

Consolidated Clause in Etobicoke York Community Council Report 6, which was considered by City Council on July 25, 26 and 27, 2006.

36

**Avenue Study Implementation Report
Dundas Street West between Royal York Road and
the Humber River (Ward 4 - Etobicoke Centre)
and (Ward 5 - Etobicoke-Lakeshore)**

City Council on July 25, 26 and 27, 2006, adopted this Clause without amendment.

The Etobicoke York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Sections of the Avenue Study Implementation Report (June 27, 2006) and the Supplementary Report (July 10, 2006) from the Director, Community Planning, Etobicoke York District.

Action taken by the Committee:

The Etobicoke York Community Council requested that:

- (1) should the Emergency Medical Services study show that the Dundas Street West ambulance site is surplus, that Deputy City Manager Joseph Pennachetti, report to the Etobicoke York Community Council on the future disposition of the property, and that if the land is sold for a suitable use, then those monies be put toward the beautification of the Dundas Street West area;
- (2) the Director, Transportation Services, Etobicoke York District, report on the possibility of introducing on-street parking in off-peak periods along Dundas Street West in the study area;
- (3) the General Manager, Transportation Services, discuss with officials of the Toronto Transit Commission, any future plans for road widening along Dundas Street West to accommodate streetcars.

The Etobicoke York Community Council held a statutory public meeting on July 11, 2006, and notice was given in accordance with the *Planning Act*.

The Etobicoke York Community Council submits the report (June 27, 2006) from the Director, Community Planning, Etobicoke York District:

Purpose:

This report reviews and recommends new Official Plan policies, zoning and implementation strategies to achieve the goals of the Toronto Official Plan “Avenues” designation for the area of Dundas Street West between Royal York Road and the Humber River.

This report identifies strategies to implement the vision for the future development of this section of Dundas Street West.

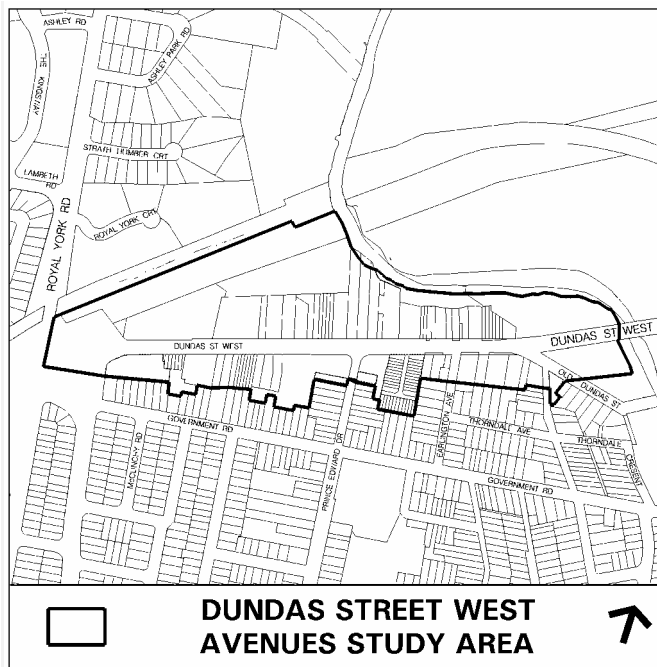
Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan for the former City of Etobicoke if the Official Plan is in effect at the time of Council’s consideration of the application, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 4;
- (2) amend the Official Plan for the City of Toronto, if the Toronto Official Plan is in effect at the time of Council’s consideration of this report, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5;
- (3) direct the City Solicitor to request the Ontario Municipal Board to modify the Official Plan for the City of Toronto, if the Toronto Official Plan is not in effect at the time of Council’s consideration of this application, substantially in accordance with the draft Official Plan Amendment attached as Attachment 5;
- (4) amend the former City of Etobicoke Zoning Code substantially in accordance with the amendments described in this report and with the draft By-law Amendments to be presented to the Public Meeting of Community Council;
- (5) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning Code Amendment as may be required;
- (6) endorse the guiding principles contained in the report by du Toit Allsop Hillier, dated March, 2006, as outlined in this report;



- (7) direct the Chief Planner and Executive Director, City Planning to ensure that new and renovated buildings are designed in a manner that supports the objectives of the consultant's report through the development review process;
- (8) direct the Chief Planner and Executive Director, City Planning in consultation with Technical Services and Parks, Forestry and Recreation, to prepare a detailed streetscape design to guide both private and public investments in streetscape improvements, pedestrian amenities and bike lanes as described in this report;
- (9) direct the Chief Planner and Executive Director, City Planning to prepare a cost estimate and strategies for financing the streetscape improvements described in (8), above;
- (10) direct the Chief Planner and Executive Director, City Planning to implement the study objectives when considering development applications in the area to:
 - (a) achieve publicly accessible open space, parkland, new roads, new trails, cycling lanes and streetscape improvements; and
 - (b) achieve the new public road and/or public lane networks for deep lots on the north and south side of Dundas Street West;
- (11) support the creation of a Business Improvement Area, if desired by area businesses; and
- (12) adopt the Urban Design Guidelines to be presented to the Public Meeting of Community Council, to serve as a framework for growth along this section of Dundas Street West.

Background:

Avenue Studies

The "Avenues" are identified in the new Toronto Official Plan as important corridors located along major streets, where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

A framework for change is tailored through a local "Avenue" study. The studies contain a vision and implementation to show:

- (a) how the streetscape and pedestrian environment can be improved;
- (b) where public open space can be created and existing parks improved;
- (c) where trees should be planted; and
- (d) how the use of road allowance can be optimized and transit service enhanced.

These changes will be transformed incrementally as funding and opportunities present themselves and development proceeds.

Selection of Dundas Street West for Study

On July 20, 21, and 22, 2004, City Council had before it a report on “Selected Avenue Studies for 2004”. In that report Dundas Street West from Royal York to the Humber River was identified as a potential “Avenue Study Area” for 2004.

The area was described as composed of a mix of commercial and residential uses with a variety of lot sizes and depths of properties fronting Dundas Street West. The larger deep parcels provided a potential for increased redevelopment applications. Two development applications had been recently approved and there was evidence of land assembly in the area.

This portion of Dundas Street West met the majority of the criteria Council adopted for selecting an area for an Avenue Study Area.

Study Process and Community Consultation

A Request for Proposals to hire a consultant to aid in undertaking the study was completed on September 15, 2004. The successful consulting firm was du Toit Allsopp Hiller which worked with the City Planning Division in a joint effort to prepare the study. A Local Advisory Committee (LAC) was established and a meeting was held with the members on December 8, 2004 and February 22, 2005. The LAC helped to confirm the consultant’s impressions of the area and confirm the study process.

A community meeting – the Kick-Off Workshop - was held on January 11, 2005. The consultants presented: a site analysis; issues and opportunities; development examples; and project priorities. Comments and questions were received from the community.

On March 1, 2005, a Design Workshop was held that further analyzed area issues, considered urban design principles and explored the consultant’s ideas for the area.

On May 24, 2005, a further Community Information meeting was held to consider the impacts and implications of new zoning, what kind of street was desirable, and look at objectives.

Staff have also met with individual residents and their planning and transportation consultants to review the study findings.

A web page was created so that the visitors to the site could read the background to the study, see notice of meetings and the information presented at the meetings. The site was updated to include the consultant’s final report and the presentation on the report at the last Community Consultation Meeting.

The consultant’s report was prepared over the winter of 2005/2006. A LAC meeting was held to discuss the study on June 14, 2006. A notice was sent to the community informing them that the recommendations were available and that a meeting would be held to discuss the findings on June 15, 2006. Generally, the community is supportive of the consultant’s recommendations.

Area Characteristics

The Dundas West Study Area is located between Royal York Road and the Humber River, with frontages on both sides of Dundas Street West surrounded by the following uses:

- North: a Hydro corridor and Canadian Pacific Railway line, with high and low density residential further north
- East: The Humber River
- South: a low density neighbourhood known as The Kingsway
- West: a grade-separated part of Dundas Street West with three ramps providing access to Royal York Road north and south and to The Kingsway southbound.

The existing urban environment is characterized as: a commercial strip with a poorly defined street edge; buildings often set well back from the street; broad areas of asphalt paving and surface parking; few trees; numerous driveways interrupting the sidewalks; and fast-moving traffic.

This car-dominated environment is the product of un-coordinated development over many years and an outdated zoning code and is in contrast to the English garden suburb heritage of the adjacent Kingsway neighbourhood to the south.

Existing constraints to redevelopment include: the adjacent low-rise neighbourhood to the south; the Toronto Region Conservation Authority (TRCA) controlled fill regulation line which limits development within a certain distance of the Humber River; the lack of access roads; the narrowness of lots; and lack of consolidated sites.

Recent Development Approvals and Current Proposals

Two new 6-storey developments in the study area are under construction. The Essence has 118 units and The Prince Edward has 76 units. Both required Committee of Adjustment variances as the proposals did not meet the regulations for CG zones.

A new application has been received for 4187 Dundas Street West, 567, 569, and 571 Prince Edward on the southeast corner of Dundas Street West and Prince Edward Drive. A revised application was received on June 20, 2006. The applicant is proposing a 7-storey, 85 unit building fronting onto Dundas Street West that would step down to three storeys at the south end. A preliminary report on the application will be prepared for September 2006 Community Council.

Metropolitan Toronto Official Plan

The Plan identifies Dundas Street West as a Metropolitan Arterial Road with a 27 metre right-of-way. The Metropolitan Toronto Official Plan Walking and Cycling Policies support: streetscape and other public realm improvements; pedestrian activity and provision of safe, convenient pedestrian links; and encourage a built form and orientation for development adjacent to Metropolitan arterial roads that supports pedestrian activity.

The housing objective of the Metropolitan Toronto Official Plan is to ensure the availability across Toronto of an adequate supply and mix of housing to meet the full range of housing needs, and to attract and accommodate population growth. Area municipal official plans and zoning by-laws shall provide for a full range of housing types.

The economic development objective of the Plan is to achieve a diverse, competitive, adaptable economic environment, and to support a broad range of employment opportunities.

The proposed official plan policies and zoning by-law resulting from the Dundas Street West Avenues Study conform to the Metropolitan Toronto Official Plan.

