



Our Plan Toronto: Queen & Spadina MTSA Study - Draft Official Plan Amendment

Date: March 9, 2025

To: Toronto And East York

From: Director of planning for the Toronto East York District

Wards: Spadina—Fort York

File Number: 25 198732 STE 10 OZ

SUMMARY

This report presents draft amendments to the Official Plan to implement the Queen & Spadina Secondary Plan, aligning with Toronto’s Municipal Comprehensive Review (MCR) and Growth Plan Conformity under the Planning Act.

As a historically rich and commercially vibrant area, Queen & Spadina is poised for transformation with the arrival of the Ontario Line subway, evolving into a high-density, transit-oriented hub while safeguarding its cultural heritage. The proposed Secondary Plan and Site and Area Specific Policies establish a clear framework for smart growth, shaped by public and stakeholder input.

The area currently has 332 people and jobs per hectare (PJPH). The plan targets 500 PJPH, aligning with Ontario’s growth targets for transit-oriented communities and housing intensification.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council approves the Official Plan Amendment implementing the Queen and Spadina Secondary Plan, as attached to this report.

EQUITY IMPACT STATEMENT

Toronto's Official Plan envisions a diverse, inclusive, and equitable city. The Queen & Spadina MTSA advances this vision by fostering a complete community with affordable housing, accessible infrastructure, and economic opportunities.

The proposed Official Plan Amendment (OPA) supports Inclusionary Zoning to secure affordable housing, aligning with provincial legislation and Toronto's housing affordability goals. Additionally, the area lacks sufficient green space, impacting residents' well-being. The plan addresses this by expanding parks, public amenities, and active transportation infrastructure to enhance health and livability.

Equity also extends to employment opportunities, ensuring commercial and mixed-use developments support a diverse job market while preserving cultural spaces. A broad consultation process—including local residents, Indigenous communities, businesses, and advocacy groups—ensures policies that foster long-term equity and sustainability.

DECISION HISTORY

Major Transit Station Areas (MTSAs) were introduced as part of Ontario's Growth Plan to promote high-density, transit-oriented development near key transit hubs. These areas aim to reduce urban sprawl, encourage sustainable transportation, and accommodate Ontario's growing population.

Queen & Spadina designation as an MTSA aligns with Toronto's intensification policies, supporting the Ontario Line expansion and fostering a vibrant, mixed-use district. Previous urban planning efforts in the area focused on heritage conservation, land-use optimization, and infrastructure enhancement. The MTSA framework builds on these principles by integrating sustainable, high-density developments that balance growth with historical preservation and community needs.

BACKGROUND

Previous studies and planning efforts for Queen & Spadina have underscored its role as a significant urban center with high economic, cultural, and transportation value. Existing zoning regulations include mixed-use, commercial, and residential zones, with controlled height and density limitations to ensure a balanced urban landscape.

The introduction of the Ontario Line subway station presents an opportunity to enhance transit accessibility and promote responsible urban intensification. SWOT analyses conducted in prior research have highlighted strengths such as excellent transit connectivity, economic vibrancy, and cultural heritage, while also identifying challenges like limited expansion space and infrastructure constraints.

This report builds on these findings by proposing a development strategy that leverages transit investment, preserves historical integrity, and fosters sustainable, equitable urban growth. The draft Official Plan Amendment, included as Attachment 1, will guide the ongoing consultation process and inform the final policy recommendations for Queen & Spadina MTSA.

COMMENTS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement

The Provincial Policy Statement (2020) ("PPS") provides province-wide policy direction on land use planning and development to promote strong communities, a robust economy, and a clean, healthy environment. It includes policies addressing key community issues, such as:

- The efficient use and management of land and infrastructure;
- Ensuring sufficient housing to meet changing needs, including affordable housing;
- Supporting job creation opportunities;
- Providing appropriate transportation, water, sewer, and other infrastructure to accommodate current and future needs; and
- Protecting people, property, and community resources by directing development away from natural or human-made hazards.

The province's policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic, and social factors in land use planning. The PPS supports a comprehensive, integrated, and long-term approach while acknowledging the connections between policy areas.

The PPS is issued under Section 3 of the Planning Act, and all Council decisions affecting planning matters must be consistent with it. Comments, submissions, or advice affecting planning matters provided by Council must also align with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan offers a framework for managing growth, prioritizing high-density, mixed-use development, transit-oriented planning, and sustainability. It takes precedence over the PPS unless legislation states otherwise, ensuring coordinated urban development.

Planning for Major Transit Station Areas

The Growth Plan mandates density targets for MTSA's, typically within 500-800 meters of a transit station. Policies focus on:

- Optimized Density – Meeting prescribed residential and employment targets.
- Transit-Oriented Development – Promoting mixed-use, pedestrian-friendly environments.
- Zoning & Land Use Regulations – Aligning with growth strategies and minimizing conflicts.
- Protected MTSA's (PMTSA's) – Enabling inclusionary zoning to secure affordable housing.

These policies ensure efficient land use, enhanced connectivity, and sustainable urban growth.

Inclusionary Zoning

Inclusionary zoning mandates affordable housing within new developments in transit-rich areas. Policies will:

- Require a portion of new units to be affordable.
- Foster mixed-income communities to prevent displacement.
- Align with municipal and provincial housing strategies.

