

Authority: Planning and Transportation Committee Report No. 13, Clause No. 1, adopted as amended, by City of Toronto Council on November 26, 27 and 28, 2002  
Enacted by Council: November 29, 2002

**CITY OF TORONTO**

**BY-LAW No. 1087-2002**

**To adopt Amendment No. 107-2002 to the Official Plan for the former City of Etobicoke to adopt a new Secondary Plan in respect of Etobicoke Centre.**

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

WHEREAS the Council of the City of Toronto proposes to adopt a new Secondary Plan for Etobicoke Centre and to repeal the existing Secondary Plan for that area; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The Etobicoke Centre Secondary Plan attached hereto as Schedule "A" is hereby adopted as Amendment No. 107-2002 to the Official Plan of the former City of Etobicoke and shall be inserted as Chapter 13 thereto.
2. The City Centre Secondary Plan, forming Chapter 13 of the Official Plan of the former City of Etobicoke adopted by Council as By-law No. 1986-158, together with all subsequent amendments thereto, is hereby repealed.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED this 29th day of November, A.D. 2002.

CASE OOTES,  
Deputy Mayor

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

ETOBICOKE CENTRE

SECONDARY  
PLAN



August 2002

 **Toronto** Urban Development Services

PAULA M. DILL  
*Commissioner*  
*Urban Development Services*

PAUL J. BEDFORD  
*Chief Planner and Executive Director*  
*City Planning Division*

For a list of related publications and information on Toronto Plan, visit: [www.city.toronto.on.ca/torontoplan](http://www.city.toronto.on.ca/torontoplan)



# ETOBICOKE CENTRE SECONDARY PLAN

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## SECTION 1

# A WESTERN FOCAL POINT FOR TORONTO



Etobicoke Centre Skyline

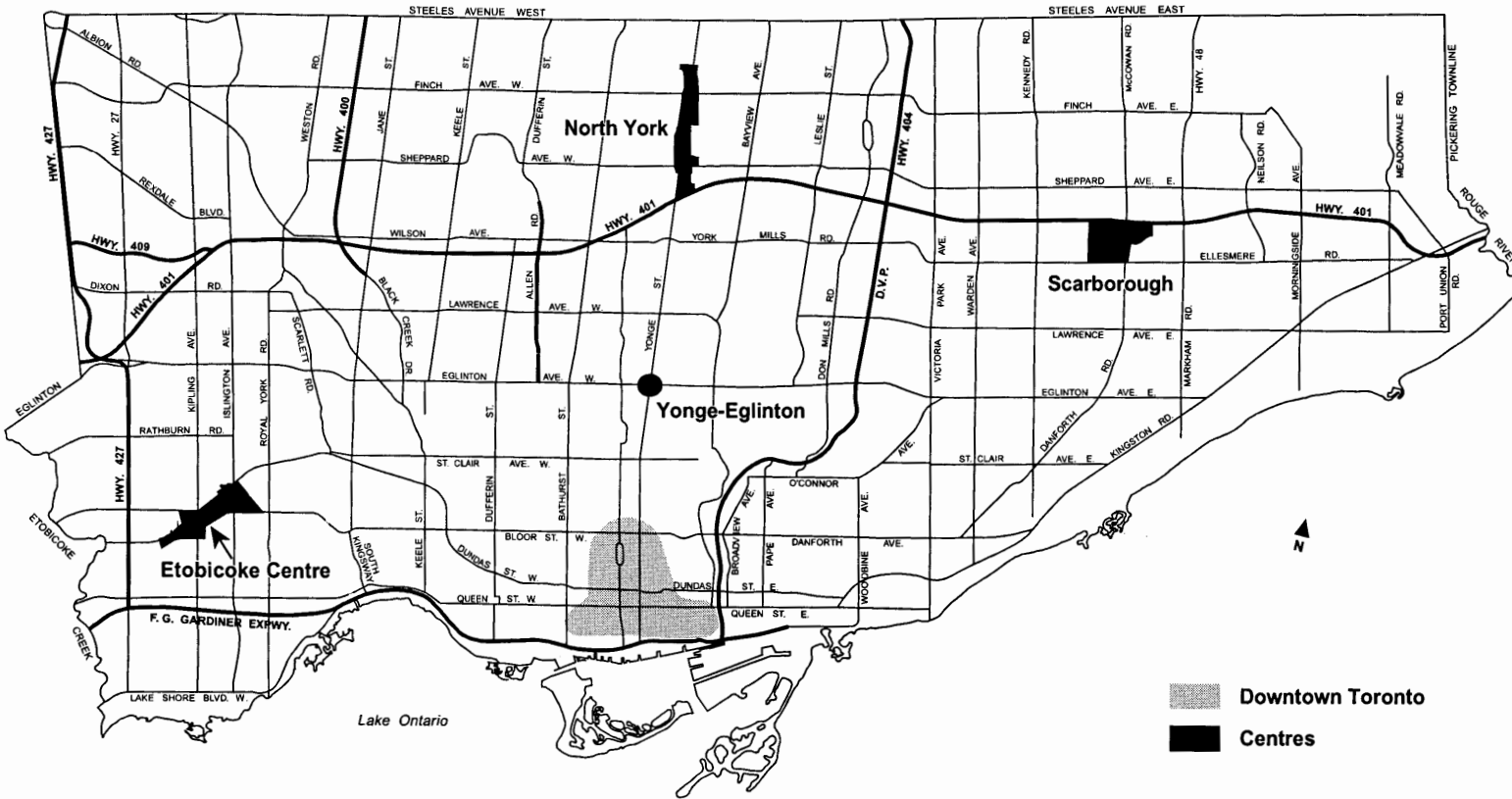
The dawning of a new millennium provides an opportunity to firmly develop the Etobicoke Centre as the urban focal point for the western part of the City of Toronto. Strategically located at the western gateway to the City between Toronto's downtown and Lester B. Pearson Airport, the Etobicoke Centre is well positioned to assist in the implementation of the urban structure and growth management objectives of the Etobicoke community and the City of Toronto.

Enhancing the concentration of employment and housing in Etobicoke Centre will not only better utilize the substantial public transit and other urban infrastructure that currently exists, but will also serve to further protect the area's many low density residential neighbourhoods by accommodating new growth. A vibrant mix of employment and housing will present opportunities for residents to walk or use public transit to get to work, thereby reducing auto dependency. A hub of cultural, social, administrative and recreation uses will facilitate social interaction and foster a sense of community and identity for the area.

# City Wide Context

### FIGURE 1

#### Etobicoke Centre Secondary Plan







Islington Village – the area's historic core

The Etobicoke Centre has its roots in the shops and services provided by Islington Village at the beginning of the 20th century. The central place function of the area grew first with the development of the arterial road system and later through the extension of the Bloor-Danforth subway line in the 1960s and 1970s.

## SECTION 2

# PRINCIPLES FOR SUCCESS

### **A CLOSE-KNIT URBAN FABRIC**

Etobicoke Centre will be transformed from a loose collection of high density residential and office buildings in the vicinity of the Bloor Street/Islington Avenue intersection to a physically and functionally integrated, mixed-use community. New streets and blocks will promote street-oriented buildings and provide connections between new and existing developments.

The area will develop the feel and function of an urban core providing a wide range of housing, employment, shopping, recreation and entertainment opportunities.

### **PEDESTRIAN FRIENDLY ENVIRONMENT**

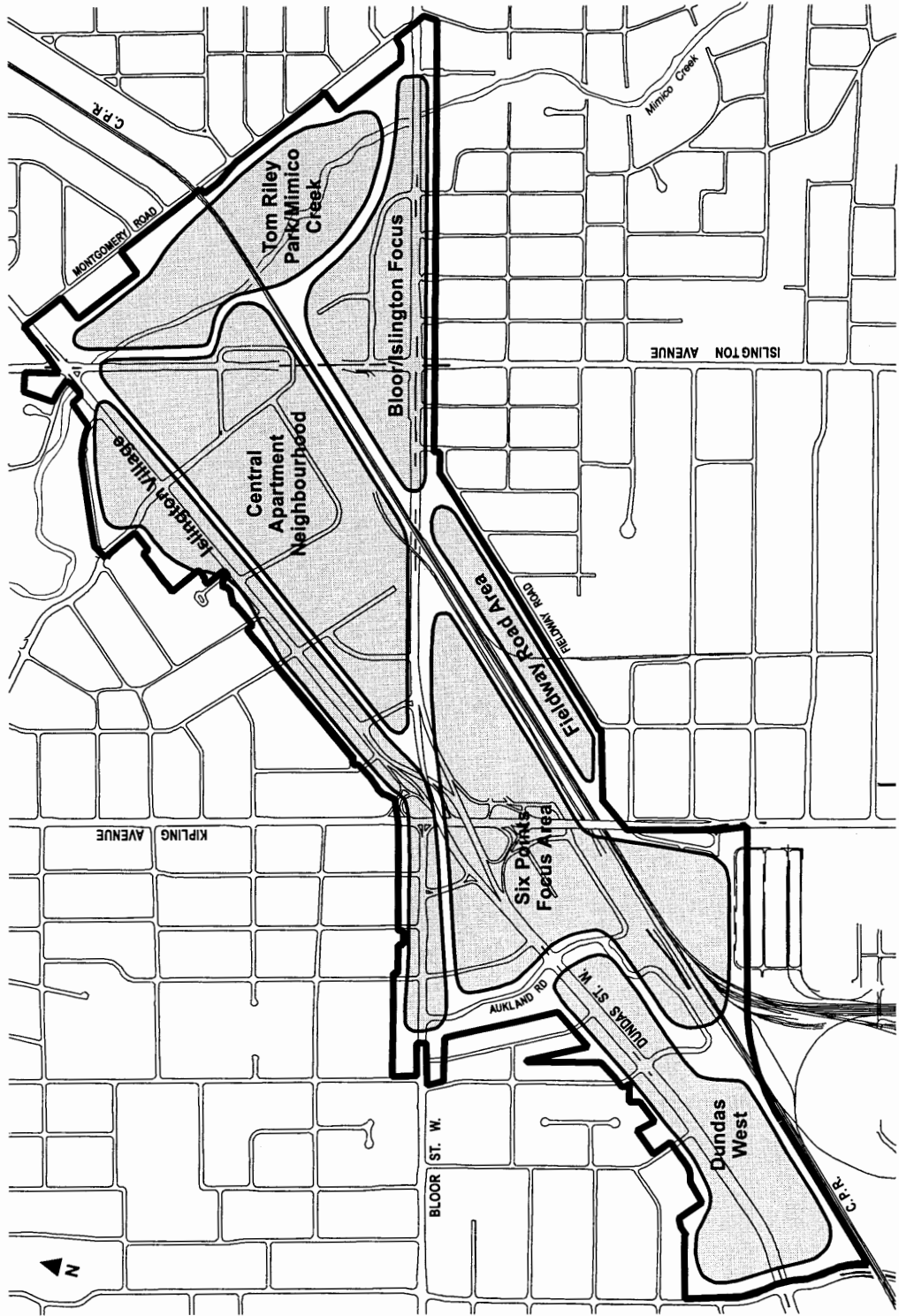
Etobicoke Centre will become a pedestrian-oriented community through a series of well-connected and attractive public sidewalks and walkways that will knit the community together. Streets will be developed with a pedestrian scale building-to-street relationship. "Main street" shopping areas will line the area's major roads to further promote an active and lively people-oriented streetscape.

### **VISUALLY STIMULATING**

Architecture, public art and common physical elements will visually unify Etobicoke Centre and develop a distinct character for the area. A greater sense of community identity will evolve that will allow the area to be known as a well-defined and prominent place within the west part of Toronto. This increased awareness and reputation will assist in the on-going re-investment of the area.

**FIGURE 2**  
Etobicoke Centre  
Secondary Plan

**Etobicoke Centre Areas**





Interesting architecture will enhance the visual experience

## UNITY AMID DIVERSITY

Etobicoke Centre comprises an area of approximately 169 hectares stretching 2.8 kilometres along Dundas and Bloor Streets and encompasses a variety of building types and urban conditions.

A total of seven areas within Etobicoke Centre will be enhanced on the basis of their respective location, physical form and function. Although each area is unique, they will be unified through common infrastructure elements, building massing, signage, pedestrian connections, community promotions and marketing efforts. The seven areas are shown on Figure 2 and are described below.

### Bloor/Islington Focus

The Bloor/Islington Focus encompasses the office employment core of Etobicoke Centre. A tightly knit collection of high-rise office and residential buildings is centered on the north-east quadrant of the Bloor/Islington intersection. Also within this area are both the Islington Subway Station and a “main street” shopping district that extends westward from the Kingsway commercial area.

Considerable development potential exists above the Islington subway station for high-rise office and/or residential use. Development of the air rights above the subway will provide much needed building mass to match that which exists on the northeast corner of the intersection. A westerly extension of the “main street” shopping area with lower scale mixed-use buildings on the south side of Bloor Street will add to the level



A pleasant experience will promote pedestrian travel

of pedestrian activity. The south-east and south-west corners of the Bloor/Islington intersection should be developed with mixed-use buildings which are massed to the extent that is practical to lend prominence to this high profile intersection. Notwithstanding this goal, protection from impacts of development on the low density residential dwellings beyond the Plan's southerly boundary must be provided.

### **Tom Riley Park/Mimico Creek**

This major green space area comprises the 11.5-hectare Tom Riley Park as well as Etobicoke Collegiate Institute, Our Lady of Sorrows Separate School and the City's Memorial Health Club and Pool. The Mimico Creek Area provides a major open space resource for area residents as well as organized recreation opportunities for a broader constituency.

The Mimico Creek Area will continue as a major open space and institutional area to serve the Etobicoke Centre. The area will be a vibrant, activity-filled open space area with excellent visibility and access. The area will form an open space destination connected to a broader system of pedestrian open space linkages throughout the Secondary Plan area as well as neighbourhoods to the north and south along Mimico Creek.

### **Central Apartment Neighbourhood**

This area forms a core of high density residential apartment buildings ranging from 6 to 36 storeys in height. Older predominantly rental buildings are found in the eastern part of this neighbourhood while new condominium apartments are being constructed in the central and west portions of the area.

This area has the potential to develop further high density residential buildings with good street relationships and abundant pedestrian connections between old and new neighbourhoods.

### **Islington Village**

Islington Village is the historical "main street" shopping core located primarily along the north side of Dundas Street and continuing westward across Kipling onto Bloor Street. Buildings are typically two storeys with at-grade retail uses.

Additional "main street" development consisting of buildings up to five storeys in height with at grade retail and office or residential on subsequent floors, will fill existing gaps and provide a continuation of this pedestrian-oriented form of development throughout the area.

### **Six Points Focus Area**

This area is focussed on the Dundas/Kipling/Bloor intersection known as the “Six Points Interchange”. This largely underdeveloped area encompasses both the Kipling Subway Station as well as the 19.7 acre City-owned former Westwood Theatre site.

The lands immediately around the Kipling subway station will form a high-density mixed-use neighbourhood that can reap the benefits of the nearby transit facilities. Large development blocks in the area will be divided with new public roads that will provide connections to the existing community and organize tall urban-scale buildings. Similar conditions will apply to the lands north of Dundas Street in this area where less substantial heights will be afforded due to their proximity to lower density development to the north.

The City-owned Westwood Theatre lands can form a focus for the area becoming a hub of community activity including potential recreational, cultural, government administration and institutional uses. The ability to achieve city objectives such as the provision of social and affordable housing will also be possible. A variety of building heights, open space areas, an internal road structure and a pedestrian connection under Kipling Avenue to the subway station are prime objectives.

### **Dundas West**

The area along Dundas Street, west of Subway Crescent exhibits fewer existing urban qualities than many of the other areas within the Plan. This area will intensify with a greater urban character through medium height mixed-use buildings that provide a well-defined streetwall. New commercial buildings will be constructed adjacent to the streetline with direct pedestrian connections between the public sidewalk and the buildings.

### **Fieldway Road Area**

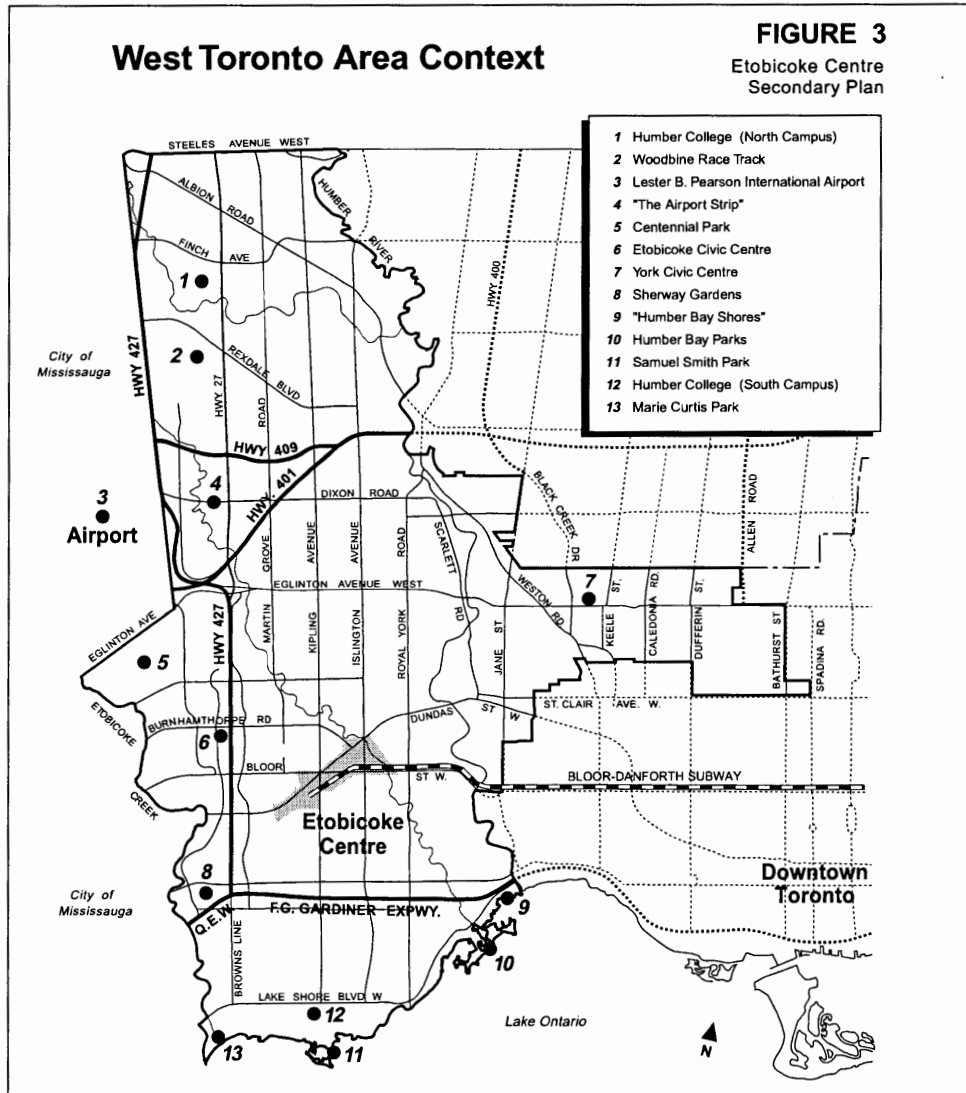
The Fieldway Road Area encompasses lands on the north side of Fieldway Road that are immediately south of the railway and subway tracks and the east-west hydro corridor. These lands are currently developed with small scale industrial/commercial and warehouse uses. Their location, in close proximity to the subway, will provide opportunities for small to medium scale office development.



## SECTION 3

# BUILDING ON A STRONG FOUNDATION

Located at the western gateway to the City between Lester B. Pearson International Airport and Toronto's downtown core, Etobicoke Centre offers a strategic location to attract business and residents alike.





The area possesses a wide array of assets and conditions that provide a strong foundation for a highly functioning and vibrant mixed-use core. The City Centre will not start from scratch. Local and regional transit facilities offer the basis for the existing nucleus of residential and office development. An existing community services network, parks and recreation facilities and a “main street” shopping area (Islington Village) are all in place. Sizeable land parcels capable of supporting comprehensive redevelopment and City ownership of key parcels add to the ability of the area to meet its objectives.

Although the building blocks are in place, these strong foundations must be strengthened and built upon in a progressive and strategic manner to fully realize the area’s potential. The following strategic policies provide the basis for implementing the Etobicoke Centre vision. More detailed and



Housing, employment and transportation provide a solid foundation for the future

specific policies relating to housing, community services, transportation, parks and open space and community infrastructure are found in Section 4. Together these policies will guide both public and private investment to develop Etobicoke Centre and its seven sub-areas.

## **POLICIES**

### **City Structure**

- 3.1 Etobicoke Centre will be the urban focal point for western Toronto attracting high intensity forms of residential and office development as well as a wide range of cultural, institutional and service uses.

### **Secondary Plan Structure**

- 3.2 Focal points will be created around the Islington and Kipling Subway stations. These areas will permit the highest densities within the Secondary Plan area.

### **Urban Form**

- 3.3 A compact, high density, transit-oriented development pattern will be encouraged in order to provide a tight urban fabric and pedestrian oriented core area.

### **Housing**

- 3.4 A full range of housing in terms of tenure and affordability will be provided to meet current and future needs of residents in the Etobicoke Centre.
- 3.5 To maximize the number of housing opportunities within the City Centre, new housing will take the form of mid-rise and high-rise apartment dwellings.

### **Employment**

- 3.6 The City will actively market and promote the area, to encourage further office development in the Etobicoke Centre.
- 3.7 Zoning provisions for the Etobicoke Centre will provide for a wide range of local retail and service uses to further both employment and shopping opportunities in the area.

### **Transportation**

- 3.8 The function of subway, GO and surface transit facilities will be protected and enhanced to further the city building objectives of the Etobicoke Centre.
- 3.9 The planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development will be assessed in terms of the broader social

and environmental objectives of the reurbanization strategy of this Secondary Plan.

#### **Parks, Open Space and Natural Heritage**

**3.10** Levels of parkland in the Etobicoke Centre will be provided in a manner that reflects the geographic distribution of the area's population.

**3.11** The natural heritage features of the Mimico Creek valley will be secured and enhanced to preserve natural environmental functions and increase the enjoyment of area residents.

#### **Community Services**

**3.12** The levels and types of community services will be improved to meet the needs of a growing and dynamic population.

#### **City Lands**

**3.13** City-owned lands will be utilized in a strategic manner to further the objectives of this Secondary Plan.

## SECTION 4

# A ROAD MAP TO SUCCESS

### **FOUR KEY INITIATIVES MUST BE REALIZED**

Although the foundation for a great neighbourhood exists, four key initiatives must be implemented to bring about change. These key initiatives form an organizing framework for a subset of specific works and actions to be carried out. The key initiatives are:

- 1. Developing Community Identity**
- 2. Creating a Livable Community**
- 3. Creating a Climate for Reinvestment**
- 4. Relocating Inter-Regional Transit Terminal Facilities**



Common infrastructure can assist in defining the area

## 4.1 DEVELOPING COMMUNITY IDENTITY

*Area residents, businesses, visitors and the broader city constituency will identify with Etobicoke Centre as a definable and special place.*

A more definable Etobicoke Centre will:

- increase the area's promotional capabilities to attract new residents, businesses and investment.
- increase levels of community spirit, feeling and belonging;
- boost the cooperative capacity building of the area.

The identity of Etobicoke Centre will be furthered with greater definition, character, and function.

Etobicoke Centre residents and businesses can share in these characteristics, promote their sense of place and further their experience amongst themselves and their broader environs.

### 4.1.1 CREATING DEFINITION

*A well-defined Etobicoke Centre will create a sense of place.*

Physical definition of the Etobicoke Centre is important to inform visitors and residents that they are within a special place. The boundaries of the area will be defined through a series of common infrastructure items and gateway treatments that will set the area aside from its environs.



Area boundaries can be defined with physical structures

#### POLICIES

##### 4.1.1.1

Greater physical definition in the Etobicoke Centre will be achieved through the development of gateway treatments and/or structures to physically create a sense of arrival. Buildings located at gateway locations should be of a scale and design that signify a sense of arrival. Gateway locations will be identified in urban design guidelines prepared for Etobicoke Centre.

##### 4.1.1.2

Common physical infrastructure items such as lighting, sidewalk treatment, street furniture and signage that define the area as a special place will be provided.

## 4.1.2 CREATING CHARACTER

*Scale, urban design and public art will help shape the character of Etobicoke Centre.*

The physical character of an area can help its residents and visitors identify with the area. The look and feel of an area can be characterized through its building scale, urban design, streetscape and public art. Signature buildings with the ability to create a lasting memory among visitors to the area, a close-knit urban fabric with good pedestrian connections and well designed and located public art will all provide a contribution toward the character of the area.

### 4.1.2.1 Scale

*The general scale of buildings in Etobicoke Centre will make the area stand out from its environs and identify the area as a focal point for the west part of Toronto.*

The provision of differing building scales will assist in establishing and promoting the character and function of various areas within Etobicoke Centre.

#### POLICIES

##### 4.1.2.1.1

The general scale of buildings in Etobicoke Centre will promote an urban character.

##### 4.1.2.1.2

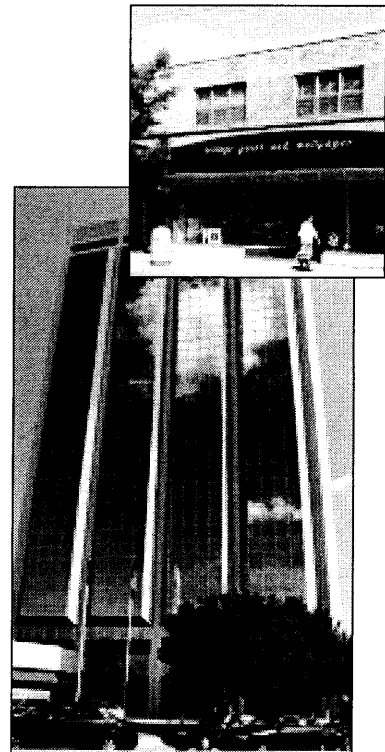
To promote the Secondary Plan focal points outlined in Policy 3.2, the zoning for the Etobicoke Centre will permit the greatest heights and highest densities around the Kipling and Islington subway stations.

##### 4.1.2.1.3

To further the concept of the Islington Village "Main Street" area, buildings along Dundas Street will be developed at a pedestrian scale

##### 4.1.2.1.4

The scale of buildings in areas other than Islington Village will generally be of mid- and high-rise character consistent with their location and surroundings.



Buildings of differing heights establish a character for the area

#### 4.1.2.2 Urban Design

*Outstanding urban design will shape the character, assist function and invoke a lasting image of Etobicoke Centre for residents and visitors alike.*

##### The Public Realm

The public realm comprising of streets, public buildings, open spaces and walkways, provides an opportunity for residents and visitors to identify and connect with the area. The design of the public realm will influence the area's function and convey an image to the broader City constituency. A high quality public realm in Etobicoke Centre will develop a sense of pride amongst residents and assist in the on-going marketing efforts for the area.



Interesting and functional walkways pave the way for pedestrians

#### POLICIES

##### 4.1.2.2.1

City streets will serve pedestrians and vehicles, provide space for trees, public utilities and services, building address, amenities such as view corridors, sky view and sunlight, and are public gathering places. They will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right of way including pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities, and landscaping. City streets will be designed to promote a distinctive image that is predominantly urban in character.

##### 4.1.2.2.2

Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

- a) providing well-designed and coordinated tree-planting and landscaping, pedestrian-scale lighting, quality street furnishings and decorative paving as part of street improvements;
- b) locating and designing utilities within streets, within buildings or underground in a manner that will minimize negative impacts on the pedestrian and visual environment.

##### 4.1.2.2.3

Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.

**4.1.2.2.4**

New streets will be designed to:

- a) extend existing streets to connect with adjacent neighbourhoods, and promote a connected grid of streets that offers travel options and extends sight lines;
- b) divide larger sites into smaller development blocks;
- c) provide access and addresses for new development;
- d) allow the public to freely enter without obstruction;
- e) create adequate space for pedestrians, bicycles and landscaping as well as vehicles and utilities; and
- f) enhance the visibility, access and prominence of unique natural and man-made features.

**4.1.2.2.5**

New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

**4.1.2.2.6**

New city blocks and development lots within them will be designed to:

- a) have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- b) promote street oriented development with buildings fronting onto street and park edges;
- c) provide adequate room within the block for parking and servicing needs; and
- d) allow for incremental, phased development.

**4.1.2.2.7**

Public buildings will be located and designed to promote their public status on prominent, visible and accessible sites, including street intersections, sites that terminate a street view or face an important natural/cultural feature. Open space associated with public buildings will be designed to enhance the quality setting for the building and support a variety of public functions associated with its program.





