

Consolidated Clause in Toronto and East York Community Council Report 3, which was considered by City Council on April 12, 13 and 14, 2005.

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**College Street Avenues Study - Study Report
(Trinity-Spadina, Wards 19 and 20)**

City Council on April 12, 13 and 14, 2005, adopted this Clause without amendment.

The Toronto and East York Community Council recommends that City Council:

- (1) adopt the staff recommendations in the Recommendations Section of the report (January 25, 2005) from the Director, Community Planning, South District;**
- (2) request the Commissioner of Urban Development Services to consider the contents of the report from the Palmerston Area Residents Association attached to the communication (March 29, 2005) from Michael Kainer, Sack Goldblatt Mitchell, as background information and reference for implementation initiatives in the study area;**
- (3) approve, in principal, a pilot project for 2005 only, that would require all public street furnishings on both sides of College Street, from Bathurst Street to Spadina Avenue, to be moved to curb side and designed in a manner to maximize marketing space (e.g. boulevard cafes) provided that sufficient space for regular City services and maintenance (e.g. garbage pick-up, snow clearance) is maintained;**
- (4) request the Alcohol and Gaming Commission to grant temporary approval of exemption for permanent fencing surrounding licensed boulevard cafes, for the duration of the pilot project;**
- (5) grant conditional approval for all existing café/marketing renewals and new applications commencing April 1, 2005 which may be affected by this pilot project;**
- (6) request the Commissioner of Urban Development Services, in consultation with other appropriate City staff, to report to Toronto and East York Community Council meeting in February 2006, with an evaluation of the results of this pilot project;**
- (7) request the Commissioner of Urban Development Services to give consideration to consolidating, as a pilot project, a multi publication box at a specified location between Bathurst Street and Spadina Avenue; and**

- (8) request the Acting Commissioner of Works and Emergency Services, in consultation with appropriate City staff, to report to the May 31, 2005 meeting of Toronto and East York Community Council on the results of formal consultations with the Alcohol and Gaming Commission and the results of a public meeting to be convened by Councillor Chow in May, 2005.**

The Toronto and East York Community Council submits the report (January 25, 2005) from the Director, Community Planning, South District:

Purpose:

To present the Urban Design and Transportation consultant reports completed in support of the College Street *Avenues* study.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that:

- (1) the College Street Avenues Urban Design Study report by Brook McIlroy Inc. dated October 2004 and the College Street Urban Design Study Transportation report by Totten Sims Hubicki dated December 2004 and included as Attachments 2 and 3 to this report be received for information;
- (2) the Commissioner of Urban Development Services use the findings and recommendations of the Urban Design Study report and Transportation report as background information and reference for implementation initiatives in the study area, including the identification of possible amendments to the zoning by-law and public realm improvement opportunities, and report back to Council on the need for zoning by-law amendments; and
- (3) the Commissioner of Urban Development Services, in coordination with the local Councillors, undertake further community consultation regarding potential zoning by-law amendments in the study area.

Background:

Avenues Studies

In 2000, prior to the approval of the City of Toronto Official Plan, City Council initiated studies to recommend approaches for reinvestment and intensification on sections of four major streets in the City. These studies were completed and received by City Council over 2002 and 2003 and became known as *Avenues* studies reflecting their status in the new City of Toronto Official Plan. The Plan describes *Avenues* as important corridors along major streets which present opportunities for incremental renewal and reinvestment for new housing and jobs and an

improved public realm. Studies are to be completed for *Avenues* areas to develop a framework to implement the objectives of the Plan in a manner that reflects the particular characteristics of each *Avenue*.

City Council, at its meeting of June 24-26, 2003, authorized the second round of *Avenues* studies for College Street between Bathurst Street and Ossington Avenue, Lakeshore Boulevard West between Etobicoke Creek and Dwight Avenue, Bloor Street East between Mimico Creek and Prince Edward Drive, and Wilson Avenue between Keele Street and Bathurst Street. This report relates to the College Street *Avenues* Study only. Reports on the other three *Avenues* studies are being reported on directly to their respective Community Councils.

Recent Initiatives within the Study Area

In recent years, a number of studies and initiatives have been undertaken for that portion of College Street within the study area.

Between 1995 and 1997, the City undertook a study of land use policies and regulations related to restaurant and related uses on College Street between Bathurst Street and Ossington Avenue. This study was initiated in response to Councillor and community concerns regarding the impacts of large size restaurants on neighbourhood noise, garbage and traffic. This study resulted in an amendment to the Zoning By-law to limit the size of restaurants and accessory entertainment uses on College Street between Bathurst Street and Ossington Avenue.

The Toronto Transit Commission (TTC) completed track reconstruction on College Street in 2004, including that portion of the street within the study area. Road and sidewalk reconstruction and repair on portions of the right-of-way within the study area was completed as part of this reconstruction project, resulting in wider sidewalks, new TTC platforms, new street trees and decorative paving on sections of the street. Additional sidewalk repairs and improvements are scheduled to be completed for the area between Bathurst and Shaw Streets in 2005.

The Harbord Village Ratepayers Association (HVRA) retained Brown & Storey Architects to complete a study examining opportunities for revitalization of the public realm on College Street between Spadina Avenue and Bathurst Street in 2002. This study, was presented to City Council in 2002.

Most recently, City Council enacted By-law 882-2004 on October 27, 2004 to prohibit the establishment of restaurant and similar uses between Bathurst Street and Ossington for a period of one year to allow the City to complete of study of land use policies and regulations relating to these uses. This By-law and study are similar to that completed for restaurant uses between 1995 and 1997. Council and the community continue to be concerned about the impacts of these uses relative to noise, garbage, traffic and parking demand.

Comments:

The *Avenues* Study for College Street between Spadina Avenue and Ossington Avenue was completed over 2004. The study area includes the College Street right-of-way, properties fronting onto the north and south sides of College Street within the MCR Zone and abutting lanes (See Attachment 1).

The consultant studies included College Street Avenues Urban Design Study completed by Brook McIlroy Inc. (BMI), and the College Street Urban Design Study Transportation report completed by Totten Sims Hubicki (TSH). The key objective of the consultants work was to recommend an urban design framework for new development and redevelopment on College Street in consideration of the existing built form, the operational characteristics of the street, and the comments and input of local stakeholders.

Detailed consideration of amendments to the zoning by-law and the public realm to support and implement the urban design recommendations do not form part of the consultant studies. City staff will complete a detailed review of the zoning provisions for the area to consider amendments to implement *Avenues* objectives. This review will be completed concurrent with the interim control study on restaurant uses that has just been initiated for College Street between Bathurst Street and Ossington Avenue. TTC track reconstruction and related works projects in the right-of-way completed in 2004 resulted in a number of repairs and improvements to the public realm. Additional work within the right-of-way, between Bathurst and Shaw Streets, is scheduled for 2005. A review of the work completed and scheduled, the findings and recommendations of the studies, and the projects and priorities of local Business Improvement Associations will be undertaken to identify and inform future public realm opportunities for the area.

Public Consultation

Given the length of the study area and different characteristics of the street, the study area was divided into two areas, east and west of Bathurst Street, for consultation purposes to allow for focussed discussion on neighbourhood interests and priorities.

Public consultation was completed through two sets of workshops. The first workshop was held on January 13, 2004 as simultaneous meetings for each of the study sub-areas. The second set of workshops was held on March 6, 2004 for the area east of Bathurst Street, and March 8, 2004 for the area west of Bathurst Street. All of the meetings were well attended and included neighbourhood residents and business owners as well as resident and business associations.

In terms of priorities, those stakeholders representing the area east of Bathurst Street expressed an interest in redevelopment as a means to revitalize College street and to enhance connections to the University of Toronto, Chinatown, Kensington Market and Little Italy. Those stakeholders representing the study area west of Bathurst Street identified preservation of main street character as a priority.

Community Profile

Overall, College Street is a thriving *Avenue* and desirable community. East of Bathurst Street tends to have larger sites, particularly on the south side of the street, as well as vacant sites currently being used as privately operated commercial parking lots. The north side of the street is more characteristic of a main street with ground floor commercial and upper residential and office uses. West of Bathurst Street the section west to about Manning Avenue has larger sites with a built form that reflects the former industrial character of the area. West of Manning the road narrows from 30 metres to between 19 and 25 metres and there is a curve in the street at Grace Street. This narrower right-of-way and curve in the street are defining characteristics of this section of the street. With the exception of the plaza at the southwest corner of the Crawford Street intersection, the built form is predominantly three storey mixed use buildings.