Etobicoke Official Plan

The Official Plan for the former City of Etobicoke designates the area Commercial Residential Strip. This designation recognizes the traditional commercial and mixed use areas that have developed in linear form along arterial roads. These are the traditional shopping streets of many of the City's older areas and also contain residential, institutional and community facilities.

The Plan identifies a maximum height of six storeys that should be stepped down to a lower height or separated by distance barriers to respect the proximity of low density residences. A 45 degree angular plane is required from the lot line of adjacent Low Density designations.

The form of development allowed in the Etobicoke Official Plan included a series of stores, offices and other uses along an arterial road. It also identified a series of existing plazas along an arterial road with some parking in the front yard.

An amendment is required to remove townhouse uses on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West. An amendment to the Etobicoke Official Plan may not be required, if the new Toronto Official Plan comes into force prior to Council's consideration of this report.

New City of Toronto Official Plan

At its meeting of November 26, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new Plan, in part, with modifications. The Minister's decision has been appealed in its entirety. The hearing on the new Official Plan is continuing at the Ontario Municipal Board. The Board has approved most of the Plan and it is anticipated that the approved portions will come into force in June 2006. The housing and Section 37 policies remain under appeal and will be adjudicated in September and October 2006.

The Plan gives criteria for conducting and implementing an Avenues study including: setting out investments in community improvements, and providing contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development.

The study area is in a Mixed Use Area in the Toronto Official Plan. Development in Mixed Use Areas that are Avenues are encouraged to have a mix of uses. Mixed Use Areas are composed of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Policies respecting Development Criteria will apply in this area.

An Official Plan Amendment (Attachment 5) is required to exclude townhouses on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West. The amendment also identifies new public roads to serve the area.

Zoning

The area is zoned CG – General Commercial. A small area south of Dundas Street West is zoned R2 as the zoning line does not conform to the lot lines of businesses fronting the street. The zoning by-law has some provisions that date back to the 1960's when development in the area followed a traditional suburban pattern of front yard parking with buildings set back far from the street line.

A wide variety of uses are allowed in CG zones, including single family detached dwellings, duplex dwellings, apartment houses, dwelling units above a business use, neighbourhood stores, bakeries, banks, dry cleaners, theatres, hotels, restaurants, service stations and public garages, nursery schools, public and private schools, churches, art galleries, government buildings, fire halls, police stations, community centres, parks and playgrounds.

A Zoning By-law Amendment is required to exclude uses that are not appropriate in the study area including: townhouse building forms, except for the rear of deep lots on the south side of Dundas Street West; service stations and public garages, new and used car sales rooms and lots, and drive through facilities. These uses are to be deleted as they are not in keeping with the study vision for uses in the area. A minimum building height of 2 storeys will be established and the maximum height of 14 metres will be retained. The density will be governed by the floor space index, setbacks for different sub-areas of the study area (Attachment 6) and angular plane requirements set out in the by-law. Front and rear setbacks will be varied for each block. Density will range between 2.0 and 2.5 FSI based on consideration of potential future lot characteristics such as lot area.

Agency Circulation

The application was circulated to all appropriate agencies and City Departments. The responses received have been used to assist in the study and to formulate appropriate by-law standards.

Comments:

The Dundas Street West area is experiencing development activity and interest and there is a need to implement updated zoning that will guide development in the area.

The community has indicated support for greening and streetscape improvements but has concerns about impacts of added height and density, increased traffic, overcrowding at local schools, and the loss of the area's unique character.

The study's major findings are that: intensification occur by building on vacant or underutilized sites; public and private realm improvements be made to decrease auto-oriented use and character; the area be planted with more trees and other landscaping; and new public road and/or lane networks be created to access the rear of deep sites.

The consultant's study identified eight guiding principles for achieving the vision that were refined with community input. The following subheadings are the guiding principles that discuss general criteria for implementation. The tools for implementation are further discussed under the headings of Official Plan, Zoning By-law, Holding By-law, Section 37, Urban Design Guidelines, Transit/Transportation Plan, Parks and Public Spaces Improvements, Site Plan Approval, and Business Improvement Area.

Guiding Principles

Create a safe and enjoyable pedestrian environment

Currently the pedestrian environment is characterized by: numerous driveways interrupting the sidewalks; a poorly defined street edge; few safe crossing points; lack of trees; and lack of buffer space beside the sidewalks which is intimidating to pedestrians. The study recommends a number of improvements including: wider sidewalks with a distinctive streetscape treatment; street tree planting; private tree planting and soft landscaping; preservation of existing trees; pedestrian level lighting; a pedestrian activated traffic signal; relocation of transit stops that improve pedestrian safety; shared access driveways; street furniture; and burying overhead wiring. Attachment 8 illustrates a cross-section of the existing street and proposed street with the above improvements. The specific requirements are being placed in the proposed Urban Design Guidelines.

The Urban Design Guidelines are being developed by City Planning, using the consultant's recommendations for improving the area that focus on design. While the Guidelines have not been finalized at the time of the writing of this report,, they are being developed in accordance with the consultant's report, which is available on the City's website. They will be available for Community Council at the date of the Public Meeting and will become an appendix to the proposed Official Plan Amendments.

Encourage a Diversity of Uses

The community indicates that Dundas Street West lacks special character and requires a more diverse retail environment. The recent developments do not include retail spaces on the ground floors of the condominium apartment buildings. The study recommends that a minimum of half of a building's Dundas Street West frontage at the ground floor level should be allocated to non-residential uses (retail, live-work, office or personal services) that promote pedestrian activity. Residential uses would be considered appropriate for upper floors. This requirement will be included in the proposed Zoning By-law Amendment.

Select an Appropriate Building Scale and Density for the Street Width and Neighbourhood Context

The community is concerned about how new developments would impact traffic flow and school capacity. A street with character and quality materials that reflects the Kingsway neighbourhood is also desired. The study recommends a built form that is close to the street edge, steps back at the fifth storey, has a minimum height of two storeys, and maximum height of six storeys. A 45 degree angular plane is also required where the development parcel abuts low density residential uses. These regulations are in the proposed for the Zoning By-law Amendment.

The “Rona” site has a deep and irregular lot. There is no redevelopment currently proposed. It is difficult to apply the proposed regulations to this site, as there may be new roads and open space, as envisaged in the consultant’s study. The existing CG zoning will remain on the rear of the “Rona” site (sub-area 4) and any redevelopment of the lands for non-commercial purposes will require a rezoning and possibly an Official Plan Amendment. This ensures a full public process and a more detailed evaluation of any development proposal.

Encourage High Quality Architecture and Diversity of Building Form

The study area has been described as having a general lack of character. The study recommends that development proposals be encouraged to have: high quality, durable materials; pedestrian level details that provide interest; large glazed surfaces for the ground floor, among other design details. The recommendations are being incorporated into the Urban Design Guidelines.

Enable Efficient Vehicle Movement and Ease of Transit and Cyclist Access

The study recommends secondary road and laneway networks to minimize the number of driveways opening onto Dundas Street West, including a new public loop road. Attachment 9 shows a Conceptual Public Realm Plan with a loop road on the north side of Dundas Street West. This map is conceptual and the actual road pattern may change when the site is redeveloped. Traffic flow on new roads is proposed to be organized with medians and dedicated left turn lanes. Bicycle lanes are proposed east of Prince Edward Drive to continue the City of Toronto planned bicycle lanes. The City of Toronto City Planning and Development Engineering staff will be meeting further to discuss the implementation of these improvements.

Encourage Opportunities for New Open Space and Improve Access to Existing Open Space

Several potential development parcels are large enough to be able to provide new park space as part of a redevelopment. City Planning would make this request through the application process. Linkages to the existing open space could also be improved by creating a new pedestrian connection to the west bank of the Humber River by means of a stair or pathway. Further study is required by the Toronto Region Conservation Authority (TRCA) and City of Toronto Parks Forestry and Recreation.

The study also recommends a new recreational pathway along the hydro corridor. Permission from Ontario Hydro must be obtained and funds to create the pathway may be required as part of a Section 37 agreement when adjoining lands are redeveloped.

Protect the Natural Environment and Enhance its Enjoyment

To protect the natural environment and enhance its enjoyment, the study recommends: protecting the ravine edge; resisting erosion; maintaining stormwater on private lands; and encouraging public and private investment in naturalization and landscape improvements. The TRCA has regulations that protect the ravine edge and the Humber River Valley. These will be carefully reviewed and adhered to when development applications are received.

Transform the Area with a New, Distinctive Identity

In order to transform the area with a new, distinctive identity, the study recommends: planting street trees; incorporating architecture that is consistent with the Kingsway neighbourhood; installing new distinctive street lighting fixtures; building landscaped medians at the east and west gateways; naming the area with a distinctive identity and including this on street signs; considering murals on some of the buildings, and encouraging the formation of a Business Improvement Area.

The design recommendations are incorporated into the Urban Design Guidelines. Other aspects require further discussions with the Development Engineering and Economic Development Divisions, businesses and landowners.

Planning Implementation and Regulatory Framework

Official Plan Amendment

The Official Plan for the City of Toronto designates the study area Mixed Use. This designation permits commercial, residential, institutional, parks and open spaces in mixed and single use buildings. The proposed amendment would retain the Mixed Use designation and policies but exclude townhouse building forms on the frontage lands (See Attachment 5). Lots deeper than 60 metres on the south side of Dundas Street West would be allowed townhouse form buildings on the rear portion of the lots. The proposed site specific Official Plan Amendment will also insert the Urban Design Guidelines as an appendix to the Plan to serve as a framework for growth along this section of Dundas Street West.

The Etobicoke Official Plan may not require an amendment if the new Toronto Official Plan comes into force. However, should the latter not occur, an amendment to the Etobicoke Plan has been prepared and is attached as Attachment 4. The amendment proposes to exclude townhouse building forms, except at the rear of deep lots on the south side of Dundas Street West, and defines the area as being made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks, and open spaces and utilities.

Zoning Code Amendment

The Zoning Code for the former City of Etobicoke is proposed to be amended to reflect the development criteria outlined in the consultant's report. The proposed Zoning By-law CG-AV will allow many of the same uses as the CG zoning. However, a number of uses are not appropriate such as: townhouse form buildings, except for the rear of deep lots on the south side of Dundas Street West; service stations and public garages; new and used car sales rooms and

lots; and drive through facilities. A minimum building height of 2 storeys will be established and the maximum height of 14 metres will be retained. A 45 degree angular plane provision will also be introduced. Front and rear setbacks will vary for each block. Density will range between 2.0 and 2.5 FSI based on consideration of potential future lot characteristics such as lot area.