Architecture and design will mold the urban fabric

### Built Form

The most lasting memories of an area are derived from the statement made by its built form. The visual quality, function, comfort and safety all contribute to the memory and enjoyment of an urban area. The manner in which buildings and places are designed, organized and connected is key to a highly functioning area.

#### POLICIES

##### 4.1.2.2.8

New development will be located and organized to fit with its neighbours or planned context. It will frame, support, and where appropriate, create sight lines to adjacent streets, parks and open spaces to enhance the safety, pedestrian interest and casual views to these spaces from the development by;

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that terminates a street corridor, development should acknowledge the prominence of that site;
- b) locating main building entrances to be clearly visible and directly accessible from the public sidewalk; and
- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.

##### 4.1.2.2.9

New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by;

- a) shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b) designing parking, access and automobile drop-offs in a manner that does not interfere with the continuity of the interface between the building and the street;
- c) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- d) integrating services and utility functions within buildings where possible;
- e) providing underground parking where appropriate;

- f) limiting surface parking between the front face of a building and the public street or sidewalk;
- g) locating buildings and parking structures in a manner to preserve existing mature vegetation around the edges of development sites; and
- h) only developing above-grade parking structures where it is not physically possible to construct underground parking.

#### 4.1.2.2.10

New development will be massed to fit harmoniously into its surroundings and will respect and enhance the local scale and character; and, will minimize the impact on neighbouring properties and buildings by:

- a) massing new building to frame adjacent street and open spaces in a way that respects the existing and/or planned street proportion;
- b) creating a transition in scale to neighbouring buildings;
- c) providing adequate privacy, sunlight and sky-view ensuring adequate separation between building walls, and;
- d) minimizing shadows and uncomfortable wind conditions on neighbouring buildings and open space.

#### 4.1.2.2.11

New development should be massed to define the edges of streets, parks and open spaces at good proportion and locate taller buildings to ensure adequate access to sky view, sunlight and appropriate pedestrian level wind conditions for the proposed and future use of those spaces.

#### 4.1.2.2.12

To avoid massive continuous building slabs, the size of tower floor plates should be limited to create a distinct skyline character and allow views through the site.

#### 4.1.2.2.13

New commercial buildings will enforce the pedestrian activity and amenity of the street by:

- a) locating buildings close to the streetline;
- b) locating main entrances to buildings facing public streets and providing direct connections to the public sidewalk;
- c) placing all parking and drive-aisles (except those drive-aisles required to provide access to the street) behind the front wall of the building;

- d) providing pedestrian amenities such as walkways, seating areas and weather protection;
- e) providing direct exterior access to all ground floor commercial units; and
- f) notwithstanding the policies of Section 4.1.2.2.13, the property at 5322 Dundas Street West may develop in accordance with a site plan approved by Council on May 21, 22 and 23, 2001.

### **Built Form – Tall Buildings**

To implement the intensification goals of this Secondary Plan, tall buildings will form a prominent part of the urban landscape. Tall buildings must fit within their context and minimize impacts on surrounding properties. The following design principles must be considered regarding the development of tall buildings.

#### **POLICIES**

##### **4.1.2.2.14**

The design of tall buildings should be considered to be of three parts carefully integrated into a single whole.

- a) base building - provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and service uses;
- b) middle (shaft) - design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building in a manner that minimizes the shadowing, loss of sky view, wind conditions in adjacent streets, parks, open spaces and buildings, and
- c) top - integrate roof top mechanical systems and sculpt the top of tall buildings to contribute to the skyline character.

##### **4.1.2.2.15**

New multi-residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

##### **4.1.2.2.16**

Tall building proposals must, at a minimum, address key urban design considerations such as:

- a) meet the built form principles of this Secondary Plan;
- b) demonstrate how the proposed building and site design will contribute to and reinforce the urban structure of the area;
- c) demonstrate how the proposed building and site design relate to adjacent buildings and blocks within the immediate neighbourhood;
- d) minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks, open spaces;
- e) take into account the relationship of the site to topography and other tall buildings;
- f) minimize the negative impact of shadows, sky view and wind on neighbouring private properties and residential neighbourhoods;
- g) provide adequate transition between taller buildings and the adjacent lower scaled buildings;
- h) provide high quality, comfortable and usable publicly accessible open spaces and areas; and
- i) meet all other policies of this Secondary Plan.

#### Urban Design Guidelines

##### 4.1.2.2.17

Urban design guidelines attached to this Secondary Plan do not form part of the Secondary Plan but will be used to inform the site plan control process and provide detailed guidance for the implementation of the urban design policies contained in Section 4.1.2.2.

#### 4.1.2.3 Public Art

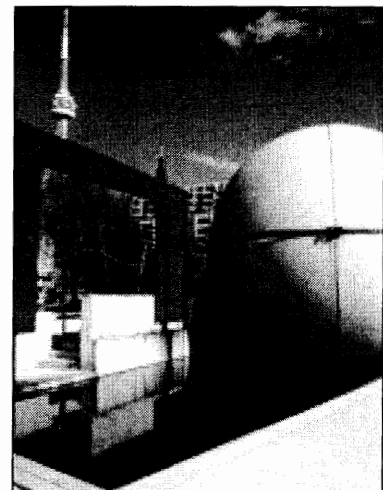
*Etobicoke Centre will be identified, celebrated and remembered through creative landmarks and visually interesting public art.*

The provision of public art in both the public and private realm will assist in beautification and recognition of the area. Public art has the ability to create character and identity by celebrating the history, character, identity and creativity of the area and its people.

#### POLICIES

##### 4.1.2.3.1

The creation of public art that reflects the character and history of the area will be promoted by:



Public art adds interest and memory to the public realm

- a) the adoption of an Etobicoke Centre "District Art Plan" to coordinate the locations, designs and funding of public art in the area;
- b) the encouragement of the inclusion of public art projects or financial contributions toward public art in all significant private sector developments in Etobicoke Centre;
- c) the encouragement of public art initiatives on properties under the jurisdiction of the City its agencies, boards and commissions;
- d) actively soliciting tax deductible gifts to the City to implement the District Art Plan; and
- e) dedicating one percent of the capital budget of all major municipal buildings and structures to public art.

#### 4.1.3 FUNCTION AND PURPOSE

*Etobicoke Centre will be the civic, cultural and institutional focus for the west part of Toronto*



Civic squares help City residents identify with the area

The Etobicoke Centre has a tremendous opportunity to exhibit a greater specialization of use and purpose that will assist in providing greater City-wide identity. The area has the resources and location that readily lend itself to develop as the civic, cultural and administrative focus for the west part of the City of Toronto.

Two City-owned sites (former Westwood Theatre and the Islington Subway station) possess the attributes to assist in the development of the area as an institutional service centre for west Toronto.

##### **Westwood Theatre**

With an area of 7.8 hectares located in the geographic heart of Etobicoke Centre, the former Westwood Theatre site provides an opportunity to develop as a campus of institutional uses including:

- the civic administration centre for the western part of the City;
- multi-purpose community centre;
- entertainment and cultural facilities; and
- open space/plazas and gathering places.

In addition to the foregoing uses, ample land would remain for development of residential and/or commercial office uses.

### **Islington Subway Station**

Strategically located at the northwest corner of Islington Avenue and Bloor Street, the Islington subway station site offers immediate access to rapid transit and busses as well as the most prominent and visible location within Etobicoke Centre. Development of the air rights above the subway could accommodate a new civic administration centre as well additional commercial office space.

#### **POLICIES**

##### **4.1.3.1**

The City will actively promote the Etobicoke Centre as a location for new civic, cultural and institutional uses in the west part of Toronto.

##### **4.1.3.2**

In conjunction with planning for the accommodation of City employees, the former Westwood Theatre lands and the Islington Subway station will be considered as candidates for the location of the civic administration centre for the western part of the City.

##### **4.1.3.3**

Any disposition of the Westwood Theatre lands or the air rights above the Islington Subway station will consider the ability to develop civic, cultural and institutional uses in the Etobicoke Centre.



Memorial Pool and Health Club provide multi-use recreation opportunities in the east part of Etobicoke Centre



Area churches can play a vital role in delivering community services

## 4.2 CREATING A LIVEABLE COMMUNITY

*Etobicoke Centre will meet the needs of a growing and dynamic population*

A highly functioning and liveable community must provide a wide array of services and facilities to meet the needs of existing and future residents. Integration in the planning for social services, parks, recreation, schools, housing and transportation is key to the creation of a liveable community.

### 4.2.1 COMMUNITY SERVICES

A strong network of community services is essential to maintaining and enhancing the health, safety and well being of residents in Etobicoke Centre. Affordable, accessible, high quality community services that meet the changing needs of area residents will assist in providing equity and social cohesion in Etobicoke Centre.

The provision of daycare, youth services, seniors services, immigration and cultural specific programs, health services and education is as important to a successful community as hard services such as roads, sewers, water and transit.

Coordination of the delivery of services, sharing of facilities and the expansion of programs and services consistent with growth and change in Etobicoke Centre are the cornerstones to success.

**POLICIES****4.2.1.1**

The levels and types of programs and services will be expanded and adjusted to meet the varied needs of all Etobicoke Centre residents.

**4.2.1.2**

Priorities for changes in community service provision will be based on an examination of:

- a) the changing demographic profile of Etobicoke Centre residents;
- b) inventories of existing facilities and services; and
- c) identification of gaps in service provision.

**4.2.1.3**

Shared use of existing and new facilities will be encouraged. The addition of new community services in existing facilities will be provided consistent with the ability of facilities to accommodate all uses.

**4.2.1.4**

Existing local community facilities will be preserved and enhanced to provide for the delivery of community services. Surplus schools will be maintained for community service uses wherever possible. Where it is not possible to maintain surplus schools, access to school playgrounds should be provided.

**4.2.1.5**

Planning approvals and the disposition of public lands in the Etobicoke Centre will have regard to the need for a multi-use municipal community centre to be located in the vicinity of the Kipling Avenue/ Dundas Street intersection.

**4.2.1.6**

Negotiations through the development approvals process will attempt to balance growth with the provision of community services and facilities.



#### 4.2.2 PARKS, OPEN SPACE AND NATURAL HERITAGE

*Expanded parks and open space opportunities will enhance the quality of life in Etobicoke Centre*

The livability and desirability of Etobicoke Centre will be enhanced by the provision of additional area parkland as well as improvements to the area's existing parks and open spaces. The nature and function of area parks will reflect the changing character of the area and its residents. Privately managed but publicly accessible open spaces can augment formal parks and open space areas.

Maintenance and enhancement of natural heritage areas will provide a connection to the natural environment and relief from the urban context of the area.



Tom Riley Park provides a wide range of active and passive recreation opportunities



## POLICIES

The following policies will guide the improvements to parks and open space in the Etobicoke Centre.

### 4.2.2.1

On-site parkland will be dedicated through the planning approval process to provide a geographic distribution that reflects the increase in area population with specific consideration given to new parkland being added in the western portion of the Secondary Plan including the former Westwood Theatre site.

### 4.2.2.2

Planning approvals and the disposition of public lands in the Etobicoke Centre will have regard for opportunities to develop new parks and open space consistent with the future use of the property.

### 4.2.2.3

Privately held open space, school yards and utility corridors will be used to augment public parks.

### 4.2.2.4

New parks and open space will provide linkages between existing parks, open space and residential developments as well as existing and proposed networks of trails.

### 4.2.2.5

Private outdoor space including accessible green roofs will be sought where appropriate, through the development approvals process.

### 4.2.2.6

Stormwater management projects, restoration of aquatic and terrestrial habitats and removal of barriers to fish passage will be undertaken in concert with ongoing environmental initiatives in the area.

### 4.2.2.7

All development will be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies.

### 4.2.2.8

An alternative park dedication rate of 0.4 ha per 300 units will be applied to proposals for residential development and for the residential portion of mixed use development as follows:

- a) the parkland dedication will not exceed 20% of the development site (excluding public roads);



New development will offer opportunities for additional parks and open space

- b) to maximize opportunities to obtain parkland, the dedication of land is preferred to the dedication of cash-in-lieu of parkland, especially on sites greater than 1 hectare;
- c) any payment of cash-in-lieu of parkland to be conveyed through the alternative rate provision in excess of 5 percent of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development;

#### 4.2.2.9

Any previously authorized agreements for use of the alternative parkland dedication rate legally in effect at the time of adoption of this plan are deemed to comply with this plan.

#### 4.2.2.10

Decisions about whether to accept parkland or cash as a consideration of development will take into account a range of factors including:

- a) amount of existing parkland in the area;
- b) parkland characteristics and quality;
- c) existing natural features of the site;
- d) existing amenities and facilities;
- e) population growth, demographics and social characteristics;
- f) anticipated development;
- g) amount of publicly accessible open space;
- h) opportunities to link open spaces;
- i) urban form; and
- j) land availability and cost.

#### 4.2.2.11

The specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each site specific proposal.

#### 4.2.2.12

Where on-site park dedication is not feasible, an off-site parkland dedication that is accessible to the area in which the development site is located may be substituted for an on-site dedication provided that:

- a) the off-site dedication is a good substitute for any on-site dedication;
- b) the value of the off-site dedication is generally equal to the value of the on-site dedication that would otherwise be required; and
- c) both the City and the applicant agree to the substitution.

#### 4.2.2.13

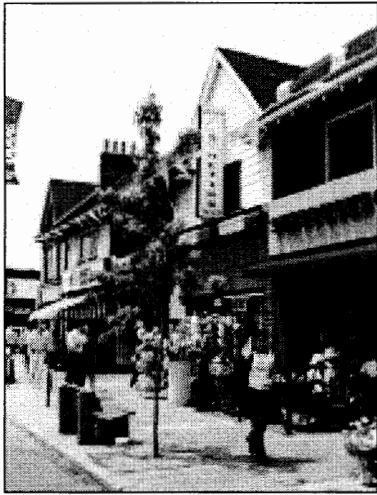
The location and configuration of all parkland to be conveyed shall meet all of the following criteria:

- a) be free of encumbrances;
- b) be visible and publicly accessible from adjacent public streets and promote the safe use of the park;
- c) be of usable shape, topography and size that reflects its intended use;
- d) where possible, be consolidated or linked with an existing or proposed park or open space system; and
- e) meet Ministry of the Environment residential/parkland soil standards.

