

were developed from a design charrette held in May, 2006. These guidelines provide direction for public realm improvements, built form and sustainability.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the former City of York Zoning By-law No. 1-83, as amended, for the portion of the Castlefield Caledonia Design and Décor District located in the former City of York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 4;
2. City Council amend the former City of North York Zoning By-law No. 7625, as amended, for the portion of the Castlefield Caledonia Design and Décor District located in the former City of North York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5;
3. City Council adopt the urban design guidelines for use in reviewing development applications and implementing public realm improvements within the Castlefield Caledonia Design and Décor District, attached as Attachment No. 6;
4. City Council direct the General Manager of Transportation Services to undertake a Municipal Class Environmental Assessment (Class EA) on possible road connections as identified in the district structure plan contained in the attached Castlefield Caledonia Design and Décor District Urban Design Guidelines; and
5. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Charrette

In 2005, City Council approved a design charrette for the Castlefield Caledonia Design and Décor District (CCDDD) to develop a more cohesive urban design framework for the area, with particular attention to retail patterns, examining built form options and improving the streetscape and transportation infrastructure. The City Planning Division retained the planning and urban design firm of Brook McIlroy Inc./PACE Architects to prepare for and lead the charrette. The charrette was held over two days on May 10th and 11th, 2006.

The Charrette Summary Document is available on the City's internet site at:
http://www.toronto.ca/planning/pdf/ccddd_summary_final_may07.pdf

Planning Study and Interim Control By-laws

At its October 26, 27, 28 and 31, 2005 meeting, Council approved a study to review the land use permissions in the CCDDD and to enable staff to bring forward recommendations on appropriate land uses and development regulations for the area.

At this meeting, City Council also enacted two Interim Control By-laws that prohibit certain land uses until the completion of the planning study. The Interim Control By-law that applies in the former City of York prohibits motor vehicle sales and rental establishments, as well as limits the size of retail stores. In the former City of North York, the By-law restricts heavier industrial uses and automobile-related uses. The staff report is available at:

[http://www.toronto.ca/legdocs/2005/agendas/council/cc051026/nomj\(10\).pdf](http://www.toronto.ca/legdocs/2005/agendas/council/cc051026/nomj(10).pdf)

On September 25, 26 and 27, 2006, City Council approved a one-year extension of the Interim Control By-laws for the CCDDD to provide an opportunity to complete the planning study. The Interim Control By-laws expire on October 26, 2007. The staff report is available at:

<http://www.toronto.ca/legdocs/2006/agendas/council/cc060925/plt6rpt/cl009.pdf>

Ontario Municipal Board Appeals

A Site Plan Control application was received on September 26, 2005 for a large home improvement retail store and six smaller retail stores on a 6.47 ha site at the northeast corner of Caledonia Road and Castlefield Avenue in the former City of York. The applicant appealed both Interim Control By-laws and the site plan application to the Ontario Municipal Board (OMB). At its meeting of June 27, 28, and 29, 2006, Council adopted a settlement and the OMB subsequently approved the settlement exempting the site from the applicable Interim Control By-law and granted site plan approval.

The owners of the vacant rail spur located on both sides of Caledonia Road south of 825 Caledonia Road appealed the one-year extension of both Interim Control By-laws. This appeal was subsequently withdrawn.

Community Improvement Plan

At its April 23 and 24, 2007 meeting, Council recommended that the CCDDD be designated as a Community Improvement Area pursuant to the *Planning Act*. City staff are required to prepare a Community Improvement Plan for this area and undertake the necessary public consultation to bring the plan forward to Council for approval.

ISSUE BACKGROUND

Purpose and Objectives of the Studies

The planning study and design charrette work together to develop an overall planning vision for the area.

Planning Study

The planning study was initiated to review the land use permissions and zoning regulations in the CCDDD.

The purpose of the planning study was to:

- (a) determine appropriate land uses for a design and décor district; and
- (b) determine the appropriate size for retail establishments in the study area and other appropriate development regulations.

The study was conducted in three phases: Phase 1 (Profile); Phase 2 (Zoning Options); and Phase 3 (Recommendations), which is completed with this report.

The Phase 1 Profile document is available at:

http://www.toronto.ca/planning/pdf/ccddd_phase1_final_may07.pdf.

The Phase 2 Zoning Options document is available at:

http://www.toronto.ca/planning/pdf/ccddd_zoning_options_final_may07.pdf

Design Charrette

The charrette focused on methods to improve the public realm and enhance the unique retail character of the area that has emerged. The purpose was to develop an urban design framework, looking at the existing built structure, street layout and potential for infrastructure improvements and connections. The design charrette articulated a vision for the public realm and built form for the emerging design and décor district.

Study Area

The study area is centered on the Castlefield and Caledonia intersection and includes employment lands in the former City of York and former City of North York. A map showing the study area is included as Attachment 1.

The area contains a mix of light industrial uses with associated shipping and warehousing and some office and retail uses. The original industrial function of the neighbourhood was tied to the rail line which runs north-south, just west of Caledonia Road. The area is successfully evolving into a destination for design and décor shopping. The Beltline Park intersects the area south of Castlefield Avenue and extends from the rail line past Dufferin Street. The area is bordered by residential neighbourhoods, retail/commercial uses along the main streets and heavy industrial uses to the north and west.

The area is served by an arterial road network that includes Keele Street, Dufferin Street, Lawrence Avenue and Eglinton Avenue. The CN rail line interrupts the continuity of the road network with Castlefield Avenue providing the only east-west connection with an at-grade crossing. The CN Rail line through the area facilitates GO Transit's Bradford line connecting Bradford to Union Station.

Caledonia Road, together with Bridgeland Avenue, facilitates a connection to Highway 401 and Allen Road and as such serves a regional function for vehicular and truck traffic. In addition to providing a north-south alternative to Dufferin Street, Caledonia Road also serves a local function and connects to east-west roads that provide access to abutting industrial uses.

Provincial Policy Statement and Provincial Plans

Provincial Policy Statement (2005)

Issued under the authority of Section 3 of the *Planning Act*, the Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development in Ontario. City Council's planning decisions are required to be consistent with the PPS.

The PPS supports the objective of ensuring there are adequate employment opportunities for City residents and the continued growth of the City's assessment base. It requires that the City plans, protects and preserves employment lands for current and future uses. The conversion of employment lands to non-employment uses is permitted only after a comprehensive review, which is a review based on population and employment growth projections. It considers alternative directions for growth and identifies opportunities for intensification and redevelopment. The review must show that the lands are not needed for employment uses over the long-term and that there is a need for conversion to non-employment uses.