This approach promotes economic diversity and ensures long-term housing affordability by mandating a mix of rental and ownership options within new developments.

Public Consultation and Stakeholder Engagement

Community engagement ensures that planning decisions reflect local needs. The consultation process includes:

- Meetings & Workshops – Direct engagement with residents and businesses.
- Digital Platforms – Online surveys, town halls, and interactive tools.
- Collaborations – Partnering with community groups and industry experts.

These efforts ensure inclusive, transparent planning that aligns with public priorities.

Draft Official Plan Amendments

Queen & Spadina Area:

To implement the Secondary Plan, specific amendments to the Official Plan are required to support the area's growth and development. The key amendments include:

- Designation of Queen & Spadina as a High-Density MTSA: Establishing policies that encourage mixed-use, high-density developments aligned with transit-oriented growth strategies.
- Adjustments to Land Use and Zoning Regulations: Revising existing policies to promote mixed-use developments, allowing for a broader range of building typologies and land uses.
- Defining Minimum and Maximum Density Targets: Ensuring a balanced approach to development by setting density requirements that optimize land use efficiency while preserving neighborhood character.

These amendments will provide a clear policy framework that guides future developments, ensuring that they align with broader municipal planning objectives and sustainability goals.

Indigenous Reconciliation

Recognizing and incorporating Indigenous perspectives in urban planning is essential to fostering reconciliation and ensuring culturally inclusive development. The planning process for the Queen & Spadina MTSA includes specific initiatives to acknowledge Indigenous heritage and promote Indigenous-led economic and cultural activities.

Engagement with Indigenous communities is a priority, with efforts made to involve Indigenous groups in consultations and decision-making processes. Public spaces will be designed to include Indigenous art, historical markers, and cultural installations that reflect the area's Indigenous history. Additionally, policy alignment with reconciliation goals ensures that land use planning supports Indigenous-led initiatives, including economic opportunities and cultural preservation efforts.

Environment

Sustainability is a key pillar of the Queen & Spadina MTSA Secondary Plan, with strategies aimed at reducing environmental impact and promoting ecological resilience. The plan emphasizes sustainable building practices, green infrastructure, and active transportation enhancements to foster a more environmentally responsible urban district.

Green building standards will be encouraged through incentives for energy-efficient designs, renewable energy integration, and low-carbon building materials. Stormwater management will be improved with the inclusion of permeable surfaces, rain gardens, and green roofs, mitigating urban runoff and enhancing climate resilience. Furthermore, expanded pedestrian and cycling infrastructure will reduce reliance on automobiles, lowering greenhouse gas emissions and promoting healthier urban lifestyles.

Public Realm

The Queen-Spadina MTSA development plan prioritizes a transit-oriented approach, enhancing walkability and pedestrian comfort while respecting the area's historical and cultural identity. With Spadina subway station and streetcar lines as key transit anchors, improvements will focus on creating a well-connected, pedestrian-friendly environment that supports a diverse and growing population.

The draft Secondary Plan includes policies that integrate public realm enhancements within new developments. As shown in Map 3, Public Realm Plan, proposed improvements include mid-block connections, multi-use trails, pedestrian gateways, and community hubs to strengthen accessibility.

Public realm strategies will enhance safety and connectivity for pedestrians and cyclists along key corridors such as Queen Street, Spadina Avenue. Additionally, heritage integration will be supported through Indigenous placemaking and public art initiatives, ensuring the area's cultural significance remains a defining feature.

Parks & Open Spaces

Parks and open spaces are essential for health, well-being, and livability in Queen-Spadina, a rapidly urbanizing area with high population density and limited parkland per capita. Draft policies aim to expand park spaces, enhance existing green areas—such as Trinity Bellwoods Park, Alexandra Park, and Grange Park—and improve access to them.

Key priorities include better walkability to public parks, closing access gaps near dense residential and commercial zones, and strengthening connections to the waterfront. This will integrate spaces like Spadina Quay and the waterfront trail more seamlessly into the urban fabric. New parkland opportunities will be explored through public consultation as part of the development review process.

Community Services and Facilities

Community services and facilities are essential for creating livable, inclusive neighborhoods, offering programs such as child care, libraries, recreation centers, and health services. The area benefits from existing and newly approved recreation centers, pools, gyms, and community organizations like Parkdale Queen West Community Health Centre and Ryerson Community School. Facilities such as Alexandra Park and Grange Park community centers further enhance local services.

A study of facilities within a 10-minute walk of Queen and Spadina evaluates service capacity, program availability, and future demand. As the population grows, expanding child care, cultural spaces, libraries, and recreation facilities, particularly in Chinatown, will be critical.

The draft Secondary Plan highlights the need for more non-profit spaces and licensed child-care centers to serve diverse communities. Future development should focus on multi-functional community hubs that integrate social support, education, and recreational services.

Affordable Housing

Affordable housing remains a key concern in the Queen-Spadina MTSA due to gentrification pressures in the area, where rising property values and rents have often resulted. The draft policies propose to make affordable housing a centerpiece of every new residential development, ensuring that residents from several income groups will have access to a variety of affordable housing options. Policies would prioritize the inclusion of affordable housing through those that support the integration of inclusionary zoning once the relevant legislative framework is established. This will include conversion of Employment Areas to Mixed Use Areas in order to produce more affordable housing, particularly by using an increase in land value to fund affordable housing initiatives. In addition, policies would aim at also preserving and increasing the amount of rental housing to offset condo pressures, ensuring that affordable and market-rate housing can coexist in a balanced, inclusive community.