#### 4.2.2.14

The use of the following means of improving parks, open space and natural heritage areas will be considered:

- a) community and corporate fundraising to raise awareness and generate monies for park, open space and natural heritage improvements;
- b) Section 37 Agreements to secure improvements in exchange for increased density and height of new developments;
- c) capital budget monies, potentially as part of a Community Improvement Plan to improve existing parks;
- d) leases, agreements, and partnerships – with the school boards, utility companies, TTC, and social housing providers with respect to shared-use lands and facilities, and the upgrading of existing lands, facilities and amenities;
- e) the development approvals process to protect and enhance natural heritage features and secure connections to parks and open space; and
- f) community promotion of stewardship activities to protect and enhance natural heritage areas.



Visually interesting routes increase pedestrian enjoyment



A close building-to-street relationship and pedestrian amenities improve pedestrian enjoyment

### 4.2.3 A SAFE, ATTRACTIVE AND CONNECTED PEDESTRIAN ENVIRONMENT

*Walking will be an interesting and pleasurable experience in Etobicoke Centre*

A successful and highly functioning pedestrian environment in Etobicoke Centre will make walking an attractive and effective means of movement through the area. The walking experience will be visually interesting, safe and will connect the pedestrian to a variety of points of desire.

#### POLICIES

##### 4.2.3.1

Pedestrian movement in the Etobicoke Centre will be improved by:

- a) increasing the level of safety in walking along, and crossing the area's arterial roads;
- b) improving the visual amenity of pedestrian routes; and
- c) further integrating the system of walkways and public sidewalks in the area.

##### 4.2.3.2

The safety of the pedestrian network will be improved by:

- a) providing additional lighting, safety barriers and hand rails on bridges and underpasses in the area;
- b) providing greater separation and/or definition between the pedestrian and automobile environment;
- c) requiring buildings to locate close enough to the streetline to provide "eyes on the street" surveillance;
- d) reducing the long distances between pedestrian connections found in large development blocks; and
- e) providing safe and convenient locations for pedestrians to cross public and private thoroughfares.

##### 4.2.3.3

Visual amenity of pedestrian routes will be increased through:

- a) the provision of streetscape improvements, including: new and/or improved sidewalks, tree planting and street furniture;

- b) the alignment of public and private walkways to provide view corridors and vistas; and
- c) the inclusion of public art into the pedestrian system.

#### 4.2.3.4

Greater connectivity of the pedestrian system will be provided through:

- a) the creation of new streets, blocks and linkages on large redevelopment sites (see Linkages and Connections Opportunities, Schedule "B");
- b) improvements in connections between the area's subway stations and bus stops and the public sidewalk and private developments; and
- c) improved pedestrian connections between the east and west sides of Kipling Avenue.

#### 4.2.3.5

The Community Improvement Plan undertaken for the Etobicoke Centre will identify and prioritize the various public improvements related to an improved pedestrian environment.

#### 4.2.3.6

Development applications in the Etobicoke Centre will be required to demonstrate how they can implement Policy 4.2.3.1.

#### 4.2.3.7

Urban design guidelines and zoning bylaw regulations developed for the Etobicoke Centre will promote close building-to-street relationships as well as building entrances, building massing and building designs which are friendly to the pedestrian.

The development of a "Pedestrian Master Plan" for the area can identify key pedestrian improvements and inform the development review process in Etobicoke Centre.

#### 4.2.4 A RANGE OF HOUSING OPPORTUNITIES

*Housing choices will be provided for the residents of Etobicoke Centre.*

A diversity of housing will provide opportunities for a wide range of people to call Etobicoke Centre their home. A broad range of housing opportunities will provide residents with the ability to remain in their communities and retain their connections and social networks as their housing needs change.

Although the majority of recent housing growth has been in the form of new condominium units, Etobicoke Centre possesses a significant amount of market rental and social housing. In view of the limited ability to provide new rental and assisted housing, significant efforts to protect and enhance the stock must be undertaken.



Choice of tenure and affordability is key to meeting diverse housing needs



**POLICIES****4.2.4.1**

A wide range of housing tenure and affordability levels will be promoted in Etobicoke Centre. Housing will include ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

**4.2.4.2**

The existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with this Secondary Plan.

**4.2.4.3**

Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:

- a) in the case of affordable rental housing and in order to achieve a range of affordability, measures such as; loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and
- b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance.

**4.2.4.4**

Significant new development on sites containing seven or more rental units, where existing rental units will be kept in the new development, will secure for as long as possible:

- a) the existing rental housing units, with either affordable or mid-range rents, as rental housing; and
- b) any needed improvements and renovations to the existing rental housing with no pass-through of such costs in the rents to the tenants.

**4.2.4.5**

New development that would have the effect of removing a private building or related group of buildings containing seven or more rental housing units is not in the public interest and should not be approved unless:



- a) the rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 2.5% for the preceding two-year reporting period; or
- b) in cases where zoning approvals are sought, the following are secured:
  - i) at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
  - ii) for a period of at least 10 years, rents for replacement units will be the rent at first occupancy, increased annually by not more than the Provincial Rent Review Guideline or a similar guideline as Council may approve from time to time; and
  - iii) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, right-of-first-refusal to occupy one of the replacement units and other assistance to lessen hardship.

#### 4.2.4.6

Redevelopment of social housing properties, including those which propose a mix of housing including varying levels of rental assistance, varying housing types and forms and/or the inclusion of affordable ownership housing options, that would have the effect of removing a social housing building or related group of buildings containing one or more social housing units, will secure:

- a) full replacement of the social housing units;
- b) replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
- c) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

#### 4.2.4.7

The conversion to condominium of any building or related group of buildings containing seven or more rental housing units is premature and not in the public interest unless:

- a) the rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 2.5% for the preceding two-year reporting period; or

- b) all of the rental housing units have rents that exceed mid-range rents at the time of the application.

#### 4.2.4.8

Any planning approvals or disposition of City owned lands in Etobicoke Centre will consider the ability of such lands to deliver rental and social housing opportunities.

### Housing Definitions

*Rental housing* is a building or related group of buildings containing one or more rented residential units, but does not include condominium-registered, life lease or other ownership forms. Rental property means the land upon which rental housing is located.

*A related group of buildings* are buildings that are under the same ownership and on the same parcel of land as defined in section 46 of the Planning Act, as may be amended from time to time or form part of the same development application.

*Affordable rental housing and affordable rents* means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

*Affordable ownership housing* is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

*Mid-range rents* are the total monthly shelter costs which exceed affordable rents but fall below one and one-half times the average City of Toronto rent, by unit type, as reported annually by Canada Mortgage and Housing Corporation.

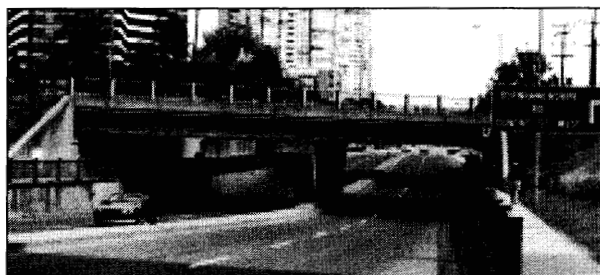
*Social housing* refers to rental housing units produced and/or funded under federal and/or provincial programs providing comprehensive funding and/or financing arrangements, whether or not in partnership with municipal government.

#### 4.2.5 A BALANCED TRANSPORTATION NETWORK

*Etobicoke Centre will be highly accessible to local and regional residents and employees.*

The transportation network traversing and serving the Etobicoke Centre fulfills important local and regional functions. To support the continued development of the Etobicoke Centre, development objectives and broader transportation needs must be respected and balanced.

Both the Islington and Kipling subway stations are key subway portals for west-end residents, and for commuters living beyond City boundaries, who choose transit as their primary mode of transportation for trips destined across the City. The high level of transit services concentrated in the study area, including the two subway stations mentioned above, the convergence of TTC and Mississauga Transit bus routes, and a GO station, is also a major benefit to residents and employees of the Etobicoke Centre. A significant amount of travel generated by future development in the Centre will be accommodated by transit.



The subway, buses and arterial roads are all important to moving people in Etobicoke Centre

Several major arterial roads traverse the Centre carrying significant volumes of traffic through central Etobicoke, as well as hundreds of buses accessing the Kipling and Islington subway stations on a daily basis. The convergence of three arterial roads, namely Bloor Street West, Dundas Street West and Kipling Avenue, at what is known as the Six Points Interchange, creates a rather inhospitable urban environment with limited access opportunities to adjacent development sites, particularly the Westwood Theatre lands. The Six Points Interchange presents a number of significant challenges to be overcome if the continuity of the urban fabric and pedestrian amenity across Etobicoke Centre is to be achieved.

## **POLICIES**

### **4.2.5.1**

Where appropriate, measures to mitigate delays to surface transit vehicles serving the Centre will be secured in conjunction with the approval of development applications and through the design of capital road works. Particular attention will be focused on improving access to subway stations for surface transit vehicles.

### **4.2.5.2**

Existing pedestrian linkages to rapid transit stations will be improved to further encourage transit use by existing and future residents and employees.

### **4.2.5.3**

Where appropriate, new pedestrian linkages will be created between new development and rapid transit station.

### **4.2.5.4**

The feasibility of providing a new pedestrian access to the east end of the Kipling bus terminal will be investigated in conjunction with any plans to develop the Westwood Theatre lands.

### **4.2.5.5**

The efficient operation of the arterial road network will be maintained so that "through" traffic does not spill over into adjacent residential neighbourhoods and to facilitate the efficient operation of surface transit routes feeding the Kipling and Islington subway stations. Applicants may be required to prepare a Transportation Impact Study in conjunction with the submission of a development proposal to assess the impact the proposed development will have on road and transit operations.

### **4.2.5.6**

Potential major road improvements that may be required to accommodate growth within the Centre include the widening of Bloor

Street to six lanes between Dunbloor Road and Aberfoyle Crescent, the widening of Kipling Avenue to six lanes between Dundas and the Gardiner Expressway, the widening of Aukland Road to four lanes between Bloor Street and Dundas Street, and the extension of Aukland Road from Bloor Street to Burnhamthorpe Road. The need and timing for these road network improvements will be assessed through an ongoing monitoring process taking into consideration local and regional travel patterns and characteristics, observed traffic volumes and growth trends, and the impacts and status of development approvals in the Centre.

#### 4.2.5.7

The reconfiguration of the Six Points Interchange is a long term municipal objective. The City will investigate alternative designs of the interchange so that the future implementation of changes to the Interchange are not compromised through the approval of development proposals or the design of other public capital projects in the vicinity of the interchange. Benefits to be accrued by any proposed redesign should include:

- a) improved connectivity and amenity of pedestrian and bicycle infrastructure through and around the interchange and to adjacent neighbourhoods and employment areas;
- b) improved vehicular access to adjacent development sites, particularly the Westwood Theatre lands;
- c) the creation of new development opportunities on surplus interchange lands; and
- d) improving the cohesiveness and unity of the streetscape.

Opportunities to derive some of these benefits in the short to medium term through more modest modifications to the existing interchange configuration will also be identified.

#### 4.2.5.8

Implementing zoning bylaws will restrict major new development on the Westwood Theatre lands until the potential for a new road pattern has been established to improve vehicular access to the lands and to ensure that access to new development from adjacent arterial roads will be compatible with any future reconfiguration of the Six Points Interchange, and improve connectivity with the local road pattern.

#### 4.2.5.9

Implementing zoning bylaws will restrict major new development on the lands on the south side of Dundas Street west of Kipling Avenue, shown conceptually on Schedule "C", until the need for a new road pattern to provide a publicly accessible lots and blocks pattern has been established.

## 4.3 CREATING A CLIMATE FOR REINVESTMENT

*Etobicoke Centre's potential will be actively promoted to attract new investment and area improvements.*

Area businesses, property owners, the development community and the broader city constituency must be made aware of the tremendous potential of Etobicoke Centre. Conditions that promote the benefits of living, working, entertaining and investing in Etobicoke Centre must be provided. These conditions can be created through:

- flexible, growth-oriented land use policies;
- the provision of incentive-oriented programs; and
- leadership by example.

### 4.3.1 FLEXIBLE, GROWTH-ORIENTED LAND USE POLICIES

Flexible land use policies will create synergies between a mix of uses and pave the way for new investment.

#### Land Use Policies

A mixed-use strategy will permit a wide variety of residential, commercial and institutional uses to encourage development and create a synergy between various uses. It forms the basis for a self-sustaining, integrated urban core area with retail and other non-residential uses encouraged at grade level to maximize pedestrian activity to provide local services and shopping opportunities. Clear, direct and easy to understand land use policies will assist in facilitating new growth and investment.

Within the mixed-use strategy, specific direction is provided to the "Main Street" areas along Dundas and Bloor Streets to enhance and further the pedestrian oriented shopping and service area. A Parks and Open Space designation is provided for Tom Riley Park and Cloverdale Park to underscore their importance in providing passive and active recreation in the eastern and western extremities of the Plan area.

Land use designations are shown on Schedule "A".



New investment will provide opportunities to meet the goals of Etobicoke Centre

## Mixed Use Areas

Mixed Use Areas in Etobicoke Centre will permit a wide variety of land uses that will be the backbone of achieving the area's vision – an area where residents can live, work, shop and be entertained without the reliance of an automobile.

### **POLICIES**

#### **4.3.1.1**

Mixed Use Areas will:

- a) create a balance of uses to reduce automobile dependency and meet the diverse needs of the local community;
- b) consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open space;
- c) have access to schools, parks, community centres, libraries and childcare; and
- d) be designed and situated to take advantage of nearby transit services.

#### **4.3.1.2**

Large scale, stand-alone retail stores and “power centres” are not permitted in Mixed Use Areas.

#### **4.3.1.3**

Commercial uses (other than ancillary commercial uses) in Mixed Use Areas will generally only be permitted where there is good access to arterial roads.

#### **4.3.1.4**

Retail units located below grade are only permitted where there is direct access to a subway station.

## Main Street Mixed Use Area

The Main Street Mixed Use Area will continue as the pedestrian focus of Etobicoke Centre. Primarily located along Dundas Street west of Islington Avenue and comprising the historic Islington Village area, lands in this designation will be developed with pedestrian-scale buildings having retail and service uses located at grade to enhance and expand the main street shopping area.

### **POLICIES**

#### **4.3.1.5**

**Main Street Mixed Use Areas will:**

- a) consist of a broad range of commercial, residential and institutional uses in single use or mixed-use buildings;
- b) have buildings that are built to the streetline with at-grade retail, office or service uses;
- c) have buildings that are developed at a pedestrian-scale height;
- d) notwithstanding the policies of Section 4.3.1.5 c), lands at the southeast and southwest corners of the Bloor Street/Islington Avenue intersection may develop at greater heights and densities than provided in other Main Street Mixed Use Areas to provide sufficient building mass and height to lend prominence to this high profile intersection; and
- e) provide a continuous pedestrian-oriented retail shopping strip to serve surrounding residential and office and institutional uses.



