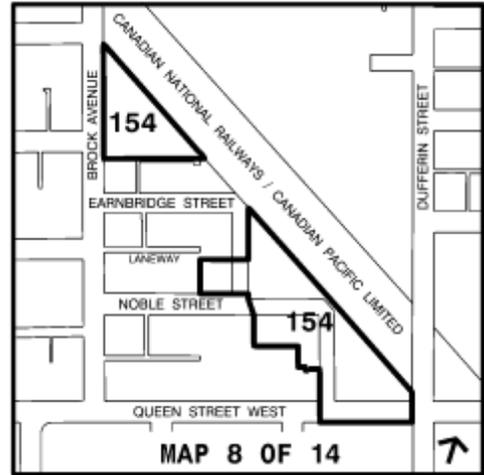
Chapter 6, Section 1, Agincourt Secondary Plan, is amended by deleting Site and Area Specific Policy No. 4 and replacing it with the new Site and Area Specific Policy No. 4, as follows:

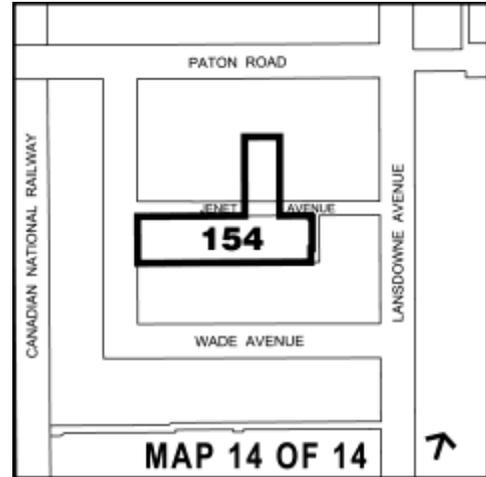
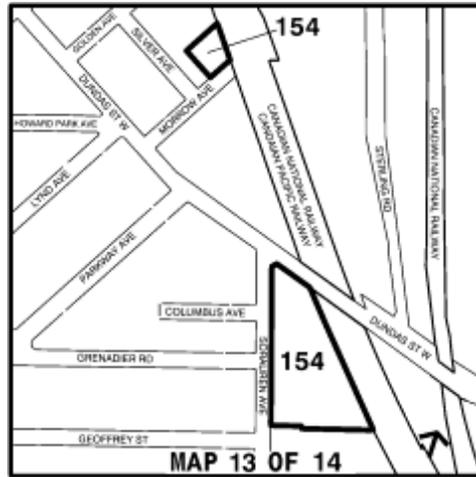
Chapter 7, Site and Area Specific Policies, is amended by replacing Site and Area Specific Policy No. 154 with the following:

- '154. Lands Located South of Eileen Avenue, East of Gailmort Place  
Lands Located East of Keele Street, Between Lavender Road and Hillary Avenue  
Lands Located on the West Side of Bronoco Avenue Between Alessia Circle and North of Summit Avenue  
Certain Lands Located on the West Side of Gilbert Avenue  
Certain Lands Along the North Side of Hopewell Avenue  
North Side of Geary Avenue Between Dovercourt Road and Ossington Avenue  
53 Colgate Avenue  
Lands Generally Adjacent to the South Side of the Railway Tracks Between Brock Avenue and Queen Street West  
7 - 77 Florence Street and 478 - 492 Dufferin Street  
138, 150 and 152 St. Helens Avenue; 9 Dora Avenue and 6, 7, 8 and 9 Dublin Street  
Lands Within the Miller Street and Lindner Street Area  
Both Sides of Mulock Street South of Lloyd Avenue, and East Side of Keele Street between Junction Road and North of Hirons Street  
Lands Located East of Sorauren Avenue, South of Dundas Street West and 30 Morrow Avenue  
50 Wade Avenue and 8, 15 and 33 Jenet Avenue**
- a) Employment, place of worship and residential uses are permitted within single use or mixed use buildings provided that:
    - i) if the property is designated *Employment Areas*, any building containing a place of worship and/or residential units will provide for a satisfactory environment compatible with any employment uses in the building and adjacent area;
    - ii) if the property is designated *Neighbourhoods*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic;
    - iii) the height, density and massing of new development respects and reinforces the existing and planned physical character of the adjacent area; and
    - iv) residential and place of worship uses are located a minimum of 30 metres from the nearest rail corridor.
  - b) Despite a) above, hotels are not permitted.