The area population is stable, at almost 30,000 in 2001, representing only a slight (3%) reduction since 1996. Population characteristics - age distribution, household size, and income - are similar to that of the City overall.

Business activity was also found to be relatively stable in the area. Currently, there are over 500 business establishments in the study area, an increase of 4% for the period 1987 to 2004. Total employment increased by 25% during the same period, with a current total of 3,470 employees (full time and part time) in the study area.

Computer stores make up 22% of the total number of retail stores in the area east of Bathurst Street, which is generally clustered closer to Spadina Avenue. This use has grown substantially since 1987 when it represented only 10% of stores in the area. West of Bathurst Street, the retail food sector is the predominant employment category. Since 1987, the number of businesses in this sector has increased 18% in this area and now represents 38% of the total number of businesses west of Bathurst Street. This increase may contribute an explanation for the increase in employment in the area over the same time period.

Key Study Recommendations

Urban Design Study

The BMI urban design study recommends design principles and guidelines for the entire study area, and an intensification strategy focussed on specific sites and locations within the study area. The strategy forms a framework for change in the area that implements the *Avenues* objectives of the Plan in a manner that reflects the character of the street.

Design Principles

The recommended design principles emphasize the defining characteristics of the street and are intended to form the overriding context for future change in the area. These principles include recognizing heritage structures and maintaining a continuous façade of architectural integrity, placing importance on the pedestrian environment, encouraging increased densities where appropriate, supporting transit, and fostering a range and mix of uses to maintain a vibrant local economy. Generally, west of Bathurst Street, the emphasis is on maintaining and enhancing the existing character to support the vitality and desirability of the area. East of Bathurst Street there are considered to be more opportunities for change and intensification.

Area Wide Guidelines

This section of the study report explains the relevance of certain building conditions to achieve development that supports the character of the street as reflected by the urban design principles. The guidelines advance the study conclusion that increased height in certain areas is appropriate, subject to the implementation of certain built form conditions related to height, setbacks and stepbacks. The study recommends that the lower portions of buildings reference the height and setbacks of the existing built form character in the immediate area and that upper levels be stepped back from the street and, where present, from adjacent residential uses. This approach will ensure the continuation of the existing streetwall and, where building heights are increased, mitigate the visual impact on the pedestrian realm. The depth of upper storey setbacks is recommended to be derived relative to the height of adjacent buildings, shadow impacts, pedestrian sight-lines from the street and the height and width of the building façade.

Given their ability to be highly visible and function as markers along the street, the study recommends that corner sites be given special attention. Height and massing of corner site developments should consider opportunities to act as a view terminus or local marker or gateway and the relationship of the building to the street should be considered related to the location of ground level uses, pedestrian entrances and driveways/ vehicle access.

Laneways were also considered as part of the urban design study. Laneways are located throughout the study area and provide both vehicle and loading/service access to lots fronting onto College Street and act as a transition area to lower density residential areas. As noted in the following summary of the TSH Transportation study, it was observed over the course of the study that service vehicles would often park on College Street rather than use lanes. The effect was increased traffic congestion and reduced on-street parking availability. The BMI study recommends that the availability of lanes for loading/service to College Street businesses be reinforced and that they also be utilized to provide vehicle parking access for new development on the street.

Intensification Strategy

Based on a review of the study area and consultation with stakeholders, the study identifies specific sites and locations as appropriate for intensification and provides height, setback and stepback recommendations based on surrounding conditions and characteristics, right-of-way width, and lot depth. The locations identified as having the greatest development potential are the northwest and southwest corners of the Spadina and College intersection, and the southwest corner of Bathurst and College (to Markham Street).

The study report groups sites and locations with similar characteristics. For ease of reference, the table below lists each of the identified sites or locations separately and includes the height, setback and stepback recommendations of the consultant report.

