

Our Plan Toronto: Keele-St. Clair Local Area Study – Directions Report

Date: June 14, 2021

To: Planning & Housing Committee

From: Chief Planner & Executive Director, City Planning

Wards: York South-Weston & Davenport

File Number: 20 182411 STE 10 OZ

SUMMARY

This report recommends land use and policy directions pertaining to the Keele-St. Clair Local Area Study ("KSC LAS") conducted as part of the current Municipal Comprehensive Review ("MCR") and Growth Plan Conformity Exercise of the City of Toronto Official Plan under Section 26 of the *Planning Act*.

This report also:

- presents the results of the preliminary KSC LAS public consultations held between September and December, 2020;
- provides Preliminary Assessments of potential conversions of *Employment Areas* within the KSC LAS, including formal conversion requests received as part of the current MCR; and
- provides a Draft Official Plan Amendment ("OPA") for a Protected Major Transit Station Area ("PMTSA") for the planned St. Clair-Old Weston SmartTrack/GO Transit Station located at 2-80 Union Street.

The land use and policy directions in this report respond to Planning and Housing Committee's direction to prioritize the Keele-St. Clair area as part of the MCR and Growth Plan Conformity Exercise in response to the planned SmartTrack/GO Transit station and other transportation, transit and infrastructure improvements approved through the [St. Clair Avenue West Area Transportation Master Plan](#).

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Planning and Housing Committee direct that the Draft Planning Framework, comprised of the Draft Parks & Public Realm Plan, Draft Focus Areas, Draft Land Use

Plan and Preliminary Assessments of *Employment Area* Conversions, appended to this report in Attachments 3, 4, 5 and 6, respectively, and the Draft Policy Directions contained within this report, be endorsed as the basis for public consultation.

2. Planning and Housing Committee direct City Planning staff to consult with the public and key stakeholders, including landowners, businesses and agencies, to obtain comments and feedback on the Draft Planning Framework and Draft Policy Directions.

3. Planning and Housing Committee direct the Chief Planner and Executive Director, City Planning to prepare a draft Official Plan Amendment for the Keele-St. Clair Local Area Study, based on the attached Draft Planning Framework and further public consultation, for Planning & Housing Committee's consideration on September 21, 2021.

4. Planning and Housing Committee authorize the Chief Planner and Executive Director, City Planning to use the Draft Official Plan Amendment for the PMTSA delineation and associated policies, forming Attachment 7 to this report, as the basis for consultation.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable. The provision of adequate and affordable housing is the cornerstone of building inclusive and equitable communities.

The Draft OPA for the St.Clair-Old Weston PMTSA advances the implementation of provincial policy requirements that would enable the use of Inclusionary Zoning policies, once in effect, to secure new affordable housing through the development approval process as envisioned by provincial legislation and the upcoming Inclusionary Zoning framework that Planning and Housing Committee and Council will consider in the late summer/fall of 2021.

DECISION HISTORY

In 2009 and 2011, City Council adopted Avenue Studies for St. Clair Avenue West between Bathurst Street and Keele Street/Weston Road (2009) and Keele Street/Weston Road and Scarlett Road (2011). The Avenue Studies introduce a vision for this portion of St. Clair Avenue West, including planning frameworks for

development, Zoning By-law amendments and urban design guidelines to guide new development. The Decision Histories and implementing by-laws can be accessed at these links: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PG26.2> and <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.EY5.2>.

The City completed the St. Clair Avenue West Transportation Master Plan ("TMP") in August 2019 to identify area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road. City Staff are currently developing an implementation strategy, including timing and completion of detailed engineering designs, property acquisition and timing for construction. More information on the St. Clair Avenue West TMP can be accessed at this link: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/stclairwesttmp/>

At its meeting on October 15, 2019, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, on the Growth Plan (2020) Conformity Exercise and MCR requirements, and directed that City Planning "prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the SmartTrack/GO Kitchener line and planned station located in the area of these lands." The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

At its meeting on June 29, 2020, Council adopted a report from the Chief Planner and Executive Director, City Planning, containing a work plan for the MCR/Growth Plan Conformity Exercise. The work plan describes local area studies required for potential PMTSAs and Major Transit Station Areas ("MTSAs"), including the KSC LAS. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>.

BACKGROUND

Keele-St. Clair and Surrounding Area

Indigenous History

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago. Conversations with Indigenous leaders and research into the history of the area – including a [First Story Virtual Walking Tour](#) video produced by Indigenous youth – revealed the significance of this area as Indigenous ancestral lands. The Keele-St. Clair area represents a vital crossroads that has been used as a meeting point and thoroughway by Indigenous peoples for thousands of years. The KSC LAS area is near the former shoreline of Lake Iroquois, a defining feature of this area and former landmark in the region. Following the base of this shoreline was the longstanding Wendat Trail – now Davenport Road – which would have connected to trails leading to the Kingston, Lake Simcoe and Hamilton areas.

Lavender Creek, one of the last remaining natural greenspaces in the study area, is a tributary of the Black Creek and connects to the Humber River, which is part of the Toronto Carrying Place Trail.

Settler History

There is a rich multi-cultural settler history in the Keele-St. Clair area which can still be seen and felt today in the diversity of people and places that make up the community. The community has long been a centre for travel and trade, shaped by the natural landscape and enduring presence of Indigenous trails, followed by the formalization of early settler roads and the introduction of railways and industry, including the notable stockyards district of meat packing and related food processing activities serving as a source of local employment for surrounding residential communities.

The study area contains portions of the historic settlement of Carlton, and was part of the town of West Toronto Junction prior to its amalgamation with the City of Toronto in 1909. A reminder of the area's rich history accommodating travel includes the former Heydon House hotel, designated heritage property under Part IV of the *Ontario Heritage Act*, located at the corner of St. Clair Avenue West and Old Weston Road. Although many of the historic industrial and rail buildings have since been demolished, the railway and industry remain active and prevalent in defining the urban environment and landscape of the area.

Study Area

The KSC LAS generally includes an area within an approximate 500-800 metre walking distance from the planned GO Transit/SmartTrack station located near the intersection of Union and Townsley Streets. As directed by the Planning and Housing Committee, the KSC LAS also includes the *Employment Area* on the south side of McCormack Street.

The KSC LAS area can generally be characterised by large, low-density employment areas surrounded by low-rise residential dwellings, with mid-rise mixed-use developments occurring or planned along St. Clair Avenue West. Retail, industrial and residential uses can be found throughout the study area, a condition that is particularly prominent in the small neighbourhood surrounding the intersection of Mulock Avenue and Hirons Street.

There is little tree canopy coverage, open space or parkland throughout the study area, resulting in the area having one of the lowest green spaces per capita in the City with a high extreme heat exposure and high levels of stormwater runoff. Parks within the study area are mostly small parks, with nearly the entire study area identified as an Area of Parkland Need in the Council approved Parkland Strategy.

The north-south rail corridor and St. Clair Avenue West separate the study area into four quadrants. Each quadrant contains a range of uses, including lands designated *Core Employment Areas* and *General Employment Areas*, *Mixed-Use Areas* along portions of St. Clair Avenue West, and low-rise *Neighbourhoods*, with little to no lands designated as *Parks*, *Natural Areas* or *Other Open Space Areas*.

Northeast Quadrant

In the northeast quadrant, employment uses are primarily auto-oriented, including servicing, repair, wrecking, scrap, storage and sales. Other employment uses include a bottle manufacturing facility, concrete batching plant, disposal services and the former flea market site at the corner of Townsley and Old Weston Road. The northeast quadrant also contains a significant amount of low-rise residential uses and is bisected by the Hydro One corridor, which contains community gardens, play structures and other amenities in S.A.D.R.A Park.

The future GO Transit/SmartTrack station site is located on the west side of Union Street, across from the bottle manufacturing and concrete batching plants located on the east side of Union Street. Lavender Creek, one of the only remaining natural feature remnants in the study area, is located north of the station site, accessible only from the terminus of Keele Street south of Lavender Road. The creek is confined by the rail corridor to the immediate west and a large steel security wall on the east.

Southeast Quadrant

The southeast quadrant is predominantly designated *Neighbourhoods* and is characterised primarily by one- and two-storey single and semi-detached dwellings. A Police Services 11 Division facility is located at the intersection of Davenport Road and Osler Street.

The properties at 1799 St. Clair Avenue West and 290 Old Weston Road are designated *General Employment Areas* and together make up a triangle of employment lands between Old Weston Road, St. Clair Avenue West and the rail corridor, with two-storey residential dwellings located on the eastern edge of the triangle fronting Old Weston Road. 1799 St. Clair Avenue West is currently occupied by Delta Bingo Hall, whereas 290 Old Weston, formerly occupied by Cadet Cleaners, is currently a vacant site that is subject to a development application for a tall mixed-use residential and office building.

At the south end of the quadrant where Old Weston Road terminates at Junction Road is a large *Core Employment Area* that is partially used for outdoor storage of construction equipment. To the immediate east of that site is a small stretch of employment uses along Miller Avenue.

Southwest Quadrant

The southwest quadrant is predominantly characterised by larger *Employment Area* sites surrounding an eclectic residential-industrial neighbourhood generally bounded by Keele Street, St. Clair Avenue West, Mulock/Lloyd Avenue and Junction Road. Employment uses in this area include, among other businesses, breweries, cheese and other food manufacturing facilities, a linen supply company and a number of auto repair facilities. A mixed-use development with mid-rise residential, an office building, retail and service uses, and a public park is being considered at 6 Lloyd Avenue, located at the north end of the quadrant along St. Clair Avenue West, immediately west of the rail corridor.

On the west side of Keele Street, north of West Toronto Street and east of Old Stock Yards Road is a retail area containing a Home Depot, Staples, Mark's clothing store and a number of standalone restaurants.

Northwest Quadrant

The northwest quadrant is occupied primarily by the Stock Yards Village shopping centre on the west side of Weston Road across from a large townhouse development immediately adjacent to the rail corridor on the east side of Weston Road. The northernmost portion of the quadrant includes employment uses on the east side of Weston Road and along the south side of McCormack Street. Employment uses in these areas include a mix of auto-oriented uses, light industrial and manufacturing, food processing, creative industries, textiles, general contractors and storage facilities. The properties on the south side of McCormack Street back onto a steep ravine with known geotechnical slope stability issues.

Adjacent Uses

The KSC LAS area is surrounded primarily by low-rise residential dwellings to the east, north and northwest, with a large mixed-use commercial area also located to the north. Larger *Employment Areas* are located to the immediate west of the study area, both north and south of St. Clair Avenue West, with a townhouse development fronting St. Clair Avenue West between the two *Employment Areas*. The *Employment Area* north of St. Clair Avenue West contains a high concentration of food-related industries including slaughterhouses, meatpacking and processing, and associated industries. The *Employment Area* to the south of St. Clair Avenue West contains a number of similar food-related industries, as well as large format retail uses. To the southwest and south is a high-traffic CP Rail shunting yard, immediately west of the Toronto Junction.

The Lavender Creek Trail is located to the west of the study area, just south of the McCormack Street Employment Area. [The Green Line](#) linear park system is located to the southeast of the study area, with S.A.D.R.A Park serving as an informal extension of the Green Line towards the centre of the study area via the Hydro One corridor.

St. Clair Avenue West Transportation Master Plan

The approved St. Clair Avenue West TMP identifies four area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road:

- The widening of St. Clair Avenue West between Keele Street and Old Weston Road;
- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension; and
- The extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street, with improvements to Union Street north to Turnberry Avenue/Gunns Road.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair Area, creating new public street frontages and connections to and throughout the community, providing new opportunities for the development of a complete community centred on the planned GO Transit/SmartTrack station.

A map of the approved infrastructure improvements and planned station location is provided in Attachment 1 to this report. City Staff are developing an implementation strategy, including timing and completion of detailed engineering designs, property acquisition and timing for construction. Construction timing is dependent on the availability of funding, property acquisition, completion of detailed engineering designs and receipt of planning approvals and permits. The TMP recommendations are expected to be implemented over a period of six to nine years:

- St. Clair Avenue West widening
 - 2022–2023 – Detailed design
 - 2024–2026 – Construction
- Gunns Road, Keele Street and Davenport Road extensions
 - 2023–2024 – Detailed design
 - 2025–2029 – Construction

COMMENTS

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

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; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 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."

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

The Growth Plan (2020) came into effect on August 28, 2020. 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 an MCR, which is a requirement pursuant to Section 26 of the *Planning Act*.

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).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in MTSA's along priority transit corridors or subway lines. MTSA's are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan (2020) requires that the City update its Official Plan to individually delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities as part of the current MCR. GO Transit stations, including the planned St. Clair-Old Weston Station, are prescribed a minimum density target of 150 residents and jobs per hectare.

PMTSA's will become a subset of the 180+ MTSA's in the City of Toronto. Under Policy 2.2.4.5 of the Growth Plan (2020), the City may delineate MTSA's before the MCR is

completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. Section 16(15) of the *Planning Act* calls for Official Plan policies that:

- Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated in the area;
- Identify the authorized uses of land and of buildings or structures on lands in the area; and
- Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Appeals of the Minister's decision on PMTSAs to the Local Planning Appeal Tribunal ("LPAT") are limited. If approved by the Minister, matters addressed in the approved PMTSA that will be reflected in the City-initiated Zoning Bylaw Amendment are likewise subject to very limited appeal rights under section 34(19.5) of the *Planning Act*. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

The KSC LAS is centred on the future GO Transit/SmartTrack Station planned for the triangular property at the northwest corner of Union and Townsley Streets. As part of the study, staff have delineated a draft PMTSA that represents an approximate 10-minute walk from the station. PMTSAs will allow for Inclusionary Zoning to secure affordable housing as part of future development applications following Council's approval of an Inclusionary Zoning policy framework.

Inclusionary Zoning

Provincial regulation permits the City to implement an Inclusionary Zoning policy framework in order to secure affordable housing through new development. In order to bring forward Inclusionary Zoning policies, in-depth analysis is required to be completed, including analysis of housing demand and supply and financial impacts.

The implementation of Inclusionary Zoning is limited to PMTSAs (or where a Development Permit System by-law is in place) under Section 16(5) of the *Planning Act*. The identification and delineation of PMTSAs in areas of high growth and strong market conditions, including the Keele-St. Clair area, has been identified as a priority component of the City's Growth Plan Conformity Exercise.

Additional information on the proposed Inclusionary Zoning framework can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH16.7>.

A further report on Inclusionary Zoning, including details on its implementation, is scheduled for the September Planning and Housing Committee meeting.