Growth Plan for the Greater Golden Horseshoe

On June 16, 2006, the Places to Grow Growth Plan for the Greater Golden Horseshoe came into effect. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan.

The Growth Plan sets out policies for the protection of employment lands to ensure the economic vitality of the Greater Golden Horseshoe. It also clarifies and strengthens the application of the PPS as it applies to employment lands. Where there is conflict between the PPS and the Growth Plan, the Growth Plan prevails. Key policies of the Plan include:

- Ensuring there is an adequate supply of lands for employment uses to meet future needs;
- Promoting economic development and competitiveness by providing for an appropriate mix of employment uses, providing opportunities for a diversified economic base and ensuring the necessary infrastructure is in place to support employment needs;
- Permitting municipalities to convert employment lands to non-employment uses, including major retail uses, only through a municipal comprehensive review where it has been demonstrated that: there is a need for the conversion; the City will meet its employment forecasts; the conversion will not affect the viability of the employment area; there is existing or planned infrastructure to accommodate the conversion; and the lands are not required for employment purposes over the long term; and

- Promoting transit supportive, compact built form and minimizing surface parking when planning for employment lands.

Official Plan

The Official Plan designates the Castlefield Caledonia Design and Décor District (CCDDD) as *Employment Areas*. It is also identified on Map 2, Urban Structure, as an *Employment District*.

The *Employment Districts* form part of the urban structure of the City. The *Employment Districts* policies protect employment uses from conversion to non-employment functions to ensure the long-term economic viability of these areas. These policies recognize that there are Districts that have a distinctive character or specialized function that require promotion by investing in key infrastructure or facilitating investment.

Employment Areas are places of business and economic activity. Offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, and hotels are the primary uses that support *Employment Areas*. Retail uses are permitted, but must be ancillary to the primary employment use, or be small in scale and serve area workers and businesses.

The *Employment Areas* policies restrict uses that are extensive land users, such as large scale, stand-alone retail stores, that are not directly supportive of the primary employment function of these areas. The Plan recognizes that these uses have special locational needs. Their presence in the centre of *Employment Areas* can seriously impact local traffic movement and limitations are needed for such uses.

Large-scale stand-alone retail stores are permitted in *Employment Areas* on lands fronting major streets that also form the boundary of the *Employment Areas* when criteria are met. There are requirements for traffic and market studies in order to evaluate whether sufficient traffic capacity is available and that the stability of the employment area and the economic health of nearby shopping districts will not be compromised through the introduction of large-scale retail. Caledonia is a major street but does not form the boundary of an *Employment Area*.

The Official Plan also establishes development criteria in *Employment Areas* for these areas to function well and be attractive. These criteria include: avoiding excessive car and truck traffic on the road network, creating an attractive streetscape and screening of parking, loading and service areas.

Zoning

There are two existing Zoning By-laws that apply in the study area: the former City of York Zoning By-law and the former City of North York Zoning By-law. The current zoning map is shown in Attachment 2.

Former City of York

The lands located in the former City of York are zoned Prestige Employment (PE). Prestige Employment permits a range of uses including industrial, office, design centre, retail store, motor

vehicle sales and rentals and recreational uses. Retail stores with gross floor areas larger than 1,500 m² are permitted, with no restriction as to a maximum size. Smaller retail stores are permitted provided they are located on a lot containing at least one retail store with a gross floor area larger than 1,500 m².

Former City of North York

The lands in the former City of North York are zoned Industrial Zone Two (M2) and Industrial Zone Three (M3) which permit a wide range of industrial, commercial, auto-related, educational and recreational uses. These zones permit retail stores to a maximum of the lesser of 0.25 Floor Space Index (FSI) or a combined total gross floor area of 2,500 m².

Consultation

Community consultation was an important component of the study and was conducted through a variety of consultation methods including stakeholder interviews, the design charrette, formal community meetings and advisory committee meetings.

Stakeholder Interviews

In preparation for the design charrette, the consultants hired by the City to prepare and run the charrette conducted interviews with community stakeholders and City staff to identify key opportunity and constraints in the area. Key community stakeholders that were interviewed included local business owners, potential tenants, land owners and their consultants, as well as CN Rail, The Toronto Transit Commission and local residents.

One of the key concerns for area stakeholders was the addition of large-format retail and the large parking areas, access and servicing requirements associated with this use. Stakeholders expressed a desire for improvement in the quality of the pedestrian realm and street relationship, but without the over-gentrification of the area. Improvements to streetscaping, landscaping and signage were also seen as desirable by area residents and business owners. The area is not seen as pedestrian-friendly, and pedestrian connections between sites are non-existent. The Beltline presents an opportunity to create pedestrian and cycling connections through the district.

Local residents expressed concerns over increased vehicular infiltration into the neighbourhoods and the effect of the potential increases in traffic. There was a strong interest in expanding the transportation network to alleviate truck traffic congestion, which limits business viability.

The consultants prepared a document that summarized these discussions. The document is available at http://www.toronto.ca/planning/pdf/castlefield_opportunities.pdf.

Design Charrette

A charrette is an intense, short-term workshop that is a creative, participatory process intended to generate ideas, build consensus and solve issues within a particular community. The City of Toronto and its consultants: Brook McIlroy Planning + Urban Design/Pace Architects (BMI/Pace) hosted a two-day charrette to provide an opportunity for a variety of stakeholders to express their views on desirable development for the district.

Approximately 38 participants, divided into four teams, attended the first day of the charrette and 33 participated on the second day. Participants consisted of City staff, the consultants hired by the City to facilitate and organize the charrette, property owners, consultants and community representatives. The teams focused on the urban structure and design features of the area, such as where new roads could be built, gateway entrance locations and enhancing the green space system. The teams also developed site-specific concepts for key sites. The consultants prepared a document that summarized the outcomes of the two-day charrette.

The Charrette Summary Document is available on the City's internet site at:
http://www.toronto.ca/planning/pdf/ccddd_summary_final_may07.pdf

Community Consultation Meetings

A community consultation meeting was held in the evening of May 11, 2006 to present the charrette outcomes. Approximately 35 members of the public attended the public meeting. The key concerns raised at the meeting revolved around transportation issues affecting the area. Residents and businesses were concerned that an increase in development would worsen existing traffic problems. There was also considerable interest in the proposed road connections that all of the charrette teams identified, specifically regarding the feasibility of these connections and whether these connections would alleviate or aggravate the area's traffic problems.