- c) Despite a) above, retail, service and restaurant uses are not permitted, except at 57-83 Brock Street and 1258-1266 Queen Street West where the uses are permitted when they are small in scale.'



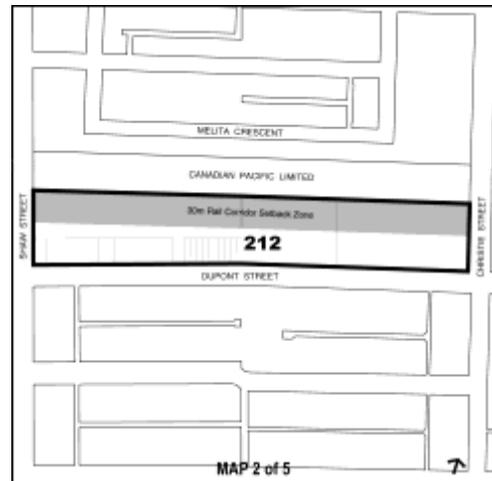




Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 163.

Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 212 and replacing it with the following for the lands shown on the attached map:

**212. Dupont Street Corridor**

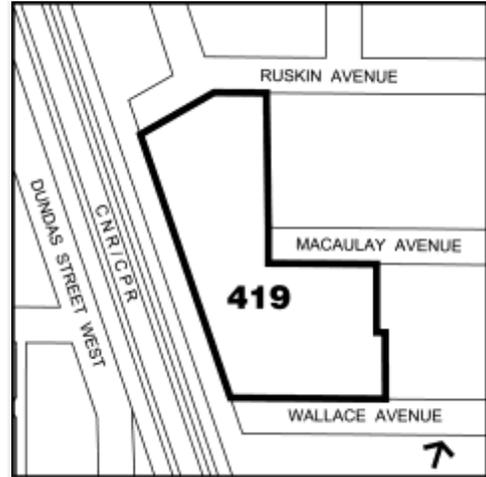


Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 419 for the lands known municipally in 2012 as 362 Wallace Avenue, as follows:

**'419. 362 Wallace Avenue**

Residential uses on the site are permitted if the following conditions are met:

- a) A new public road running north/south, generally from the southern terminus of Edwin Avenue, through the site to Wallace Avenue is provided;
- b) Macaulay Avenue is extended to meet the new public road described in a) above;
- c) A minimum of 3,800 square metres of non-residential gross floor area is constructed on the site prior to or at the same time as any residential gross floor area;
- d) Only residentially-compatible employment uses are permitted on the lands designated *General Employment Areas*;
- e) Any required alterations to the Wallace Avenue pedestrian bridge must respect the heritage designation of the bridge and the bridge must remain open during the alterations;
- f) A 3 metre wide publicly accessible pedestrian connection through the site to allow access from the terminus of Macaulay Avenue to the West Toronto Railpath will be provided;
- g) Site design must not have any negative impact on the West Toronto Railpath, and the elevation of any building constructed adjacent to the West Toronto Railpath will provide overlook to the path; and
- h) The western terminus of Wallace Avenue will be designed as a meeting/gathering place, and any buildings constructed at the south end of the site will face onto this space and provide animation.'



Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 420 for the lands known municipally in 2012 as 50 Edwin Avenue, as follows:

**'420. 50 Edwin Avenue**

For the portion of the site designated *General Employment Areas* only residentially compatible employment uses such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion.'



Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 421 for the lands known municipally in 2012 as 299 Campbell Avenue, as follows:

**'421. 299 Campbell Avenue**

Residential uses on the site will be permitted providing the following requirements are met:

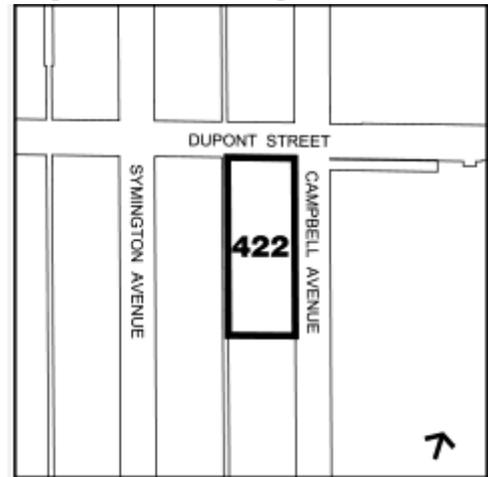
- a) Pedestrian and vehicular access to the site known as 1453 Dupont Street must be maintained.
- b) A minimum of 1,210 square metres of non-residential GFA is provided on the site.
- c) A minimum of 930 square metres of the non-residential space will be dedicated for use by a community facility.
- d) A maximum of 22,950 square metres of residential GFA may be provided on the site.
- e) The maximum height of any building on the site is the lesser of 47 metres or 12 storeys, including all mechanical equipment.
- f) The proposed building provides appropriate transition to the *Neighbourhoods* to the south.'



Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 422 for the lands known municipally in 2012 as 300 Campbell Avenue, as follows:

**'422. 300 Campbell Avenue**

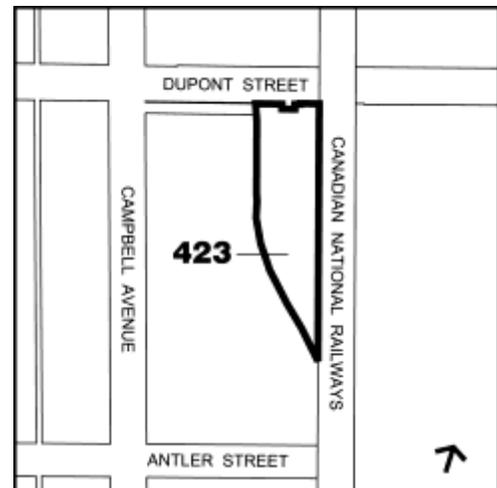
- a) Only those employment uses that are compatible to the nearby low scale residential dwellings fronting onto Campbell Avenue are permitted; and
- b) Arts training facilities, studios and entertainment and recreation facilities are permitted.'



Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 423 for the lands known municipally in 2012 as 1453 Dupont Street, as follows:

**'423. 1453 Dupont Street**

- a) Only those employment uses that are compatible to the nearby low scale residential dwellings south of the site are permitted; and
- b) Parking to support the employment uses at 299 Campbell Avenue is permitted.'