Planning for Employment Areas

On June 29, 2020, City Council approved a work plan for the Growth Plan (2020) Conformity Exercise and MCR of the Official Plan and established August 4, 2020 as the commencement of the City's current MCR. Council also authorized City Planning

staff to review requests to convert *Employment Area* lands received by the City before August 4, 2021 by applying the Conversion and Removal Policies for *Employment Areas* in the Official Plan.

The decision history can be accessed at this link:

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

Public Consultation and Stakeholder Engagement

City Planning has undertaken a comprehensive public consultation and stakeholder engagement process to gather input on what characterizes the Keele-St. Clair area, trends impacting the community, future priorities and visions, what investments are needed in public spaces, streets, transportation and community facilities, what opportunities and goals exist for stakeholders, and what a complete Keele-St. Clair community means to different stakeholders.

Preliminary Public Consultation Program

The preliminary public consultation program took place virtually from September to December 2020 and included:

- A Public Information Session;
- A landowner and business owner workshop;
- An agency focus group and interviews;
- Indigenous engagement including a [First Story Virtual Walking Tour](#) video and Indigenous engagement meeting;
- A public meeting; and
- An online survey.

The public were also invited to submit their comments and ideas via email or over the phone. Attachment 2A describes the detailed consultations that have taken place throughout the course of the study, including a summary of the feedback received.

Social Pinpoint Survey

In addition to the above, a Social Pinpoint virtual mapping survey was open to the public on the Keele-St. Clair website (www.toronto.ca/keelestclair) from November 18 to December 18, 2020. The survey was presented in the form of a map of the KSC LAS and surrounding area. It identified the study area boundary, location of TMP improvements, and a summary of the public consultation feedback "pinned" to the geographic locations they pertained to. The survey asked participants to add additional pins to the map to help identify the following:

Parks & Open Spaces

- what parks and open spaces participants enjoy and what spaces they think could be improved
- potential locations for different park experiences
 - Sport and play amenities (e.g., sports fields, splash pads, playgrounds, etc.)

- Community and civic amenities (e.g., community gardens, picnic areas, stages, etc.)
- Passive and ecological amenities (e.g., trails, ravines, naturalized areas, etc.)

Community Focal Points

- important buildings, places, events, community spaces and services
- areas with special character
- local histories and stories for public art and placemaking
- potential gateways, hubs, districts and new destinations

Buildings & Streetscapes

- what streetscapes participants enjoy and what they think could improve (new/wider sidewalks, greening/trees, seating, lighting, etc.)
- participants' visions for landscapes, buildings and activities along new and existing streets

Connections

- potential new or improved:
 - connections and/or access to parks and open spaces (views/sightlines, new entrances, remove barriers, etc.)
 - pedestrian and cycling routes, crossings and connections
 - local street connections

Over 700 people participated in the Social Pinpoint Survey. A summary of the results can be found in Attachment 2B to this report.

Consultation Summary

Through the consultations, the City received a variety of comments and suggestions about the future of the Keele-St. Clair community. Generally, stakeholders and the public were supportive of the development of a complete community with a range of uses and opportunities for existing and future residents and businesses. An emphasis on public realm improvements, reconnecting to nature, water and green spaces, and access to community services and facilities was a common theme throughout the consultation program. Indigenous engagement reiterated many of these themes, including water as the foundation of life, the importance of Indigenous placemaking, ceremony and commemoration of Indigenous history, and creating opportunities for Indigenous teachings and land based activities.

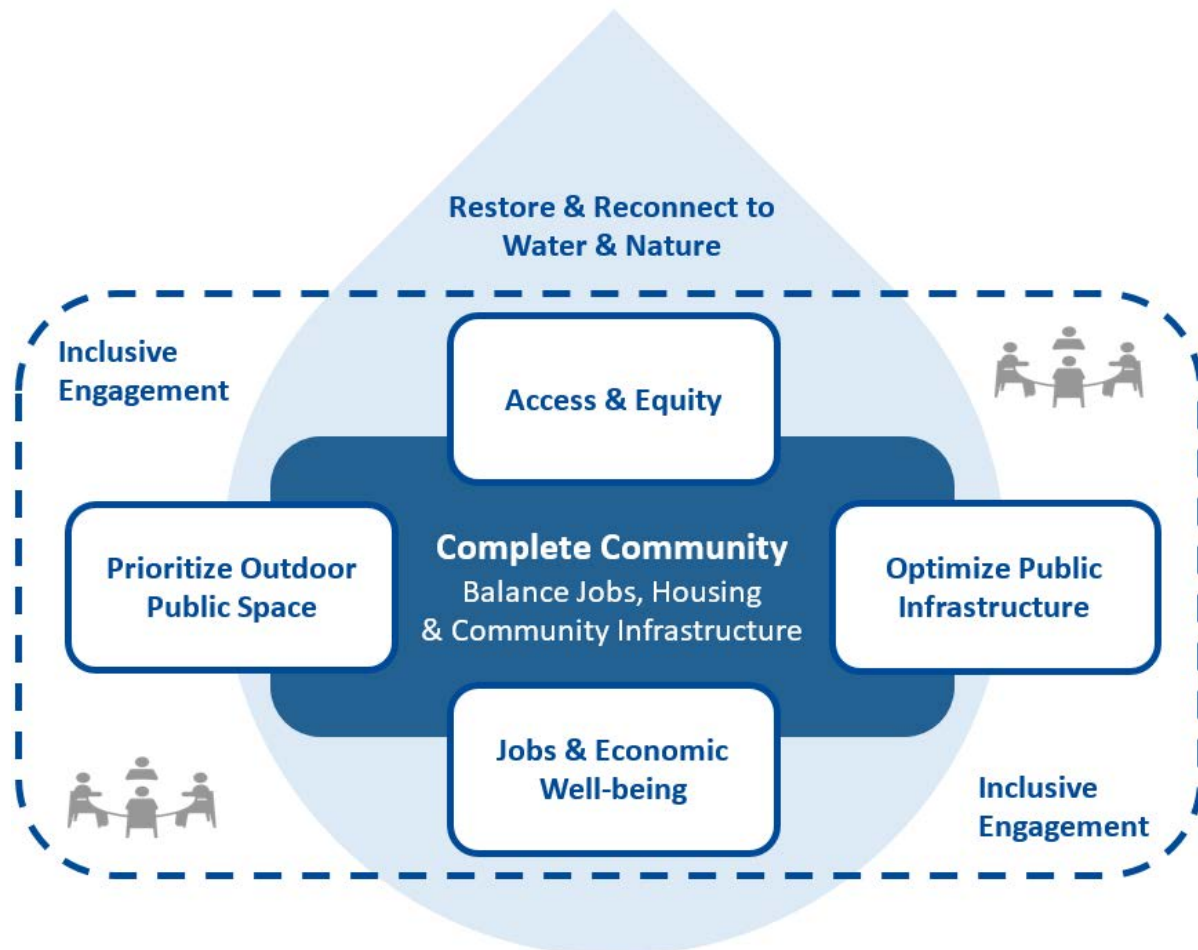
Following the conclusion of the above preliminary consultation program, staff held numerous internal workshops and presented the study to the Design Review Panel to discuss the consultation feedback and gain additional insight from subject matter experts. Staff also held over 15 meetings and workshops with landowners throughout the study area to discuss ways in which the City and landowners can work together to create a complete community inclusive of parks and public spaces, local streets, transportation and community facilities, and a range of new housing and employment opportunities.

The next phase of consultation will build upon the preliminary consultation program to provide input into the development of draft policies and plans for the KSC LAS.

Draft Planning Framework

Guiding principles, together with a priority for inclusive engagement, were developed through consultation to support the development of a complete community in the Keele-St. Clair area.

Figure 1: Guiding Principles of the Keele-St. Clair Local Area Study



The Draft Planning Framework for the KSC LAS responds to these principles through the Draft Parks & Public Realm Plan, Draft Focus Areas, and Draft Land Use Plan, including non-employment land use changes and Preliminary Assessments of *Employment Area* Conversions. Additional Draft Policy Directions will also inform the development of a Draft OPA for consideration at the September 21, 2021 Planning & Housing Committee meeting.

Draft Parks & Public Realm Plan

A Parks & Public Realm ("PPR") Plan for the Keele-St. Clair Local Area Study will provide a vision and strategies to improve and expand the publicly-owned and publicly-accessible spaces and places necessary to support the transformation of the Keele-St.

Clair area into a transit-oriented complete community. The evolution of the Keele-St. Clair area through the KSC LAS begins with an improved public realm that celebrates the Indigenous history and cultural heritage of the Keele-St. Clair Area, promotes the expansion of natural areas, parks and open spaces, and creates a well-connected, accessible pedestrian and cyclist network, capitalising on the transit and transportation infrastructure planned for the area.

The PPR Plan will seek to:

- Identify new and improved parks and open space opportunities;
- Visually and physically connect and unify the area, including across rail and hydro corridors and between changes in topography;
- Prioritize greening and environmental sustainability in both the public and private realms;
- Promote a pedestrian- and cyclist-friendly environment through Complete & Green Streets, new routes and improved connections that link enhanced local mobility to the regional transit network; and
- Recognize and celebrate the unique and diverse history and cultural heritage of the area, particularly through placemaking and public art.

The PPR Plan will work together with the Planning Framework and inform both new development and capital infrastructure projects to ensure that the public realm, including new and improved streets, parks and publicly accessible open spaces become the defining and central organizing elements for the area.

Attachment 3A of this report provides a draft Table of Contents for the PPR Plan and Attachment 3B of this report shows a draft Parks & Public Realm Priorities Map, both of which will be further developed and refined through the recommended and forthcoming community and stakeholder consultations and a City-led technical review.

The draft Parks & Public Realm Priorities Map highlights planned initiatives and emerging ideas from community and stakeholder consultations held to date, including the following:

- New streets approved through the St. Clair Avenue West TMP;
- Approximate locations of new public streets and laneways;
- Potential locations for new parks and open spaces;
- Approximate locations of new pedestrian and/or cycling routes, multi-use trails and/or connections to the open space network;
- Locations of major and minor pedestrian gateways;
- Potential locations for new community focal points; and
- Approximate location for a new transit plaza focal point.

The identified focal points and gateways throughout the study area provide an opportunity to maximize the use and enjoyment of publicly-owned and public-accessible spaces. Pedestrian gateways are key public realm connections that have the opportunity to provide interesting, accessible and inviting connections from one elevation or grade to another, link streets, parks and open spaces, access the interior of

development blocks, or connect to a community focal point. Community focal points are places to gather, reflect, rest, celebrate and play, and may include Indigenous placemaking and ceremony spaces, public squares or plazas, community facilities and amenities, markets, spaces for outdoor entertainment, and opportunities for passive and active recreation.

The transit plaza focal point was a key recommendation by the Design Review Panel. It presents an opportunity to create a significant urban plaza on the east side of Union Street, near the entrance to the GO Transit/SmartTrack station, which reinforces this location as the centre of the new complete community. This space can be used for gathering, temporary market spaces, pop-up events, restaurant seating, vendors and other temporary uses that benefit from a hardscaped, flexible open space.

All focal points and gateways should feature substantial greening through tree and soft landscape plantings and prominent public art, with an emphasis on celebrating Indigenous artists and first stories, recognizing local culture and interpreting the varied history of the Keele-St. Clair community.

Draft Focus Areas

Draft Focus Areas have been developed to help guide future development and land use planning policies that respond to the unique character of the existing and planned contexts within the study area. Attachment 4 to this report shows the location of each Draft Focus Area and provides preliminary descriptions and policy directions for each. The Draft Focus Areas will form the basis for a Site and Area Specific Policy/Policies ("SASP") for the Keele-St. Clair Area.

Draft Land Use Plan

Non-Employment Land Use Changes

The majority of the land use and policy changes in the KSC LAS are anticipated to pertain to certain lands currently designated *Core Employment Areas* or *General Employment Areas*. However, there are a number of additional non-employment land use directions that are appropriate to recognize the ongoing evolution of the area and/or existing conditions that are not currently reflected on the Land Use Map of the Official Plan. These land use directions include:

- Redesignating the lands at the northwest corner of Weston and Gunns Roads, east of the Natural Areas designation and south of the Neighbourhoods properties fronting McCormack and Weston Road, from Neighbourhoods to Other Open Space Areas;
- Redesignating the lands under the hydro corridor from Utility Corridors and Neighbourhoods to Other Open Space Areas;
- Redesignating Upper Junction Park from Neighbourhoods to Parks;
- Redesignating all or part of the Neighbourhoods area immediately west of the planned GO Transit/SmartTrack station, surrounding Upper Junction Park, to Mixed Use Areas with an ("SASP") requiring the completion of a Block Context Plan prior to any redevelopment; and

- Redesignating the Neighbourhoods properties fronting the west side of Old Weston Road, being 222-224, 232-254, 260-280 and 296-326 Old Weston Road to Mixed Use Areas.

These draft land use changes are reflected on Attachment 5 to this report.

Preliminary Assessments of Employment Land Conversions

As directed by Planning and Housing Committee, all *Core* and *General Employment Areas* within the KSC LAS have been reviewed by staff as part of the MCR.

Ten Preliminary Assessment areas are shown on Attachment 5 to this report. While all *Employment Areas* were reviewed by staff, the assessment areas only pertain to lands for which staff received a formal conversion request from the landowner and/or additional lands that staff have determined may be suitable for conversion. *Core* and *General Employment Areas* not included in the Preliminary Assessments are recommended to maintain their current designations, as shown on Attachment 5.

The Preliminary Assessments for each assessment area can be found in Attachment 6 of this report. The majority of conversions contemplated throughout the KSC LAS will require an additional policy framework, in the form of an SASP, as part of the recommended conversion to:

- Determine minimum requirements and appropriate phasing of new development for the creation of a complete community, including but not limited to minimum amounts of employment and other non-residential uses, affordable housing, and community amenities;
- Establish permitted and/or non-permitted uses beyond the general land use designations of the Official Plan;
- Manage compatibility and/or mitigation of sensitive uses in proximity to existing employment uses and the railway;
- Identify areas of environmental remediation and enhancement of natural features;
- Identify necessary infrastructure improvements including green infrastructure;
- Identify built form objectives and requirements; and
- Identify parks and public realm objectives and requirements.

The SASPs and other policies for the Keele-St. Clair area will be included in the Draft OPA following additional public and stakeholder consultation and technical review.