A second community consultation meeting was held on May 30, 2007 to present the design guidelines developed through the charrette and zoning options for the planning study. Approximately 25 members of the public attended the meeting. Key issues raised by attendees included traffic concerns and whether the proposed streetscape improvements were appropriate and suitable.

Some of the attendees of the community meeting represented businesses on Caledonia Road north of Lawrence Avenue West. These businesses were concerned that the area north of Lawrence Avenue West was not included in the study. They also wanted to extend the public realm improvements contemplated in the proposed design guidelines to businesses north of Lawrence Avenue West.

A further meeting with these business owners, the local councillor, and City Planning and Economic Development staff occurred on June 27, 2007. It was determined that the proposed zoning changes contemplated through the planning study were not applicable to this area. The meeting addressed possible approaches to promote this area along with the Castlefield Caledonia Design and Décor District. Economic Development staff will review the locations of design-related businesses in the area and in consultation with the businesses, investigate opportunities for joint promotional initiatives.

Design Industry Advisory Committee Meeting

City Planning staff also met with the Economic Development Division's Design Industry Advisory Committee to present the vision and options for the area. The meeting provided staff an opportunity to discuss with design industry representatives how this area fits within the design sector in the City of Toronto, what could be done to improve this area, as well as determine the role that retail uses play in the design sector.

Feedback received from this meeting included:

- Areas with concentrations of design and décor businesses, such as the CCDDD, are important to the design industry, enabling designers to do business all within one area;
- Different districts have different functions. For instance, the King and Parliament area has more furniture businesses, whereas the CCDDD area has a concentration of businesses specializing in carpeting, tiles and fixtures;
- The area suffers from a lack of pedestrian amenities;
- Designer's frequent the area, but do not have offices in the immediate area. The area would be good for younger design professionals; and
- The area developed through private development and should not be over-designed.

Technical Advisory Committee

A staff technical advisory working group was created, comprised of representatives from City Planning, Economic Development, Facilities and Real Estate, Parks, Forestry and Recreation, Transportation and Technical Services. This committee met to provide advice, comments and review documents at key stages throughout the study process.

COMMENTS

Planning Study Findings

Phase 1 of the study was the background review and profile of the area. It provided an overview of existing conditions and issues. Fieldwork was conducted to compile an inventory of area land uses and characteristics. Precedents were also studied to investigate how other municipalities have developed and promoted their design and décor districts.

The key findings from this stage of the study were:

- The heavy industrial uses, such as abattoirs and chemical manufacturing, permitted in the former City of North York portion of the study area are incompatible with nearby residential uses and the emerging design and décor identity of this area;
- Auto related uses also conflict with the design and décor identity of the area. They are physically unattractive. The street edge is often used for vehicular parking or loading, resulting in sites being dominated by vehicular parking. The use often results in excessive curb cuts which impedes the pedestrian realm. The redevelopment of properties currently used for auto-related uses to design and décor uses would be desirable for the continued growth of the CCDDD;
- Specialized design and décor retail uses play a key role in the functioning of the area as a design and décor district;
- New development should reflect the industrial heritage of the area; and
- Zoning standards/regulations to achieve street-oriented development and landscaping should be implemented.

Phase 2 involved developing land use options. Three zoning options were developed. They are:

1. Retain the existing zoning;
2. Implement design district employment zoning which would permit design and décor related manufacturing, warehousing and office uses and complementary employment uses to a design and décor district. This option would limit retail uses to accessory showrooms/retail and restrict heavier industrial and auto-related uses; and
3. Introduce specialized design and décor district zoning that would strengthen and expand the employment function and uses in the area, while creating a concentration of design and décor retail and employment uses along the Castlefield Avenue frontage. This option would also restrict heavier industrial and auto-related uses.

The options were evaluated on whether they would achieve the vision and goals that emerged out of the design charrette and whether they would resolve the issues identified in Phase 1 of the planning study. They were presented to the public for feedback at a community consultation meeting on May 30, 2007.

Retaining the existing zoning would not address all of the issues previously identified and it would not implement the vision identified for the area. The second option would not contribute to the continued growth and expansion of the area as a destination for design and décor shopping. The specialized design and décor district zoning option could only be implemented through a municipal comprehensive review of the Official Plan as required by the Growth Plan since some of the retail permissions would represent a conversion of employment lands to non-employment uses. This review would be required to demonstrate that:

- There is a need for the conversion of employment uses to retail uses;
- The City will meet its employment targets;
- The conversion will not affect the viability of the employment area;
- There is existing or planned infrastructure to accommodate the conversion; and
- The lands are not required for employment purposes over the long-term.

The evaluation of the zoning options led to the conclusion that an alternative option would be required.

The amendments to the By-laws recommended at this time include removing the permissions for automobile related uses and heavier industrial uses and implementing additional zoning standards in the former City of York to achieve street oriented development and landscaping to improve the pedestrian environment. The proposed use restrictions and zoning standards reflect the urban design guidelines developed for the area. Any further analysis of retail permissions in the area must be completed through a municipal comprehensive review of the Official Plan. The City's next municipal comprehensive review will be completed as part of the five year review of the Official Plan as required under the *Planning Act*.

Proposed Zoning By-law Amendments

Two By-law amendments are required since there are two existing Zoning By-laws that apply to this area: the former City of York and former City of North York. These proposed amendments would result in a similar range of uses for the study area.

Amendments to the former City of York By-law (Attachment 4)

As noted on page 6, the area in the former City of York is zoned Prestige Employment. This zone permits a range of uses including industrial, office, design centre, retail store, motor vehicle sales and rentals and recreational uses.

The existing City of York Zoning By-law has a height restriction of 6 storeys or 20 metres, whichever is greater. For development adjacent to residential uses, the height restriction is 14 metres, or the maximum height limit within the residential area up to 20 metres, whichever is greater, is permitted. The By-law also stipulates that a minimum side yard width of 3 metres is to be applied on at least one side of a lot. Where development abuts residential uses, the minimum side yard width and rear depth is 4.5 metres. Open storage is restricted.

