

Geary Works Planning Study and City-Initiated Official Plan Amendment and Zoning Amendment – Final Report

Date: May 6, 2021

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division; and
General Manager, Economic Development and Culture

Ward: 9 - Davenport

Planning Application Number: *19 207051 STE 09 OZ*

SUMMARY

This report summarizes the findings of Geary Works: a comprehensive study and community vision for Geary Avenue led by City Planning and Economic Development and Culture. The study produced the following six recommendations, which are described in and/or attached to this report.

- Area-specific Official Plan Amendment and Site and Area-Specific Policy
Re: public realm, land use, and built form (see Attachment 5)
- Area-specific Zoning By-law Amendment
Re: land use and built form provisions (see Attachment 6)
- Cultural Heritage Resource Assessment
Re: historical overview and identification of cultural heritage resources
- Considerations for the Municipal Comprehensive Review of the Official Plan
Re: employment land conversions for other non-residential uses (see Attachment 7)
- Economic Development and Culture Strategy
Re: initiatives to support businesses (see Attachment 8)
- Mobility and Public Realm Strategy
Re: public realm improvements (see Attachment 9)

This City-initiated application to amend the Official Plan and Zoning By-law applies to all properties fronting Geary Avenue and applies to the public realm in the vicinity of Geary Avenue.

The proposed Official Plan Amendment and rezoning are consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

This report reviews and recommends approval of the City-initiated amendments to the Official Plan and Zoning By-law. The amendments create a framework for a pedestrian-focused public realm along Geary Avenue, encourage active, animated non-residential uses at ground level, provide for gentle intensification of non-residential uses, and limit residential use where it's already permitted.

RECOMMENDATIONS

The Chief Planner & Executive Director, City Planning and the Acting General Manager, Economic Development and Culture, recommend that:

1. City Council amend the Official Plan for the lands at 1-345 Geary Avenue, 2-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1400 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 165-345 Geary Avenue, 2-150 Geary Avenue, 180-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council direct that the area-specific changes to the land use permissions in Employment Areas adjacent to Geary Avenue, as described in Attachment 7 to this report, be considered as part of the current Municipal Comprehensive Review of the Official Plan (Our Plan Toronto).
5. City Council direct the Chief Planner and Executive Director, City Planning, to retain a qualified consultant to conduct a scoped rail safety study for properties on the south side of Geary Avenue to determine the threshold in size or capacity for various low occupancy non-residential uses that would not require rail safety measures for protection from the adjacent rail corridor.

6. City Council direct the Chief Planner and Executive Director, City Planning, through the Local Planning Appeal Tribunal (LPAT) appeal process for Official Plan Amendment (OPA) 231, to seek the removal of the lands at 2-80 Geary Avenue, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue from Site and Area Specific Policy No. 154 to eliminate policy redundancy with the proposed Site and Area Specific Policy in the draft Official Plan Amendment attached as Attachment 5 to this report.

7. City Council request the General Manager, Transportation Services to develop a Parking Management Plan for Geary Avenue, in consultation with businesses, nearby residents and other parking users, to address competing demands on limited space from employees, shipping, receiving, customers, visitors and local residents.

8. City Council request that the General Manager, Transportation Services report to Toronto and East York Community Council with recommendations concerning all-way stop sign controls at intersections along the frontage of existing and planned segments of the Geary Avenue Parkette component of the Green Line (i.e. intersections of Geary Avenue and Somerset Avenue, Delaware Avenue, and Westmoreland Avenue) and any related measures to improve safety and comfort of park access for area residents and other park users.

9. City Council support future creative enterprises, small-scale retail, cafes, restaurants, bars and music venues on Geary Avenue and encourage other compatible non-residential land uses to animate Geary Avenue, as may be deemed appropriate through the Municipal Comprehensive Review of the Official Plan.

10. City Council direct the General Manager, Economic Development and Culture to continue to work with the community to support local cultural development and community aspirations to become a cultural corridor.

11. City Council direct the General Manager, Economic Development and Culture to encourage the development of a future business improvement area at such time when the Geary Avenue commercial and industrial owners and their non-residential tenants are prepared to join together under a volunteer board of management to carry out improvements and promote economic development within a designated area.

12. City Council direct the General Manager, Economic Development and Culture to assist local businesses and prospective developers on Geary Avenue with the Imagination, Manufacturing, Innovation and Technology (IMIT) funding program and other future property incentives for creative enterprises.

FINANCIAL IMPACT

Funds are available in City Planning's 2021-2030 Council Approved Capital Budget and Plan under CU028-50 for a rail safety study as referenced in recommendation no. 5 above.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On April 30, 2019, Planning and Housing Committee directed City Planning and Economic Development and Culture to initiate a comprehensive study of the Geary Avenue corridor ([Item No. PH5.8](#)).

On June 29, 2020, City Council approved a work plan ([Item PH14.4](#)) for the Growth Plan Conformity and Municipal Comprehensive Review of the Toronto Official Plan, which applies to lands designated *Employment Areas* in the Official Plan and includes most of the properties on Geary Avenue.

PROPOSAL

Geary Avenue is a 1.2-kilometre long street located on the north side of the Canadian Pacific (CP) rail corridor, between Ossington Avenue and Primrose Avenue, approximately 2 kilometres northwest of downtown Toronto. Properties on the south side of Geary Avenue are primarily within 30 metres of the rail corridor. This indicates that sensitive uses, including all residential uses and some non-residential uses, are not appropriate for these properties considering the rail safety issues identified in the Rail Safety and Risk Mitigation section of this report. This context provides an opportunity for low intensity industrial uses and other employment uses to continue without the pressure of residential use driving up land value and rents.

Geary Avenue is a vibrant employment area within the established low-rise residential neighbourhood of Davenport. Geary Avenue is prized for its "maker" uses such as small scale manufacturing, food production, artists' studios and production studios. The eclectic mix of these uses with small-scale restaurants, bars and other cultural uses in old low-rise industrial buildings gives the street an authentic, alluring "vibe" that is increasingly making Geary Avenue a commercial and social destination.

The following guiding principles were developed through the Geary Works planning study and have helped guide the formulation of the proposed Official Plan Amendment (see Attachment 5), Zoning By-law Amendment (see Attachment 6) and considerations for the Municipal Comprehensive Review (MCR) of the Official Plan (see Attachment 7), which together constitute the proposed planning framework. The Mobility and Public Realm Strategy (see Attachment 9) and the Economic Development and Culture Strategy (see Attachment 8) were also informed by the following principles.

- Support existing businesses and cultural enterprises.
- Facilitate a vibrant mix of light industrial, commercial, cultural and recreational uses, where appropriate.
- Enhance the public realm to create an inviting and exciting street.
- Protect the Davenport neighbourhood from excessive negative impact from uses on Geary Avenue.

Proposed Official Plan Amendment

The proposed Official Plan Amendment (see Attachment 5) provide for improvements to the public realm that includes the Geary Avenue right-of-way, intersecting rights-of-way and existing and planned open spaces and pedestrian connections, in order to create a safe, animated and inviting street that encourages pedestrian activity.

The proposed land use changes apply to the properties on the north side of Geary Avenue between Ossington Avenue and Dovercourt Road. Residential uses, which are currently permitted by Site and Area Specific Policy (SASP) 154, will be limited to 50% of the gross floor area in a building and dwelling units will not be permitted on the ground floor. Compatible employment uses will be permitted as they currently are by SASP 154. Properties at 38-60 Geary Avenue and 508-510 Delaware Avenue North are proposed to be redesignated from *Neighbourhoods* to *Mixed Use Areas*, which will allow for retail uses.

The proposed built form policies are intended to encourage gentle intensification of non-residential uses to create multi-functional spaces with high ceilings to accommodate a wide range of employment, commercial and cultural uses. The policies also provide for abundant sunlight on the north side of Geary Avenue and appropriate transition in height and massing towards the adjacent houses to the north that are designated *Neighbourhoods*. The built form policies are comparable to the performance standards in the Avenues and Mid-Rise Guidelines, with some modifications to achieve the objectives described above.

Proposed Zoning By-law Amendment

The proposed area-specific zoning by-law (see Attachment 6) serves to largely implement the Official Plan Amendment (OPA) described above. It will also create a more unified set of land use and built form provisions for properties on Geary Avenue.

Like the proposed OPA, revised land use permissions are proposed for the properties on the north side of Geary Avenue between Ossington Avenue and Dovercourt Road. A new *Commercial-Residential (CR)* zoning category will apply to the lands being redesignated to *Mixed Use Areas*, namely 38-60 Geary Avenue and 508-510 Delaware Avenue North. Lands that are currently zoned *Industrial (I1 D2)* by former City of Toronto Zoning By-law 438-86 will be brought into city-wide Zoning By-law 569-2013 with a similar zoning category of *Employment Light Industrial (EL)*, which will now allow for office use in addition to light industrial uses. Both the *CR* zone and *EL* zone will have area-specific provisions to restrict residential use to 50% of the gross floor area in new development and prohibit new dwellings on the ground floor.

Built form provisions will apply to new development on all properties on Geary Avenue as follows:

Density

- floor space index of 2.0 in the *E*, *EL*, and *CR* zones;

- despite the maximum density indicated above, the maximum density does not apply to a building that complies with all standards described below;

Height

- maximum height of 18 metres and 4 storeys;
- minimum height of 2 storeys and 8.5 metres;
- minimum floor-to-floor height of 4.5 metres on the ground level storey;
- minimum floor-to-floor height of 4 metres for any non-residential use on and above the second storey;

Setbacks

- minimum 7.5-metre rear yard setback where the rear lot line abuts a lot in the *R* and *E* zones;
- no balconies encroaching into the 7.5-metre rear yard setback where the rear lot line abuts a lot in the *R* zone;
- minimum 5-metre rear stepback facing the rear lot line above the second floor where the rear lot line abuts a lot in the *R* and *E* zones;
- minimum 3-metre front yard setback at ground level and a 3-metre stepback above the third storey if the building is located on the north side of Geary Avenue;
- minimum 3-metre front yard setback if the building is located on the south side of Geary Avenue;
- minimum 3-metre front stepback above the third floor if the building is fronting onto Primrose Avenue;
- minimum 5-metre front stepback above the second storey if the building is located on the south side of Geary Avenue; and
- minimum 5.5-metre side yard setback if there are windows facing the side yard, otherwise no side yard setback is required.

Landscaping

- provide a minimum 2.0-metre wide landscaping strip where the rear lot line abuts a lot in the Residential Zone (R) category.

Front yard patios will be more permissible by removing several standards that typically prohibit front yard patios. Patios must still be associated with an *eating establishment* and must be at least 30 metres away from a *Residential (R)* zone.

The proposed Official Plan Amendment and Zoning By-law Amendment are attached to this report and are available at the Application Information Centre (AIC):

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Considerations for Municipal Comprehensive Review

The considerations for the Municipal Comprehensive Review (MCR) (see Attachment 7) represent a community vision to allow more accessory commercial and cultural uses to complement and animate the primary "maker" uses, which would support the existing

businesses, better serve the local community, and add vitality to Geary Avenue. Another consideration is a policy to ensure that the "maker" uses and other core employment uses still remain the primary uses. This could be achieved by restricting all accessory commercial and cultural uses to less than half the space in a building, and will be explored further through the MCR.

Since the proposed uses are being contemplated for properties designated *Core Employment Areas* and *General Employment Areas*, such a change in land use represents an employment land conversion that can only be considered through an MCR. The MCR will consider the community's vision for land use changes, which could include land use redesignation(s), site and area-specific policies, and area-specific zoning by-law amendment(s).

Cultural Heritage Resource Assessment

The Cultural Heritage Resource Assessment has identified the following 6 properties with heritage potential that will be considered for inclusion on the Heritage Register.

- 44-46 Geary Avenue (1904)
 - Main street commercial typology related to early commercial and residential growth
- 165 Geary Avenue (1912/1917)
 - Industrial typology related to early industrial development
- 80 Geary Avenue (c. 1920)
 - Apartment typology related to residential and commercial growth.
- 300 Geary Avenue (1949)
 - Industrial typology related to post-1945 industrial growth
- 329 Geary Avenue (1949)
 - Industrial typology related to post-1945 industrial growth

Economic Development and Culture Strategy

The Economic Development and Culture Strategy (see Attachment 8) is intended to support existing and future business and cultural enterprises on Geary Avenue. The 4 strategic directions in the Economic Development and Culture Strategy are summarized as follows:

1. Vibrant Cultural Land Uses

Support future creative enterprises, small-scale retail, cafes, restaurants, bars and music venues on Geary Avenue and encourage other compatible non-residential land uses to animate Geary Avenue as indicated in the proposed planning framework.

2. Proposed Cultural Corridor

Continue to work with the community to support local cultural development and community aspirations to become a future cultural corridor.

3. Future Business Improvement Area (BIA)

Encourage the development of a future business improvement area at such time when the Geary Avenue commercial and industrial owners and their non-residential tenants are prepared to join together under a volunteer board of management to carry out improvements and promote economic development within a designated area.

4. Property Tax Relief through Imagination, Manufacturing, Innovation and Technology (IMIT) Incentive

Assist local businesses and prospective developers on Geary Avenue with the Imagination, Manufacturing, Innovation and Technology (IMIT) funding program and other future property incentives for creative enterprises

Mobility and Public Realm Strategy

The Mobility and Public Realm Strategy (see Attachment 9) provides 10 strategic directions for the Geary Avenue right-of-way and streetscape. Immediate and future possibilities associated with each strategic direction are described. Strategic directions will be pursued independently. Reports will be submitted to Toronto and East York Community Council and/or appropriate committees of Council to seek approvals for implementation, as necessary.

The 10 strategic directions in the Mobility and Public Realm Strategy are summarized as follows:

1. Develop parking management plan
2. Consider pay-and-display parking
3. Introduce traffic calming measures
4. Improve sidewalk conditions
5. Improve intersection conditions
6. Facilitate sidewalk cafes
7. Provide bicycle-supportive infrastructure
8. Facilitate new and improved street art, planting and surface treatments
9. Improve underpass experience
10. Expand boulevard open spaces

STUDY PROCESS

Reasons for the Study

The study was conducted in accordance with the direction from Planning and Housing Committee, which:

1. Requested the Chief Planner and Executive Director, City Planning, to initiate a planning study for the Geary Avenue Corridor generally between Ossington Avenue and Primrose Avenue including:

- a. An inventory of current applications and development proposals along Geary Avenue and in the surrounding area;
- b. An inventory of existing establishments and detailed analysis of existing and permitted land uses; and
- c. The development of urban design and built form guidelines and land use provisions that promote and enhance the continued non-residential uses analyzed through a. above including compatibility with and transition to adjacent residential uses.

2. Requested the Chief Planner and Executive Director, City Planning to work with the General Manager, Parks, Forestry and Recreation and the General Manager, Transportation Services to identify and coordinate parks and public realm improvements that enhance the character of the area.

3. Request the General Manager, Economic Development and Culture to develop a terms of reference for and undertake an economic development study for the Geary Avenue corridor generally between Ossington Avenue and Primrose Avenue, such study would include:

- a. Consultation with area businesses, tenants and to understand the current challenges and future opportunities in developing a long term vision for the Geary Avenue corridor including cultural uses; and
- b. In consultation with the Executive Director, Municipal Licensing and Standards, consider the feasibility of developing and implementing financial and regulatory mechanisms to promote the continued arts-based, cultural, light industrial and employment uses in the area.

Study Scope

The name of the study, Geary Works, recognizes that Geary Avenue is already a functional industrial employment area that 'works'. The intent of the study is to determine how to build on the successful evolution of non-residential uses on the street and improve the public realm.

The study included the following components that comprise the staff research for the background review and area profile. Each component was informed by City records, other studies and data, staff observations, data collection, surveys and community input.

- Land use analysis
- Built form analysis and sun/shadow study

- Cultural Heritage Resource Assessment
- Transportation background report
- Parks and public realm study
- Population and employment assessment
- Economic development and culture study

Technical Advisory Committee

A Technical Advisory Committee (TAC) comprised of City staff formed the team that helped inform the study findings, analyze data, consult with the community and stakeholders and prepare the information and recommendations in this report. The following City Divisions and Sections were represented on the TAC:

- City Planning - Community Planning, Urban Design, Heritage Planning, Strategic Initiatives, Policy & Analysis (SIPA), Research and Analytics
- Economic Development & Culture - Economic Development, Cultural Partnerships, Film & Entertainment Industries
- Parks, Forestry & Recreation - Capital Projects, Parks Development, Urban Forestry
- Transportation Services - Area Transportation Planning
- Municipal Licensing and Standards - Policy and Planning

Study Process

The Geary Works Planning Study commenced in August 2019 and was originally anticipated to be completed over a one-year period. Due to delays associated with the Covid-19 pandemic, the timeline was extended. The study comprised 4 phases, as follows:

Phase 1, completed by October 2019, was used to scope and plan the study and establish a Technical Advisory Committee comprised of City staff.

Phase 2 was conducted from September 2019 to September 2020 and comprised a background review by City staff and community consultation as follows:

Background Review (Area Profile):

- City records and data (City Planning-Research & Information, Municipal Licensing and Standards, Economic Development & Culture)
 - Employment Survey Data (2000 - 2018)
 - Population and employment growth assessment
 - Current Land Use – listing of current land use (LUIS)
 - Current Development Applications (Pipeline)
 - Committee of Adjustment and Building Permit data
 - Review of MLS investigations, violations and complaints
- Official Plan and Zoning By-law review: policy framework, permitted land uses, built form standards (Community Planning)

- Built form review and shadow study (Urban Design)
- Cultural Heritage Resource Assessment (Heritage Planning)
- Transportation Considerations (Transportation Services, Transportation Planning)
- Parks and public realm study (Parks, Forestry and Recreation, Transportation Services, Urban Design)
- Economic development & culture study (Economic Development & Culture, MLS)

Community Consultation (Visioning):

- Urban Land Institute (ULI) walking tour - July 17, 2019
- Community Planning walking tour – October 18, 2019
- York University – Faculty of Environmental Studies – Planning Programs: Presentation and walking tour -- October 23, 2019
- Community consultation:
 - Geary Works [website](#)
 - Twitter: @CityPlanTO; #gearyworks
 - On-line surveys – posted December 4, 2019 to February 14, 2020
 - Stakeholder Advisory Committee (SAC) meeting – December 4, 2019. The SAC generally comprises existing business owners and landowners on Geary Avenue
 - Community consultation meeting and open house – January 28, 2020
 - Written and oral comments provided via mail, email, phone calls and meetings.
- Key deliverables: Area profile and community visioning report

Phase 3, completed by February 2021, involved an analysis of the area profile and community visioning report to identify emerging themes that represent the community vision based on the feedback received during the consultation in Phase 2. The themes were refined through further community consultation, including 3 virtual meetings, and used to guide the creation of a draft planning framework, draft public realm and mobility strategy, and draft economic development and culture strategy.

- Key deliverables:
 - Draft Official Plan Amendment – Site & Area-Specific Policy (SASP)
 - Draft area-specific Zoning By-law Amendment
 - Considerations for Municipal Comprehensive Review (MCR)
 - Cultural Heritage Resource Assessment
 - Draft mobility and public realm strategy
 - Draft economic development and culture strategy

Phase 4, beginning in March 2021, allowed for further refinements to the draft OPA, rezoning, considerations for the MCR, mobility and public realm strategy, and economic development & culture strategy based on further feedback from staff and the community.

- Key deliverables:
 - Final Report (i.e. this report) for consideration by Planning and Housing Committee, followed by City Council.
 - Staff report recommending inclusion of properties on the Heritage Register for consideration at the Toronto Preservation Board, followed by Toronto and East York Community Council and City Council.

Guiding Principles

The following guiding principles were developed and refined through the study process and helped guide the proposed planning framework and strategies.

1. Support existing businesses and cultural enterprises.
2. Facilitate a vibrant mix of light industrial, commercial, cultural and recreational uses, as appropriate.
3. Enhance the public realm to create an inviting and exciting street.
4. Protect the adjacent Davenport neighbourhood from excessive negative impact from uses on Geary Avenue.

AREA PROFILE AND COMMUNITY VISIONING

Description of Study Area

Geary Avenue is a 1.2-kilometre long street that runs east-west between Ossington Avenue and Primrose Avenue. The study area includes Geary Avenue and all properties fronting onto Geary Avenue (see Attachment 1). Existing buildings include low-rise industrial and office buildings, repurposed industrial buildings, some retail buildings including a retail warehouse (i.e. The Brick), and some house-form buildings. Surface parking lots, vacant land, and a hydro corridor with open space and parkland are also along Geary Avenue.

The study area is located at the south end of the established low-rise neighbourhood of Davenport and adjacent to the Canada Pacific (CP) rail corridor to the south. The Galleria redevelopment project, known as Reimagine Galleria, which will include 2,846 dwelling units and 29,264 square metres of commercial/retail space, is located west of Dufferin Street and south of the CP rail corridor, at 1245 Dupont Street.

Historic Overview

This historical overview was primarily prepared by historian Barbara Myrvold.

Geary Avenue, located within the City of Toronto, is part of a broad physiographic region known as the Iroquois Plain. This region is part of the lowland around Lake

Ontario, and extends from Niagara to Trenton. The region is named the Iroquois Plain after the post-glacial Lake Iroquois that covered the area. Geary Avenue is located immediately south of the former shoreline of Lake Iroquois, which is marked by contemporary Davenport Road.

Garrison Creek once ran through the Geary Avenue study area, between Dufferin and Ossington Streets. The Creek ran south towards Lake Ontario, where it met the Lake to the immediate east of Fort York. The majority of the Creek was buried in the late 19th and early 20th centuries.

Indigenous Peoples, the Path of Davenport Road, and Treaty 13:

The City of Toronto, and the Geary Avenue area within it, have been inhabited by Indigenous peoples for millennia, or time immemorial. Beneath Davenport Road, one block north of Geary Avenue, lies an ancient trail created by Indigenous peoples. The trail ran at the foot of the bluff which formed the former shoreline of Lake Iroquois, the forerunner of the much smaller Lake Ontario. The Indigenous trail linked Indigenous settlements with hunting and fishing grounds and with trade routes. Defined by the geography of the former Lake Iroquois shoreline, Davenport Road stands out from the colonially imposed rectilinear street grid and connects us with the area's indigenous history.

In the 1780s and again in 1805, as the British government prepared to colonize the Toronto area, it negotiated Treaty 13 with the Mississaugas of the Credit First Nation to obtain title to the land. Toronto remains part of the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

Early years, 1884-1909:

Following the establishment of Toronto (then the Town of York) in 1793, the land was surveyed, subdivided, and a new population of settlers spread out from the shores of Lake Ontario to clear and farm the land. Dufferin Street and Lancaster Road (Ossington Avenue) were early colonial roads built in the study area.

The Ontario and Quebec Railway (today known as the CP Railway) was constructed in the study area around 1884, prior to the construction of Geary Avenue, and has greatly influenced the surrounding area ever since.

The streets that would become Geary Avenue were laid out in two separate subdivisions planned by different developers in the mid-1880s on farmlands northwest of the expanding city of Toronto. The Dovercourt Land Building & Savings Company laid out "Arlington Avenue" in 1885 in two blocks west of Dufferin Street. The Land Security Co. created "Main Street" in 1887 in eight blocks east of Dufferin Street.

Both of the new streets were located in what soon became known as "North Dovercourt", first included in the suburban section of the Toronto city directory in 1890, when its location was described as "4 ½ miles north-west of [Toronto] P. 0." The

directory listed ten residents and two businesses (a coal and wood yard and a planning mill) on Main Street, and two residents on Arlington Avenue. This uneven pattern of development continued for several decades.

In the early 1900s, the Toronto and Niagara Power Co., incorporated in 1902 to generate electricity at Niagara Falls and deliver it in Toronto, acquired a private right of way for its transmission lines along Main Street, between Ossington and Salem avenues on the south side and in the block between Salem and Bartlett avenues on the north side. Existing buildings were cleared; these sections continue to be a hydro corridor devoid of buildings.

Annexation to Toronto and the beginning of industrial development: 1910-1923:

Main Street and Arlington Avenue were the southernmost streets in the suburbs of Dovercourt and Earls court, which were annexed to Toronto on 10 January 1910, called “North Dovercourt Annex” by the City. Both streets assumed the single name of “Geary Avenue” shortly after annexation, so named for George Reginald Geary (1873-1954), the mayor of Toronto from January 1910 until his resignation in October 1912. Within five years of annexation, most of Geary Avenue east of Dufferin had been developed. More than a dozen stores were interspersed among the houses on the north side, and a few industries were located around the houses on the south side in the two blocks east of Dufferin Street to east of Bartlett Avenue. These early industries included a coal and wood yard at the southeast corner of Dufferin Street and Geary Avenue, a paper box manufacturer near the southwest corner of Bartlett Avenue and Geary Avenue, and a producer of screens, blinds and rolling partitions east of Bartlett Avenue. By 1917, the T. Eaton Co., a major Canadian department store chain, had located stores at the last location in the existing building at 165 Geary Avenue. Geary Avenue west of Dufferin had a few houses but remained basically undeveloped until the mid-1920s.

Being located along a major railway line was an inducement for businesses to locate on the street, and eventually some of the larger firms on the south side had private sidings. But the railway also could be dangerous for local residents. The “menace of the level crossings” was reduced by 1915 when the Canadian Pacific Railway constructed subways south of Geary Avenue at Ossington Avenue, Dovercourt Road and Dufferin Street, as well as other at seven other streets west of Yonge.

Industrial and commercial growth, 1924-1979:

Industrialization continued in the 1920s and the ensuing decades. The first factory west of Dufferin Street was an electrical works built in 1925, soon followed a commercial dry cleaners and a large storage battery manufactory. Over the years, new firms located on the street – a decorative glassware and textile design factory was built at Westmoreland in 1946, for example. Existing houses often were demolished or repurposed for industrial uses as companies located on the street or expanded their operations there.

In 1975, an industrial survey of the Dufferin-Davenport area documented that approximately two dozen firms were located either on or abutting Geary Avenue. They

included various types of manufacturing, building supplies, wholesale and service-oriented firms, as well as automobile service stations and related uses.

The study noted that most of the ample vacant land in the Ontario Hydro right-of-way was used for industrial parking lots or for parkettes. The latter would have included two parkettes along Geary Avenue that were developed in the 1970s when the City of Toronto established license agreements with Ontario Hydro - Geary Avenue Parkette at 15 Geary (south side between Ossington and Delaware avenues) and Bartlett Avenue Parkette at 160 Geary Avenue (north side between Salem and Bartlett avenues).