The Stock Yards Village Shopping Mall at the northwest corner of Weston Road and St. Clair Avenue West is within the study area but is subject to an ongoing appeal of OPA 231 at the LPAT. As per Ontario Regulation 305/19, land uses and policy matters for sites that have appeal status under OPA 231 are to be continued and disposed of in accordance with the Growth Plan, 2006 at the LPAT. Conversions contemplated through the current MCR are reviewed against the policies of the Growth Plan, 2020 and approved by the Minister. Since land use and policy matters for the Stock Yards Village Shopping Mall are subject to the Growth Plan, 2006 and approval by the LPAT, not the Minister, this area has not been included in the Preliminary Assessments of *Employment Area Conversions*.

Additional Policy Directions

Affordable Housing & Inclusionary Zoning

Through staff analysis and consultation, affordability emerged as the main theme relating to access and equity in the Keele-St. Clair area. Providing housing that is affordable to a wide range of residents and located to meet the needs of people throughout their life cycle is essential to the goal of an inclusive City.

The identification and delineation of the St. Clair-Old Weston PMTSA in the Official Plan would, among other matters, enable the City to implement Inclusionary Zoning in the delineated area when such a framework is in effect. This would support City and Provincial policy objectives for achieving affordable housing.

Where conversions are recommended, the inclusion of affordable housing and/or a mix of housing types should be included as a requirement of new development. The percentage and type of affordable housing, including the number of units that will be two- and three-bedroom units and the minimum size for each unit type, will be determined through the development review process and/or through future policy, regulatory and program changes.

Archaeological Assessment

The Keele-St. Clair area's long history of use by Indigenous populations and early settlers highlights the potential to impact significant archaeological resources during development. Feedback received through the Indigenous engagement reiterated this concern given the significance of the area's Indigenous history.

The City of Toronto's Archaeological Management Plan identifies approximately one-third of the area as retaining archaeological potential. As such, any new development application must be reviewed by the City of Toronto for any impacts to known or potential archaeological resources and an archaeological assessment may be required. Any archaeological discoveries of Indigenous origin will be shared with relevant descent communities in order to determine the appropriate management of the archaeological site.

Community Services and Facilities Assessment

Community Services and Facilities ("CS&F") are an essential part of vibrant, strong and complete communities. CS&F contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS&F are publically accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. These include child care centres, libraries, recreation facilities, schools and community space for human services.

The timely provision of CS&F is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in CS&F supports healthy, safe, liveable, and accessible communities. Providing for a full range

of CS&F in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

A CS&F study was undertaken to assess the existing inventory of community service facilities that serve the Keele-St. Clair area and to identify any current gaps. The CS&F Study Area is bounded by Jane Street to the west, Eglinton Avenue West to the north, Dufferin Street to the east and Bloor Street West to the south. The two kilometre radius is used to approximate the distance a resident might travel to access services such as child care, libraries, schools, community recreation and human service agencies.

A review of the local existing CS&F inventory, capital and service plans for the sectors, and engagement with City divisions, boards, and local human service agencies has identified a number of existing needs based on the current population. They include:

- Additional non-profit licensed child care spaces to support the current population;
- New affordable multi-purpose spaces for local community organizations and agencies and for programming for children, youth and families;
- The Toronto Public Library Facilities Master Plan identifies the expansion of the existing Perth-Dupont and Evelyn Gregory neighbourhood library branches to address undersized facilities;
- The Parks and Recreation Facilities Master Plan ("FMP") recommends the Chris Tonks Arena as a candidate for potential repurposing from a single pad arena to other community uses over time;
- The FMP also recommends various outdoor recreation facilities, which may be able to be accommodated in new or existing parks in the study area, such as skateboard parks, splash pads, and sports fields.
- Both the Toronto District School Board ("TDSB") and the Toronto Catholic District School Board ("TCDSB") indicate that there is generally capacity in local schools currently. Some local schools may experience accommodation pressures in the future. Both the TDSB and TCDSB regularly review their enrolment and capital programs to address these needs.

Currently, the study area is well-served by both existing and approved future community recreation centres, pools and gymnasias, and does not have notable recreation facility geographic gaps. As part of the next phase of work, staff are undertaking more detailed analysis to better understand the service level capacities of these community recreation centre facilities.

The findings of the analysis support the need to maintain, improve and expand existing community service facilities in the area. With future potential population growth, additional CS&F needs will arise, and the provision of community service facilities will need to be monitored to ensure that they keep pace with growth.

Parks and Open Spaces

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces is maintained, enhanced and expanded.

As the study area evolves, there is a need for improved and expanded parks and open spaces to address the physical and mental health, social, and ecological needs of a growing and changing community.

According to the Council-adopted Parkland Strategy, the majority of the study area contains between 0 to 12 square metres of parkland per person, which is significantly below the city-wide average parkland provision level of 28+ square metres of parkland per person. The most significant parkland deficits are in the central and north-east parts of the study area. The Council-adopted Parkland Strategy can be accessed at this link: <https://www.toronto.ca/wp-content/uploads/2019/11/97fb-parkland-strategy-full-report-final.pdf>

In addition to an existing low amount of parkland, almost the entire study area is within a priority "Area of Parkland Need" (see Parkland Strategy, Figure 18). Areas of Parkland Need are particularly high-need areas, identified based on compounding factors of low park supply, low income, and high growth, where the City must focus and prioritize new parkland. There is also a parkland walkability gap area in the north part of the KSC LAS. A parkland walkability gap area is an area where residents do not have access to parkland within 500 metres, or a 5 to 10 minute walk, of their homes.

Given the planned growth in the study area, the parkland deficit will be exacerbated if no new parks are created. Therefore, it is critical that this parkland deficit is addressed through new and improved parks as the study area evolves and sites redevelop.

The four key principles of the Parkland Strategy will guide parks planning in the study area: 1) expand/create new parkland; 2) improve access to and functions of existing parkland; 3) better physically and visually connect parks and open spaces; and 4) ensure parks are inclusive and equitably accessible places.

Parkland priorities within the study area will include, but will not be limited to:

- Creating a bigger and more connected parks and open space network through new/expanded parks and other publicly-accessible lands, such as the hydro corridor;
- Expanding and connecting the linear S.A.D.R.A. Park to the Lavender Creek trail;
- Introducing new/expanded parks in each quadrant of the study area in order to create several new hectares of well-distributed parkland for the community;
- Securing new parkland concurrent with growth, through new development and redevelopment;
- Prioritizing on-site dedication of parkland for new development and redevelopment;
- Seeking opportunities to consolidate parkland dedications, wherever feasible, to assemble larger park sites that can maximize parks and recreation programming; and
- Prioritizing parkland dedication that is immediately adjacent to existing parks in order to enhance the size, function, visibility and accessibility of such parks.

Attachment 3B, the draft Parks & Public Realm Priorities Map, shows the initially identified potential park locations across the KSC LAS area. Additional parks not identified on Attachment 3B may be required throughout the study area and will be determined throughout further consultation and the development review process.

Servicing, Infrastructure & Environment

Existing water, sewer and other infrastructure capacity will need to be tested against proposed development to determine if any related area specific policies are required.

The KSC LAS area has an extremely low tree canopy coverage of less than 10% and is one of the lowest green areas per capita in the City. This contributes to a high extreme heat exposure and medium-high storm-related basement flooding precedence due in part to an abundance of highly impervious surfaces. A high water table also contributes to basement flooding and presents a number of challenges, including to tree growth and stormwater storage capacity.

The KSC LAS area has therefore been identified as a top priority for green infrastructure. Council has adopted a set of performance measures for green development called the Toronto Green Standard ("TGS"). Development in the KSC LAS should apply an innovative approach to sustainable design that is climate resilient and aims to implement the City's net zero greenhouse gas emissions targets and the highest levels of the TGS.

Development Applications

A number of active and anticipated development applications for mixed use developments exist within the study area. If approved, these active and anticipated applications will result in a significant intensification of the Keele-St. Clair community. The outcomes of the KSC LAS will provide the necessary framework for these applications to ensure that future developments contribute to a complete community that achieves the goals and objectives identified in this report and through additional consultation.

St. Clair-Old Weston Protected Major Transit Station Area

The delineation of MTSA's is a requirement of the MCR and Growth Plan Conformity Exercise. The delineation of PMTSA's is being prioritized by the City to enable the use of Inclusionary Zoning policies, once in effect, to secure new affordable housing through the development approval process as envisioned by provincial legislation.

The draft OPA and PMTSA delineation for the planned St. Clair-Old Weston Station are included in Attachment 7 to this report. The draft PMTSA delineation and policies are proposed to be included as an SASP contained within a new Chapter 8 of the Official Plan.

City Planning staff will use the draft PMTSA and draft policy directions as a basis for consultation, prior to advancing a Final Report for City Council's adoption in the fourth quarter of 2021. The Minister is the approval authority for the delineation of PMTSA's and appeals of the Minister's decision are limited.

Draft Delineation

The Draft PMTSA OPA is intended to satisfy requirements in both the *Planning Act* and Growth Plan (2020). The boundary of the draft PMTSA was delineated based on a

walkshed analysis. This analysis took into account the walkability to the planned St. Clair-Old Weston Station using existing and planned streets and pedestrian access, limitations or constraints that could impede walkability (e.g., steep ravines, impassable infrastructure, impact of a back facing lot, etc.), and any unique or special characteristics of the local context.

People and Jobs per Hectare

The Draft PMTSA OPA for St. Clair-Old Weston Station establishes minimum targets for people and jobs per hectare based on existing and potential land use designations identified in the Preliminary Assessments, forming Attachment 6 to this report. The PMTSA has been planned for the prescribed minimum density target of 150 people and jobs per hectare through the land use designations and development permissions in the KSC LAS.

The minimum population and employment targets are intended to apply across the entire delineated area for the draft PMTSA. As the entire delineated area is planned collectively to meet the minimum targets, this may result in some individual sites not meeting the minimum population and employment targets while others exceed the minimum targets. The intent of the draft PMTSA framework is to recognize that some areas will intensify more than others as development occurs over time.

Authorized Uses of Land

The Draft PMTSA OPA acknowledges the authorized uses of land are set out through the land use designations on Map 17 of the Official Plan. Changes to land use permissions for lands that are currently designated *Core Employment Areas* or *General Employment Areas* are being assessed as part of the MCR and are subject to approval by the Minister.

Minimum Development Densities

The Draft PMTSA OPA introduces minimum density requirements consistent with Section 16(15) of the *Planning Act*, and does not propose any changes to maximum development permissions currently established in the Zoning By-law. Minimum densities are provided using floor space indices ("FSI") for all developable lands, excluding streets. Generally, the minimum densities are applied at a block level which allows flexibility for individual sites to not meet the target while some will exceed it. The minimum densities align with the development permissions for *Mixed Use Areas*, *Neighbourhoods*, *Core Employment Areas* and *General Employment Areas*.

Preliminary Conclusions

This report presents a series of policy directions, Preliminary Assessments of *Employment Area* Conversions and a Draft PMTSA OPA for the KSC LAS for the purposes of consultation. Upon completion of the additional consultation and engagement events, staff will present a Draft OPA, inclusive of draft land uses and policies for proposed employment land conversions, at the September 21, 2021 Planning and Housing Committee meeting.

As required by the *Planning Act*, the Draft OPAs will be provided to the Province for review 90 days prior to notice of the statutory public meeting. It is anticipated that a Final Report inclusive of Final Assessments for *Employment Area Conversions* and proposed OPAs for the KSC LAS and PMTSA delineation and policies will be advanced to a statutory public meeting and subsequent City Council meeting for adoption in the fourth quarter of 2021.

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ATTACHMENTS

Attachment 1: Approved St. Clair Avenue West Transportation Master Plan Improvements

Attachment 2A: Public Consultation Summary (provided separately)

Attachment 2B: Social Pinpoint Survey Summary

Attachment 3: Draft Parks & Public Realm Plan

Attachment 4: Draft Focus Areas

Attachment 5: Draft Official Plan Amendment: Protected Major Transit Station Area – St. Clair-Old Weston Station

Attachment 6: Preliminary Assessments of *Employment Area Conversions*

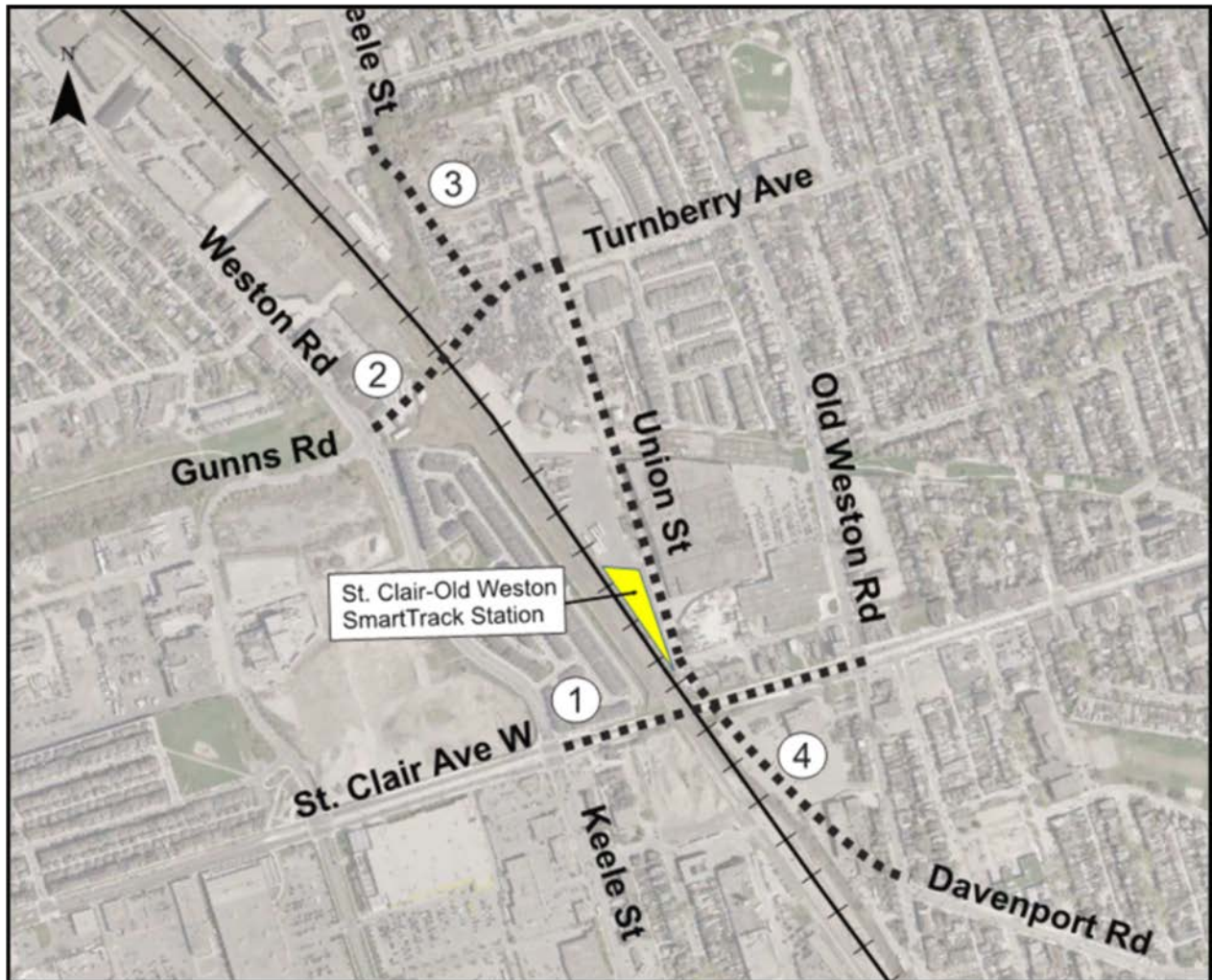
Attachment 7: Draft OPA: St. Clair-Old Weston Protected Major Transit Station Area