It is recommended that the establishment of additional motor vehicle sales and rental establishments in the former City of York be prohibited. Within the study area, the largest concentration of auto-related uses is along Castlefield Avenue, just west of Dufferin Street. The majority of these businesses are already legal non-conforming uses. As auto-related uses have vacated this area, design and décor uses have re-used the existing buildings. Motor vehicle sales and rental establishments established prior to the passage of this By-law would become legal non-conforming uses.

The By-law does not specify any development regulations related to front yard setbacks, screening of parking and landscape requirements. To further enhance the streetscape in the CCDDD, the following standards are proposed:

- A maximum front yard setback of 3.0 metres.
- A minimum requirement of 50 percent of the front yard setback must have soft landscaping;
- A requirement for the screening of parking areas and a restriction of parking in front yards; and
- The provision of a 1.5 m landscaped strip and 1.8 m high opaque, acoustic fencing along lot lines that abut residential uses or public parks.

There are five existing site-specific exceptions to the former City of York By-law that apply in the study area. The following two site specific exceptions will continue to apply to the existing development on these and in the event these lands are redeveloped, the proposed By-law would apply:

- The site specific exception that applies to 41 to 47 Clarkson Avenue permits an extension to the west side and front of the building subject to a rear yard depth of 0.7 metres, maintaining the existing height of the building and a front yard setback of 1.5 metres. This provision will

be maintained in the proposed By-law. However, should this site undergo redevelopment, it should be developed in accordance with the proposed zoning for the CCDDD.

- Similarly, the site specific exception applying to 1117 Castlefield Avenue will be maintained until such a time as the site is redeveloped. This exception permits an addition to an existing workshop use with provisions for side yard and rear yard setbacks.

The following site specific exceptions will be deleted:

- The site specific exception applying to the lands at 696 Caledonia Road permits a snack bar with a maximum gross floor area of 240 m² and a restaurant with a maximum gross floor area of 280 m². Snack bars and restaurants are permitted uses in the PE zone. Therefore, there is no longer a need for the exception. Furthermore, the site has been comprehensively redeveloped.
- The site-specific exception applying to the lands at 60 Clarkson Avenue permitted a temporary use, consisting of a “Contractor’s Establishment Class B” with provisions for outdoor storage, for a period of time not to exceed three years. The By-law was enacted in 1996 and has since lapsed.

The following site specific exception will be removed from the study area:

- The underlying zoning of 216 Schell Avenue is R2 Residential which permits low-density residential uses. The site-specific exception applying to this property permits a business or professional office use within the existing dwelling unit. This site has been removed from the proposed By-law. The site fronts onto Schell Avenue, a residential street, and contains a single-detached dwelling unit.

Amendments to the former City of North York By-law (Attachment 5)

As noted on page 7, two different land use zones – Industrial Zone Two (M2) and Industrial Zone Three (M3) – are located within the portion of the study area in the former City of North York. These zones permit a wide range of industrial, commercial, auto-related, educational and recreational uses. The M3 zone permits additional heavier industrial uses not permitted in an M2 zone.

The By-law would rezone all the M2 and M3 zones within the study area to an exception of the M2 zone. The transportation terminal and works yard uses permitted in both the M2 and M3 zones would be prohibited and the additional heavier industrial uses currently permitted in the M3 zone, but not in a M2 zone, would also be prohibited. These include:

- Recycling facility;
- Transfer station;
- Abattoir;
- Asphalt plant;
- Fertilizer manufacturing;
- Metal or mineral smelting;

- Paint and varnish manufacturing; and
- Medium impact chemical manufacturing.

The North York By-law permits a broader range of auto-related uses than the former City of York By-law. Auto-related uses established prior to the passage of this By-law would become legal non-conforming uses. The auto-related uses that are recommended to be removed include:

- Car washing establishment;
- Gasoline station;
- Motor vehicle body repair shop;
- Motor vehicle dealership; and
- Service station.

The North York By-law has provisions for building setbacks, landscaping and open storage. The buildings within the North York portion of the study area have generous landscaped front yards that are set back from the street. Because this portion of the study area is not the core of the design and décor district, these setback requirements are appropriate and can be maintained. The provisions for open storage and landscaping are also appropriate.

One existing site-specific exception dealing with side yard setbacks applies to the properties located on Wingold Avenue. This exception also applies to the properties on Wingold Avenue east of the study area. The exception has been carried forward into the draft By-law.

Design Guidelines

The vision that emerged over the two-day charrette focused on enhancing the area as a design and décor district and preserving and building on the built form and character of the industrial heritage of the area. Several goals were identified to achieve this vision. They include:

- Retaining the existing mix of uses and businesses within the area;
- Enhancing the area's connectivity;
- Improving the pedestrian realm;
- Creating a vibrant streetscape;
- Promoting the area's unique features such as the topography and industrial features;
- Creating a branded image for the area;
- Integrating environmentally sustainable features into new development; and
- Maintaining the economic viability of the area.

A District Structure Plan (see the Urban Design Guidelines in Attachment 6) was created which highlights the vision for the area. The main components of this vision consist of:

- Potential locations for new street connections;
- Creating priority urban street frontages where uses with transparent glazing would define street edges and create a continuous street wall and street-related activity that is sensitive to the comfort and interest of the pedestrian. The primary urban street in the area is Castlefield Avenue;

- A district hub located at the Castlefield Avenue and Caledonia Road intersection. The district hub could consist of landmark buildings and streetscape elements that are unique and immediately identifiable for a design and décor district to reinforce the intersection as the core of the district and to make this intersection highly visible;
- Gateway entrances would be located at Dufferin Street and Castlefield Avenue, Kincort Street and Castlefield Avenue, Raithern Road and Caledonia Road and Bowie Avenue and Caledonia Road. Gateway entrances represent significant opportunities to mark entry into the CCDDD. A gateway may be implemented through a streetscape element, such as a sign, or reinforced by an appropriate architectural expression; and
- Potential open/green spaces, views and special places.

The urban design guidelines for the CCDDD have been developed to promote a high quality urban form, and a comfortable and safe pedestrian environment, which incorporates attractive boulevards and landscaping, with well-designed buildings and public spaces.

These guidelines would apply to both public realm initiatives and private development. The guidelines have been organized into three categories: the public realm, the built form and sustainability.

Public Realm

The public realm consists of the public streets, lanes, sidewalks, parks and other open spaces. The public realm guidelines are intended to improve the appearance and functionality of the district and better serve the needs of pedestrians.