Employment

The Queen-Spadina MTSA will continue to support a mixed-use employment landscape, reflecting Toronto's evolving economic climate. Historically, the area has been home to creative industries, technology firms, and light manufacturing, but it has recently transitioned toward office spaces and residential conversions.

The draft Secondary Plan identifies opportunities for flexible, smaller-scale employment spaces, such as coworking spaces and tech hubs, which accommodate the shifting nature of work in the post-pandemic era. These spaces will support local entrepreneurship while contributing to economic resilience through diversification.

To balance housing and employment opportunities, the Secondary Plan includes policies requiring a certain percentage of new developments to incorporate non-residential gross floor area, ensuring space for commercial, retail, and industrial uses. This will help retain existing jobs and generate new employment opportunities, particularly in the creative and tech sectors.

Built Form

The built form vision for Queen-Spadina balances historical preservation with modern urban growth. The area's character is shaped by a mix of heritage structures and contemporary developments, ensuring a cohesive yet dynamic streetscape. Future

development will respect this balance by integrating new buildings that enhance the urban fabric while maintaining a pedestrian-friendly environment.

High-rise developments will be concentrated along key transit corridors like Spadina Street and Queen Street, where new mid-rise and high-rise mixed-use buildings will contribute to a vibrant and active public realm. These buildings will incorporate commercial spaces at street level, reinforcing walkability and street-level engagement. Strategic setbacks and step-backs will help ensure compatibility with heritage districts, particularly along Queen Street, where new developments will be carefully integrated into the historical streetscape.

Public realm improvements will be a key focus, with wider sidewalks, new green spaces, and enhanced pedestrian connections. The plan also emphasizes the importance of mid-block connections, privately owned public spaces (POPS), and open spaces that support community interaction. As the area continues to evolve, built form guidelines will ensure appropriate massing, transitions, and a sustainable approach to urban development that supports a diverse and growing population.

Queen-Spadina Protected Major Transit Station Area

The City is delineating Protected Major Transit Station Areas (PMTSAs) as part of the Municipal Comprehensive Review (MCR) and Growth Plan Conformity Exercise. This process enables Inclusionary Zoning policies to support affordable housing.

The draft Official Plan Amendment (OPA) and PMTSA delineation for Queen-Spadina were presented to the Planning and Housing Committee and will be incorporated as a Site and Area-Specific Policy (SASP) in Chapter 8 of the Official Plan.

The PMTSA boundary was defined through a walkshed analysis, considering pedestrian accessibility, barriers (e.g., rail corridors, major roads), and the area's unique characteristics. The Minister is the approval authority for PMTSA delineations, with limited appeal options.

Next Steps

The Province will examine the Draft OPAs 90 days prior to the statutory public meeting, as mandated by the Planning Act. To get input, staff will hold stakeholder meetings and public consultations during this time. In the second quarter of 2025, a statutory public meeting and City Council are anticipated to receive a Final Report that includes the proposed OPA for the Queen-Spadina MTSA, PMTSA delineation, and Employment Area conversion evaluations.

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ATTACHMENTS

Attachment 1: Draft Official Plan Amendment: Queen And Spadina Secondary Plan

QUEEN & SPADINA SECONDARY PLAN

51. Queen & Spadina Secondary Plan

Vision

The Queen & Spadina Major Transit Station Area (MTSA) will evolve into a dynamic, transit-oriented, and complete community that balances intensification with heritage preservation. Anchored by the future Ontario Line station, the area will leverage its rich history and vibrant commercial identity to accommodate sustainable growth while enhancing the quality of life for residents, workers, and visitors.

This Secondary Plan envisions Queen & Spadina as a high-density, mixed-use district where transit-supportive development fosters seamless mobility, active transportation, and an enhanced public realm. New developments will integrate with the existing urban fabric, respecting the area's historical significance while optimizing underutilized sites for housing, employment, and community spaces.

The public realm will be a defining feature, with widened sidewalks, dedicated cycling infrastructure, and new public spaces fostering a pedestrian-friendly and socially connected environment. Community amenities, including parks, gathering spaces, and public facilities, will ensure the district remains a vibrant, inclusive, and livable urban hub.

Future development in the Queen & Spadina MTSA will:

- Support higher-density growth while maintaining a balanced and livable urban environment.
- Preserve and celebrate heritage buildings while integrating modern, sustainable architecture.
- Enhance multimodal transportation options, including improved pedestrian and cycling networks.
- Create a strong public realm through streetscape improvements, public spaces, and community amenities.
- Promote sustainable urban development, incorporating green infrastructure and resilient design.
- Strengthen economic vitality by maintaining a diverse mix of businesses, retail, and employment opportunities.

By guiding intensification with thoughtful planning and urban design, Queen & Spadina will remain one of Toronto's most dynamic and evolving districts, where history and modernity coexist to create a thriving, transit-oriented community.

Policies

1. General

1.1. The limits of land use designations shown on Map 1, Land Use Plan, are approximate. Minor refinements, including those for Parks and Open Spaces, can be made without requiring a formal amendment to this Plan.