Attachment 1: Approved St. Clair Avenue West Transportation Master Plan Improvements

The general outcomes of the St. Clair Avenue West TMP can be seen on the map below. Detailed information about the TMP can be accessed at this link:

<https://www.toronto.ca/stclairwesttmp>

Figure 2: St. Clair Avenue West Transportation Master Plan Map



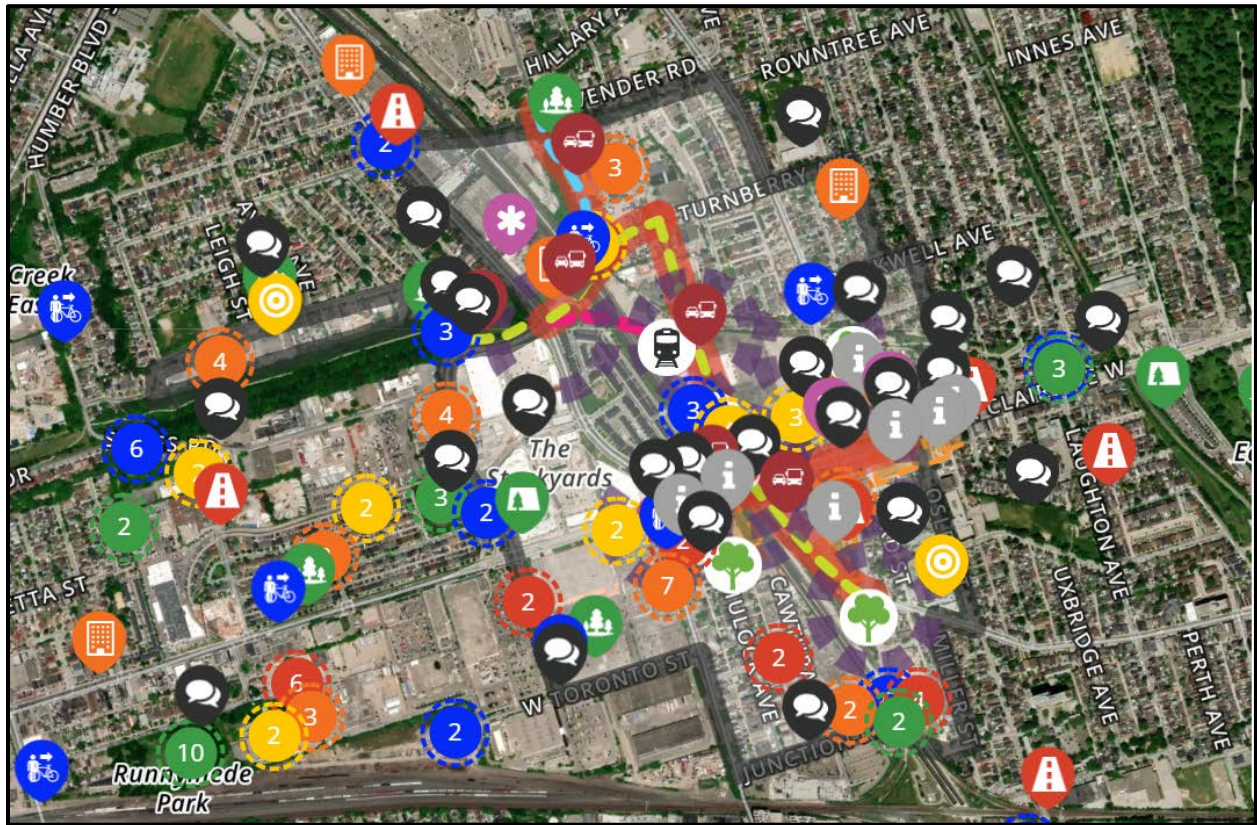
1. Widening St. Clair Avenue West between Keele Street and Old Weston Road
2. Extending Gunns Road easterly from Weston Road to Union Street, under the rail corridor
3. Extending Keele Street south to the Gunns Road extension
4. Extending Davenport Road northwest over St. Clair Avenue West to connect to Union Street, and improvements to Union Street north to Turnberry Avenue/Gunns Road

Attachment 2A: Public Consultation Summary

Submitted as a separate attachment.

Attachment 2B: Social Pinpoint Survey Summary

Figure 3: Social Pinpoint Survey Results



The KSC LAS Social Pinpoint virtual mapping survey, open to the public on the study website (www.toronto.ca/keelestclair) from November 18 to December 18, 2020, was visited by over 700 unique users and commented on by 70 users. The 196 posted comments cover a wide variety of ideas and opinions, including the identification of places and experiences valued by the community, and where opportunities for improvement and change should be considered.

The survey questions and comment pins were organized into four categories:

- Parks & Open Space;
- Community Focal Points;
- Buildings & Streetscapes; and
- Connections.

The responses collected generally align with these categories. However, overlap is observed between them and similar comments have been grouped together under the most relevant heading to avoid repetition.

All of the posted comments and pins can be accessed at this link:

<https://toronto.mysocialpinpoint.ca/keelestclair#/>

PARKS AND OPEN SPACES

Participants were invited to provide comments about local parks and open spaces, including places they enjoyed, areas for improvement and potential locations for new and different park experiences. Participants were also invited under the Connections pin to provide comments about potential new or improved connections and points of access to parks and open spaces, which are also summarized in this section.

Parks and open space-related comments/suggestions within or abutting the Study Area include:

- S.A.D.R.A. Park/Lavender Creek Trail
 - Improve through more trees and more amenities, including a picnic area, play structures (like in Ramsden Park), basketball nets on existing paved ball hockey pad, splash pad, seating, Dog Off Leash Area/amenities
 - Extend S.A.D.R.A. Park and Trail in both directions to the Lavender Creek Trail and south of St. Clair Ave (formalize the hydro corridor trail south of St. Clair Ave, running alongside Caledonia Park Rd/rail corridor and Earls court Park - Green Line)

- Harwood Park
 - New amenities, particularly a splash pad, are needed
 - Update and better maintain existing amenities, particularly the playground
 - Review need for a Dog Off Leash Area or better enforcement of existing prevalent off leash dog walking
 - Improve lighting and feelings of safety
 - Install traffic calming measures along street (drivers cut on Avon Cres from Weston Rd and sometimes run the stop signs)
 - Beautify and enhance the park through measures such as horticultural displays and fragrant plantings to address industrial odours

- Maple Claire Park
 - More seating, shade areas (trees), fragrant plantings to address industrial odours are needed
 - Update playground
 - Washrooms and Dog Off Leash Area are needed
 - Improve maintenance

- Constable Percy Cummins Parkette
 - Improve maintenance
 - Add more amenities, such as community garden

- Keele Street Extension/Lavender Creek
 - Ensure green space buffer between residential areas to the east and commercial areas to the west

- 2121 St Clair Ave W (Home Depot)
 - Opportunity for future green space, as well as a temporary community open space in the interim (e.g. farmer's market)

- West Toronto Rail Path
 - Extend the West Toronto Railpath to connect to St. Clair Ave W

Parks and open space-related comments/suggestions for areas located near to but outside of the Study Area include:

- Don Panos Parkette
 - Connect Don Panos Parkette to Lavender Creek Trail/S.A.D.R.A. Park by converting the Green P parking lot (29 Blackthorn Ave) into green space and introduce better programming of the green space
- Earls court Park
 - Connect Earls court Park to Lavender Creek Trail
 - Improve track facility
- Runnymede Park
 - Add more amenities, such as a pond that can double as a skating rink in the winter, community gardens, picnic areas, stage/performance space, splash pad, sports courts, Dog Off Leash Area
 - Resurface tennis courts
 - Upgrade and enlarge playground (keep sand box)
 - More landscaping, attractively paved walking paths, public art to enhance sense of place
 - Maintain and enhance the existing tree canopy, which is one of the park's best features
 - Buffer noise from rail corridor through some sort of sound barrier (transparent if possible)
- George Bell Arena
 - In need of revitalization to improve indoor facilities (e.g., new gym, pool, etc.), outdoor space and parking lot, and introduce more community space
- Gaffney Park
 - Improve connections such as a stairway connection from Terry Dr. to Gaffney Park Trail using the right of way to provide a safe connection to the Lavender Creek Trail, and connect to Symes Rd. or the parking lot of the breweries on the east end
 - Introduce wayfinding, signage
- Henrietta Park
 - Improve access from Symes Rd.
- Regent Park (Etobicoke)
 - Improve access, currently isolated and not accessible other than through a busy laneway
- South Terminus of Old Weston Road
 - Add off leash dog park to this area

- 170 Symes Rd.
 - Suggested opportunity for the City to acquire/protect this forested space
- Rockcliffe Public School
 - Opportunity to expand the Black Creek Site West when Rockcliffe Public School closes (planned for summer 2022)
- 20 Rockcliffe Crt.
 - Suggested potential for future parkland, natural park with paths, ponds, etc. as there is already wildlife in this area

COMMUNITY FOCAL POINTS

Participants were invited to comment on past, present and preferred future community focal points, including important buildings, places, events, community spaces and services; areas with special character; local histories and stories for public art and placemaking; and potential gateways, hubs, districts & new destinations.

Community destination-related comments include:

- Stockyards Village site vacant spaces present opportunity to integrate multi-service community hub, e.g. shared programming space for City services, public meetings, community use, training space, i.e. food handling training courses, public health, etc.
- Local restaurants are important food destinations
- Former Flea Market site potential use for farmers markets, such as Junction Farmers Market
- Toronto Police 11 Division opportunity for more welcoming entrance and usable space for community. e.g. safe public meeting space
- Breweries at Symes Road are great community gathering places, but need better access from St. Clair Avenue West and bicycle parking
- George Bell Arena is a great neighbourhood feature, with an opportunity for weekly farmer's market or small outdoor community events

Cultural heritage-related comments include:

- More proactive approach needed to heritage preservation in the neighbourhood, including rich industrial history of Stockyards
- Appreciation of an opportunity for heritage building restoration at 1834 St. Clair Avenue West (Heydon House)
- Recognize heritage potential at 153 Weston Rd (former ABC Lumber)
- Preserve, renovate or improve the former industrial warehouse at 500 Keele Street, a unique 1960s landmark industrial "incubator" building with 2nd storey loading docks, used by variety of small businesses and artists

BUILDINGS & STREETSCAPES

Participants were invited to comment on buildings and streetscapes, including what streetscapes are enjoyed, what to improve (new/wider sidewalks, greening/trees,

seating, lighting) and their vision for landscapes, buildings and activities along new and existing streets.

General building/development-related comments include:

- Redevelop vacant lots
- Transform existing car-oriented developments into mixed-use hubs
- Reduce conflicts between industrial uses (e.g. truck traffic, noise, odours, pollution) and amenity of residential areas and parks
- Industrial uses existed prior to residential developments
- Transition away from meat processing, but retain aspects of local food production system for Toronto
- Replace industrial uses with mixed use residential developments
- Include affordable housing in new development
- Support laneway suites and coach houses in the neighbourhoods
- Up-zone residential lands for more density within walking distance of new station by allowing multi-unit housing
- Densify along main streets or in new areas only, not on existing residential lands, which are already tightly packed with houses and crowded for street parking

Site- and Area-Specific building/development-related comments include:

- Encourage better uses than self-storage facilities, particularly at prominent locations like Keele-St. Clair intersection
- Concern about scale of new development, completion of area road upgrades to handle increased traffic, and affordable housing commitment at 290 Old Weston
- A vision for mix of high-rise residential development between Union Street/Benny Stark St. and Keele St. Extension, animated with street level retail supportive of the new transit station
- Transition from existing low-rise housing east of Benny Stark to mid-rise and tall buildings near transit
- A vision for redevelopment of Maple Leaf Foods site into a mixed-use community with good access to transit
- A vision for redevelopment of St. Clair west of Keele, with medium density, mid-rise to support streetcar extension to Jane
- A vision for redevelopment of former Flea Market site with special policies relating to urban design, use, housing mix, transportation, and open space and parks
- A vision for redevelopment along McCormack with live and work space similar to other Artscape locations, which support Circular Economy efforts for small and medium business like, repair, textile work and sewing, small local food based production, etc. overlooking the bike trail and ravine

Streetscape-related comments include:

- Improve walking conditions, clean up streetscapes and plant trees throughout the area and leading to the new transit station
- Along Mulock, replace inconsistently paved boulevard with wider sidewalks, street trees and greening

- At the St. Clair/Old Weston intersection, add murals, more glazing and uses that animate sidewalks
- Along north side of St. Clair west of Keele, enhance streetscape with trees and softscape to improve the retail experience
- Along St. Clair, between Runnymede Road and Old Stock Yards Road, add streetscape improvements like trees, more interesting pavements, decorative banners, public art, and mixed-use avenue-style buildings to help revitalize and evolve into an interesting main street for the community
- Better maintenance needed of grassy boulevard along north side of St. Clair between Symes and Gunns
- Improve streetscape and school grounds around Harwood Public School

CONNECTIONS

Participants were invited to provide comments about potential new or improved connections, crossings and points of access to parks and open spaces, pedestrian and cycling routes and local streets. Parks and open space-related comments are outlined in the summary section for Parks & Open Spaces above.