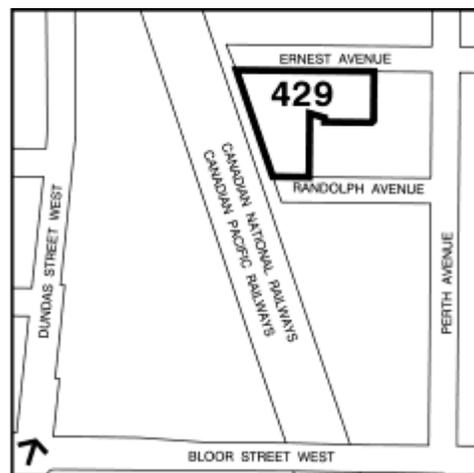


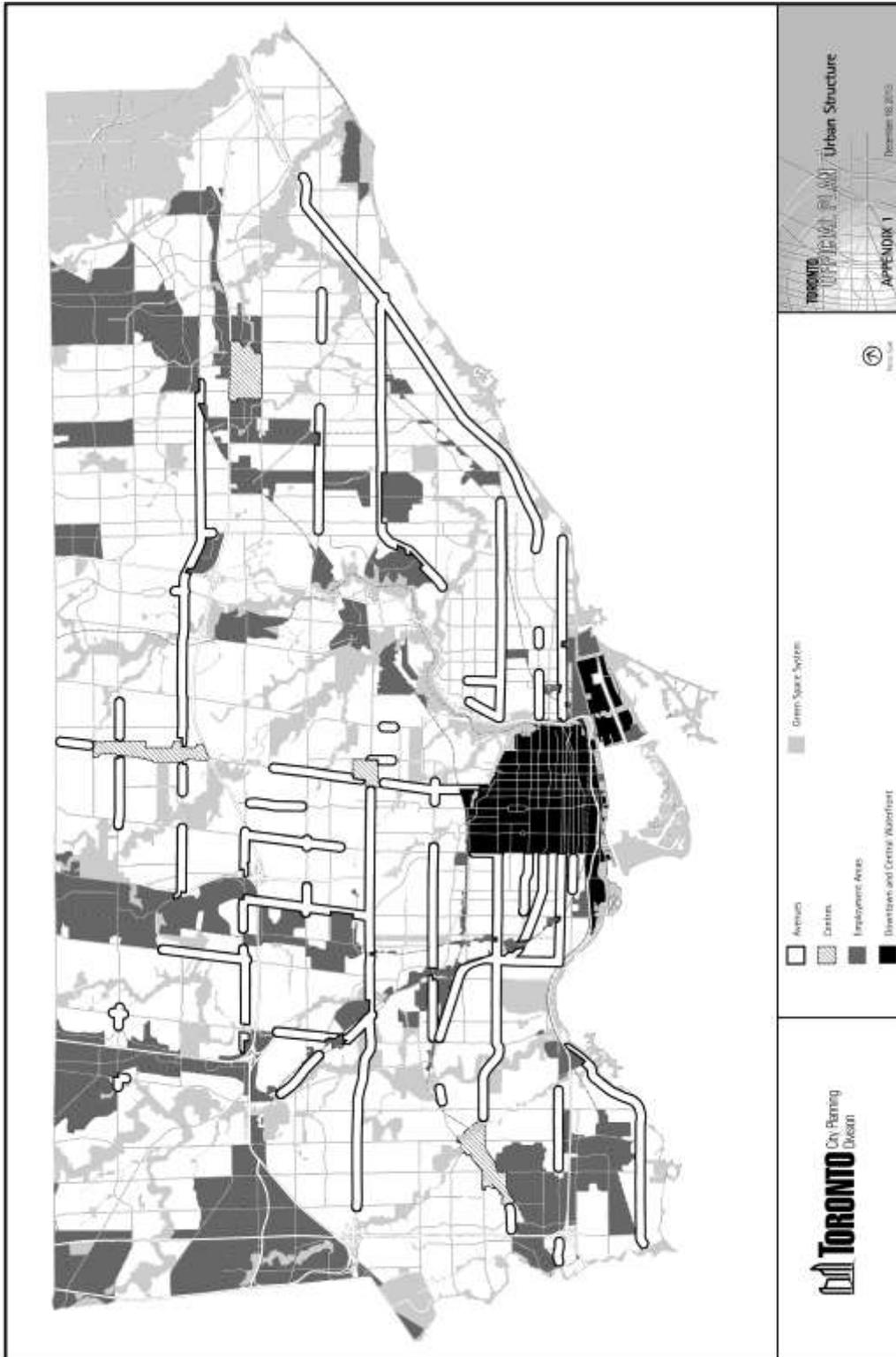
- iii) the City will secure phasing of development to ensure that development of the site's primary employment uses precedes or accompanies development of the other permitted secondary uses;
- iv) recreation and entertainment uses are potentially sensitive uses. Prior to the enactment of any zoning by-law amendment a study will be submitted by the applicant that evaluates, to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment, how the potentially sensitive use would affect the ability of existing, planned and potential industrial, warehouse, utility, transportation and city yard uses within 1,000 metres to carry out normal business activities. The study will also evaluate whether the anticipated users will potentially be subject to adverse effects from on-site contamination or from odour, noise and other contaminants that are discharged from existing, planned or potential industrial, warehouse, utility, transportation and city yard uses within 1,000 metres of the proposed new sensitive use; and
- v) the City, the Toronto and Region Conservation Authority and the Province will be satisfied that adequate flood mitigation and reduction measures have been provided.'

