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|--------------------------|------------------------|---------------------|-------------------|
| Neighbourhoods | Natural Areas | Institutional Areas | Utility Corridors |
| Apartment Neighbourhoods | Parks | Regeneration Areas | Study Area |
| Mixed Use Areas | Other Open Space Areas | Employment Areas | |

Official Plan - Land Use Map





- Study Area
- Residential
- Commercial Residential
- Employment Industrial
- Open Space
- Utility and Transportation
- Refer to former municipal zoning by-law

Zoning By-law 569-2013



2.3 EXISTING BUILT FORM & CHARACTER

The Study Area is comprised of a mix of land uses with areas furthest from the rail lines and between the avenues as primarily low-rise residential dwellings. Within these neighbourhoods, a distinct porch character has been noted as important by the communities. Areas along the Avenues, i.e., Bloor Street, Dundas Street and Queen Street are primarily mixed use in nature with commercial storefronts and residential units above. High-rise residential buildings approximately 9 to 15 storeys in height, also exist along Bloor Street West; however the majority buildings are low to mid-rise in character. There are also a number of large former industrial sites that are located along the railway lines in the west.

An important characteristic of the communities in the Study Area is the physical isolation from the west, and sections of the east and north, primarily due to the railway corridors.



Porch character is a notable design feature within the neighbourhood



Georgetown Rail Corridor acts as a physical barrier to connections

2.4 RECENT APPROVALS & BUILDINGS WITHIN THE STUDY AREA

A. 1379 Bloor Street West

This development is located at the southeast corner of Bloor Street West and Symington Avenue. The latest phase of construction associated with this development is comprised of 85 stacked townhomes with a small community centre fronting onto Bloor Street West. The development is adjacent to the development known as the “Be Bloor” condominium directly to the east.

B. 1439 Bloor Street West

This development is located on the southwest corner of Bloor Street West and Perth Avenue. The Site Plan Application is currently under review and proposes to build a 12-storey mixed-use building with retail at-grade and 2 storeys of below-grade parking.

C. 351 Wallace Avenue

This development is located at the intersection of Wallace Avenue and Elsie Lane and consists of 134 stacked townhouses located in a number of blocks.

As part of the Community Meetings and Walks residents of the Study Area noted concerns regarding the maintenance of the buildings.

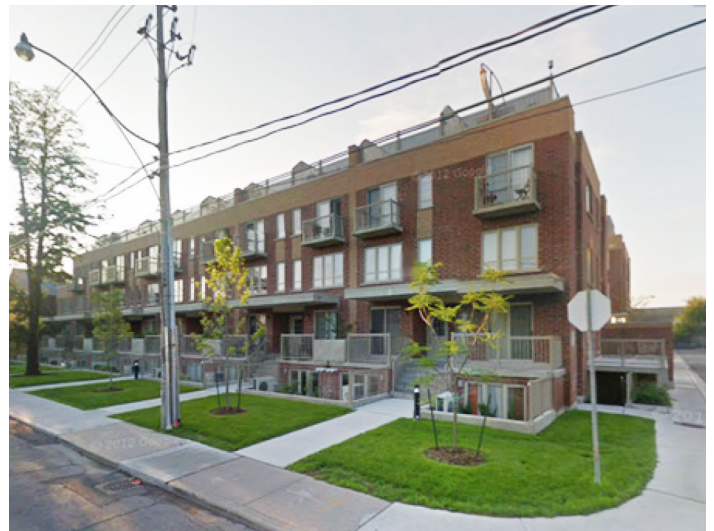
D. 229 Wallace Avenue

This development is located along Wallace Avenue, immediately adjacent and east of the Newmarket Rail Corridor. It consists of a 2 storey building which houses 10 light-industrial units at grade and 10 artist studios on the second floor.

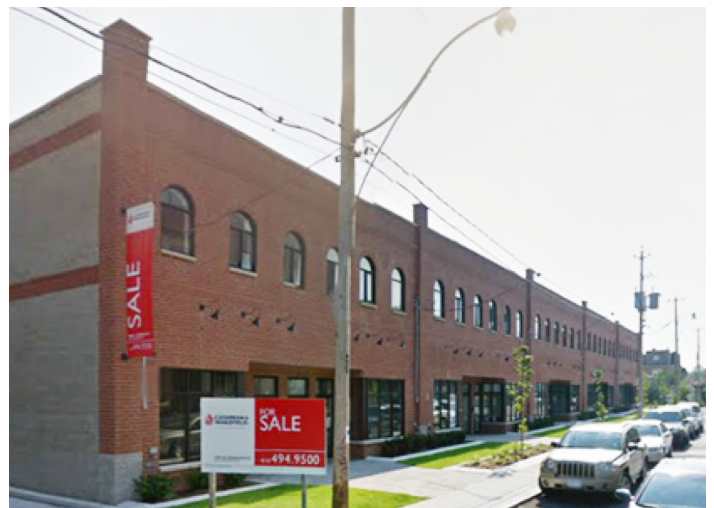
As part of the Community Consultation Meetings that occurred on June 6th and June 13th 2011 and Community Walks that occurred on July 18th and July 19th 2011, the majority of attendees, had positive responses in relation to the development. Most notable was the general support for the mixed uses and the integration with existing neighbourhood character.



