

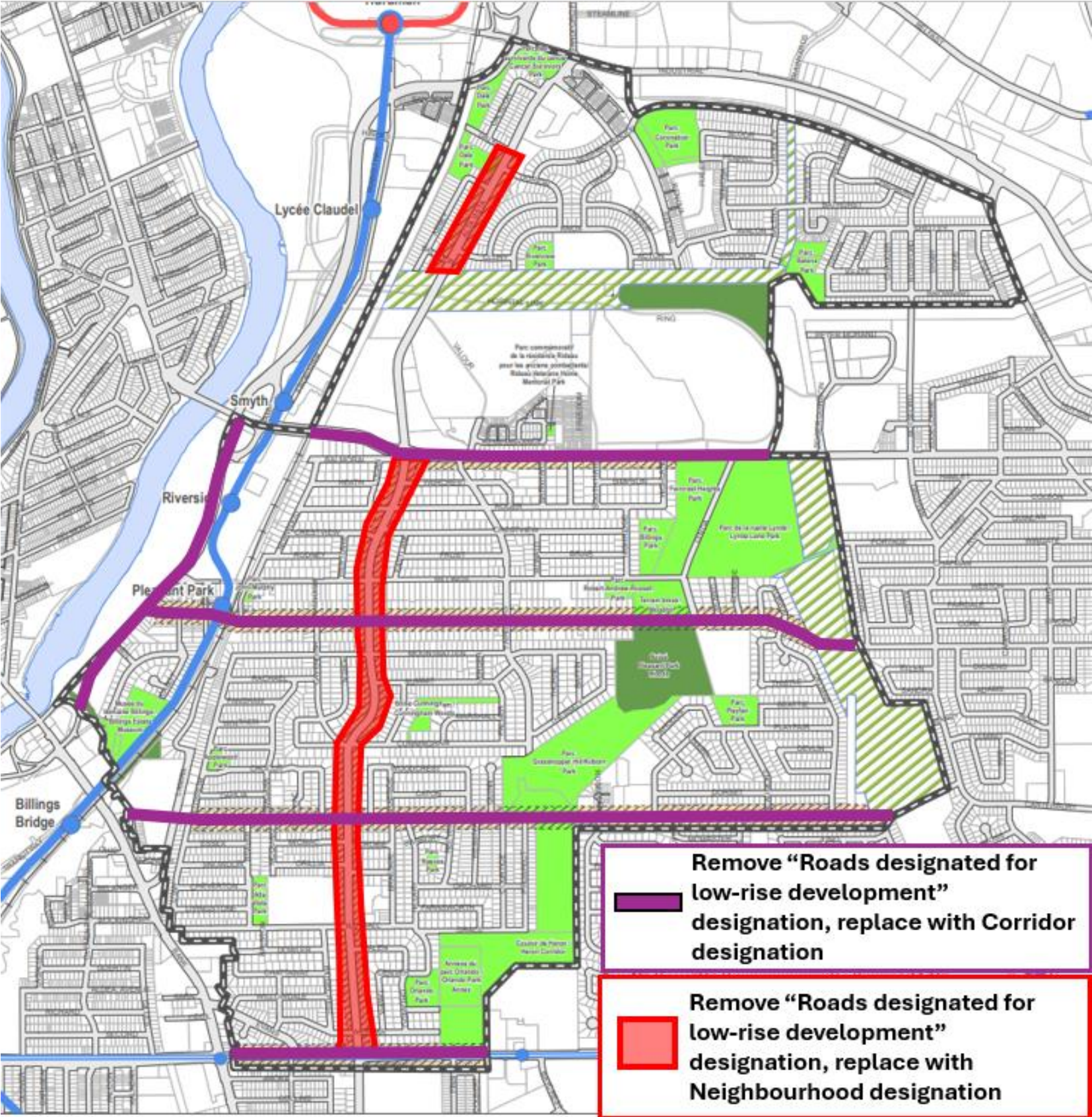
Proposed Amendments to the Alta Vista – Faircrest Heights – Riverview Park Secondary Plan

