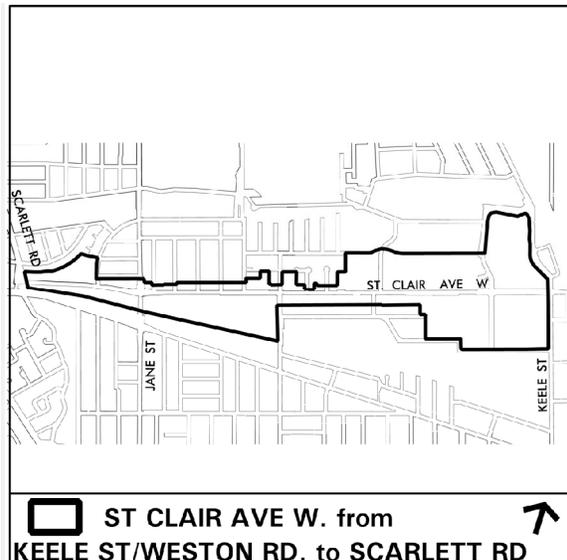


Avenue Study for St. Clair Avenue West from Keele Street/Weston Road to Scarlett Road

Date:	March 4, 2011
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District Acting Director, Policy and Research
Wards:	Ward 11, York South-Weston
Reference Number:	09 192880 SPS 00 TM

SUMMARY

This report summarizes and contains recommendations to implement the 'Avenue' Study for the portion of St. Clair Avenue West between Keele Street/Weston Road and Scarlett Road. Since the fall of 2009, City staff, consultants, the Ward Councillor and members of the local community have worked together to study this area and put forward a vision for this area, including a framework for development. The implementation of this study includes an amendment to the Official Plan to redesignate lands to a 'Mixed Use Area' designation, and amendments to the new harmonized Zoning By-law 1156-2010, to the former City of Toronto Zoning By-law 438-86, and to the former City of York By-law 1-83. Urban design guidelines to guide development on this portion of St. Clair Avenue West are also proposed. The background studies and reports are available at www.toronto.ca/planning/stclair_keeleweston.htm.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Council amend the Official Plan for the lands in the vicinity of St. Clair Avenue West between Scarlett Road and Keele Street/Weston Road substantially in accordance with the draft Official Plan Amendment attached to this report as Attachment 1.
2. Council amend the new harmonized Toronto Zoning By-law 1156-2010 substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 2.
3. Council amend the former City of Toronto Zoning By-law 438-86 substantially in accordance with the draft zoning bylaw amendment attached to this report as Attachment 3.
4. Council amend the former City of York Zoning By-law 1-83 substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 4.
5. Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required.
6. Council apply the Avenue and Mid-rise Buildings Guidelines to the portion of St. Clair Avenue West between Jane Street and Keele Street/Weston Road and adopt the area-specific Urban Design Guidelines attached to this report as Attachment 5.
7. The General Manager of the Economic Development and Culture Division initiate discussions with local businesses to investigate the possible creation of a Business Improvement Association.
8. The General Manager of Economic Development and Culture Division, the Chief Planner, the Director of Real Estate Services and the Chief Executive Officer of Build Toronto initiate a strategy to relocate existing vehicle service shops and vehicle repair shops.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

The 'Avenues' are major streets in the City which are proposed to be transformed incrementally through the construction of new housing, businesses and improvements to

the public realm, transportation and services. The Official Plan provides for Avenue studies that examine an 'Avenue' and develop, in consultation with the local community, zoning regulations and urban design guidelines to provide a framework for future growth and initiatives to improve the public realm. To date, Council has initiated 19 Avenue studies. This is the eighteenth Avenue Study to be completed. Council selected the portion of St. Clair Avenue West between Keele Street/Weston Road and Scarlett Road to be studied in 2009 and 2010.

This Avenue study differs from the majority of Avenue studies in that the first phase of the study was a land use study to recommend what type of future development was desirable. The current land use on this part of St. Clair Avenue West is a mix of large-scale, one storey retail uses with extensive surface parking, both recent and older low-scale residential uses, small-scale, low-rise retail and service establishments dominated by auto sales and repair establishments, and several remaining industrial nodes. The mix of Official Plan designations and zoning by-law districts is similarly varied and does not always reflect the existing uses. The determination of future uses along St. Clair Avenue was an essential initial step to articulating a vision for the area.

The Study Process and Community Consultation

The City of Toronto retained a team of consultants to undertake this Land Use and Avenue Study. The lead consultant was GHK International (Canada) Ltd., and other members of the consulting team were & Co. Architects, Poulos and Chung Transportation Consultants and the Market Research Group. Throughout the Study, City staff and the consultants worked with the area Councillor, and a Local Advisory Committee (LAC) consisting of over 20 local residents, property owners and business operators.

On November 25, 2009, the first public meeting was attended by over 80 local residents and property owners. An assessment of existing land use conditions, employment trends, zoning provisions and Official Plan policies was presented, and community issues were solicited and discussed. The recommendations for land use policy changes were presented and discussed at the first Local Advisory Committee meeting on January 11, 2010. The summary of the first phase Land Use Study was submitted as a Land Use Review Background Brief and posted online. Once a consensus was reached on the future direction of land use changes, focus shifted to design alternatives for new development and the public realm. A community design workshop (charrette) was held on February 27, 2010, that created much of the basis for the recommended design options.

On April 7, 2011, a further LAC meeting was held to review the built form and public realm recommendations coming out of the design workshop. The LAC reached sufficient consensus that the draft study recommendations could be presented to a full community meeting.

A community meeting was held on June 7, 2010, where all of the draft study recommendations were presented by the team of consultants. The consultant's study was submitted at the end of July, 2010. City staff presented the draft Official Plan and Zoning By-law changes to implement the study to a further community meeting on November 24, 2010, precisely one year after the kickoff meeting for the study.

Existing Character of the Study Area

This portion of St. Clair has traditionally been known as 'The Stockyards'. The dominant land use was the Ontario Stockyards and the meat processing firms that arose around it, the transportation depot on the south side of St. Clair between Runnymede Road and Jane Street, and low rise retail and auto service uses on the north side between Runnymede Road and Jane Street and on the south side of St. Clair Avenue between Cobalt Avenue and Runnymede Road. In the early 1990's the Ontario Stockyards closed, and a variety of new development forms were introduced.

Except for the portion between Runnymede to east of Cobalt, the entire south side of St. Clair between Keele and Jane Streets has been redeveloped with large-scale one-storey retail uses, both big box stores and retail clusters, on large lots with large expanses of surface parking including Home Depot, Canadian Tire, Walmart, a plaza complex anchored by a Metro supermarket, the Old Mill auto dealership and a retail plaza west of Walmart. The public realm adjacent to these new developments has been upgraded with wider sidewalks, boulevard plantings and improved street furniture. The remaining portion of the south side of St. Clair Avenue, from Runnymede Road to east of Cobalt Avenue, consists of low-rise buildings with a mix of retail, service and institutional uses on smaller lots and the one remaining meatpacker on the St. Clair frontage (Corsetti Meats). Auto sales and service establishments are the most prevalent use on these two blocks. The public realm on these blocks is uncomfortable with narrow sidewalks interrupted by many driveways and no trees.