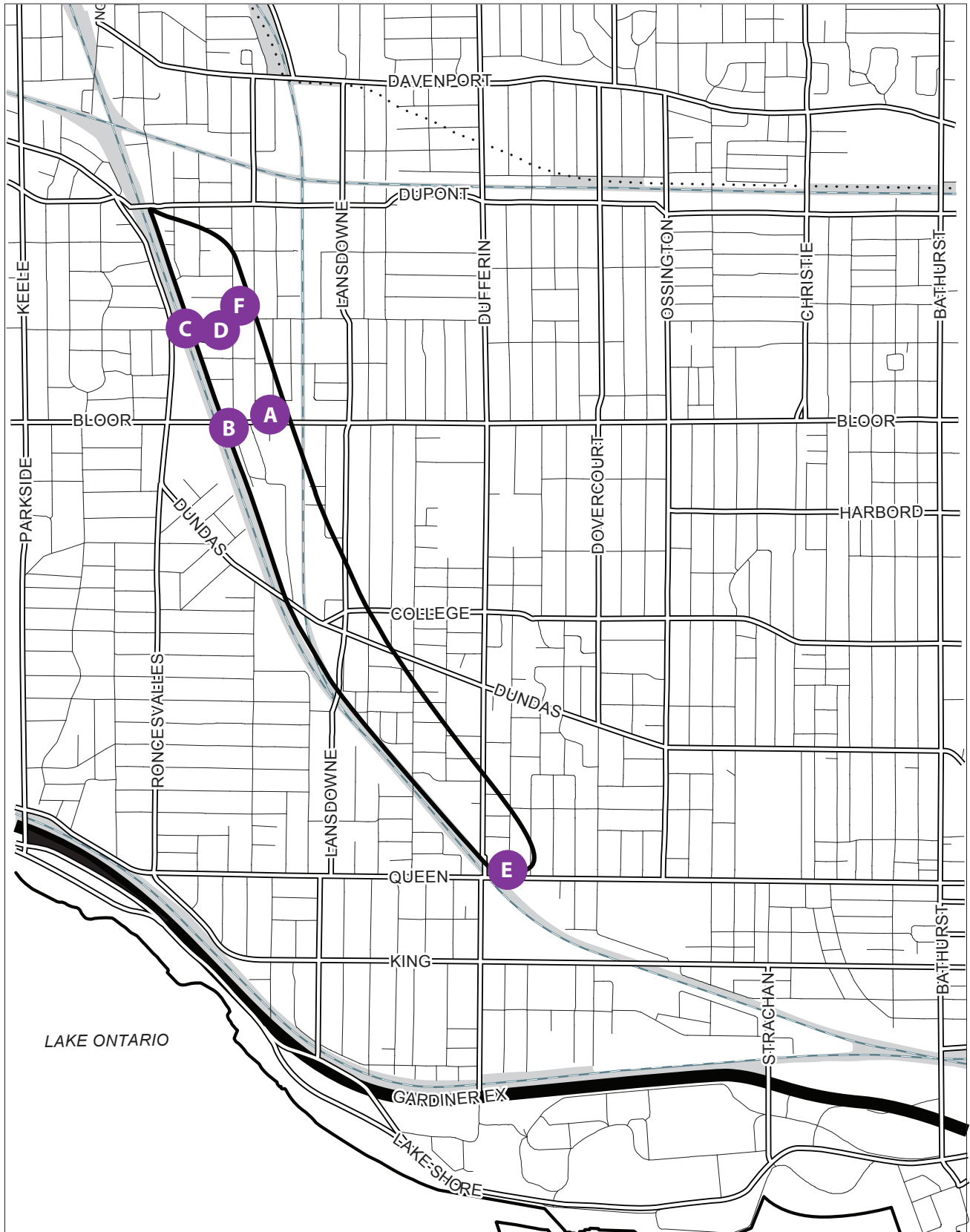
1379 Bloor Street West



351 Wallace Avenue



229 Wallace Avenue



- Study Area
- A 1379 Bloor Street West
- C 351 Wallace Avenue
- E 2 Gladstone Avenue
- B 1439 Bloor Street West
- D 229 Wallace Avenue
- F 243 Perth Avenue

New Developments



E. 2 Gladstone Avenue and 8 Gladstone Avenue

The above noted developments are located at the northeast corner of the Queen Street and Gladstone Avenue intersection. Both developments are for 8 storey condominiums, with 2 Gladstone having been constructed in 2011 and 8 Gladstone in 2013.

F. 243 Perth Avenue

An application to amend the Official Plan and Zoning Bylaw for the site was approved by Council on October 2nd, 2012 and permits the conversion of the existing church at 243 Perth Avenue into 22 residential units and a new 4 storey building containing 12 residential units on the parking lot north of the church.



2 Gladstone Avenue



8 Gladstone Avenue



243 Perth Avenue

2.4 RECENT APPROVALS & BUILDINGS WITHIN THE STUDY AREA

A. 11 Peel Street

This proposed development is located in the middle of the block bounded by Queen Street West, Dufferin Street, Gladstone Avenue and Peel Avenue. The proposed development will range from 4 to 20 storeys in height, with 310 below grade parking spaces.

The site is currently designated Employment Lands with preliminary recommendations suggest that the site be re-designated as a Mixed Use Area.

B. 158 Sterling Road

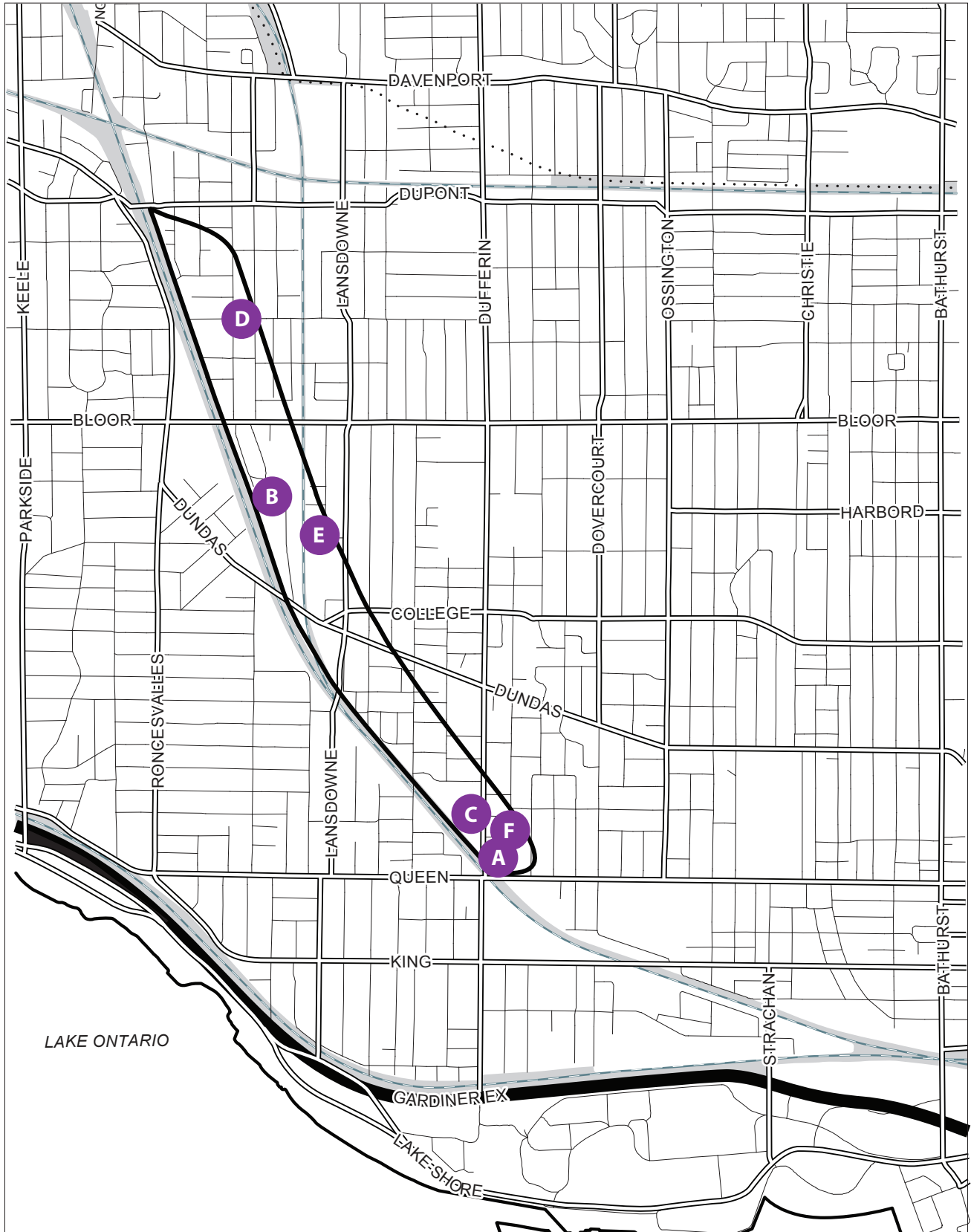
This proposed development is located along Sterling Road, southeast of the intersection of Perth Avenue and Sterling Road. Official Plan and Zoning By-law Amendment applications were submitted for the site to re-designate from Employment Lands to permit for residential and commercial uses. The proposed development consists of 683 residential units, 61,753 square metres of non-residential, a park, and improvements to the historical building on site. Also, being proposed is a new north/south road through the site. The site is designated as Employment Lands.

C. 390- 440 Dufferin Street

This proposed development is located just northwest of the Dufferin Street and Peel Avenue intersection. The proposal contains 3 buildings ranging in height from 8 to 24 storeys with a 4-storey podium. Staff's preliminary recommendation is to keep this property for employment uses only.

D. 362 Wallace Avenue

This proposed development is located along the north side of Wallace Avenue, west of Perth Avenue. The proposed development consists of a combination of residential and employment uses in the form of 167 stacked townhouse units and 20 light industrial units, respectively. The height of the buildings is 4 storeys.



- | | | | | |
|--|--|--|---|--|
|  Study Area |  A 11 Peel Street |  C 390-440 Dufferin Street |  E 138 St. Helen's Avenue | Recent & On-going Planning Applications |
| |  B 158 Sterling Road |  D 362 Wallace Avenue |  F 20-38 Gladstone Avenue | |

Preliminary recommendations suggest that the site be partially re-designated to accommodate a mix of residential and employment uses.

E. 138 St. Helens Avenue

This approved development is located at the intersection of St. Helens Avenue and Whytock Avenue, north of McGregor Park. The proposed development consists of a 9 storey building with a combination residential space and employment space. This project was approved by City Council.

F. 20- 38 Gladstone Avenue

This proposed development is located along the west side of Gladstone Avenue, north of Queen Street West. The proposed mid-rise infill development consists of a 7 storey residential condominium. The site is designated as a Mixed Use Area.