Built Form

The built form guidelines will guide discussions between the City and property owners when new development or redevelopment is proposed in the area.

Sustainability

New buildings and developments should address environmental sustainability principles from the early design phase through to implementation. Key considerations include water quality, consumption and runoff, the preservation of natural and built features, the reduction of hard surfaces and reductions in building footprints to create public open spaces and extensive landscaped areas. The sustainability guidelines would be applied in conjunction with the Toronto Green Development Standard.

Transportation:

The large scale of development blocks in the district and the lack of public streets have contributed to the area's lack of connectivity, resulting in an increased reliance on existing roads. As previously noted, the CN rail line interrupts the continuity of the road network with Castlefield Avenue providing the only east-west connection with an at-grade crossing.

Through the charrette, several possible road connections were identified to improve the area's connectivity. Environmental Assessments will be required to determine the feasibility of introducing new public roads into these locations. Funding in the amount of \$100,000 has been

secured to undertake a Municipal Class Environmental Assessment for possible east-west public road connections in the area.

Next Steps

Transportation Services Infrastructure Planning will be initiating the Environmental Assessment for the area to determine which possible road connections identified in the charrette are feasible or if other options should be explored.

A By-law to designate the Community Improvement Project Area and a Community Improvement Plan is forthcoming.

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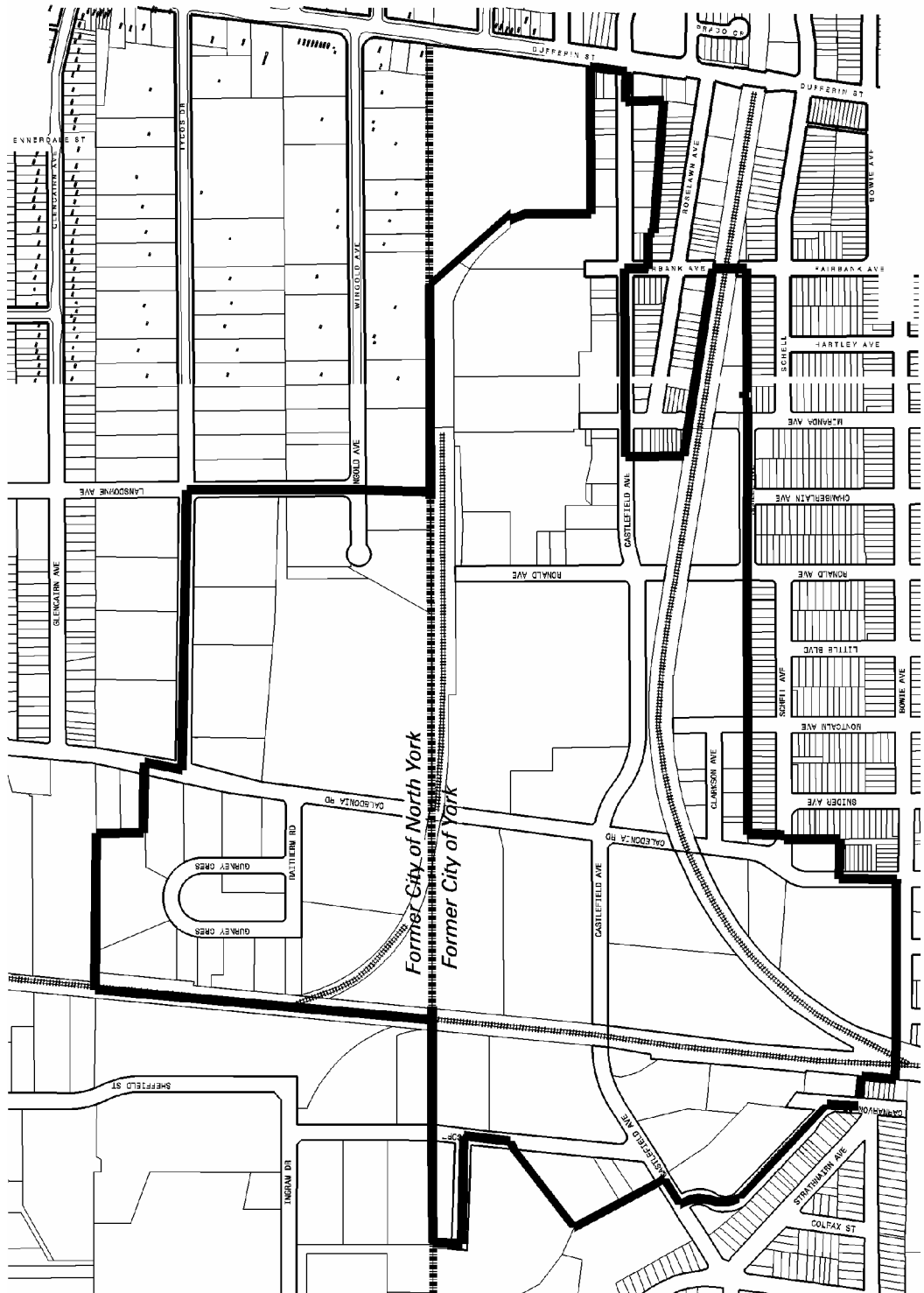
SIGNATURE

Ted Tyndorf
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Study Area
Attachment 2: Zoning
Attachment 3: Official Plan
Attachment 4: Draft Zoning By-law Amendment (York)
Attachment 5: Draft Zoning By-law Amendment (North York)
Attachment 6: Urban Design Guidelines