The north side of St. Clair Avenue West in the study area exhibits even more variety in land use, lot sizes and public realm amenity. Between Keele Street and Gunns Road is an approved and soon-to-be-constructed two-storey retail complex with almost 53,000 square metres of gross floor area and above-grade structured parking. This new complex will have retail uses at grade at the St. Clair frontage and streetscape improvements to upgrade the public realm. At Gunns Road is a newly landscaped streetcar turnaround loop, and between Gunns Road and Symes Road is a large complex of grade-related semi-detached homes constructed in the mid-1990's, again with wider sidewalks and boulevard plantings. There is an incongruity in land use and built form in having a solid row of attractive semi-detached dwellings on the north side of St. Clair Avenue facing the parking lots of power centres and a meatpacking plant on the south side. West of Symes Road to Hagar Avenue is an eclectic mix of the burnt-out remains of the New York Pork slaughterhouse, a modern and expanding car dealership, a three-storey co-op housing complex and remnant semi-detached dwellings, some with commercial uses in them.

From Hagar Avenue all the way to Florence Crescent west of Jane Street is a mix of low-scale retail, service and institutional uses on smaller lots with small pockets of low-rise residential dominated by automobile service and repair shops. The sidewalks are narrow and marked by frequent driveway cuts and the boulevard lacks improvements. Again there is incongruity between the new retail complexes and improved boulevards on the south side of St. Clair and the rows of auto repair garages on the north side. From Florence Crescent to Scarlett Road the north side of St. Clair is dominated by the Danier Leather garment factory/ warehouse and outlet store and a series of one and two-storey industrial/warehouse uses.

Transportation

St. Clair Avenue is a four-lane street through most of the study area. The exception is the three-lane portion between Cobalt Avenue and Mondavi Gate which is to be widened to four lanes in 2011. The background study of traffic patterns indicates that with this widening, the St. Clair right-of-way is sufficient to handle current traffic demands. Transportation studies for the new retail west of the Walmart and for the new retail complex at the northwest corner of Weston Road and St. Clair Avenue West concur with this conclusion. Apart from Scarlett Road, all of the main intersections achieve an acceptable level of service. The scheduled reconstruction of the Scarlett Road rail bridge should resolve the congestion at the intersection of Scarlett Road and St. Clair Avenue West. According to the Official Plan the St. Clair Avenue right-of-way is to be 30 metres wide between Keele Street and Runnymede Road and 27 metres wide between Runnymede Road and Scarlett Road. The current right-of-way varies from 20 metres to 31 metres in width.

During the course of this study, the construction of the streetcar operation was completed and provides excellent service from the Gunns Road loop eastbound. Buses on Keele Street, Runnymede Road and Jane Street provide alternative north-south connections to the subway system. East-west TTC service between Gunns Road and Scarlett Road along St. Clair is more limited and was the major focus of discussion of transit needs in the community consultation.

Pedestrian conditions vary along this portion of St. Clair Avenue West. Where new development has occurred there are wider sidewalks, planted boulevards and some street furniture. Where there has not been recent development the sidewalks tend to be narrow, in poor condition with no street trees or boulevards. Due to traffic volumes and existing driveway cuts on the right-of-way, St. Clair is not an inviting east-west route for cyclists and the City Bicycle Plan does not contemplate bike lanes. There are bike lanes on Runnymede Road that run south and connect to both the Lakeshore Bike Route and the Toronto Railpath via Dupont Street.

Community Services, Facilities and Parks

The area is well-served with many parks, George Bell Arena, and schools that include George Syme Community School, Lambton Park Community School and Runnymede Collegiate Institute. Each of the schools is currently operating under capacity. There is one library in the vicinity located south of the rail corridor at Jane Street/Dundas Street. There are child care facilities in close proximity to the study area located west of Runnymede Road at George Syme Community School, Lambton Park Community School, and at Jane Street and Homeview Avenue. The community facilities suffice for the existing population but community service and facility studies need to be part of future precinct plans when large tracts of land are redeveloped for residential purposes.

A NEW VISION FOR ST. CLAIR AVENUE WEST

Through the public consultation process a new vision for the future of this portion of St. Clair Avenue West has emerged. The key elements of this vision are:

- The redevelopment of lands fronting on to St. Clair Avenue with mid-rise buildings with retail uses at-grade to animate the street, and a good transition in scale to the adjacent low-rise residential neighbourhoods. This form of development would repair and integrate the streetscape and provide ridership for the public investment in the St. Clair streetcar operation and any possible westward extension of it.
- For the lands on the north side between Gunns Road and Florence Crescent and on the south side between Cobalt Avenue and Runnymede Road, this would mean the gradual replacement of the auto service and sales establishments and other low-scale retail with mid-rise mixed use buildings. The additional height and density being permitted for this form of development may make relocation attractive for the auto service and sales owners, and there are a number of 'soft' larger sites with development potential that could be developed very quickly (eg. New York Pork site).
- The large-scale retail complexes with expanses of surface parking on the south side of St. Clair have all been constructed in the past fifteen years and the retail plaza west of the Walmart has only been completed this year. The redevelopment of these sites will not occur in the short-term. However, in the longer term, the study contemplated the retail uses being relocated to the southern end of the site and mid-rise mixed commercial/residential buildings being developed on the St. Clair Avenue frontage. With multi-storey retail and structured parking there is room to retain the existing retail floor space, build new mixed use buildings along St. Clair Avenue and lose only underutilized areas of surface parking.

- The residential neighbourhood between Gunns Road and Symes Road would remain and be enhanced by more congruent development to the south and west.
- With the setbacks needed to achieve minimum sidewalk widths in the Mid-rise Building Guidelines and the templates provided for the right-of-ways in the City of Toronto Streetscape manual, there would be a gradual improvement in pedestrian comfort and amenity and a more attractive public realm as redevelopment occurs.

LAND USE STUDY

The Future of Employment Areas in the Stockyards

An integral first step in this Land Use and Avenue Study was the examination of the lands within the study area designated in the Official Plan as 'Employment Areas' and an assessment as to what the future designation should be. A full analysis of lands designated as 'Employment Areas' in the Official Plan was done for the broader area bounded by Keele Street/Weston Road on the east, Scarlett Road on the west, the Hydro Corridor to the north, and the rail corridor to the south.

Employment in this area reached a peak of approximately 4800 employees in over 200 firms in 1989 as the meatpacking industry expanded around the Ontario Stockyards. Sixty per cent of those employees worked full time in manufacturing. With the closure of the Ontario Stockyards in the early 1990's, manufacturing jobs were almost halved from 2,943 in 1989 to 1,546 by 1999. However, the opening of the Home Depot in 1995 marked the beginning of a substantial increase in retail employment in the large scale retail complexes on lands designated as 'Employment Areas' on the south side of St. Clair.