BMI Study Recommended Intensification Sites/Locations
(Summarized from Table 2: Intersections & Block Conditions of BMI Study Report)

Intensification Sites/ Locations	Recommended Height	Recommended Setback	Recommended Stepback
East of Bathurst – North side of street			
Spadina & College – NW corner	13-16 storeys 46-56 metres	Variety possible	Match College streetwall & rear residential
Robert to N-S lane E of Spadina	4-6 storeys 14-21 metres	Variety possible	Match College streetwall & rear residential
Lippincott to Brunswick	4-6 storeys 14-21 metres	Variety possible	Match College streetwall & rear residential
East of Bathurst – South side of street			
Bathurst to Lippincott	9-15 storeys 32-53 metres	Variety possible	Match College streetwall & rear residential
Augusta to Ukranian Credit Union	9-11 storeys 32-39 metres	Variety possible	Match College streetwall & rear residential; stepback 4-6 storeys at Augusta
Kensington School Site	9-11 storeys 32-39 metres	Variety possible	Match College streetwall & rear residential
West of Bathurst – North side of street			
Manning to Shaw (midblock locations)	3-5 storeys 11-18 metres	None or minimal	Stepback at 3 storeys
Ossington & College – both corners	4-6 storeys 14-21 metres	None or minimal	Match College streetwall & rear residential
Euclid to Palmerston (some locations)	4 storeys 14 metres	Variety possible	Match rear residential
West of Bathurst - South side of street			
Markham to Bathurst	9-15 storeys 32-53 metres	Variety possible	Variable/ match
Markham to Palmerston	4-6 storeys 14-21 metres	Variety possible	Variable/match
Manning to Shaw (midblock locations)	3-5 storeys 11-18 metres	None or minimal	Stepback at 3 storeys
Roxton to Shaw	3-4 storeys 11-14 metres	None or minimal	Match rear residential
Crawford to Grace	3 storeys 11 metres	None or minimal	Match rear residential
Ossington & College – both corners	4-6 storeys 14-21 metres	None or minimal	Match rear residential

Transportation Study (TSH)

The TSH study reviewed the operating characteristics of College Street to assist in the development of the recommended design framework for the study area.

College Street is generally 2 lanes in each direction, with the curb lane functioning as an on-street parking lane in off-peak hours. There is also a bicycle lane on both sides of the street between Spadina Avenue and Manning Street. Analysis identified residual traffic capacity at signalized intersections within the study area, however traffic operations on the street are constrained by streetcar operations and vehicle parking and turning manoeuvres.

Given the importance of transit and on-street parking in the area, the TSH study recommends that intensification focus on locations that maximize vehicle access and movement options and on land uses that will not result in significant increases in vehicle traffic. As well, opportunities to improve the operating efficiency of College Street should be reviewed during the development application process including intersection and signal improvements, additional turn movement restrictions during peak periods and additional off-street parking.

The transportation study recommendations are reflected in the BMI study recommendations. The most significant intensification sites are located at the major intersections of College and Spadina and, to a lesser extent, the southwest and southeast corners of College and Bathurst and the south side of College Street near Augusta Avenue. The scale of development envisioned for the other sites along the street would be of a scale of development that would not be expected to result in significant traffic impacts on the street.

The TSH study also reviewed the parking supply in the area. There are 327 on-street metered parking spaces in the study area which are often, as noted above, used for loading for commercial uses. The area also has approximately 450 off-street parking spaces in the study area, almost all of which are located in private commercial lots east of Bathurst Street. These sites have been identified as opportunities for future intensification in the BMI study report. TSH consulted with the Toronto Parking Authority through the study to determine future municipal parking opportunities. The Parking Authority confirmed their ongoing negotiations with the School Board to secure evening and weekend parking on Clinton Street at College and reconfirmed their interest in seeking opportunities to establish a parking facility in the area west of Bathurst Street, possibly in conjunction with a redevelopment project.

Next Steps

With the consultant studies now completed, City staff will use the findings and recommendations of these documents as background to determine what amendments may be appropriate to the MCR zoning along College Street and to identify potential future public realm opportunities.

The first priority will be to determine whether amendments to the zoning by-law are necessary and appropriate and, if so, what specific amendments are required. It is relevant and practical to undertake this review jointly with the review of land use policies and regulations regarding restaurant and similar uses as directed by the recent enactment of Interim Control By-law 882-2004 for the area between Bathurst Street and Ossington Avenue.