1.2. Development in the Queen & Spadina MTSA will support the creation of a vibrant, transit-oriented urban district by:

a. Supporting transit-oriented development by ensuring direct, safe, and accessible pedestrian and cycling connections to existing and planned transit facilities, prioritizing seamless access to the future higher-order transit station;

b. Accommodating increased density through a mix of residential and non-residential development that meets MTSA targets while ensuring an appropriate built form transition to surrounding areas;

c. Enhancing the public realm by expanding and improving public streets, lanes, parks, and open spaces to support a high-quality, walkable environment;

d. Applying sustainable and climate-resilient design principles, including minimizing heat exposure, reducing impervious surfaces, and integrating Green Infrastructure to mitigate flooding risks;

e. Minimizing energy demand and advancing the City's net-zero targets through energy-efficient building design, district energy opportunities, and reductions in embodied emissions from materials;

f. Enhancing the urban tree canopy and integrating native species into landscape design to improve biodiversity and ecological resilience, particularly in significant groundwater recharge areas;

g. Supporting employment uses by ensuring non-residential spaces are incorporated to maintain a diverse and economically active community;

h. Providing a mix of housing options in various forms, tenures, and affordability levels to support inclusive growth;

i. Integrating and celebrating cultural heritage resources, particularly those along Queen Street, by ensuring their preservation and adaptive reuse where appropriate; and

j. Enhancing public art and placemaking initiatives that recognize the cultural and historical significance of the area, delivered through partnerships with local artists and Indigenous communities.

1.3. Development in the Queen & Spadina MTSA should aim for the City's net-zero greenhouse gas emissions targets and adhere to the highest level of the Toronto Green Standard. This includes incorporating energy-efficient designs, green roofs, and sustainable building materials.

1.4. As Treaty Holders in this region, the Mississaugas of the Credit First Nation should be engaged in all publicly and privately initiated development proposals. Additionally, other Indigenous communities with historical or ongoing ties to the area should be identified and consulted to ensure meaningful engagement. The rich Indigenous heritage of Queen & Spadina will be celebrated through placemaking initiatives, public art, and cultural programming. These efforts will be undertaken in collaboration with Indigenous communities, the City, and other partners to reflect past, present, and future Indigenous presence in the area.

2. Public Realm

2.1. The public realm structure in Queen and Spadina is designed to establish a strong sense of place, ensuring a well-connected and accessible environment. This structure is defined by a network of parks, public spaces, and open spaces that enhance walkability and social interaction. While Map 3 highlights key areas, the framework is not limited to these locations; rather, it provides guidance for the overall development of the public realm. The design emphasizes landmarks, mid-block pedestrian connections, and greenery to create an integrated and inviting urban experience.

2.2. A key strategy in improving accessibility within the area is the implementation of mid-block pedestrian connections that increase permeability and provide direct and efficient routes to the transit plaza and future LRT station. These connections ensure that the area is transit-oriented and highly walkable, integrating seamlessly with the surrounding street network. The block structure has been strategically designed to promote shorter walking distances, creating an urban environment where pedestrian movement is prioritized.

2.3. To enhance pedestrian comfort, the public realm will incorporate essential urban design principles, including:

- a. Street furniture such as benches and bike racks to support usability.
- b. Pedestrian-scale lighting to improve safety and visibility.
- c. Greenery and trees provide shade, enhance air quality, and contribute to climate resilience.
- d. Traffic calming strategies like narrowed roads and raised crossings to reduce vehicle speeds and prioritize pedestrian movement.

Additionally, local and climate-resilient tree species will be integrated to support sustainability, ensuring that greenery not only improves environmental performance but also enhances user comfort. These green elements will help mitigate heat and create a more enjoyable pedestrian experience.

2.6. Community focal points play a critical role in fostering social connections and community engagement. These spaces are strategically located to support gathering, cultural activities, and local interactions, contributing to a more vibrant and inclusive public realm. The proposed focal points aim to strengthen neighborhood identity and encourage active use of public spaces.

2.7. Queen Street and Spadina Avenue serve as major pedestrian gateways, functioning as key entry points into the area. These gateways will be enhanced with wayfinding elements, public art, and pedestrian-friendly features to reinforce the connection between the public realm and transit infrastructure.

3. Parks & Open Spaces

3.1. Expanding the Public Realm

Potential locations for new public parks and open spaces within the Queen & Spadina MTSA are conceptually identified in Map 3, Public Realm Plan. One such location is 15 Denison Avenue, currently a parking lot, which is proposed to be transformed into a new public park. The exact size, configuration, and design of this space will be determined through the development review process and as new opportunities arise.

3.2. Parkland & Open Space Priorities

Parks and open space priorities in the Queen & Spadina MTSA include, but are not limited to:

- a. Creating new parks and publicly accessible open spaces to support increased

density, such as the proposed park at 15 Denison Avenue.

b. Enhancing the function, visibility, and accessibility of existing parks and open spaces.

c. Integrating parkland with streetscapes, laneways, Privately Owned Publicly Accessible Spaces (POPS), and other open spaces to create a connected and continuous public realm.