New provisions include the introduction of a regulation that will require the ground floor of any building west of Prince Edward Drive to have a minimum of 50 percent of the frontage in retail, live-work, office or personal services uses. This creates interest for pedestrians walking along Dundas Street West. In order to create a 'main street' feeling the regulations will require a minimum of 70 percent of the lot frontage to be occupied by a building.

The rear of the "Rona" site will remain as a CG zone. This allows the property to retain its existing development rights, however any redevelopment for non-commercial purposes would require a rezoning and possibly an Official Plan Amendment through a full public process.

The implementing By-law has not been finalized at the time of the writing of this report. The draft By-law will be available for Community Council at the date of the Public Meeting.

Holding By-law

After listening to community concerns, City Planning is proposing to place a "Holding By-law" ("H") on the zoning of the entire study area, excluding the rear of the Rona lands which are not being pre-zoned AV. This by-law will prohibit new development from occurring until Council is satisfied as to the availability of all road improvements, infrastructure, servicing and school capacity which are necessary to accommodate the proposed development. If the Rona lands redevelop for more intensive use, then a rezoning will likely be required, as described above, so a holding by-law is not necessary on these lands.

Section 37

Section 37 of the Planning Act allows for community benefits in exchange for the ability of a development to be built higher, or have a greater density, than the maximum height and density allowed in the zoning by-law. For any building with a height greater than 14 metres, and to secure community benefits if Rona is redeveloped, this report recommends the use of Section 37 of the Planning Act. The benefits may include street trees, furniture, gateway features, and green space improvements within the Dundas Street West Avenues Study Area.

Urban Design Guidelines

The Urban Design Guidelines will become an appendix to the Official Plan Amendments and set out all the design recommendations in the study. They include recommendations to: enhance the streetscape through tree planting and landscaping; provide distinctive architectural details; and identify the historic buildings in the east part of the area. The Guidelines have not been finalized at the time of the writing of the report. They will be available for Community Council at the date of the Public Meeting.

Transit and Transportation Plan

The City Planning and Technical Services Divisions should consider and include recommendations to Community Council for the new public road and/or public lane networks for deep lots on the north and south side of Dundas Street West when these sites are ready to redevelop. The City will also meet with the Toronto Transit Commission to encourage improved transit service to accommodate the increased residential population on the street.

Parks and Public Spaces Improvements

It is recommended that the City Planning, Technical Services and Parks, Forestry and Recreation Divisions prepare a detailed streetscape design to guide both private and public investments in streetscape improvements. This would include an access management study, pedestrian amenities, bike lanes, cost estimates, and possible sharing costs of such undertakings.

A co-ordinated program of locating utilities underground should be explored between the City and utility providers and undertaken at the same time the tree pits and street trees are installed.

Site Plan Approval

When development applications are received from the study area, City Planning staff will meet with local land owners to achieve publicly accessible open space, parkland, new roads, new trails, cycling lanes and streetscape improvements. The guiding principles and urban design guidelines will be followed when considering approval of a development.

Business Improvement Area

Council is encouraged to support the creation of a Business Improvement Area (BIA) if desired by local businesses. BIAs impose a special tax on their members and the money is used for a number of different projects to encourage people to shop there. Some of the tools they use are joint advertising, flower planters and hangers, street furniture, banners identifying the area, and special events. A BIA would help the area to achieve a unique identity.

Conclusions:

The study recommendations respond to the concerns of the community with respect to density, traffic impacts, school capacity, pedestrian safety and improved character along Dundas Street West. The planning tools translate the study recommendations into clear policies, regulations and design guidelines. The Holding By-law approach gives the community greater certainty that redevelopment will not have a detrimental affect on traffic flow and the local school.

Contact:

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Tel: (416) 394-8227; Fax: (416) 394-6063
Email: wjohncox@toronto.ca

List of Attachments:

- Attachment 1: Study Area
- Attachment 2: Etobicoke Official Plan
- Attachment 3: Toronto Official Plan
- Attachment 4: Draft Etobicoke Official Plan Amendment
- Attachment 5: Draft City of Toronto Official Plan Amendment
- Attachment 6: Sub Areas
- Attachment 7: Existing and Potential Future Street Section
- Attachment 8: Conceptual Public Realm Plan, with Alternative Loop Road Option (DTAH)
- Attachment 9: Building Profile
- Attachment 10: DTAH report executive summary

(Attachments 1 to 3, and 6 to 10, referred to in this report, were forwarded to all Members of the Etobicoke York Community Council with the agenda for its meeting on July 11, 2006, and copies are on file in the City Clerk's Office, Etobicoke Civic Centre.)

Attachment 4: Draft Etobicoke Official Plan Amendment

Authority: Community Council Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2006
Enacted by Council: ~, 2006

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2006

To adopt an amendment to the Official Plan for the former City of Etobicoke with respect to certain lands fronting on the north and south side of Dundas Street West between Royal York Road and the Humber River.

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and map attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the former City of Etobicoke.
2. This is Official Plan Amendment No. 144-2006 .

ENACTED AND PASSED this ~ day of ~, A.D. 2006.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

SCHEDULE "A"

AMENDMENT NO. 144-2006 TO THE OFFICIAL PLAN OF THE FORMER CITY OF ETOBICOKE

Lands on the north and south side of Dundas Street West, between Royal York Road and the
Humber River

The following Text and Map constitute Amendment No.144-2006 to the former City of Etobicoke Official Plan, being an amendment to amend Map 5 by adding Site Specific Policy No.102 .

The sections headed 'Purpose and Location' and 'Basis' are explanatory only, and shall not constitute part of this amendment.

PURPOSE AND LOCATION:

This Amendment affects the lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River. The purpose of the amendment is to prohibit townhouses in the Commercial Residential Strip designation.

BASIS:

The Dundas Street West Avenues Study was carried out in 2005. The final study recommends development standards, public and private realm improvements, and a higher form of development than low density residential uses. To encourage this type of development, the townhouse built form uses have been excluded from the study area, except for deep lots on the south side of Dundas Street West.

OFFICIAL PLAN AMENDMENT:

The Official Plan of the former City of Etobicoke is amended as follows:

1. Map 5 – "Site Specific Policies" as shown on Schedule 'A' of Official Plan Amendment No.144-2006 is hereby amended by adding Site Specific Policy 102 for the lands on Dundas Street West, between Royal York Road and the Humber River, as follows:

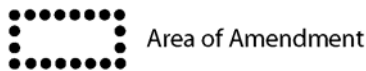
102. Lands on the north and south side of Dundas Street West, between Royal York and the Humber River
 - a. This Commercial Residential Strip area is made up of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities, but excludes townhouses on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West.

Etobicoke Official Plan Amendment No.144-2006

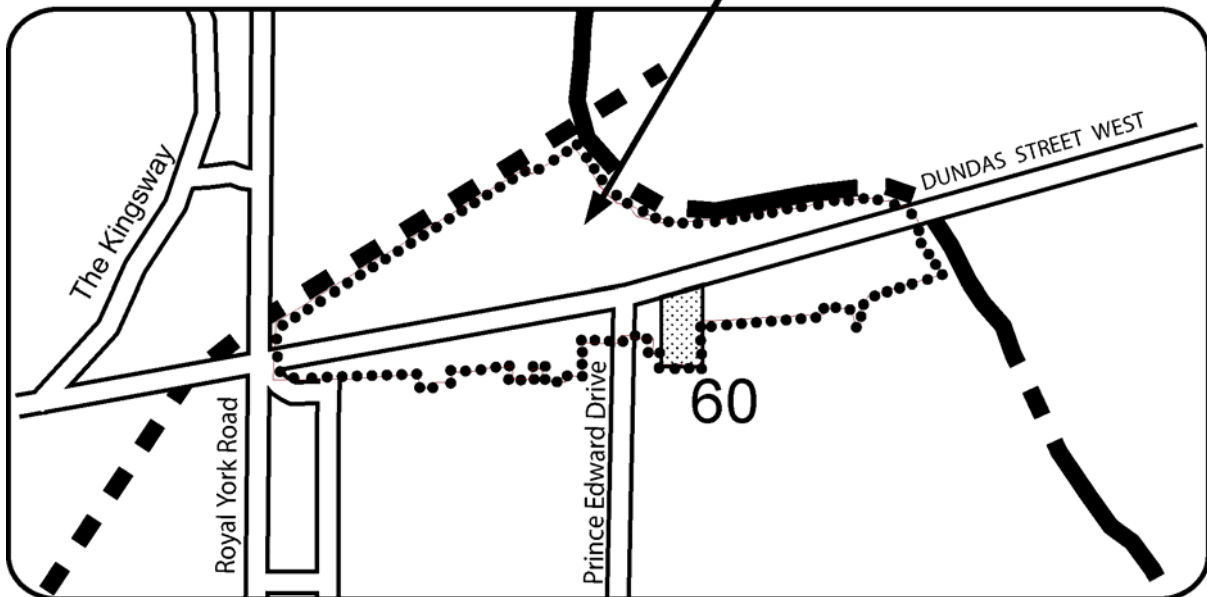
Schedule "A"

Dundas Street West Avenue Study Area

File # 05_101508



Map 5
is amended by Site Specific
Policy No. 102 for the lands
on Dundas Street West,
between Royal York Road
and the Humber River.



Site Specific Policies



60 Site Reference Number



Not to Scale
06/27/06 - MH

Attachment 5: Draft City of Toronto Official Plan

CITY OF TORONTO
By-Law No. 2006

To adopt Amendment No. 277 to the Official Plan of the City of Toronto in order to prohibit townhouses within the Mixed Use designation and add planned but unbuilt roads, affecting the lands located on the north and south side of Dundas Street West, between Royal York Road and the Humber River.

WHEREAS authority is given to Council by Section 17 of the *Planning Act*, R.S.O. 1990, cP 13, as amended, to pass this By-law;

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

WHEREAS the Council of the City of Toronto at its meeting of – 2006, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The text and map attached hereto as Schedule “A” are hereby adopted as amendments to the Official Plan of the City of Toronto
2. This is Official Plan Amendment No.