## Parks and Open Space Areas

Parks and Open Space Areas will provide for a wide variety of active and passive recreation uses consistent with the needs of the changing population. New Parks and Open Space Areas will be located to meet the demands of new development in Etobicoke Centre.

### **POLICIES**

#### **4.3.1.6**

Parks and Open Space Areas are parks, open spaces and cemeteries as well as valleys and ravines that comprise the area's green space system.

#### **4.3.1.7**

Development is generally prohibited within Parks and Open Space Areas with the exception of recreational and cultural facilities, conservation projects, cemetery facilities, essential public works, utilities and public transit.

#### **4.3.1.8**

Any development provided for in Parks and Open Space Areas will:

- a) protect and maintain natural heritage features;
- b) maintain and where possible create linkages between parks and open spaces to create continuous recreational corridors;
- c) preserve or improve public visibility and access, except where access will damage sensitive natural heritage areas or interfere with private property rights;
- d) maintain or expand the size and improve the usability of publicly-owned Parks and Open Space Areas for public parks, recreation and cultural purposes;
- e) respect the physical form, design, character and function of the Parks and Open Space Area; and
- f) provide comfortable and safe pedestrian conditions.

#### **4.3.1.9**

Notwithstanding the provisions of Policy 4.3.1.7, the zoning bylaw for the Etobicoke Centre will recognize and permit all existing schools legally operating within Parks and Open Space Areas as of the date of the adoption of this Plan.

### Mimico Creek Special Policy Area

Significant development has historically existed on lands that are within the floodplain of Mimico Creek. Strict prohibition of development in this area would inhibit the redevelopment of existing properties and thus weaken the ability to implement the goals of this Secondary Plan. In light of this situation, lands within the Mimico Creek Special Policy Area may be developed in accordance with specified flood-proofing requirements.

#### **POLICIES**

##### **4.3.1.10**

Notwithstanding existing Flood Plain Policies, lands indicated on Schedule "A" as Mimico Creek Special Policy Area will permit development subject to meeting criteria of the T.R.C.A.

## Utility Corridors

Utility corridors play an important role in the Etobicoke Centre in the movement of both people, goods and electricity. The Bloor-Danforth subway line including the Kipling and Islington stations share space with the east-west hydro electric and rail corridor that travels through the area. Additional open space and trail uses (particularly on the north-south hydro corridor leading from the Manby Transmission Station) can enhance pedestrian movement through the area.

### **POLICIES**

#### **4.3.1.11**

Utility corridors will primarily be used for the movement and transmission of energy, information, people and goods.

#### **4.3.1.12**

Utility corridors may be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, essential public services, stormwater management and public transit facilities. Secondary uses in utility corridors will:

- a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage;
- b) protect for potential road and public transit corridors; and
- c) protect for an open space corridor link to develop or extend pedestrian or bicycle trails.

#### **4.3.1.13**

Utility Corridors on or in the vicinity of the Kipling and Islington subway stations shall be protected for the use of transit terminal function.

#### **4.3.1.14**

Linear rail corridors will be protected for future use as public transportation routes, bicycle and pedestrian trails and tele-communications corridors.

#### **4.3.1.15**

Where Utility Corridors are declared surplus, they may be acquired for public services and amenities such as public transportation terminals and routes, bicycle and pedestrian trails, linear parks and open space or shared parking facilities.

**4.3.1.16**

Redevelopment on lands adjacent to Utility Corridors will;

- a) protect for access to any potential bicycle and pedestrian trail or park or open space, and provide access where such facility exists; and
- b) screen and secure the property edge abutting Utility Corridors through such measures as setbacks, fencing, site grading and landscaping.

**4.3.1.17**

Protection, enhancement or restoration of natural heritage areas within Utility Corridors will be pursued wherever possible.

**4.3.2 INCENTIVE PROGRAMS**

*Incentives and programs will assist in attracting new investment and area improvements*

To further the ability to attract reinvestment, the City can administer a number of incentives to develop land and improve properties. Most notable, is the creation of a Community Improvement Plan (C.I.P.).

Section 28 of the Planning Act allows for the designation of a Community Improvement Area, that provides powers to the City related to investment, acquisition and planning within the designated area. A Community Improvement Plan, will provide the ability to confer public benefits to private properties. Incentives include loans and grants for improvements to store fronts, signage and properties. The implementation section of this Plan provides further detail regarding the use of a Community Improvement Plan in Etobicoke Centre.

Future changes in federal and provincial tax legislation and policy may provide further tools that will be appropriate for attracting and stimulating growth and investment within the area. Similarly, programs administered by senior levels of government to rehabilitate buildings and properties may become available and will be considered for use in Etobicoke Centre.

**POLICIES****4.3.2.1**

The City will investigate the use of all available loans, grants and incentive programs to further reinvestment in Etobicoke Centre.

### 4.3.3 LEADERSHIP BY EXAMPLE

*Long-term planning and civic investment will promote municipal commitment to Etobicoke Centre*

The planning and delivery of municipal improvements can be carried out through a number of vehicles including: a Community Improvement Plan, Community Services Strategy, a Function Design Study for improvements to the Six Points Interchange and a Development Charges Bylaw.

To accommodate new growth and keep up with changing demands of residents and businesses in Etobicoke Centre, the need for investment in infrastructure will be required.

Both the planning and investment in municipal infrastructure such as water, sewer, transportation, road improvements and community and social services will prove the City's commitment to the area. This will in turn boost the confidence of area residents, businesses and investors in furthering private reinvestment in Etobicoke Centre.

Municipal reinvestment can be provided through direct spending or the leveraging of City assets such as land and buildings to assist in meeting the objectives of Etobicoke Centre.

#### POLICIES

##### 4.3.3.1

Maintenance of existing hard and soft infrastructure assets to meet the existing and future needs in Etobicoke Centre will be a priority.

##### 4.3.3.2

New and/or expanded infrastructure will be planned in accordance with the goals and policies of this Secondary Plan and provided through all available implementation mechanisms.

##### 4.3.3.3

City lands and buildings in Etobicoke Centre including Islington Station, commuter parking lots and the former Westwood Theatre lands can be used to advance the goals of this Secondary Plan and leverage other public and private reinvestment.

## 4.4 RELOCATING INTER-REGIONAL TRANSIT TERMINAL FACILITIES

The Islington subway station served as the western terminus of the Bloor-Danforth subway from its opening in 1969 until 1980 when a westerly extension of the line to Kipling was opened. A long standing planning objective has been the elimination of as many land consumptive “terminal” station facilities at Islington as possible in favour of compact, transit supportive development. The development of such lands, including “air-rights” over the station, would substantially complete the development at the Bloor/Islington node which is currently anchored by several office towers at the northeast corner of this intersection.

To achieve development objective at the intersection of Bloor/Islington, several existing terminal transit facilities at Islington station would either need to be reconfigured, reduced, or relocated. Relocated facilities would be moved to Kipling station, or in the longer term, to a new subway station west of Kipling station, should the Bloor-Danforth subway line be extended to the west.

The movement of inter-regional bus terminal functions and the development of lands above Islington Station will require a number of investigations including:

- establishing new TTC bus terminal requirements at Islington Station;
- developing a plan to relocate Mississauga Transit bus terminal operations from Islington Station to Kipling Station; and
- investigating opportunities to relocate some commuter parking to Kipling Station and its environs.

### POLICIES

4.4.1 Inter-regional bus terminal facilities at Islington Station will be relocated to Kipling Station or further west.

4.4.2 Commuter parking in the vicinity of the Islington Subway Station will be minimized to reflect the movement of the non-local terminal function.

4.4.3 The Cordova Avenue commuter parking lot and the air rights above Islington Station will be planned for transit supportive development.

4.4.4 Development over Islington Station must comprehensively address the integration of new or reconfigured station facilities within the development including station entrance facilities for pedestrians and TTC bus terminal facilities



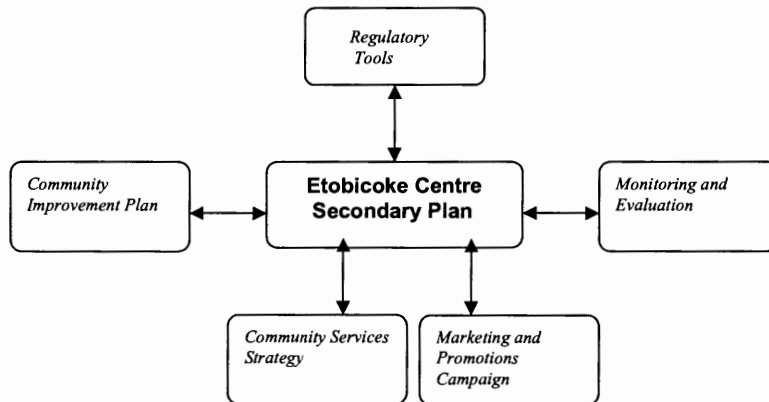
Commuter parking in the vicinity of Islington Station could be better used for transit supportive development

## SECTION 5

# IMPLEMENTATION

The vision outlined in this Secondary Plan will be achieved with the assistance of a number of active ongoing implementation plans and strategies as well as the creative use of a variety of regulatory tools enabled under the Ontario Planning Act.

Figure 4: Etobicoke Centre Secondary Plan Implementation



## 5.1 IMPLEMENTATION PLANS AND STRATEGIES

Moving forward in Etobicoke Centre will require a number of active on-going efforts. Implementation of the vision cannot solely rely upon on the actions of the local development industry to bring about change. Four key Implementation Plans and Strategies will implement and monitor the Etobicoke Centre Secondary Plan. These plans and strategies will focus on:

- the fostering of partnerships and alliances;
- the initiation of actions;
- the organizing of complimentary processes; and
- the coordination of resources.

### 5.1.1 COMMUNITY IMPROVEMENT PLAN

In addition to the ability to confer public benefits to private properties a Community Improvement Plan can also act as both a key budgeting and infrastructure planning tool for area improvements. A Community Improvement Plan can identify and prioritize a range of physical, social and recreation infrastructure improvements necessary to implement the goals of the secondary plan. The capital budgets of various City departments can allocate monies toward the Community Improvement Plan to fund planned improvements.



A Community Improvement Plan can serve as an organizing tool for a variety of area improvements

#### POLICIES

##### 5.1.1.1

A Community Improvement Project Area will be designated in Etobicoke Centre by bylaw and a Community Improvement Plan will be prepared to promote the maintenance, rehabilitation, revitalization, and/or conservation of selected lands and buildings, facilities, programs and services.

##### 5.1.1.2

The Community Improvement Plan will provide direction regarding the following:

- a) strategic and coordinated public investment to repair or upgrade municipal infrastructure, community services and/or public amenity;
- b) allocation of public funds, in the form of grants, loans or other finance instruments for the physical rehabilitation or improvement of private



land and/or buildings including rehabilitation of contaminated properties;

- c) municipal acquisition of lands or buildings and any subsequent clearance, rehabilitation, redevelopment or resale of these properties;
- d) municipal investment to complement projects of a Business Improvement Area; and
- e) guiding other municipal actions, programs or investments for the purpose of stimulating production of affordable housing, strengthening neighbourhood stability, implementing public art plans, facilitating physical or economic growth, improving social conditions and environmental conditions, or promoting cultural development.

### 5.1.2 COMMUNITY SERVICES STRATEGY

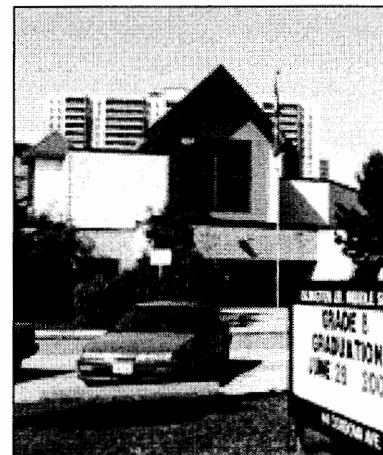
An important tool to improve the social infrastructure provided to area residents will be the development and implementation of a Community Services Strategy. The strategy will identify existing local capacities and service gaps, set priorities for improvements and identify delivery systems for a variety of community services such as daycare, seniors services, youth services and cultural specific programs.

#### POLICIES

##### 5.1.2.1

The Community Services Strategy will establish priorities and develop implementation mechanisms for the delivery of new and expanded services including:

- a) new daycare facilities in either private or public buildings that are coming on stream as part of ongoing construction in the area;
- b) additional library facilities in the secondary plan area;
- c) culturally specific programs that respond to the needs of various multi-lingual groups that reside in the area;
- d) the expansion of existing programs and community facilities such as youth drop-in centres;
- e) an increase in the amount of community meeting space and programmable recreation space;
- f) an expansion of school facilities in the area to meet a growing residential population;
- g) the coordination of the delivery of services to Etobicoke Centre residents; and



The shared use of facilities will be key to maximizing resources

h) identifying opportunities to establish partnerships with other levels of government, agencies, school and library boards and local service agencies to assist in the provision of community services.

#### 5.1.2.2

Community capacity building will be encouraged through the direct involvement of local community and service agencies in the planning, implementation and evaluation of community services and facilities.

### 5.1.3 MARKETING AND PROMOTIONS CAMPAIGN



Festivals and special events can help promote the area

A multi-faceted marketing campaign developed between the City the local B.I.A. and other corporate sponsors will help to increase the area's profile and status within the overall City scene and western GTA to tout the Etobicoke Centre as a destination of choice. Increasing the profile of the area is key to attracting new investment to the area and retaining the value of existing enterprises.

The myriad of existing assets and infrastructure including the growing range of housing opportunities, local employment, public transit facilities, well established community services delivery system, natural heritage amenities, proximity to good shopping as well as a strategic geographic location be must be packaged in a manner that attracts the attention of investors.

A Marketing and Promotions Campaign will engage the local business community, residents and other non-governmental organizations to rally support for reinvestment and assist in local capacity building. A variety of clubs, festivals and special events can further develop and promote the community beyond its boundaries.

#### POLICIES

##### 5.1.3.1

Etobicoke Centre will be marketed as a prominent business and service focal point for the west portion of the City of Toronto.

##### 5.1.3.2

The City will partner with local businesses and institutions to promote Etobicoke Centre.

## 5.1.4 MONITORING AND EVALUATION

The Etobicoke City Centre Plan must meet the changing social, economic and development pressures placed upon the area, and respond to the opportunities created through the evolution of broader policy environments. Although the fundamentals guiding decision making provide a solid foundation for the future, changes to the Plan may be required over time.