Pedestrian and cycling-related comments include:

- Add Pedestrian crossing/crosswalk to connect Silverthorn with Turnberry Gardens
- Install bike lanes along Weston Rd
- Add pedestrian bridge over rail corridor to connect Weston Rd to Keele St north of St. Clair
- Extend Davenport bike lane at Old Weston Road to Lavender Creek Trail for direct safe path to Stockyards Village
- Install missing sidewalks around Maple Claire Park
- Area south of St. Clair and west of Keele add more services with quiet streets that you can bike safely around to
- Provide continuous sidewalk between Ryding and West Toronto Street
- Improve and open up visual and physical connection on Symes for local pedestrian and cyclist movements
- Provide pedestrian bridge connections from Quebec Ave over tracks to Ethel Ave
- Remove conflict with parked trucks that block sidewalk along south side of St. Clair east of Symes
- Provide safe way to bike south along Keele to the Junction/Dundas St
- Add pedestrian/cycling connection to the Junction to avoid riding on Keele
- Along St. Clair, provide cycling connection between Old Weston and Keele St
- Provide pedestrian connection to new GO station from west of tracks
- Increase physical separation (relocate underground) and reduce conflicts between at-grade rail crossing and pedestrian/vehicles/cyclists at Junction Rd./Old Weston
- Create a pedestrian bridge and path to Junction Rd from Lindner St to allow easier pedestrian access to Junction Rd from Lindner, Miller, Osler area
- Install bike share station and bike lanes from Keele St along Beechborough-Castlefield east to Eglinton subway station
- Add new sidewalk on the north side of Glen Scarlett / Gunns Road from Symes Road to Weston Road

- Add new sidewalk on the south / west side of Symes Road from Terry Drive to St. Clair Avenue West
- Add signage, traffic calming and safe crossing for Lavender Creek Trail across Symes
- Create new multi-use trail along north side of rail corridor between Runnymede and Keele

Transit-related comments include:

- Extend 512 St. Clair streetcar within existing right-of-way west to Jane or Scarlett to provide more connections into the line and to bus routes to and from the Bloor Danforth Subway Line and Eglinton LRT
- 189 Stockyards bus needs a westbound bus stop on the north-east (farside) corner of West Toronto Street & Old Stock Yards Road, and an eastbound bus on the south-east (far side) corner of West Toronto Street & Old Stock Yards Road

Street-related comments within the Study Area boundary include:

- Add new east-west street between Keele and Old Stockyards
- Straighten Lloyd Avenue to improve sightlines
- New intersection controls, stop signs and all direction crosswalks at Lloyd/Mulock and Lloyd/Cawthra
- Make Mulock one way north of Hirons and one way south of Hirons to restrict north bypass for Keele
- Add traffic calming in the laneway between Mulock and Keele
- Install metered parking on Hirons St to support business customers and deter illegal parking
- Reduce or relocate intermittent street parking on either side of Old Weston south of St. Clair to improve traffic flow
- Include laneway on west side of Old Weston south of St. Clair to separate new developments from existing houses and provide private parking access
- Old Weston Road Restore the overpass and extend Old Weston Road to Dundas Street West. Create 3-way stop at Junction Rd. Pedestrian Bridge crossing to Lidner to avoid passing railtracks on Old Weston/ Junction Road.
- Intersection of Osler and Davenport Do something about this intersection. There are lot of red lights run due to the length of the east/west portion of the intersection. It's a safety issue for children and families travelling to and from Carleton Village.
- Connect Northland Avenue & Lavender Road with a new road to allow easy connection to Keele Street. Lavender and Northland Avenue could be turned into one way streets to prevent traffic penetrating residential areas

Street-related comments outside the Study Area boundary include:

- Move rail crossing at Osler below-grade instead of at-grade to improve safety and congestion issues
- Narrow and green Cobalt Ave for traffic calming to deter trucks
- Support to continue with one-way traffic along Ryding vs. reinstate two-way movements at Gourlay Cr.

- Further deter illegal westbound driving on Ryding Ave. with camera enforcement
- Extend Ryding east to Metro mall
- Make grid of streets more practical by turning Gourlay Crescent, Ethel Avenue, and Dods Avenue into one street without stop signs, but curves for natural speed control, keep two lanes, remove abandoned railway tracks, add bike lanes
- Extend Mondovi Gate south of St. Clair to the railway line
- Prohibit left turning from Vine to Keele
- Change traffic flow patterns (one-ways, signage) for Silverthorne/Hounslow Heath/Laughton to deter speeding and use as short cut around St.Clair/Old Weston

Attachment 3A: Parks & Public Realm Plan Draft Table of Contents

1.0 Introduction

- 1.1 Purpose of the Plan
- 1.2 Guiding Principles
 - Five Principles for a Complete Community
 - Inclusive Engagement
- 1.3 Consultation
 - Survey & Social Pinpoint
 - Landowner Workshops
 - Developing the Plan

2.0 Local Area History & Context

- 2.1 Indigenous & Local Area History
- 2.2 Planning Context
 - Policies & Guidelines
 - St. Clair Avenue West Avenue Studies
- 2.3 St. Clair Avenue West Transportation Master Plan
- 2.4 St. Clair - Old Weston GO Transit/SmartTrack Station
- 2.5 Other Initiatives

3.0 Existing & Planned Conditions Assessment

- 3.1 Natural Environment & Water
- 3.2 Parks & Open Spaces
- 3.3 Community Services & Facilities
- 3.4 Built & Cultural Heritage
- 3.5 Rail & Transit
- 3.6 Streets & Laneways
 - Existing Streets & Laneways
 - TMP Approved Streets
- 3.7 Pedestrian & Cycling Connections
- 3.8 Buildings & Streetscapes
 - Business Improvement Areas
 - Development Activity

4.0 Parks & Public Realm Plan

- 4.1 Local Area Vision
- 4.2 Natural Environment & Water
- 4.3 Parks & Open Spaces
- 4.4 Focal Points & Gateways
 - Indigenous Placemaking & Keeping
 - Community Focal Points
 - Transit Plaza
 - Major & Minor Pedestrian Gateways
- 4.5 Views & Vistas
- 4.6 Complete & Green Streets
- 4.7 Pedestrian & Cycling Connections
- 4.8 Buildings & Streetscapes

4.9 Public Art

5.0 Focus Areas

5.1 Overview

5.2 Opportunities & Priorities

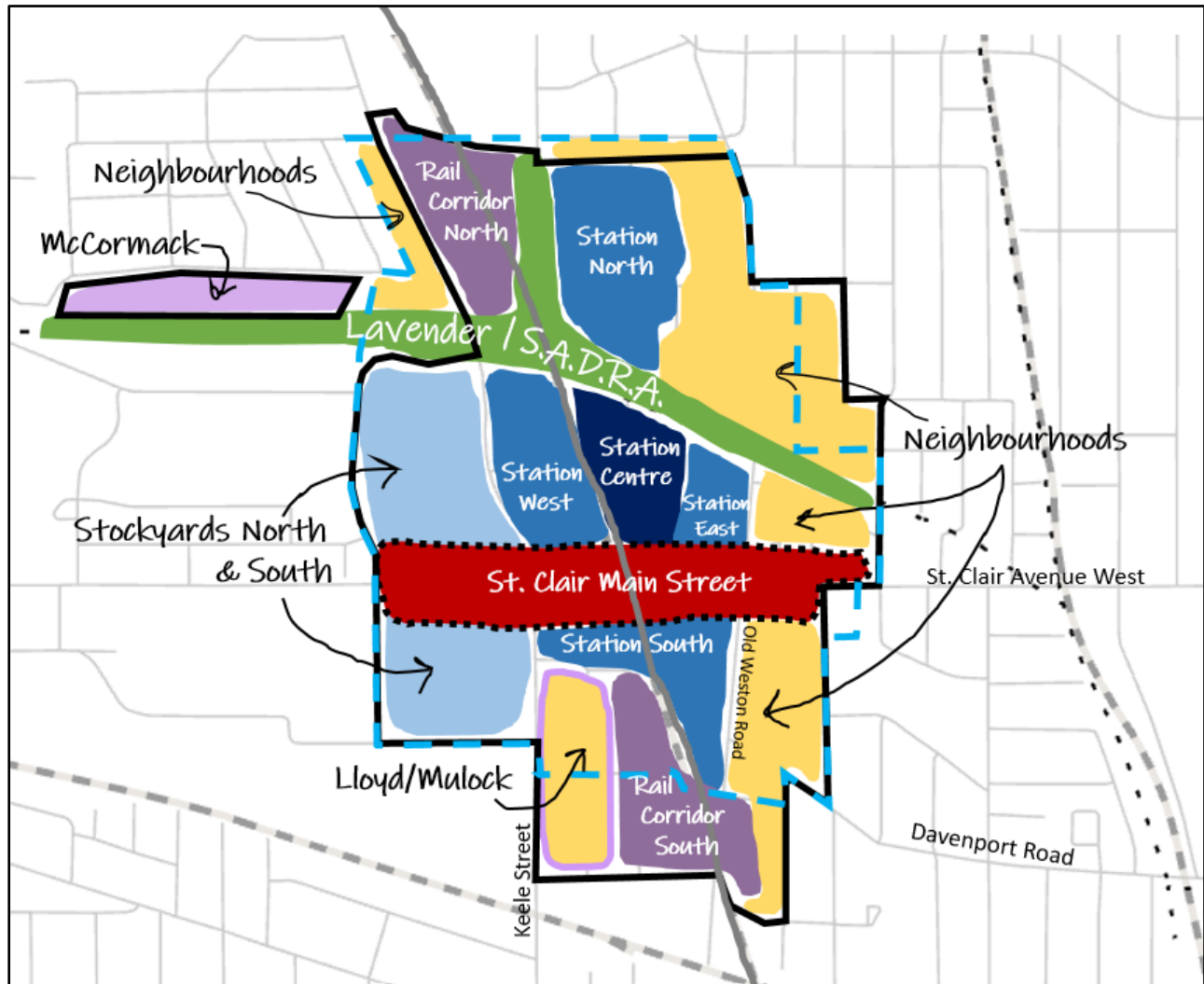
6.0 Implementation

Attachment 3B: Draft Parks & Public Realm Priorities Map



- | | | |
|---|--|---------------------------------|
| Study Area Boundary | Potential Parks or Open Spaces | Transit Plaza Focal Point |
| Draft PMTSA Delineation | Potential New Pedestrian/
Cycling Connections | Community Focal Points |
| Station Site | Approved TMP Alignment | Major Pedestrian Gateways |
| Existing Parks within Study Area | Draft New Public Streets | Minor Pedestrian Gateways |
| Parks or Open Spaces outside
of Study Area | Draft New Lanes/Private Driveways | Lands Subject to OPA 231 Appeal |
| | Hydro Corridor | |

Attachment 4: Draft Focus Areas



Lavender-S.A.D.R.A Focus Area

The Lavender-S.A.D.R.A Focus Area is the primary public realm linkage between the west, east and north communities within and beyond the KSC LAS area. This Focus Area celebrates the Indigenous past, present and future of the area and promotes the philosophy that "Water is Life" as the central focal point of the community. It reconnects the community to the hidden remnants of Lavender Creek through an expanded greenspace network made possible by the extension of Keele Street and the enhancement of the hydro corridor through the introduction of open space areas, pathways, multi-use trails and passive recreation opportunities.

This Focus Area should maximize opportunities to daylight the creek and naturalize the ravine. Generous setbacks should be provided from the top-of-bank, landscaped with native and pollinator-friendly species. Opportunities for Indigenous placemaking and/or space for ceremony near Lavender Creek should be prioritized in this Focus Area.

New development adjacent to the Lavender-S.A.D.R.A Focus Area will promote public access to the Focus Area, creating and framing new views with buildings and open

spaces that have active uses, good overlook, and provide for a high degree of visibility to and sunlight on the Focus Area.

Station Centre Focus Area

The Station Centre Focus Area will be the new centre of the Keele-St. Clair community, characterised by the greatest heights and densities, highest concentration of office and other employment and non-residential uses, and a prominent Transit Plaza fronting Union Street near the entrance to the station, anchoring the core of the complete community. The tallest buildings in the Station Centre Focus Area will generally range from 30-40 storeys in height with a height peak up to 45 storeys on the station site. Tall building heights should demonstrate variation and respect a 45 degree angular plane transition to existing *Neighbourhoods*. Buildings should be located and massed to frame public views and provide access to the Lavender-S.A.D.R.A Focus Area.

Union and Townsley Streets should be prioritized for retail and other non-residential active uses at grade within a 3-6 storey pedestrian scale streetwall height and include variation in base building massing, materials and articulation, generous public sidewalks, street tree planting, and pedestrian amenities.

On-site parkland dedication will be required to secure the Transit Plaza and at least one additional public park with good frontage on new and/or existing public streets. New east-west and north-south public streets will be required to connect Old Weston Road, Union Street and Townsley Street and give additional street frontage to new parks and buildings. High-quality pedestrian connections will be provided along and between the new and existing public streets, open spaces and parks, including a generous mid-block connection to S.A.D.R.A Park at the eastern edge of the Focus Area. Buildings should be located, oriented and massed to maximize sunlight on parks and open spaces.

St. Clair Avenue Main Street Focus Area

New development fronting St. Clair Avenue West should generally be consistent with and reinforce the existing vision, policies and guidelines of the St. Clair Avenue West Avenue Studies as a mid-rise, mixed-use corridor. Buildings should provide a 3-5 storey streetwall height with maximum heights of 9-12 storeys and provide good transition to existing *Neighbourhoods*.

The intersection of Keele Street and St. Clair Avenue will form a "Four Corners" Gateway with tall building "pop ups" above the mid-rise streetwall ranging from 15-25 storeys, dependent on lot size, tall building setbacks and 45 degree transitions to *Neighbourhoods*.

To maximize the pedestrian amenity of St. Clair Avenue West, development will provide active, non-residential uses at grade, ground floor plates that match sidewalk grades with direct pedestrian entrances from St. Clair Avenue West, generous public sidewalks and street tree planting. Sidewalk zones, measured from the building face to the curb, should be 4.5 to 6 metres wide to accommodate a 2.1 to 3 metre wide pedestrian clearway, street trees and street furniture. Vehicular and servicing access to buildings should be provided from side streets and lanes, to reduce curb cuts along St. Clair

Avenue West. Opportunities to add new and enhance existing lanes will be a priority for improved access, safety and amenity.

This Focus Area should maximize opportunities for pedestrian connections and gateways, including access to Townsley Street and the Transit Plaza Focal Point, from St. Clair Avenue West. Where feasible, on-site parkland dedication should be provided, including the expansion of the Keele-Mulock Parkette. Buildings should be located and oriented to maximize sunlight on parks, open spaces, and pedestrian connections and gateways.