11 Peel Avenue



362 Wallace Avenue



138 St. Helens Avenue



20 Gladstone Avenue

03

PARKS, FORESTRY AND RECREATION

3.1 OFFICIAL PLAN PARK POLICIES

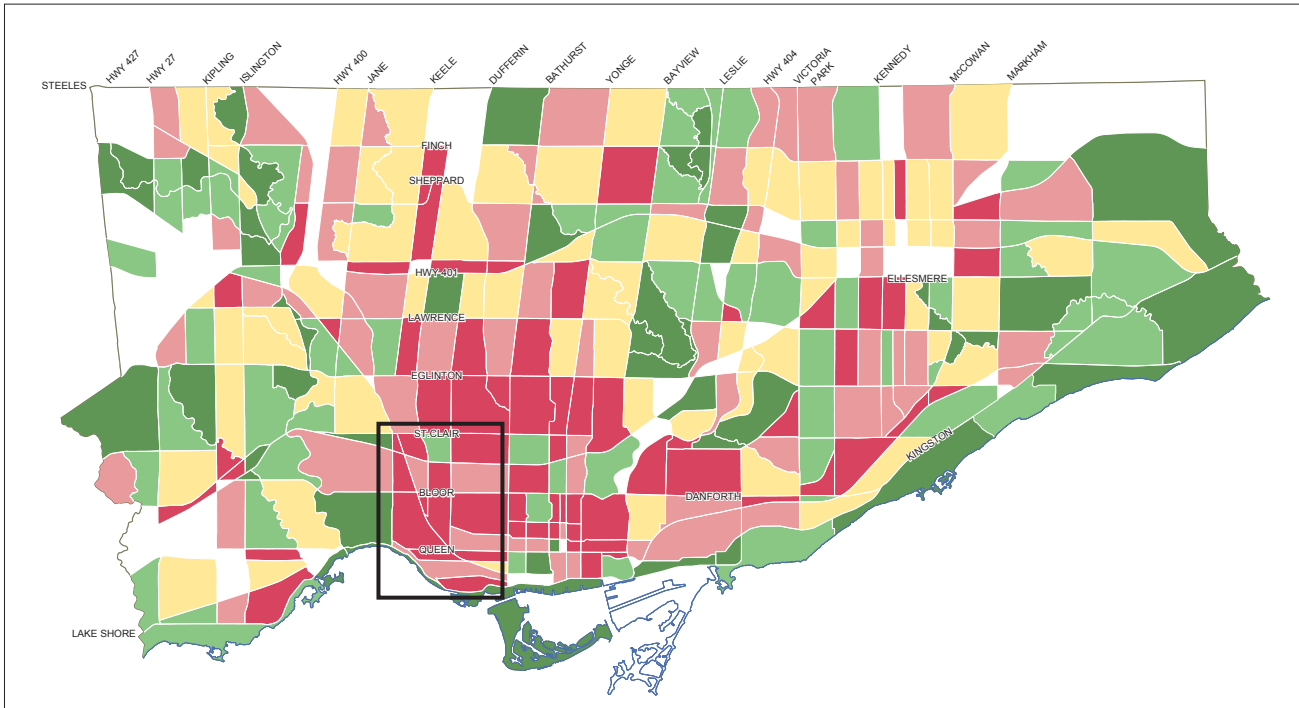
Map 18 Land Use Plan identifies lands designated for “Parks” within the Study Area. Section 4.3 states that parks are to be used to provide for recreational opportunities and public parks. The sale of these lands is not encouraged; however they may be exchanged for other nearby land of superior quality and equal size, or superior size and equal quality.

Section 3.2.3 notes that the City should endeavour to add new parks and amenities to growth areas as well as maintain, improve and expand existing park space. It is also noted that areas having low parkland provisions, the Study Area being rated at low levels i.e., 0 to 0.42 hectares and 0.43 to 0.79 hectares of local parkland per 1,000 people should be a priority when it comes to the creation of or improvement of parkland. Lastly, new development must provide parkland according to the established parameters.

3.2 MONEY COLLECTED

The City of Toronto Official Plan requires a developer to convey a predetermined percentage of parkland as a result of new development or redevelopment. When an on-site parkland dedication is unfeasible, cash is taken instead of parkland dedication.

Any payment of cash-in-lieu (CIL) of land to be conveyed through the alternate rate provision for the first 5% of the site area is to be directed city-wide and to the districts. Any payment of CIL of land to be conveyed through the alternate rate provision in excess of 5% 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. The portion of the CIL in excess of the first 5% of the site area may be spent at the Ward Councillor’s discretion.

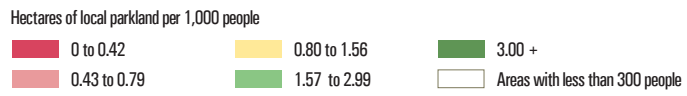
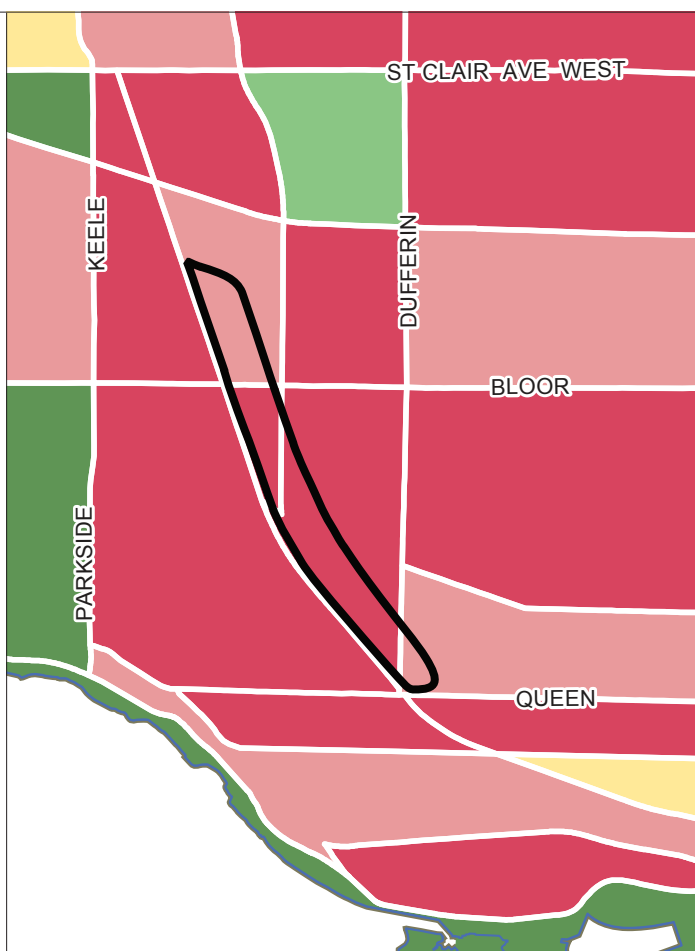


There are five colours on Map 8(B) excluding the white areas. Each of the colours covers an area that is equal to 20 percent of the geographic park planning areas of the City. The colours are used to represent the level of parkland provision in each local park planning area.