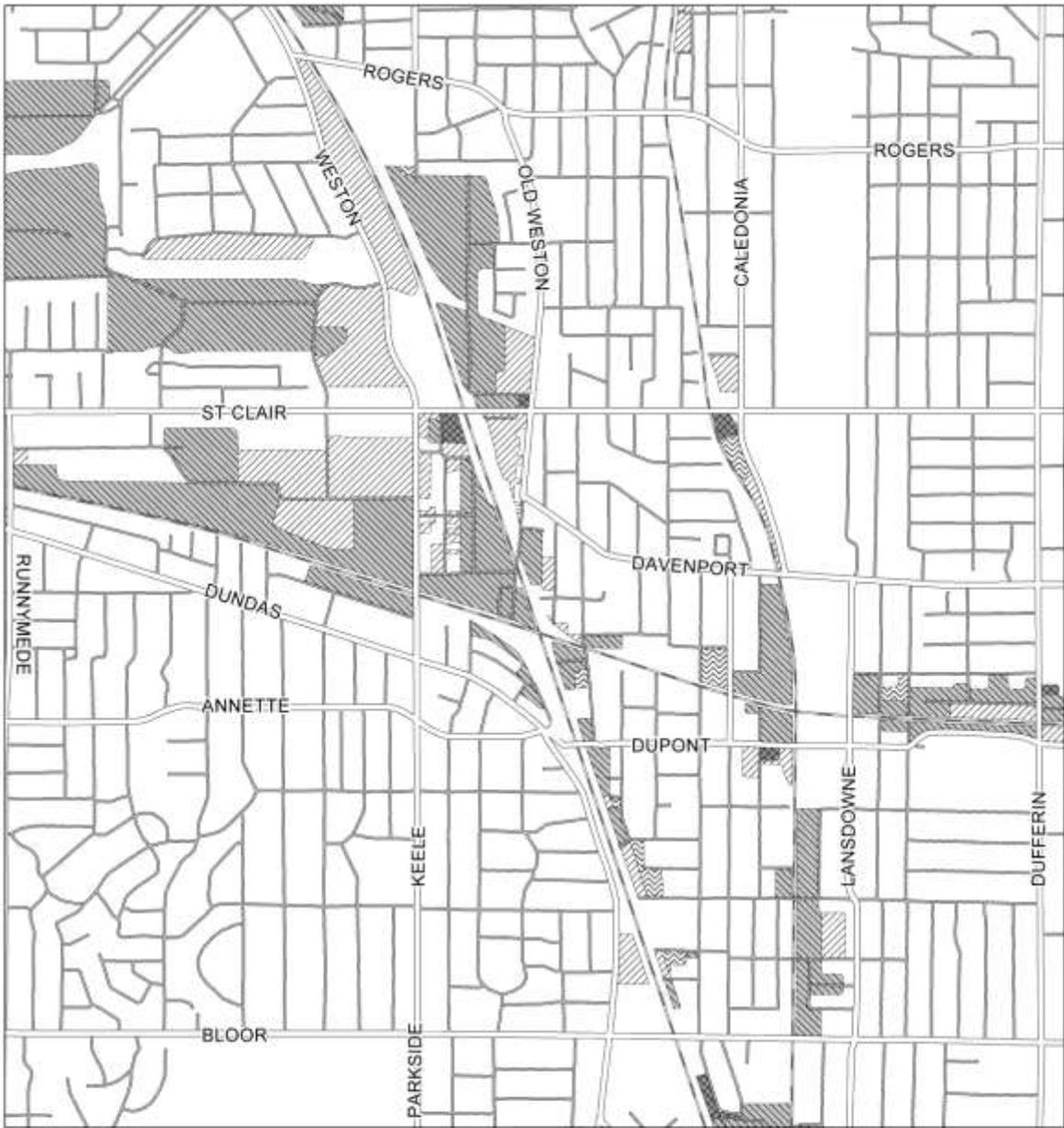
Chapter 7, Site and Area Policies, is amended by adding Site and Area Specific Policy No. 429 for the lands known municipally in 2012 as 45 Ernest Avenue, as follows:

**'429. 45 Ernest Avenue**

For the portion of the site designated *General Employment Areas* only employment uses that are compatible with adjacent residential development such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion.'







**Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive**

**Map 33**

- |                          |                          |                          |                   |
|--------------------------|--------------------------|--------------------------|-------------------|
| Neighbourhoods           | Parks & Open Space Areas | Employment Areas         | Utility Corridors |
| Apartment Neighbourhoods | Natural Areas            | Core Employment Areas    |                   |
| Mixed Use Areas          | Parks                    | General Employment Areas |                   |
| Regeneration Areas       |                          |                          |                   |



Not to Scale  
12/18/2013



**Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive**

**Map 42**

- |                          |                          |                          |                   |
|--------------------------|--------------------------|--------------------------|-------------------|
| Neighbourhoods           | Parks & Open Space Areas | Employment Areas         | Utility Corridors |
| Apartment Neighbourhoods | Natural Areas            | Core Employment Areas    |                   |
| Mixed Use Areas          | Parks                    | General Employment Areas |                   |
| Regeneration Areas       |                          |                          |                   |



Not to Scale  
12/18/2013