Station North, South, West & East Focus Areas

The Station North, South, West and East Focus Areas will provide transition, access and connectivity between the Station Centre Focus Area and the rest of the study area. A mix of employment, retail and community service facilities will be required in addition to any permitted residential uses in order to serve new and existing residents and contribute to the creation of a complete, transit-oriented community.

A mix of tall, mid-rise and low-rise buildings, organized to maximize sunlight on the public realm, will complement new and expanded streets, laneways, mews, parks and open spaces to create a pedestrian- and cycling-friendly community. Building heights and densities will be lower than in the Station Centre Focus Area, with the tallest building heights generally ranging from 20-35 storeys and providing a 45 degree angular plane transition to adjacent *Neighbourhoods*. Wherever possible, vehicular and servicing access should be from new local streets and lanes.

On-site parkland dedication will be prioritized and required in these Focus Areas. Wherever feasible, parkland dedications will be coordinated between multiple sites to create parkland adjacencies and maximize the size of parks in each Focus Area.

In addition to the above directions, the Station North Focus Area will prioritize on-site parkland dedication that facilitates the expansion of Turnberry Park North and/or access to Lavender Creek. New east-west public streets connecting Benny Stark to the Keele Street extension will be prioritized, as well as publicly-accessible pedestrian and cycling connections to S.A.D.R.A. Park from Gunns Road. Wherever possible, retaining walls along Gunns Road and Keele Street should be avoided by lining street frontages with buildings and stepping ground floor plates to match sidewalk grades with flush entrances.

In the Station South Focus Area, mid-block pedestrian connections to Old Weston Road, St. Clair Avenue West and the Davenport extension should be provided in addition to new public laneways. Buildings fronting St. Clair Avenue West should be designed with a mid-rise streetwall, with taller building elements set back generously from the street. The tallest building in this quadrant should be located closest to the new station near the crossing of St. Clair Avenue West and Davenport Road to facilitate a 45 degree angular plane transition to the *Neighbourhoods* on the east side of Old Weston Road.

Development in the Station East Focus Area will promote the evolution of Townsley Street as the main east-west pedestrian street connecting to the station site. As such, generous sidewalk zones and a pedestrian promenade that can accommodate a double row of trees on the north and/or south side of Townsley should be provided through new development. Buildings fronting Townsley should have active uses, including retail, at grade. Buildings along Old Weston Road should generally be in the form of 6 to 8 storey mid-rise buildings with a 2 to 4 storey streetwall height that reflects the residential character of the *Neighbourhoods* on the east side of Old Weston Road.

New east-west and north-south public streets will be required to connect Old Weston Road, Union Street and Townsley Street in the Station Centre and Station East Focus Areas. These roads will give additional street frontage to new parks and buildings, including a new public park on the north side of Townsley Street. Public views and high-quality pedestrian connection from the new park north to S.A.D.R.A Park should also be secured.

The Station West Focus Area will prioritize direct connections to the station through redevelopment. A range of tall, mid-rise and low-rise mixed-use buildings may be permitted through coordinated redevelopment that provides a 3 to 6 storey streetwall along Weston Road.

Stockyards North & South Focus Areas

Redevelopment of the Stockyards North and South Focus Areas should be designed to provide a transition from the industrial uses to the west and south towards the station. Compatibility between new development and existing nearby employment uses will be paramount to the successful redevelopment of these Focus Areas.

Heights and densities in these Focus Areas will be lower than the Station Focus Areas and should provide for a range of building types. Tall buildings will generally range from 15 to 25 storeys in height, where compatibility with nearby employment uses can be demonstrated, and will provide a 45 degree angular plane transition to adjacent *Neighbourhoods*.

New central public parks and plaza spaces will be required in each Focus Area, complemented by a public street and laneway grid generally following east-west and north-south connections established by existing streets and developments. Buildings will be organised and oriented to maximize sunlight on parks and open spaces, avoid new and remove existing retaining walls so that ground floor entrances are flush with sidewalk grades, and provide generous sidewalks zones enhanced with street tree planting and furnishings. Buildings fronting Keele Street and Weston Road should have a streetwall height of 3 to 6 storeys.

McCormack Focus Area

New development in the McCormack Focus Area will be sensitive to both the *Neighbourhoods* to the immediate north, the top-of-bank and steep features of the Lavender Creek Trail natural area to the immediate south, and the heavier industrial uses south of Lavender Creek Trail. A coordinated approach to development will be

required that consolidates on-site parkland dedication, vehicular access and limits curb cuts along McCormack Street.

The McCormack Street frontage should be 2 to 4 storeys, with 6 to 8 storey mid-rise building heights located towards the rear of the property fitting within a 45 degree angular plane measured at 80% of the right-of-way width along the north property line, and contingent on compatibility with the industrial uses to the south. Development should provide public views and public access to Lavender Creek Trail, and include generous public sidewalks and street tree planting.

Lloyd-Mulock Focus Area

The Lloyd-Mulock Focus Area is a hidden gem in the Keele-St. Clair area, containing an eclectic mix of employment and residential uses. This character should be celebrated and promoted through new development, while also improving existing conditions. New development will be in the form of low-rise buildings that generally fit with the existing built form character, with modest mid-rise heights with good transition along Keele Street. Buildings may contain a mix of employment and residential uses and should have enhanced setbacks, generous sidewalks, soft landscaping and street tree planting. On-site parkland dedication should be provided wherever feasible.

Rail Corridor North & South Focus Areas

The Rail Corridor Focus Areas are intended to serve as employment gateways for rail travellers that maintain a connection to the industrial past, present and future of the study area. These Focus Areas provide opportunities for new employment uses that can take advantage of their proximity to the station without being directly impacted by sensitive uses on the same lot. Development of new employment uses should enhance the public realm through the addition of public sidewalks, improved pedestrian and cycling connections, and street trees. Buildings and public realm elements in these Focus Areas, including public art, should create a sense of place/identity when arriving or passing through the area by rail.

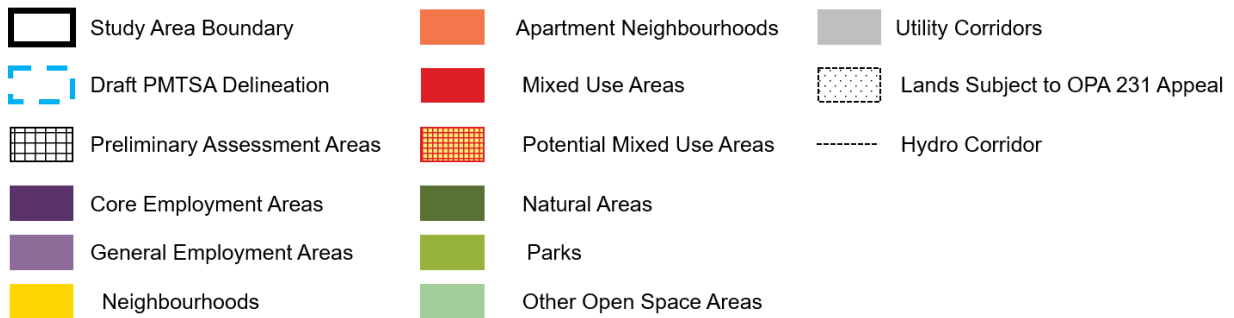
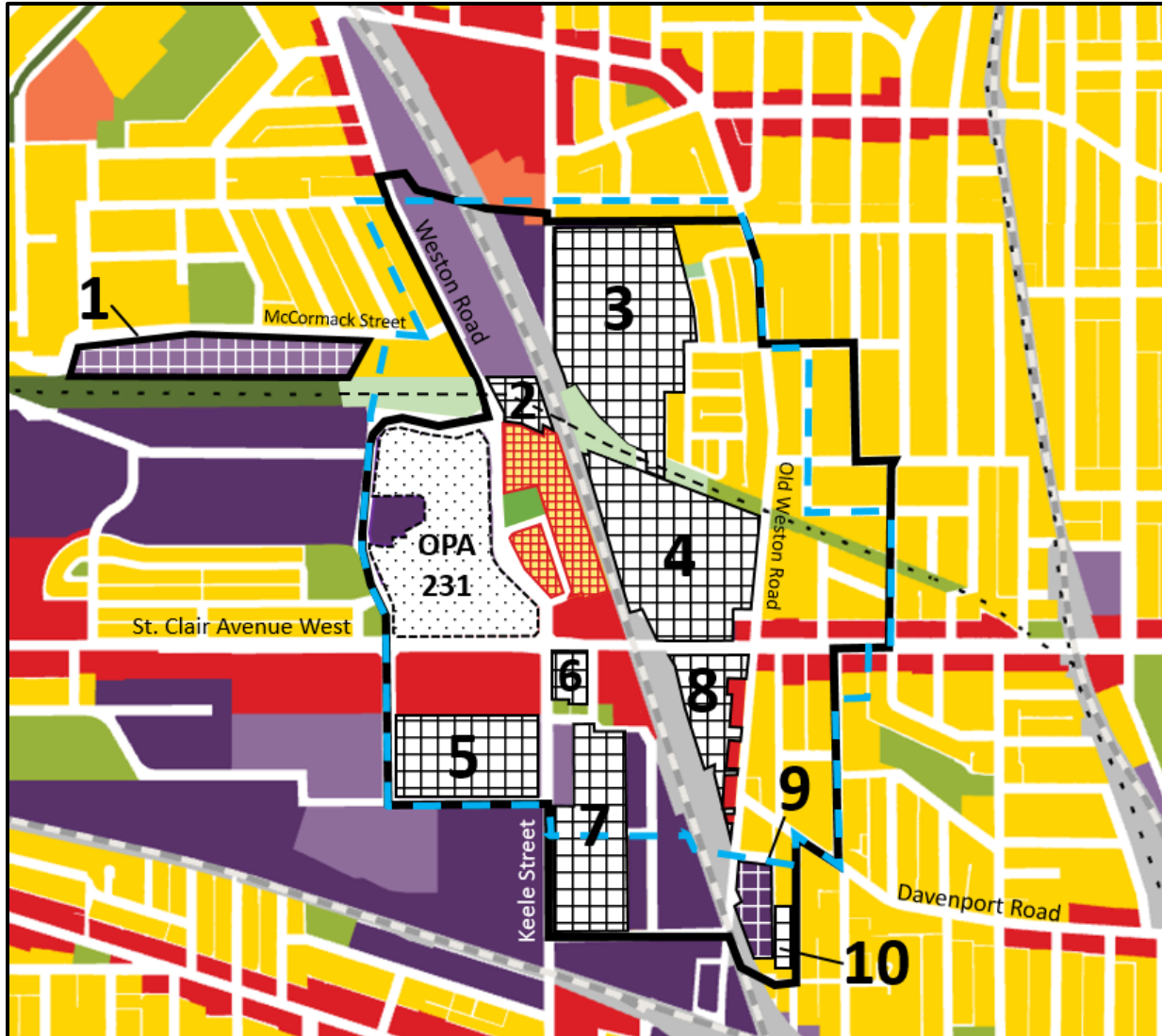
In the Rail Corridor North Focus Area, development should expand, connect to and/or help animate the Lavender Creek-S.A.D.R.A Focus Area.

In the Rail Corridor South Focus Area, development should seek opportunities to improve pedestrian and cycling crossings of the rail corridor, and provide new connections to the existing and planned cycling network.

Neighbourhoods

The *Neighbourhood* areas within the KSC LAS should be viewed as stable, but not static. Limited neighbourhood-scale infill and intensification, such as additional units, garden and laneway suites, may be appropriate throughout the study area. For *Neighbourhood* properties fronting Old Weston Road, Weston Road and Keele Street, four storey developments will be permitted provided they can accommodate good transition to adjacent properties and enhancements to the public realm.

Attachment 5: Draft Land Use Plan



Attachment 6: Preliminary Assessments of *Employment Area* Conversions
KEELE-ST. CLAIR LOCAL AREA STUDY
ASSESSMENT AREA 1

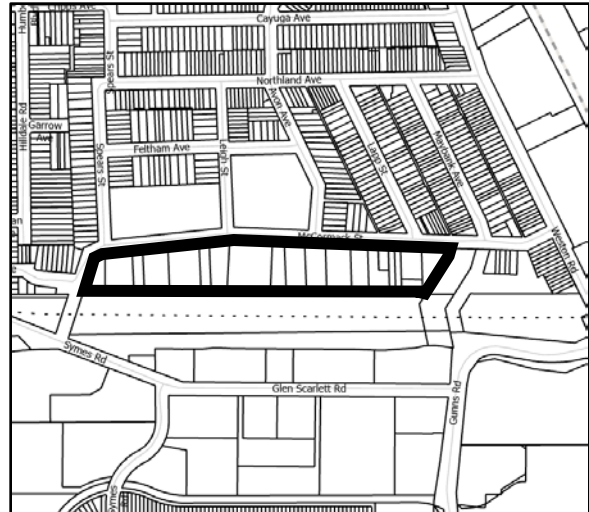
Addresses: 43-177 McCormack Street

General Area: Northwest of Weston Road and St. Clair Avenue West

Ward: 5 – York South-Weston

Site Area: 36,034 m²

Existing Uses: Manufacturing, automobile wrecking, food processing/distribution



CONVERSION REQUESTS

A Request to Convert *Employment Areas* was submitted on behalf of the landowners for the following addresses within Keele-St. Clair Local Area Study Assessment Area 1:

- 33-177 McCormack Street

Date(s): Conversion Request Submitted: December 15, 2020

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policy 437 (Chapter 7)

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Low-density residential neighbourhood, elementary school, park

South: Natural area, manufacturing, meat processing

East: Low-density residential neighbourhood

West: Low-density residential neighbourhood

PENDING ANALYSIS

A Compatibility/Mitigation Study has been requested by staff. Once submitted, a peer review of the Compatibility/Mitigation Study will be undertaken to assess the compatibility of the proposed residential uses with nearby *Employment Areas* and major facilities to the south.

A Block Context Plan has been requested by staff. Once submitted, an analysis of the Block Context Plan will be undertaken to determine if a coordinated approach to the proposed residential permissions can support any conversion of land while responding to the local context, including the provision and phasing of employment uses, parks and/or community services, transition to adjacent uses, and reduction or elimination of incompatibilities between properties within the Assessment Area.