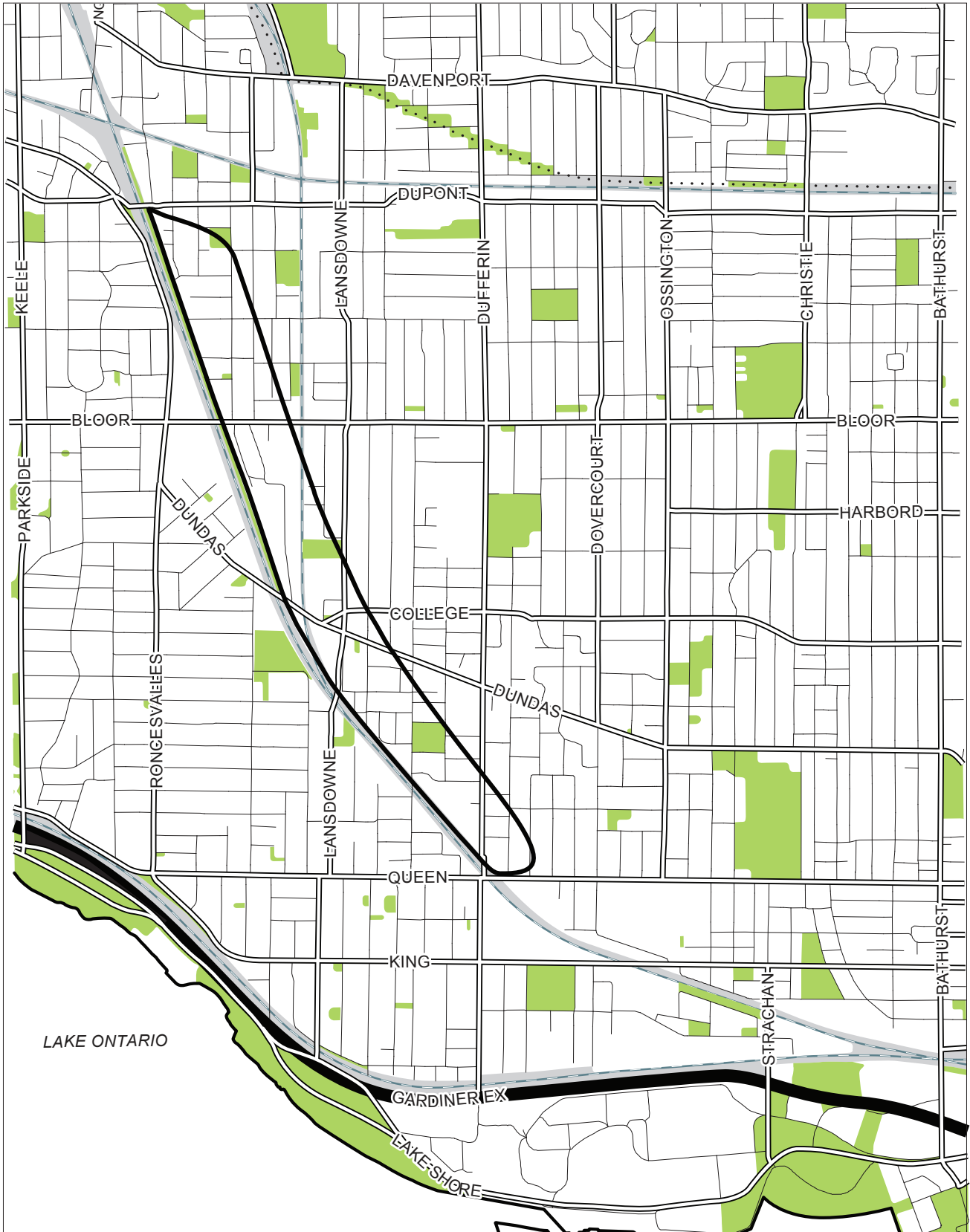
Map B shows local parkland provision across the City, indicating relative per capita provision levels. The map shows areas whose boundaries are based primarily on physical barriers relating to safe and convenient pedestrian access to parks.

Local parks are one of several park categories that comprise the public parkland within the City of Toronto. While all categories of municipal parkland make a contribution to meeting the needs of residents, access to Local parkland is important in meeting community park needs.

In its portrayal of Local parkland provision levels across the City, Map B takes into consideration the contribution of all categories of municipal parkland, as shown on Map A. It was developed as part of the Parkland Acquisition Strategic Directions Report that was endorsed by City Council in January 2002.



Local Parkland Provision - Map B



Study Area
 Parks

Park Area
↑

Between the period of August 2010 to February 2013, the total amount of parks levy above the first 5% that was collected for Ward 18 is approximately \$927,427.15 (and \$8,987.46 in interest). Approximately \$417,500 has been allocated to improvements for Susan Tibaldi Park, Carlton Park and Dovercourt Boys and Girls Club, with approximately \$518,914.61 of funds available (as of October 2013).

3.3 ONGOING PRIORITIES IN THE STUDY AREA

3.3.1 Dovercourt Park

Dovercourt Park is located, outside of the Study Area, near Dupont Street and Dufferin Street and has amenities such as a baseball diamond, tennis courts, a wading pool and playgrounds.

A Shade Audit that was conducted by the City of Toronto in 2003 determined that the wading pool and playground areas in the park were deficient in shade. As part of the Sail Shade Canopy in Dovercourt Park Pilot Study, a test sail shade canopy was erected in 2005 over the park in order to increase shade.

As per the 2013 Council Approved Plan and 2014-2022 Capital Forecast approximately \$75,000 has been allocated for the year 2013 for the Dovercourt Park Fieldhouse, Washroom State of Good Repair.

3.3.2 MacGregor Playground

MacGregor Playground is located on the west side of Lansdowne Avenue, north of College Street. The park is also just north of the French Secondary Catholic School, namely Saint Frere Andre.