The official plan for Dufferin-Davenport released in 1979 proposed, that, since the north side of Geary Avenue between Ossington Avenue and Dovercourt Road currently was more residential than industrial, its designation should change from being an “Area of Industry” to a mixed industrial-residential area. Both houses and light industry would be allowed but no new autobody shops would be permitted. Both sides of Geary Avenue west of Dovercourt Road were included in the proposed restricted industrial area. Planners intended that the designation would “permit the widest possible range of industrial uses which have minimal environmental impact on the adjacent area of housing.”

Industrial decline and new economic directions, 1980-2019:

Despite the prediction made by the Planning Board in 1976 “that industry in the Dufferin-Davenport area will continue to enjoy its traditional stability”, the area’s industrial base was devastated during the 1980s and 1990s. Geary Avenue, with its concentration of industries, was particularly hard hit. Several of the street’s factories and businesses relocated or closed, with subsequent job losses. Some of the old industrial buildings were taken over by new businesses. Others were demolished for new commercial enterprises or for housing.

By the 2010s, the media started to take notice of the street, using the often-repeated phrases, “Toronto’s ugliest street” and “a street in transition” but also reporting on its new economic directions. In a special report to the Globe and Mail in 2016, Nolan Bryant described Geary Avenue as “a discreet street littered with body shops, warehouses, and more recently music venues, galleries and restaurants.” A 2019 report about the implementation of the Green Line park system, noted: “The character of the Geary neighbourhood is in transition, particularly to the west of Davenport Road. Among the traditional light industrial employment uses are newer creative and cultural enterprises such as galleries, cafés, studios, breweries and offices. The commercial character is also changing with uses such as food and beverage services that cater to the local neighbourhood and further afield.”

Urban Design Characteristics

The Railway:

The Canadian Pacific (CP) railway corridor that traverses Toronto dominates its surroundings. The railway has now created a border within the city, activities in the

streets that cross it diminish as they approach it. This inner-city infrastructure is a dominant part of the urban landscape; it functions as both a barrier and a landmark inside the city.

The railway has become an island in the city, influencing the surrounding morphology and urban activity. The orthogonal rectangular grid changes its shape when it reaches the rails and the surrounding area. As we look along the railway, and further into the neighbourhoods, we see its impact on the urban fabric and street life.

The CP rail corridor is a defining feature of Geary Avenue. It represents its history, evolution, constraints and opportunities. The rail corridor provides long uninterrupted sightlines that enhance visual permeability to the east and west. The railway is a barrier to the south, linked by three underpasses (Ossington Avenue, Dovercourt Road, Dufferin Street and one at-grade crossing (Bartlett Street)).

Public Realm:

Located north of the railways, Geary's south side borders the tracks while its north side is adjacent to houses in the Davenport neighbourhood, a vibrant residential community characterized by low-rise houses. The character of the street is largely defined by the physical conditions of the south side, which backs onto the railways, making properties inaccessible from the south. Geary is a functional employment area, with loading areas and parking spaces located in front of the buildings facing the avenue. Streetscape elements such as benches and trees were compromised for functional working spaces, producing an industrial character.

The need for functional spaces has created a public realm with a rough industrial character. Vacant lots and parking spaces are used for stocking material. Garbage bins are located on the avenue, and chain-link fences border the public realm, which has few amenity spaces. The need for common outdoor spaces has driven people to create informal gathering areas in front of buildings, especially on the north side of the street, which enjoys the sunlight.

As an employment area, few private properties provide the green spaces and landscaped areas that are important for the quality of the area. The most significant green opportunity for Geary Avenue and the adjacent neighbourhood is the Green Line, which is a network of connected parks and open spaces that follows the electric transmission (hydro) line. The Green Line provides opportunities for high quality green spaces, both as a pedestrian/cycle corridor and for individual local green spaces. For example, the Bartlett Parkette is already a high-quality local green space, and activating its edges is an opportunity to contribute to the street's activities.

Blocks:

West of Dufferin Avenue, the north side of the street consists of two blocks: the first block is about 220 metres long and the westerly block, ending in a dead-end, is roughly 140 metres long. The block on the south side borders the rail corridor and is roughly

370 metres long. The vacant spaces along the south side provide visual permeability to the railways and their surroundings.

East of Dufferin Avenue, the north side is characterized by blocks that are approximately 80 metres long. The south side abuts the rail corridor, which is crossed by only three major roads, dividing the length of the street into three larger parts. Since the Green Line is adjacent to the rail corridor and runs parallel to it along the south side of Geary Avenue from Ossington Avenue to Salem Avenue North, most of the south side is vacant, which provides clear views of the adjacent area and the city.

Lot frontage is typically relatively narrow throughout Geary Avenue, with the exception of a few large properties, particularly west of Dufferin Street. Frontages range from 4.3 metres to 218 metres, with an average frontage of 20.3 metres. Lot area ranges from 93 to 9,793 square metres, with an average lot area of 902 square metres.

Built Form:

West of Dufferin Avenue, the built form is characterised with heights of 1-3 storeys, and box-shaped masses with flat roofs. Generally, the front elevation is clad in brick and the sides of the buildings are concrete blocks. The front elevation typically has few windows and low transparency. The dominant materials are yellow and red brick. Some occupants distinguish their businesses with higher transparency on the ground floor, and designed elements such as higher-quality cladding and detailed doors. Technical elements such as electricity cables and meters are visible. Generally, the north side has wider setbacks that are mainly used for perpendicular parking spaces.

The area between Dufferin Avenue and Dovercourt Road shares some similar built form characteristics with the area west of Dufferin Avenue. There is a larger variety of materials, including stone and wood. The south side is characterised by two long buildings with one or two storeys. The block between Dufferin Avenue and Bartlett Avenue has generous setbacks on the south side, which are used for parking spaces or seating areas for restaurants.

The area east of Dovercourt Road is characterised by a mix of low-rise buildings. The south side is a combination of parks and open space that are part of the Green Line. The north side consists of a mix of buildings one or two storeys high. Though some buildings follow the west side's character, with flat roofs and employment style, others follow a more residential appearance, with sloped roofs, elevated porches and landscaped front yards.

Transportation Considerations

Road network:

Geary Avenue is an east-west road with one travel lane in each direction. The right-of-way width is typically 20 metres. The segment between Dufferin Street and Dovercourt Road is a collector road, with the remaining segments classified as local roads. Three

major north-south streets intersect with Geary Avenue, namely Dufferin Street, Dovercourt Road, and Ossington Avenue. These 3 major streets, as well as Bartlett Avenue, cross the CP rail corridor and provide a direct route to the south.

Transit network:

Geary Avenue has good access to public transit services. TTC bus service is available along Dufferin Street, Ossington Avenue and Dovercourt Road, which are all part of the TTC's Frequent Network with headways of 10 minutes or less all day every day. TTC bus service is also available along Dupont Street and Davenport Road, which are both within a 5-minute walk of Geary Avenue. Subway Line 2 is located approximately 1 kilometre south of Geary Avenue and the St Clair streetcar line, which has a dedicated right-of-way, is located approximately 1 kilometre north of Geary Avenue.

Pedestrian Conditions & Accessibility:

Sidewalks on Geary Avenue pre-date current standards and best practices, meaning pedestrian clearways are narrower than would be designed today and edge zones for trees, furnishings and utilities are not consistent along the length of the street. Sloped sidewalks and curb cuts are common features, especially on the south side of the street west of Bartlett Avenue. In some cases sidewalk irregularities are a legacy of commercial heritage and some others remain in active use by the businesses operating on Geary Avenue today. Narrow clearways and irregular grading pose accessibility challenges to some users.

A signalized intersection at Dovercourt Ave and Geary Ave has recently been installed, improving pedestrian connectivity. A new signalized intersection is planned at Dufferin Street, to be installed in 2022, which will improve pedestrian connectivity to and from the west side of Dufferin Ave. Updates to sidewalk design are pursued opportunistically. For example, the City will seek to make improvements as part of the Geary Avenue Parkette implementation project and Bartlett Avenue cycling implementation project, both currently scheduled for 2022.

Cycling Network:

Geary Avenue is in an area with a cycling mode share significantly above the city-wide average of 2.7%. The blocks bordering Geary Avenue are estimated to have the following percentage of people cycling to work: 19.4%, 17.4%, 16.3%, 14.5%, 8.1%, and 5.3%.

The following streets in the area are planned for near-term cycling routes: Bartlett Avenue, Winona Drive, improvements to the existing Davenport Rd bike lanes, improvements to the existing Shaw Street neighbourhood greenway.

Geary Avenue runs parallel to two existing cycling routes: Davenport Road and Hallam Street. The planned north-south Bartlett Avenue cycling route will provide direct access to the centre of commercial activity on Geary Avenue from either of the east-west routes.

Locations with cycling collisions in the area include the intersections of Geary & Dufferin and Geary & Dovercourt, as well as mid-block sections of Dupont (especially just west of Dufferin), and on Dovercourt from Geary to Davenport. A recently installed signal at Dovercourt & Geary and a planned signal at Geary & Dufferin are expected to help mitigate risk in these locations.

A Bike Share station has recently been installed in Bartlett Park. Public bike parking has recently been installed on the Geary Avenue roadway at Bartlett Street, which also serves to visually narrow the intersection and have a traffic calming effect.

Parks

The easterly portion of the study area that is located east of Dufferin Street is within an area that has the lowest quintile of local parkland per 1,000 people. The westerly portion of the study area located west of Dufferin Street is within an area with the second highest quintile of local parkland per 1,000 people.

The Green Line, is a planned 5-kilometre long linear park system that runs along the east half of Geary Avenue. It includes Bartlett Parkette and the public parks and open space on the south side along the Hydro corridor.

One component of the Green Line is the Geary Avenue Park Expansion. This project will transform a segment of the hydro corridor between Delaware Avenue and Westmoreland Avenue into new park space. Streetscape improvements will link the expanded Geary Avenue Park to the existing Bartlett Parkette at Salem Avenue. Construction of the park expansion is anticipated in 2022.

Employment Profile

Prior to the Covid-19 pandemic, employment was growing on Geary Avenue for the past decade. In 2018 there were 618 employees, which is a 12% increase over 2017 employment levels. Manufacturing and warehousing is the most common type of employment, followed by office jobs, services, and retail.

Manufacturing and warehousing was declining from 2000-2010 but has since been growing. Services were declining slowly since 2000 until a rebound in 2016-2018. Retail employment has remained fairly steady over the past 20 years. Office employment was very low until 2011 when it starting growing rapidly and may become the dominant type of employment on Geary Avenue in the future. Community and entertainment related jobs were minimal on Geary Avenue until 2016 when this sector began to grow significantly (source: Toronto Employment Survey, 2000-2018).

Business Licensing and Related Bylaws

Business Licensing – Current:

The City of Toronto issues licences and permits for 99 different categories/types of businesses, trades and professions. Regulations for these businesses are predominantly laid out in Toronto Municipal Code, Chapter 545, Licensing. Examples of types of businesses currently located on Geary Avenue that require a municipal business licence include public garages (for example, an auto repair shop), eating or drinking establishments (for example, takeout or sit-down restaurants), and any place where food products are sold.

As of October 28, 2020, Municipal Licensing and Standards (MLS) has issued 26 active licences or permits on Geary Avenue, with a mix of public garages, eating establishments, and retail stores that sell food products. Over a 10-year period, the number of licensed businesses has remained steady; however, the composition/mix of licensed businesses has shifted, with a reduction in licensed public garages, and an increase in licensed eating establishments.

Service Requests:

MLS responds to service requests (complaints) received from the public. There are a relatively low number of service requests relating to businesses, properties and activity on Geary Avenue. From 2014 to 2020 (October 28), MLS received an average of 15 service requests annually regarding Geary Avenue. Notably, the number of complaints has slightly declined over the past few years while there has been an increase in informal music event venues on Geary Avenue. The most common types of complaints are regarding noise, property standards, waste, zoning, and businesses operating without licence. Based on this complaint data, food-related businesses (eating establishments, retail stores that sell food, sidewalk cafes) received the highest volume of complaints (approximately 19 since 2014), followed by public garages (around 11 complaints since 2014).

Upon receiving a complaint, bylaw enforcement will begin an investigation, typically focusing on education, and helping parties come into compliance. Conviction numbers may not align with the number of orders issued, as they typically take a number of years to work their way through the court system.

Business licensing – creative industry and entertainment-related establishments:

Some of the creative industry and entertainment-related uses that are permitted in the *Employment (E) Zone* include artist studios, carpenter shops, custom workshops, performing arts studios, production studios, recreation uses, retail services and stores, eating establishments, and take-out eating establishments. Note that not all permitted uses require a municipal business license (for example, no license is required for an artist studio or workshop).

In the *E Zone*, some types of creative industry or entertainment-related uses that are permitted and which require a municipal business licence include: eating establishments (e.g. eating or drinking establishments such as bars, restaurants, and retail stores selling pre-packaged food products), and recreation uses (e.g. fitness club).

Other types of creative industry or entertainment-related uses which would require a municipal business license, but are not currently permitted in an *Employment (E) Zone* (i.e. Geary Avenue) include:

Entertainment Establishments/Nightclubs, including dance halls, where seating is not provided for the majority of patrons, and where food or drinks may be offered for sale as an ancillary use. The Zoning By-law defines this use as a nightclub.

Places of amusement, including public halls, theatres, music halls, and roller-skating rinks. These would fall under the Zoning By-law terms of entertainment place of assembly, cabaret and recreation use.

Zoning and Licensing Review of Bars, Restaurants, Nightclubs, and Music Venues:

Municipal Licensing and Standards and City Planning, in consultation with other divisions, will be undertaking a review of zoning and licensing for bars, restaurants, nightclubs, and music venues. The review will aim to revise and align the zoning and licensing categories to better reflect the evolution and operation of many establishments, while considering the surrounding context and potential impacts on adjacent areas. It will also clarify requirements, introduce regulations that better capture the risks involved with various types of establishments, create flexibility to accommodate business and community needs as they evolve, and simplify regulations for businesses and residents. This review was originally planned for 2020, however, given the impacts of Covid-19, staff are now re-examining this timeline.

Sidewalk Cafes and Marketing Displays By-law:

The new harmonized by-law for Sidewalk Cafes, Parklets and Marketing Displays came into effect on September 1, 2019. Encroachments by marketing and product displays onto City property are permitted for free if they are equal to or less than 0.8 metres from the building wall and a maximum of 5.5 metres long, provide sufficient space for pedestrian movement (minimum of a 1.8-metre clearway), and are removed from the sidewalk at the end of each business day. The free marketing displays will help bring down marketing costs for small, independent businesses.

During the Covid-19 pandemic, the City has launched the CaféTO program to provide more outdoor dining areas to help restaurants and bar create physical distancing for patrons on patios.

Community Consultation Process

The community and stakeholder consultation process comprised 3 community consultation meetings, 2 stakeholder consultation meetings, 2 surveys, email communications, discussions and meetings with local businesses and residents. Study updates and materials were posted on the Geary Works Planning Study website throughout the consultation process. Consultation began in November 2019 and concluded in April 2021.

Stakeholder Consultation Meeting # 1 was held on December 4, 2019, with approximately 40 local business owners and landowners. Detailed summaries of group discussions with the stakeholders are provided in Attachment 4: Summary of Community Consultation.

Community Consultation Meeting #1 was held on January 28, 2020, with approximately 100 members of the local community. The meeting began with an open house component where attendees could view large format boards with information about Geary Avenue and chat with City staff. A presentation was then provided by City Planning describing the Geary Works study, the area context and planning framework. Attendees then broke out to rotate between the following 4 interactive stations, each facilitated by City staff with appropriate expertise:

- Station 1 – Land Use
- Station 2 – Urban Design and Heritage
- Station 3 – Transportation and Public Realm
- Station 4 – Economic Development and Culture

The community feedback was received through discussions during the open house, at the 4 interactive stations, and through written comments received at and following the meeting.

Two versions of an on-line survey were conducted from November 26, 2019 to February 14, 2020 (81 days). The first survey was directed towards businesses, cultural enterprises and employees and the second survey was directed towards local residents and visitors. The first survey was completed by 27 respondents and the second survey had 263 respondents. A detailed summary of the survey results is provided in Attachment 4: Summary of Community Consultation.

The surveys found that both businesses and residents value Geary Avenue for its complimentary mix of industrial uses, studios, restaurants, creative arts spaces and houses, which gives the area a gritty, authentic charm. The existing buildings are valued for their raw, industrial aesthetics, malleability, and open concept spaces with high ceilings. The local businesses support each other, contributing to a creative "maker" culture. The proximity to downtown and relatively low rents are also valued. Residents also value the network of local parks and open spaces.

The most common dislike among both businesses and residents is speeding vehicles and heavy traffic on Geary Avenue as it makes the street dangerous and unpleasant for pedestrians and cyclists, both at street crossings and on narrow sidewalks that are frequently interrupted by curb cuts for front yard parking and loading areas.

Other common dislikes include a lack of street trees, neglected open spaces, not enough parking, not enough bike parking, lack of space for patios, narrow sidewalks, inconvenient transit options, insufficient lighting, restrictive zoning, and auto services shops that contribute to traffic congestion, pollution, and have high parking demands.

Community Consultation Meeting # 2 was held as a virtual meeting on December 1, 2020, and was attended by approximately 60 people. A summary of the area profile and the community visioning process was presented at this meeting. 19 emerging themes, which together represent the outcome of the community visioning process, were also presented for discussion and feedback.

Stakeholder Consultation Meeting # 2 was held as a virtual meeting on December 9, 2020, and attended by approximately 20 people. The material presented at this meeting included details of the proposed planning framework and strategies that built upon the emerging themes presented at the previous community consultation meeting.

Community Consultation Meeting # 3 was held as a virtual meeting on March 3, 2021 and was attended by approximately 65 people. Further details and refinements to the proposed planning framework and strategies were presented at this meeting.

Community Vision (Themes)

The following themes represent the culmination of the community feedback from both businesses and residents that was received throughout the study. The themes are primarily based on the visioning exercises and surveys conducted during phase 2 of the study, which were then refined by staff and presented to the community for further refinement and validation during phase 3 of the study. The following 19 themes represent the community vision that is the basis for the proposed planning framework and strategies for Geary Avenue.

Economic Development and Culture:

1. Geary Avenue is a gem as it is.

Geary Avenue is valued for an eclectic mix of uses and independent businesses in old industrial buildings, which gives it an authentic, local "vibe".

2. Celebrate Geary Avenue as a cultural corridor.

Make Geary Avenue a social and cultural destination. Provide for street festivals, outdoor market, farmer's market, winter festival, outdoor performances, events and programming in local parks. Support and promote public art initiatives

3. Foster a strong business community.

Create a new Business Improvement Area. Consider branding / marketing for Geary Avenue, while being sensitive to the independent, gritty character of the street.

Mobility & Access:

4. Vehicles need to slow down!

Provide traffic calming measures including more signalized intersections, curb bump outs, pavement markings and reduced speed limit.

5. Provide a safe and comfortable pedestrian experience.

Plan for wider sidewalks, safer crossing, less boulevard parking and curb cuts, and improved sidewalks that cross under the CP rail corridor.

6. Facilitate bicycles.

Provide more bicycle parking, more Bike Share stations and a street design that mitigates risk for bikes in mixed traffic.

7. Optimize parking.

A lack of convenient parking spaces is a common concern for both businesses and residents. Optimize existing space by implementing pay-and-display parking to encourage faster parking turnover, improving availability of parking for visitors. Pay-and-display parking also provides for painted lines to delineate spaces, improves parking enforcement, motivates owners to use on-site parking, and motivates commuters to Geary Avenue to take alternative modes of transportation.

8. Connect to Primrose Avenue and Galleria.

Create new a pedestrian connection to Primrose Avenue and create a new connection across the CP rail corridor near the west end of Geary Avenue, which will provide direct access to the Reimagine Galleria development that will provide new public parking, new amenities, and potentially new customers that would benefit Geary Ave.

Public Realm

9. Beautify Geary.

Improve the streetscape through wider sidewalks, street trees, planters, benches, public art and patios.

10. Expand, integrate and maintain the parks and open spaces.

Provide seamless transition between parks, open spaces and sidewalks, including improved pedestrian crossings for the Green Line across Ossington Avenue and in the vicinity of Bartlett Parkette. Create a new park or public open space west of Dufferin Street. Facilitate more functions and programming in public parks and open spaces.

Built Form and Heritage

11. Maintain sunlight on the north side of Geary Avenue.

To encourage pedestrian activity and spill-out spaces along the sidewalk on the north side of Geary Avenue, new development on the south side of Geary Avenue should be designed to minimize shadow impact on the north side.

12. Provide for gentle intensification of non-residential uses on the north side of Geary Avenue.

Allow for 4-storey non-residential buildings on the north side of Geary Avenue that provide an appropriate transition to the adjacent houses to the north,

minimizes shadow and privacy impact, contributes space to the public realm, and creates flexible interior spaces with high ceilings.

13. Conserve cultural heritage properties.

A Cultural Heritage Resource Assessment has produced a historical overview of Geary Avenue and has identified 6 properties with heritage potential that will be considered for inclusion on the Heritage Register.

Land Use

14. Geary is prized for its organic, complementary mix of "maker" industrial uses, studio spaces and other creative enterprises.

Land uses on all of Geary Avenue should be primarily small-scale industrial uses, offices, and studio space. The addition or expansion of other non-residential uses should be secondary or accessory in nature and residential uses should not be permitted.

15. Geary Avenue can be the retail spine of the surrounding neighbourhood.

Local residents would like to use Geary Avenue as their local retail shopping street. Consider allowing a wider range of small-scale retail shops and services to serve the local community.

16. The cafes, restaurants and bars on Geary Avenue are its main attraction for both local residents and workers.

Local residents and employees alike cited cafes, restaurants and bars as their most frequented businesses on Geary Avenue. Consider allowing an incremental increase in cafes, restaurants and bars, with certain limitations, and allow front yard patios.

17. Support the music scene.

Consider allowing small-scale event venues to support music rehearsal spaces, which give Geary Avenue character and cultural capital that is turning the street into a destination for performing arts.

18. Minimize new residential use and encourage mixed-use on residential properties.

Limit residential use where it's already permitted east of Dovercourt Road and encourage non-residential uses including commercial/retail uses to animate the street.

19. Vehicle repair shops detract from the emerging vision – phase them out.

Vehicle repair shops have high traffic high parking demands, are not pedestrian friendly, and can be noisy. The existing prohibitions on new vehicle repair shops should be maintained.

Statutory Public Meeting Comments

In making their decision with regard to this City-initiated Official Plan Amendment and rezoning, Council members have had an opportunity to view the oral submissions made at the statutory public meeting held by the Planning and Housing Committee as these submissions are broadcast live over the internet and recorded for review.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020), establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities;
- minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and

- recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to provincially significant employment zones (PSEZs). The subject lands do not include any PSEZs defined by the Minister of Municipal Affairs and Housing for the purpose of long-term planning for job creation and economic development.

Planning for Employment Areas

The Growth Plan (2020) states that the conversion of lands within employment areas that are Provincially Significant Employment Zones to non-employment uses may be permitted only through a municipal comprehensive review, provided that certain conversion tests are met. For additional information on the City's Growth Plan (2020) conformity exercise and Municipal Comprehensive Review (MCR), please refer to the recommended work plan report at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>.

The *Core Employment Areas* and *General Employment Areas* on Geary Avenue are not Provincially Significant Employment Zones but any proposed employment land conversion on Geary Avenue can only be considered through the MCR, in accordance with Official Plan policies 2.2.4.14 to 2.2.4.18. The community vision for Geary Avenue includes the expansion or introduction of commercial and cultural uses, which constitutes an employment land conversion that will be considered through the MCR (see Attachment 7: Municipal Comprehensive Review Considerations). The proposed Official Plan Amendment does not include any employment land conversions.

Ontario Heritage Act

The Ontario Heritage Act (OHA) is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the OHA, or designation of districts under Part V of the OHA.

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. The Geary Works Study has been informed by a Cultural

Heritage Resource Assessment which documented the area's history, and identified properties with potential cultural heritage value.

Toronto Official Plan

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities and competitive employment areas while protecting existing neighbourhoods from excessive negative impact are applicable to the proposed application.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>. This study and the proposed Official Plan Amendment and rezoning have been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Most of the properties along Geary Avenue are within *Employment Areas* as shown on Official Plan Map 2 – Urban Structure. Bartlett Parkette, which is part of The Green Line, is part of the Green Space System as shown on Map 2.

Growth is directed to *Employment Areas* per Policy 2.2(2) Section 2.2.4 - Employment Areas: Supporting Business and Employment Growth provides policies for the intended function of *Employment Areas*, including Policy 2.2.4(5) that provides policies regarding land use compatibility between non-residential uses in *Employment Areas* and nearby residential uses.

The adjacent CP rail corridor to the south is a planned Transit Corridor as shown on Official Plan Map 4 – Higher Order Transit Corridor. Dufferin Street, which crosses Geary Avenue, is a Transit Priority Segment as shown on Official Plan Map 5 – Surface Transit Priority Network

Chapter 3 - Building a Successful City

Official Plan Amendments (OPAs) 479 and 480, which were approved by the Ministry of Municipal Affairs and Housing (MMAH) on September 21, 2020, updated the policies in Section 3.1.1 Public Realm and Section 3.1.2 Built Form to provide more detailed direction on public realm improvements and how a new development should respond to the existing and planned context and provide "good transition in scale between areas of different building heights." Section 3.1.3 Built Form - Building Types provides new policies for the design of mid-rise buildings.

Policy 3.1.2(1) states that "development will be located and organized to fit with its existing and planned context." Policy 3.1.2(5) requires new development to "frame the

edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight on the public realm by" (a) providing harmonious streetwall height and setbacks; and (b) "stepping back building mass and reducing building footprints above the streetwall height. Policy 3.1.2(3) requires development to "protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.2(6) requires development "to provide good transition in scale between areas of different building heights and/or intensity of use" and Policy 3.1.2(7) requires transition in scale to be provided on the development site in relation to adjacent properties. Policy 3.1.2(10) requires new development to "promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing (a) improvements to adjacent boulevards and sidewalks."

Policy 3.1.3(4) specifies that new "mid-rise buildings will be designed to: (a) have heights generally no greater than the width of the right-of-way that it fronts onto; and (b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height of 80% of the adjacent right-of-way width."

Section 3.1.5 Heritage Resources includes policies that require development on or adjacent to heritage resources respects the scale, character and form of the heritage resource. "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City." Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

Section 3.5.1 Creating Strong and Diverse Civic Economy includes policies intended to promote economic development and support stable full-time employment. Policies in Section 3.5.2 Creating Cultural Capital are aimed at supporting a wide range of arts and cultural activities.