This priority task will be undertaken in consultation with staff from Economic Development, Culture and Tourism (EDCT), and will also include additional consultation with the community.

The proposed timeline for this task is 2005, with the target completion date being prior to the expiration of the interim control by-law related to restaurant uses in October. As well as

additional community consultation, any proposed zoning amendments arising from this study will be subject to a formal public meeting under the Planning Act and a further report to Community Council.

Following a consideration of zoning by-law amendments for the study area, it is relevant to consider public realm improvement opportunities. This would be undertaken in the form of a review of the various projects and priorities of relevant City Departments and local Business Improvement areas to look for opportunities to combine and coordinate future improvements.

Conclusions:

The *Avenues* Study for College Street, between Spadina Avenue and Ossington Avenue was completed over 2004. The firm of Brook McIlroy Inc. completed the Urban Design Study component and the firm of Totten Sims Hubicki completed the Transportation Study component. Their study reports are summarized herein and included as Attachments 2 and 3 to this report.

This report recommends that the consultant study reports be received for information and that the findings and recommendations therein be used as input by City staff in determining what zoning by-law amendments may be appropriate for the area and in identifying future public realm improvement opportunities.

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The Toronto and East York Community Council also submits the communication (March 29, 2005) from Michael Kainer, Sack Goldblatt Mitchell:

Submissions to Toronto-East York Community Council Re College Street Avenue Study By The Palmerston Area Residents' Association

Who We Are

The Palmerston Area Residents' Association (PARA) represents the residents of the area bounded by College Street to the south, Bloor to the north, Bathurst to the east and Clinton to the west. This includes approximately 1500 households. PARA was active in the debate around the adoption of the City's new Official Plan ("OP"). Due to a high level of real estate activity on and around College street, PARA requested during the debate over the OP that College be designated as an Avenue for which a study contemplated by s. 2.2.3 of the OP should be undertaken. Council agreed and the first phase has been completed.

What We Want to Address

As this is one of the first of what we assume will be several such Avenue studies we would like to address some matters which are of general application to Avenue studies as well as specific issue relating to College. We are requesting that staff be directed by Community Council to act on the suggestions for additions and changes to the report of staff dated January 25, 2005. Our submissions are limited to the area west of Bathurst Street. Below is a summary of those matters with further details to be discussed in further consultations with City Staff.

The Avenue Study Generally

The College Street Avenue study is one of the first under the new OP. Accordingly, it is important that the City "get it right" as it may be a template for future studies. We are of the view that the Avenue study should be a broad view of what will make a main street work well and be integrated into an overall vision of the City. Urban design is one feature of that. The Brook McIlroy Report is mostly about urban design and is useful as far as it goes. There are, however, many more elements contemplated by s. 2.2.3, including:

- streetscape improvement
- transportation improvement
- infrastructure improvement

These are not addressed by Brook McIlroy

Further, the Avenue studies should be linked to these issues. College Street has recently undergone TTC track reconstruction and sidewalks are on the verge of being rebuilt. Since both of these have significant impact on the street and in many ways limit or demarcate other types of street changes, our view is that these should have been a part of the Avenue study. The Avenue study process needs to be mindful of how it will fit into a larger vision of the City.

A. Report of Brook McIlroy

We are in general agreement with many of the findings and recommendations of the Brook McIlroy Report and they appear to have adopted a number of PARA suggestions. City staff is also recommending it as the basis for the zoning by-law amendments. However, there are some omissions in the report and we disagree in a few instances with its recommendations. These are identified below. Since the City Staff will consult further with the residents and other stakeholders, we expect there should be receptivity on the part of the City Staff in drafting the bylaw to take into account these submissions. We ask that Community Council make clear that there can and should be changes based on these further consultations. Our comments in these submissions are intended to be fairly general in nature with more detailed comments to be made during further consultations.