Monitoring of the impacts changing social, economic, fiscal and environmental conditions will be important in determining whether the Plan's goals, objectives, priorities and implementation mechanisms remain appropriate.

Evaluation of key qualitative and quantitative indicators related to population and building density, built form, automobile traffic, transit usage, employment, parks and open space and social service provision will provide an assessment of the Plan's successes and failures and offer insight into improvements.

As required by the Planning Act, every five years Council will determine whether there is a need to review the Secondary Plan.

### POLICIES

#### 5.1.4.1

The need to review and revise the Etobicoke Centre Secondary Plan will be considered every five years to ensure the continued relevance of the Plan's policies and objectives in light of changing social, economic, environmental, legislative and fiscal circumstances.

#### 5.1.4.2

Key indicators will be developed and reviewed to assess the progress of implementing the goals, objectives and policies of this Plan. Indicators to be reviewed include:

- a) population density;
- b) employment levels;
- c) travel patterns;
- d) building scale;
- e) parks and open space quality and quantity; and
- f) social service delivery.

## 5.2 REGULATORY TOOLS

The Planning Act offers a number of tools that govern the review and approval of a variety of development applications. Strategic use of these tools can effectively assist in the implementation of the planning vision for Etobicoke City Centre.

The following provides authorization and direction with respect to the use of various Planning Act tools.

### 5.2.1 ZONING BYLAW

A new zoning bylaw for Etobicoke Centre will be developed to implement the direction set by the Secondary Plan. The Bylaw will permit a wide range of uses consistent with a mixed-use core. Development regulations such as densities, heights, setbacks, parking, and landscaped open space will be set at levels that encourage new development and work in harmony with urban design guidelines and area-specific initiatives.

#### POLICIES

##### 5.2.1.1

As-of-right zoning for the Etobicoke Centre will be established that will:

- a) create a positive climate for economic growth and commercial office development;
- b) support residential development with the aim of creating a quality living environment for a large resident population including providing for a full range of housing opportunities in terms of type, tenure and affordability;
- c) provide for a wide mix of uses to create synergies and support the local workforce and area residents;
- d) incorporate transit supportive development regulations and in particular within convenient walking distance of an existing or planned rapid transit station establish:
  - i) minimum development densities;
  - ii) maximum and minimum parking standards;
  - iii) restrictions on the establishment of auto-related retailing and services; and
  - iv) establish appropriate holding zones where it has been demonstrated that full development build-out is dependent on the construction and extension of major roads, transit or services;
- e) support other non-auto-related forms of transportation such as

cycling, through the requirement of minimum bicycle parking requirements in new developments;

- f) assist in implementing the urban design principles of this Secondary Plan; and
- g) encourage the redevelopment of main street areas through the provision of reduced parking requirements.

### 5.2.2 HEIGHT AND/OR DENSITY BONUSES

Section 37 of the Planning Act enables the City to pass a zoning bylaw to grant a height and/or density increase for a project that is greater than otherwise permitted in return for community benefits. Community benefits can include the preservation or re-use of a heritage property, the provision of major cultural or arts facilities, the provision of public pedestrian access, land or units for affordable housing, daycare and other community services, parks and open space or cash-in-lieu of the foregoing.

Any application for additional height and/or density will be considered in light of the policies of the respective land use designations as well as all other goals, objectives and policies of this Secondary Plan. Any height and/or density increases must constitute good planning, be compatible with adjacent uses and not exceed the capacity of available municipal services.

As a condition of receiving a height and/or density increase, the owner of the land will be required to enter into one or more agreements with the City that will be registered on the title of the property.

#### POLICIES

##### 5.2.2.1

Zoning bylaws, pursuant to Section 37 of the Planning Act, may be enacted to permit more height and/or density than is otherwise permitted by the zoning bylaw in return for the provision of community benefits in the form of facilities, services or matters that are set out in the zoning bylaw. Development involving increases in height and /or density must constitute good planning and be consistent with the objectives and development policies of this Plan.

##### 5.2.2.2

Where community benefits are provided in return for increased height and/or density, the community benefits will be secured in one or more agreements that are registered on title to the lands.

**5.2.2.3**

Section 37 Community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the Planning Act or Development Charges Act including:

- a) the conservation of heritage resources that are designated and/or listed on the City of Toronto Inventory of Heritage Properties;
- b) fully furnished and equipped non-profit child care facilities, including start-up funding;
- c) public art;
- d) other non-profit arts, cultural, community or institutional facilities;
- e) parkland, and/or park improvements;
- f) public access to ravines and valleys;
- g) streetscape improvements on the public boulevard not abutting the site;
- h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
- i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
- j) improvements to transit facilities including rapid and surface transit including pedestrian connections to transit facilities.

**5.2.2.4**

Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan. Priority will be given to on-site or local community benefits.

**5.2.2.5**

There shall be a quantitative relationship between the increases in density and/or height and the community benefits to be provided. The amount of the public benefit received may be up to 100 percent of the increase in permitted height and/or density.

**5.2.2.6**

All zoning bylaw provisions enacted pursuant to Section 37 and agreements in effect at the time of the adoption of this Secondary Plan are deemed to comply with this Secondary Plan.

### 5.2.3 SITE PLAN CONTROL

Site Plan Control will be one of the primary tools in implementing the urban design vision for Etobicoke Centre. The provision of pedestrian friendly buildings with a close relationship to the street, clearly visible public entrances, efficient connections to the surrounding community and creative urban landscaping will be one of the primary goals of site plan control in Etobicoke Centre. Owners of properties receiving site plan approval may be required to enter into agreements with the City that will be registered on title to the property to ensure construction of approved plans.

#### POLICIES

##### 5.2.3.1

Site Plan Control will be used to implement the urban design vision and policies of this Secondary Plan to achieve attractive, functional, safe and universally accessible developments.

### 5.2.4 HOLDING ZONES

Holding Zones may be used in Etobicoke Centre where the intended use of lands is known but development can not occur until certain facilities are in place or conditions met. Requirements preceding the use of the land for permitted uses may include servicing features or municipal works, measures to protect natural areas, transportation services, new roads or the availability of technical or professional studies or documentation.

An “H” symbol may be placed over the zoning that will indicate the conditions that must be met prior to the development of lands for the uses normally permitted. The holding zone will also include uses that will be permitted while the holding provision is in place.

#### POLICIES

##### 5.2.4.1

The Zoning Bylaw for Etobicoke Centre may include holding provisions in accordance with the Planning Act. Lands subject to these provisions shall be identified by the holding symbol “H” preceding the zone symbol on the map. The uses of land, buildings or structures that are permitted when the holding symbol is removed shall be specified in the holding zone bylaw.

##### 5.2.4.2

Conditions to be met prior to the removal of the holding provision may include:

- a) transportation or servicing improvements;
- b) parks, open space, recreational, and community services and facilities;
- c) environmental protection remediation or mitigation measures;
- d) measures to protect a natural heritage area or environmentally sensitive natural features;
- e) professional or technical studies to assess potential development impacts;
- f) phasing of development;
- g) entering into agreements, including subdivision agreements or agreements pursuant to Section 41 of the Planning Act, to secure any of the matters required to satisfy the conditions for removal of the holding provision, and
- h) measures to protect heritage buildings.

#### 5.2.4.3

Holding provision bylaws legally in effect at the time of adoption of this Secondary Plan are deemed to comply with this Plan.

### 5.2.5 TEMPORARY USE BYLAWS

Council may pass bylaws to authorize the temporary use of land for a purpose that is otherwise prohibited by the Zoning Bylaw and/or this Secondary Plan for a period not exceeding three years. The Temporary Use Bylaw may permit an unfamiliar use on a trial basis or permit a use for a specified period of time.

#### POLICIES

##### 5.2.5.1

Council may pass bylaws to authorize the temporary use of land for a purpose that is otherwise prohibited by the Zoning Bylaw, for a period not exceeding three years, in accordance with the provisions of the Planning Act.



## 5.2.6 MUNICIPAL ACQUISITION OF LANDS

The Planning Act provides that a municipality may acquire or hold land for the purpose of developing any feature of an Official Plan and dispose of it when no longer required.

### POLICIES

#### 5.2.6.1

Lands may be held and acquired by the City for the purpose of developing any feature of the Official Plan and any land so acquired or held may be sold, leased or otherwise disposed of when no longer required.

## 5.2.7 ZONING OF NON-CONFORMING USES

It is not possible or desirable to recognize all existing uses in the Secondary Plan. Uses which do not conform to the general Land Use designation should be replaced by conforming uses over time. In some instances, not permitting the continuation or expansion of such uses may create undue hardship for the property owner or the tenants.

### POLICIES

#### 5.2.7.1

Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.

## 5.3 INTERPRETATION

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of this Secondary Plan.

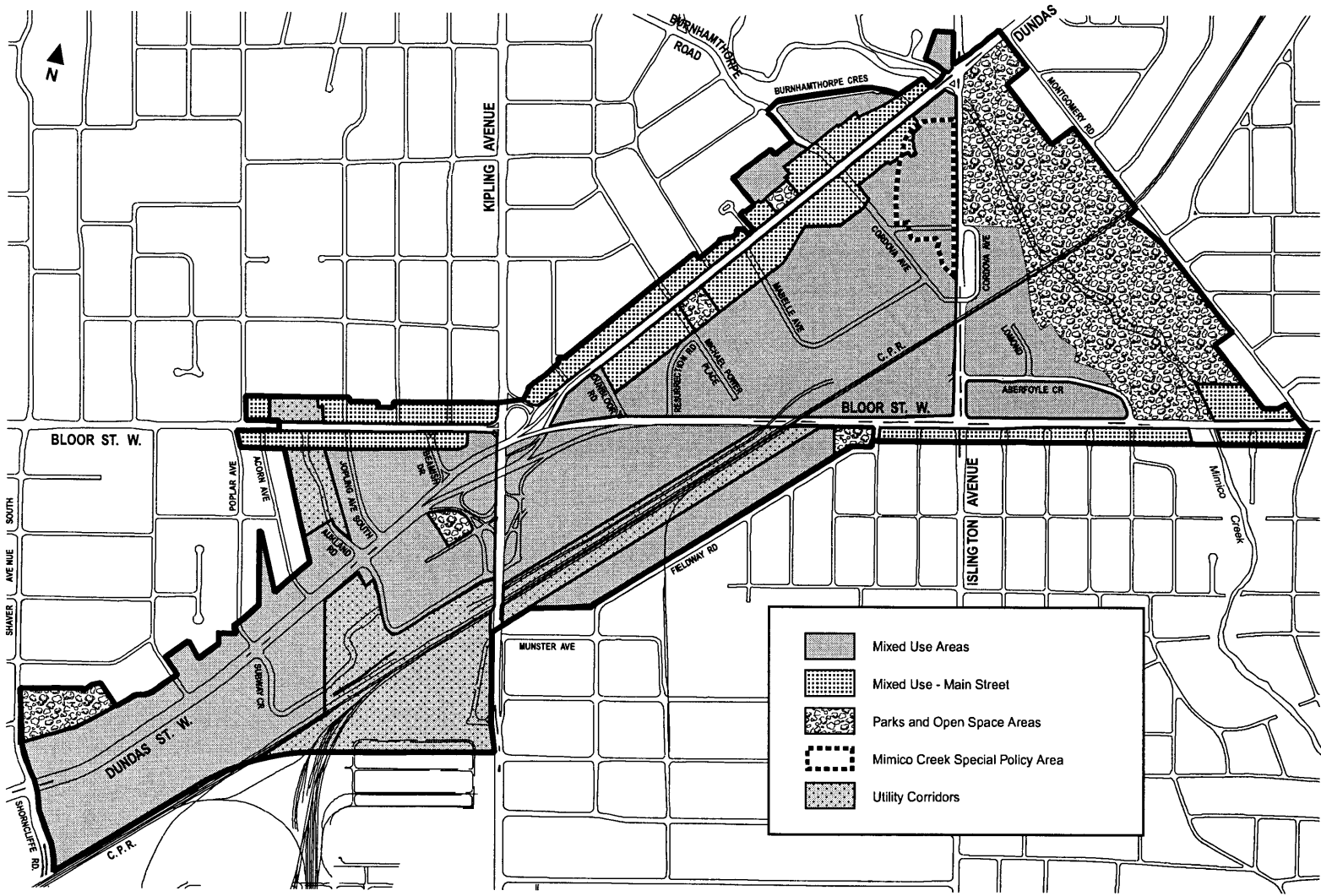
### POLICIES

- 5.3.1 The plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.
- 5.3.2 All text and maps form part of this Secondary Plan with the exception of Figures 1, 2 and 3.
- 5.3.3 The shaded text within this Secondary Plan contains the policies of the Official Plan. Other non-policy text is provided to give context and background and assist in understanding the intent of policies.
- 5.3.4 Illustrations, sidebars and photos are included for the purpose of illustration only and are not part of the Plan.
- 5.3.5 Boundaries of land use designations on Schedule "A" are general except where they coincide with fixed distinguishable features such as roads, railroads, watercourses or other clearly defined physical features. Where the general intent of the Secondary Plan is maintained, minor adjustment to boundaries will not require amendment to this Secondary Plan.
- 5.3.6 Where there is conflict between the policies of this Secondary Plan and the City's Official Plan, the policies of this Secondary Plan shall take precedence.
- 5.3.7 The implementation of this Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.
- 5.3.8 The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Plan maps of schedules, including Secondary Plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific time frame. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the general intent of the Plan.
- 5.3.9 The indication of any proposed roads, parks, services or infrastructure in policy text or on Plan maps or schedules, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.