Despite the decline of the meatpacking industry, the total number of employees in the area has been fairly stable since 1994, with 3,845 employees in 2008, compared to 3,795 employees in 1994 when the Stockyards closed. However, retail employment has now grown to the same level as manufacturing employment within the area's economic base, and over 50 per cent of the retail jobs are part-time jobs.

While not as visible as the large-scale retail stores that front St. Clair Avenue West, there is still a substantial industrial base in the Stockyards district. Manufacturing employment and the number of manufacturing firms did decrease in the area between 1989 and 1999, and the sector has remained stable since 1999. In both 1999 and 2008 there were just over 1,500 manufacturing employees and 27 to 29 firms. These manufacturing/warehousing firms are located in four pockets of the district.

Firstly, there is a large industrial multiple at the southwest corner of Keele Street and West Toronto Street. There is a more substantial industrial area with 548 employees in 2009 on Glen Scarlett Road between Gunns Road and the west boundary of the former Symes Transfer Station. Eight of the eleven establishments in this area in 2009 were manufacturing and warehousing uses. There are several large abattoir/meatpacking firms in this area but also a general contractor's yard, a large auto towing compound and a vacant former garbage transfer station where additional jobs could be added.

There is a third physically smaller node of three meatpacking/slaughter firms east of Cobalt Street on Ryding Avenue and the south side of St. Clair. Although physically smaller, this node currently exceeds the Glen Scarlett industrial area in terms of employment. Maple Leaf Poultry on Ryding Avenue exceeds the whole Glen Scarlett industrial area in employment by itself and is currently adding both product lines and employees. It should be noted that Corsetti Meats on the south side of St. Clair east of Cobalt Avenue will have its loading area affected by a scheduled road widening and may relocate to the Glen Scarlett industrial area.

The fourth industrial node consists of the large Danier plant and outlet store and a series of smaller service/manufacturing and wholesale/retail firms between Danier and Scarlett Road on the north side of St. Clair Avenue West. This smaller node had over 250 employees in 2009, and is a healthy employment area that currently has full retail permissions that recognize the significant ancillary retail component of the existing establishments.

The study suggests a twofold strategy for growing employment in the broader area that has been part of the employment area analysis. Firstly, the four nodes with non-retail manufacturing/warehousing activity should be continue to be designated in the Official Plan as 'Employment Areas' as all are well-occupied industrial areas with significant employment. There is an opportunity to increase employment in these areas, particularly in the Glen Scarlett employment node.

Apart from these four industrial nodes, the second class of lands designated as 'Employment Areas' in the Official Plan are those lands with large-scale retail development with expansive parking found on the south side of St. Clair west of Keele Street and between Runnymede Road and Jane Street and on the north side of St. Clair between Weston Road and Gunns Road. These properties contain most of the 1,900 retail and service employees in 2008 within the economic analysis area. That figure would be greater today in 2011 as the new retail complex on the south side of St. Clair west of the Walmart at Runnymede Road has now been constructed, and retail employment will again rise when the Trinity complex is constructed in the coming years on the north side of St. Clair between Weston Road and Gunns Road.

No redevelopment of these major retail complexes is anticipated in the short term. However, for the long term vision, the St. Clair frontage of these lands, and the entire parcel on the south side of St. Clair between Runnymede and Jane Streets are being redesignated to permit mid-rise mixed commercial-residential buildings. However, the Official Plan policies accompanying this report require as a condition of any residential redevelopment that there be no net loss of non-residential floor space. These 'retail' employment areas on the south side of St. Clair are one-storey structures with extensive areas of underutilized surface parking. The existing non-residential floor space and retail employment could be shifted to the south part of the lots in two-storey retail with structured parking and still provide for residential redevelopment on the St. Clair Avenue frontage. The approved Trinity complex at the northwest corner of Weston Road and St. Clair Avenue is an example of a two-storey retail development with structured parking.

Even with the redevelopment of the St. Clair frontage for mixed commercial-residential buildings, the overall employment levels on the lands with major retail development would be increased by approved development and the non-residential floor space would be maintained in any future mixed use redevelopment.

An examination of retail markets done as background for this study shows that the area can absorb an additional 44,229 square metres of retail floor space by 2024. The completion of the Trinity development would take up almost all of the area's retail growth potential, but the potential for reconstruction of existing retail floor space in a more intensive manner on the same lot would still be valid for the major retail complexes on the south side of St. Clair Avenue West.

In summary, the level of employment in the study area could grow in future years through the retention of the four industrial nodes and growth within the Glen Scarlett industrial node, the construction of the Trinity retail complex and the replacement of any non-residential floor area in the redevelopment of the other major retail complexes.

The Relationship Between Industry and Residential Uses

This area has a history of residential units being constructed in close proximity to existing industry that emit noxious odours. The legacy of these decisions has been raised frequently at the public meetings for this study. Given the impact of complaints under the Environmental Protection Act on existing industry, it is essential to separate potentially noxious industries from sensitive uses.

The tire recycling plant operated by National Rubber Technologies at 35 Cawthra Road emits a plume from its smokestack that is malodorous. For lands being designated in the Official Plan for residential uses west of Keele Street and Weston Road, proposed Official Plan site and area specific policies require any residential to be at a height that would not be affected by this plume, and the zoned maximum height limits match the plume modelling provided to the City by National Rubber Technologies.

In the 1990's residential units were constructed almost adjacent to abattoirs and associated meatpacking plants. This should not be repeated. The lands on the north side of St. Clair west of Symes Road, currently housing the remains of New York Pork in addition to Ken Shaw Motors, are therefore being rezoned from an industrial zoning to a mixed commercial-residential zone to prevent new industrial uses being developed beside existing residential neighbourhoods. The site and area specific Official Plan policy for the Ken Shaw Motors lands provides that any residential use must be at least 100 metres from a facility that involves the slaughter or rendering of animals or their processing for animal feed because the northern boundary of that site borders the Glen Scarlett industrial node.

Maple Leaf Poultry, which leases two buildings on Ryding Avenue, east of Cobalt Avenue, is the largest single employer in the area, and every effort should be made to retain this important employer. Although Maple Leaf Foods is currently undergoing a corporate restructuring, this plant is expanding both in terms of product lines and employment. However, if the plant were to be closed as part of a corporate restructuring, consideration could be given to a conversion to residential uses as:

- The plant currently emits odours that affect nearby local residents on Ryding Avenue and Cobalt Avenue.
- There would be no major employers left in this industrial node.
- Truck traffic to the plant has historically passed on local residential streets

Site and area specific Official Plan policies proposed for the lands to the north and west of Maple Leaf Poultry that are being designated as Mixed Use Areas (ie Corsetti, Rexall/Part Source Plaza, Starbank plaza anchored by Metro Supermarket) prohibit any residential use within 100 metres of a facility that involves the slaughter or rendering of animals or processing them for animal feed.

The retail complexes on the south side of St. Clair Avenue between Runnymede and Jane are being redesignated to 'Mixed Use Area' as well, but a site and area specific Official Plan policy is requiring that any residential units be separated and buffered from the rail right-of-way to the south to mitigate adverse, noise, vibration, odours and emissions from the rail corridor and to promote the safety of the residents.