Attachment 1: Study Area

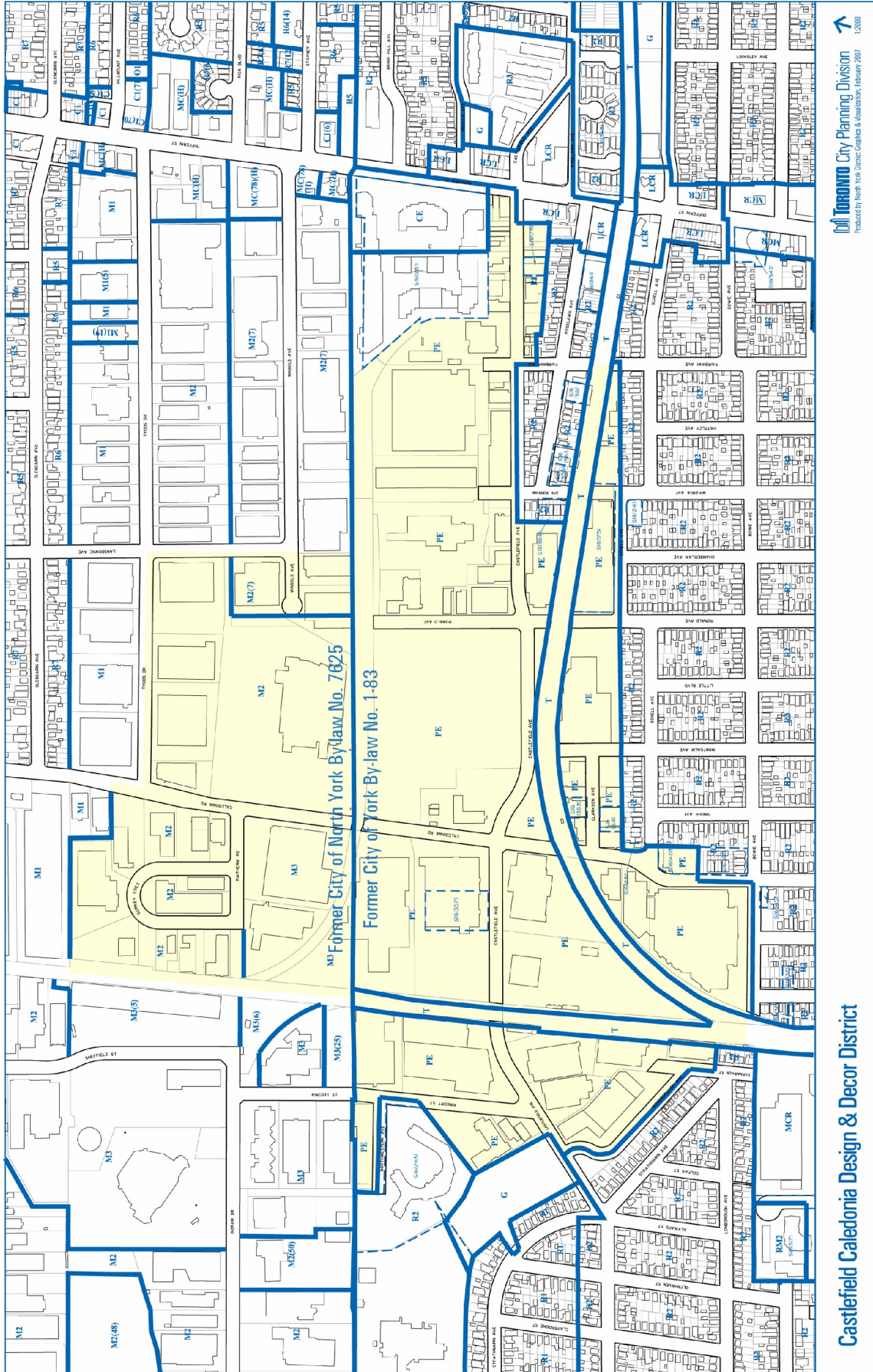


Castlefield / Caledonia Study Area

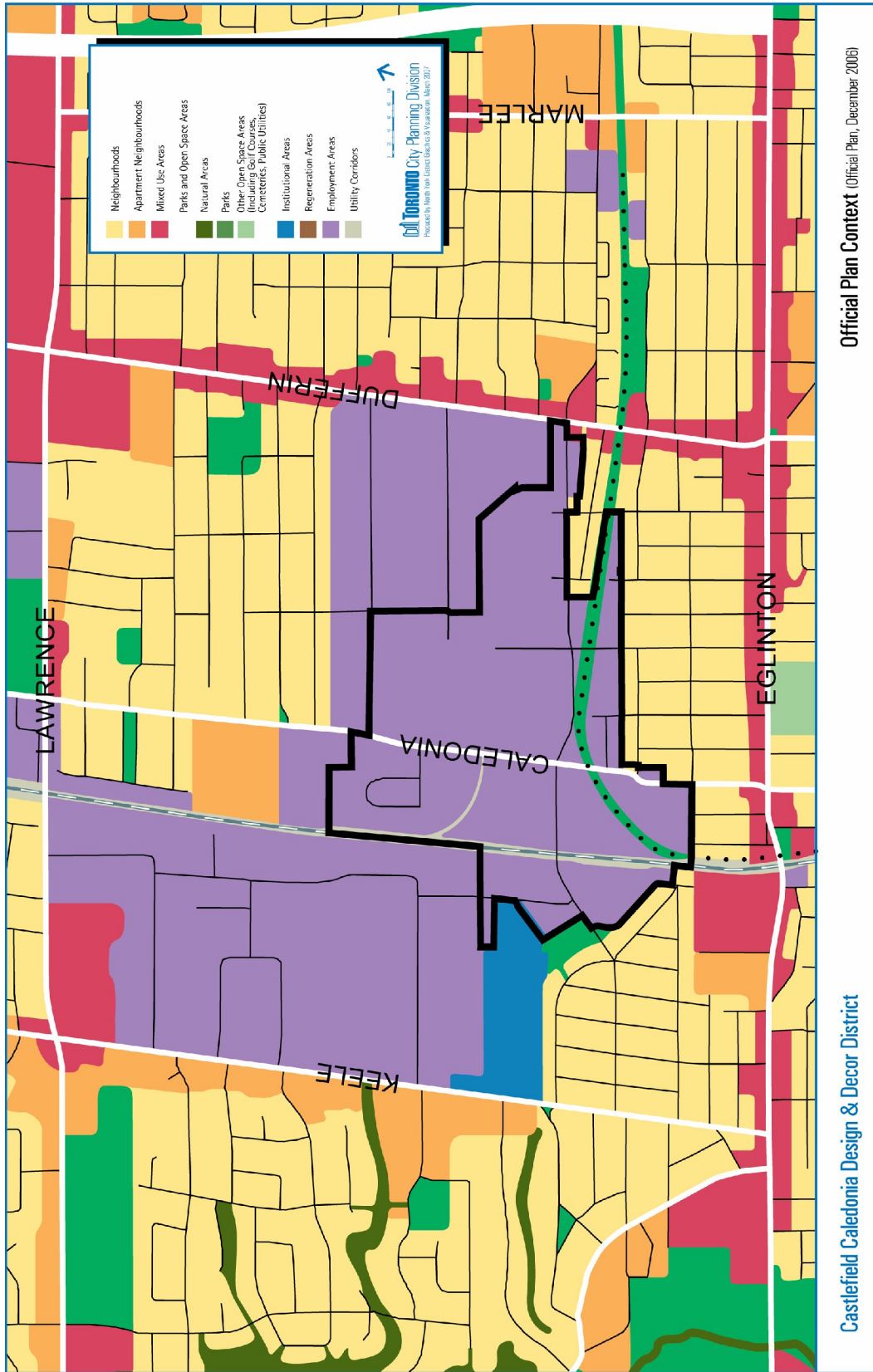
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Attachment 1