As per the 2013 Council Approved Plan and 2014-2022 Capital Forecast, approximately \$380,000 has been allocated to the MacGregor Playground Fieldhouse, Washroom State of Good Repair, for the year 2018. In addition, approximately \$175,000 has been allocated to the conversion of the wading pool for the year 2018.



Dovercourt Park



MacGregor Playground

3.3.3 Community Centre at 40 Wabash

The proposed Community Centre will be located on the west side of the CNR/CPR tracks, along the south edge of Sorare Avenue Park in Ward 14. In 2007, renovations of the former industrial building at 50 Wabash Avenue were approved, and a plan for its conversion to a field house with indoor washroom facilities and community meeting space was put forward.

According to the capital budget forecast, approximately \$32,394,000 is allocated for the design of the new community centre between 2020 and 2022.

3.3.4 Perth Avenue School

Perth Avenue Junior Public School is located at the northeast intersection of Perth Avenue and Ruskin Avenue. A parent group has formed to figure out how to remove concrete and replace with grass on the school yard. In addition, the Toronto District School Board (TDSB) will be conducting improvements to the school playgrounds at Perth Avenue School, as well as the addition of a new 4-lane rubber surfaced running track, new asphalt play area and upgrades to the ball hockey and basketball areas.

3.4 ONGOING PRIORITIES IN THE STUDY AREA

Some community members talked about dogs-off-leash parks and community gardens while at the Community Consultation meetings that were held. The City has processes that are established for the creation of Community Gardens and Dogs Off-Leash Parks. Details on the application process can be found at the following:

<http://www.toronto.ca/parks/engagement/community-gardens/index.htm>.

<http://www.toronto.ca/parks/facilities/dogs/application.htm>



Rendering of 40 Wabash Community Centre

3.5 RECOMMENDATIONS

3.5.1 Short-term Recommendations

The Community Meetings revealed that a majority of the public would rather focus on improvements and maintenance of facilities that already exist in the area, rather than increasing recreational space and amenities. The short-term recommendations include:

- Improve the general condition and maintenance of all facilities.
- Build and maintain convenient amenities such as washrooms and waste receptacles at all parks.
- Increase tree coverage and shaded areas for Dovercourt Park.
- Increase seating at Perth Parkette.
- Maintain sport facilities such as tennis courts at West Toronto Collegiate and basketball court at MacGregor Park.
- Change the hours the McCormick Park wading pool is available to the public.
- Establish a green network by planting more street trees and landscaped areas to extend the natural heritage system.
- Continue to encourage the provision of green roofs in new developments in order to increase open space amenities.

3.5.2 Long-term recommendations

While the focus of the Community Meetings centered on upgrades to existing facilities, there were also requests for new recreational facilities. The long-term recommendations include:

- Increase access to large outdoor facilities that serve the community.
- Further investigate the prospect of a land swap in order to relocate the Dundas– St. Claren’s Parkette to the southwest corner of the Dundas Street and St. Claren’s Avenue intersection.

04 TRANSPORTATION & PUBLIC REALM

4.1 OFFICIAL PLAN TRANSPORTATION POLICIES

Section 2.4.1 states that policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including an expanded bikeway network, provision of bicycle parking facilities in new developments, provision of adequate and secure bicycle parking at rapid transit stations and measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

Section 2.4.8 of the Official Plan states that an urban environment and infrastructure will be created that supports walking throughout the City through policies that ensure safe, direct, comfortable, attractive and convenient pedestrian conditions, including safe walking routes to schools, recreation areas and transit.

Section 2.3.1.4 states that the function of the local network of streets in areas designated Neighbourhoods and Apartment Neighbourhoods will be improved by maintaining roads and sidewalks in a state of good repair, investing in the improvement of bus and streetcar services for neighbourhood residents, minimizing through traffic on local streets, and discouraging parking on local streets for non-residential purposes.