ENACTED AND PASSED this of , A.D. 2006.

DAVID R. MILLER
Mayor

ULLI S. WATKISS,
City Clerk

SCHEDULE “A”

AMENDMENT NO. 277 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

Lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River

The following Text and Map constitute Amendment No. 277 to the City of Toronto Official Plan, being an amendment to amend Schedule B and to add a new site and Area Specific Policy to Chapter 7, Site and Area Specific Policies.

The sections headed ‘Purpose and Location’ and ‘Basis’ are explanatory only, and shall not constitute part of this amendment.

PURPOSE AND LOCATION:

This Amendment affects the lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River. The purpose of the amendment is to prohibit townhouses in the *Mixed Use Areas* designation.

BASIS:

The Dundas Street West Avenues Study was carried out in 2005. The final study recommends development standards, public and private realm improvements, and a higher form of development than low density residential uses. To encourage this type of development, the townhouse built form uses have been excluded from the study area except for deep lots on the south side of Dundas Street West.

OFFICIAL PLAN AMENDMENT:

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

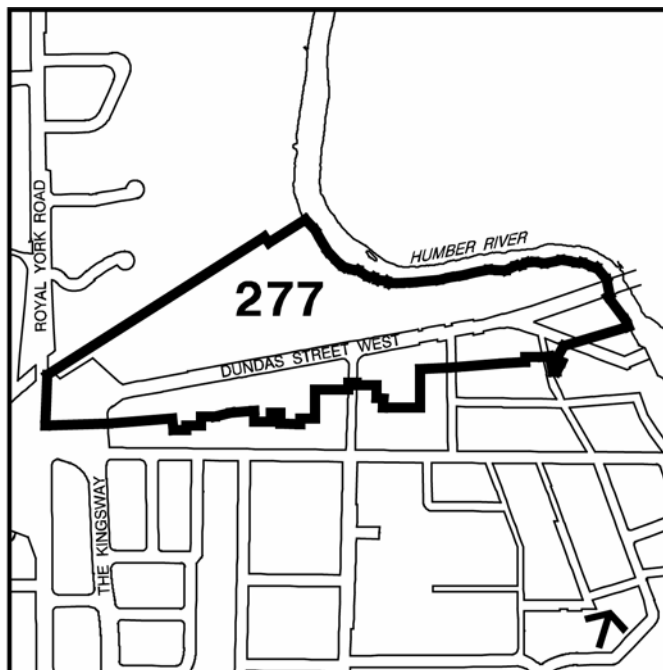
1. Schedule B, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
	New Link	Dundas Street West looped north and back to Dundas Street West between Royal York Road and Prince Edward Drive

2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy 277, for the lands on Dundas Street West, between Royal York Road and the Humber River, as follows:

277. Lands on the north and south side of Dundas Street West, between Royal York and the Humber River

Townhouses are not permitted in *Mixed Use Areas* on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West.



The Etobicoke York Community Council also submits the supplementary report (July 10, 2006) from the Director, Community Planning, Etobicoke York District:

Purpose:

The purpose of this report is to present the draft Zoning By-law and Urban Design Guidelines for the Dundas Street West Avenues study that were not available to be inserted in the June 27, 2006 report on the findings of the study and the Official Plan policies.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) amend the former City of Etobicoke Zoning Code substantially in accordance with the draft By-law Amendments attached as Attachment No. 1; and
- (2) adopt the Urban Design Guidelines attached as Attachment No. 2, to serve as a framework for growth along this section of Dundas Street West.

Background:

An Avenues study was carried out for both sides of Dundas Street West between Royal York Road and the Humber River in 2005. The final consultant's study was submitted in March 2006 and a report, dated June 27, 2006, was prepared by City Planning to discuss the study and recommend implementation of the recommendations.

The staff report is on the July 11, 2006 Community Council agenda. The proposed Zoning By-law Amendment and Urban Design Guidelines were still being finalized at the City Clerk's agenda deadline and while they were described and discussed in the report, the final documents were not attached. The documents have now been prepared in draft form and will be part of the tool kit for implementing the recommendations in the study.

Comments:

Further to the comments in the June 27, 2006 report on the study, staff has determined that in addition to the setbacks, angular plane and heights outlined in the attached proposed Zoning By-law (Attachment 1), a maximum floor space index is proposed in the CG-AV-H zones. This creates a density and height cap for the area and provides greater clarity of what to expect of new development in the study area.

The Urban Design Guidelines have been formatted in order to be attached to the new Official Plan as part of the overall design guidelines for the City of Toronto. They are based on the study recommendations.

Conclusions:

The proposed Zoning By-law and Urban Design Guidelines implement the recommendations of the consultant's study. They are recommended to be adopted by Council.

Contact:

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Email: wjohncox@toronto.ca

List of Attachments:

Attachment 1: Dundas Street West Avenues Zoning By-law

Attachment 2: Urban Design Guidelines

The Etobicoke York Community Council also considered the following communications:

- (June 27, 2006) from Roy H. Fletcher and Joyce O. Fletcher, Fletcher Associates, Consulting Engineers and Planners;
- (July 1, 2006) from Carla and Michael Smith; and
- (June 27, 2006) from Jack D. Stafford.

The following addressed the Etobicoke York Community Council:

- Adrian Litavski, Kentridge Johnston Limited;
- Paul McGregor, Leemac Investments Ltd.;
- Roy Fletcher;
- Steve Rankine, Kingsway Park Ratepayers Inc.;
- Peter Szlapak; and
- Paul Badics, Kingsway Park Ratepayers Inc.

Attachment No. 1: Dundas Street West Avenues Zoning By-law

Authority: Etobicoke York Community Council Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2006

Enacted by Council: ~, 2006

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2006

To amend Chapters 318 and 320 of the Etobicoke Zoning Code with respect to certain lands fronting on the north and south side of Dundas Street West between Royal York Road and the Humber River, to introduce Avenues (AV) zoning with associated development standards.

WHEREAS authority is given to Council by Section 34 and Section 36 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS the matters herein set out are in conformity with Official Plan Amendment No. , as adopted by the Council of the City of Toronto

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

Therefore the Council of the City of Toronto HEREBY ENACTS as follows:

1. THAT the Zoning Map referred to in Section 320-5, Article II of the Zoning Code, be and the same is hereby amended by changing the classification of the lands located in the former Township of Etobicoke as described in Schedules “A1”, “A2”, “A3”, “A4”, “A5” and “A6” attached hereto from General Commercial (CG) and Second Density Residential (R2) to General Commercial – Avenues (AV).
2. Where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, the provisions of this By-law shall apply, otherwise the commercial provisions of the Etobicoke Zoning Code shall continue to apply.
3. The following development standards shall now be applicable to the (AV) and CG lands described on Schedules “A1”, “A2”, “A3”, “A4”, “A5” and “A6” attached hereto.

A. Permitted Uses

Residential: apartment houses; dwelling units above a business use, retail and/or office use; and live-work units. Townhouses are not permitted on the north side of Dundas Street West and in the first 60 metres of depth on the south side of Dundas Street West.

All Business, Institutional and Public Uses permitted under the General Commercial (CG) zone.

The following uses shall be prohibited: all vehicle related uses with the exception of public parking lots; service stations, public garages and car rental agencies; new and used car sales rooms and lots; drive-thru facilities; monuments related to cemeteries; and massage parlours.

B. Building Heights

- (1) For the purposes of the By-law, the maximum building heights permitted on lands zoned General Commercial – Avenues (AV) on Schedules “A1”(the first 60 metres of depth), “A2”, “A3”, “A5” and “A6” attached hereto shall not exceed 5 storeys and 14 metres in height.
- (2) For the lands on “A1” beyond 60 metres in depth, the maximum height shall be 3 storeys and 11 metres in height.
- (3) Despite the provisions in B(1) and D(2), a development can have the lesser of a floor space index of 3.0 or height of 18.5 metres and 6 storeys, provided that the owner enters into an agreement satisfactory to the City of Toronto pursuant to Section 37 of the Planning Act, as amended, authorizing an increase in height and density in exchange for the Section 37 benefits described below.

- (4) All buildings and structures shall maintain a minimum building height of two (2) storeys and 7.5 metres in height, excluding the mechanical penthouse. Notwithstanding Section 320-95 of the Etobicoke Zoning Code, accessory structures for the purpose of parking attendant booths garbage storage areas and monuments dedicated as art or a memorial shall be excluded from this requirement.
- (5) One mechanical penthouse shall be permitted having a maximum size of 25 square metres. Notwithstanding Section 304-3 of the Etobicoke Zoning Code the said mechanical penthouse shall not encroach within the 45-degree angular plane of the property.

C. Angular Plane

- (1) All buildings and structures shall maintain a 45-degree angular plane, as defined, beyond which no building or structure shall be permitted from any lot line of abutting properties that are zoned Second Density Residential (R2).

D. Lot Coverage and Floor Space Index

- (1) Notwithstanding Section 320-79 D, there shall be no minimum or maximum lot coverage, provided the maximum floor space index is not exceeded.
- (2) The maximum floor space index shall be 2.0 and 2.5 as shown on Schedule "A6".

E. Parking

Notwithstanding Section 320-18 of the Etobicoke Zoning Code:

- (1) Where a development consists of a mix of residential and commercial uses, parking for residential uses shall be required on the basis of one (1) parking space per residential dwelling unit with 2-bedroom units or less, and 1.20 spaces per residential dwelling unit with three or more bedrooms.
- (2) A minimum of 0.2 visitor parking spaces shall be required per residential dwelling unit.
- (3) Notwithstanding (1) above, where a development is residential only or live/work, parking shall be provided on the basis of 1.25 spaces for a 1 bedroom unit and 1.4 spaces for a 2 bedroom unit, and subject to 320-19 of the Etobicoke Zoning Code.