Attachment 2: Zoning



Attachment 3: Official Plan



Attachment 4: Draft Zoning By-law Amendment (York)

Authority: Planning and Growth Management Committee Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2007
Enacted by Council: ~, 2007

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2007

To amend the former City of York Zoning By-law No. 1-83, as amended, with respect to the Castlefield Caledonia Design and Décor District

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; 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. Section 16 of By-law No. 1-83 is amended by adding the following subsection:

16(429) LANDS - CASTLEFIELD CALEDONIA DESIGN AND DÉCOR DISTRICT

Notwithstanding the provisions of Section 13 of this By-law, the lands as described in Schedule "1" hereto, may be used for an arts studio and any use permitted under Subsection 13.5.1, with the exception of motor vehicle sales and rentals which is not permitted, and subject to the following conditions:

- a. The maximum front yard setback shall be 3.0 metres.
 - b. No person shall use any portion of a front yard for the purpose of parking or storing a motor vehicle.
 - c. No more than 50 percent of the front yard setback shall be covered with driveways, walkways or other hard surfaces used or capable of being used as walkways, driveways or parking areas.
 - d. Where a lot abuts an R zone or public park, a landscape strip of no less than 1.5 metres running the full length of the lot line abutting the R zone or public park is required.
 - e. An opaque acoustic fence with a minimum height of 1.8 metres shall be provided along the full length of a lot line that abuts any R zone or public park.
2. Notwithstanding the provisions of this By-law, the provisions of Subsection 16(24) of former City of York Zoning By-law 1-83 shall prevail over the provisions of this By-law in application to any building(s) and/or structure(s), situated on Lots 156, 157, 158, 159 and 160 on the south side of Clarkson Avenue, Plan 1844 York, in existence on the date that this By-law comes into force. The provisions of this By-law shall apply to any new building(s) and/or structure(s) erected after the date this By-law comes into force.

3. Notwithstanding the provisions of this By-law, the provisions of Subsection 16(74) of former City of York Zoning By-law 1-83 shall prevail over the provisions of this By-law in application to any building(s) and/or structure(s), situated on the lands municipally known in 2007 as 1117 Castlefield Avenue, in existence on the date that this By-law comes into force. The provisions of this By-law shall apply to any new building(s) and/or structure(s) erected after the date this By-law comes into force.
4. Notwithstanding any defined terms to the extent modified by this By-law and the provisions noted herein, all other provisions and defined terms of the former City of York By-law No. 1-83, as amended, continue to apply.

ENACTED AND PASSED this ~ day of ~, A.D. 2007.

DAVID R. MILLER,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk



Schedule "1" to Bylaw

Castlefield Caledonia Design and Decor District



Date: 09/06/2007
 Approved by: C.R.

Attachment 5: Draft Zoning By-law Amendment (North York)

Authority: Planning and Growth Management Committee ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 2007

Enacted by Council: ~, 2007

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2007

To amend the former City of North York Zoning By-law No. 7625, as amended, with respect to the Castlefield Caledonia Design and Décor District

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; 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. Schedules “B” and “C” of By-law No. 7625, as amended, of the former City of North York are amended in accordance with Schedule “1” of this By-law.
2. Section 64.31 of By-law No. 7625 is amended by adding the following subsection:

64.31 (73) M2 (73)

PERMITTED USES

(a) All of the uses permitted in an M2 zone are permitted, except:

- Car washing establishment
- Gasoline station
- Motor vehicle body repair shop
- Motor vehicle dealership
- Service station
- Transportation terminal
- Works yard

EXCEPTION REGULATIONS

(b) Yard Setbacks

The minimum side yard setback for the lands as described in Schedule “2” hereto, shall be 1.52 m on one side and 4.57 m on the other side, but the 1.52 m side yard setback shall be abutting the 4.57 m side yard setback on the next lot.

