

5.0 Managing Potential Impacts of Redevelopment

5.1 Redevelopment Scenarios – How Much and Where?

The diagram at right indicates where currently approved developments are located, as well as likely redevelopment sites over a 25-year period. A number of factors were considered to identify probable redevelopment locations. Although every lot technically has the potential to redevelop, some properties are less likely to redevelop than others, such as the Kingsway Mills Plaza, a recently built, successful operation, and other properties constrained by size, the ravine limit line, or other factors. Properties which are owned by developers are much more likely to be redeveloped. In general, larger lots and lots consolidated under one owner are more likely to redevelop than long, narrow lots. As a demonstration, the Redevelopment Scenario at right also includes two sites comprised of a number of individual property owners at retail strip plazas. These could be converted, as shown in Figure 32. For example, front yard landscape improvements could be implemented as an interim measure to screen existing front yard parking prior to expansion or redevelopment. As a second scenario, individual businesses could build street-related front yard additions as one coordinated design, while maintaining existing commercial and residential uses. A third scenario might be full redevelopment by

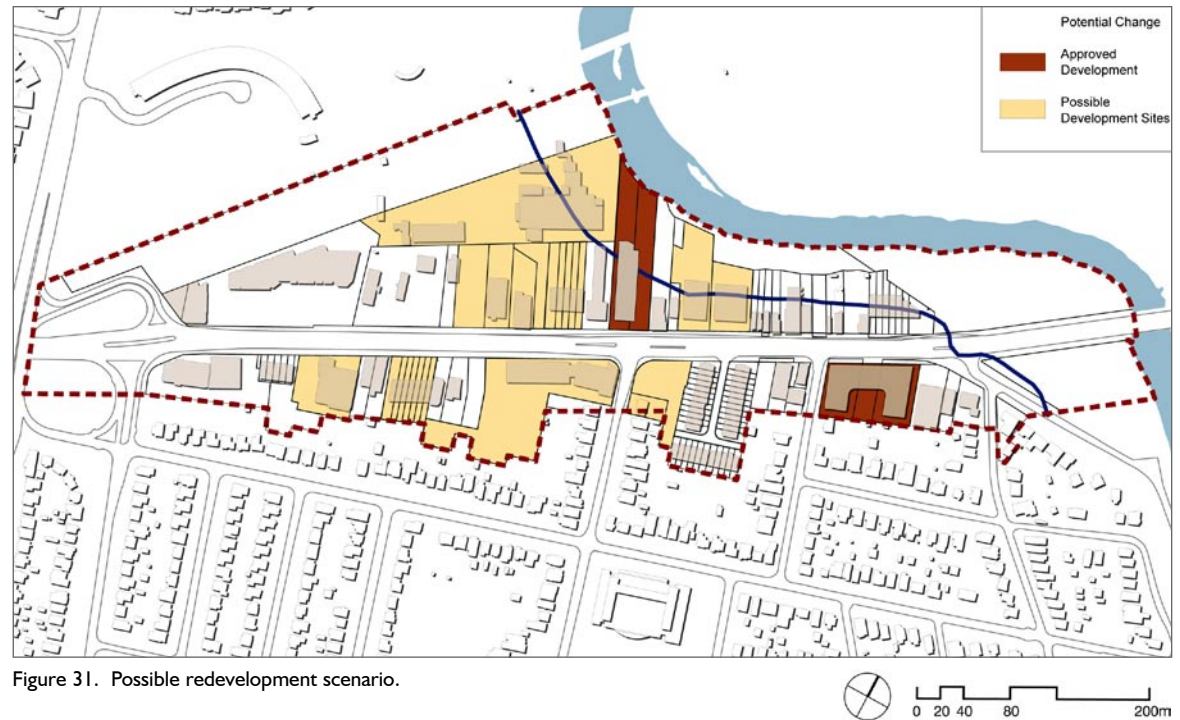
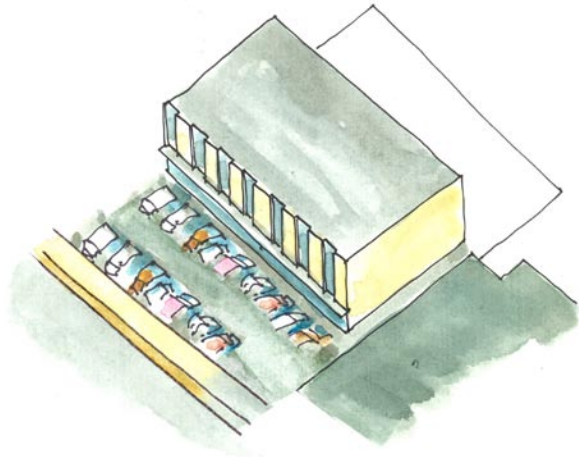