IMPLEMENTING THE VISION

Mid-Rise Commercial/Residential Buildings

In August 2010 Toronto City Council adopted By-law 1156-2010 a new harmonized citywide Zoning By-law that included important zoning standards to guide the development of mid-rise buildings on 'Avenues' where the SS2 class of provisions would

apply. In the same month Council adopted Mid-Rise Building Guidelines to apply performance standards that were not otherwise contained in the zoning to the creation of mid-rise commercial-residential buildings on the 'Avenues'. Both are being applied in this study area. As part of this study implementation most of the lands on the north side of St. Clair Avenue between Symes Road and French Street and on the south side from Runnymede Road to east of Cobalt Avenue are being rezoned in, or added to, By-law 1156-2010 as 'CR' (commercial-residential) zones.

The former City of York By-law 1-83 is also being amended for most of the lands on the north side of St. Clair between Runnymede Road and French Street to implement the CR(SS2) midrise standards of the new Zoning By-law to accommodate any property-owners who wish to redevelop their lands while the new Zoning By-law 1156-2010 is under appeal at the Ontario Municipal Board.

Similarly, the former City of Toronto By-law 438-86 is being amended to insert the CR(SS2) standards of the new Zoning By-law for most of the lands on the north side of St. Clair between Symes Road and Runnymede Road and lands on the south side from Runnymede Road to the first property east of Cobalt Avenue. The areas of the large retail complexes that are being designated as 'Mixed Use Areas' will not be zoned for as-of-right residential uses until a Precinct Plan is adopted by Council to subdivide the land into streets and blocks and provide detailed planning.

The SS2 standards for a CR area were designed to provide the minimum height, property line setbacks, angular planes for sunlight and scale transition, building wall separations that provide much of the basis of the building envelopes new developments must fit within. The maximum heights vary between 20 metres and 32 metres depending on the width of the right-of-way along St. Clair and lot depth. The densities for the CR zone districts are generally 3 times the lot area, with some areas with shallow lots limited to a maximum density of 2.5 times the lot area.

The zoning by-law standards applied to the lands being zoned to CR (SS2) include:

- A minimum building height 10.5 metres or 3 storeys to prevent underutilization of land on the Avenue;
- A minimum height of 4.5 metres for the first storey to accommodate non-residential uses;
- A maximum 3 metre building setback from the front lot line to enclose the street;
- A minimum of 75 per cent of the building must be located between the front lot line and the maximum 3 metre front setback to create a relatively consistent streetwall;

- A minimum rear yard setback from the rear lot line to provide separation from residential zones to the rear; or a minimum 1.5 metre setback from the rear lot line if the rear lot line abuts a laneway;
- A wall of a building with windows must be set back 5.5 metres from a side lot line, except if that side lot line is adjacent to a street or lane no setback is required to ensure privacy to residents;
- A wall of a building with no windows or openings must be set back a minimum of 3 metres from any abutting side lot line that is the boundary of a residential zone district, otherwise no side setback is required;
- Where the lot is adjacent to a residential or park zone, and where there are 'deep' lots according to by-law standard, which is most of the CR zone on this portion of St. Clair, then any building on a lot cannot penetrate a 45 degree angular plane projected along the entire rear lot line, starting at an elevation of 7.5 metres above the average elevation of the ground along the rear lot line. For a 'shallow lot', the angular plane is measured starting at an elevation of 10.5 metres above the average elevation along the rear lot line. This is to protect light view and privacy for occupants of the nearby houses and the park;
- A building cannot penetrate a 45 degree angular plane that is measured from a starting height equal to 80 per cent of the street right-of-way the lot fronts on to. For corner lots the angular plane is calculated on the basis of the width of the widest street right-of-way. This is to preserve sunlight on the street and sidewalks for part of the day and to avoid a 'canyon effect';
- If there are residential uses on the first floor, the building must be set back a minimum of 4.5 metres from the front lot line or a minimum of 3 metres from the front line provided the first floor is located between 0.9 and 1.2 metres of the average grade along the front lot line; and,
- The portion of a building with a height less than the width of the right-of-way has to have any walls with windows set back has to be set back 5.5 metres from another building wall with no windows.

In the 'CR' zone dwelling units are permitted only in buildings with 5 or more units, which would preclude new detached, semi-detached and townhouse dwellings along St. Clair Avenue West.

These provisions, together with the maximum heights set out in the amendment to the height overlay map create the building envelope within which the new mid-rise mixed commercial residential buildings may be built as-of-right. The Mid-Rise Buildings

Guidelines adopted by Council in August 2010 are also to be applied to the areas of this Avenue to be zoned CR and provide additional guidance for the design of new development.

Proposed Official Plan Policies and and Zoning By-law Provisions: Scarlett Road to Jane Street

i) North Side of St. Clair Avenue West

At the northeast corner of St. Clair Avenue and Scarlett Road is an existing public open space that is designated as 'Park and Open Space—Park' in the Official Plan. These lands are proposed to be added to the new Zoning By-law and zoned as 'O' to recognize the park use.

East of the park are a series of one and two-storey industrial/wholesale/retail properties at 2696 to 2710 St. Clair Avenue West and the large Danier Leather factory/warehouse and retail outlet. These lands contain significant employment and are on a narrow portion of St. Clair opposite a rail corridor. The study proposes to retain the 'Employment Area' designation and Official Plan Site and Area Specific Policy 307 that permits a full array of retail and service uses on these properties. These lands are proposed to be added to Zoning By-law 1156-2010 as an 'EC' zone district that would provide for light industrial, office, warehouse and retail uses that would implement the proposed Official Plan provisions, and provide opportunities for a wide variety of establishments to locate here. For the properties at 2696 to 2710 St. Clair Ave. West, west of Danier Leather, a maximum density of 2 times the lot area and a maximum height limit of 16 metres is recommended to provide for a 4 storey office building on the lands.

The property at the northwest corner of Florence Crescent and St. Clair Avenue is the office of a mechanical contractor and the St. Clair frontage between Florence Crescent and Jane Street is occupied by a mix of auto repair and service shops, auto sales lots and the rear entrance to residential properties that front on to White Street to the north. These lands are currently designated as 'Neighbourhoods' in the Official Plan and are proposed to remain in this designation, particularly as portions of the lands are the rear of existing residential lots. However, given the odd shape and shallowness of the lots containing the auto uses, a new Site and Area Specific Policy is proposed that would: permit small-scale retail, service and office uses; encourage the relocation of existing automobile repair shops; and propose the creation of a park at the northwest corner of Jane Street and St. Clair Avenue West in the event that the intersection becomes the link between two light rapid transit lines in the future. The lands are currently zoned RM in Zoning By-law 1156-2010 and would remain in this zone category. However, an exception would be added to Article 900.6 of the Zoning By-law to permit a retail store, a retail service and an office on a lot that fronts on to Florence Crescent or St. Clair

Avenue West. The existing automobile service and repair shops that are problematic interspersed with portions of residential lots would continue to be legal non-conforming uses.

ii) The South Side of St. Clair Avenue West

The south side of St. Clair Avenue west of Jane Street is largely occupied by a major rail corridor that is to remain designated 'Utility'. However, a small area west of the bridge is surplus to rail needs and has been leased to the Old Mill auto dealership for the storage of vehicles and a site and area specific permission to permit this exists in both the Official Plan and the former City of York Zoning By-law. This leased parcel is proposed to be redesignated from Utility to Employment Area in the Official Plan to permit this use and the Site and Area Specific Policy 307 will apply to permit part of the auto dealership to be located here. The leased parcel is proposed to be added to Zoning By-law 1156-2010 as an 'EC' zone district to permit the existing auto dealership use.