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 1 has been completed based on the applicable policy framework and local context. Staff have determined that the lands should be retained for employment uses and remain designated *General Employment Areas* with a Site and Area Specific Policy for all of the lands that gives direction regarding permitted uses.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 2

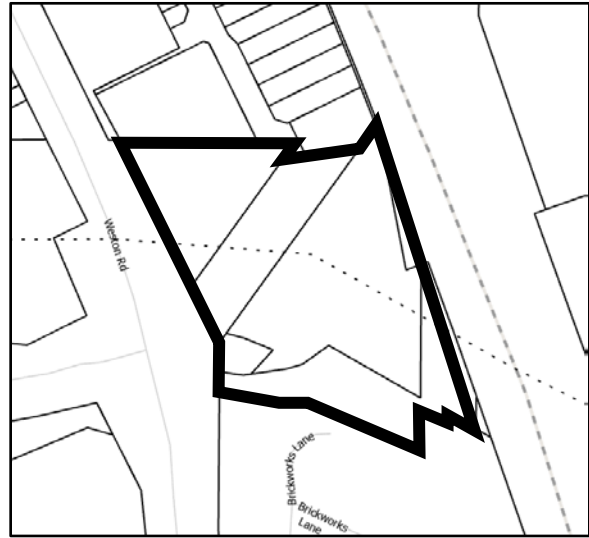
Addresses: 141-153 Weston Road
and adjacent parcels

General Area: East side of Weston
Road, north of St. Clair
Avenue West

Ward: 5 – York South-Weston

Site Area: 8,610 m²

Existing Uses: Vacant lot, parking, hydro
tower



CONVERSION REQUESTS

No Request to Convert *Employment Areas* was submitted for lands within Keele-St. Clair Local Area Study Assessment Area 2. The area will be used for the Gunns Road extension.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: N/A

Zoning By-law: Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Light industrial, food processing, creative industries, textiles, automotive uses, general contractors

South: Low-density residential townhouse neighbourhood

East: Rail corridor

West: Hydro corridor, open space

PENDING ANALYSIS

The St. Clair Avenue West Transportation Master Plan ("TMP") has identified this area for the extension of Gunns Road easterly to Union Street. Detailed design of the TMP will determine the ultimate alignment of the extension.

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 2 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Other Open Space Areas* may be appropriate.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 3

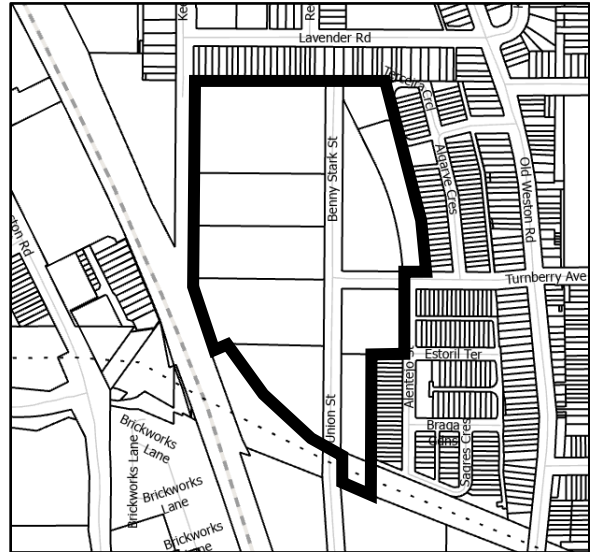
Addresses: 100, 101, 117 & 126
Union Street, 100 & 112-
122 Turnberry Avenue,
0, 119-125, 144, 160, &
200 Benny Stark Street

General Area: Northwest of Old Weston
Road and St. Clair
Avenue West

Ward: 9 – Davenport

Site Area: 88,346 m²

Existing Uses: Automobile servicing,
repair, wrecking, scrap,
storage and sales, self-
storage, waste disposal



CONVERSION REQUESTS

Requests to Convert *Employment Areas* were submitted on behalf of the landowners for the following addresses within Keele-St. Clair Local Area Study Assessment Area 3:

- 0, 119-125, 144, 160, & 200 Benny Stark Street
- 100 Union Street
- 101 Union Street
- 126 Union Street

Date(s): Conversion Requests Submitted: December 17, 2020

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 17)

Area Specific Policies: N/A

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Low-density residential neighbourhood, elementary school

South: Hydro corridor
East: Low-density residential neighbourhood
West: Lavender Creek natural area, rail corridor

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 3 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Mixed Use Areas, Neighbourhoods, Parks, Natural Areas* and/or *Other Open Space Areas* may be appropriate, provided a Site and Area Specific Policy for all of the lands gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 4

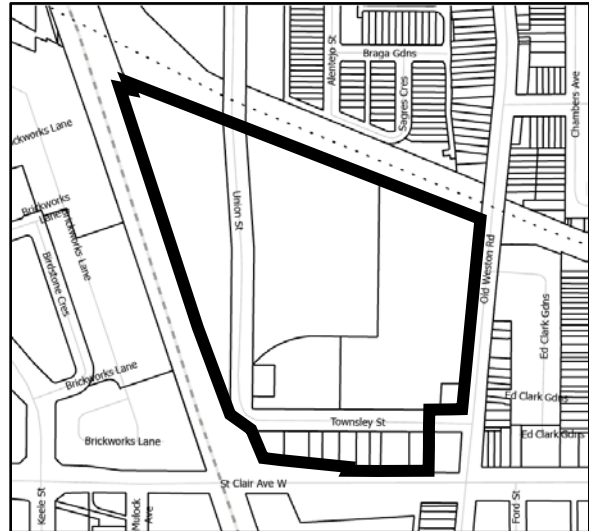
Addresses: 2-4, 31, 80, 77-89 Union Street, 6, 16, 30 & 39 Townsley Street, 360-362, 390 & 404-406 Old Weston Road, and 1832-1900 St. Clair Avenue West

General Area: Northwest of Old Weston Road and St. Clair Avenue West

Ward: 9 – Davenport

Site Area: 72,102 m²

Existing Uses: Storage, manufacturing, automobile servicing, repair and sales, wholesaling, warehousing, retail, place of worship



CONVERSION REQUESTS

Requests to Convert *Employment Areas* were submitted on behalf of the landowners for the following addresses within Keele-St. Clair Local Area Study Assessment Area 4:

- 2-4 & 80 Union Street
- 77-89 Union Street

Date(s): Conversion Requests Submitted: December 16 & 17, 2020

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* and *General Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policies 234 & 440 (Chapter 7)

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013
Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Hydro corridor, low-rise residential, auto repair

South: Entertainment, auto repair, low-rise residential

East: Mid-rise residential condominium, low-density residential townhouses

West: Rail corridor, low-rise residential townhouses

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 4 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Mixed Use Areas* and *Parks* may be appropriate, provided a Site and Area Specific Policy for all of the lands gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 5

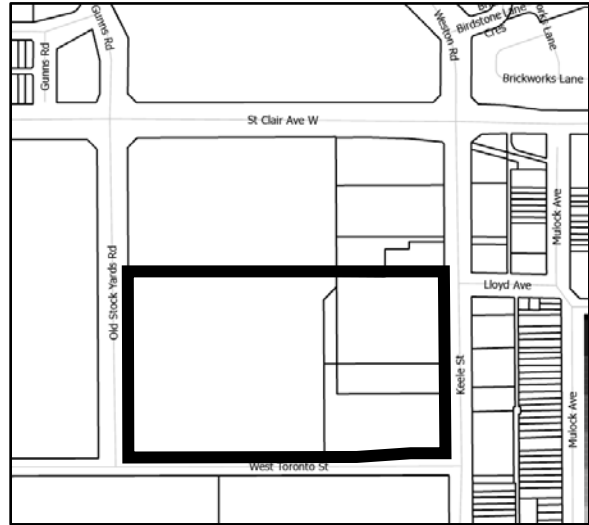
Addresses: 2121 St. Clair Avenue
West and 542 & 590
Keele Street

General Area: Southwest corner of Keele
Street and St. Clair
Avenue West

Ward: 5 – York South-Weston

Site Area: 41,592 m²

Existing Uses: Retail, restaurants,
service uses



CONVERSION REQUESTS

No Request to Convert *Employment Areas* was submitted for lands within Keele-St. Clair Local Area Study Assessment Area 5. The landowners have requested residential permissions through a Mixed Use Areas designation.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policy 359

Zoning By-law: Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Large format retail centre

South: Distribution, manufacturing, wholesale, retail, rail shunting yard

East: Automobile servicing, repair and sales, self-storage, park, manufacturing, gas station, low-density residential

West: Retail

PENDING ANALYSIS

A Compatibility/Mitigation Study has been requested by staff. Once submitted, a peer review of the Compatibility/Mitigation Study will be undertaken to assess the compatibility of residential uses with nearby *Employment Areas* and major facilities to the south.

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 5 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of some of the lands through re-designation to *Mixed Use Areas* and *Parks* may be appropriate, provided a Site and Area Specific Policy for all of the lands gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 6

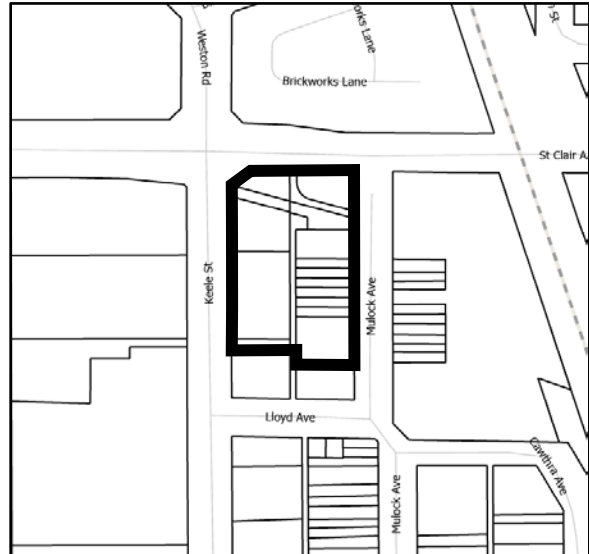
Addresses: 603-625 Keele Street,
1941 St. Clair Avenue
West and 164-192
Mulock Avenue

General Area: Southeast corner of Keele
Street and St. Clair
Avenue West

Ward: 5 – York South-Weston

Site Area: 6,184 m²

Existing Uses: Automobile servicing and
repair, self-storage,
manufacturing, residential



CONVERSION REQUESTS

No Request to Convert *Employment Areas* was submitted for lands within Keele-St. Clair Local Area Study Assessment Area 6. Some landowners have requested residential permissions through a Mixed Use Areas designation.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* and *General Employment Areas*
(Map 17)

Area Specific Policies: N/A

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013
Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Low-density residential townhouse neighbourhood

South: Auto dealership, low-density residential neighbourhood

East: Mid-rise mixed-use residential, retail and office, park

West: Retail, restaurants

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 6 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Mixed Use Areas* and *Parks* may be appropriate, provided a Site and Area Specific Policy for all of the lands gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 7

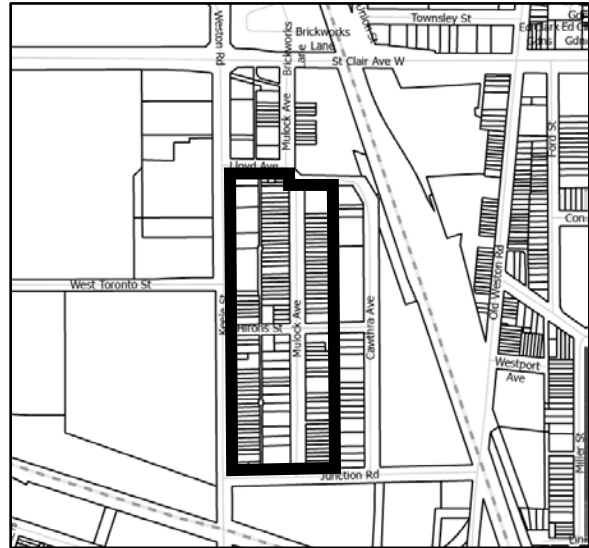
Addresses: 503, 505, 509 & 521
Keele Street, 2, 6, 20, 22,
25, 26, 32, 43, 51, 63, 67
& 139 Mulock Avenue,
15 Lloyd Avenue, , 38 &
39 Hirons Street and 54
Junction Road

General Area: Southeast of Keele Street
and St. Clair Avenue
West

Ward: 5 – York South-Weston

Site Area: 9,140 m²

Existing Uses: Automobile servicing and
repair, manufacturing, food processing, consulting, service,
commercial laundry



CONVERSION REQUESTS

No Request to Convert *Employment Areas* was submitted for lands within Keele-St. Clair Local Area Study Assessment Area 7.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policy 154

Zoning By-law: Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Parks, manufacturing, mid-rise mixed use residential, retail and office

South: Retail, service uses

East: Automobile repair and servicing, manufacturing, food processing, service, restaurants

West: Retail, restaurants, distribution, manufacturing, wholesale

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 7 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Neighbourhoods* is appropriate given the existing residential permissions, provided the permissions of Site and Area Specific Policy 154 are maintained with additional policy direction to limit or prohibit new automobile repair shops for all of the lands.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 8

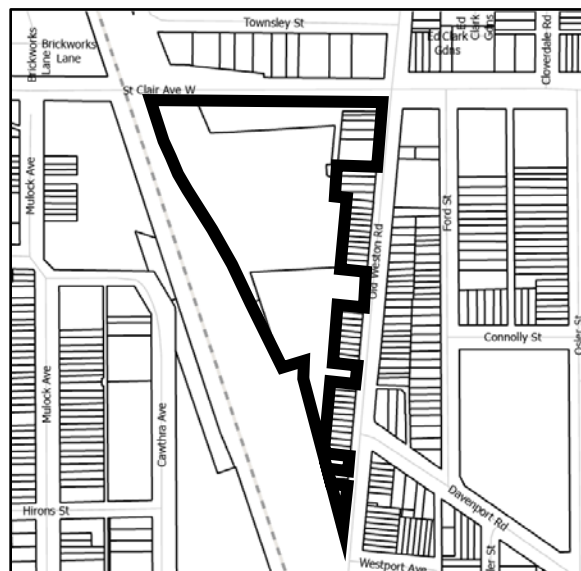
Addresses: 1797 & 1799 St. Clair Avenue West and 218, 220, 226-230, 290, 294 & 330 Old Weston Road

General Area: Southwest of Old Weston Road and St. Clair Avenue West

Ward: 9 – Davenport

Site Area: 19,202 m²

Existing Uses: Entertainment, automobile servicing and repair



CONVERSION REQUESTS

Requests to Convert *Employment Areas* were submitted on behalf of the landowners for the following addresses within Keele-St. Clair Local Area Study Assessment Area 8:

- 290 Old Weston Road

Date(s): Conversion Request Submitted: December 15, 2020

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *General Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policies 234 & 441

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013

Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Automobile servicing, repair and sales, wholesaling, warehousing, retail, place of worship

