

Authority: Etobicoke York Community Council Report 6, Clause 36,
as adopted by City of Toronto Council on July 25, 26 and 27, 2006
Enacted by Council: July 27, 2006

CITY OF TORONTO

BY-LAW No. 716-2006

To adopt Amendment No. 277 to the Official Plan of the City of Toronto in order to prohibit townhouses within the Mixed Use designation and add planned but unbuilt roads, affecting the lands located on the north and south side of Dundas Street West, between Royal York Road and the Humber River.

WHEREAS authority is given to Council by Section 17 of 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 has provided adequate information to the public and held at least one public meeting in accordance with the *Planning Act*; and

WHEREAS the Council of the City of Toronto at its meeting of July 25, 26 and 27, 2006, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002;

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

1. The text and map attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the City of Toronto
2. This is Official Plan Amendment No. 277.

ENACTED AND PASSED this 27th day of July, A.D. 2006.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

SCHEDULE “A”**AMENDMENT NO. 277 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO****LANDS ON THE NORTH AND SOUTH SIDE OF DUNDAS STREET WEST,
BETWEEN ROYAL YORK ROAD AND THE HUMBER RIVER**

The following Text and Map constitute Amendment No. 277 to the City of Toronto Official Plan, being an amendment to amend Schedule B and to add a new site and Area Specific Policy to Chapter 7, Site and Area Specific Policies.

The sections headed ‘Purpose and Location’ and ‘Basis’ are explanatory only, and shall not constitute part of this amendment.

The attached Dundas Street West Urban Design Guidelines are an appendix to Amendment No. 277.

PURPOSE AND LOCATION:

This Amendment affects the lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River. The purpose of the amendment is to prohibit townhouses in the *Mixed Use Areas* designation.

BASIS:

The Dundas Street West Avenues Study was carried out in 2005. The final study recommends development standards, public and private realm improvements, and a higher form of development than low density residential uses. To encourage this type of development, the townhouse built form uses have been excluded from the study area except for deep lots on the south side of Dundas Street West.

OFFICIAL PLAN AMENDMENT:

The Official Plan of the City of Toronto is amended as follows:

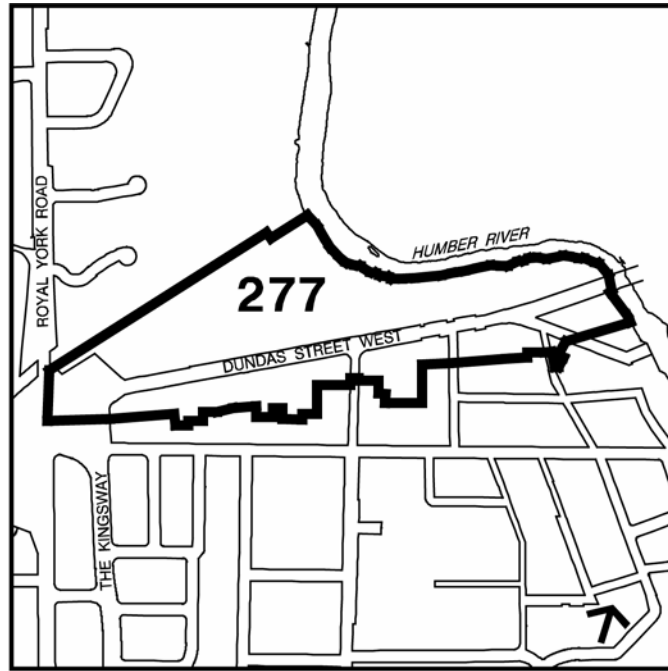
1. Schedule B, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
	New Link	Dundas Street West looped north and back to Dundas Street West between Royal York Road and Prince Edward Drive.

2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy 277, for the lands on Dundas Street West, between Royal York Road and the Humber River, as follows:

277. Lands on the north and south side of Dundas Street West, between Royal York and the Humber River

Townhouses are not permitted in *Mixed Use Areas* on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West.



Appendix 1

Dundas Street West Urban Design Guidelines

Development at the portion of Dundas Street West from Royal York Road at the west end to Humber Bridge at the eastern end will be consistent with the following Urban Design Guidelines.

Location and Organization Relative to Streets and Open Spaces

Building Siting and Organization

- Locate building frontages at or near the property line to create a street wall.
- Locate main entrance along Dundas Street and any proposed new public streets.
- Promote a diversity of active ground floor uses such as retail, office and community services that generate pedestrian activity.
- Encourage Live-work units along Dundas Street.
- Encourage architecture and landscaping that is consistent with the high level of quality in the Kingsway neighborhood
- Surface parking should not be sited within the front yard.
- Access driveways should not be located between the building façade and the street line.
- Private outdoor amenity spaces should not be located along the street edge. Use rear yards and flat roofs for outdoor amenity spaces.

Building Entrance

- Building main entrances should front onto the public streets and be directly connected to the public sidewalk with walkways uninterrupted by driveways.
- Architectural elements such as canopies should be used to enhance and articulate the building entrances at ground level
- Ground floor level of at-grade residential units should be elevated from the sidewalk level by a minimum of 0.60-metres but not greater than 0.90-metres.