3.3. Parkland Dedication & Provision

Development will be required to prioritize the dedication of land to the City to meet parkland dedication requirements. Parkland provision will be considered in the following order of priority:

a. On-site parkland dedication, including opportunities such as the proposed park at 15 Denison Avenue.

b. Off-site parkland dedication to contribute to larger, consolidated parks.

c. Cash-in-lieu of parkland to support strategic land acquisitions for new or expanded park spaces.

4. Mobility

4.1. The layout of new public streets, lanes, cycling routes, and mid-block pedestrian connections will align with Map 4, Mobility Network, ensuring connectivity and accessibility. The feasibility, alignment, and design of these elements will be reviewed through the development approval process.

4.2. Development will support and be consistent with the Queen and Spadina Transit-Oriented Plan, ensuring infrastructure improvements align with transit investments.

4.3. The mobility network will prioritize efficient movement within and around the area, emphasizing walking, cycling, and transit by:

a. Promoting a mix of uses that allow residents and workers to access daily needs within the neighborhood, reducing travel distances.

b. Establishing a fine-grain network of streets, lanes, cycling facilities, and pedestrian connections to improve access to transit, public spaces, and surrounding neighborhoods.

c. Enhancing pedestrian and cycling infrastructure, particularly near transit hubs, key intersections, and high-activity areas.

d. Applying transit-oriented design principles to ensure safe, accessible, and direct

connections across all modes of transportation.

- e. Designing streets to prioritize pedestrians, cyclists, and transit users using a complete streets approach.

4.4. Priority Pedestrian Locations shown on Map 4, Mobility Network will feature enhanced pedestrian safety measures such as wider sidewalks, shorter crossings, and corner extensions at key intersections.

4.5. Strategically proposed bike lanes will support transit-oriented development, integrating cycling with public transit access and improving safety through dedicated infrastructure at key cycling intersections.

4.6. The expansion of the bike share network around parks, transit stations, and key destinations will enhance first-and-last-mile connectivity.

4.7. Development applications will require a Travel Demand Management (TDM) Plan, including:

- a. On-site measures to reduce car dependency and encourage walking, cycling, and transit use.
- b. Off-site improvements such as bike-share stations, car-share spaces, and ride-hailing points, integrated into the public realm or new developments.

4.8. Pedestrian Promenades will be introduced to encourage walkability, providing wide, well-lit, and amenity-rich pathways that connect key destinations and enhance the public realm.

5. Community Services & Facilities

5.1. Development may be required to contribute to the delivery of community service facilities through:

- a. New, expanded or retrofitted space for one or more community service facilities on-site;
- b. New, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or
- c. A contribution towards specific community service facilities that meets identified needs.

5.2 New community service facilities and expansions or retrofits of existing community service facilities will:

- a. Be delivered following the applicable legislative framework;
- b. Be designed to meet the requirements of the City, public agencies, boards and commissions;
- c. Be located in obvious locations with strong pedestrian, cycling and transit connections for convenient access;
- d. Consider co-location within mixed-use buildings, and
- e. Provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.

5.3. The following community service facilities will be prioritized:

- a. New, non-profit licensed child care spaces; and
- b. New space for non-profit community-based organizations eligible for the city's Community Space Tenancy Policy.

5.4 Development on parcels with existing on-site community service facilities should replace the total gross floor area of the community service facility on-site.

6. Affordable Housing

Affordable housing within the Queen & Spadina MTSA will be maximized in alignment with the Official Plan, provincial policies, and applicable regulatory and program requirements. Developments will be encouraged to exceed minimum affordable housing obligations by leveraging emerging policies, incentives, and partnerships to enhance long-term affordability.

7. Built Form

General

7.1. This Secondary Plan defines areas with shared built form characteristics, as shown in Map 2, Structure Plan. Development within these areas will strengthen their unique identity while contributing to a cohesive overall vision.

7.2. To enhance the public realm, developments will be designed to integrate high-quality landscaped open spaces and maximize tree planting opportunities. This will be achieved through features such as generous building setbacks, mid-block pedestrian connections, privately owned public spaces (POPS), and at-grade outdoor amenities.

Area A

Development in Area A, located along the Queen Street Corridor, prioritizes preserving the area's historical and cultural heritage while enhancing the public realm to support walkability. To achieve this:

- a. Limited new development is proposed, with a focus on maintaining the existing character of the area. Mid-rise mixed-use buildings, is introduced, with commercial uses on the lower floors and residential units above.
- b. Strict setbacks and step-backs are applied to ensure compatibility with the area's historical streetscape and minimize impacts on the skyline and surrounding built form.
- c. Public realm improvements are a key focus, including enhanced sidewalks and pedestrian-friendly streetscapes, reinforcing the walkability goals of the plan.
- d. Given the presence of heritage assets, any new development must integrate sensitive design strategies to align with the Queen Street Corridor's established character.

Area B

Located in the northeast section of our study area, Area B is a stable residential neighborhood where no major developments are proposed. The focus in this area is on enhancing community amenities and green spaces while maintaining the existing character.

- a. No new developments are introduced, as the area consists primarily of low-rise residential buildings with an established neighborhood fabric.
- b. Public space improvements, including new community facilities, are proposed to better serve residents and enhance neighborhood livability.
- c. A new park is planned to increase access to green space and promote a healthier, more connected environment.