- (4) Where a development consists of townhouses, parking shall be required on the basis of one (1) parking space per residential dwelling unit with 2 bedrooms or less, and 1.4 parking spaces per dwelling unit with 3 bedrooms or more. Notwithstanding Section 320-18C, parking for commercial uses (excluding restaurants (subject to Section 320-23 of the Etobicoke Zoning Code), hotels, theatres, undertaking establishments, athletic/fitness establishments, bowling alleys/curling rinks, nursery schools/day nurseries, race tracks, stadia and animal hospitals) shall be required on the basis of 2.5 parking spaces per 93 square metres of gross floor area.
- (5) Notwithstanding Section 320-18 D of the Etobicoke Zoning Code, parking for medical/dental offices shall be required on the basis of 4.0 parking spaces per 93 square metres of gross floor area.
- (6) For the purposes of this by-law, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking requirement or the commercial parking requirement on the same parcel of land and/or situated within the same building or structure.
- (7) Parking stall sizes shall be required to comply with Section 320-18 of the Etobicoke Zoning Code.
- (8) Parking at grade shall be prohibited between the building face and street line.

F. Indoor and Outdoor Amenity Space

- (1) Buildings containing 20 or more dwelling units shall be required to provide two (2) square metres of indoor residential amenity space, as defined, for each dwelling unit.
- (2) Buildings containing 20 or more dwelling units shall be required to provide two (2) square metres of outdoor residential amenity space for each dwelling unit, of which at least 40 square metres is to be provided in a location adjoining or directly accessible from the indoor residential amenity space.

G. Site Access

- (1) Where a lot abuts a major street, flanking street, or laneway, all vehicle access shall be restricted to the flanking street or laneway.

H. Treatments at Grade

- (1) Entrances that provide access to the entire building shall front onto, and be directly accessible from, the primary street frontage.
- (2) 50 percent of the front building facade at grade shall be in live/work, retail, commercial, restaurant or service commercial uses for the area west of Prince Edward Drive.
- (3) Buildings shall be constructed with a minimum 3.6 metre high floor-to-ceiling height on the first floor.
- (4) Buildings with commercial or live/work units on the main floor shall be directly accessible from grade.
- (5) The finished main floor area of residential only uses shall be constructed at a minimum of 0.6 metres and no greater than 0.9 metres above grade.

(I) Build-to-Area

- i. The build-to-area, as defined herein, for lands shown on Schedules "A1", "A2", "A3", "A4", "A5" and "A6" shall be a minimum of seventy percent of the lot frontage abutting a public street.

(J) Loading and Service Areas

- (1) Every building containing more than 400 square metres of gross floor area shall provide a loading space with minimum dimensions of 15 metres in length, 4.0 metres in width and with a vertical clearance of 4.5 metres.
- (2) Loading spaces shall be located within rear or side yards, not abutting a street.
- (3) Garbage storage areas shall be wholly contained within a building and not subject to setback requirements.

(K) Site Plan Control

- (1) The entire AV and CG zones shall be subject to Site Plan Control.

(L) Building Setbacks and Yard Requirements

- (1) Within Area 1, the south side of Dundas Street West, as shown on Schedule "A1":
 - i. Front Yard:
 - (a) The minimum front yard setback shall be 0 metres, except for residential only buildings where the minimum setback shall be 2 metres, and in all cases the maximum front yard setback shall be 3 metres.
 - (b) Any building with a 13 metres and 4 storeys or greater height shall be set back 1.5 metres at that height.
 - ii. Rear Yard:
 - (a) The required rear yard setback shall be determined by the 45 degree angular plane requirements, but in no case shall be less than 7.5 metres where properties abut an R2 zone.
 - (b) A landscape strip having a minimum width of three (3) metres shall be provided at the rear property line, where the site abuts a Second Density Residential (R2) zone.
 - iii. Side Yard:
 - (a) No side yard setback is required, except where the side yard abuts a street, in which case the side yard setback shall equal the average setback from the street line for the block.
- b. Within Area 2, the first 80 metres of lot depth on the north side of Dundas Street West, west of 4210 Dundas Street West, shown on Schedule "A2":
 - i. Front Yard:
 - (a) The minimum front yard setback shall be 0 metres, except for residential only buildings where the minimum setback shall be 2 metres, and in all cases the maximum front yard setback shall be 3 metres.
 - (b) Notwithstanding (a) above, for the lands located at 4242 Dundas Street West, the front yard setback for the buildings located on this property on the date of passing of this By-law shall be considered legal non-conforming as they existed on the date of passing of this By-law.

- (c) Any building with a 13 metres and 4 storeys or greater height shall be set back 1.5 metres at that height.
 - ii. Rear Yard: No rear yard setback is required, except where the rear yard abuts a street, in which case the rear yard setback shall equal the required front yard setback.
 - iii. Side Yard: No side yard setback is required, except where the side yard abuts a street, in which case the side yard setback shall equal the required front yard setback.
 - c. Within Area 3, the north side of Dundas Street West, from 4174 Dundas Street West up to and including 4210 Dundas Street West, shown on Schedule “A3”:
 - i. Front Yard:
 - (a) The minimum front yard setback shall be the average of the front yard setbacks of the properties within Area 3.
 - (b) Any building with a 13 metres and 4 storeys or greater height shall be set back 1.5 metres at that height.
 - ii. Rear Yard: 5 metres from the existing property line or property limits as determined through review of the valley limits in conjunction with the TRCA.
 - iii. Side Yard: No side yard setback is required, except where the side yard abuts a street, in which case the side yard setback shall equal the required front yard setback.
 - d. Within Area 4, the remaining lot depth on the north side of Dundas Street West, west of Prince Edward Drive, as shown on Schedule “A4”:
 - i. The regulations in Chapter 320 and the CG General Commercial Zone shall apply.
 - e. Within Area 5, the north side of Dundas Street West, east of 4174 Dundas Street West, as shown on Schedule “A5”:
 - i. Front Yard:
 - (a) The minimum front yard setback shall be 0 metres, except for residential only buildings where the minimum setback shall be 2 metres, and in all cases the maximum front yard setback shall be 3 metres.

- (b) Notwithstanding the above, the front yard setback at 4180, 4174 and 4160 Dundas Street West shall be consistent with the existing front yard setback at the time of passing of this By-law, provided that the existing trees on private property are preserved.
- (c) Any building with a 13 metres and 4 storeys or greater height shall be set back 1.5 metres at that height.

ii. Rear Yard:

The rear yard will be determined through a review of the valley limits in conjunction with the Toronto Region Conservation Authority.

- iii. Side Yard: No side yard setback is required, except where the side yard abuts a street, in which case the side yard setback shall equal the required front yard setback.

M. Balconies and architectural elements are permitted provided they comply with L, above.

N. Section 37

In addition to developing the Dundas Street West Avenues Area in accordance with the provisions above, the owner of any development that requires an increase in height and density shall enter into an agreement pursuant to Section 37 of the *Planning Act* to secure the following facilities, services and matters. Such Agreement shall be in a form satisfactory to the City and to the extent and on the terms set out in the Section 37 Agreement.

- (a) The Owner agrees to provide parkland and streetscape improvements abutting and beyond the development site including: trees, planters, benches, pedestrian level street lighting, walkways, landscaped medians and public art.

O. Bicycle Parking

- (a) Buildings containing 10 or more dwelling units, other than senior citizens' housing, shall be required to provide 0.75 bicycle parking spaces for each dwelling unit, or a fraction thereof equal to or greater than 0.5, to a maximum of 200 bicycle parking spaces.
- (b) The bicycle parking spaces shall be provided in the following proportions: 80 percent of bicycle parking spaces for occupants and 20 percent for visitors.
- (c) Bicycle parking spaces shall not be provided within a dwelling unit or a balcony, nor within commercial suites.

- P. Miscellaneous
- (1) For the purpose of the Avenues (AV) zone lawful non-conforming uses shall be subject to Section 320-13 to 320-15.3 inclusive of the Etobicoke Zoning Code.
4. Lands subject to Holding (H) Symbol
- i. Notwithstanding the provisions of this by-law, lands located within Areas 1, 2, 3, and 5 on Schedules “A1”, “A2”, A3” and “A5” shall be subject to a Holding (H) symbol until such time as the Council is satisfied as to the availability of all road improvements, infrastructure, servicing and school capacity, to accommodate the proposed development.
5. For the purposes of this By-law, the following definitions shall apply:
- i. Minor projections shall mean minor building elements which may project from the main wall of the building into required yards, including, but not limited to: roof eaves, window sills, railings, cornices, guard rails, balustrades, porches, balconies and bay windows.
- ii. Height shall mean the vertical distance between grade and the highest point of the roof surface of the building but shall exclude mechanical equipment, parapets, stairs and stair enclosures located on the roof of the building.
- iii. shall mean the area of the lands within which a streetwall of a building or structure shall be located.
- iv. Streetwall shall mean any exterior wall of a building abutting a public street.
- v. 45 Degree Angular Plane shall mean a point originating at a residential lot line and projecting at a 45 degree angle towards the Dundas Street West street line.
6. By-law No. 12231, as it applies to lands located on the south side of Dundas Street West, west of Old Dundas Street, shall continue to apply.
7. By-law No.4321, as it applies to lands on the north side of Dundas Street West, west of Prince Edward Drive, shall continue to apply
8. By-law No. 1990-155 as it applies to lands located on the south side of Dundas Street West, east of Royal York Road, shall continue to apply.

9. By-law No. 1993-7 as it applies to the lands located on the south side of Dundas Street West, east of Royal York Road, shall continue to apply.
10. By-law No 328-1998 as it applies to lands located on the south side of Dundas Street West, east of Prince Edward Drive, shall continue to apply.
11. Chapter 324, Site Specifics, of the Etobicoke Zoning Code, is hereby amended to include reference to this By-law by adding the following to Section 324-1, Table of Site Specific By-laws:

BY-LAW NUMBER AND ADOPTION DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
_____ -2006 _____, 2006	Lands located on the north and south side of Dundas Street West between Royal York Road and the Humber River,	To rezone the lands from General Commercial (CG) and Second Density Residential (R2) to General Commercial - Avenues (AV).