South: Rail corridor

East: Low-density residential neighbourhood, service uses, place of worship

West: Rail corridor

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 8 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Mixed Use Areas* and *Parks* may be appropriate, provided a Site and Area Specific Policy for all of the lands gives direction on and secures with a level of certainty minimum requirements for employment and other non-residential uses, affordable housing, community amenities, permitted uses, and built form and public realm objectives.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 9

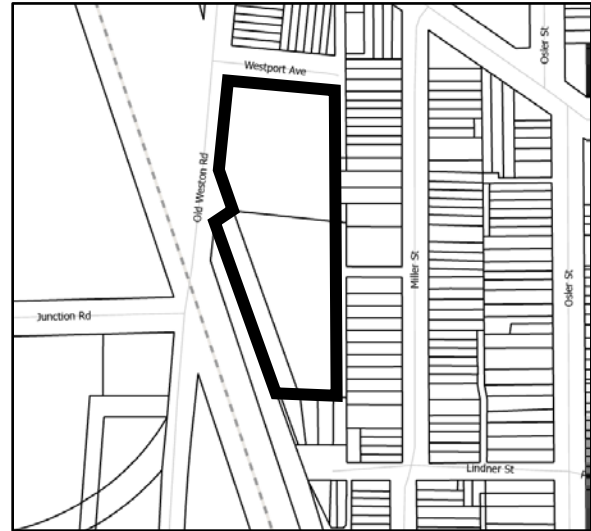
Addresses: 15 Westport Avenue and
189 & 195 Old Weston
Road

General Area: East side of Old Weston,
south of St. Clair Avenue
West

Ward: 9 – Davenport

Site Area: 10,226 m²

Existing Uses: Outdoor storage



CONVERSION REQUESTS

A Request to Convert *Employment Areas* was submitted on behalf of the landowners for the following addresses within Keele-St. Clair Local Area Study Assessment Area 9:

- 185-195 Old Weston Road

Date(s): Conversion Request Submitted: December 17, 2020

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 17)

Area Specific Policies: Site and Area Specific Policy 234

Zoning By-law: Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Low-density residential

South: Rail corridor, low-density residential

East: Automobile service and repair, manufacturing, wholesaling, production, artist studios, art galleries, low-density residential

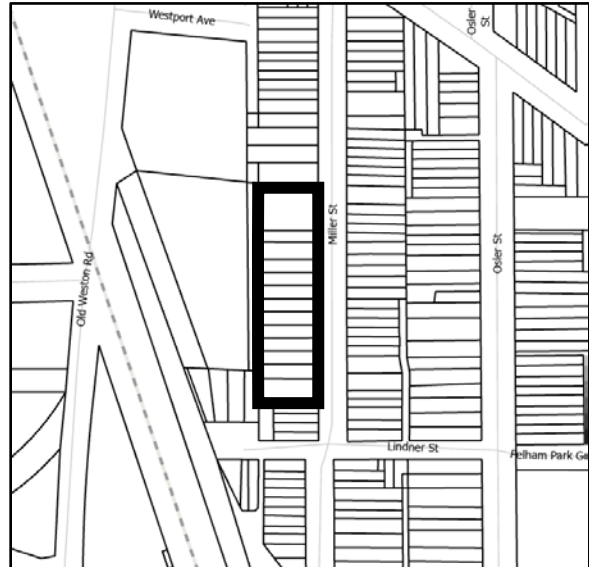
West: Rail corridor, manufacturing

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 9 has been completed based on the applicable policy framework and local context. Staff have determined that the lands should be retained for employment uses and remain designated *Core Employment Areas*.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 10

Addresses: 54-80 Miller Street
General Area: Southeast of Old Weston Road and St. Clair Avenue West
Ward: 9 – Davenport
Site Area: 3,705 m²
Existing Uses: Automobile service and repair, manufacturing, wholesaling, production, artist studios, art galleries



CONVERSION REQUESTS

No Request to Convert *Employment Areas* was submitted for lands within Keele-St. Clair Local Area Study Assessment Area 10.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)
Designation(s): *General Employment Areas* (Map 17)
Area Specific Policies: Site and Area Specific Policies 154 & 234
Zoning By-law: Industrial Commercial IC in former City of Toronto Zoning By-law 438-86

SITE CONTEXT AND ADJACENT USES

North: Low-density residential
South: Low-density residential
East: Low-density residential
West: Outdoor storage

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of Keele-St. Clair Local Area Study Assessment Area 10 has been completed based on the applicable policy framework and local context. Staff have determined that a conversion of the lands through re-designation to *Neighbourhoods* is

appropriate given the existing residential permissions, provided the permissions of Site and Area Specific Policies 154 and 234 are maintained for all of the lands.

Attachment 7: Draft OPA: St. Clair-Old Weston Station Protected Major Transit Station Area

Authority: Planning and Housing Committee Item PH##.#,
adopted by City of Toronto Council on [Month] [Day] and
[Day], 2021

CITY OF TORONTO

Bill

BY-LAW~~-2021

To adopt Amendment 538 to the Official Plan for the City of Toronto respecting lands generally bounded by Lavender Road and Northland Avenue to the north, Old Weston Road, Chambers Avenue, Silverthorn Avenue and Osler Street to the east, West Toronto Street, Hirons Street and Westport Avenue to the south, and Old Stock Yards Road and Gunns Road to the west.

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

Whereas authority is given to Council under section 16(15) of the Planning Act, R.S.O. 1990, c. P.13, as amended, to delineate and establish Protected Major Transit Station Areas; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with section 17 the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 538 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on [Month], 2021.

Frances Nunziata,
Speaker

John D. Elvidge,
Interim City Clerk

(Seal of the City)

AMENDMENT 538 TO THE OFFICIAL PLAN

LANDS GENERALLY BOUNDED BY LAVENDER ROAD AND NORTHLAND AVENUE TO THE NORTH, OLD WESTON ROAD, CHAMBERS AVENUE, SILVERTHORN AVENUE AND OSLER STREET TO THE EAST, WEST TORONTO STREET, HIRONS STREET AND WESTPORT AVENUE TO THE SOUTH, AND OLD STOCK YARDS ROAD AND GUNNS ROAD TO THE WEST.

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

1. Chapter 8, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by:
 - a. adding a Site and Area Specific Policy 630 as included in Schedule "1";
2. Map ##, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by adding the boundary of Site and Area Specific Policies in accordance with amendment 1, above.

Schedule "1" to Amendment 538

SASP 630. Protected Major Transit Station Area – St. Clair-Old Weston Station

a) Protected Major Transit Station Area Delineation

The area surrounding and including the planned St. Clair-Old Weston Station is a protected major transit station area shown as the St. Clair-Old Weston Major Transit Station Area on Map 1.

b) Residents and Jobs per Hectare

Existing and permitted development within the Protected Major Transit Station Area – St. Clair-Old Weston Station is planned for a minimum density target of 150 residents and jobs combined per hectare.

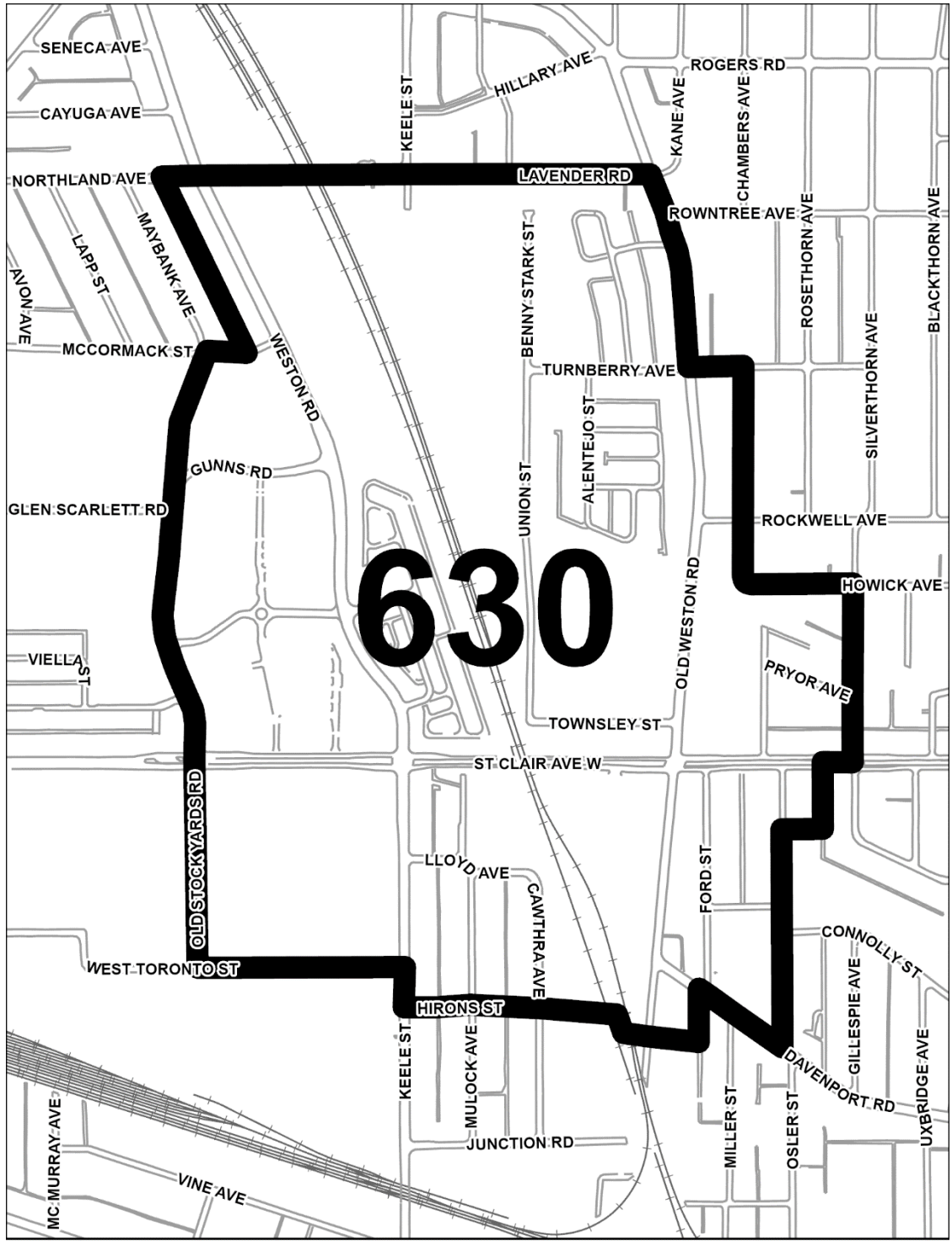
c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 17 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific Policies.

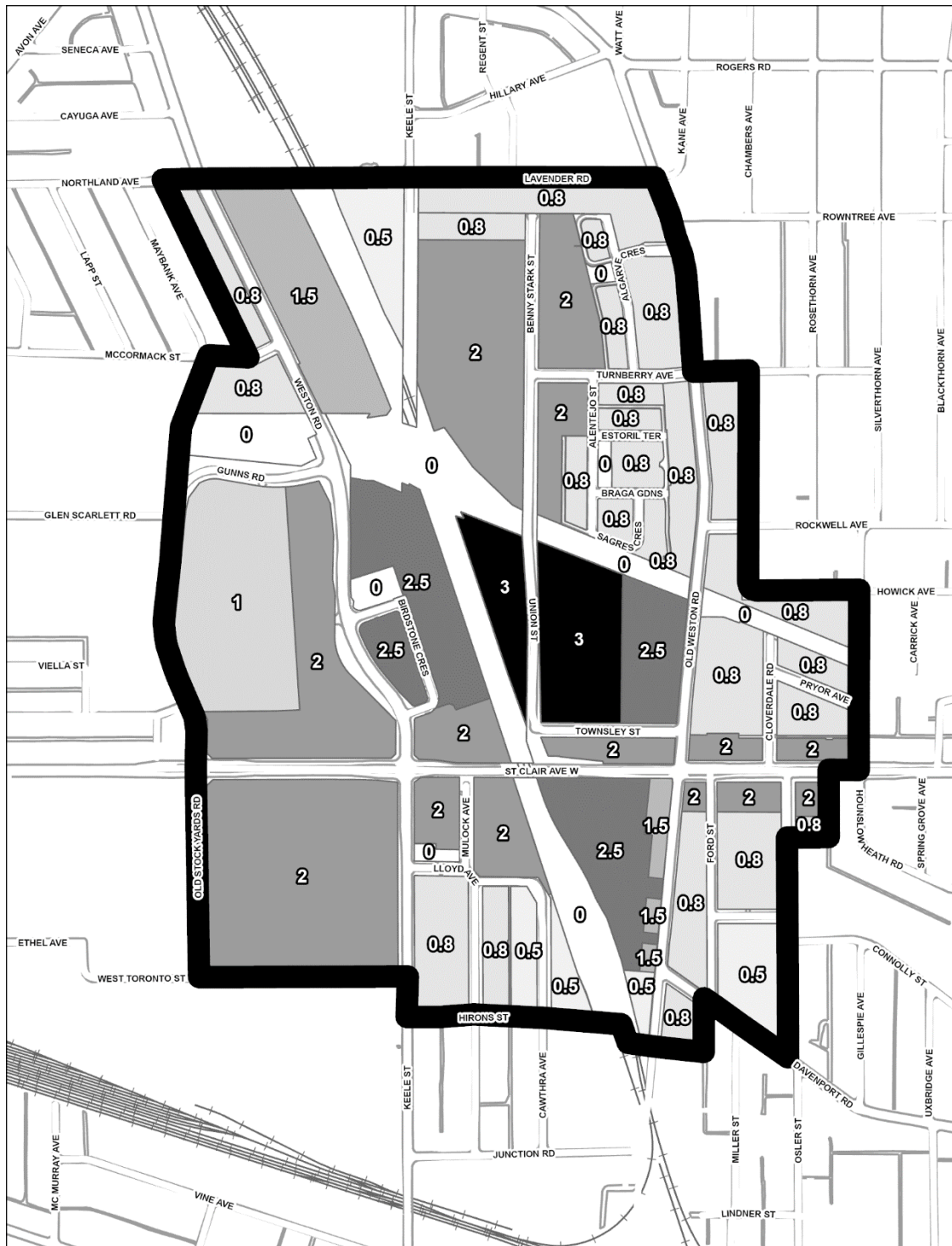
d) Minimum Densities

Minimum density requirements are shown on Map 2, represented as a Floor Space Index.

Map 1: St. Clair-Old Weston Protected Major Transit Station Area



Map 2: Minimum Densities, St. Clair-Old Weston Protected Major Transit Station Area



Minimum Density (Floor Space Index)