Secondary Plan Amendment	Comments
<div>Unless otherwise indicated, <b>bold and underline</b> indicates new text, <del>strikethrough</del> indicates removed text</div> <div>Section 2: Policies</div> <div><del>Low-Rise Development</del> <b><u>Corridors</u></b></div> <div><del>1) The following portions of arterials, major collector and collector streets shown on Schedule A – Designation Plan, are designated for low-rise neighbourhood development. In determining the acceptability of low-rise neighbourhood growth proposals, lot sizes in the immediate surrounding blocks of the proposed growth will be considered representative of the typical lot size of the surrounding area. Where lot sizes vary as a result of redevelopment, street trees at the same interval as the established street tree alignment must be provided in order to maintain streetscape continuity:</del><div><del>a) South side of the Smyth Road Mainstreet from Alta Vista Drive to Faircrest Heights Park; and</del> <del>b) Alta Vista Drive from Dale Avenue to Heron Road, excluding that portion of Alta Vista Drive from the Green Transportation and Utility Corridor to Smyth Road; and</del> <del>c) Pleasant Park Road Minor Corridor from Riverside Drive to the Green Transportation and Utility Corridor; and</del> <del>d) Heron Road from Bank Street Secondary Plan boundary to east of the Heron Corridor; and</del> <del>e) Kilborn Avenue Minor Corridor from Blossom Drive / Utah Street to Green Transportation and Utility Corridor and Featherston Drive.</del></div><div><b><u>1) The Corridor designation applies to any lot abutting a Corridor as identified on Schedule A – Designation Plan, subject to:</u></b><div><b><u>a) A maximum depth of 120 metres from the centreline of the street identified as a Corridor;</u></b> <b><u>b) Where part of a lot lies beyond the maximum depths specified in Policy a) that part of the lot is excluded from the Corridor designation; and</u></b> <b><u>c) Despite Policy b) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;</u></b> <b><u>d) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block;</u></b></div></div><div><del>3) On Mainstreets and Minor Corridors, the Zoning By-law shall:</del><div><del>a) Prohibit new automobile-oriented land uses and development forms, including but not limited to:</del><div><del>i) Automobile service stations; and</del> <del>ii) Automobile dealerships, except automobile showrooms entirely contained within a building; and</del> <del>iii) Drive-through facilities; and</del> <del>iv) Surface parking lots as a main use of land; and</del> <del>v) Mini-storage warehouses, except as ancillary uses to major residential development.</del></div> <del>b) Permit only the types of retail operations that are clearly neighbourhood-serving, daytime businesses, and intended to be accessed on foot or by active and sustainable transportation modes</del></div></div><div><b><u>3) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:</u></b><div><b><u>a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;</u></b> <b><u>b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;</u></b></div></div></div>	<div>Amending Policy 1) to reflect the lands that have been redesignated to Minor Corridor to better increase density around transit.</div> <div>Building heights are increased to 27 storeys on 1245 Kilborn Avenue to recognize the opportunity for higher densities while maintaining computability with the adjacent low-rise areas.</div>

<p><u>c) For sites generally of greater than one hectare in area or 100 metres in depth:</u></p> <p><u>i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and</u></p> <p><u>ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and</u></p> <p><u>d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.</u></p> <p><u>4) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:</u></p> <p><u>a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;</u></p> <p><u>b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or</u></p> <p><u>c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.</u></p> <p><u>5) Along Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 6 storeys.</u></p> <p><i>Renumber subsequent policies.</i></p> <p><u>11) Building heights up to 27 storeys are permitted at 1245 Kilborn Avenue, provided there is an appropriate transition to any abutting low-rise areas.</u></p> <p><i>Schedule A – Designation Plan is amended by deleting the “Roads designated for Low-Rise Neighbourhood development” designation and adding the “Corridor” designation as shown below on Schedule 1.</i></p>	
---	--



Schedule 1



**Alta Vista / Faircrest / Riverview Park**

SECONDARY PLAN - VOLUME 2  
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2  
Annexe A - Plan de désignation

Alta Vista / Faircrest / Riverview Park Secondary Plan /  
Plan secondaire - Alta Vista / Faircrest / Riverview Park

**DESIGNATIONS / DÉSIGNATIONS**

Park / Parc

Urban Natural Feature / Caractéristiques naturelles urbaine

Green Transportation and Utility Corridor / Couloir de mobilité durable et de services publics

~~Roads designated for Low-Rise Neighbourhood development / Routes désignées pour les usages locaux de faible hauteur~~

Neighbourhood / Quartier

O-Train and Transfer Station / O-Train et station de correspondance

Transitway

Transitway - At-Grade Crossings / Transitway - passages à niveau

Planning, Infrastructure and Economic Development Department,  
Géospatial Analytics, Technology and Solutions  
Services de la planification, de l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions