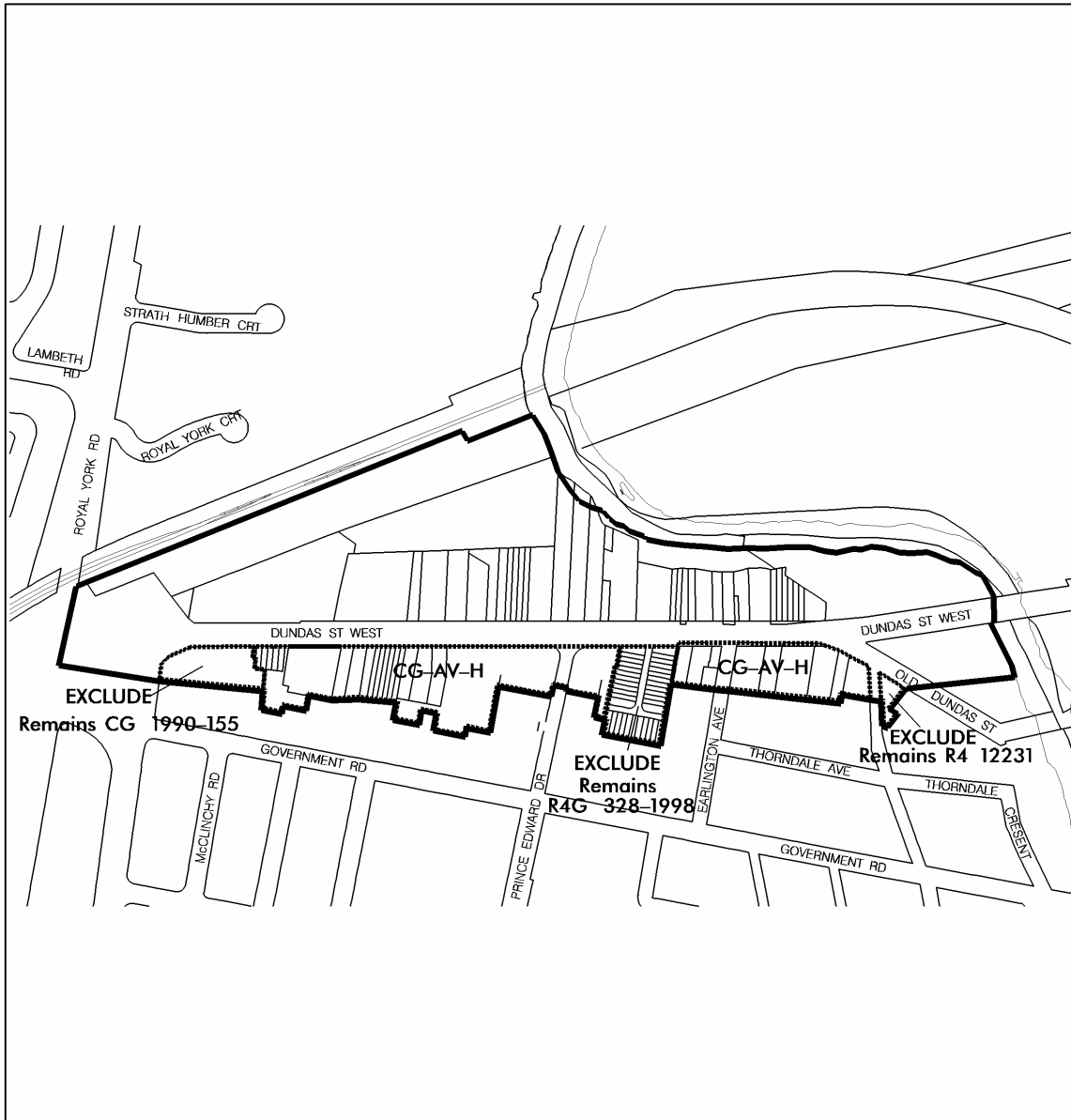
ENACTED AND PASSED this ~ day of ~, A.D. 2006.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

TORONTO Schedule 'A-1' BY-LAW

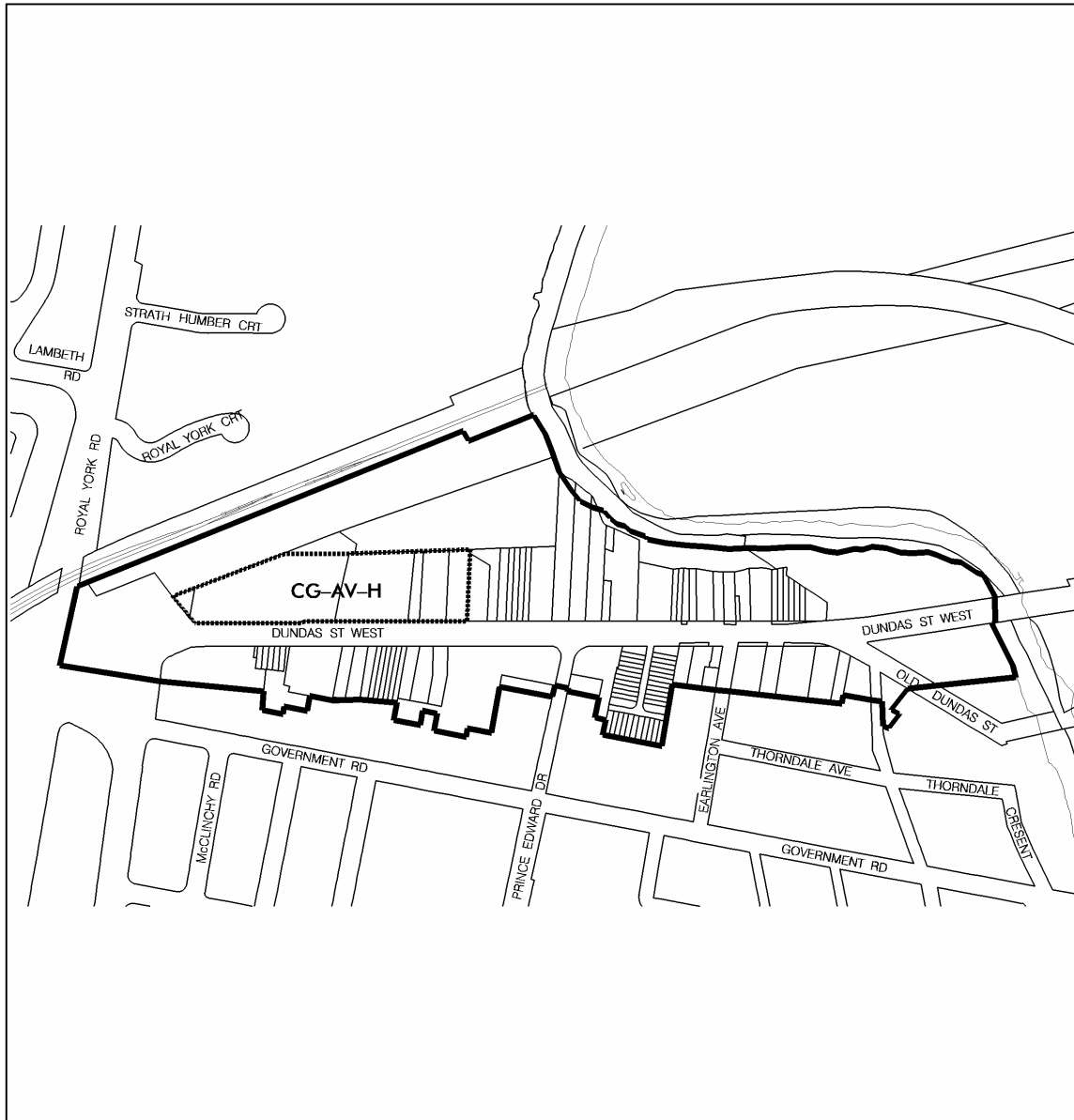


**THE AVENUES – DUNDAS STREET WEST
 AREA 1
 CG-AV-H**

Applicant's Name:		CITY OF TORONTO	
Assessment Map D10	Zoning Code Map/s D10		scale:
File No. 05_101508	Drawing No. 05_101508_A-1	Drawn By: K.P.	



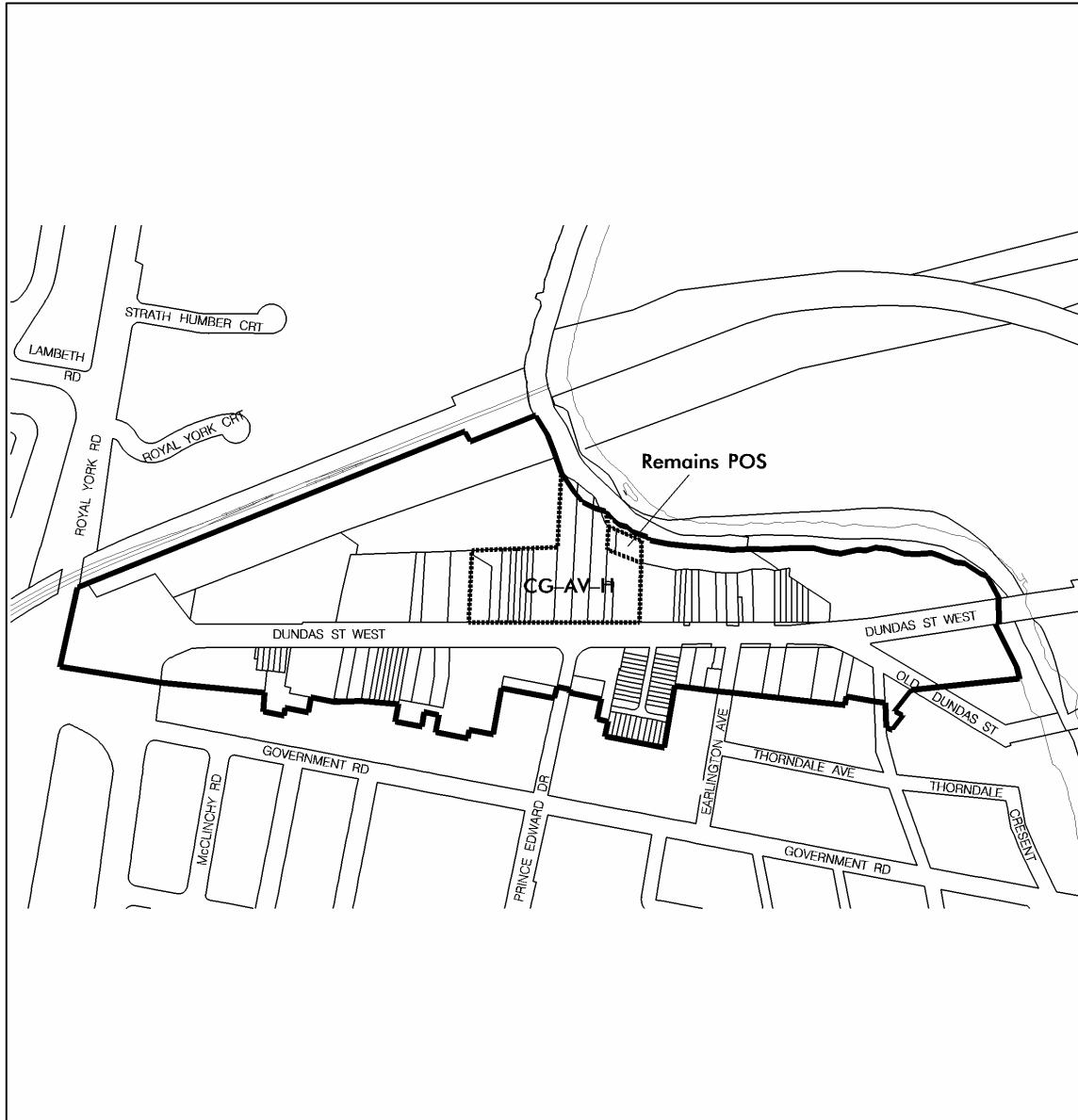
TORONTO Schedule 'A-2' BY-LAW



**THE AVENUES – DUNDAS STREET WEST
 AREA 2
 CG-AV-H**

Applicant's Name:		CITY OF TORONTO	
Assessment Map D10	Zoning Code Map/s D10	scale:	
File No. 05_101508	Drawing No. 05_101508_A-2		