Chapter 4 - Land Use Designations

Properties on Geary Avenue are mostly designated *Core Employment Area* on Land Use Map 17 of the Official Plan. Some of the properties east of Dovercourt Road and the property at the southwest corner of Geary Avenue and Dufferin Street, currently occupied by The Brick, are designated *General Employment Areas*. There are also small portions that are designated *Neighbourhoods, Parks and Utility Corridors* (see Attachment 2: Official Plan Land Use Map).

As stated in Policy 4.6(1), "*Core Employment Areas* are places for business and economic activities. Uses permitted in *Core Employment Areas* are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development

facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture." Policy 4.6(2) allows for ancillary uses including parks, small-scale restaurants, and small-scale service and retail uses.

Policy 4.6(3) specifies that *General Employment Areas*, such as some properties east of Dovercourt Road and 259 Geary Avenue (i.e. The Brick), "are places for business and economic activities generally located on the peripheries of *Employment Areas*" and allow for a wide range of non-residential uses including restaurants, retail and service uses.

Policy 4.6(6)(c)(d) and (k) requires new development to "contribute to the creation of competitive, attractive, highly functional *Employment Areas* by: (c) providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces; (d) integrating the development into the public street network and system of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate" and (k) providing a buffer and/or mitigating adverse effects, where appropriate, to *Neighbourhoods*."

The outcome of staff analysis and review of relevant Official Plan policies and designations and Site and Area Specific Policies below are summarized in the Comments section of this Report.

Site and Area Specific Policies

There are three site and area-specific policies (SASPs) in the Official Plan that apply to much of the study area, namely Nos. 154, 234 and 255. SASP 154 allows for residential uses between Ossington Avenue and Dovercourt Road, SASP 234 prohibits automotive repair shops on most of Geary Avenue, and SASP 255 allows for 20 row houses at the northwest corner of Geary Avenue and Lightbourn Avenue.

Zoning

Geary Avenue is primarily subject to the city-wide Zoning By-law 569-2013. There are a few properties on the north side of Geary Avenue between Ossington Avenue and Dovercourt Road where By-law 569-2013 has not yet been applied that are still covered by the former City of Toronto Zoning By-Law 438-86. There are also some site-specific zoning by-laws that apply. Attachment 4: Zoning By-law Map illustrates the zoning labels applicable to each property along Geary Avenue.

West of Dovercourt Road, properties are mostly zoned *Employment Industrial (E (2.0))* with a maximum height of 18 metres on the south side and 14 metres on the north side. This zone allows for a wide range of industrial uses, as well as offices and a limited amount of retail use. The *E* zone is subject to area-specific exceptions (x261, x303 or x312) that prohibit automobile service and repair shops, restaurants and take-out restaurants, among other uses. The lands at the northwest corner of Lightbourn Avenue and Geary Avenue are occupied by two blocks of townhouses that are zoned *Residential (R)*.

Between Ossington Avenue and Dovercourt Road, the lands on the north side of Geary Avenue are an interspersed mix of *Residential (R)* zones under By-law 569-2013 and *Industrial (I1 D2)* zones under former City of Toronto By-law 438-86. The *R* zone allows a maximum height of 12 metres and a maximum density of 0.6 times the lot area. The *I1 D2* zone is limited to non-residential uses comparable to those permitted in the *E* zone except it does not allow for offices. The maximum height in the *I1 D2* zone is 12 metres and the maximum density is 2 times the lot area.

The hydro corridor on the south side of Geary Avenue from Ossington Avenue to Salem Street is zoned *Utility Corridor (UT)*, as is the CP rail corridor. Bartlett Parkette is zoned *Open Space (OS)*.

The following table specifies the key built form standards that typically applies to each zone within the study area.

Built Form Development Standards	E 2.0 (x312) (south side of Geary Avenue)	E 2.0 (x312x261, x303) (north side of Geary Avenue)	R (d0.6) (x739)	I1 D2 (By-law 438-86)
Maximum density (floor space index)	2.0	2.0	0.6	2.0
Maximum height (m)	18.0	14.0	12.0	12.0
Minimum front yard setback (m)	3.0	3.0	6.0	variable
Minimum side yard setback (m)	3.0	3.0	0.9-1.2 if <12m height; 7.5m if >12m height	N/A
Minimum rear yard setback (m)	7.5	7.5	7.5	N/A
Minimum setback from an abutting lot in a Residential Zone (m)	15.0	15.0	N/A	3.0

Built Form Development Standards	E 2.0 (x312) (south side of Geary Avenue)	E 2.0 (x312x261, x303) (north side of Geary Avenue)	R (d0.6) (x739)	I1 D2 (By-law 438-86)
Maximum building depth (m)	N/A	N/A	17.0	N/A

Design Guidelines

Built form design guidelines help interpret and quantify Official Plan policies with respect to appropriate height, massing and transition. The following guidelines have been used to help formulate the proposed area-specific built form policies and zoning standards.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky view, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Site Plan Control

New development on properties along Geary Avenue will typically be subject to Site Plan Control. Currently there are Site Plan Control applications under review for 22 Geary Avenue and 300 Geary Avenue, which both propose new office space.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020) as follows:

Consistent with Policy 1.1.3.4, the SASP will establish a policy framework to guide the form and location of appropriate development and intensification of the subject lands in an efficient and compact built form.

Policy 1.6.7.4 of the PPS promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposal is consistent with the PPS in this regard. The proposed public realm policies and the Mobility and Public Realm Strategy support active transportation by generally planning for a pedestrian-focused public realm.

The proposal is consistent with Policy 1.7.1(e) that states "long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character." The Cultural Heritage Resource Assessment has identified potential heritage properties that contribute to the character of Geary Avenue and will be considered for inclusion on the Heritage Register.

The Official Plan is the most important vehicle for implementation" of the PPS as stated in Policy 4.6. The proposed Official Plan Amendment and rezoning serve to implement the policies described above.

With regard for the Growth Plan (2020), the proposed planning framework supports the achievement of complete communities in accordance with Policy 2.2.1(4) by providing for a wider range of commercial uses that can serve some of the needs of the local community. The planning framework also provides for a compact built form with an attractive and vibrant public realm.

Land Use

The land use redesignation in the proposed Official Plan Amendment (OPA) and the provisions in the Site and Area Specific Policy have been reviewed against the Official Plan policies described in the Policy Consideration Section of this report as well as the policies of the Toronto Official Plan as a whole. The proposed amendment is intended to help facilitate non-residential development and generally reflects the community vision established through the Geary Works study.

Between Ossington Avenue and Dovercourt Road, the properties are an interspersed mix of residential, commercial and industrial land uses with corresponding land use permissions in the Official Plan and provisions in the zoning by-law. The proposed changes are intended to reflect the community vision for Geary Avenue to provide more

local shops and services that they serve the day-to-day needs of local residents, while also encouraging light industrial and office uses.

Site and Area-Specific Policy (SASP) 154 permits a mix of residential and compatible employment uses and applies to all properties fronting the north side of Geary Avenue between Ossington Avenue and Dovercourt Road. This policy was amended through OPA 231 and is currently under appeal at the Local Planning Appeal Tribunal (LPAT). Because SASP 154 is a supported policy for this area in its current form, the proposed Official Plan Amendment serves to consolidate the policies from SASPs 154 and 234 in the proposed SASP 629 that is part of the proposed Official Plan Amendment.

This new SASP 629 also proposes to limit new residential uses to 50% of the floor area in a building and prohibits dwelling units on the ground floor for all properties between Ossington Avenue and Dovercourt Road. The intent of this policy is to recognize the residential permission currently provided through SASP 154 while providing direction for an appropriate mix of uses that is intended to make non-residential use the primary use in this area and to make the ground floor more active and animated.

The lands at 38-60 Geary Avenue are currently designated *Neighbourhoods*, which is a relative anomaly for Geary Avenue and does not fit with the community vision for an active and animated mixed-use area. The proposed OPA will redesignate this *Neighbourhood* to *Mixed Use Areas*, to allow a broader range of commercial and retail uses. One consideration for the Municipal Comprehensive Review is to review the remainder of the lands between Ossington Avenue and Dovercourt Road currently designated *General Employment* to determine if the lands are more appropriately suited for a *Mixed Use Areas* designation, with an area-specific policy to continue to permit light industrial and residential uses, both of which are already permitted by SASP 154.

SASP 234, which applies to some of the properties within this area, prohibits vehicle service and repair shops. This policy is maintained and reflected in the proposed SASP 629 for the properties on the north side of Geary Avenue between Ossington Avenue and Dovercourt Road, identified as Area 1 on Map 1 of the proposed SASP.

Front yard patios for restaurants are considered highly desirable on all of Geary Avenue by the local community. Front yard patios are supported by the proposed SASP and permitted through the proposed rezoning by removing many restrictions that would typically apply to a front yard patio. The patio must still be associated with an eating establishment and must be at least 30 metres from a *Residential (R)* zone that applies to the houses north of the properties on Geary Avenue.

The Municipal Comprehensive Review (MCR) considerations include potential changes to the land use permissions within the *Core Employment Areas* and *General Employment Areas* located west of Dovercourt Road, which are mostly zoned *Employment (E)* in the zoning by-law. The proposed considerations represent

employment conversions in accordance with Policy 2.2.4.14 of the Official Plan. The community vision is to allow a greater range of accessory commercial and cultural uses

to complement the primary industrial or "maker" uses, provide more animated uses at ground level, and better serve the commercial needs of the local community.

There is currently an area-specific exception in the zoning bylaw that prohibits restaurants within the *Employment (E)* zone on Geary Avenue. This report recommends that the MCR consider permitting restaurants only if they are subordinate in size to a principle employment use (e.g. industrial use) on the same lot. The zoning could limit the size of an eating establishment to 500 square metres. Another proposed consideration is to examine the current restrictions on entertainment spaces within a restaurant to allow for small-scale space for musical performances and dancing.

Retail uses in the *Employment (E)* zone are currently limited to 20% of the gross floor area of a building and must be associated with a principle manufacturing use on the same lot. This report recommends that the MCR consider increasing the area permitted for retail use while still limiting its size to less than the associated manufacturing use on the same lot.

Personal service uses are currently not permitted in the Employment (E) zone. This report recommends that the MCR consider increased permissions for small-scale personal services uses provided they are subordinate in size to a principle employment use.

The portion of Geary Avenue west of Salem Avenue North has become known for informal venues for musical performances. This report recommends that the MCR consider the appropriateness of permitting certain additional non-residential and cultural industry uses as accessory uses, including recreational uses, entertainment uses,

performing arts studios, and places of assembly including entertainment places of assembly and/or cabarets if together they are subordinate in size to an employment use on the same lot. The intent of these considerations is to encourage an organic evolution of intertwined creative employment uses.

To ensure that any additional non-residential uses do not displace the primary employment and "maker" uses, this report recommends that the MCR consider limiting any additional permissions for retail uses, personal service uses, eating establishments, social uses, cultural uses and recreational uses to a maximum of 40% of the gross floor area on the lot.

The existing property owner at 27 Primrose Avenue / 360 Geary Avenue, otherwise known as Geary Lane, has requested that a club and/or recreational use be permitted to occupy 100% of the existing building, which has a gross floor area of 5,391 square feet and is currently 100% occupied by a club / recreational use in the form of a boxing club. Permission for an associated outdoor patio on the second floor is also requested. This property was previously known for providing space for informal musical performances. This request will be considered through the MCR.

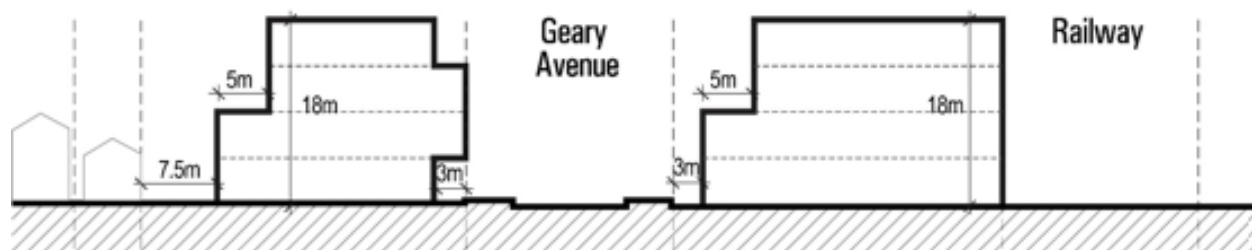
Built Form

Backing onto the CP rail corridor on the south side and the *Neighbourhood* on the north side, the activities on Geary Avenue largely take place in front of the buildings, facing the street. The proposed built form policies and zoning standards are intended to support gentle intensification of a wide range of non-residential activities, encourage an animated and active public realm, and provide an appropriate transition to the adjacent *Neighbourhood*.

Official Plan Policy 2.2(2) directs growth to *Employment Areas* to efficiently use municipal infrastructure, concentrate jobs and people in areas well served by transit, and facilitate social interaction, public safety and cultural and economic activity. Growth needs to be balanced by the need to provide an appropriate to adjacent *Neighbourhoods* per Policy 4.6(6)(k) and be designed to improve the public realm. With consideration for these competing objectives, staff have determined that a mid-rise building typology is generally appropriate for Geary Avenue.

The Performance Standards in the Avenues and Mid-Rise Buildings Study (*the Mid-Rise Building Guidelines*) and Official Plan Policy 3.1.3(4) *regarding the height and massing of mid-rise buildings*, are the basis for the proposed area-specific built-form standards for all properties on Geary Avenue. Compared to Mid-Rise Building guidelines which typically apply to mixed-use and residential buildings, the proposed standards are designed for non-residential buildings. The following street section of Geary Avenue illustrates the proposed built form standards as described below.

Figure 1: Proposed Built Form Standard - Street Section of Geary Avenue



On the south side of Geary Avenue the maximum height is proposed to be maintained at 18 metres. Additional height may be considered on a site-specific basis through a Minor Variance application or rezoning if adequate sunlight can be maintained on the north side of Geary Avenue as described in the following section. Intensification on the south side is limited to low intensity uses unless adequate rail safety measures can be provided as described in the Rail Safety and Impact Mitigation section of this report.

On the north side, of Geary Avenue the maximum height is proposed to be increased from 14 metres to 18 metres. This increase is to encourage vertical additions or redevelopment of properties while still being less than the 20-metre width of the Geary Avenue right-of-way, which defines the typical maximum height of a mid-rise building, and is understood to be an appropriate height for buildings adjacent to a *Neighbourhood*, in combination with appropriate setbacks and step-backs.

In addition to limiting the height in metres, the proposed zoning bylaw also limits the height to 4 storeys, requires a minimum ground floor height of 4.5 metres, and requires a minimum 4-metre height on the upper floors. Together these provisions are intended to create new buildings with high ceilings that can accommodate a wide range of non-residential uses. High ceilings in existing buildings Geary Avenue have largely contributed to the successful repurposing of some old industrial buildings.

A large, open-concept floorplate also contributes to creating flexible, multi-functional employment spaces. The proposed built form standards for the north side of Geary Avenue allow for a building cantilever above a 3-metre ground floor front yard setback to maximize the floor plate on the second and third floors while the ground floor will have a weather protected spill-out space that will contribute to the public realm and receive direct sunlight for most of the day. Although building cantilevers adjacent to a street are typically not desirable in new development across the city, the area-specific context of relatively shallow non-residential properties on Geary Avenue that back onto a *Neighbourhood*, in combination with the aim of creating reasonably large floorplates to incentivise a wide range of new non-residential development on Geary Avenue, led to the proposed cantilever as a means to maximize the floorplate while providing appropriate transition to the *Neighbourhood*.

To provide appropriate transition to the adjacent *Neighbourhood* while also aiming to maximize and normalize the floorplate of a new building, the rear transition is comprised of a 7.5-metre rear yard setback for the ground floor and second floor and a 12.5-metre rear yard setback (i.e. 5-metre step-back) on the third and fourth floor. Compared to the Mid-Rise Building Guidelines that describe a 45-degree angular plane from the adjacent *Neighbourhood*, the proposed standard provides for a third floor entirely within the angular plane and a fourth floor that potentially will have a minor penetration of the angular plane. The intent of the area-specific provision is to allow for a more efficient building design by not requiring an extra rear step-back for the fourth floor.

The 7.5-metre rear yard setback proposed for properties on the north side of Geary Avenue will provide for sunlight and sky view for the adjacent houses and for outdoor amenity space for the new developments on Geary Avenue. A consistent rear yard setback is important to create a sky view and light corridor along the north side of new buildings on the north side of Geary Avenue.

To respect the existing condition of mostly 2 storey buildings along Geary Avenue and provide a human scale of development, the proposed policies and standards provide for a 2-storey street wall on south side with a 5-metre step-back above and a 3-storey street wall on the north side with a 3-metre step-back above. The 2-storey street wall on the south side also provides for sunlight on the north side as described in the following section.

The corners of intersections with north-south streets are important connectors to the *Neighbourhood*, and should be designed to provide continuity to the *Neighbourhoods*. As Geary Avenue provides limited opportunities for street trees and other streetscaping, the corners should create more space for streetscape to compensate for the lack of trees on Geary Avenue. The proposed SASP includes a policy that requires a minimum

4.8-metre wide sidewalk zone on the local north-south street as measured from curb to building to allow for street trees and a 2.1-metre wide pedestrian clearway. To provide for clear sightlines and emphasize the importance of north-south streets that cross the rail corridor to the south, the proposed SASP requires a minimum 7-metre wide sidewalk zone for those streets to allow for additional streetscaping improvements.

Bartlett Parkette and the surrounding public realm is a focal point for Geary Avenue. The at-grade rail crossing of Bartlett Street is another special feature of this area, offering a convenient crossing and long views along the tracks. Animated ground floor uses and programming in the park and public realm (e.g. Sidewalk Cafés) are encouraged to highlight this area as the heart of Geary Avenue. The proposed setbacks from the curb as described above will allow for streetscaping improvements on Salem Avenue North and Bartlett Avenue North.

With regard for future development proposals that do not entirely comply with the proposed area-specific zoning by-law, consideration will be given to the existing and historical site condition, and the existing and planned context, that may indicate variances to the by-law are appropriate on a site-specific basis.

Sun, Shadow, Wind

The proposed built form policies and zoning provisions have been reviewed against the Official Plan policies and the Avenues and Mid-Rise Building Design Guidelines as described in the Policy Consideration section of the Report.

The current conditions on Geary Avenue allow for sunlight exposure all year round on most parts of the north side of the street. Maintaining sunlight exposure on the public realm and building facades helps enable a high-quality, desirable pedestrian environment and supports activities in the public realm, specifically on the ground floor facing the street. The proposed standards serve to maintain at least 5 hours of sunlight on the sidewalk and front yards on the north side of Geary Avenue during the spring and fall equinoxes. This standard will also ensure an even greater amount of sunlight on Bartlett Parkette. Existing parks and the planned POPS on the south side of Geary Avenue adjacent to the CP rail corridor are assured high levels of sunlight because there are no structures to cast shade in the rail corridor.

With regard for shadow impact on the adjacent houses to the north of Geary Avenue that are designated *Neighbourhoods*, the proposed zoning standards provide for a sufficient amount of sunlight since they are very similar to the Performance standards in the Avenues and Mid-Rise Building Study with respect to transition to *Neighbourhoods*.

Specifically, the proposed zoning standards require a minimum 7.5-metre rear yard setback where a property on the north side of Geary Avenue backs onto a *Residential (R)* zone and requires a 12.5-metre rear yard setback above the second floor (i.e. 5-metre rear step-back). New development on the south side of Geary Avenue is required to provide a minimum 3.0-metre front yard setback and a minimum 8-metre front yard setback above the second floor (i.e. 5-metre front step-back).

The associated built form policies in the proposed SASP reflect the zoning standards but allow for a small degree of flexibility that may potentially be considered through a Minor Variance application.

Wind impact was not reviewed as part of the study because pedestrian level wind studies typically only apply to proposed development greater than 20 metres in height. The proposed built form policies and zoning provisions limit height to 18 metres.

Mobility & Public Realm

The public right-of-way (the street) serves three important roles: mobility; site access; and place-making. Geary Avenue provides substantial opportunity for streetscape improvements that would rebalance how the street fulfills these roles to serve the changing needs of the community, as expressed through the community vision (themes) discussed above.

The public realm component of the proposed Site and Area Specific Policy provides direction for future streetscape improvements through both planning applications for new development and through City-led initiatives. The Mobility and Public Realm Strategy (Attachment 9) provides ten strategic directions for the Geary Avenue street and streetscape. Immediate and future possibilities associated with each strategic direction are described. Strategic directions will be pursued independently. Reports will be submitted to Toronto and East York Community Council and/or appropriate committees of Council to seek approvals for implementation, as necessary.

The proposed SASP includes a policy for the City to seek to establish a pedestrian/cycle connection across the CP rail corridor between Primrose Avenue and Emerson Avenue or otherwise accessible from the west end of Geary Avenue. An at-grade crossing is preferred to make the crossing more convenient and attractive but new at-grade rail crossings are typically not permitted by CP rail within the city. This location is approximately halfway between the existing crossings at Dufferin Street and Lansdowne Avenue, making a logical location to improve connectivity to the south. The crossing would provide a new direct route to the Reimagine Galleria development on the south side of Dupont Street west of Dufferin Street.

The following consideration is not part of the proposed planning framework or Mobility and Public Realm Strategy. There is opportunity to create a new pedestrian connection to Primrose Avenue through the redevelopment of the properties at the west end of Geary Avenue that also front onto Primrose Avenue. The connection would provide a new direct route from the residential area in the vicinity of Primrose Avenue to Geary Lane and may also provide a direct link to a future pedestrian crossing over the CP rail corridor between Primrose Avenue and Emerson Avenue as shown in the proposed Official Plan Amendment. However, such a connection to Primrose Avenue may not be appropriate because it could cause a disturbance for existing residents and businesses in the vicinity of Primrose Avenue when visitors leave existing or potential future event venues on Geary Avenue near the west end.

If a future pedestrian connection to Primrose Avenue is deemed appropriate, which will be determined by staff at the time a redevelopment is proposed for any property between Primrose Avenue and Geary Avenue, the alignment should provide clear sightlines from Geary Avenue to Primrose Avenue. Such a connection is supported by Official Plan Policy 2.4(14), in Section 2.4 Bringing the City Together: A Progressive Agenda of Transportation Change. The policy provides direction to create infrastructure for pedestrian movement that: (a) is safe, accessible, direct, comfortable, attractive, and convenient; and (b) maximizes connections within the street network, as well as to other public or private pedestrian walkways such as those in parks, open spaces, or between buildings. The walkway is also supported by Policy 4.6(d), which applies to new development in *Employment Areas*, indicating that new development should be integrated into the public street network of roads, sidewalks and walkways, and that new segments may need to be established.

Economic Development and Culture

The intent of the Economic Development and Culture Strategy for Geary Avenue reflects the community vision or themes as voiced in the public consultations and stakeholder meetings. More specifically, the Economic Development and Culture Strategy addresses:

- a land use strategy to support existing and future business and cultural enterprises;
- support for a possible new Business Improvement Area (BIA);
- celebration of Geary Avenue as a possible cultural corridor; and
- provision of future incentives for local businesses and prospective developers through the Imagination, Manufacturing, Innovation and Technology (IMIT) Program or other programs that support creative enterprises and foster a strong business community

The land use strategy is largely represented by the MCR Considerations (see Attachment 7), as well as by the proposed Official Plan Amendment and rezoning (see Attachments 5 and 6). The Land Use section in this report provides further comments and rationale for the strategy.

The Economic Development and Culture Strategy is included in Attachment 8 of this report.

Housing Issues

Housing in any form is typically inappropriate for Employment Areas but since SASP 154 already allows for residential use on properties between Ossington Avenue and Dovercourt Road, that permission will be maintained but with a new site-specific policy and zoning provision to limit new residential use to 50% of the gross floor area. The intent is to make employment uses and commercial uses the primary use in order to further contribute to the business community and provide local shops and services that serve the day-to-day needs of nearby residents.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. Within the study area, the parkland provision per person is relatively low along the east half of Geary and relatively high at the west end of Geary Avenue. Specifically the parkland provision per person is in the range of 4 to 12 square metres east of Bartlett Avenue North increasing to 12-28 square metres in the vicinity of Dufferin Avenue, and greater than 28 square metres at the west end of the street.

Geary Avenue and the nearby houses are well served by a connected network of parks and open spaces that are planned to be expanded and improved as part of the Green Line Implementation Plan. The plan includes an expansion of Geary Avenue Park, which will improve the connection to Bartlett Park. This connection is a key link near the middle of the 5-kilometre long Green Line, which will help draw pedestrians and cyclists to Geary Avenue.

There is limited potential for additional public parkland within the study area beyond that contemplated in the Green Line Implementation Plan because *Employment Areas* are usually not parkland priority areas as they typically don't include residential uses. New non-residential development is subject to on-site parkland dedication at a rate of 2% of the lot area, or cash-in-lieu of parkland dedication if on-site dedication is not feasible. It is anticipated that any new development along Geary Avenue will not provide opportunity for on-site parkland dedication because the required amount of parkland dedication would be of insufficient size for parkland.

Privately-Owned Publicly Accessible Open Space (POPS)

Privately-owned publicly accessible open space (POPS) may be required to be part of new development as per Official Plan Policy 4.6(c), which applies to *Employment Areas*. The proposed SASP includes a policy to encourage POPS in new development and specifically identifies the west end of 259 Geary Avenue (i.e. The Brick) as a planned location for a new POPS. This location was selected because there is no public parkland adjacent to Geary Avenue west of Dufferin Street and because it will enhance the streetscape and pedestrian amenity for Lightbourn Avenue.

Cultural Heritage Resource Assessment

Identifying properties of cultural heritage value or interest is an essential part of a municipality's role in heritage conservation. Cultural Heritage Resource Assessments are important components of strategic and growth-related studies and provide the foundation for context-sensitive, built-form and place-based policies and guidelines that reflect the unique context of a respective area, as well as community consultation and engagement.

A Cultural Heritage Resource Assessment applies provincial criteria to evaluate properties for their cultural heritage value or interest. That evaluation is informed by research to produce an understanding of the historical context of an area, and community engagement. The key goal of a Cultural Heritage Resource Assessment is to achieve an informed and timely identification of properties with cultural heritage value in tandem with a Planning Study.

The Geary Works Cultural Heritage Resource Assessment was undertaken by Staff, with research conducted by historian Barbara Myrvold, a consultant to Heritage Planning, and was closely coordinated within the larger Geary Works Study. Heritage Planning Staff presented updates on the CHRA, and received input from the public, at all Stakeholder Advisory Group and Community Consultation meetings. Community input has informed the results of the Cultural Heritage Resource Assessment.

Cultural Heritage Resource Assessments prioritize an understanding of the historic context of the area, and how properties relate to and support that context. The historic context statement approach builds upon work completed for planning and urban design studies where an historic overview and description of the present-day context of the area has been prepared. Historic context statements provide an understanding of the themes and periods of development within a study area in order to understand why a property or properties exist within a given area. They also relate properties to one another in order to inform the identification of buildings and landscapes with cultural heritage value.

A Historical Overview of the development history of Geary Avenue was researched and produced by Barbara Myrvold, who also conducted research into the history of selected individual properties. The historical overview and individual property research, with community engagement, informed the results of the Cultural Heritage Resource Assessment.

The Geary Works Cultural Heritage Resource Assessment has resulted in two important deliverables. The Historical Overview will be left with the community and City Staff to inform future opportunities for place making through historical interpretation, including through public art or heritage walking tours.

The Geary Works Cultural Heritage Resource Assessment has also identified 6 properties with potential cultural heritage value. Those properties are not currently listed on the City's Heritage Register and have no heritage protection. Following Council's decision on the Geary Works Official Plan Amendment, Staff will consider these properties for inclusion on the City's Heritage Register, and make recommendations through a Staff report to the Toronto Preservation Board and Council accordingly. Inclusion on the Heritage Register allows properties to be conserved and maintained in accordance with Official Plan Heritage Policies.

The Cultural Heritage Resource Assessment has identified the following 6 properties with heritage potential that will be considered for inclusion on the Heritage Register.

- 44-46 Geary Avenue (1904)

- Main street commercial typology related to early commercial and residential growth
- 165 Geary Avenue (1912/1917)
 - Industrial typology related to early industrial development
- 80 Geary Avenue (c. 1920)
 - Apartment typology related to residential and commercial growth.
- 300 Geary Avenue (1949)
 - Industrial typology related to post-1945 industrial growth
- 329 Geary Avenue (1949)
 - Industrial typology related to post-1945 industrial growth

Rail Safety and Impact Mitigation

Rail safety, noise and vibration are significant issues for properties on the south side of Geary Avenue as they all abut the CP rail corridor and mostly have minimal setbacks.

New development that includes sensitive or high intensity uses typically must be set back a minimum of 30 metres from a rail corridor and protected by an earthen berm. This standard is recognized in the Railway Association of Canada's (RAC) Proximity Guidelines and the Land Use Study: Development in Proximity to Rail Operations, March 2019, prepared by IBI Group for the City of Toronto.

Currently, City Planning is undertaking a study to implement Guidelines for Development Close to Rail Corridors and Yards. The purpose of the study is to review land use and regulations for new development in proximity to rail operations, which may alter the current 30-metre standard described above.

Planning applications that propose a land use change or intensification on properties within 30 metres of rail corridor require a Rail Safety and Risk Assessment prepared by a qualified expert. The study evaluates the site-specific hazards from the rail corridor in relation to the proposed development or land use change. It will identify the components of the development that require safety measures for protection from the rail corridor. The study may recommend site-specific measures to accommodate and protect proposed uses, which could involve a reduced setback in combination with a crash wall.

At this point, it appears it is not feasible to provide rail safety measures that would be necessary to protect existing buildings on the south side of Geary Avenue because there are little or no setbacks from the rail corridor and there is very little space for other protection features such as a crash wall.

The MCR Considerations (see Attachment 6) describe a community vision for a wide range of commercial, retail, recreational and cultural uses, while still maintaining small-scale industrial and office uses as the primary uses in a building. A Rail Safety and Risk

Assessment is required to determine the threshold in size or capacity to be applied when redevelopment, intensification or changes in use are proposed along the south side of Geary Avenue. To inform the MCR and provide certainty on what types and sizes of non-residential uses would require rail safety measures to be implemented, staff recommend that City Planning retain a qualified expert to conduct a rail safety study for all properties on the south side of Geary Avenue for this purpose.

The proposed Official Plan Amendment includes a policy that supports continuous massing for new development adjacent to the rail corridor to mitigate noise impact on Geary Avenue and have regard for the appearance of the new building as viewed from lands south of the rail corridor. The policy also potentially requires a noise impact study that addresses the noise from passing trains that would be reflected by the south-facing façade of the new development toward the lands on the south side of rail corridor.

Toronto Green Standard (Sustainability and Resilience)

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Official Plan Policy 3.4(1)(c) applies to new development, stating that "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly" by reducing the consumption of water, generation of wastewater, energy consumption, greenhouse gas emissions and reliance carbon-based fuels.

The proposed SASP addresses the above policy by including a policy to strongly encourage new development to achieve the highest level of the Toronto Green Standard.

Conclusion

The Geary Works Planning Study has produced a 6-pronged approach to support existing businesses, facilitate a vibrant mix of non-residential uses and enhance the public realm on Geary Avenue. The 6 components together represent good planning and largely reflect the community vision as identified through the Geary Works study.

The proposed area-specific Official Plan Amendment and rezoning (see Attachments 5 and 6) will implement much of the recommended planning framework. The Municipal Comprehensive Review (MCR) Considerations (see Attachment 7) is the remaining component of the land use planning framework envisioned by the community that needs to be further reviewed through the MCR process. The Cultural Heritage Assessment component will soon conclude with a separate report to Toronto Preservation Board

followed by Toronto and East York Community Council and City Council. Attachment 9: Mobility and Public Realm Strategy provides a detailed plan for public realm improvements to be implemented incrementally over several years. Attachment 8: Economic Development & Culture Strategy is meant to support a strong community of existing and future businesses and cultural enterprises.

The proposed Official Plan Amendment and Zoning Bylaw Amendment have been reviewed against the policies of the PPS, the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS and does not conflict with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to creating a competitive, attractive and highly functional Employment Area per Policy 4.6(6). Staff recommend that Council approve this city-initiated application.

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SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director, City Planning Division

Cheryl Blackman
Acting General Manager, Economic Development and Culture

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: Official Plan Land Use Map

Attachment 3: Existing Zoning By-law Map

Attachment 4: Summary of Community Visioning

Attachment 5: Proposed Official Plan Amendment

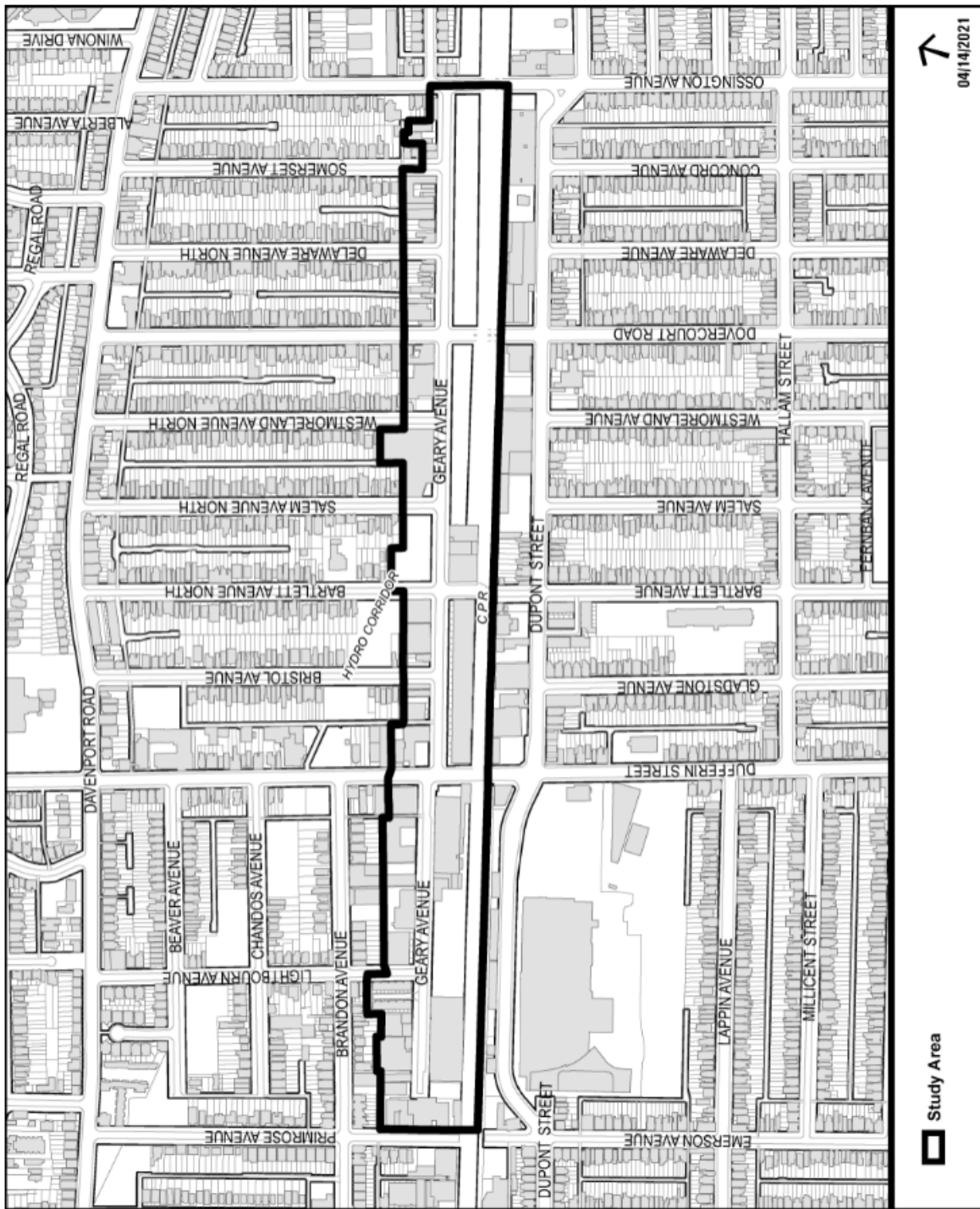
Attachment 6: Proposed Zoning By-law Amendment

Attachment 7: Municipal Comprehensive Review Considerations

Attachment 8: Economic Development & Culture Strategy

Attachment 9: Mobility and Public Realm Strategy

Attachment 1: Location Map

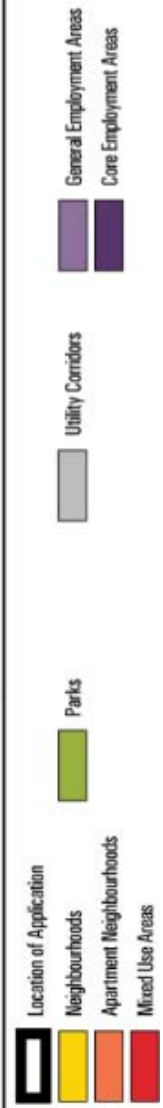




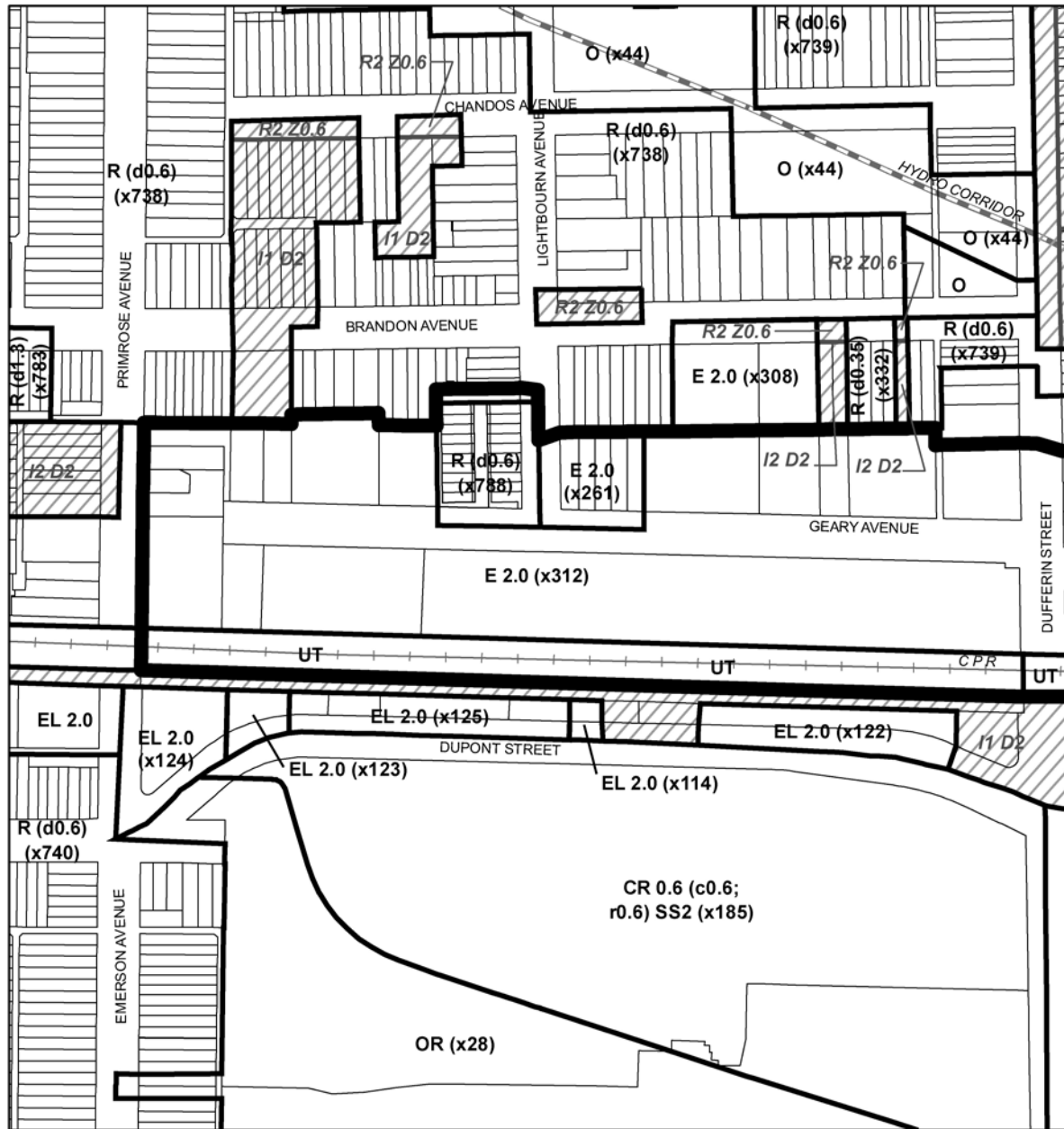
Geyary Works Planning Study

Official Plan Land Use Map

File # 19 207051 STE 09 0Z



Attachment 3: Existing Zoning By-law Map



Zoning By-law 569-2013 - Map1/3

Geary Works Planning Study

File # 19 207051 STE 09 0Z



Study Area

R Residential
CR Commercial Residential
EL Employment Light Industrial

E Employment Industrial
O Open Space
OR Open Space Recreation
UT Utility and Transportation

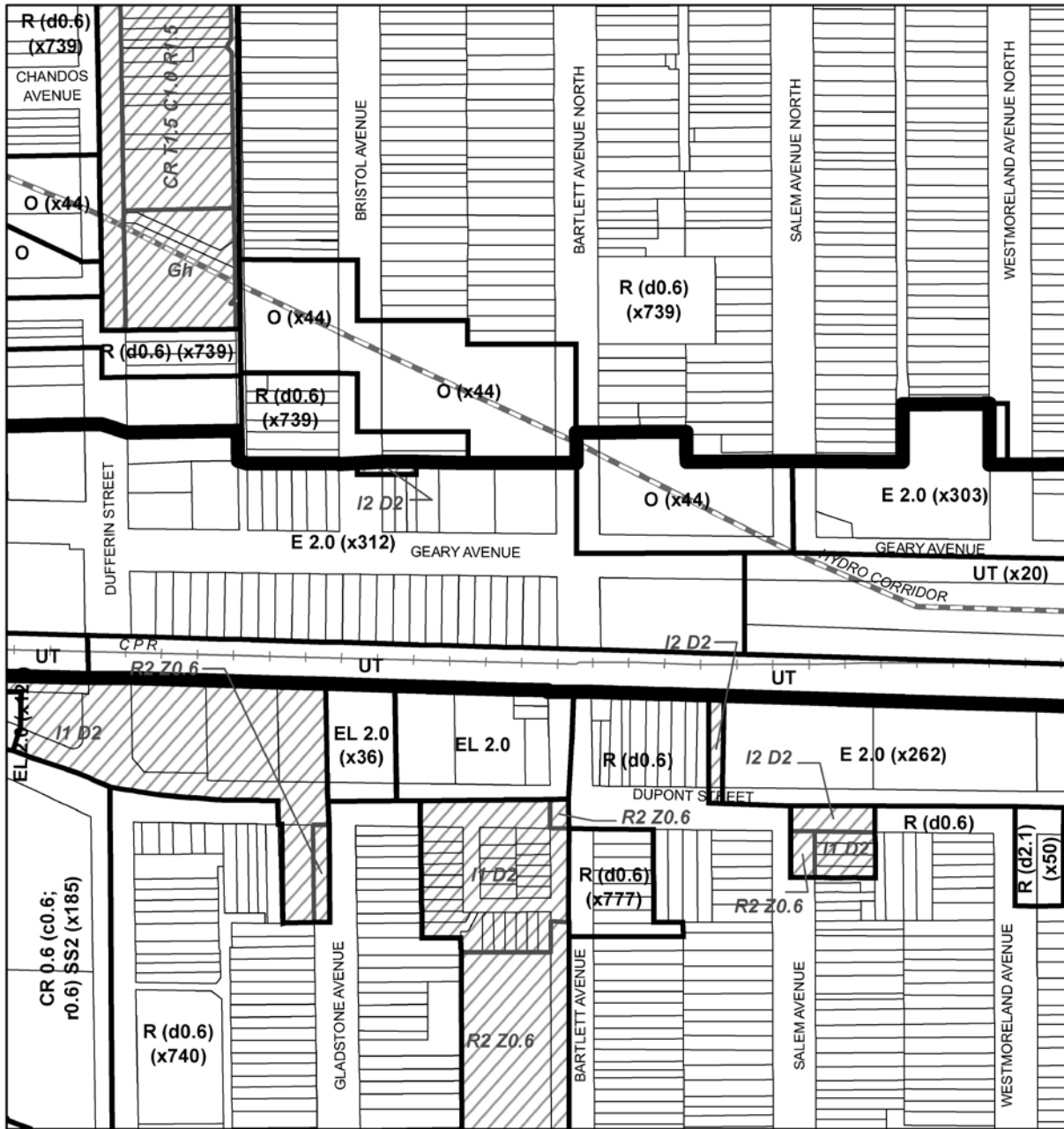


See Former City of Toronto By-law No. 438-86

R2 Residential District
CR Mixed-Use District
I1 Industrial District
I2 Industrial District
Gh Parks District



Not to Scale
Extracted: 04/07/2021



Zoning By-law 569-2013 - Map 2/3

Geary Works Planning Study

File # 19 207051 STE 09 0Z



Study Area

R Residential
CR Commercial Residential
EL Employment Light Industrial

E Employment Industrial
O Open Space
OR Open Space Recreation
UT Utility and Transportation

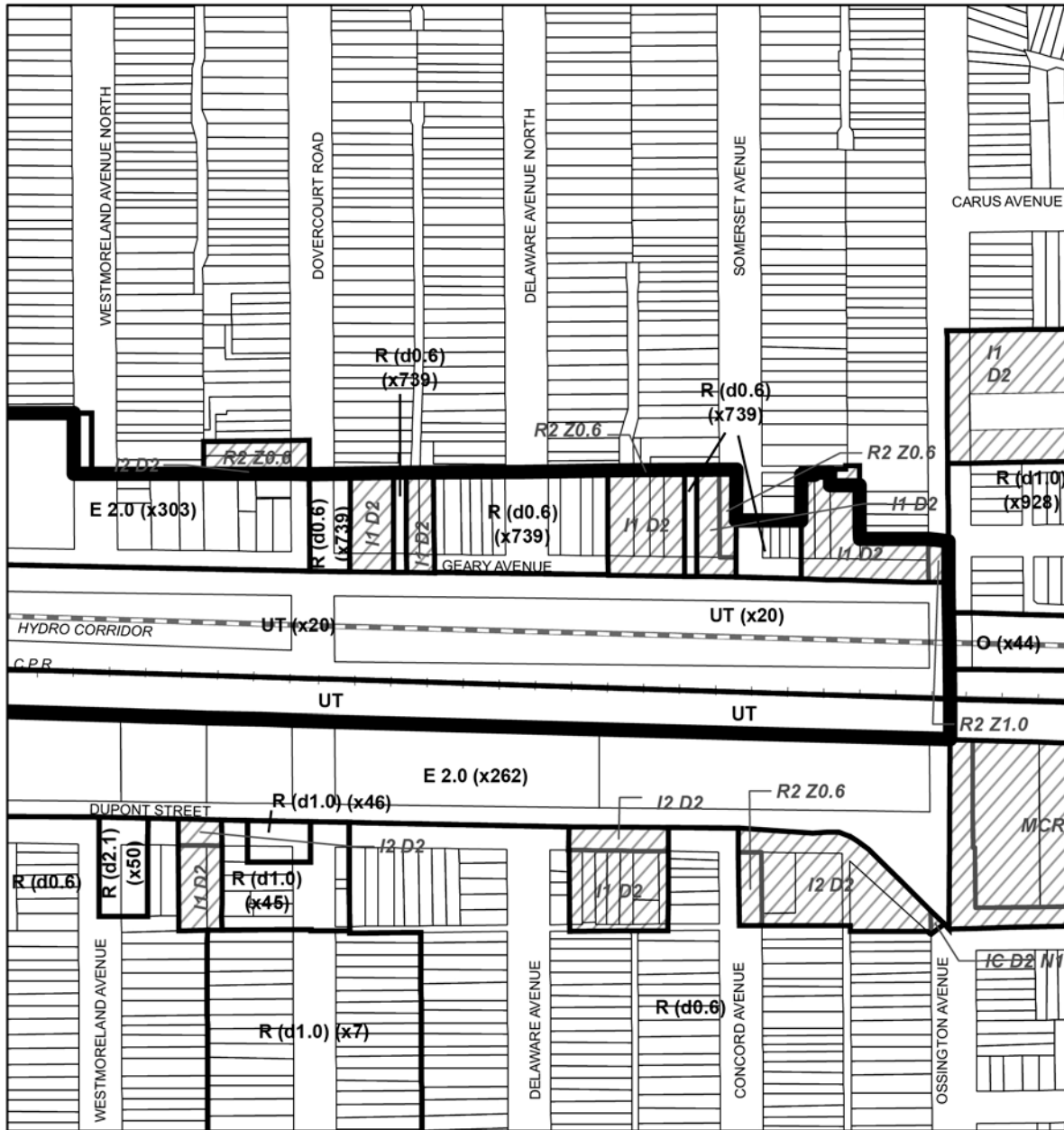


See Former City of Toronto By-law No. 438-86

R2 Residential District
CR Mixed-Use District
I1 Industrial District
I2 Industrial District
Gh Parks District



Not to Scale
Extracted: 04/07/2021



Zoning By-law 569-2013 - Map 3/3

Gears Works Planning Study

File # 19 207051 STE 09 0Z



Study Area

- R Residential
- E Employment Industrial
- O Open Space
- UT Utility and Transportation



See Former City of Toronto By-law No. 438-86

- R2 Residential District
- MCR Mixed-Use District
- I1 Industrial District
- I2 Industrial District
- IC Industrial District



Not to Scale
Extracted: 04/07/2021

Stakeholder Consultation Meeting # 1 – Summary of Comments

A meeting with local stakeholders was held on December 4, 2019. The following summaries of group discussions with the stakeholders are based on the individual responses that have been recorded and categorized below.

1. Why did you choose to locate your business or cultural enterprise on Geary Ave?

The exciting mix of small scale industrial and commercial uses in combination with a sense of a creative entrepreneurial community was cited as the number one reason businesses and creative enterprises opted to locate on Geary Avenue. The raw, open concept spaces with high ceilings that offer a gritty authenticity was another huge draw for businesses, offering flexible space for small scale manufacturing, food production, and commercial uses. The context of Geary Avenue being located reasonably close to the Downtown with convenient local amenities also drew businesses to Geary Avenue, especially considering the general short supply of industrial space near the Downtown. Reasonably affordable rents are another significant benefit.

2. What were the biggest challenges you faced when opening your business?

The biggest challenge facing businesses and cultural enterprises is the existing zoning that restricts several non-residential uses that would be beneficial to their operations. Specifically, there is a high demand to allow restaurants and event venues, which are not permitted by the zoning by-law. Office uses are also a desired use that are not permitted on some properties on Geary Avenue. The Minor Variance or rezoning processes to propose such uses are costly and time-consuming with uncertain outcomes. Some stakeholders would also like live-work units to be a permitted use.

Another major challenge facing businesses is insufficient space in the existing buildings for the expansion of successful existing uses or the introduction of new small scale industrial uses. Many businesses find Geary Avenue to be an undesirable place for customers to visit considering traffic hazards, a shortage parking, poor lighting at night, and a general impression that Geary Avenue is a rough area with a relatively low volume of pedestrian activity.

3. How has Geary Ave changed over the last 5-10 years?

Geary Avenue has substantially changed over the last 10 years as an evolving mix of uses and improvements to the public realm have made it a more desirable place to visit. Automotive uses have declined while new office space, food and beverage production and sales, and creative industrial uses now largely characterize the non-residential uses. Informal music and event venues have continued to find ways to operate on an occasional basis despite zoning restrictions. Geary Avenue has recently become a somewhat trendy social destination with the emergence of quality eating and drinking

establishments in combination with eclectic creative uses. Pedestrian activity has substantially increased, in part due to improvements to local parks and open spaces.

4. What is your vision for Geary Ave over the next 10 years? How could Geary Ave be improved?

Businesses and creative enterprises would like to further establish Geary Avenue as a hub of creative industries that also allows a broader range of commercial and retail uses. Geary Avenue would benefit from branding and a street art partnership to promote the growing creative industrial community. Substantial improvements to the public realm are highly desired in order to further attract customers and pedestrian activity. Specifically, the streetscape should be improved with wider sidewalks, street trees, safer pedestrian crossings (especially across Dufferin Avenue), traffic calming and implementation of the Green Line plan.

The zoning bylaw should be less restrictive in order to allow more restaurants and retail uses but still include provisions to ensure a vibrant mix that includes creative industrial uses. Businesses would like more parking and loading facilities and opportunities to develop larger buildings to accommodate growing operations.

5. What can the City do to help your business and cultural enterprise?

The most important action the City can take to support existing businesses and creative enterprises on Geary Avenue is to proactively rezone the area to allow a greater range of non-residential uses including restaurants, retail and services uses and event venues. Traffic calming measures and other improvements to the public realm would make Geary Avenue a more pedestrian friendly environment that would attract more customers and patrons. More frequent transit service and more public parking opportunities would also help draw customers. The City should also promote the area as a hub of creative industries.

6. Is your property used as an event venue? If so, how often? For what type of events?

Approximately 8 properties on Geary Avenue were identified as providing informal event venues that are typically used 3 to 4 times per month on average, which represents a significant concentration of small scale event venues.

7. Are you supportive of traffic calming measures to encourage pedestrian activity?

Stakeholders unanimously agreed that traffic calming measures are desirable, provided they don't significantly impact parking and loading spaces.

Community Consultation Meeting # 1 – Summary of Comments

The first Community Consultation Meeting was held on January 28, 2020, at St. Mary of the Angels Catholic School, 1477 Dufferin Street. It was well attended by approximately 100 members of the local community. The meeting began with an open house component where attendees could view large format boards with information about Geary Avenue and chat with City staff. A presentation was then provided by City Planning describing the Geary Works study, the area context and planning framework. Attendees then broke out to rotate between the following 4 interactive stations, each facilitated by City staff with appropriate expertise:

Station 1 – Land Use

Station 2 – Urban Design and Heritage

Station 3 – Transportation and Public Realm

Station 4 – Economic Development and Culture

The community feedback was received through discussions during the open house, at the 4 interactive stations, and through written comments received at and following the meeting. The feedback was categorized to help identify trends and emerging community themes that helped inform the community vision described in this report. The feedback largely reflects the feedback received through two on-line surveys as described below.

A detailed summary is provided in the Area Profile and Community Visioning Report available on the Geary Works Planning Study website at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/geary-works-planning-study/>

Summary of Survey Results

Two versions of an on-line survey were conducted from November 26, 2019 to February 14, 2020 (81 days). The first survey was directed towards businesses, cultural enterprises and employees and the second survey was directed towards local residents and visitors. The first survey was completed by 27 respondents and the second survey 263 respondents.

The following summaries of both surveys are based on a detailed review of the individual comments and a quantitative analysis.

Survey for Businesses, Cultural Enterprises and Employees:

Survey period: 81 days (Nov. 26, 2019-Feb. 14, 2020)

Number of completed surveys: 27

What is the name of your business / cultural enterprise?

Root Down Studio

Liquor Donuts (working name)

The Greater Good
211 Geary
Propaganda
Blood Brothers Brewing
Mondo Forma Inc.
Body Shop Studios
Geary Lane
Adelheid dance projects
Toronto Animated Image Society
PARTISANS
Mongrel Media
Sixpenny Architectural Fabrication
Mondo Forma
Passage Tattoo
Public Studio Architecture
Public studio
TAS
Rickshaw Studios Print and Design
The Artisan Factory
Lori Harrison
Parallel
Workshop Architecture
Ability Learning Network Inc.
Yorkdale Radiator Ltd.
Alcina Automotive Services
Automotive Services

What type of business / cultural enterprise?

Types of businesses and cultural enterprises generally comprise:
light industrial workshops
design/artist studios
office space
eating establishments
food production
music production / performance space
automotive service

3. Is the property owned or rented/leased?

Slightly less than half the respondents own their property.

4. What year did your business / cultural enterprise open at its current location?

74% of respondents opened in 2016 or later. The earliest year was 2002.

5. Where do you live?

Respondents mostly live in the vicinity, within approximately 3 km of Geary Avenue.

6. How long have you lived at your current location?

Half the respondents have lived at their current location for less than 10 years. The other half have been there for 10 to 22 years

7. Do you visit any other businesses, cultural enterprises, or other spaces on Geary Avenue?

Respondents most commonly frequented eating establishments, coffee shops, and bars. Other frequented businesses include studios, workshops, equipment rentals and event venues.

8. What mode(s) of transportation do you use for commuting? (check all that apply):

75% driver
54% bicycle
46% transit
46%, walking
25% auto passenger / ride-share

9. What is your most frequent mode of transportation for commuting?

52% auto driver
24% walking
20% biking
4% auto passenger

10. If you drive to work, where do you park your vehicle?

57% front yard / boulevard parking
43% on-street parking on Geary Ave
38% on-street parking on other nearby streets
14% parking lot (outdoors)
10% other
5% rear yard parking:
parking garage (inside): 0%

11. If you drive, what is your preferred place to park?

29% front yard / boulevard parking:
33% on-street parking on Geary Ave:
10% on-street parking on other nearby streets:
14% parking lot (outdoors):
5% other:
10% parking garage (inside):

12. If you drive, is your preferred parking location typically available?

Yes – 65%

No – 35%

13. Does your business have a loading space?

Yes – 50%

No – 50%

14. Where is the loading space(s) located?

front yard / boulevard – 55%

inside building – front access 45%

rear lane – 18%

on-street 18%

other – 9%

inside building – rear access – 9%

15. When is the loading space used?

Typically daytime business hours

16. How many deliveries per week?

0-5 times: 50%(5 responses)

6-10 times: 20% (2 responses)

11-40 times: 20%

100+ times: 10%

17. What is the typical size of delivery vehicle? (check all that apply)

Car / mini-van / pick-up truck – 82%

Small-medium truck (up to 11m) – 45%

Medium-large truck (up to 13m) – 45%

Cargo van (up to 6m) – 36%

Tractor-trailer (up to 17m) – 9%

18. Would your business benefit from additional loading space? If so, how?

Most respondents do not need any more loading space. Only 3 respondents would like more space.

19. Does vehicular traffic significantly hinder shipping or loading activities? If so, when?

Only 6 respondents said traffic hinders shipping, with afternoons being the worst time.

20. How do you think customers / patrons typically get to your business?

automobile – 35%
transit – 22%
bicycle – 22%
walk – 16%
other – 4%

21. What transit route(s) do you think your customers/patrons use to get to you?

Most likely the 29 Dufferin bus. A few referred to 63 Ossington bus, 161 Dovercourt / Rogers Rd, 26 Dupont bus, 127 Davenport bus and 510 St Clair streetcar.

22. When do customers / patrons visit your business / cultural enterprise?

Overall, businesses and cultural enterprises on Geary Avenue are generally moderately busy throughout the week including evenings. Saturday evenings and Saturday nights are particularly busy for eating establishments and event venues. Weekdays before 10 a.m. and weekends before noon are the least busy times.

23. Do customers/patrons experience any difficulties in accessing your business or cultural enterprise? If so, what are they?

Lack of nearby parking is the most common difficulty. Crossing Dufferin Street to get to or from the southbound bus is another difficulty. Lack of bike parking was also raised.

26. Do you think it would be beneficial to your business or cultural enterprise to have more people visiting Geary Avenue?

77% - Yes
23% - No

The 23% of businesses who said they would not benefit from more visitors said they do not rely on street traffic for customers. There is also a concern that more visitors will lead to more gentrification that will make rents less affordable for artists' studios.

28. What do you like or value about Geary Avenue? How does the nature or design of Geary Avenue help your business or cultural enterprise thrive?

Unique, eclectic, complimentary mix of industrial uses, studios, restaurants, cultural uses and houses give the area charm and good vibes.

Raw, industrial aesthetics, grittiness, malleability, open concept spaces with high ceilings

Local community and support among businesses, a creative 'maker' culture

Close to downtown

Relatively low rent

29. What do you dislike about Geary Avenue? How does the nature or design of Geary Avenue hinder your business or cultural enterprise?

The most common dislike by far is speeding vehicles and heavy traffic on Geary Avenue as it makes the street dangerous and unpleasant for pedestrians and cyclists, both at street crossings and on narrow sidewalks that are interrupted by curb cuts for front yard parking and loading areas.

Other common dislikes include a lack of street trees, neglected open spaces, not enough parking, not enough bike parking, not enough space for patios, narrow sidewalks, inconvenient transit options, insufficient lighting, restrictive zoning, and auto services shops that contribute to traffic congestion, pollution, and have high parking demands.

30. Does the existing zoning for your property hinder your business or cultural enterprise in any way? If so, how?

Respondents generally seek to expand the types of non-residential uses permitted on Geary Avenue. Specifically, the following zoning hindrances were raised:

Offices not allowed

Artist's studio, performing arts studio, production studio not allowed

Restaurants not allowed

Patios require a minor variance

Personal service uses require a Minor Variance that only allows the use for only 3 years

Music venue not allowed. Need to allow for audiences and selling tickets.

Hydroponic gardening not allowed.

Live-work spaces not allowed.

Should allow all uses permitted in the EO zone.

The maximum square foot percentages between retail and manufacturing (20/80)

should be increased to at least 50/50 and remove the floor-to-ceiling wall requirement.

Protect existing industrial spaces by not allowing any more restaurants or residential uses.

31. Are there any other regulatory or administrative restrictions that you would like relief from? If so, what are they?

Patio permit process

Site Plan Control process

Development charges

32. What do you want to see on Geary Avenue? How could it be improved? Would you like to change any element of the space in front of your building?

Traffic calming:

traffic lights at Dufferin/Geary;

speed bumps;

bump-outs at corners and at mid-block locations;

make the road surface a material to feel like a square between Dovercourt and Bartlett;
and

remove the ability for through traffic between Ossington and Dufferin

Wider sidewalks with less conflict with vehicles
Better facilities for bikes: bike parking, bike lanes, bike share station
More parking, Green P parking
More patio space
More trees
More public art
More creative businesses
Allow for live-work spaces
Street festival

33. What could the City do to help your business or cultural enterprise?

Transportation

Traffic calming; traffic lights at Dufferin/Geary
Provide Green P parking
Provide more bicycle parking
Better pedestrian connections

Land Use

Allow for event venues
Allow patios without a Minor Variance
maintain zoning to limit gentrification
allow greater mix of uses (deregulate) – provide for residential elements, light industrial, studios and work spaces
don't allow any additional residential uses

Economic Development

Make Geary Avenue a destination as a distinct mixed-use business district
Foster a local business community
Incentive landlords to provide long term leases (10+ years) for studio spaces
rent subsidy

Survey for Residents and Visitors:

Survey period: 81 days (Nov. 26, 2019-Feb. 14, 2020)

Number of completed surveys: 263 (293 including partially completed surveys)

1. Where do you live? (closest intersection)

Most respondents live in the local area. Particularly near Dupont St, Geary Ave, Davenport Rd, Dufferin St, Dovercourt Rd and Ossington Ave.

2. How long have you lived there?

More than half the respondents are long-standing residents of over 10 years, with many having lived there for decades.

3. Where do you go to work and/or go to school? (closest intersection)

Most respondents work or go to school downtown or west of downtown. The most common destination streets, starting with the most common, comprise Yonge St, Bloor St, King St, Bay St, College St, Queen St, Dufferin St, Dundas St and Spadina Ave. Only 4% of respondents commute to outside the City of Toronto.

4.1 Approximately how many times per month do you go to Geary Avenue to get to/from your house (without any destination on Geary Ave)?

Most respondents use Geary Ave more than 10 times per month as a route to another destination beyond Geary Ave. 38% of respondents use it over 21 times per month.

4.2 Approximately how many times per month do you go to Geary Avenue to visit an office, commercial/retail business or industrial business?

73% of respondents visited a business on Geary Ave at least once in the last month. Almost half of the respondents visited at least 3 times and 14% visited more than 11 times.

4.3 Approximately how many times per month do you go to Geary Avenue to visit a café, restaurant or pub?

95% of respondents visited an eating establishment at least once in the past month. Two thirds of respondents visited at least 3 times.

4.4 Approximately how many times per month do you go to Geary Avenue to visit a cultural enterprise, listen to music or attend an evening function?

57% of respondents did not visit Geary Avenue for the above purposes within the last month. Only 16% of respondents visited 3 or more times in the last month.

4.5 Approximately how many times per month do you go to Geary Avenue to enjoy personal recreation (e.g. visit a park, go for a walk)?

87% of respondents visited Geary Avenue for personal recreation at least once in the last month. 64% of respondents visited at least 3 times and 26% of respondents visited at least 11 times.

5. What time(s) of day or night do you typically visit Geary Avenue?

Respondents visit Geary Avenue throughout the morning, afternoon and evening, both on weekdays and weekends. Late night visits are less frequent.

6. What businesses, cultural enterprises or spaces do you visit on Geary Avenue?

Cafés, restaurants and pubs are the most common businesses visited by residents. Parks and parkettes are also often visited. Fitness gyms and event venues were mentioned by a few residents.

7. What mode(s) of transportation do you use to visit? (check all that apply)

The most common mode of transportation is walking, with 93% of respondents who reported walking to Geary Avenue. Bicycle is the second most common mode, with 50% of respondents who visited by bike. 39% drive to Geary Avenue and an additional 26% are automobile passengers including taxis and ride-share. Only 18% used transit to get to Geary Avenue. Uncommon modes used by a few residents include a stroller, wagon, skateboard, scooter and unicycle.

8. Please specify transit route(s)

For those who take transit, the 29/929 Dufferin bus is the most common route to get to Geary Avenue. The 63 Ossington bus is the second most common. Less common routes include the 127 Davenport, the 161 Dovercourt bus, the 26 Dupont bus, and walking from Line 2 on Bloor St.

9. Which mode of transportation is your most frequent?

Walking is the most frequent mode of transportation for 48% of respondents. Bicycle is second most frequent at 20%. Automobile, either as a driver, passenger or taxi/ride-share passenger, is 18%. Transit is the most frequent mode for only 14%.

10. If you drive to Geary Avenue, where do you park your vehicle? (check all that apply)

On-street parking on Geary Avenue is the most common parking location, used by 75% of drivers. 51% reported using on-street parking on other nearby streets. Only 6% used front yard / boulevard parking and only 5% used rear yard parking. Only 2% used an indoor parking garage and only 1% used an outdoor parking lot.

11. Which is your preferred location to park?

60% prefer to park on-street on Geary Avenue and an additional 21% prefer to park on-street on other nearby streets. 5% prefer to park in an indoor garage, 5% prefer front yard / boulevard parking, 5% prefer rear yard parking, and 4% prefer to park in an outdoor parking lot.

12. What do you like or value about Geary Avenue?

Residents like the eclectic mix of independent businesses in old industrial buildings and gritty neighbourhood vibe. The restaurants, cafes and bars are particularly valued. The network of local parks and green spaces is also valued by many residents. Artists' studios and other creative arts spaces are also appreciated by many.

13. What do you dislike about Geary Avenue?

The most cited dislikes were with respect to speeding traffic and dangerous or unpleasant conditions for pedestrians. The following dislikes were expressed by many, generally in order from most to least referenced:

Dangerous street with speeding cars
Unsafe street crossings
Not very pedestrian friendly, conflicts with vehicles crossing the sidewalk for parking or loading
Lack of parking
Lack of street trees
Parkland neglected and equipment in disrepair
Ugly
Lack of patio space
Lack of grocery stores
Lack of bicycle parking
Automotive body shops
Traffic and crowds from people who don't live in the neighbourhood
Late night disruption from music-related spaces – noisy people, drinking outside, littering, public urination
The impending gentrification

14. What do you want to see on Geary Avenue? How could it be improved?

Transportation, Parks and Public Realm:

More space for pedestrians and bikes; less space for cars – Vision Zero / traffic calming lens:

Wider sidewalks, narrower roadway

Reduce speed limit to 30 km/hr

Stop signs at all intersections

Speed bumps

Signalized intersections, especially at Dufferin St and Geary Ave

Stop signs, speed bumps, traffic lights, wider sidewalks, reduce speed limit to 30 km/hr

No left turns onto Dufferin from Geary

Less front yard / boulevard parking

Add boulevards between sidewalk and road

Level crossing (i.e. tabletop) across Geary Ave at Bartlett for Green Line connection

Seamless parks and streets:

More street trees

Street beautification (e.g. planters)

Public art

More space for patios and/or other green space in front yards

Public benches

More playgrounds and outdoor fitness equipment for adults

Cleaner, better maintained parks and open space

Off-leash dog park

Community gardens

Better lighting to make it feel safer at night

More public garbage/recycling bins

More communal and/or interactive public space

Land Use and Built Form:

More parking, new public parking lot
further support mix of commercial uses, expand permitted uses to support what already happens on the street (i.e. event venues)
maintain light industrial space
More cafes, bars and restaurants
Limit noise and nuisance from patios
Need a grocery store
More retail besides eating establishments
Eliminate autobody shops
Don't allow tall buildings
Provide affordable housing
Gradual/gentle intensification
more consistent zoning

Economic Development and Culture:

Create a street festival, cultural corridor
Space for community facilities and services, including child care
Farmer's market and/or flea market
Create a BIA, create branding/marketing for Geary Ave
More small businesses
Use parks and open spaces for cultural events and performances
Music and entertainment hub – both indoors and outdoors -- "music isn't noise"
Don't yupify

Attachment 5: Proposed Official Plan Amendment

Authority: Planning and Growth Management Committee Item ~~ as adopted by City of Toronto Council on ~~, 2021

Enacted by Council: ~~, 2021

CITY OF TORONTO

Bill ###

BY-LAW No. ____-2021

To adopt Amendment 531 to the Official Plan of the City of Toronto respecting the lands known municipally in the year 2021 as 1-345 Geary Avenue, 2-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1400 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue

Whereas authority is given to Council of the City of Toronto under the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to approve this by-law;

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 attached Amendment No. 531 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~~ day of ~, 202~

JOHN TORY
Mayor

JOHN ELVIDGE,
City Clerk

(Corporate Seal)

**AMENDMENT NO. 531 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

LANDS MUNICIPALLY KNOWN IN THE YEAR 2021 AS 1-345 GEARY AVENUE, 2-360 GEARY AVENUE, 21-39 PRIMROSE AVENUE, 1352-1384 DUFFERIN STREET, 1347-1355 DUFFERIN STREET, 325-327 WESTMORELAND AVENUE NORTH, 1100-1102 DOVERCOURT ROAD, 508-510 DELAWARE AVENUE NORTH AND 1102-1104 OSSINGTON AVENUE

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

1. Map 17, Land Use Plan is amended by redesignating the lands at 38-60 Geary Avenue and 508-510 Delaware Avenue North from *Neighbourhoods* to *Mixed Use Areas* as shown on attached Schedule A.
2. Chapter 7, Site and Area Specific Policies, is amended by removing the lands at 2-36 Geary Avenue, 62-80 Geary Avenue and 1102-1104 Ossington Avenue from Site and Area Specific Policy (SASP) No. 154.
3. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy (SASP) No. 629 for lands known municipally in the year 2021 as 1-345 Geary Avenue, 2-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1384 Dufferin Avenue, 1347-1355 Dufferin Avenue, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North And 1102-1104 Ossington Avenue, as follows:

629. Geary Avenue

Public Realm

The following policies provide for improvements to the public realm that includes the Geary Avenue right-of-way, intersecting rights-of-way and existing and planned open spaces and pedestrian connections, in order to create a safe, animated and inviting street that encourages pedestrian activity.

1. New development and/or the City will plan for a pedestrian-focused streetscape that may require any of the following features on Geary Avenue and/or on adjacent north-south streets:
 - a. a widened public sidewalk that may include private land;
 - b. space for outdoor patios or other 'spill-out space' on Geary Avenue;

- c. street trees;
 - d. elimination or narrowing of curb cuts;
 - e. elimination of boulevard parking;
 - f. bicycle parking;
 - g. benches; and
 - h. public art;
2. New development adjacent to Dufferin Street will be designed to improve the sidewalk condition on Dufferin Street by:
 - a. generally avoiding the need for retaining walls;
 - b. providing street trees along Dufferin Street; and
 - c. providing landscaping adjacent to Dufferin Street;
 3. Privately owned, publicly-accessible spaces (POPS) will be encouraged as part of applications for new development along Geary Avenue, and in particular at the location generally identified on Map 2 at 259 Geary Avenue and adjacent to any future pedestrian/cycle connection across the CP rail corridor as referenced in Policy 7 below. New buildings adjacent to POPS are encouraged to be set back from the POPS to allow for additional landscaping and enhance the quality of the POPS.
 4. New development and/or the City will plan to 'bump-out' the curb to widen the sidewalk and narrow the vehicular roadway at appropriate locations on Geary Avenue and on intersecting north-south streets, generally in accordance with the Geary Avenue Mobility and Public Realm Strategy.
 5. New development and/or the City will plan to eliminate parking spaces within the boulevard of the Geary Avenue right-of-way and eliminate the associated curb-cuts in order to provide additional on-street parking and prioritize pedestrian use of the boulevard. New boulevard parking spaces will not be permitted.
 6. The City will plan for pedestrian-focused surface treatments on the vehicular roadway in order to facilitate safe pedestrian crossings and traffic calming on Geary Avenue, especially within the area between Salem Avenue and Dufferin Street.
 7. The City will seek to establish a pedestrian/cycle connection across the Canada Pacific rail corridor at the location shown on Map 2 or otherwise accessible from the west end of Geary Avenue. A crossing at-grade is preferred.

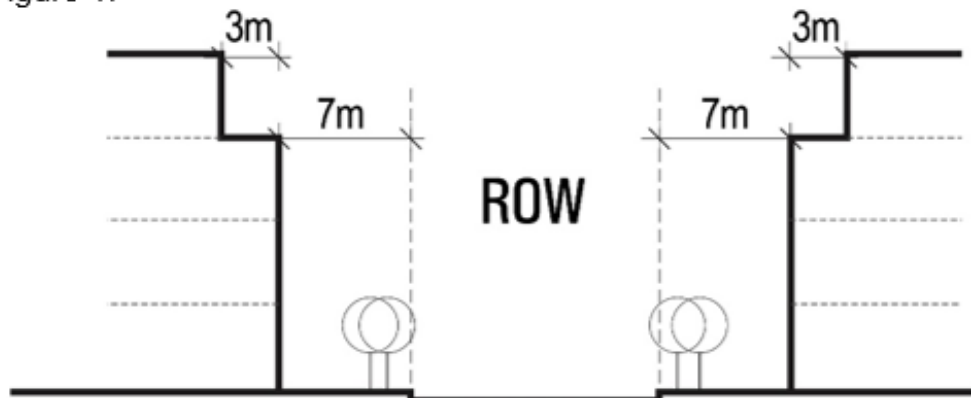
Built Form

The following policies are intended to support gentle intensification of non-residential uses in new development that provides appropriate transition and privacy for adjacent *Neighbourhoods*, complements the industrial character and use of existing buildings, provides interior space suitable for a range of permitted non-residential uses, and supports an animated and inviting public realm on Geary Avenue.

8. New development within the lands outlined on Map 1 will generally:
 - a. have a minimum height of 2 storeys and 8.5 metres;
 - b. have a maximum height of 4 storeys and 18 metres;
 - c. provide a minimum floor-to-floor height of 4.5 metres on the ground floor and 4.0 metres on and above the second storey;
 - d. provide a minimum 7.5-metre rear yard setback where the rear lot line abuts a *Neighbourhood* or a property on Brandon Avenue;
 - e. provide a minimum 12.5-metre rear setback above the second floor where the rear lot line abuts a *Neighbourhood*;
 - f. provide a minimum 3.0-metre front yard setback on the ground floor;
 - g. provide a building front step-back above the second storey for buildings located on the south side of Geary Avenue;
 - h. provide a building front step-back above the third storey for buildings located on the north side of Geary Avenue;
 - i. provide for a minimum of five hours of direct sunlight on the sidewalk on the north side of Geary Avenue during the spring and fall equinoxes from 9:18 a.m. to 5:18 p.m.;
 - j. allow for, and encourage the coordination of, building cantilevers, canopies or other features that provide shade on publicly accessible spaces and/or the building during the summer, especially on the north side of Geary Avenue;
 - k. apply the performance standards in the Avenues and Midrise Building Study except where they don't match the above provisions; and
 - l. be strongly encouraged to achieve the highest level of the Toronto Green Standard.

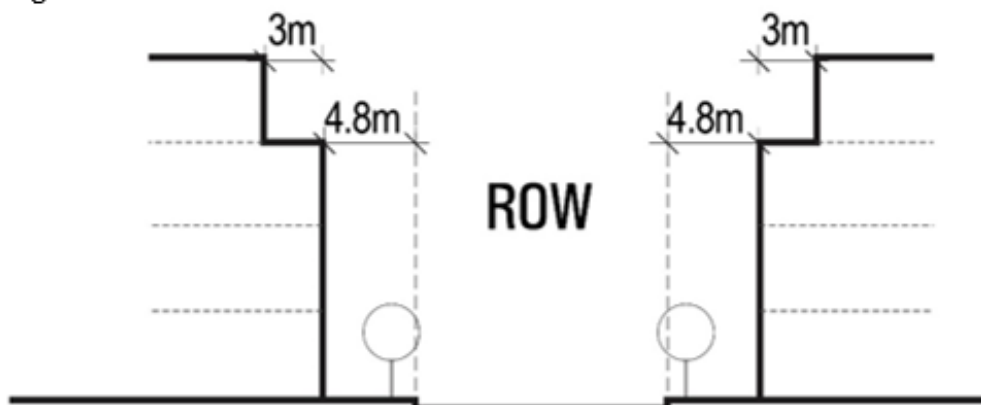
9. New development on corner properties with frontage on Ossington Avenue, Dovercourt Road, Bartlett Street, Salem Avenue North, and Dufferin Street will generally provide a minimum 7-metre wide publicly-accessible pedestrian zone as measured from the curb of the north-south roadway to the main wall of the building, and generally provide a minimum 3-metre step-back above the third floor, as shown in Figure 1. A building cantilever is not permitted within this pedestrian zone. The purpose of this zone is to provide for streetscaping improvements and recognize the street as a connection to the south with clear sightlines.

Figure 1:



10. New development on corner properties with frontage on Somerset Avenue, Delaware Avenue North, Westmoreland Avenue North, Bristol Avenue and Lightbourn Avenue will generally provide a minimum 4.8-metre wide publicly accessible pedestrian zone as measured from the curb of the north-south roadway to the main wall of the building, and generally provide a minimum 3-metre step-back above the third floor, as shown in Figure 2. A building cantilever is not permitted within this pedestrian zone. The purpose of this zone is to provide for streetscaping improvements.

Figure 2:



11. New development on the north side of Geary Avenue will provide adequate privacy, and mitigate overlook to the *Neighbourhood* to the north. If the roof will be accessible as an outdoor amenity space, a buffer such as a raised planter adjacent to the north-facing parapet may be required.
12. Despite Policies 8(b) and (k) above, it may be appropriate for new development on the south side of Geary Avenue to have a height that exceeds 18 metres and 4 storeys where it can be demonstrated that Policy 8(i) regarding shadow impact is satisfied and where appropriate rail safety measures can be applied to protect proposed sensitive uses.

13. New development on the south side of Geary Avenue will be located and designed to mitigate impacts from the adjacent rail corridor and mitigate impacts on the lands south of the rail corridor by:
 - a. generally providing continuous massing adjacent to the rail corridor;
 - b. designing the south-facing façade with regard for the views from the lands on the south side of the rail corridor; and
 - c. if deemed applicable depending on the height of the new development, providing a Noise Impact Study that addresses the noise from passing trains that will be reflected by the south-facing façade of the new development towards the lands on the south side of the rail corridor. Any recommended noise mitigation measures must be implemented as part of the new development.

14. The façade of new development will be designed with high-quality materials that complement the eclectic industrial character of existing buildings on Geary Avenue while contributing to street animation by providing:
 - a. fine-grained articulation;
 - b. exterior cladding that complement neighbouring and nearby buildings, such as brick or stone;
 - c. a high level of transparency on the ground floor; and
 - d. space for artistic expression.

Heritage Conservation

15. Built form design responses may be required to conserve properties on the City's Heritage Register including, but not limited to, step backs over and above the built form policies identified in this Site and Area Specific Policy to achieve the objectives of the Official Plan.

Ossington Avenue to Dovercourt Road

The following policies apply to 2-80 Geary Avenue, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue, shown as "Area A" on Map 1.

16. Employment and residential uses are permitted provided that:
 - a. the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.

- b. residential uses are limited to 50% of the gross floor area on a single lot; and
- c. new development must not include any dwelling units on the ground floor.



17. Vehicle service and repair shops are not permitted.



Site and Area Specific Policy # 629

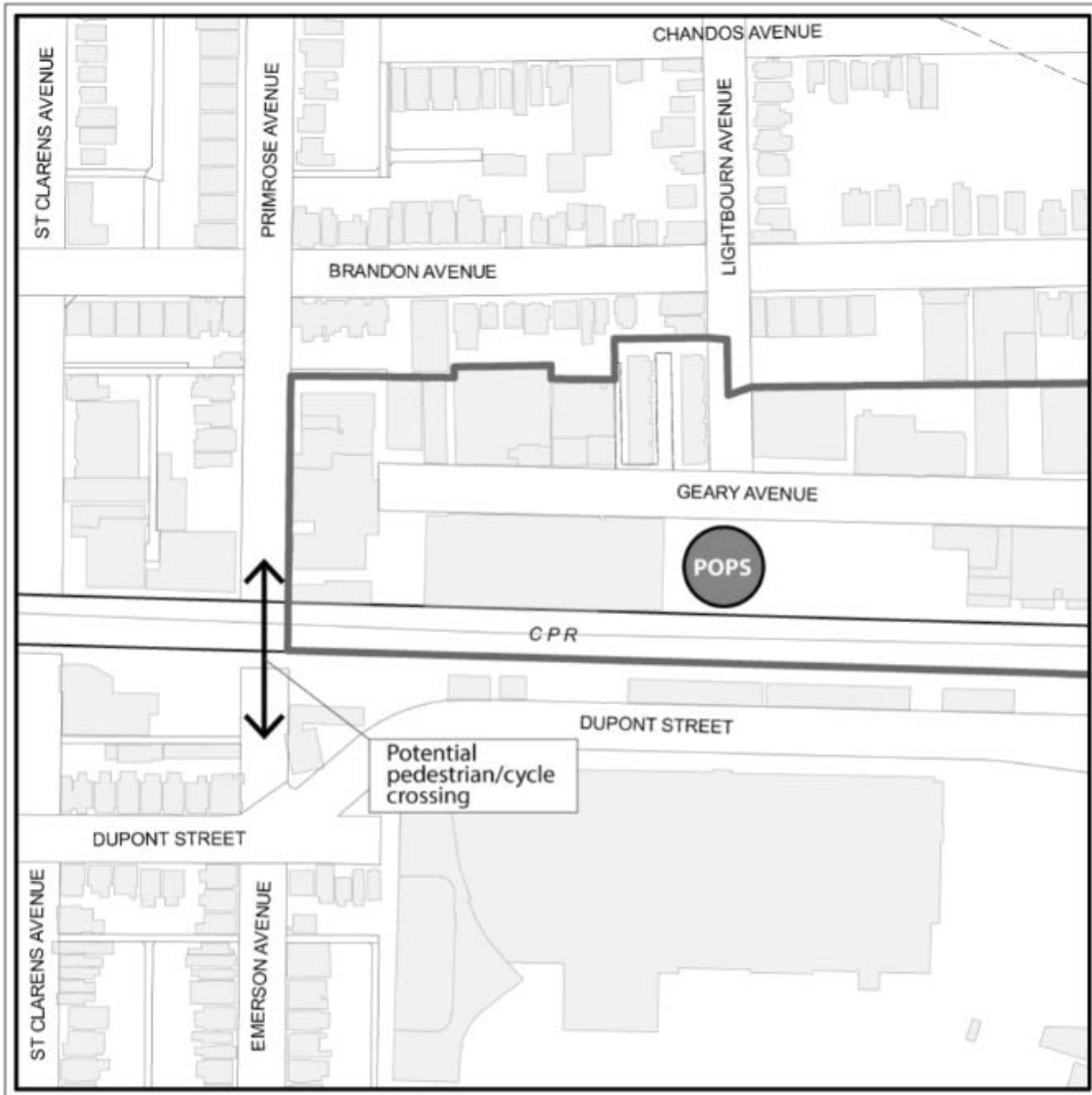
Map 1

File # 19 207051 STE 09 0Z

-  Area A
-  Subject Lands



Not to Scale
04/15/2021



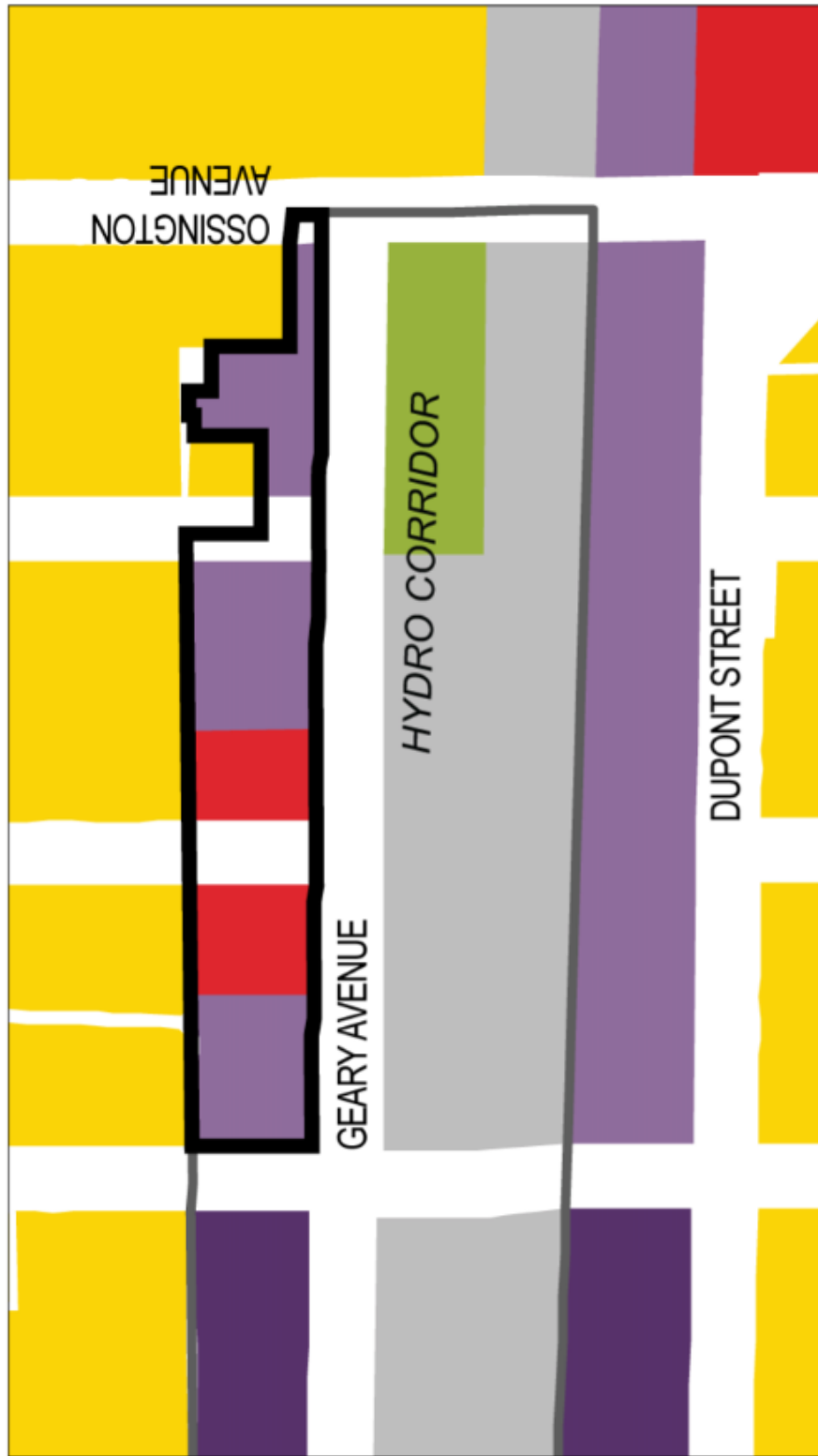
Map 2

Site and Area Specific Policy # 629

File # 19 207051 STE 09 0Z

-  Subject Lands
-  Privately Owned, Publicly-accessible Spaces (POPS)

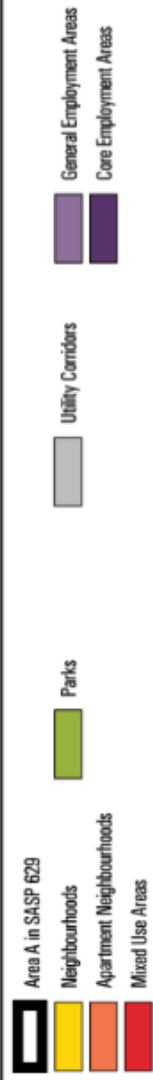

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Schedule A

Official Plan Amendment # 531

File # 19 207051 STE 09 0Z



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04/08/2021

Attachment 6: Proposed Zoning By-law Amendment

Authority: Planning and Growth Management Committee Item ~~ as adopted by City of Toronto Council on ~~, 2021

Enacted by Council: ~~, 2021

CITY OF TORONTO

Bill ###

BY-LAW No. _____ -2021

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 165-345 Geary Avenue, 2-150 Geary Avenue, 180-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue.

Whereas authority is given to the Council of a municipality by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass Zoning By-laws;

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*;

Whereas Council of the City of Toronto, at its meeting on _____, determined to amend the City of Toronto Zoning By-law No. 569-2013 with respect to lands known municipally in the year 2019 as 165-345 Geary Avenue, 2-150 Geary Avenue, 180-360 Geary Avenue, 21-39 Primrose Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands at 82-150 Geary Avenue, 180-360 Geary Avenue, 165-345 Geary Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, and 21-39 Primrose Avenue, to E 2.0 (x303), as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands at 38-60 Geary Avenue

and 508-510 Delaware Avenue North, to CR 2.0 (c2.0; r1.0) SS2 (x361), as shown on Diagram 2 attached to this By-law.

5. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands at 10-16 Geary Avenue, 24 Geary Avenue, 68 Geary Avenue and 80 Geary Avenue, to R 0.6 (x103), as shown on Diagram 2 attached to this By-law.
6. Zoning By-law No. 569-2013, as amended, is further amended by adding 1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, 62-66 Geary Avenue and 70-78 Geary Avenue, to the Zoning Map in Section 990.10, and applying the following zone label to these lands: EL 2.0 (x13), as shown on Diagram 2 attached to this By-law.
7. Zoning By-law No. 569-2013, as amended, is further amended by adding 1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, 62-66 Geary Avenue and 70-78 Geary Avenue, subject to this By-law, to the Height Overlay Map in Section 995.10.1 and applying the following Height label to these lands: HT 18 ST 4, as shown on Diagram 3.
8. Zoning By-law No. 569-2013, as amended, is further amended by amending the Height label on the Height label map in Section 995.10.1 respecting the lands at 10-16 Geary Avenue, 24 Geary Avenue, 38-60 Geary Avenue, 68 Geary Avenue, 80-150 Geary Avenue, 180-360 Geary Avenue, 165-345 Geary Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 21-39 Primrose Avenue, subject to this By-law, to: HT 18 ST 4, as shown on Diagram 3.
9. Zoning By-law No. 569-2013, as amended, is further amended by adding 1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, 62-66 Geary Avenue and 70-78 Geary Avenue, subject to this Bylaw, to the Rooming House Overlay Map in Section 995.40.1 and the Lot Coverage Overlay Map in Section 995.30.1, as shown on Diagram 4.
10. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception E 303 to Article 900.20.10 so that it reads:

Exception E 303

(A) a **building** must comply with the following requirements:

- (i) a **building** must have a minimum height of 2 storeys and 8.5 metres;
- (ii) despite 60.5.40.10(3), 60.5.40.10(4), 60.5.40.10(6) & 60.20.40.10(1) if a **lot** subject to this Exception abuts a **lot** in the Residential Zone category or is separated from a **lot** in the Residential Zone category by a **lane**, no part of a **building** or **structure** above the fourth **storey** may penetrate a 45 degree

angular plane measured from the **rear lot line** of the **lot** in the Residential Zone category, starting at the height of the average elevation of the ground along the **rear lot line**;

- (iii) the required minimum height of the **first floor** of a **building**, measured between the floor of the first **storey** and the floor of the second **storey**, is 4.5 metres;
- (iv) the required minimum ceiling height within the **front yard setback** at ground level is 4.0 metres starting at the height of the average elevation of the ground along the **front lot line** to the underside of a building cantilever on the second **storey**;
- (v) the required minimum height of a **storey** of a **building** located above the **first floor** and used for a non-residential use is 4.0 metres, measured between the floor of the **storey** and the floor of the above **storey**;
- (vi) despite 60.20.40.70(3) and (4), the required minimum **rear yard setback** is 7.5 metres where the **rear lot line** abuts a **lot** or **lane** in the Residential Zone category or Employment Industrial Zone category;
- (vii) despite 60.5.40.60, balconies are not permitted to encroach into the 7.5-metre rear yard setback where the rear **lot line** abuts a **lot** in the Residential Zone category;
- (viii) despite 60.20.40.70(3) and (vi) above, the required minimum **rear yard setback** for any part of a **building** located above the second **storey** is 12.5 metres where the **rear lot line** abuts a **lot** or **lane** in the Residential Zone category or the Employment Industrial Zone (E) category;
- (ix) despite (vi) and (viii) above, the minimum **rear yard setback** at 21-39 Primrose Avenue is 0 metres;
- (x) despite 60.20.40.70(1), if the **building** is located on the north side of Geary Avenue, the minimum **front yard setback** on the **first floor** and above the third **storey** is 3.0 metres and the minimum **front yard setback** on the second **storey** and third **storey** is 0 metres;
- (xi) despite 60.20.4.70(1), if the **building** is fronting onto Primrose Avenue, the minimum required **front yard setback** is 3.0 metres for any part of a **building** located above the third **storey**;
- (xii) despite 60.20.40.70(1) if a **building** is located on the south side of Geary Avenue, the minimum required **front yard setback** is 8.0 metres for any part of a **building** located above the second **storey**;

- (xiii) despite **60.20.40.70(2)** and **60.20.40.70(4)**, where a **main wall** of a **building** contains window openings, a **main wall** must be set back 5.5 metres from a **side lot line** that does not face a **street**, otherwise no **side yard setback** is required.
 - (xiv) despite (xiii) above, provide a minimum 3.0-metre **side yard setback** if the **building** has a length, as measured between the **side yards**, greater than 90 metres;
 - (xv) despite **60.5.50.10(2)**, a minimum 2.0-metre wide strip of **landscaping** must be provided along the entire length of the **rear lot line** where the **lot line** abuts a **lot** in the Residential Zone category;
 - (xvi) the maximum permitted length of a **building** on a **lot** on the north side of Geary Avenue, as measured between the **side yards**, is 100.0 metres; and
 - (xvii) the maximum permitted length of a **building** on a **lot** on the south side of Geary Avenue, as measured between the **side yards**, is 200.0 metres;
- (B) Despite the maximum floor space index indicated in the zone label on Diagram 2 of By-law **###-2021 [Clerks to insert number]**, the maximum floor space index does not apply to a **building** that complies with (A) above;
- (C) Despite **60.20.20.100(9)**, an **outdoor patio** is permitted if it complies with the following conditions:
- (i) it must be in association with an **eating establishment** or **take-out eating establishment** on the same **lot**;
 - (ii) it must be set back at least 30.0 metres from a **lot** in the Residential Zone category;
 - (iii) despite regulation (ii) above, an **outdoor patio** located above the first **storey** of the building, must be at least 40.0 metres, measured horizontally, from a **lot** in Residential Zone (R) category;
 - (iv) in the **rear yard** of a **lot** that abuts a **lot** in the Residential Zone category a fence must be installed along the portion of the **outdoor patio** parallel to the **rear lot line**;
 - (v) if a **lawfully existing outdoor patio** is closer to a **lot** than the setbacks required in (ii) or (iii) above, then that **lawfully existing** setback is the minimum required setback for that **lawfully existing outdoor patio**; and
 - (vi) despite **200.5.10.1**, an **outdoor patio** permitted in accordance with (i) and (ii) above and located in the **front yard** may occupy an area otherwise used for up to 2 required **parking spaces**.

Provisions, Prevailing By-laws and Prevailing Sections.

(A) Section 12(2) 299 of former City of Toronto By-law 438-86.

(B) On 116 Geary Ave., former City of Toronto by-law 293-67.

(C) On the lands municipally known as 193 Geary Avenue in 2006, Section 12(1) 469 of former City of Toronto By-law 438-86.

11. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception CR 361 to Article 900.11.10 so that it reads:

Exception CR 361

- (A) In addition to the uses permitted under **40.10.20.10** and **40.10.20.20**, a **building** on the **lot** may be used for any use permitted under **60.10.20.10** and **60.10.20.20**;
- (B) Despite **40.10.40.40(1)**, the total **gross floor area** of all **dwelling units** on the **lot** must not exceed 50 percent of the total **gross floor area** on the **lot**;
- (C) Despite **40.10.40.1(1)** and By-law No. 607-2015, **dwelling units** are not permitted on the **first floor**;
- (D) Despite (B) and (C) above, **lawfully existing dwelling units** are permitted;
- (E) A **building** must comply with the following requirements:
- (i) a **building** must have a minimum height of 2 **storeys** and 8.5 metres;
 - (ii) despite **40.10.40.70(2)**, if a **lot** subject to this Exception abuts a **lot** in the Residential Zone category or is separated from a **lot** in the Residential Zone category by a **lane**, no part of a **building** or **structure** above the fourth **storey** may penetrate a 45 degree **angular plane** measured from the **rear lot line** of the lot in the Residential Zone category, starting at the height of the average elevation of the ground along the **rear lot line**;
 - (iii) the required minimum height of the **first floor** of a **building**, measured between the floor of the first **storey** and the floor of the second **storey**, is 4.5 metres;
 - (iv) the required minimum ceiling height within the **front yard setback** at ground level is 4.0 metres starting at the height of the average elevation of the ground along the **front lot line** to the underside of a building cantilever on the second **storey**;

- (v) provide a minimum ceiling height of 4.0 metres starting at the height of the average elevation of the ground along the **front lot line** to the underside of a building cantilever on the second storey;
 - (vi) the required minimum height of a storey of a **building** located above the **first floor** and used for a non-residential use is 4.0 metres, measured between the floor of the storey and the floor of the above storey;
 - (vii) despite **40.10.40.70(2)**, the required minimum **rear yard setback** is 7.5 metres where the rear **lot line** abuts a **lot** or **lane** in the Residential Zone category;
 - (viii) despite **40.10.40.60(1)** where a **rear lot line** abuts a **lot** in the Residential Zone, a porch, balcony or similar **structure** may not encroach into the required **rear yard setback**;
 - (ix) despite **40.10.40.70(2)** and (vii) above, the required **minimum rear yard setback** for any part of a **building** located above the second storey is 12.5 metres where the rear **lot line** abuts a **lot** or **lane** in the Residential Zone category;
 - (x) despite **40.10.40.70(2)**, the minimum **front yard setback** on the **first floor** and above the third storey is 3 metres and the minimum **front yard setback** on the second storey and third storey is 0 metres;
 - (xi) despite **40.10.40.70(2)**, where a **main wall** of a **building** contains window openings, a **main wall** must be set back 5.5 metres from a **side lot line** that does not face a **street**, otherwise no setback is required; and
 - (xii) despite **40.10.50.10(3)**, a minimum 2.0 metre wide strip of **landscaping** must be provided along the entire length of the **rear lot line** where the **lot line** abuts a **lot** in the Residential Zone category;
- (F) Despite **40.10.40.10(1)**, the maximum floor space index indicated on the zone label on Diagram 2 of **By-law ###-2021 [Clerks to insert number]**, the maximum floor space index does not apply to a **building** that complies with (E) above; and
- (G) Despite 40.10.20.100(21), an **outdoor patio** is permitted if it complies with the following conditions:
- (i) it must be in association with an **eating establishment** or **take-out eating establishment** on the same **lot**;
 - (ii) it must be set back at least 30.0 metres from a **lot** in the Residential Zone category;

- (iii) despite regulation (ii) above, an **outdoor patio** located above the first **storey** of the building, must be at least 40.0 metres, measured horizontally, from a **lot** in the Residential Zone category;
- (iv) in the **rear yard** of a **lot** that abuts a lot in the Residential Zone category a fence must be installed along the portion of the **outdoor patio** parallel to the **rear lot line**;
- (v) if a **lawfully existing outdoor patio** is closer to a **lot** than the setbacks required in (ii) or (iii) above, then that **lawfully existing** setback is the minimum required setback for that **lawfully existing outdoor patio**; an
- (vi) despite **200.5.10.1**, an **outdoor patio** permitted in accordance with (i) and (ii) above and located in the **front yard** may occupy an area otherwise used for up to 2 required **parking spaces**.

Prevailing By-laws and Prevailing Sections: (None apply)

12. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception R 103 to Article 900.2.10 so that it reads:

Exception R 103

(A) A **building** must comply with the following requirements:

- (i) a **building** must have a minimum height of 2 **storeys** and 8.5 metres;
- (ii) despite **10.5.40.10(2)**, **10.5.40.10(3)** **10.10.40.10(1)** & **10.10.40.10(3)**, if a **lot** subject to this Exception abuts a **lot** in the Residential Zone category or is separated from a **lot** in the Residential Zone category by a **lane**, no part of a **building** or **structure** above the fourth **storey** may penetrate a 45 degree **angular plane** measured from the **rear lot line** of the **lot** in the Residential Zone category, starting at the height of the average elevation of the ground along the **rear lot line**;
- (iii) the required minimum height of the **first floor** of a **building**, measured between the floor of the first **storey** and the floor of the second **storey**, is 4.5 metres;
- (iv) the required minimum ceiling height within the **front yard setback** at ground level is 4.0 metres starting at the height of the average elevation of the ground along the **front lot line** to the underside of a building cantilever on the second **storey**;
- (v) despite **40.10.40.10(5)**, the required minimum height of a **storey** of a **building** located above the **first floor** and used for a non-residential use is 4.0 metres measured between the floor of the **storey** and the floor of the above **storey**;

- (vi) despite **10.5.40.60(1)(D)**, a balcony may not encroach into a required **rear yard setback**;
 - (vii) despite **10.10.40.70(2)**, the required **minimum rear yard setback** for any part of a **building** located above the second **storey** is 12.5 metres where the rear **lot line** abuts a **lot** or **lane** in the Residential Zone category;
 - (viii) despite **10.5.40.70(1)** and **10.10.40.70(1)**, the minimum **front yard setback** on the **first floor** and above the third **storey** is 3 metres and the minimum **front yard setback** on the second **storey** and third **storey** is 0 metres;
 - (ix) despite **10.10.40.70(3)** the minimum required **side yard setback** for a **main wall** containing window openings is 5.5 metres, otherwise no **side yard setback** is required; and
 - (x) a minimum 2.0 metre wide strip of **landscaping** must be provided along the entire length of the **rear lot line** where the **lot line** abuts a **lot** in the Residential Zone category;
- (B) Despite the maximum floor space index indicated in the zone label on Diagram 2 of By-law ###-2021 [Clerks to insert number], the maximum floor space index does not apply to a **building** that complies with all standards specified in (A) above.

Prevailing By-laws and Prevailing Sections:

- (A) Section 12(1) 144 of former City of Toronto By-law 438-86, as amended by By-law 1996-0067 and OMB File. R960113, March 5, 1997;
 - (B) On or between the even numbered addresses of 512-616 Delaware Ave. N., the odd numbered addresses of 517-525 Delaware Ave. N., the odd numbered addresses of 527-537 Delaware Ave. N., 539 Delaware Ave. N., the odd numbered addresses of 541-545 Delaware Ave. N., the odd numbered addresses of 547-605 Delaware Ave. N., former City of Toronto by-law 221-79
13. Zoning By-law No. 569-2013, as amended, is further amended by adding Exception EL 13 to Article 900.21.10 so that it reads:

Exception EL 13

- (A) Despite **60.10.20.10** a **mixed use building** containing **dwelling units** is a permitted use, provided the **gross floor area** of all the **dwelling units** does not exceed 50 percent of the total **gross floor area** on the **lot**;
- (B) **Dwelling units** must be located above the **first floor** a **building**;
- (C) Despite (A) and (B) above, **lawfully existing dwelling units** are permitted;

- (D) A **building** must comply with the following requirements:
- (i) a **building** must have a minimum height of 2 **storeys** and 8.5 metres;
 - (ii) Despite **60.5.40.10(3)**, **60.5.40.10(4)** and **60.5.40.10(6)**, if a **lot** subject to this Exception abuts a **lot** in the Residential Zone category or is separated from a **lot** in the Residential Zone category by a **lane**, no part of a **building** or **structure** above the fourth **storey** may penetrate a 45 degree **angular plane** measured from the **rear lot line** of the lot in the Residential Zone category, starting at the height of the average elevation of the ground along the **rear lot line**;
 - (iii) the required minimum height of the **first floor** of a **building**, measured between the floor of the first **storey** and the floor of the second **storey**, is 4.5 metres;
 - (iv) the required minimum ceiling height within the **front yard setback** at ground level is 4.0 metres starting at the height of the average elevation of the ground along the **front lot line** to the underside of a building cantilever on the second **storey**;
 - (v) the required minimum height of a **storey** of a **building** located above the **first floor** and used for a non-residential use is 4.0 metres measured between the floor of the **storey** and the floor of the above **storey**;
 - (vi) provide a minimum floor-to-floor height of 4.5 metres on the ground level **storey**;
 - (vii) provide a minimum floor-to-floor height of 4 metres for any non-residential use on and above the second **storey**;
 - (viii) despite **60.10.40.70(4)**, provide a minimum 7.5-metre **rear yard setback** where the rear **lot line** abuts a **lot** or **lane** in the Residential Zone category;
 - (ix) despite **60.10.40.70(4)** and (viii) above, the **minimum rear yard setback** for any part of a **building** located above the second **storey** is 12.5 metres where the rear **lot line** abuts a **lot** or **lane** in the Residential Zone category;
 - (x) despite **60.10.40.70(1)**, the minimum **front yard setback** on the **first floor** and above the third **storey** is 3 metres and the minimum **front yard setback** on the second and third **storey** is 0 metres;
 - (xi) despite **60.10.40.70(2)** the minimum required **side yard setback** for a **main wall** containing window openings is 5.5 metres, otherwise no **side yard setback** is required; and

- (xii) Despite **60.5.50.20(2)**, a minimum 2.0 metre wide strip of **landscaping** must be provided along the entire length of the **rear lot line** where the **lot line** abuts a **lot** in the Residential Zone category;
- (E) Despite the maximum floor space index indicated in the zone label on Diagram 2 of By-law ###-2021 [Clerks to insert number], the maximum floor space index does not apply to a **building** that complies with (D) above; and
- (F) Despite 60.10.20.100(11), an **outdoor patio** is permitted if it complies with the following conditions:
 - (i) it must be in association with an **eating establishment** or **take-out eating establishment** on the same **lot**;
 - (ii) it must be set back at least 30.0 metres from a **lot** in the Residential Zone category;
 - (iii) despite regulation (b) above, an **outdoor patio** located above the first storey of the building, must be at least 40.0 metres, measured horizontally, from a **lot** in the Residential Zone category;
 - (iv) in the **rear yard** of a **lot** that abuts a lot in the Residential Zone category a fence must be installed along the portion of the **outdoor patio** parallel to the **rear lot line**;
 - (v) if a **lawfully existing outdoor patio** is closer to a **lot** than the setbacks required in (ii) or (iii) above, then that **lawfully existing** setback is the minimum required setback for that **lawfully existing outdoor patio**; and
 - (vi) despite **200.5.10.1**, an **outdoor patio** permitted in accordance with (i) and (ii) above and located in the **front yard** may occupy an area otherwise used for up to 2 required **parking spaces**.