Proposed Official Plan Policies and Zoning By-law Provisions: Jane Street to Runnymede Road

i) The North Side of St. Clair Avenue West

The north side of St. Clair Avenue West from Jane Street to French Avenue is occupied by detached low-rise dwellings with a considerable gradient down to street level, and is proposed to remain as a 'Neighbourhood' designation in the Official Plan and an 'RM' zone in Zoning By-law 1156-2010.

The block from French Avenue to Mariposa Avenue is characterized by a mix of commercial retail uses, residential dwelling houses and a place of worship which back on to a schoolyard. These lands are proposed to be redesignated in the Official Plan from 'Neighbourhoods' to 'Mixed Use Area' and to be added to Zoning By-law 1156-2010 as a 'CR' (commercial-residential zone) with a maximum density of 3 times the lot area and a maximum height of 20 metres. These changes will both reflect the existing mix of land use and allow for the construction of mid-rise mixed commercial residential buildings on this block. In order to permit such redevelopment prior to Zoning By-law 1156-2010 coming into force, these lands have been rezoned in the former City of York By-law from 'CE' which permitted only commercial and light industrial uses to 'MCR' (mixed commercial-residential) with the same maximum heights and densities and building envelope as will be permitted under the new Zoning By-law 1156-2010.

The three and a half blocks on the north side of St. Clair from Mariposa Road to the three storey apartment east of Castleton Avenue are currently occupied primarily by auto service, repair and sales establishments as well as two restaurants and several low-rise dwelling houses east of Mould Street. The current Official Plan designation is

'Neighbourhoods' which does not permit commercial uses with a broader market and the lands are zoned 'CE' in former City of York Zoning By-law 1-83 which does not permit residential uses. It is proposed to redesignate these lands to 'Mixed Use Area' and add them to Zoning By-law 1156-2010 as a 'CR' (commercial-residential) zone with a maximum density of 3 times the lot area and a maximum height of 20 metres, and the applicable height, setback, angular plane and building separation provisions for mid-rise buildings described earlier in this report. A maximum residential density of 2.5 times the lot area is proposed, so the first floor needs to be used for non-residential uses, such as retail, in order to attain the total permitted density of 3 times the lot area. The auto service plaza at 2492 St. Clair is proposed to have a maximum height of 24 metres because of the greater lot depth and wider right-of way on St. Clair Avenue West between Runnymede and Castleton Avenue. Some of the properties fronting on St. Clair Avenue on these blocks extend all the way north to the existing substandard laneway while others are separated from the laneway by a residential dwelling. The in-force 'CE' (commercial-employment) zoning already extends north to the laneway. In order to allow for comprehensive development on the blocks with a widened rear laneway access, the existing lands zoned 'CE' for commercial-industrial purposes are proposed to be rezoned to 'CR' for mixed commercial-residential mid-rise development.

The concentration of auto collision, repair and service shops and used car sales is a poor match for the stable low-rise neighbourhood to the north and the new retail complex and Walmart store to the south. These properties have sufficient depth of over 40 metres to the northerly laneway to be redeveloped for mid-rise development and it is hoped that the additional development potential being permitted on these blocks will encourage the relocation of the existing auto service shops in favour of more intensive and compatible developments. Auto body and collision shops are referred to in the new Zoning By-law as vehicle repair shops, and are not permitted in a CR zone district in Zoning By-law 1156-2010. A zoning exception is proposed that will apply to CR lands in this study area is to prohibit vehicle service shops and vehicle washing establishments, or car washes, that are not already existing when the by-laws attached to this report are enacted by Council.

The existing three-storey apartment building at 2490 St. Clair Avenue West is proposed to be redesignated from 'Neighbourhood' to 'Mixed Use Area'. However, the existing RM zoning and site specific exception 149 in Zoning By-law 1156-2010 are proposed to remain. The rest of block from the three-storey apartment to Runnymede Road is a mix of low-rise residential buildings and low-rise mixed use buildings with retail on the ground floor. These properties are proposed to be redesignated from 'Neighbourhoods' to 'Mixed Use Area' and added to Zoning By-law 1156-2010 as a CR zone district (mixed commercial-residential), but with a maximum total density of 2.5 times the lot area and a maximum building height of 20 metres because of the shallowness of the lots. The residential dwellings on the west side of Runnymede Road to the north of the CR zone are proposed to be added to the new Zoning By-law 1156-2010 as an 'RS' zone

with a maximum density of 0.6 times the lot area and a maximum height of 11 metres to match the rest of that low-rise neighbourhood to the north.

ii) The South Side of St. Clair Avenue West

The lands between St. Clair Avenue and the rail corridor to the south and between Jane Street and Runnymede Road have recently been redeveloped for single storey retail uses with large areas of surface parking. The easterly portion of these lands is dominated by a Walmart store, and the westerly half has a new retail complex and the Old Mill auto dealership—both constructed as this study was proceeding. It is recognized that these lands have just been redeveloped and there will be no further redevelopment in the foreseeable future. However, one-storey retail buildings with large areas of surface parking are not the best use of valuable urban land on a major road with possible light rail transit in Toronto. It is proposed to designate these lands from 'Employment Area' with site specific retail permissions to a 'Mixed Use Area' to signal the desirability for intensification and a mix of uses on these lands in the long-term future.

The use of these lands could be intensified by retaining retail and relocating it to the southerly part of the site, while building residential units on the St. Clair frontage or above reconstructed retail space, and placing the parking in structures or underground. A new site and area specific Official Plan policy is proposed which would make any zoning by-law amendment to add residential units on these lands conditional upon:

- The separation and buffering of any residential units from the rail right-of-way to the south to mitigate adverse noise, vibration, odours and emissions and to provide safety for the residents.
- The provision of no net loss of non-residential gross floor area on the lands to maintain employment on the site.
- The prior or current adoption by Council of a Precinct Plan for the lands that will, among other matters: provide for a finer grid of streets and blocks on the lands; consider the extension of Ryding Avenue westwards through the lands; shift large format retailers to the south of the property and provide for residential uses on the St. Clair frontage; provide locations for public parks, open spaces and assess the need for new community services, assess the traffic and parking impact of new development, provide for an improved public realm that promotes pedestrian comfort and circulation—including assessing a pedestrian/cycling connection over the rail corridor to the south.