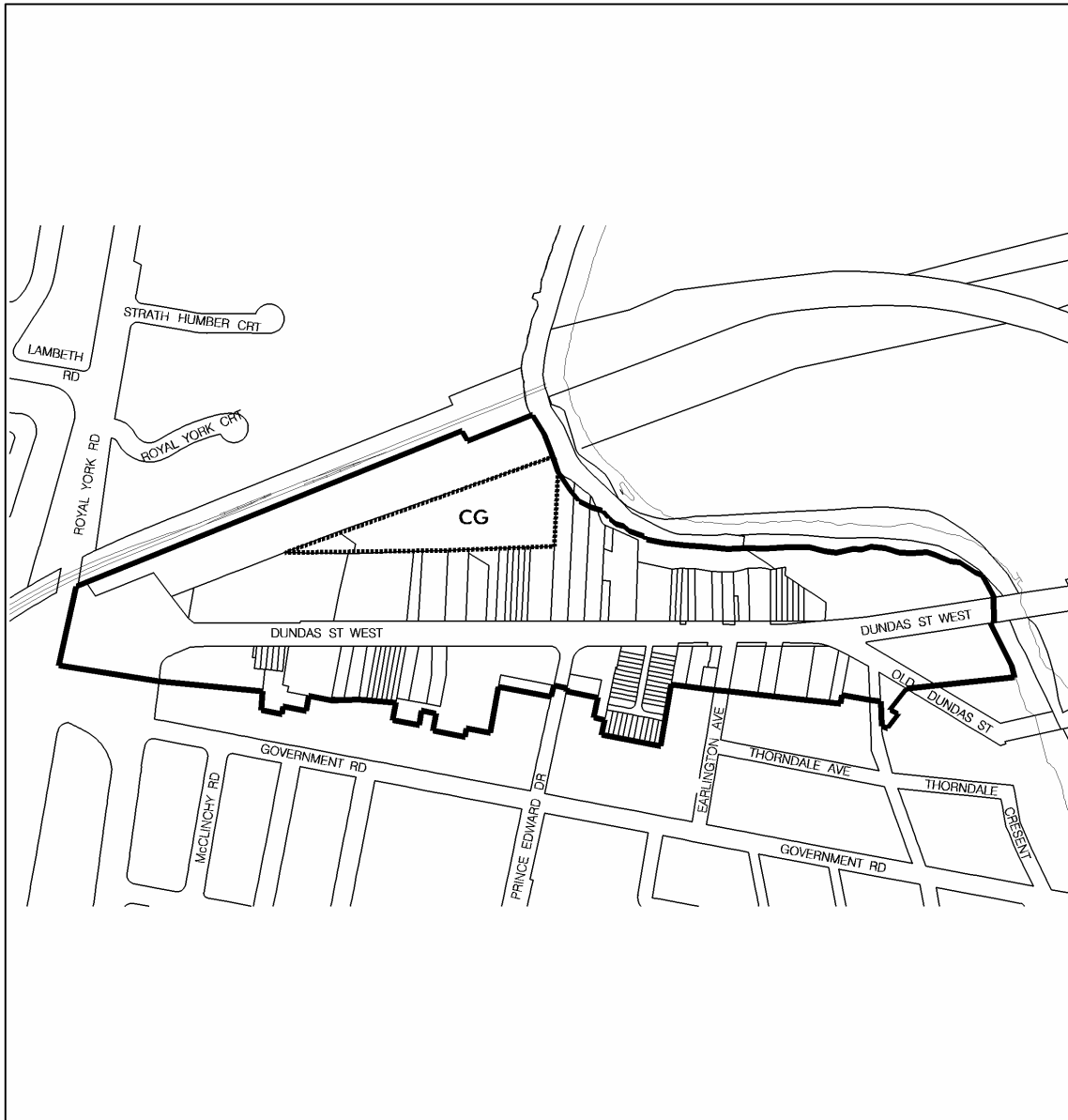
Toronto Schedule 'A-3' BY-LAW



AREA 3
THE AVENUES – DUNDAS STREET WEST
CG-AV and CG-AV-H

Applicant's Name:		CITY OF TORONTO	
Assessment Map D10	Zoning Code Map/s D10	scale:	
File No. 05_101508	Drawing No. 05_101508_A-3		