Area C

Area C is located on the north side of our MTSA, with a strong connection to Spadina Street. This area is currently an apartment neighborhood, and proposed developments are primarily residential, while ensuring they respect the cultural and heritage characteristics of the area.

- a. New high-rise residential buildings, are introduced to support population growth while maintaining compatibility with the surrounding built form.
- b. Given the cultural significance of the area, particularly its Chinese heritage influences, new developments must integrate design elements that acknowledge and preserve these characteristics.
- c. Setbacks and stepbacks are incorporated to enhance accessibility, improve mobility, and support a pedestrian-friendly environment.
- d. A pedestrian promenade is proposed to strengthen walkability, alongside a mid-block connection that improves circulation within the neighborhood.
- e. Along Spadina Street and Dundas Street, new high-rise buildings, generally between 15 to 25 storeys, will include a mix of uses, ensuring active street-level frontages that contribute to a vibrant urban setting.

Area D

Area D is a low-rise neighborhood with a strong connection to the Spadina Street Corridor. While most of the area retains its existing character, new developments are introduced along the corridor to support gradual intensification.

- a. A series of mid-rise to high-rise buildings are provided along Spadina Street, contributing to a more active and diverse streetscape while respecting the surrounding built form.
- b. Setbacks and stepbacks are carefully integrated to enhance accessibility, improve pedestrian circulation, and maintain a comfortable street-level experience.
- c. Open spaces are provided to support community interaction and improve livability, enhancing the public realm with pedestrian-friendly environments.

Area E

Located in the southwest portion of the study area, with direct frontage along Spadina Street, Area E is designated as a Regeneration Area, allowing for a transformative mix of uses that support long-term urban renewal. To guide this evolution:

- a. Strategic redevelopment introduces mid-rise to high-rise mixed-use buildings, with heights responding to the area's evolving context while ensuring appropriate transitions. Development will integrate residential, commercial, and creative employment spaces to support a flexible and adaptive land use framework.
- b. Public realm enhancements focus on improving pedestrian experience, with wider sidewalks, active frontages, and enhanced streetscapes to strengthen connectivity. A mid-block connection is introduced to facilitate movement through the area.
- c. Built form guidelines will ensure appropriate massing and transitions, particularly along Spadina Street, where step-backs may be applied to enhance pedestrian comfort and integration with the surrounding context.

Area F

Located within the Regeneration Area, Area F builds upon the principles of adaptive redevelopment while integrating new open spaces and reinforcing its connection to the broader urban network.

Mixed-use developments, introduces a balance of residential and employment uses, supporting long-term flexibility. Building massing responds to the surrounding context, ensuring appropriate transitions and integration with existing structures.

B. Public realm improvements emphasize enhanced pedestrian mobility, particularly along key corridors. A new open space is introduced, providing a gathering point that supports community activity and complements the surrounding development.

C. Streetscape and mobility enhancements prioritize seamless connectivity along King Street, reinforcing its role as a key transit and movement corridor while ensuring an engaging and pedestrian-friendly environment.