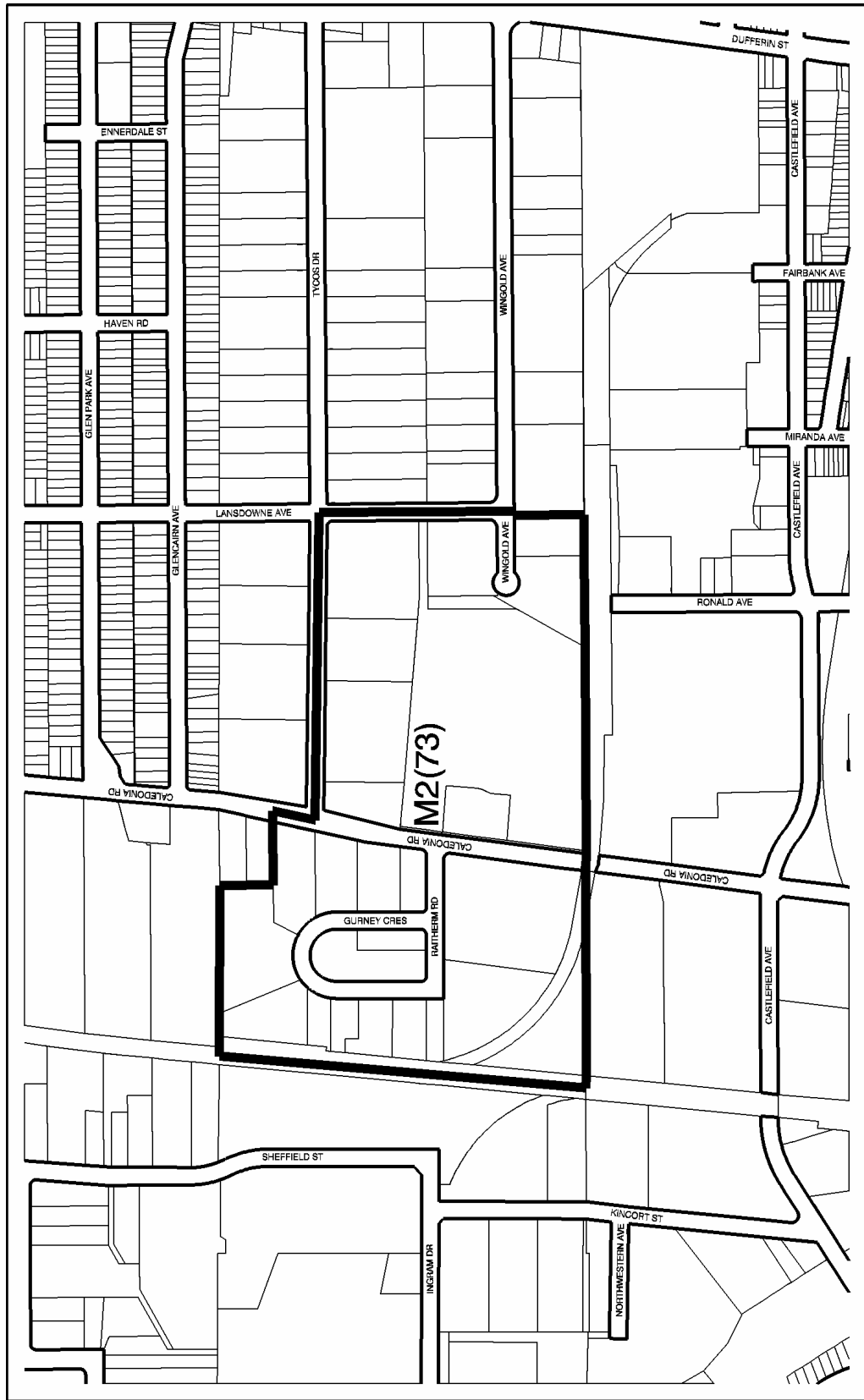
3. Notwithstanding any defined terms to the extent modified by this By-law and the provisions noted herein, all other provisions and defined terms of the former City of North York By-law 7625, as amended, continue to apply.

ENACTED AND PASSED this ~ day of ~, A.D. 2007.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

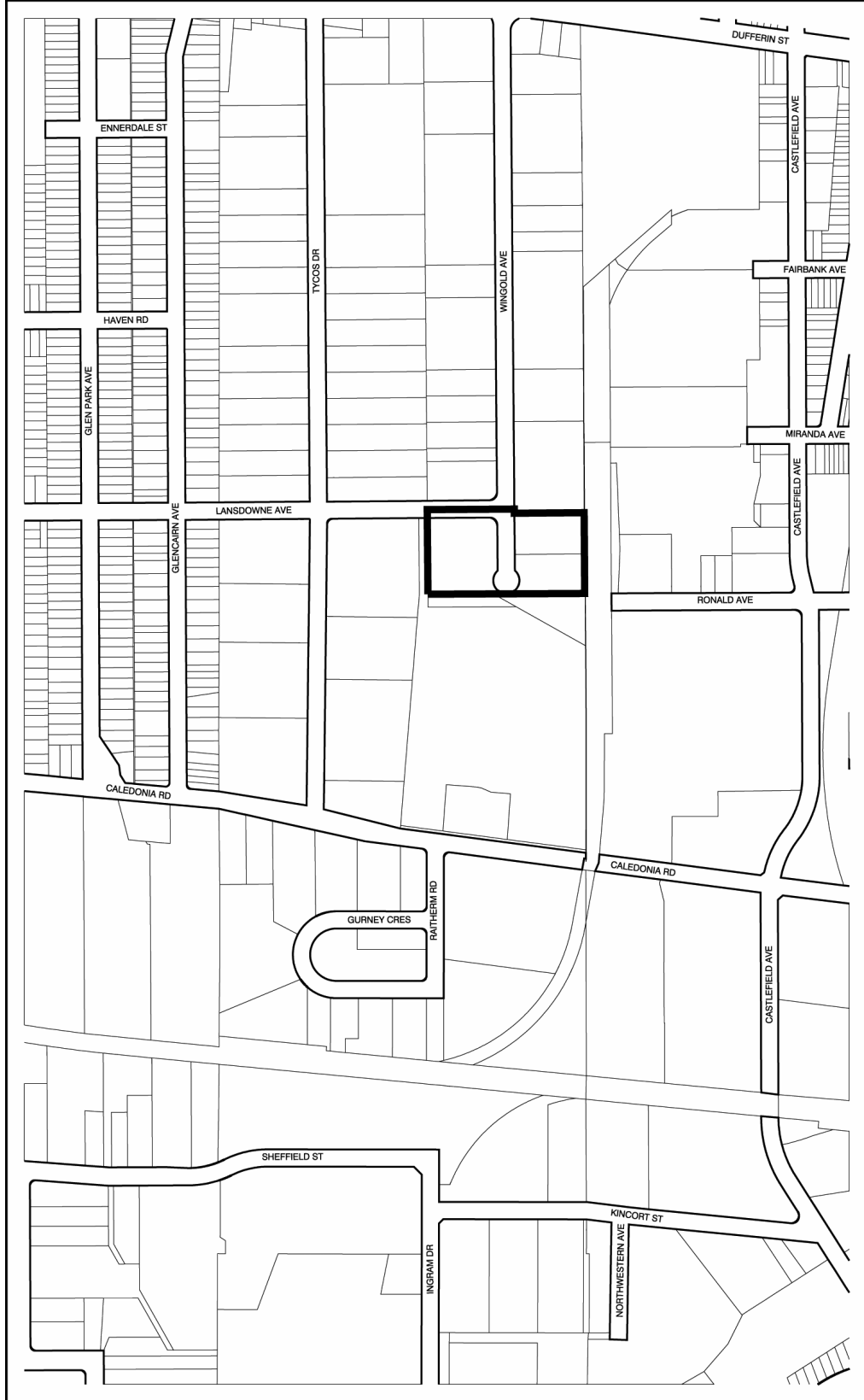


Schedule "1" to Bylaw

Castlefield Caledonia Design and Décor District

Date: 07/16/2007
 Approved by: C.R.

↑
 Not to Scale



Schedule "2" to Bylaw

Castlefield Caledonia Design and Décor District



Date: 07/16/2007
 Approved by: C.R.

Attachment 6: Urban Design Guidelines