Driveways/Vehicular Site Entry

- Minimize the number interruptions to the Dundas Avenue public sidewalk by limiting the number and width of driveway curb cuts along this public street.
- Provide vehicular access to site from a secondary street when available.

- Create a network of interconnected secondary roads and laneways at deeper sites in order to reduce the dependence on Dundas Avenue West for access.
- Encourage combining driveway access to adjoining sites.

Parking and Servicing Layout and Organization

- Surface parking and site servicing should be at the side or rear of the building.
- Bicycle parking should be provided near the building entrances.
- Provided underground parking garages whenever possible and limit the amount of surface parking.
- Garbage storage areas should be integrated within the building envelope in all new developments.
- Garbage storage areas located outside of the building should be setback from the adjoining low density residential areas by a minimum of 1-metre from the property line and fully enclosed (i.e. roof, solid walls and door panels). The garbage enclosures should be constructed and finished with the same details and finishes as the main building and provided with the appropriate landscape treatments to reduce its visual impact.
- Ramps to underground parking areas should be integrated within the mass of the building and not within the open space.
- Service and parking access to a building should be integrated to provide a single vehicular access zone within the façade.
- Encourage the inclusion of municipal parking lots or U/G garages within large developments to support parking needs within the area.

Pedestrian Linkages

- Review the existing and potential location of pedestrian crossings on Dundas Street. Provide additional crossing points or relocate existing ones as necessary to improve connectivity between developments at the north and south side of Dundas Street.
- Provide a new recreational pathway along the hydro corridor.
- Improve access and signage to the recreational trails in the Humber Ravine
- Encourage through block pedestrian connections to the recreational pathway along the Hydro corridor and to the recreational trails in the Humber Ravine.

Grading Relationships

- Finished grades along Dundas Avenues and along new streets should not exceed 0.9-metres to maintain visual connection between the public realm and the building interiors.

Building Massing

Street Enclosure and Continuity

- Provide a minimum building height of 2 storeys (7.5-metres measured from the public sidewalk level adjacent to the building main entrance) and maximum building height of 6-storeys (18.5 -metres measured from the public sidewalk level adjacent to the main building entrance) along Dundas Street West.
- Provide a minimum ground floor height of 3.6-metres for buildings along Dundas Avenues West in order to create the opportunity for commercial uses at grade in new development, be able to elevate residential units by 3-5 steps from the sidewalk level and allow for future conversion of residential units at-grade into commercial or community serve uses.
- Provide a minimum 70% of building façade along the Dundas Avenue West frontage should be provided.
- Residential developments should have a minimum 2-metre setback from the street edge.
- Buildings are to be stepped back 1.5-metres at the fourth storey.
- Use the building massing and landscaping to accentuate street corners.
- Maximize the amount of building entrances and glazing along streets, open spaces and walkway edges.

Relationship to Neighboring Development

- Any proposed building on sites abutting the existing R2 Zoning in the Kingsway neighborhood should not project beyond the 45 degree angular plane drawn perpendicular to the rear property line.
- Provide the appropriate transition of height and building setback.
- Built form and landscaping should be used to screen parking and service areas from adjacent sites.
- Locate and screen noise generating areas and installation such as ventilation units and loading/unloading areas from the existing R2 zone and noise sensitive new developments.

Lands between the Railway Corridor and beyond 80-metre distance from the Dundas Street northern edge

- This land should be subject to a separate review process because of its distance from the Dundas Street edge and the opportunities for greater building heights and densities.

Landscape Elements and Pedestrian Amenities

Landscape Plans and Details

- Landscape strips should be provided along the Dundas Street edge of existing surface parking areas as part of any proposal for partial redevelopment or renovation/conversion works of existing buildings on these sites as an interim measure to improve the street edge.
- Existing trees in good condition should be retained whenever possible.

Streetscape Improvements

- Provide a minimum 5-metre wide pedestrian zone at the curb to accommodate a continuous sidewalk and distinctive streetscape treatment.
- Plant street trees along Dundas Street West and any new local roads at 6 to 8-metre intervals that conform to the City of Toronto Urban Design Streetscape Manual and the current Urban Forestry street tree planting standards.
- Plant a double row of street trees on the north side of Dundas Street West where the building setback is greater.
- Replace existing street lighting standards with new lighting standards that integrate pedestrian scale lighting.
- Provide landscaped medians at the east and west entry points to the Dundas Street Avenue area as gateway features.
- Provide coordinated streetscape furniture i.e. light standards, benches, and waste receptacle details that is definitive to the area.
- Locate overhead utility wiring underground in coordination with streetscape improvements.

Public Open Spaces

- Create a new public open space through the development of large sites particularly at the north side of Dundas Street.
- Improve public sidewalk and public open space linkages to the Humber ravine trail system.

Public Art

- Create a public art program that will give identity and character to the area and relate it with the Kingsway neighborhood.
- Use public art with landscaping to define the entrances and heritage sites within the area e.g. mural on the existing Bruno's blank western façade and a free-standing public art near the heritage buildings at the eastern end of the area.