Figure 31. Possible redevelopment scenario.

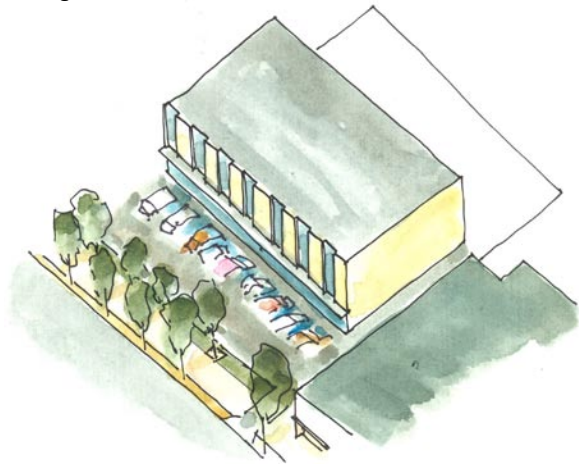
each individual owner to create a row of taller buildings at the street and townhouses at the rear of the lots.***

After identifying likely sites for redevelopment, the next step was to calculate the number of units that could be built on the sites. Calculations were done by two methods. The first method combined schematic design, including considerations for parking, access,

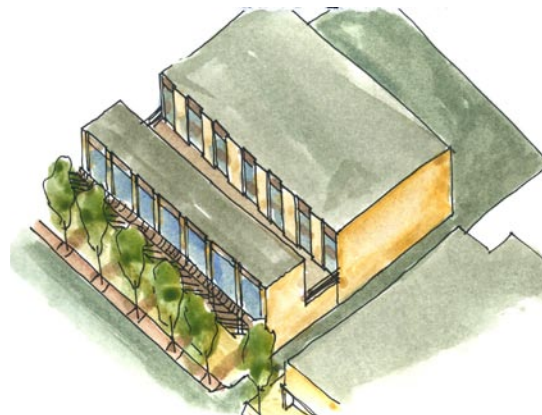
and the 45 degree angular plane, with building widths that work for residential layouts having a commercial component at grade. The second method calculated the buildable area arithmetically from the lot size, and divided by a typical gross floor unit area. The results of the calculations are summarized below.



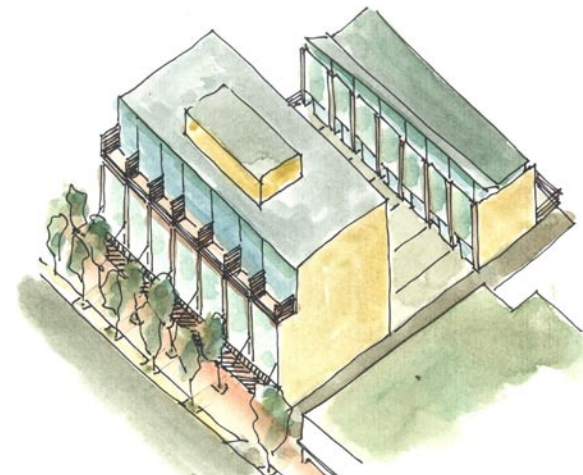
Existing Condition



Interim Greening
Front yard landscape improvements as an interim measure prior to expansion or redevelopment.