However, in the interim, the lands are proposed to be added to the new Zoning By-law 1156-2010 as an 'EC' zone district to provide for the full array of retail and service uses, offices and light industrial. A maximum density of 1 times the lot area is proposed with

a maximum retail and service gross floor area up to 0.5 times the lot area, which will provide for the expansion of existing retail uses. The existing density of the Walmart site is 0.42 times the area of the lot, and the new retail complex west of Walmart has a density of 0.3 times the lot area. A height limit of 24 metres is proposed for the easterly portion of the site between Runnymede Road and a line south of Castleton Avenue, and a height limit of 20 metres west of that to Jane Street. This height limit would accommodate mid-rise mixed commercial-residential buildings in the long term and retail and office buildings in the foreseeable future. No new vehicle service shops, vehicle repair shops or car washes are permitted on these lands except on the site of the Old Mill auto dealership.

Proposed Official Plan Policies and Zoning By-law Provisions: Runnymede Road to Keele Street

i) The North Side of St. Clair Avenue West

The north side of St. Clair Avenue from Runnymede Road west to Hagar Avenue is occupied by a Petro Canada gas station/car wash and a two-storey 'strip' plaza with retail on the first floor and parking in front of the stores. The plaza is divided among 10 unit owners, so consolidation and redevelopment would be difficult. North of the gas station and 'strip' plaza is a large plaza at 817 Runnymede Road with a small supermarket, a variety of retail and service shops on the first floor and a banquet hall on the second floor, with a large and underutilized surface parking lot. These lands are proposed to remain in a 'Mixed Use Area' Official Plan designation. The lands are already zoned CR in the new Zoning By-law 1156-2010 but this report proposes to amend the Zoning By-law to provide an increase in total density permitted from 2 to 3 times the lot area, an increase in residential density from 1 to 2.5 times the lot area and an increase in height for St. Clair Avenue properties from 14 metres to 20 metres. The plaza at 817 Runnymede has a proposed height limit increase from 14 metres to 26 metres, to accommodate an 8 storey building, because it has a depth of more than 70 metres and a slightly higher building can be massed and still meet all the necessary setbacks and angular planes, providing a good transition to the adjacent low rise neighbourhoods. The former City of Toronto Zoning By-law 438-86 has been amended to mirror these density, height and building envelope provisions so that development may proceed in the interim while the new citywide Zoning By-law 1156-2010 is under consideration at the Ontario Municipal Board.

The lots fronting the north side of St. Clair Avenue from Hagar Avenue to the La Paz Co-op Apartments at 2352 St. Clair Avenue primarily house semi-detached dwellings on relatively shallow lots, with some existing conversions to retail or service uses. These lands are proposed to be redesignated in the Official Plan from 'Neighbourhoods' to 'Mixed Use Areas' to encourage more intensive mixed commercial-residential buildings while permitting the conversion of existing homes to a mix of commercial office/retail

and residential uses or the maintenance of the existing semi-detached dwellings in the interim period. Zoning By-law 1156-2010 is proposed to be amended to rezone these lands from an 'R' residential zone with a density of 0.6 times the lot area to a 'CR' commercial-residential zone with a maximum total density of 2.5 times the lot area, a maximum residential density of 2 times the lot area and a maximum height of 20 metres. The La Paz Co-op Apartments at 2352 St. Clair Avenue West has been included in the redesignation from 'Neighbourhoods' to 'Mixed Use Area'. However, the existing 'RM' zoning with site specific exception 148 is recommended to be retained.

Ken Shaw Motors, at 2336 St. Clair Avenue West, is an expanding auto dealership on a very large irregularly shaped lot that is over 80 metres wide and over 200 metres deep. The 'Mixed Use Area' designation is proposed to be retained. However, because the northern boundary of the property abuts the Glen Scarlett industrial district to the north, a site specific Official Plan policy is being introduced that requires any residential unit on the lands to be distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals or the processing of dead animal stock for animal feed. The lands are not currently included in Zoning By-law 1156-2010 but are subject to the in-force zoning in the former City of Toronto Zoning By-law 438-86 is I2D2, a general industrial zoning that permits industries with a density of up to 2 times the lot area.

In the foreseeable future, the auto dealership will be expanding on the site and there is little chance the property will be redeveloped for a mix of commercial and residential uses. In the long run, the lands should be redeveloped for more intensive mixed commercial residential purposes, and not for new industry on St. Clair Avenue as the current in-force zoning permits. It is therefore proposed to add the lands to Zoning By-law 1156-2010 as CR commercial residential with a maximum total density of 3 times the lot area and a maximum residential density of 2.5 times the lot area. However, because of the irregular shape of the parcel, adjacency both to low rise residential and industrial properties, and the likelihood of a different built context and different uses on adjacent properties by the time this site develops, it is difficult to consider massing and height limits on the property for mixed use development at this time. Rather than require a precinct plan for this single site, a height limit of 14 metres is proposed in the Zoning By-law as the limiting factor.

When there is a desire to redevelop the property for a more intensive mixed use mid-rise development in the future, the Official Plan permission and most zoning by-law provisions will be in place, and only the height limit provisions of the zoning by-law will need to be amended to reflect a height and massing that is appropriate to the adjacent built context and uses at that point in time. In the interim the zoned height limit of 14 metres can accommodate the needs of the auto dealership.

The lands have also been rezoned from industrial to mixed commercial-residential in the former City of Toronto Zoning By-law 438-86. A site specific exception has been

added to Zoning By-law 1156-2010 to provide that: a showroom for the vehicle dealership may exceed 10 per cent of the interior floor area; a vehicle repair shop is permitted provided it is fully enclosed and located at least 18 metres from a residential zone district; new vehicles may be stored less than 3 metres from the westerly lot line provided an opaque fence is erected along the westerly lot line; and, a new building or addition for vehicle dealership purposes need not be a minimum of 3 storeys in height or have its front wall within 3 metres of the front lot line.

At the northwest corner of St. Clair Avenue West and Symes Road is the former New York Pork factory, which is currently a burnt-out ruin subject to a demolition application. It is designated as a 'Mixed Use Area' but is not included in the new Zoning By-law 1156-2010 so the industrial I2D2 zoning in the former City of Toronto By-law 438-86 currently remains in force. It is proposed to retain the 'Mixed Use Area' designation in the Official Plan, but to add the property to Zoning By-law 1156-2010 as a CR zone with a maximum 3 times total density, 2.5 times residential density and, given the exceptional lot depth of 64 metres, a height limit of 32 metres which could accommodate a 10-storey mixed commercial-residential building. The building envelope provisions of Zoning By-law 1156-2010 for a mid-rise building on an 'Avenue' would apply. The property will also be rezoned from an 'I2D2' industrial zone to an 'MCR' mixed commercial-residential zone in former City of Toronto Zoning By-law 438-86 to permit redevelopment while the new Zoning By-law is under appeal at the Ontario Municipal Board.

The existing residential development on the north side of St. Clair Avenue between Symes Road and the Gunns Road streetcar operation loop is being retained in a 'Neighbourhoods' Official Plan designation and an 'R' zone district and is not subject to the Official Plan and Zoning By-law amendments attached to this report.

The Gunns Road streetcar operation loop, the current western terminus of the St. Clair Light Rail Transit line has recently been reconstructed with extensive attractive landscaping and street furniture. It is currently designated as 'Neighbourhoods' and is not part of the new Zoning By-law 1156-2010. The northerly portion of the loop abuts Viella Tarragona Park. An Environmental Assessment is anticipated to consider the westward extension of the St. Clair streetcar operation to Scarlett Road. In the event that the extension occurs and this loop becomes surplus to the TTC needs in the distant future, the loop should become an extension of Viella Tarragona Park and provide an open space connection to the St. Clair frontage. It is proposed to redesignate the Gunns Road loop from a 'Neighbourhoods' designation to 'Parks and Open Space—Parks' designation in the Official Plan. The northern part of the lands adjacent to the current park are to be added to Zoning By-law 1156-2010 as an 'OR', or parks recreational zone, to match the zoning of the existing park, and the southerly portion is added as an 'O' zone for more general parks purposes. A public transportation use is permitted in a 'Neighbourhoods' Official Plan designation area and in an area zoned 'OR' and/or 'O' in Zoning By-law 1156-2010.

On the north side of St. Clair Avenue between Gunns Road and Weston Road, Council has approved a major retail/service/office complex for which the site plan approval is currently being finalized. The complex features up to 52,000 square metres of non-residential gross floor area, including a minimum of one anchor store that has a gross floor area of at least 6,503 square metres. The complex is well designed in many respects. It is a two-storey complex with structured parking that makes much better use of valuable urban land on a transit line than earlier generations of major retail complexes. The complex provides pedestrian-related retail on the St. Clair Avenue frontage to animate the 'Avenue'. Because the project is very close to the issuance of building permits, it was agreed that the implementing by-laws would not include these lands, leaving the property under former City of Toronto Zoning By-law 438-86 as amended by By-law 1203-2009, the site specific by-law governing the development. It is anticipated that the soon-to-be-constructed retail/office complex will remain for many decades. However, we are providing the same future flexibility for this large retail complex in designating the frontage on St. Clair Avenue West as a 'Mixed Use Area' in the Official Plan. Only the St. Clair frontage is redesignated to a 'Mixed Use Area' because of the need to distance any residential units from the existing St. Helen's meatpacking plant on the east side of Gunns Road. A site and area specific Official Plan policy provides that any zoning by-law amendment to build residential units in the 'Mixed Use Area' portion of the site would be conditional on the residential units being:

- at least 100 metres away from any animal slaughter, rendering or processing into animal feed;
- at a height that would not be impacted by the emissions plume from National Rubber Technologies at 35 Cawthra Avenue; and,
- there be no net loss of non-residential gross floor area on the lands.

ii) South Side of St. Clair Avenue West

The lands on the south side of St. Clair Avenue West from Runnymede Road to Cobalt Avenue, as well as 2283 St. Clair Avenue which is the first property east of Cobalt Avenue, are occupied by one to three storey buildings with a mix of commercial, service and institutional uses with a few residential uses in upper storeys. The most prevalent use are automobile sales lots and auto service garages. The lot depths vary between 42 and 48 metres backing on to a rear lane, and there are at least 5 lots of sufficient size to be immediately developable for a mid-rise mixed use building. These lands are proposed to remain in a 'Mixed Use Area' designation. In order to accommodate mid-rise mixed commercial-residential buildings on these lands Zoning By-law 1156-2010 is being amended to raise the height limit from 14 metres to 20 metres, increase the total density from 2 to 3 times the lot area and increase the residential density from 1 to 2.5 times the lot area. The property at 2283 St. Clair

Avenue West, the first property east of Cobalt Avenue, is owned by the same owners of Corsetti Meats to the west and a 24 metre height limit is proposed to match the rest of the Corsetti lands. The mid-rise building envelope provisions set out in Zoning By-law 1156-2010 would apply to these lands. The former City of Toronto Zoning By-law 438-86 is recommended to be amended to implement the recommended heights, densities and building envelopes, so that mid-rise development can proceed in the interim while Zoning By-law 1156-2010 is before the Ontario Municipal Board.

Corsetti Meats is located on the second property west of Cobalt Avenue at 2255 St. Clair Avenue West. It is a meatpacking firm that cuts up and packages meat from the abattoirs on Glen Scarlett Road, with its loading docks directly on to St. Clair Avenue. With the widening of this portion of the St. Clair right-of-way in 2011, the functioning of the existing loading area may be compromised and Corsetti Meats may have to relocate elsewhere in the area close to their source of meat on Glen Scarlett Road. The owners of Corsetti Meats have been active and productive participants in the study with an interest in assessing the possible short-term and long-term uses of their property. Abutting Corsetti Meats to the south, fronting on to the north side of Ryding Avenue is ACD Meats another meat processing firm that is not an abattoir. On the south side of Ryding Avenue, at 109 Ryding Avenue, is Maple Leaf Poultry that slaughters and processes chickens and is the largest employer in the study area. Maple Leaf Poultry does have an odour impact on the surrounding area that is often discernable from St. Clair Avenue. The Rexall/Part Source Plaza at 2211 St. Clair Avenue is directly north of Maple Leaf Poultry and is similarly affected.

This study recommends that the Corsetti property at 2255 St. Clair Avenue West, and the Rexall/Part Source plaza at 2211 St. Clair Avenue West be redesignated in the Official Plan from 'Employment Area' to 'Mixed Use Area', with a new site and area specific policy that any residential use must be at least 100 metres from any facility that involves the slaughter or rendering of animals or the processing of dead animal stock for animal feed. The site and area specific policy would permit the current meatpacking use on the Corsetti lands. While the City wishes to retain the Maple Leaf Poultry plant at 109 Ryding Avenue, should it relocate due to corporate restructuring and a less impactful use replace it, residential uses could be permitted on these St. Clair Avenue lands without the need for an Official Plan amendment. The lands at 2211 and 2255 St. Clair Avenue West are recommended to be added to Zoning By-law 1156-2010 as an 'EC' zone district with 1 times density and a height limit of 24 metres which would permit a full array of retail, service and office uses as well as many employment uses.

The lands between Keele Street and the western edge of 2133 St. Clair Avenue West, the plaza anchored by a Metro supermarket, on the south side of St. Clair Avenue West is owned by the Toronto Stock Yards Land Development Board, and has been leased and redeveloped in the last fifteen years for large one-storey retail complexes with large expanses of surface parking spaces with much of them empty even at peak shopping times. As already noted in the report, the long-term study vision for this area is to see

the use of these lands intensified by constructing mid-rise commercial-residential buildings along the St. Clair frontage and have the non-residential uses shifted to the southern portion of these properties in a more intensive form of multi-storey development with structured or underground parking.