Prevailing By-laws and Prevailing Sections: (None Apply)

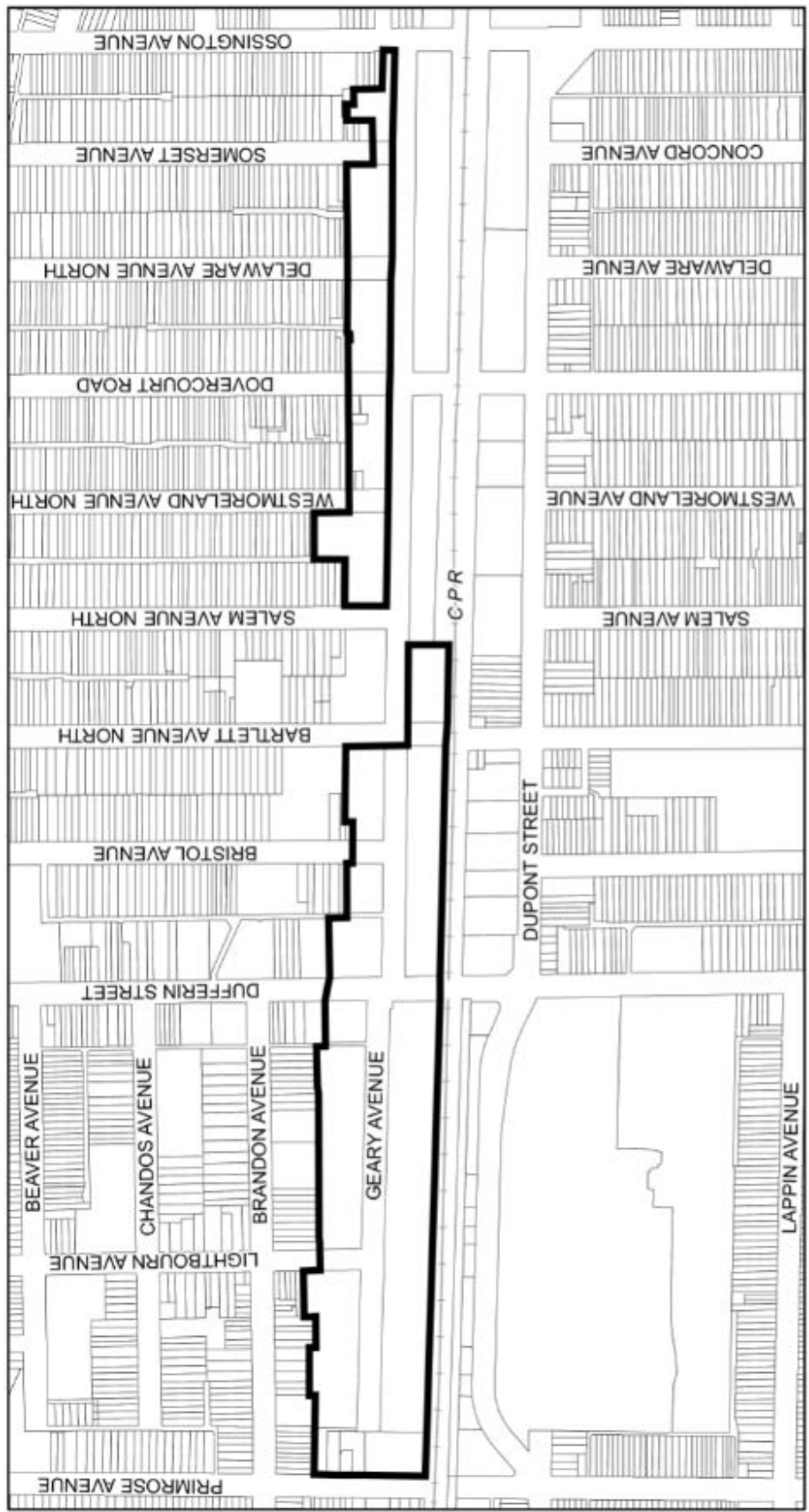
- 14. In Article 900.20.10 delete Exception Numbers 261 and 312.
- 15. The words **lawfully existing** highlighted in bold type in this By-law, in addition to the definitions provided in Zoning By-law 569-2013, Chapter 800 Definitions, includes existing or authorized on or before [Clerks to insert date of Council adoption].

ENACTED AND PASSED this ____ day of _____, 20~.

JOHN TORY,
Mayor

JOHN ELVIDGE,
City Clerk

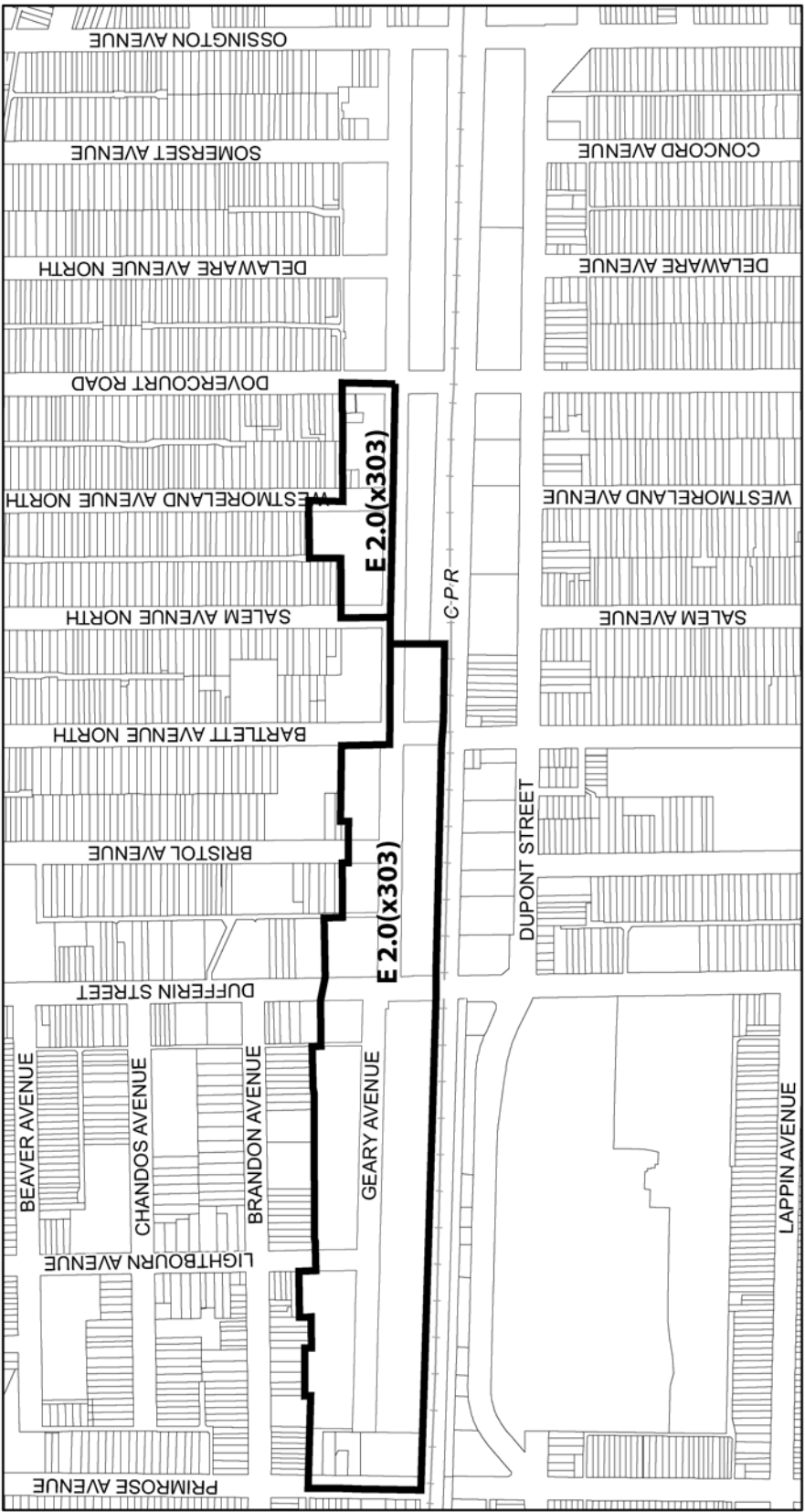
(Corporate Seal)



Toronto
Diagram 1

165-345 Geary Avenue, 2-150 Geary Avenue, 180-360 Geary Avenue, 21-39 Primrose Avenue,
 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland Avenue
 North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 1102-1104 Ossington Avenue
 File # 19 207051 STE 09 0Z

City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021

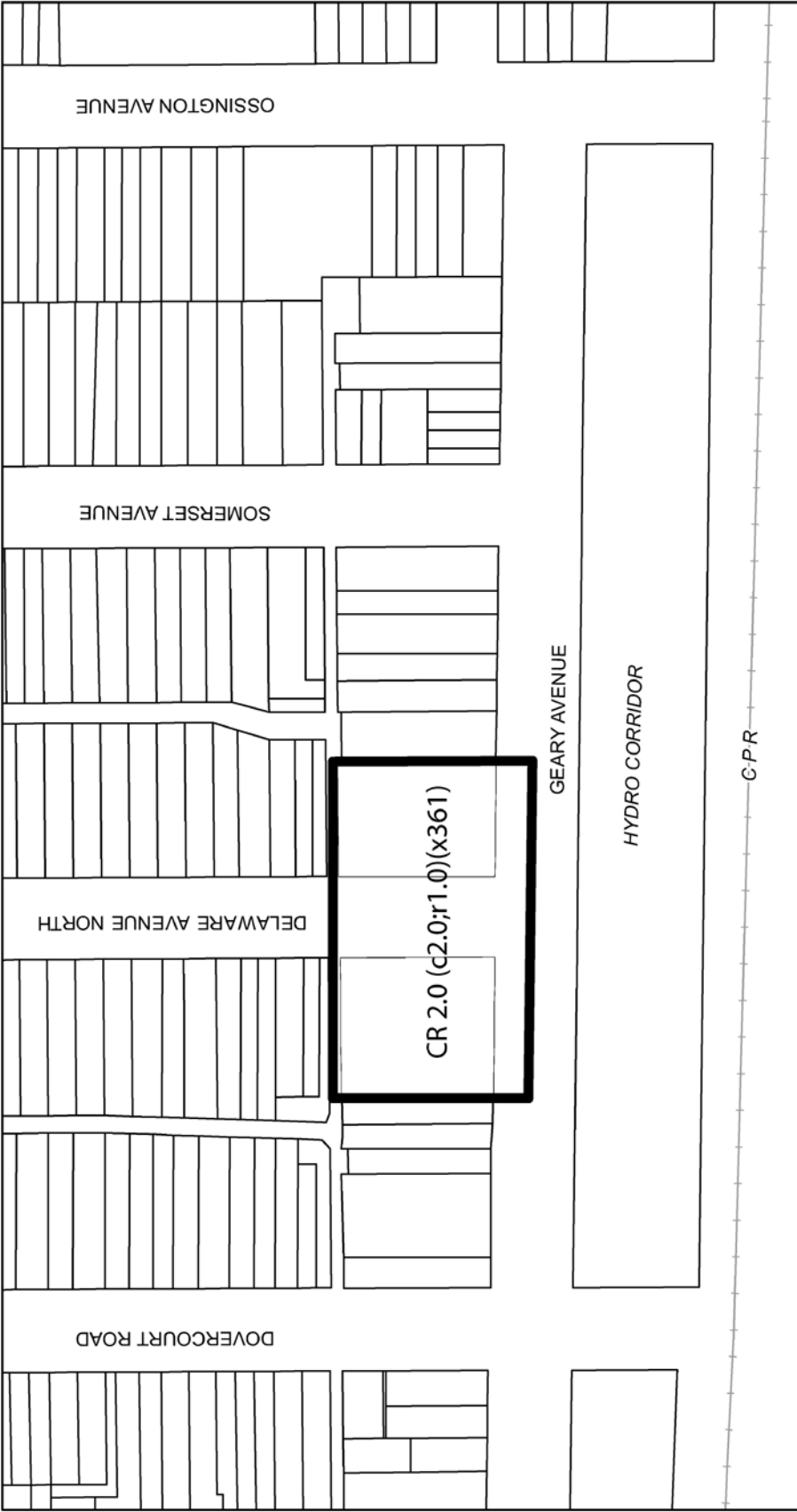


Toronto
Diagram 2
(Sheet 1 of 4)

82-150 Geary Avenue, 180-360 Geary Avenue, 165-345 Geary Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 1100-1102 Dovercourt Road, and 21-39 Primrose Avenue

File # 19 207051 STE 09 OZ

City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021



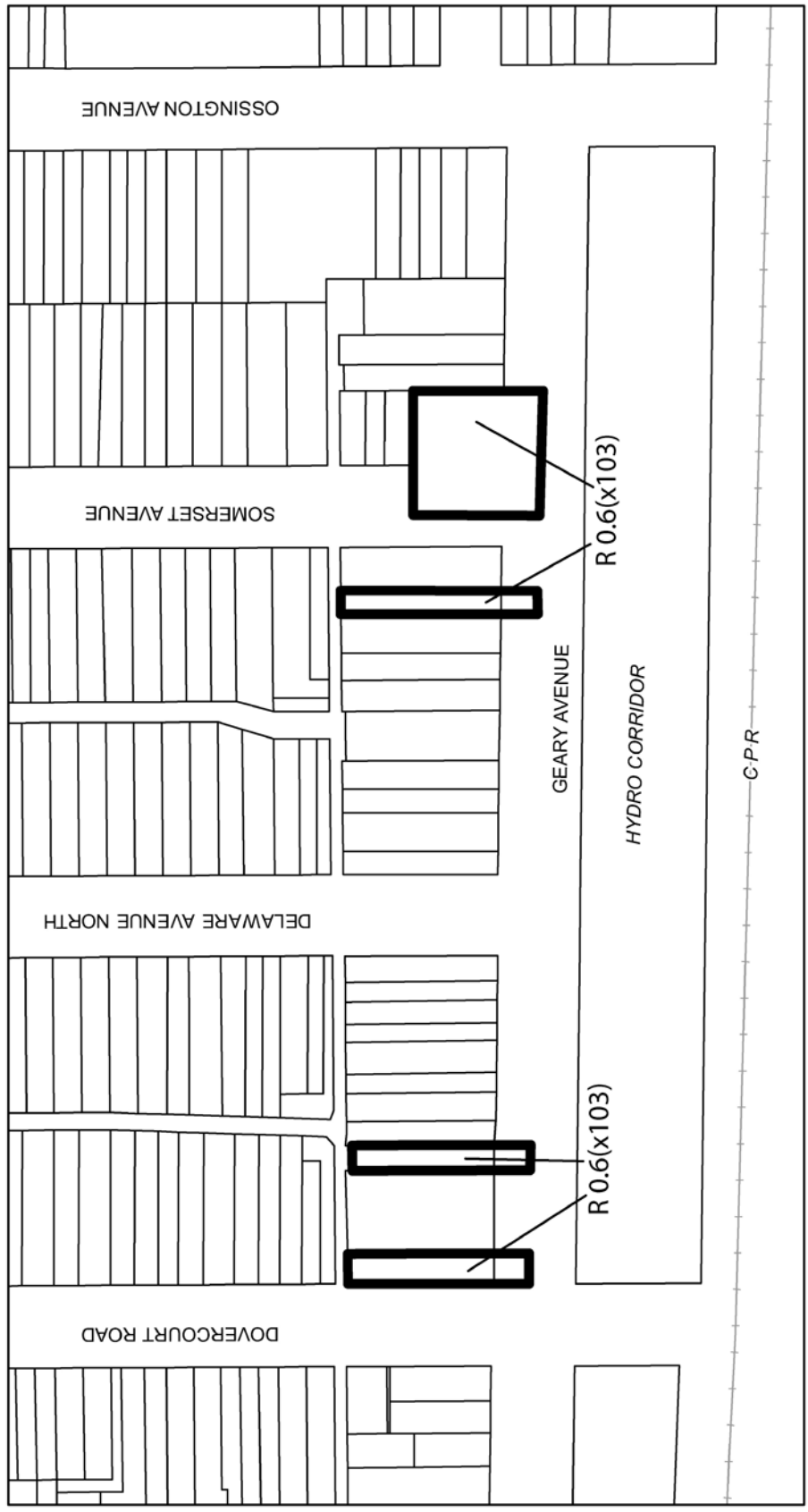
Toronto
 Diagram 2
 (Sheet 2 of 4)

38-60 Geary Avenue and 508-510 Delaware Avenue North

File # 19 207051 STE 09 0Z



City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021

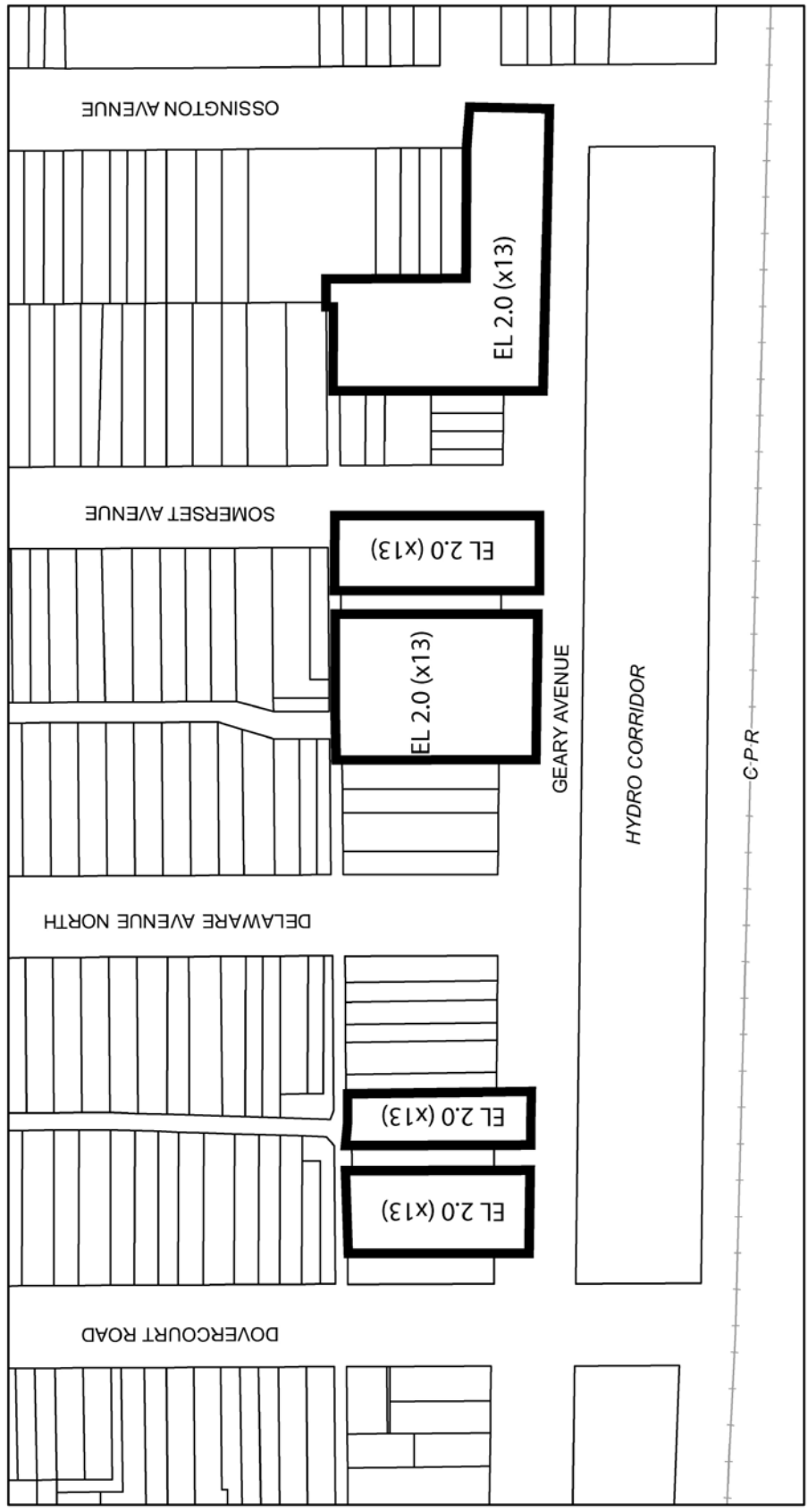


TORONTO
 Diagram 2
 (Sheet 3 of 4)

10-16 Geary Avenue, 24 Geary Avenue, 68 Geary Avenue and 80 Geary Avenue

File # 19 207051 STE 09 OZ

City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021



TORONTO
Diagram 2
(Sheet 4 of 4)

1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, 62-66 Geary Avenue and 70-78 Geary Avenue