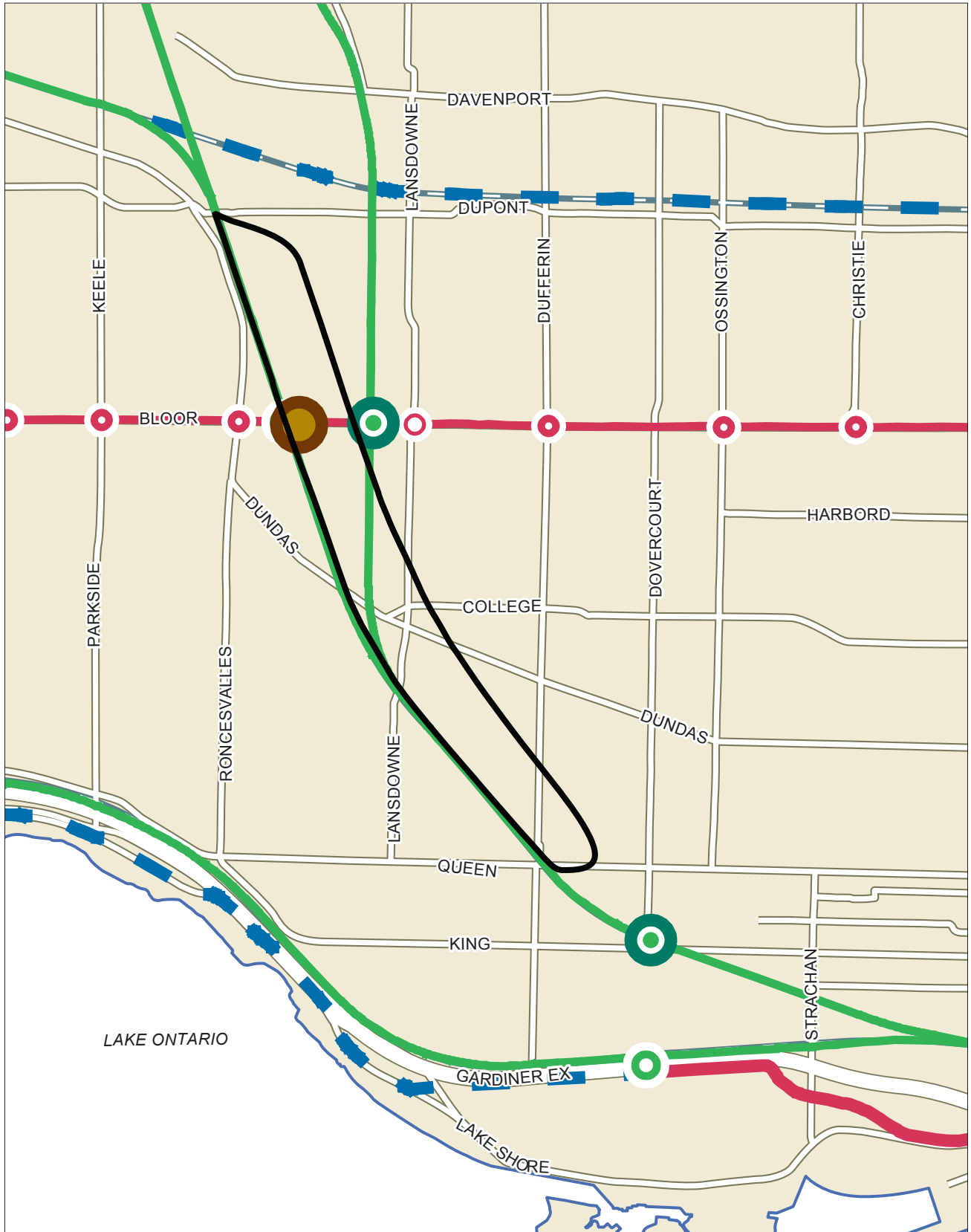


Multiple modes of transportation on roads

4.2 ONGOING PRIORITIES IN THE STUDY AREA

4.2.1 New Roads

The redevelopment of large industrial blocks of lands in the Study Area should include the provision of new public roads in keeping with Section 3.1.1. It is recommended that if the following sites within the Study Area were to be part



- | | | |
|--------------------------|-----------------|--------------------|
| Study Area | Existing | Expansion Elements |
| TTC Subway and LRT Lines | GO Rail Lines | Transit Corridors |
| GO/TTC Interchange | GO Rail Station | |

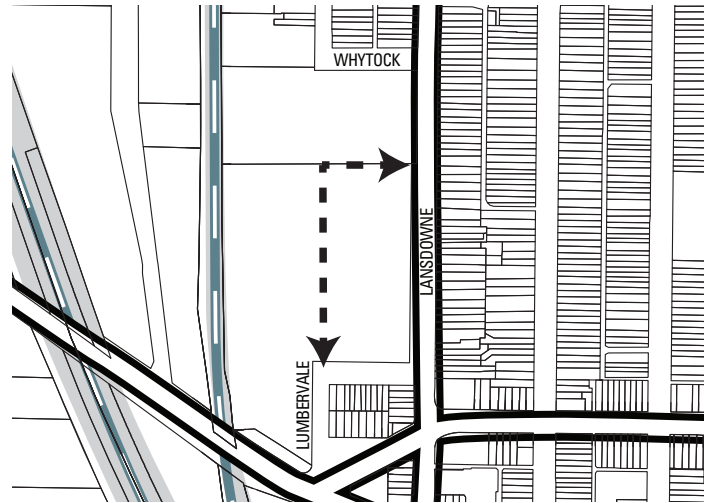
Official Plan - Higher Order Transit Map



of a development application, new public streets should be integrated as part of the master planning process to ensure connectivity with neighbourhoods, additional travel options and extended sight lines.

A. West Toronto Collegiate

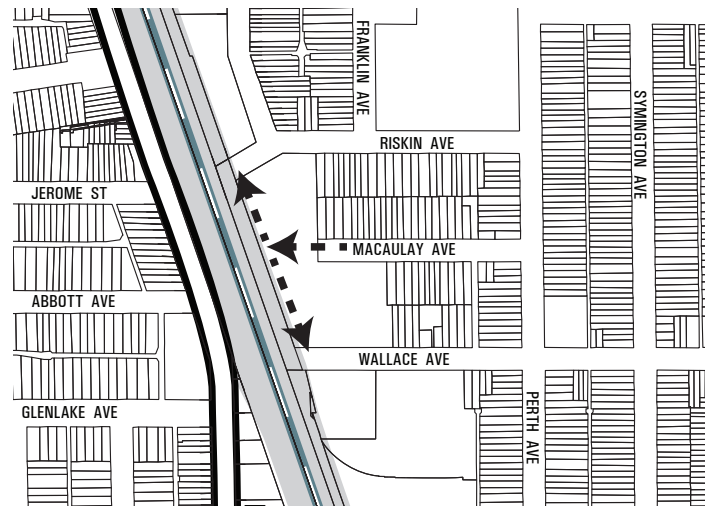
In the event that the West Toronto Collegiate property is redeveloped a new public road should be considered as part of the redevelopment of the site. The addition of a public road along the north and west end of the building connecting Lansdowne Avenue with Lumbervale Avenue to the south would increase connectivity options in the area.