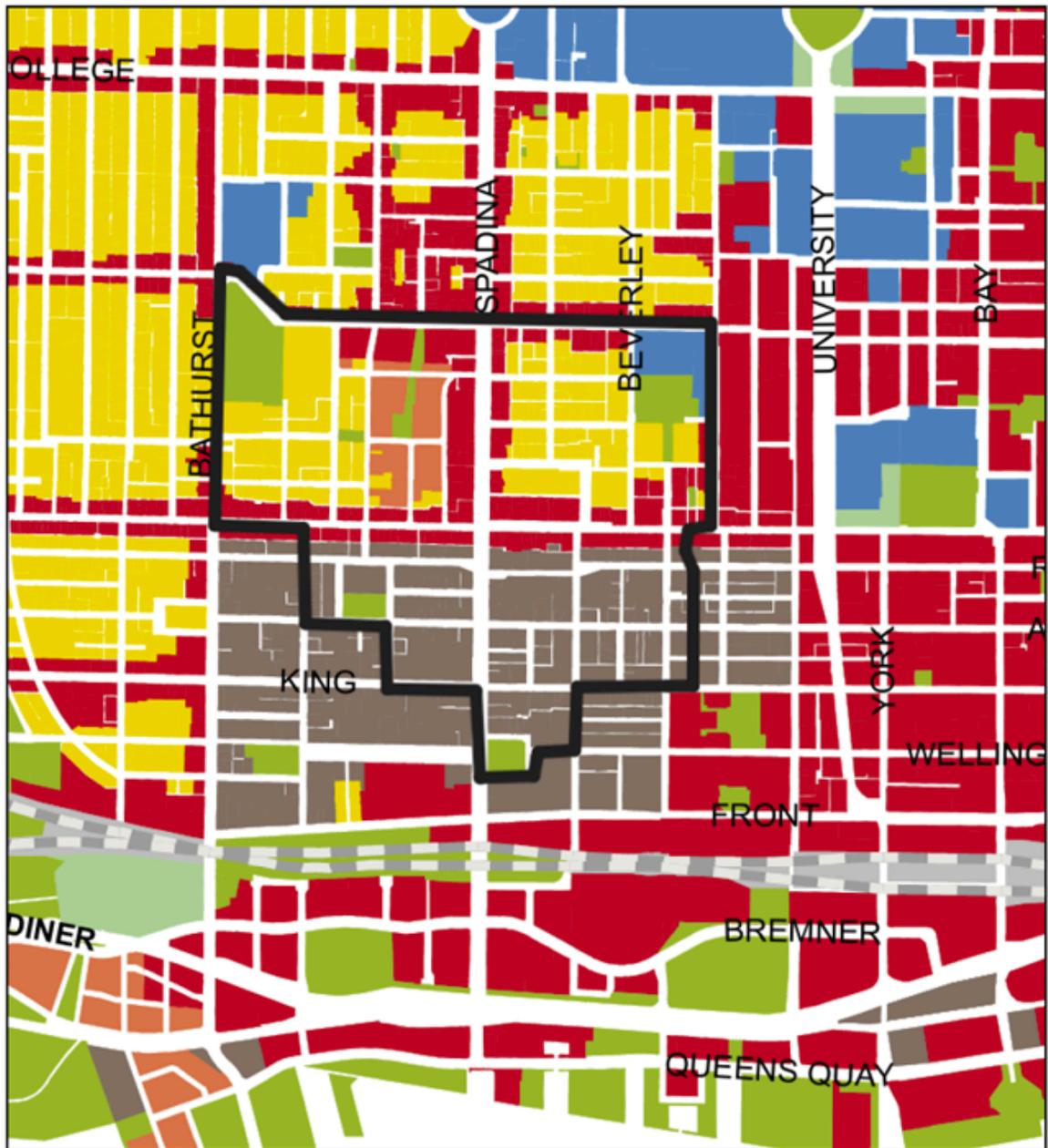
8. Phasing

9.1. Development within the Queen and Spadina MTSA will be reviewed to ensure sufficient non-residential uses, community services, infrastructure, and parkland. Phasing plans may be required as part of complete applications to ensure these elements are delivered in a timely and coordinated manner.

9.2. In addition to the Official Plan's holding provisions, the use of holding provisions in this Secondary Plan may be applied to:

- a. Minimize conflicts with transit infrastructure improvements outlined in the Queen and Spadina Transit-Oriented Plan.
- b. Ensure major transit investments are substantially complete before new residential buildings are occupied.
- c. Address potential impacts on existing businesses from increased residential density.