B. Public Realm Improvements- a need for Co-ordination with the Avenue Study

The Brook McIlroy Report states that streetscape improvements and open space considerations were outside the scope of the study. The Avenue Studies contemplated by the OP clearly should include these elements. Further, making physical changes through another process without consideration to the Avenue study will either make the recommendations of the Avenue study meaningless or at the very least difficult to implement. We refer above to the TIC track reconstruction which has occurred on College notwithstanding that this Avenue study was already in process and the plans to reconstruct the sidewalks, the plans for which the stakeholders in the Avenue Study were not consulted about. A major problem in the past has been this piece-meal approach which has resulted in over crowded sidewalks, poor pedestrian traffic flow, an over abundance and poor placing of street furniture and the like. In addition, we would like to emphasize the following (some of which are already mentioned in the Brook Mcilroy Report):

- All streetscaping initiatives should be co-ordinated so they share a common design character.
- Street furniture, for example newspaper boxes and garbage and recycling bins, should be grouped together in a common location and strategically located not to interfere with pedestrian movement.
- Hydro wires and utilities should be rationalized and ultimately buried.
- Boulevard cafe areas should be clearly demarcated from pedestrian areas with fencing that can be removed during the off season.

C. Specific Areas of Agreement with Brook McIlroy

We wish to emphasize that we are in agreement with a number of the general concepts put forward by Brook McIlroy. Many of our disagreements are with the details as opposed to the principles. In particular, we support the following general principles enunciated in the Brook McIlroy Report:

- The continuous facade with commercial use at grade that is distinctive to College Street should be maintained. We would emphasize that there are a number of buildings with features of architectural interest and historical significance in the facades which should be identified for future preservation.
- The pedestrian friendly nature of College Street should be continued and enhanced.
- Transit should be supportive and car use discouraged. We would not support expansion of parking facilities.
- Mixed use should be encouraged. By this we do not mean simply a mixture of residential and commercial. We also are of the view that maintaining a diversity of commercial uses is highly desirable. The interim control by-law which restricts new bars and restaurants,

which was asked for by PARA, is one technique. That interim control by-law expires in October, and the issue of ensuring a mixture of commercial uses should be included as part of the Avenue Study. There has been an ongoing issue regarding enforcement of these by-laws. The study and by-laws are useless if not enforced.

- Use of laneways both as a means of reducing delivery traffic from College Street as well as acting as a buffer between the commercial and residential neighbourhoods is extremely important. We would oppose any effort, for example, to appropriate portions of the laneway where there is development occurring and this prohibition should be clearly specified in the by-laws for the area.
- Intensification where appropriate is the theme in the Brook McIlroy Report. We do not necessarily disagree, but we are concerned that the term "appropriate" is too vague. A better and more precise principle would be that unless there is a compelling reason to intensify a specific site, the zoning by-law developed from the Avenue Study should specify that heights of buildings should not exceed the current heights. The onus would then be to demonstrate a compelling reason for increasing the heights. The default condition would be the existing structures.

Specific Concerns

A. As of Right Zoning

The OP contemplates that the Avenue Study will result in "as-of-right" zoning. PARA understands this to mean once adopted, the zoning will provide both a floor and a ceiling for development. The floor will set the minimum densities and heights to give assurance to owners and developers of the range of development permitted on the site. The ceiling will assure the neighbouring residents that there will not be variances or rezonings that deviate from these outside limits. City staff should be directed to recommend how these minimums and maximums can be established and enforced.

We are aware that the *Planning Act* currently allows appeals to the Ontario Municipal Board which could effectively nullify the as-of-right zoning contemplated by the OP and by the College Avenue Study. It appears that amendments to the *City of Toronto Act* to give powers to the City to enshrine the Avenue studies may be required. Our view is that the zoning established following a comprehensive Avenue Study should not be subject to modification or appeal unless and until a new Avenue Study is conducted. That may very well happen in twenty or twenty-five years time as the City evolves. In the meantime, however, there should not be piecemeal deviation from the comprehensive plan which the Avenue Study represents.

B. Community Review Boards to Monitor Future Development

We recognize that there may be applications for development in the future which could have a significant impact on the area, notwithstanding that they come within the height restrictions in the by-law. We are, therefore, requesting that the City consider a Community Review Board, similar to that utilized in New York City, which would act as the body responsible for reviewing and approving development on streets that have been made subject to an Avenue Study. We

suggest that the composition of the Community Review Board be representatives of the local business improvement, associations and residents associations.

Disagreements and Differences with Brook McIlroy

A. Stepbacks

There is considerable emphasis on stepbacks in the Brook McIlroy Report. We agree they can be a helpful tool. For example, we support gradual stepbacks at the rear of the College buildings toward the residential neighbourhood. We also agree with therecommendation that buildings fronting on College but flanking on residential streets should be stepped back from the residential streets.