New road connecting Lansdowne Avenue to Lumbervale Avenue

B. 362 Wallace Avenue

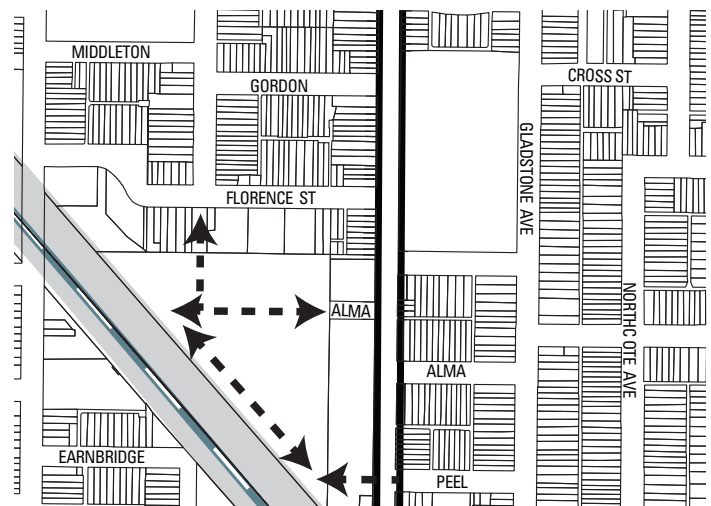
The new development will feature a new road that was secured through the planning application process. The Final Report will be going to December 4, 2013 Planning and Growth Management Committee.



New road negotiated for 362 Wallace Avenue

C. 50 Alma Avenue and 440 Dufferin

In the event that 50 Alma Avenue and 440 Dufferin Street are redeveloped in the future, the location of potential roads would include a road connection Florence Street to Alma Avenue and Dufferin Street to Alma Avenue are illustrated.



Road Network and Transit Routes

Intersections

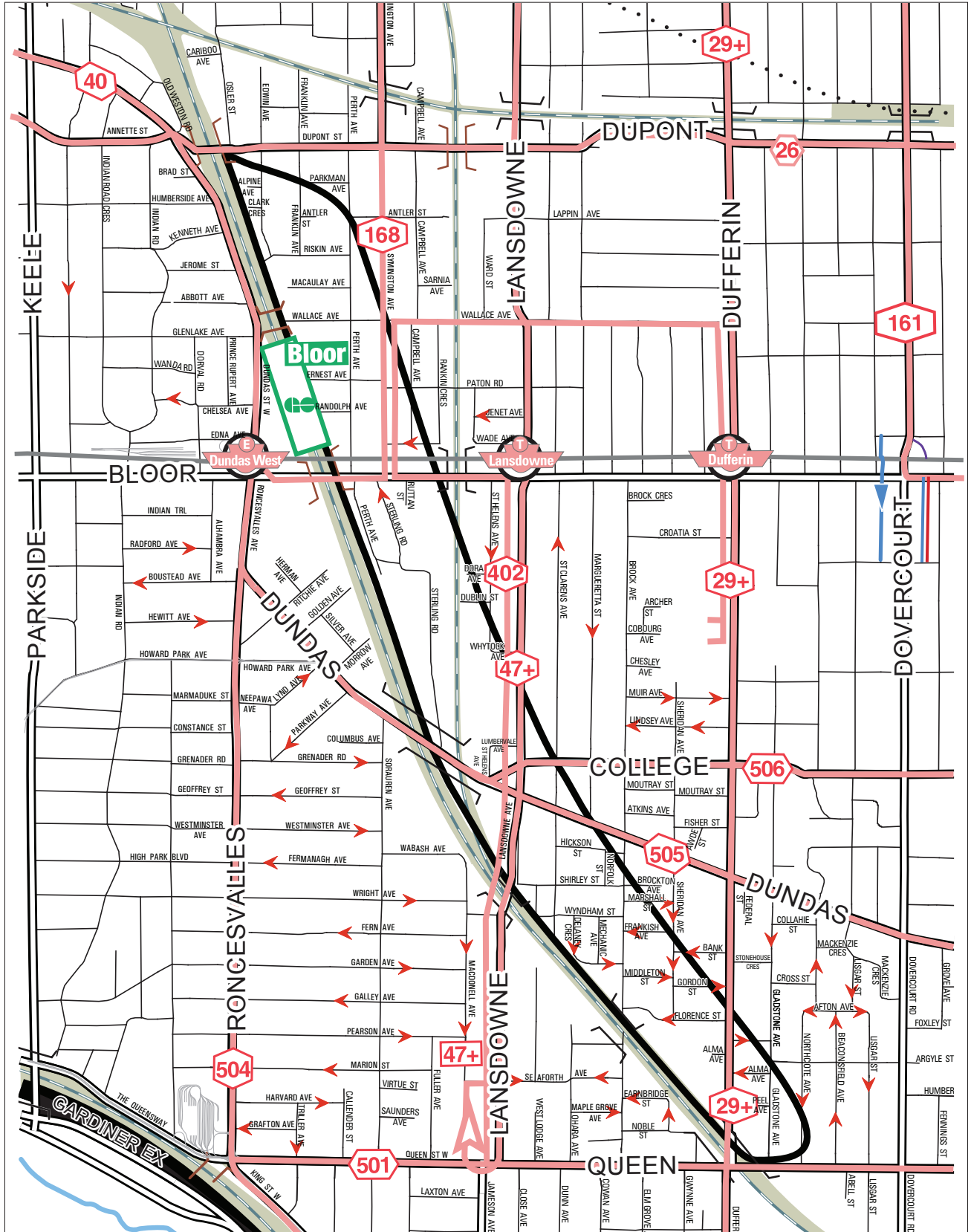
The following intersections offer opportunities to improve safety measures:

i. Bloor Street, Symington Avenue and Sterling Avenue

The offset configuration of Symington Avenue and Sterling Avenue south of Bloor Street has resulted in a considerably confusing and dangerous intersection for pedestrians and vehicles alike.

A short-term priority would be painting zebra stripes at each of the red lights to clearly identify the crosswalks.

The long-term recommendation would be to re-align the streets to help foster a more pedestrian friendly and safer environment.



- Study Area
- Roadway Bridge
- G Go Station
- TTC Stations
- ▲ Direction of One Way Streets
- Pedestrian / Bicycle Bridge
- TTC Bus Routes
- TTC Stations with Elevators

Road Network