# Land Use

## SCHEDULE A

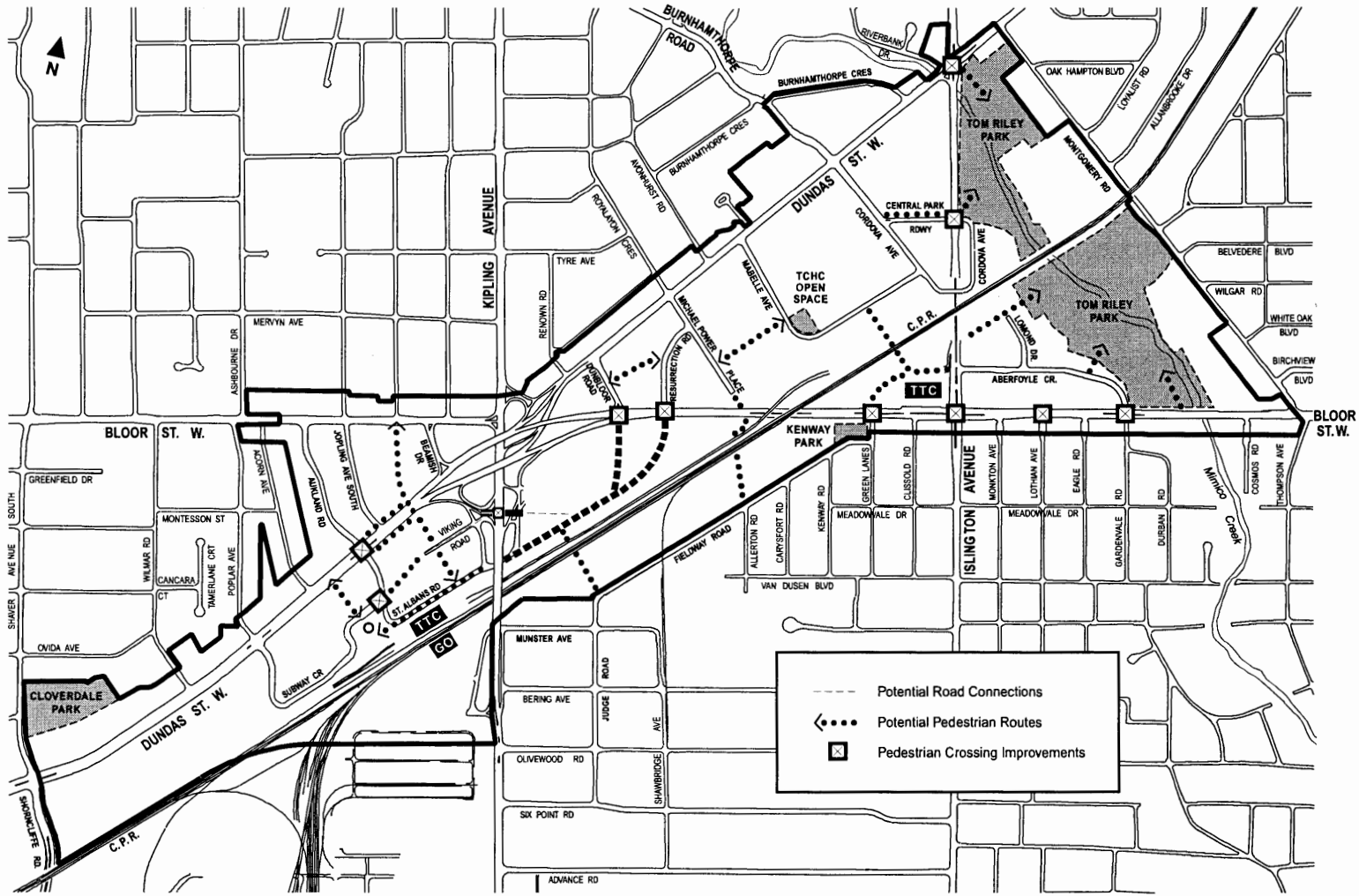
Etobicoke Centre  
Secondary Plan



# Linkages and Connections Opportunities

## SCHEDULE B

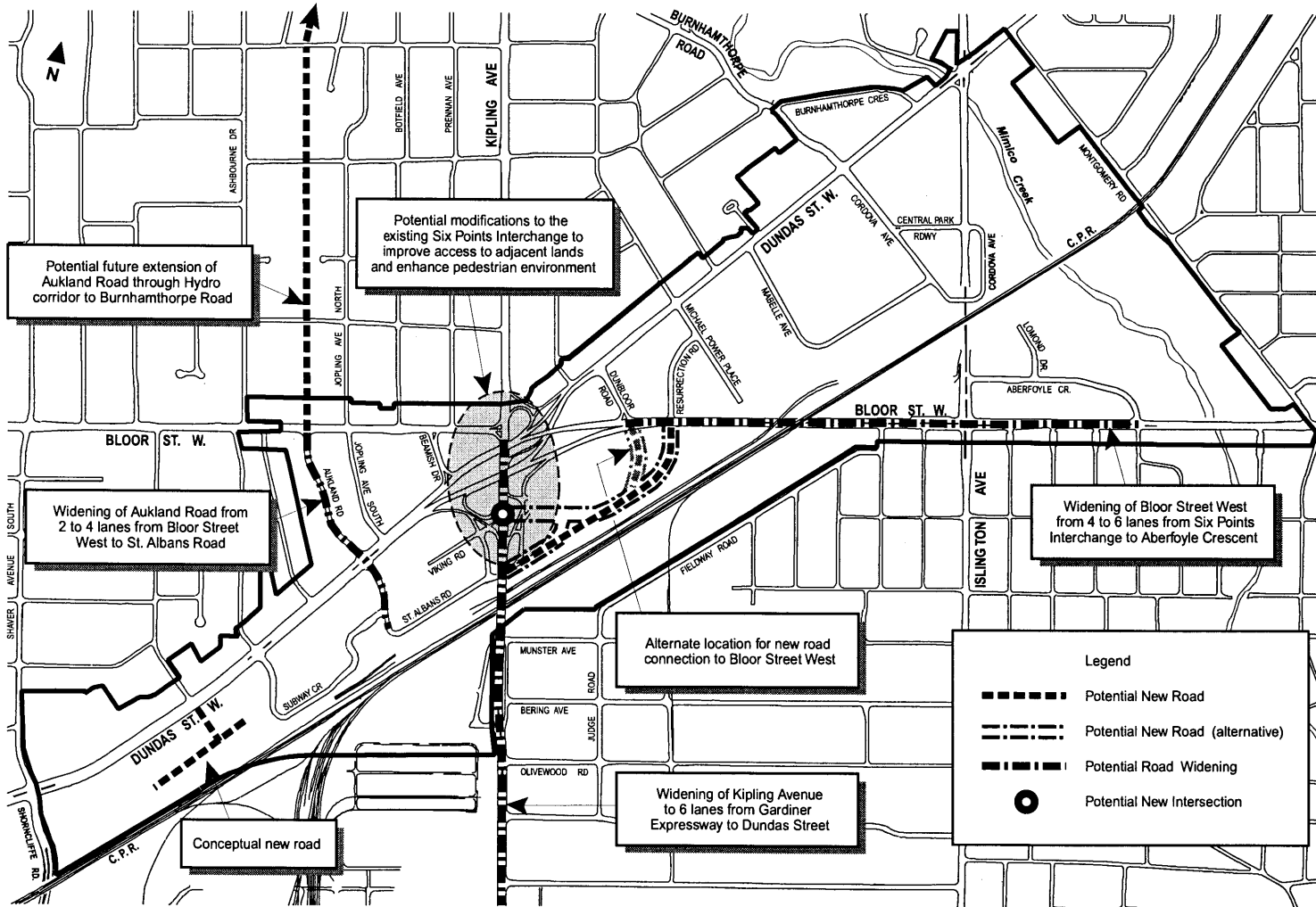
Etobicoke Centre  
Secondary Plan



# Potential Road Infrastructure Improvements

## SCHEDULE C

Etobicoke Centre  
Secondary Plan



ETOBICOKE CENTRE SECONDARY PLAN

SCHEDULES

## **Appendix**

# **Etobicoke Centre Urban Design Guidelines**

**The following guidelines are attached to the Etobicoke Centre Secondary Plan for convenience but do not form part of the policies of the Secondary Plan.**

# **Etobicoke Centre Urban Design Guidelines**

The purpose of this document is to provide urban design guidance for the redevelopment of lands in the Etobicoke Centre. The guidelines are intended to provide direction and clarification to the Secondary Plan Policies and Zoning By-law provisions for the area. The guidelines will serve to assist both the development industry in the creation of plans and City planners in their review of development applications in the area.

The guidelines are organized to provide direction to the development of Etobicoke Centre's public realm, its built form and the creation of public art in the area.

## **1. Vision for the Character of the Area:**

### **1.1 Streets**

## **2. Guidelines for the Public Realm:**

### **2.1 Street sections**

### **2.2 Streetscape Improvements**

### **2.3 Pedestrian Comfort**

### **2.4 Views and Gateways**

### **2.5 Public Buildings**

### **2.6 Accessibility and Safety**

### **2.7 New Streets**

### **2.8 Parks and Open Spaces**

## **3. Built Form**

### **3.1 Building Location and Organization**

### **3.2 Parking and Servicing Bikes**

### **3.3 Open Spaces and Setbacks**

### **3.4 Height and Massing**

Main Street Buildings

Street Wall

Mid Rise

Tall Buildings

## **4. Public Art**

## Urban Design Goals

The Urban Design goals for Etobicoke Centre are to create a beautiful, comfortable and amenable area of the city. These guidelines are a framework which can be used to guide the form and layout of new development in the area. The heights, setbacks and built-to zones described in the Zoning By-law are derived from the following goals:

- To define the **character** of Etobicoke Centre as a whole, including its streets and buildings;
- To provide **open spaces and linkages** to encourage movement in and around Etobicoke Centre;
- To establish the relationship of **built form** to adjacent streets and open spaces; and
- To clarify streetscape elements, view systems, and public art.

## General Site Plan Objectives

In general, street related development with buildings ('street walls') typically sited parallel to the public streets and along the edges of open spaces and parks are encouraged to help define and animate the public realm. Grade related dwellings and other appropriate uses are encouraged on these 'public' building faces to provide safe, animated streets and open spaces. It is this fundamental relationship between buildings and their adjacent public spaces which forms the basis for good urban design.



## 1. Vision for the Character of the Area

The City Centre West area is envisioned to be a new mixed use neighbourhood where people can live, work and play. Redevelopment opportunities will help generate an intensified community which will:

- include a mix of uses in a variety of building forms;
- have a public road network which balances vehicular and pedestrian needs; and
- ensure accessibility to community services and increase use and access to the Kipling and Islington subway stations.

The existing road network consists of the following set of streets that serve the transportation needs of the areas and will in the future provide structure and focus to the community's emerging character and identity.

- Bloor Street
- Dundas Street
- Kipling and Islington Avenues
- The Six Points "Common", and
- Local streets

Each of these streets currently exist as the focal points for the adjacent lands, and have very different forms and characters. The following is a brief description of the challenges and attributes of the various 'districts':

### 1.1 Bloor Street

There are at least three distinct segments of Bloor Street which run through Etobicoke Centre. At the easterly end, an extension of the Bloor-Kingsway "main street" area extends into Etobicoke Centre along the south side of the street providing pedestrian scale development. The north side of Bloor Street in this area is home to the area's most intense cluster of office and residential development.

The section of Bloor Street between the rail corridor underpass and the Six Points intersection is currently composed of primarily vacant land, and is characterized by changing grade relationships. This section will ultimately provide a Bloor Street address for the Westwood Theatre lands, and will intensify with higher buildings organized around access to the Kipling subway. New development has the opportunity to capitalize on a Bloor Street address and to take advantage of the undulating grade as an opportunity to 'stack' the main floors of new buildings.

The third section of Bloor Street is west of the Six Points intersection, and takes on more of the characteristics of the Islington Village portion of Dundas Street.

## 1.2 Dundas Street:

There are two distinct segments of Dundas Street. North of Bloor, it is a local shopping street, and forms the focus of the Islington Village “main street” area.

South of Bloor Street, Dundas Street becomes a wider arterial with increased traffic volumes and speed. It is currently characterized by primarily auto-related uses and building forms, however many of the sites may will offer redevelopment opportunities.

The lots on the south side of Dundas Street are deep, and back on to the rail corridor. A new public street will eventually create access and frontage for the rear portions of these sites. Buildings in this area will be massed and sited to create a street wall that frames the street at a pedestrian scale and provides enough space at grade to create a generous landscaped setback.

The public realm in this area needs to reinforce pedestrian access to the subway along the streets and walkways, and special consideration should be made for pedestrian movements across Dundas Street in order to facilitate access to the Kipling subway.

## 1.3 North/South Arterials

Kipling Avenue and Islington Avenue are the major north-south arteries through this area. The future of urban form on Kipling Avenue will be highly influenced by any potential changes to the Six Points Interchange. Opportunities may exist in the future to provide a better street wall condition and an improved pedestrian realm. On Islington Avenue north of Bloor, development over the Islington subway station will provide an opportunity to develop an urban scale similar to that which exists on the east side of the street. North of the subway station, opportunities will be provided to create a better street line definition through the redevelopment of older apartment buildings that are set back a considerable distance from Islington Avenue.

## 1.4 Local Streets

Generally, local streets are be tree-lined with sidewalks on both sides, with landscape front yard setbacks (3-6 metres).

The massing and design of corner buildings and view termini should create positive community images and pedestrian relationships. Blank walls and empty unorganized spaces should be avoided.

## 1.5 The Six Points “Common”

The Six Points Interchange, while not an idealized urban setting, should be considered positive open space, and landscaped accordingly. Pedestrians and bicycles currently cross this intersection, and the journey should be safe, direct and pleasant.

Massive landscaping the area of the intersection, in conjunction with safety guidelines, will help to transform this area from a traffic node into a green space.

## **2. Guidelines for the Public Realm**

In order to create a high quality urban environment, city streets and the buildings which form the edges to them must be co-ordinated. Typically, street sections are based on the street width, building heights, setbacks, and angular planes. Street proportion is the ratio of the height of the buildings along the edge of the street and the width of the space between the buildings on either side. Street proportion gives measure to certain qualities of the street including its access to sunlight and sky view. In this area, the streets are generally wide, and can sustain both intensified building development and a comfortable and safe public realm.

### **2.1 Street Sections**

- New buildings should generally maintain a 1:1 proportion to the public street to ensure adequate street edge definition as well as adequate sunlight penetration.

### **2.2 Streetscape Improvements**

High quality streetscape treatment will be provided along all public frontages to promote the safe use and attractiveness of the public street.

- A minimum sidewalk width of 1.5 metres should be provided on both sides of all streets and there should be consideration for wider sidewalks and decorative paving strips on key streets.
- Widened sidewalks and walkways may be required at major intersections, the railway underpasses, important building entrances or routes connecting to transit.
- Trees should be planted at regular intervals of approximately 6.0 metres within the public boulevard and /or within the setback areas.
- Standard light fixtures for the area should be co-ordinated through the City of Toronto.
- New landscaping on the public boulevard within the public right-of-way, along the site frontage and along public pedestrian routes, should be treated as explicit parts of the overall development design.
- Existing street trees should be protected where possible.
- The design and grading of any sidewalk and street area should be co-ordinated with all adjacent property owners.
- Where retaining walls and/or fences are needed, the design articulation and materials should integrate with the building facades and complement the public streetscape.