We accept the principle that the maximum height should be measured at the mid block and that there should be a step down toward the adjacent residential streets.

We would not, however, agree that a step back at the height of adjacent buildings is a cure all for a building which would otherwise be too high for the street. Since the proposal is that the zoning will be "as of right", there should be no recommendation for increases in the current heights without proper sun and shadow studies being conducted.

There is a comment in the report that the CHIN Radio building is an example of a large building made appropriate by setbacks. We do not agree, and feel that the CHIN building is, in fact, too large and should not be taken as the example for adjacent development.

B. Height Limits Should be Clear

The maps in the Brook McIlroy Report which are re-described in chart form in the City report are far from clear. There appear to be a number of gaps in the height limits. Our view is that there should be uniform limits along College Street based on existing structures unless there are compelling reasons why there should be a deviation. Since the street as it is now constructed works well, the limits should be the heights of the existing buildings unless otherwise specified. We do acknowledge that there are areas of 1 and 2 storey structures where the heights could be increased in future development. Sun and shadow studies and models of typical blocks would be helpful to the residents to understand the impact of heights.

C. Site Specific Height Limit Issues

1. Bathurst and College

This is probably the most offensive recommendation in the Brook McIlroy Report. It recommends a height of 9 to 15 storeys for the south-west corner of Bathurst and College. We note that the report calls for similar height maximums on all four corners of that intersection. Although these submissions deal with the area west of Bathurst only, we feel compelled to express concern about the prospect of a corner with three new 15 storey buildings. This would be totally out of keeping with the current character of the neighbourhood. In our view, intensification does not mean massive, overbearing buildings in one location. There are two existing buildings which set a natural height limit, the former church at the north-east corner

which has been converted into condominiums and the recently constructed Ideal Condominium building to the west. They are in the 9 storey height range, and we strongly urge the City to limit the height of the buildings at the Bathurst corner to that same 9 storey limit.

We are particularly concerned about the bank building at the north-east corner which is a heritage building. We would have hoped that the structure would be preserved. Although Bathurst is not yet subject to an Avenue study, we note that the corner buildings need to fit into the future development for Bathurst as well.

2. Ossington and College

The Brook McIlroy Report contemplates a height limit of 4 to 6 storeys at Ossington and Bathurst, with that height limit to extend east along College for a block. We are less familiar with that area of College. However, we do note that there is currently development along Ossington, and it would be important that what ever is done with the College/Ossington corner be in keeping with future development along Ossington as well.

3. Overriding Principle Respecting Heights

We acknowledge that there can be a case made out for increasing heights along College Street where there are currently 1 and 2 storey structures. There may also be individual local conditions (such as at the corners of Bathurst and Ossington which are the junctions of major public transit routes) where greater densities would be appropriate. However, College Street is a mature street and one that works. A good part of the reason for this is the human scale of the street. In general, therefore, there should not be significant deviation from the current building heights.

D. Heritage Considerations

We are aware that the current heritage legislation in Ontario provides limited protection to heritage structures. This should not mean that we do not identify historically significant buildings which should be protected from demolition and defacing. As the zoning process progresses, these historical buildings, many of which are identified in the Brook McIlroy Report, should be specifically identified and protections attached to prevent their loss. In addition to those buildings, listed or designated as heritage properties, there are many others with irreplaceable architectural detail. They form an integral part of the "look" of the street and although they may not meet the "heritage" status, they clearly enhance the street and should be preserved. It may be that the Avenue study can result in preservation of these properties until the *Heritage Act* is bolstered to provide protection.

(Copies of the following Attachments in the report were forwarded to all Members of the Toronto and East York Community Council with the agenda for its meeting on March 30, 2005 and copies are on file in the City Clerk's Office:

Attachment 1: Key Map of Study Area;

Attachment 2: College Street Avenues Urban Design Study, Brook McIlroy Inc. (October 2004);
and
Attachment 3: College Street Urban Design Study Spadina Avenue to Ossington Avenue –
Transportation Study, Totten Sims Hubicki (December 2004.)

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Reid Lester appeared before the Toronto and East York Community Council.