TORONTO Schedule 'A-4' BY-LAW

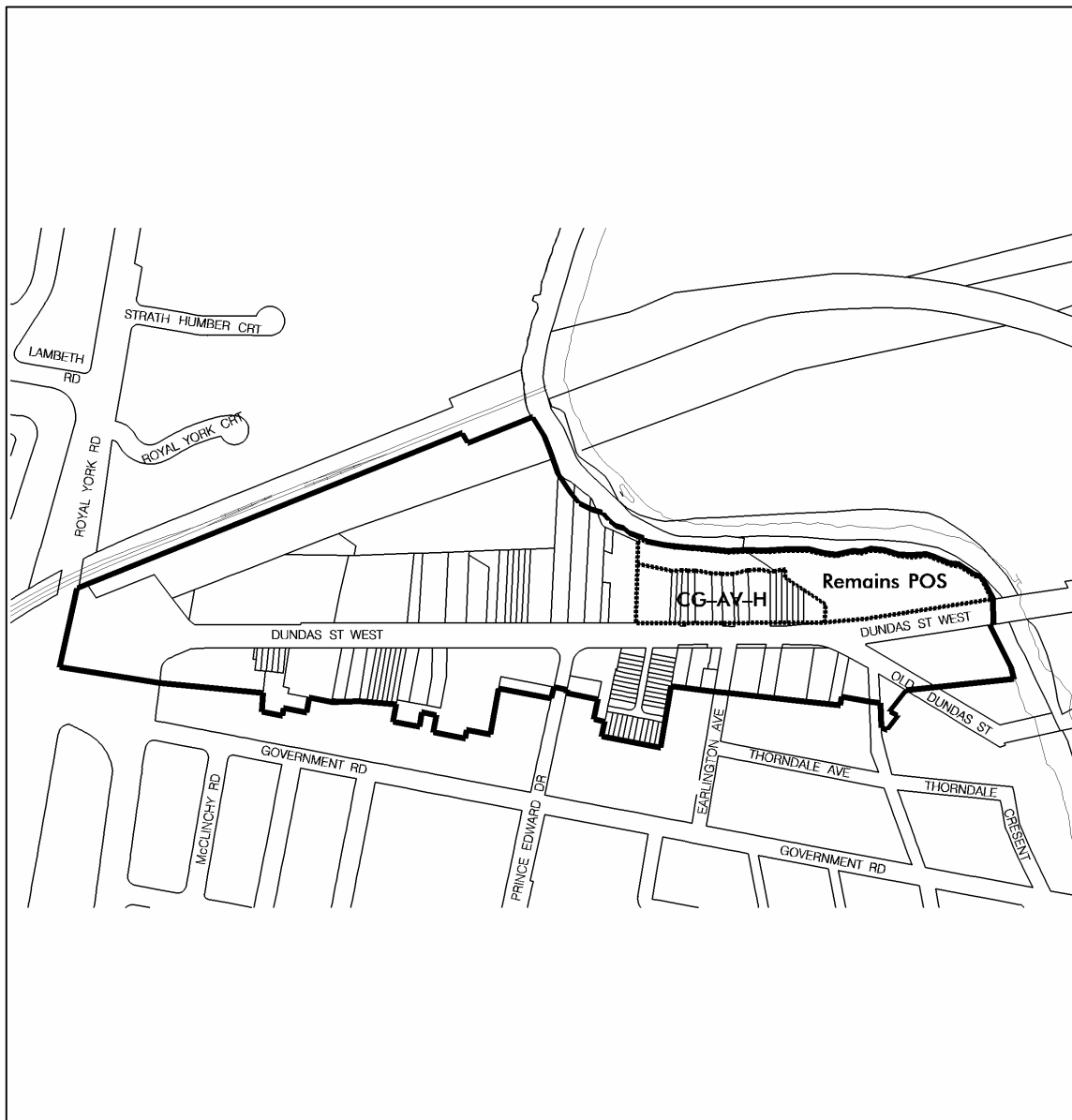


THE AVENUES – DUNDAS STREET WEST
CG

AREA 4

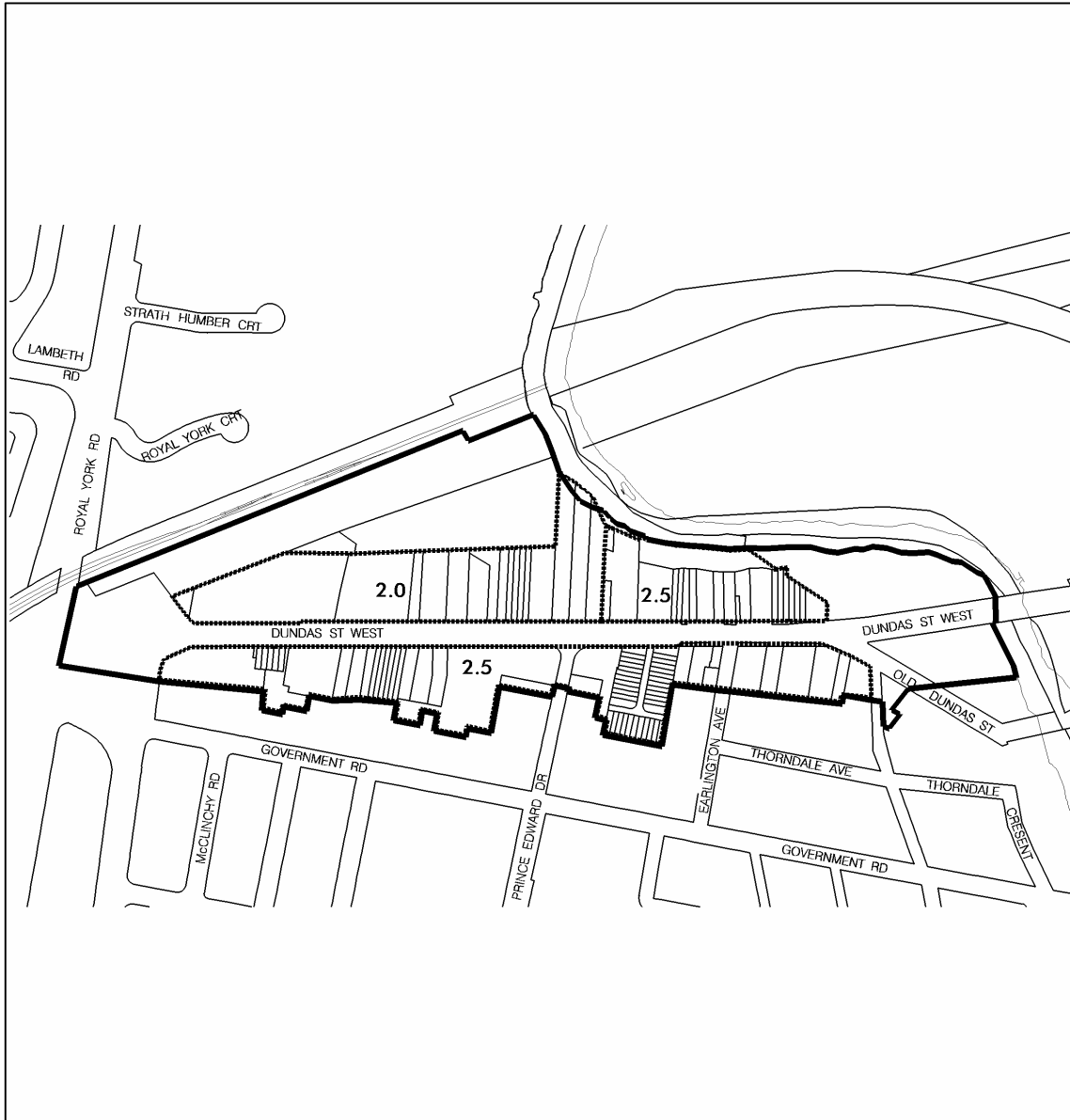
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Assessment Map D10	Zoning Code Map/s D10	scale:	
File No. 05_101508	Drawing No. 05_101508_A-4	Drawn By: K.P.	

Toronto Schedule 'A-5' BY-LAW



THE AVENUES – DUNDAS STREET WEST		CG-AV-H	
AREA 5			
Applicant's Name:		CITY OF TORONTO	
Assessment Map D10	Zoning Code Map/s D10	scale:	
File No. 05_101508	Drawing No. 05_101508_A-5		

TORONTO Schedule 'A-6' BY-LAW



**THE AVENUES – DUNDAS STREET WEST
 CG-AV-H
 MAXIMUM FLOOR SPACE INDEX**

Applicant's Name:		CITY OF TORONTO		
Assessment Map D10	Zoning Code Map/s D10	scale: 0 120 240 60 180 m		
File No. 05_101508	Drawing No. 05_101508_A-5	Drawn By: K.P.		

Attachment 2: Urban Design Guidelines

Dundas Street West Urban Design Guidelines

Development at the portion of Dundas Street West from Royal York Road at the west end to Humber Bridge at the eastern end will be consistent with the following Urban Design Guidelines.

Location and Organization Relative to Streets and Open Spaces

Building Siting and Organization

- Locate building frontages at or near the property line to create a street wall.
- Locate main entrance along Dundas Street and any proposed new public streets.
- Promote a diversity of active ground floor uses such as retail, office and community - services that generate pedestrian activity.
- Encourage Live-work units along Dundas Street.
- Encourage architecture and landscaping that is consistent with the high level of quality in the Kingsway neighborhood.
- Surface parking should not be sited within the front yard.
- Access driveways should not be located between the building façade and the street line.
- Private outdoor amenity spaces should not be located along the street edge. Use rear yards and flat roofs for outdoor amenity spaces.

Building Entrance

- Building main entrances should front onto the public streets and be directly connected to the public sidewalk with walkways uninterrupted by driveways.
- Architectural elements such as canopies should be used to enhance and articulate the building entrances at ground level.
- Ground floor level of at-grade residential units should be elevated from the sidewalk level by a minimum of 0.60-meters but not greater than 0.90-meters.

Driveways/Vehicular Site Entry

- Minimize the number interruptions to the Dundas Avenue public sidewalk by limiting the number and width of driveway curb cuts along this public street.
- Provide vehicular access to site from a secondary street when available.
- Create a network of interconnected secondary roads and laneways at deeper sites in order to reduce the dependence on Dundas Avenue West for access.
- Encourage combining driveway access to adjoining sites.

Parking and Servicing Layout and Organization

- Surface parking and site servicing should be at the side or rear of the building.
- Bicycle parking should be provided near the building entrances.
- Provided underground parking garages whenever possible and limit the amount of surface parking.
- Garbage storage areas should be integrated within the building envelope in all new developments.
- Garbage storage areas located outside of the building should be setback from the adjoining low density residential areas by a minimum of 1-meter from the property line and fully enclosed (i.e. roof, solid walls and door panels). The garbage enclosures should be constructed and finished with the same details and finishes as the main building and provided with the appropriate landscape treatments to reduce its visual impact.
- Ramps to underground parking areas should be integrated within the mass of the building and not within the open space.
- Service and parking access to a building should be integrated to provide a single vehicular access zone within the façade.
- Encourage the inclusion of municipal parking lots or U/G garages within large developments to support parking needs within the area.

Pedestrian Linkages

- Review the existing and potential location of pedestrian crossings on Dundas Street. Provide additional crossing points or relocate existing ones as necessary to improve connectivity between developments at the north and south side of Dundas Street.
- Provide a new recreational pathway along the hydro corridor.

- Improve access and signage to the recreational trails in the Humber Ravine
- Encourage through block pedestrian connections to the recreational pathway along the Hydro corridor and to the recreational trails in the Humber Ravine.

Grading Relationships

- Finished grades along Dundas Avenues and along new streets should not exceed 0.9-meters to maintain visual connection between the public realm and the building interiors.

Building Massing

Street enclosure and Continuity

- Provide a minimum building height of 2 storeys (7.5-meters measured from the public sidewalk level adjacent to the building main entrance) and maximum building height of 6-storeys (18.5 -meters measured from the public sidewalk level adjacent to the main building entrance) along Dundas Street West.
- Provide a minimum ground floor height of 3.6-meters for buildings along Dundas Avenues West in order to create the opportunity for commercial uses at grade in new development, be able to elevate residential units by 3-5 steps from the sidewalk level and allow for future conversion of residential units at-grade into commercial or community serve uses.
- Provide a minimum 70% of building façade along the Dundas Avenue West frontage should be provided.
- Residential developments should have a minimum 2-meter setback from the street edge.
- Buildings are to be stepped back 1.5-meters at the fourth storey.
- Use the building massing and landscaping to accentuate street corners.
- Maximize the amount of building entrances and glazing along streets, open spaces and walkway edges.

Relationship to Neighboring Development

- Any proposed building on sites abutting the existing R2 Zoning in the Kingsway neighborhood should not project beyond the 45 degree angular plane drawn perpendicular to the rear property line.
- Provide the appropriate transition of height and building setback.

- Built form and landscaping should be used to screen parking and service areas from adjacent sites.
- Locate and screen noise generating areas and installation such as ventilation units and loading/unloading areas from the existing R2 zone and noise sensitive new developments.

Lands between the Railway Corridor and beyond 80-meter distance from the Dundas Street northern edge

- This land should be subject to a separate review process because of its distance from the Dundas Street edge and the opportunities for greater building heights and densities.

Landscape Elements and Pedestrian Amenities

Landscape Plans and Details

- Landscape strips should be provided along the Dundas Street edge of existing surface parking areas as part of any proposal for partial redevelopment or renovation/conversion works of existing buildings on these sites as an interim measure to improve the street edge.
- Existing trees in good condition should be retained whenever possible.

Streetscape Improvements

- Provide a minimum 5-meter wide pedestrian zone at the curb to accommodate a continuous sidewalk and distinctive streetscape treatment.
- Plant street trees along Dundas Street West and any new local roads at 6 to 8-meter intervals that conform to the City of Toronto Urban Design Streetscape Manual and the current Urban Forestry street tree planting standards.
- Plant a double row of street trees on the north side of Dundas Street West where the building setback is greater.
- Replace existing street lighting standards with new lighting standards that integrate pedestrian scale lighting.
- Provide landscaped medians at the east and west entry points to the Dundas Street Avenue area as gateway features.
- Provide coordinated streetscape furniture i.e. light standards, benches, and waste receptacle details that is definitive to the area.
- Locate overhead utility wiring underground in coordination with streetscape improvements.

Public Open Spaces

- Create a new public open space through the development of large sites particularly at the north side of Dundas Street.
- Improve public sidewalk and public open space linkages to the Humber ravine trail system.

Public Art

- Create a public art program that will give identity and character to the area and relate it with the Kingsway neighborhood.
- Use public art with landscaping to define the entrances and heritage sites within the area e.g. mural on the existing Bruno's blank western façade and a free-standing public art near the heritage buildings at the eastern end of the area.