### **2.3 Pedestrian Comfort**

New buildings will reinforce the pedestrian activity and amenity of the adjacent streets.

- Buildings should be located as close to the street line as possible
- Main entrances to buildings should face public streets and provide direct connections to the public sidewalk
- All parking and driving aisles should be paced behind the front wall of the building
- In general, pedestrian amenities such as walkways, seating areas, and weather protection should be provided as part of every new development, where appropriate.

#### 2.4 Views and Gateways:

Sites at the entry points into the Etobicoke Centre should be developed as landmarks to identify the City Centre West. Landmark identification can occur through the design of buildings at these locations as well as the provision of public elements and monuments. Panoramic views of the lake and downtown Toronto also have potential to be seized from various locations.

#### 2.5 Public Buildings

Public buildings in the City Centre West should be the result of a design competition to promote excellence in architectural design. They should occupy a prime, highly visible location, and should be designed as neighbourhood landmarks, which may be achieved through a multi-storey design. Built form, massing and architecture should be based on a strong expression or interpretation of the site, its location in the City and community heritage.

#### 2.6 Accessibility and Safety

Pedestrian amenity is created by landscape and architectural elements in and at the edges of streets, parks and open spaces that promote the safe and comfortable use of that space by everyone.

Portions of the area are largely car-oriented and inaccessible to people on foot, bikes, or in wheelchairs. As new development occurs, the public realm should be designed and built to overcome this situation.

- Building entrances should be directly accessible from public sidewalks or walkways.
- Sidewalks should be widened where possible, to increase pedestrian separation from fast moving traffic.
- On-street parking should be permitted, where appropriate, to shield pedestrians from traffic and to shorten walking distances to buildings
- The Bloor Street frontage where it undulates under the rail corridor and over Kipling Avenue, should be landscaped to form an accessible street edge to improve pedestrian comfort and safety.

- Detailed landscape design should ensure appropriate treatment of any existing or new retaining walls that abut the street edge.
- All outdoor spaces should be designed in accordance with recognized “Crime Prevention Through Environmental Design” (CPTED) principles.
- Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near vulnerable areas.
- Buildings should be designed to promote their safe use and the safe use of streets and open spaces adjacent to any site.
- On-street parking during certain times should be considered to protect pedestrians from traffic.

## 2.7 New Streets

As part of redeveloping the Westwood Theatre lands and certain lands south of Dundas Street, new public streets will need to be located and built. New streets need to create appropriately sized and shaped development parcels, as well as create public address for new buildings.

- The subdivision of large development blocks is encouraged by new public rights-of-way designed to accommodate sidewalks and planting on both sides of new streets.
- Improvements should be undertaken to the street system to facilitate pedestrian movement particularly at the Subways, and to upgrade the quality of the pedestrian environment.

## 2.8 Parks and Open Spaces

Private Landscaped Open Space provides visual amenity and, where appropriate, physically accessible open space that compliments and enhances the network of public open spaces within the community.

- Non-residential development is encouraged to provide publicly accessible private open space.
- Private open space and amenity areas may take the form of courtyards, plazas, forecourts walkways, urban gardens, patios or enclaves.
- Private landscaped courtyards should be designed to provide active as well as passive outdoor areas. Play equipment, seating areas, allotment gardens, BBQ areas and tennis courts, are examples of what these areas could contain. Lighting, sidewalks and tree planting should blend with the design of the public streetscape and courtyards should be visually linked to public open spaces where possible.
- Open spaces should be located and designed to be accessible and visible from public streets. Where this is not possible, unambiguous public landscaped walkways should connect the open space to public streets from more than one direction.

- Spatial boundaries should be clearly defined by appropriate landscape elements such as tree rows and architectural elements such as trellises, colonnades or the actual built form.
- The amenity and utility of the open spaces around Islington Junior-Middle School should be improved for the existing and future residential population by; adding recreation facilities such as a jogging track and tennis courts; improving the facilities in the children's play area; and providing a walkway beside the playground to the playing field behind the school.
- New open space should be provided where it has the greatest usefulness for residents and where its privacy and protection from the street is best established.
- A program of major tree planting should be undertaken throughout the district utilizing one or more distinctive species so as to differentiate the City Centre West area from its surroundings and emphasize the street structure of the district.

### **3. Guidelines for Built Form**

#### **3.1 Building location and organization**

New development should be located and organized to fit with its neighbours and context. It is intended to frame and support adjacent streets, parks and open spaces.

- New buildings should be located parallel to the street or along the edges of parks
- On each potential development parcel, the primary ground plane should be clearly identified, as many sites within the district abut artificially manipulated grades (such as the rail underpass and the bridge at the Six Points Interchange). Secondary frontages may be incorporated on a different level than the primary plane.
- Main entrances to buildings should be located to be clearly visible and directly accessible from the public sidewalk

#### **3.2 Build-To Zone**

Buildings should be massed to define streets and open spaces with good proportion and with adequate access to sunlight and sky-view. To achieve this, a range of building heights is encouraged, with a consistent base condition called a 'built-to'. This zone is intended to ensure a predicable street edge from one property to the next, and to frame and enhance the public realm.

- The creation of a coherent and urban street structure will be created by requiring new buildings to align parallel to the street edge to spatially define the pattern of existing and new streets. New buildings will occupy a minimum of 60% of the primary frontage of a lot.
- New developments will have a minimum base height of two storeys, and a maximum of four storeys.
- The base of new buildings will be within 3 metres of the front property line to ensure that the building front engages with the public realm with no parking at the front of the building.
- Building mass above the base will be stepped back a minimum of three metres.

#### **3.3 General Building Design**

- Each building should be designed with its own architectural character. All buildings will share basic massing with streetwalls and overall heights, however individual expression and architecture is encouraged.
- Roof top expression is encouraged to generate local landmarks and character.
- The facades of buildings should be articulated and fenestrated in a fashion that breaks down large-scale building mass and avoids large expanses of blank walls.
- Buildings located on special sites, particularly those that terminate a street, should be massed and articulated in a manner that provides a memorable image at the end of the street.



### 3.4 Public Street Address for Main Entrances

- To encourage safe and convenient access to buildings, all buildings should have their main entrances facing and immediately adjacent to a public street.
- Lobbies and security areas should be visible and accessible from the public sidewalk. Entrances should be close to finished grade.
- Multiple entrances along a street promote its use. Grade related units are encouraged at the base of residential buildings. Retail uses are also encouraged to have multiple access at grade while access to retail uses from interior malls should be discouraged.
- Entrances to buildings should include weather protection.

### 3.5 Environmental Impact: Sun and Wind

- Building heights must ensure a good surrounding environment. This means shadow impacts minimized on adjacent public and private areas and improved wind conditions.
- Design features, such as setbacks and stepped building facades, mitered corners, balconies and canopies, stepped elevations and podiums should be incorporated to help intercept or diffuse winds at the pedestrian level.
- Key streets, such as Bloor and Dundas Street West, should have three to five hours of sunlight on at least one sidewalk between March 21 and September 21.
- Shadow impact on public areas should be minimized.
- Building setbacks above the base height should be sufficient to mitigate negative wind down drafting.

### 3.6 Parking and Servicing

On-street parking is generally encouraged where feasible in this area to assist in shielding pedestrians from traffic volumes. The impact of large areas of parking will be mitigated through the provision of landscaping to screen and shade parking areas.

- Edge treatments should incorporate streetscape standards.
- Internal landscaping for surface parking lots should provide one shade tree per five parking spaces, organized as “islands” or “peninsulas”
- Adequate bicycle parking should be provided, and should be provided in more than one location. Some spaces should be outside near building entrances, and other spaces should be indoors, with easy and direct access to an exit.
- Parking, automobile drop-off and servicing access should be carefully planned and designed so as not to interfere with the continuity of public sidewalks and the regularity of street tree planting. These access points should have minimal physical and visual impact on public streets and open spaces.
- Access to parking, car drop-off areas and servicing areas should be designed to minimize potential conflicts with pedestrians on public sidewalks.

- Underground access ramps into the ground floor of buildings should be incorporated where possible. Where servicing and access ramps are within the block interiors, they should be incorporated into the landscape design, and not form the focus for private landscaped areas.
- The use of shared rear driveways and service courts between or behind buildings should be encouraged.
- Parking structures above grade should not be permitted.
- Surface parking should be minimized in new residential projects and limited to spaces assigned for visitors.
- Underground parking garages should be organized to allow ventilation to occur on the building face above pedestrian levels rather than within publicly accessible areas at grade.

### 3.7 Open Spaces and Setbacks

#### Building Setbacks for New Development:

New developments should provide consistent setbacks from the street to ensure a continuity of enclosure for public streets and accessible open spaces. These setbacks are to be landscaped to provide a setting for new buildings, to integrate with existing buildings, and provide amenity for residents and visitors.

- Front setbacks from the property line on residential streets should be between 0 and 6 metres.
- Adequate setbacks of buildings above and below grade should be provided to ensure that existing mature trees can be saved and integrated into new development. The saving of mature trees at the edges of development sites is strongly encouraged to help integrate new development into the neighbourhood.
- New buildings should be setback from adjacent buildings and open spaces an appropriate distance to ensure good light, view and privacy between the buildings and open spaces.
- To ensure adequate light, views and privacy, the minimum separation between towers should be 20 metres and the minimum distance between main windows of residential buildings should be 11 metres.
- Indoor amenity areas should be located to have direct access to outdoor amenity areas.

### 3.8 Building Heights

In accordance with the policies contained in this plan, the massing of new buildings is intended to:

- Frame and support the streets and open spaces at a scale that balances building height and form with street width;
- Support the City Centre initiatives, and
- Provide adequate transition to adjacent stable areas.

A variety of building forms are encouraged within the district by establishing four general height ranges, which are organized on the Height Diagram to meet these principles. The Diagram identifies appropriate locations for different building types including the following:

### 3.9 Main Street Buildings:

Grade related buildings are generally 2 to 5 storeys and commonly take the form of walk up apartment buildings and older main street buildings with retail at grade. The commercial main streets should be strengthened to create active retail frontage with buildings that support the use and scale.

- Building up to 5 storeys in height should be grade related, and respect the 45-degree angular plane to the existing stable residential areas. The five storey height limit anticipates commercial at grade with residential above
- New buildings should fit both with the adjacent as well as with the existing shop buildings.
- A cornice line at the second storey helps to break the vertical mass of new buildings as well as helps to blend in with existing two storey buildings.
- New development should have parking located in the rear, with generous streetscaping in the front.
- Existing gaps in the retail areas should be infilled with appropriately sized buildings which continue the shopping strip.
- New building should fill the lot frontage to a minimum of 75% along main frontages up to a minimum of 2 storeys to ensure the built form continuity.
- Buildings should be setback a maximum of 3 metres from the street line to ensure that parking occurs parking in the rear.
- The ideal distance from the curb to the building face is 3.5 metres, within which is the public sidewalks, tree planting, and other streetscape furniture

### 3.10 Streetwall and Mid-Rise Buildings

Streetwall and Mid-rise buildings normally fall into the eight to twelve storey range. Streetwalls are called such because of the proportional relationship they have with the adjacent street (normally 1:1 ratio).

For height areas designated 24 metres such as Dundas Street south of Bloor Street, generally a streetwall building is anticipated. They should be sited to align with the adjacent streets, parks and open spaces, and to frame and animate these areas.

- New streetwall buildings may rise up to a maximum of eight storeys.
- New buildings should be setback approximately 3 metres from the streetline in order to shield grade uses from the volume of traffic and to discourage parking between the front wall of the building and the street.

New buildings should:

- provide a ‘streetwall’ building base with a minimum height of 2 storeys with upper storeys setback a minimum of 3 metres;
- occupy at least 60% of the property frontage to ensure that new development appropriately addresses the primacy of the street;
- have a 2 storey base with upper parts of the building setback 3 metres from the street sedge of the base; and
- achieve a minimum building height of 4 storeys to ensure appropriate built form objectives may be met incrementally.

### 3.11 Mid Rise

Mid-rise buildings are buildings will occur predominately in the Islington area. A range of height is possible depending on the width of streets, the size of the landscaped setbacks and terracing. Typically buildings from 24 to 36 metres (8 to 12 storeys) are possible, however, heights up to 20 storeys may be achievable provided floor plates above the twelfth storey are reduced to a maximum of 825 square metres in order to avoid tall slab buildings.

In some instances, the density provision for a site may produce a mass which exceeds the height limit. In those cases, the heights and built form criteria must be met to ensure contextual compatibility.

Mid-rise buildings should:

- Generally be sited to align with streets, parks and accessible open spaces, framing these areas with building mass.
- Be sited and massed to form usable landscaped courtyards or other open spaces within a block, or opening onto adjacent streets
- Where appropriate, have animated ground floor uses to support the amenity of the adjacent public realm.
- Have a 3-6 metres front yard setback from the street to provide for gardens and landscaped areas between the public sidewalk and the building.
- Have a well-defined 8-12 metre base on the lower floors
- Remain at or below the 1:1 street proportion
- Fit within the 45-degree angular plane from adjacent low-rise residential areas.
- Have a maximum floor plate area of 825 square metres for heights between 12 and 20 storeys

### 3.12 Tall Buildings

Tall buildings are those that rise above the 1:1 street proportion, generally over 36 metres (12 storeys). In keeping with the policies contained in the Secondary Plan,

taller buildings may be located near both the Kipling and Islington subway nodes and on portions of the former Westwood theatre lands. Through the community consultation process, it is expected that the taller buildings should not exceed 30 storeys in height. In most instances, it is recommended that new development take full advantage of the heights permitted.

In general, tall buildings should:

- take the form of point towers above a 2-4-storey podium or base building. The base defines the streets and open spaces of the area and the slender proportions of the point tower casts fewer shadows and opens sky views to streets from neighbouring buildings;
- have a floor plate with a maximum dimension of 34 metres in either direction. The point tower should step back from the base building, generally 6 to 9 metres, and be located and oriented in a manner that minimizes shadow and wind conditions in adjacent streets, parks and open spaces;
- have a 45-degree angular plane gradient from adjacent low-rise residential areas, where appropriate, to restrict impact of higher buildings;
- where more than one building on a site is proposed, only one should be at the maximum height. Others must represent a full range of heights; and
- to avoid massive continuous building mass, tower floor plates above 20 storeys should be limited to 750 m<sup>2</sup> (excluding balconies and projections), and the upper portions of towers should be stepped back to create a distinct skyline character and to allow views through the site.

#### 4. Public Art

A District Public Art Plan will be implemented for this area which will encourage the pooling of Public Art funds into a comprehensive plan for the area