File # 19 207051 STE 09 OZ

City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021

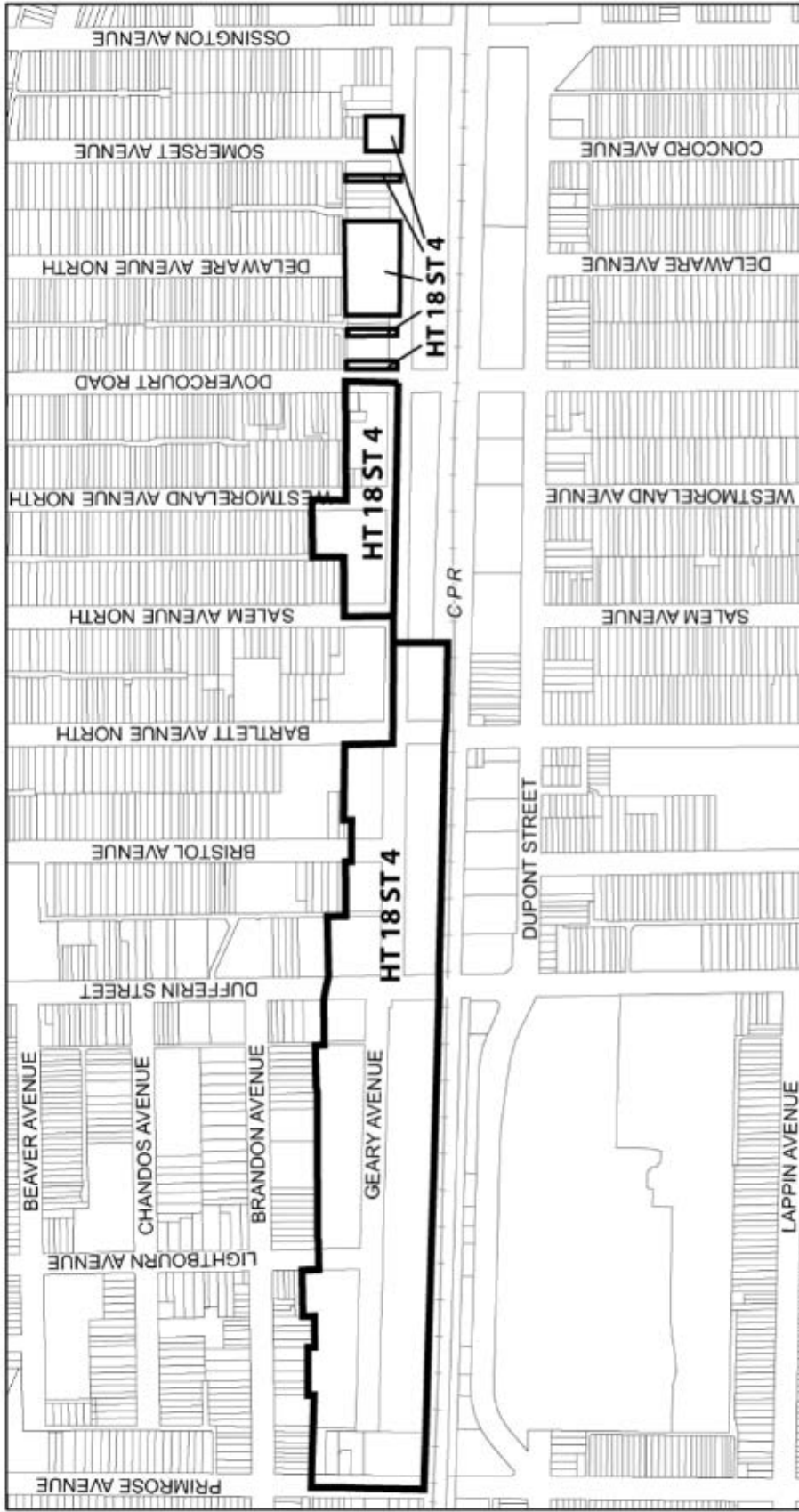


Diagram 3

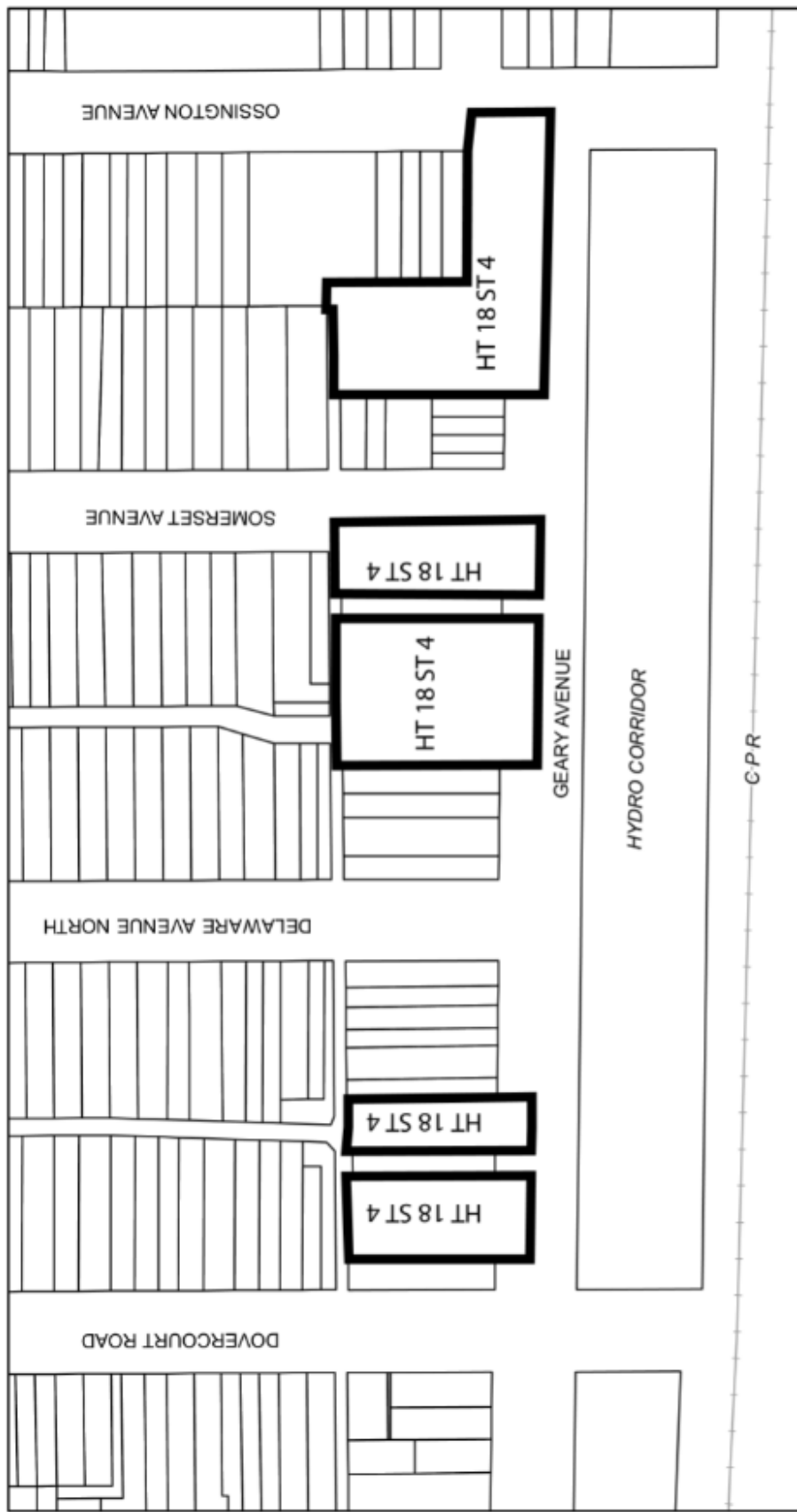
(Sheet 1 of 2)

10-16 Geary Avenue, 24 Geary Avenue, 38-60 Geary Avenue, 68 Geary Avenue, 80-150 Geary Avenue,
 180-360 Geary Avenue, 1352-1384 Dufferin Street, 1347-1355 Dufferin Street, 325-327 Westmoreland
 Avenue North, 1100-1102 Dovercourt Road, 508-510 Delaware Avenue North and 27-39 Primrose Avenue

File # 19 207051 STE 09 0Z



City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021



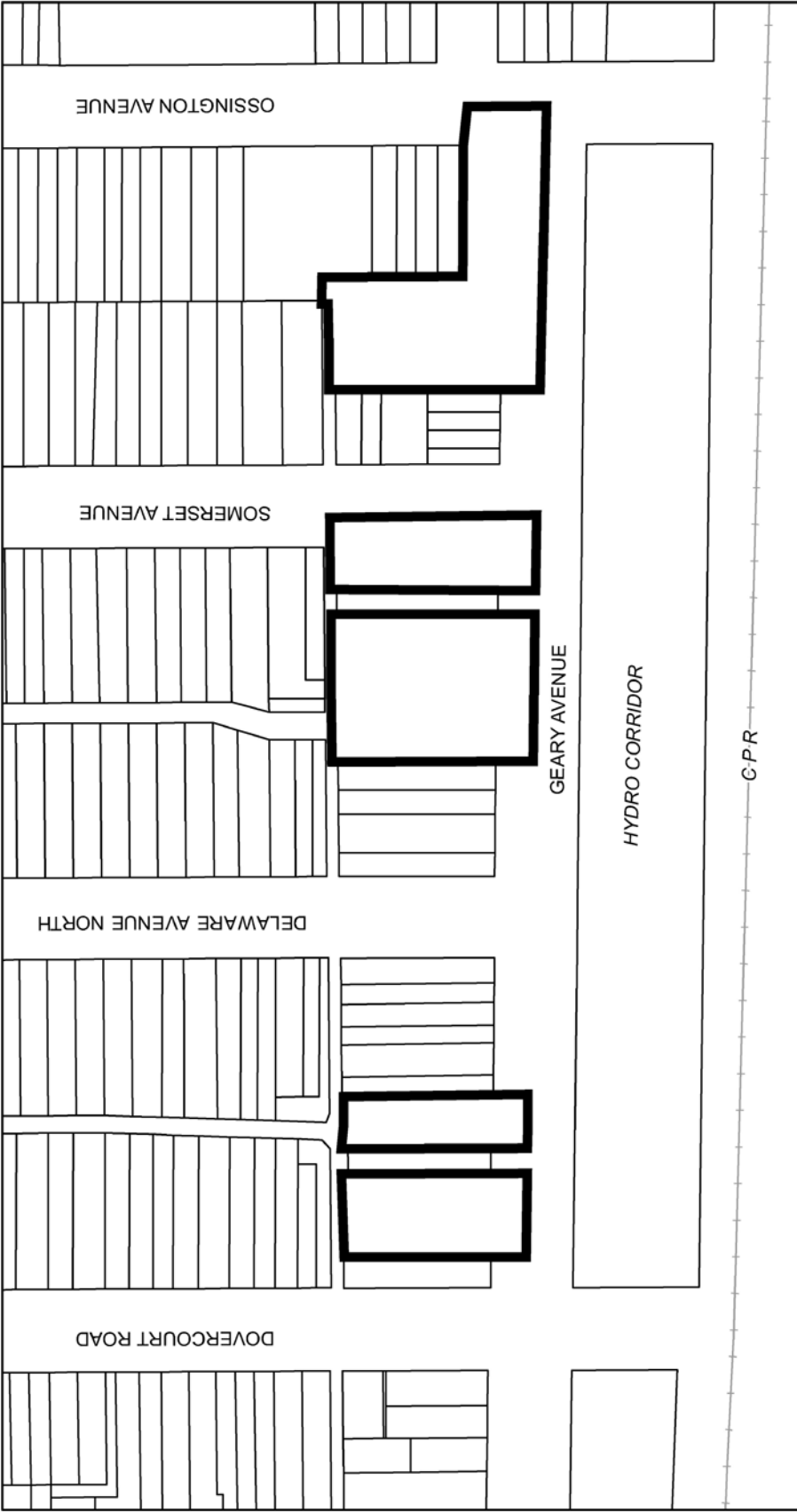
Toronto
Diagram 3
(Sheet 2 of 2)

1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, and
 62-66 Geary Avenue and 70-78 Geary Avenue

File # 19 207051 STE 09 OZ



City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021



Toronto
Diagram 4

1102-1104 Ossington Avenue, 2-8 Geary Avenue, 22 Geary Avenue, 26-36 Geary Avenue, and
 62-66 Geary Avenue and 70-78 Geary Avenue

File # 19 207051 STE 09 0Z



City of Toronto By-law 569-2013
 Not to Scale
 04/16/2021

Municipal Comprehensive Review Considerations

The community vision for Geary Avenue includes potential changes to the land use mix within lands designated *General Employment Areas* and *Core Employment Areas*. The introduction of new use permissions within these designations is considered an employment land conversion that can only be achieved through a Municipal Comprehensive Review (MCR) of the Official Plan.

Mixed Employment-Commercial-Residential Area: Ossington Avenue to Dovercourt Road

The lands east of Dovercourt Avenue are subject to Site and Area Specific Policies 154 and 234:

- SASP 154 currently permits compatible employment and residential uses within single use or mixed-use buildings on the lands designated *General Employment Areas* or *Neighbourhoods*.
- SASP 234 prohibits vehicle and repair shops.

1. As part of the current Municipal Comprehensive Review of *Employment Areas* in the City, it is recommended that staff review the underlying land use designations for the lands subject to SASP 154 between Ossington Avenue and Dovercourt Avenue to determine if a conversion to *Mixed Use Areas* is appropriate.

Existing Designations:



Employment Area: Dovercourt Road to Primrose Street



The *Employment Area* west of Dovercourt Avenue is primarily designated *Core Employment Areas*, with a smaller area designated *General Employment Areas* on the south side of Geary Avenue, west of Dufferin Street.

Through consultation, the Geary Avenue community identified a desire to create a small-scale cultural corridor that supports artists and creative enterprises by allowing a balance of studio space, event space, and accessory commercial uses while still maintaining employment uses as the primary use.

As part of the current Municipal Comprehensive Review of Employment Areas in the City, it is recommended that staff:

2. Consider the appropriateness of redesignating the *Core Employment Areas* lands to *General Employment Areas* to permit a broader range of retail, restaurant and service uses in addition to the primary employment uses currently permitted;

3. Consider the appropriateness of permitting certain additional non-residential and cultural industry uses as accessory uses, through a Site and Area Specific Policy and implementing Zoning By-law, on the lands west of Salem Street, including:

- a. Recreational Uses;
- b. Entertainment Uses;
- c. Performing Arts Studios; and
- d. Places of Assembly, including Entertainment Places of Assembly and/or Cabarets.

4. The existing property owner at 27 Primrose Avenue / 360 Geary Avenue, otherwise known as Geary Lane, has requested that a club and/or recreational use be permitted to occupy 100% of the existing building, which has a gross floor area of 5,391 square feet and is currently 100% occupied by a club / recreational use in the form of a boxing club. Permission for an associated outdoor patio on the second floor is also requested. This property was previously known for providing space for informal musical performances.

Attachment 8: Economic Development & Culture Strategy

Based on the public consultations and stakeholder meetings, data collected, past practices and interdivisional work with colleagues in City Planning and Municipal Licencing and Standards, the following four strategies are suggested for the properties abutting the 1.2 kilometres of Geary Avenue.

1.0 Geary Avenue - Vibrant Cultural Land Uses

The number one community vision (or theme) through the 'Geary Works' planning study was that Geary Avenue is a gem as it is. Geary Avenue has emerged in the last decade as a small but essential asset in Toronto's developing cultural scene. Its location immediately to the northwest of downtown (where a large proportion of younger cultural consumers live and work), its proximity to public transit, and most of all its unique mix of light industrial businesses, small restaurants, and affordable / available space for rent have made Geary a highly sought-after destination for cultural entrepreneurs. Beginning in around 2012, pop-up music events, art exhibits, DJ nights, and curated parties have co-existed with the more conventional daytime uses that include light manufacturing, food sales, and vehicle repair.

Art always migrates to where it can afford to exist. In Toronto, as rising land values and gentrification have pushed culture out of the downtown core, event organizers, venue operators, and cultural entrepreneurs have looked for less expensive locales that also offer audiences and artists a grittier, more unusual aesthetic experience than those found on traditional commercial strips downtown. Geary's mix of available spaces has attracted event organizers with very progressive visions for cultural events. Frequently, these events have combined music, visual art, and food; often, the events have placed less emphasis on alcohol sales alone as a measure of success, instead focusing on the curation of culture and its appeal to distinct communities. As Toronto rebuilds its cultural sector post-pandemic, these pop-up, "DIY"-style music and art events will become a more important part of our entertainment landscape, offering cultural opportunities for equity-seeking groups that are not always drawn to or welcomed at more mainstream entertainment venues and events downtown.

Therefore, the City of Toronto has a role in supporting this kind of cultural activity on Geary Avenue. More flexibility in zoning, licensing, and bylaw enforcement will encourage cultural entrepreneurs to create nighttime vibrancy on Geary that will complement its traditional daytime uses. Through careful management of the size, scale, and frequency of these cultural events, the City can effectively balance the needs and wishes of the surrounding community with the potential of Geary Avenue as a cultural hub.

RECOMMENDATION 1:

City Council support future creative enterprises, small-scale retail, cafes, restaurants, bars and music venues on Geary Avenue and encourage other compatible non-residential land uses to animate Geary Avenue, as may be deemed appropriate through the Municipal Comprehensive Review of the Official Plan.

2.0 Geary Avenue - Proposed Cultural Corridor

The second community vision (or theme) was that Geary Avenue could be celebrated as a cultural corridor. The arts and culture destinations of the proposed Geary Avenue Culture Corridor could offer a wide variety of accessible cultural experiences, including films, concerts, art exhibitions, theatre performances, family events, classes and culture talks, and opportunities to experience some of Toronto's cultural diversity.

A collective of members or Geary Avenue partner organizations could share a website, social media and a mobile app to promote the cultural corridor. Similar to other cultural corridors (e.g. the John Street cultural Corridor of a similar length or the Bloor Street Cultural Corridor); the Geary Avenue partner organizations could seek official designation as a City of Toronto cultural corridor and brand the area as such.

Working to transform Geary Avenue into a cultural corridor could also involve the redesigning of the streetscape with an aim to create a better experience for pedestrians. Such improvements could lead to an environment that is accessible, beautiful and pedestrian-friendly and that could accommodate events and festivals on Geary Avenue.

Any possible cultural corridor designation for Geary Avenue Cultural Corridor could complement the existing and proposed land uses. It is important to identify and lever Geary's cultural resources; strengthen the management of those resources and integrate those resources across all facets of local planning decision making.

RECOMMENDATION 2:

City Council direct the General Manager, Economic Development and Culture to continue work with the community to support local cultural development and community aspirations to become a future cultural corridor.

3.0 Geary Avenue - Future Business Improvement Area (BIA)

Through the public consultation that included city staff input the concept of implementing a Business Improvement Area (BIA) for the Geary Avenue area was explored.

A Business Improvement Area is an association of commercial property owners and tenants within a defined geography who work in partnership with the City to create dynamic and healthy business area. By working collectively as a BIA, local businesses have the organizational and funding capacity to be catalysts for neighbourhood improvement.

One of the more successful BIA programs is the Capital Cost-share Program, which provides matching funding to BIA's for streetscape beautification projects.

Financial assistance is also available to BIAs to implement mural projects; commercial façade improvements and streetscape master plans.

A BIA is run by a volunteer Board of Management elected from its members. Once the BIA members approve the budget and City Council ratifies it, funds are raised through a levy on all commercial and industrial properties within the BIA's boundary. Calculation of this levy is based on the proportionate value of each property's commercial and/or industrial assessment. Once the City collects the levy, it returns the funds to the BIA to manage.

The most successful BIA's are established organically, stemming from interested and motivated businesses as opposed to a city staff led effort. A single local business "champion" can be a key partner in working with area businesses to explain the BIA concept, advantages and approval process.

RECOMMENDATION 3:

City Council direct the General Manager, Economic Development and Culture to encourage the development of a future business improvement area at such time when the Geary Avenue commercial and industrial owners and their non-residential tenants are prepared to join together under a volunteer board of management to carry out improvements and promote economic development within a designated area.

4.0 Geary Avenue - Property Tax Relief through IMIT

The Imagination, Manufacturing, Innovation and Technology (IMIT) property tax incentive is designed to provide financial support to encourage new commercial/industrial construction in targeted employment sectors.

Eligible developments benefit from a grant of 60 per cent of the increase in the municipal taxes attributable to the eligible development over a 10-year period.

Based on the current and projected mix of businesses in the area potentially eligible uses could include small business incubators or new development to support the creative sector.

RECOMMENDATION 4:

City Council direct the General Manager to assist local businesses and prospective developers on Geary Avenue with the Imagination, Manufacturing, Innovation and Technology (IMIT) funding program and other future property incentives for creative enterprises.

Attachment 9: Mobility and Public Realm Strategy

The public right-of-way (the street) serves three important roles: mobility; site access; and place-making. The intent of this strategy is to provide an inventory of ways to rebalance how the street fulfills these roles to serve the changing needs of the community, as expressed through the Community Visions (themes) identified by the Geary Works study.

Ten strategic directions for the Geary Avenue street and streetscape are outlined below. Immediate possibilities and future possibilities associated with each strategic direction are described. Strategic directions will be pursued independently. Reports will be submitted to Toronto and East York Community Council and/or appropriate committees of Council to seek approvals for implementation, as necessary.

Strategic Direction	Description and Possibilities
<p>1. Develop Parking Management Plan</p>	<p>Parking is a point of significant tension Geary Avenue, with limited supply and a variety of different demands, including local residents and employees, deliveries (shipping/receiving), customers, and visitors. Use of existing parking supply should be optimized to make best use of the limited space and balance competing demands.</p> <p>Immediate possibilities: In consultation with on-street businesses, nearby residents and other parking users, review (and update if applicable) current stopping/standing/parking zones to ensure regulations and signage are clearly understood and adequately serve the parking and loading needs of the community.</p> <p>Review (and update as possible) current boulevard parking permits. With consent of property owner/manager, an unused boulevard parking space and the associated curb cut could be removed and replaced with an on-street parking space.</p>

Strategic Direction	Description and Possibilities
<p>2. Consider Pay-and- display Parking</p>	<p>Pay-and-display parking offers benefits that directly address several of the parking concerns raised in the Geary Works study. Pay & display provides for standard delineation of parking areas (on-road paint), including at driveways. It increases access to parking enforcement, addressing concerns of illegal parking. Pay-and-display parking can encourage faster parking turnover, improving availability of parking for visitors, while increasing flexibility. For example, typical pay & display parking allows for up to 3 hours as compared to the current 1 hour limit. Pricing parking is known to incentivize more efficient use of on-street parking, off-street parking and garages. Finally, the presence of parking cars can visually narrow travel lanes contributing to traffic calming.</p> <p>Immediate possibility: Include consideration of pay-and-display parking into parking management plan (see above), including consultation with on-street businesses, nearby residents and other parking users.</p> <p>Future possibilities: Provide enhanced delineating of no parking zones through pavement marking plan associated with pay-and-display zones, increasing discouragement to drivers parking in front of driveways.</p> <p>Phase out boulevard parking as circumstances change, increasing the supply of public on-street parking.</p>

Strategic Direction	Description and Possibilities
<p>3. Introduce traffic calming measures</p>	<p>Driver inattention and non-compliance with speed limits is especially concerning to users of the Geary Avenue Parkette, which is typically accessed from uncontrolled intersections. Expansion of the park is planned in 2022, heightening the concern. Traffic calming measures on Geary Avenue could consist of narrowing travel lanes with bump-outs or other physical cues for drivers to slow down. Strategically placed bump-outs could also reduce the length of pedestrian crossings. Any changes to lane widths and locations of curbs will continue to accommodate truck movements along Geary Avenue.</p> <p>Immediate possibility: Request addition to scope of Green Line implementation project (Geary Avenue Parkette) to include bump-outs and/or other curb alterations at park access and Green Line crossing locations.</p> <p>Future possibility: Introduce new pavement marking plan and/or other cues to drivers, in accordance with parking management strategy, until such time that a future road reconstruction project can make more permanent changes.</p> <p>Other options considered: Speed humps are not recommended on Geary Avenue due to high truck volumes, which can cause excessive noise and wear-and-tear when trucks pass over speed humps.</p>

Strategic Direction	Description and Possibilities
<p>4. Improve sidewalk conditions</p>	<p>Making pedestrian clearways wide, flat and grade-separated from the road will make walking safer, more comfortable, and more accessible. Addition of plantings and/or street furniture in the edge zone will making walking more pleasant.</p> <p>Immediate possibility: Pursue opportunistic sidewalk widening and streetscape improvements through the Green Line implementation project.</p> <p>Future possibilities: Though major road renewal is not scheduled within the City's 10 year capital planning horizon, sidewalk widening and streetscape improvements could be implemented opportunistically through redevelopments or sponsored by area businesses (e.g. an initiative of a Business Improvement Area (BIA) if one is formed for the area).</p> <p>Removal of curb-cuts and rolled curbs, following retirement of associated boulevard parking permit/driveway access, will allow the sidewalk to be flattened and reduce the number of points where vehicles cross the sidewalk.</p>

Strategic Direction	Description and Possibilities
<p>5. Improve Intersection Conditions</p>	<p>Introducing traffic controls where appropriate can improve safety for all road users. Through Geary Works, concerns were raised about the major intersections of Geary Avenue at Dufferin Street and Ossington Avenue, as well as the minor intersections along the frontage of the existing and planned segments of Geary Avenue Parkette.</p> <p>Immediate possibilities: Signalization of Dufferin Street & Geary Avenue intersection has recently been approved, which will provide a safe pedestrian crossing across Dufferin Street and potentially enable a limited reconfiguration of the offset intersection.</p> <p>Report to Toronto and East York Community Council on the possibility of all-way stop sign controls along the frontage of existing and proposed Green Line parks (at Somerset Avenue, Delaware Avenue, and Westmoreland Avenue) to provide more convenient access for area residents and other park users.</p> <p>Request addition to scope of Green Line implementation project (Geary Avenue Parkette) to include curb alterations (bump-outs) and a pedestrian crossing at the intersection of Salem Avenue & Geary Avenue, where the Green Line crosses Geary Avenue.</p> <p>Request a change the mode of control of the traffic control signals at the intersection of Dovercourt Road and Geary Avenue so that the walk signal is displayed every time the green light is given, regardless of whether the pedestrian pushbutton is activated.</p> <p>Future possibility: Investigate options for pedestrian crossing protection at Ossington Avenue & Geary Avenue to provide a more direct connection to Garrison Creek Park as part of the Green Line.</p>

Strategic Direction	Description and Possibilities
<p>6. Facilitate Sidewalk Cafes</p>	<p>The CaféTO program, initially introduced as a pandemic response, is growing, evolving and reframing how streets can be used for patios and parkettes. Engaging with the program to help shape it as it grows is a great opportunity for creative business owners like those on Geary Avenue.</p> <p>Immediate possibility: Businesses are encouraged to review eligibility criteria for CaféTO and consider applying if it meets their business needs.</p> <p>Future possibility: Businesses are encouraged to provide input into the evolution of CaféTO program for future iterations in future years.</p>
<p>7. Provide bicycle-supportive Infrastructure</p>	<p>Cycling is a common mode of travel to destinations on Geary Avenue today, and is expected to become more common with the future introduction of cycling facilities on Bartlett Avenue, which will provide north-south connection to two existing east-west cycling routes that run parallel to Geary Avenue: Davenport Rd and Hallam St. A Bike Share Toronto station and on-street bike parking corral have recently been installed near the intersection of Geary and Bartlett Avenues.</p> <p>Immediate possibilities: Implement new north-south cycling connection is on Bartlett Avenue (currently anticipated in 2022 construction season).</p> <p>Monitor the new Bike Share Toronto station at Bartlett Parkette and consider expansion to other locations along Geary Avenue.</p> <p>Monitor use of the new bike parking rack at Geary Avenue and Bartlett Avenue and consider additional locations.</p> <p>Other options considered: Bike lanes on Geary Ave cannot be accommodated with existing parking pressure. Geary Avenue runs parallel to two existing cycling routes: Davenport Rd and Hallam St. The planned north-south Bartlett Avenue cycling route will provide direct access to the centre of commercial activity on Geary Avenue from either of the east-west routes.</p>

Strategic Direction	Description and Possibilities
<p>8. Facilitate New and Improved Street Art, Planting and Surface Treatments</p>	<p>Street Art, planting and surface treatments can make a space feel more intimate, urban and beautiful. Changing the feel of the street often results in increasing driver attention and improving driver behaviour.</p> <p>Immediate possibilities: Implementation of Green Line implementation project (Geary Parkette) will upgrade and beautify the park edge, including the boulevard along the sidewalk.</p> <p>Request electrical box art from Street Art Toronto’s “Outside-the-Box” program.</p> <p>Explore potential for road mural in the block between Bartlett Avenue and Salem Avenue can be explored as a possible complement to the Green Line implementation project.</p> <p>Future possibility: Signature surface treatments, plantings, art or signage/banners can be pursued through redevelopment or sponsored by a Business Improvement Area (BIA), if one is created for the area.</p>
<p>9. Improve Underpass Experience</p>	<p>Underpasses can serve as a gateway to a neighbourhood. Art and other design interventions can make them feel fun and welcoming. Where possible, gradual grade changes on adjacent properties can minimize the scale and extent of retaining walls that define an underpass.</p> <p>Immediate possibility: Request that the underpasses of Ossington Avenue and Dufferin Street be added to Street Art Toronto underpass art program work plan.</p> <p>Future possibilities: Additional public art initiatives can be pursued through redevelopment or sponsored by a Business Improvement Area (BIA), if one is created for the area.</p> <p>Future redevelopment could provide an opportunity to redesign the interface of the Dufferin Street underpass with the adjacent properties, potentially providing a wider and more inviting streetscape.</p>

Strategic Direction	Description and Possibilities
<p>10. Expand Boulevard Open Spaces</p>	<p>Widened boulevards can create opportunities to introduce a street tree, bench, space for temporary patio uses, or other feature that invites users to pause and enjoy the street life.</p> <p>Immediate possibility: Temporary curb lane occupation can be pursued through CaféTO (see Strategy 6 about sidewalk cafes).</p> <p>Future possibility: Pursue curb line alterations through road renewal projects, redevelopment, or sponsored by Business Improvement Area (BIA), if one is created for the area.</p>