Expansion / Conversion
New street-related residential above expanded ground floor commercial.



Full Redevelopment
New residential apartment building with commercial at grade, new townhouses at rear of lot.

- 202 Approved Units* + 400 to 650 Additional Units = estimated 600 to 850** over 25 yrs.
- The possible number of residential units from a new zoning framework would be in line with the current Etobicoke Official Plan.

* Currently approved are the Essence and The Prince Edward.

** Mid range based on allowable built-form controls and trends. Developer intentions are unknown and actual build-out may differ.

*** Townhouses would be allowed only by special amendments.

Figure 32. Possible scenarios of how a strip plaza could be improved or redeveloped into a street related form.

5.2 How will the existing schools be affected by redevelopment along Dundas Street West?

Message from the Toronto District School Board Planning Staff

"The study flows from the City's Official Plan, which contemplates residential intensification in communities such as that reflected in the 'Dundas Street West Avenue Study'. The intent of the study is to establish the framework for the form and character of future development (including residential intensification), including economic regeneration, improving streetscapes and the pedestrian environment, optimizing the road allowance, enhancing transit and potentially the nature and extent of community services. Although the focus of the study is on urban design, community services are being raised to ensure the viability of the implementation of some elements of improvements and change that are implicated in the redesign of Dundas Street West.

In this context, the following information is being submitted for consideration:

The study area is served by two schools.

The elementary school is Lambton-Kingsway Junior Middle School which has an enrolment of 649 (full time equivalent students) and a facility capacity of 694. Ninety-four percent of students reside within the school catchment area, which extends well beyond the study area.

The secondary school is Etobicoke Collegiate, which has an enrolment of 1,404 (full time equivalent students) and a facility capacity of 1,407. Ninety-two percent of students reside within the school catchment area, which extends well beyond the study area.

Children generated from residential development within the Study area could be accommodated at the two local schools, however there is the possibility of redirecting children to other schools if the local schools are full.

Currently the local schools have limited capacity to accommodate students from any additional development within the school attendance area, however there are alternative schools for children and the

Board examines options, as the need arises, including accommodating children at sites where sufficient capacity exists.

In the future, both schools are expected to maintain similar levels of enrolment, despite a slight drop over the next few years. The desirability of the neighbourhoods and schools serving them ensures that levels of enrolment remain at or near the level of facility capacity.

The policy of the Toronto District School Board in responding to any residential development, in areas with insufficient local school capacity, is to request warnings on development sites and in purchase or rental agreements. These warnings serve to inform prospective purchasers as well as the existing community of the inadequacy of local school accommodation and the resulting option to redirect children to alternative school sites where sufficient capacity exists. This practice has been possible given the decline in the enrolment system-wide.

Source: <http://www.toronto.ca/planning/dundas.htm#faq>

5.3 What traffic impacts are expected from redevelopment on Dundas Street West?

- Traffic on Dundas Street West will experience a minor increase with demand for redevelopment from within the study area as well as traffic traveling from outside the study area.
- Over the next 25 years, under the built-form guidelines recommended by this study, new mixed use development could result in up to a 5 to 10% increase in traffic on Prince Edward based on estimated unit counts from the Redevelopment Scenario (Figure 31). This would be in line with what is currently permitted by the Etobicoke OP.
- Future transit improvements along Dundas Street will help to mitigate traffic impacts.
- We recommend that a more detailed Kingsway traffic study be undertaken to address the impact of future development on the neighbourhood to the south of Dundas Street West.
- We anticipate that while some additional retail and commercial development will occur, that most of the redevelopment along this corridor will be residential in nature. Traffic impacts from residential redevelopment of the area will be significantly less than impacts that might result from significant commercial and retail redevelopment of the area.

5.4 Before and After Images



Before



Figure 33. After, south side of Dundas Street West at redeveloped retail plaza.



Before



Figure 34. After, north side of Dundas Street West at proposed access road.