Map 1: Land Use Plan

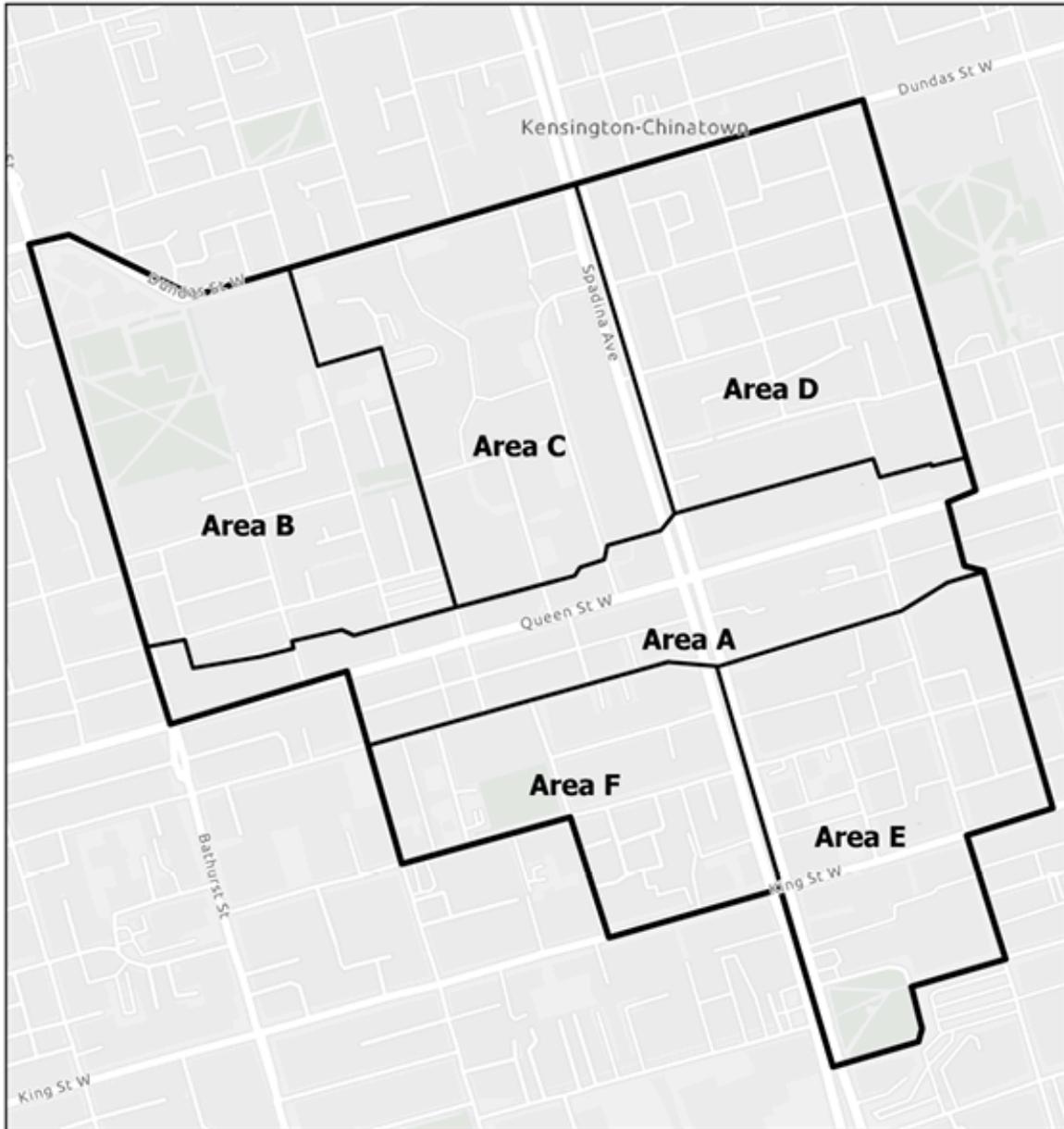


Map 1: Land Use Plan

Queen & Spadina Secondary Plan



Map 2: Structure Plan



Map 2: Structure Plan

Queen & Spadina Secondary Plan

-  Boundary
-  Area

0 0.07 0.15 0.3 Kilometers



Map 3: Public Realm Plan

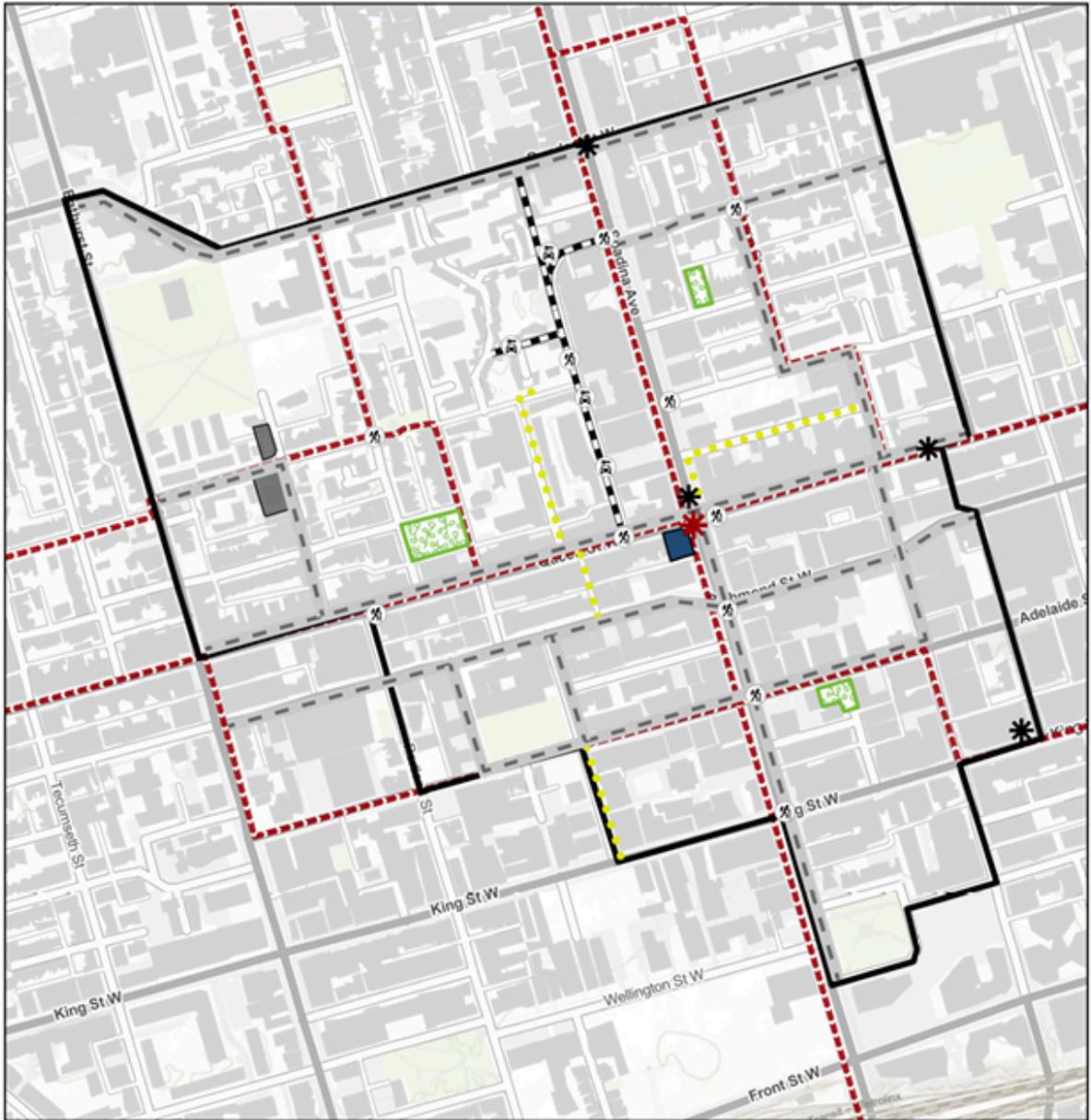


Map 3: Public Realm Plan

Queen & Spadina Secondary Plan



Map 4: Mobility Network



Map 4: Mobility Network

Queen & Spadina Secondary Plan