To accommodate this longer term vision, the lands north of a route which would extend Ryding Avenue to Keele Street is proposed to be redesignated from 'Employment Area' to 'Mixed Use Area'. However, there are a number of constraints to residential redevelopment on the St. Clair Avenue frontage that are specified in an area specific Official Plan policy. On the easterly portion of the lands, primarily east of Old Stockyards Road, any residential uses would be required to be below the height where residents would be impacted by the emissions plume from National Rubber Technologies at 35 Cawthra Street. On the westerly portion of the lands, notably parts of the St. Clair frontage of the Starbanks plaza anchored by the Metro supermarket, residential units would have to be a minimum distance of 100 metres from the Maple Leaf Poultry plant to the southwest, where animals are slaughtered. Any redevelopment must also result in no net loss of non-residential gross floor area on the lands to ensure that employment opportunities are maintained. The site and area specific policy also provides that prior to, or concurrent with a zoning permission for residential units, a Precinct Plan must be adopted by Council to:

- create a finer grid of streets and blocks with public roads;
- extend Ryding Avenue eastward to Keele Street;
- shift large-scale retailers away from the St. Clair Avenue frontage towards the south end of the properties;
- provide locations for public parks and assess and provide for necessary community services and facilities;
- assess the traffic and parking impact of new development;
- address transitions of scale to the low-rise residential 'Neighbourhood' on the north side of St. Clair Avenue West;
- locate and mass residential uses to minimize impacts from nearby existing industrial and large-scale retail uses;
- provide for a public realm that promotes pedestrian comfort and circulation; and,
- provide for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south.

In order to allow major retail complexes in this area to shift away from St. Clair Avenue West and take access from other roads and to provide a variety of size and format, a site and area specific policy now specifies that retail uses are permitted at any scale in this area and may gain access from Keele Street, St. Clair Avenue West, Old Stockyards Road, West Toronto Street and Ethel Street.

The lands from the Starbank Plaza west to Keele Street are proposed to be added to Zoning By-law 1156-2010 as an 'EC' zone with a maximum density of 1 times the lot area and a maximum density of 0.5 times the lot area for the combined purposes of a retail store, a retail service, a personal service shop, an eating establishment and a drive-in eating establishment. The built densities for these purposes today are generally around 0.3 times the lot area due to the expanses of surface parking, so the proposed retail density will permit the interim expansion for retail purposes without the need to apply for zoning variances. The old site specific by-laws under which Home Depot, Canadian Tire and Starbank's Plaza were constructed will not be brought forward as prevailing by-laws within Zoning By-law 1156-2010 as they required more parking than the new zoning by-law, much of which is vacant most of the time, and they permitted only the gross floor area originally constructed so that every minor expansion for a garden centre or new entrance currently requires a minor variance. The maximum height limits proposed would accommodate both mixed commercial-residential mid-rise buildings in the long-term and, in the short term, retail and office uses. The maximum heights range from 16 metres at Keele Street to 30 metres at the Starbank's plaza and reflect the maximum heights for residential units which would not be affected by the emissions plume from National Rubber Technologies at 35 Cawthra Road.

Urban Design Guidelines

The City's Avenues and Mid-rise Buildings Study ran concurrently with this Land Use and Avenue Study. The recommendations for the urban design guidelines provided by the consultant for this portion of St. Clair Avenue West largely reflected the then emerging performance standards of the Avenues and Mid-Rise Buildings Study. Some of those performance standards are enshrined in Zoning By-law 1156-2010 for CR (SS2) zones and will be applied to CR zones in this study area. The remainder of the performance standards were adopted by Council in August 2010 as guidelines to be applied to development on the Avenues. The recommendations of this report are that those remaining performance standards now be applied to mixed use development on St. Clair Avenue between Keele/Weston Road and Jane Street. There is no need to repeat all of these performance standards in urban design guidelines for this part of St. Clair Avenue West, and the urban design guidelines attached to this report only cover matters not already part of either the Avenues and Mid-Rise Buildings Guidelines or the Toronto Streetscape manual.

The Urban Design Guidelines recommended for adoption for this portion of St. Clair Avenue West include:

- proposals for the content of Precinct Plans for the redevelopment of large tracts of land prior to zoned permissions for residential units
- recommended road improvements including the eastward and westward extension of Ryding Avenue

- consideration of a pedestrian/bicycle bridge over the southerly rail corridor as part of development of large tracts of land on the south side of St. Clair; and
- the parks development strategy outlined later in this report.

Transportation

With the completion of the St. Clair streetcar operation, traffic is again moving well on this portion of St. Clair Avenue West. The road has recently been resurfaced between Gunns Road and Runnymede Road and the widening of the right-of-way between Mondavi Gate and Cobalt Avenue in 2011 will provide 4 lanes and a new sidewalk on the south side, rather than the current 3 lanes. New development will be set back to provide for widened sidewalks and potential street widening where the current right-of-way does not meet Official Plan standards. The current right-of-way configuration suffices to accommodate current traffic demands, but traffic impact studies are to be required as part of Precinct Plans for major redevelopment tracts. The potential extension of Ryding Avenue east to Keele Street and west of Runnymede Road is to be part of these Precinct Plans to evaluate this improvement as an alternative east-west route through the area. The acquisition of CPR lands to straighten the curve at Ethel/Dodds/West Toronto Street should also be examined if financially feasible in the future.

An Environmental Assessment to study the westward extension of the St. Clair streetcar operation has been funded but this line is not a current priority for Provincial funding. Nor is the Jane Street LRT, which will have an Environmental Assessment undertaken prior to the Environmental Assessment for the St. Clair streetcar operation extension, a Provincial funding priority. The westward extension of the St. Clair streetcar operation would resolve concerns raised by local residents over the level of east-west transit service on St. Clair west of Gunns Road.

St. Clair Avenue West is not suitable for a bike lane due to traffic volumes and numerous driveway cuts. The area does have good bike connections at the edges that could be further improved. The Runnymede bike lanes currently connect to the Railpath Trail and the Lakeshore Trail to the south and to Smythe Park to the north. Should the railway bridge over St. Clair Avenue east of Keele Street/Weston Road be reconstructed in the future and the St. Clair right-of-way widened, a more direct path along St. Clair to the Railpath could be considered. A bike hub with weather-protected bicycle parking should be considered for the Gunns Road terminus loop of the St. Clair right-of-way.

Where major redevelopment has not provided wider sidewalks, plantings and street furniture over the past 15 years, the pedestrian environment on this section of St. Clair Avenue West needs considerable improvement. As new development occurs, buildings should be set back from the front lot line to allow for sidewalks that are at least 4.8 metres wide, and the boulevards and sidewalks should be improved to the standards of the City of Toronto Streetscape Manual. On the south side of St. Clair Avenue West

between Runnymede Road and Cobalt Avenue new buildings are required to be set back at least 1.5 metres from the front lot line to provide for a wider sidewalk. New developments on large tracts should provide for good pedestrian circulation and comfort and a pedestrian/bicycle crossing over the rail corridor to the south should be considered in the Precinct Plans south of St. Clair Avenue.

Parks and Open Space

The area is currently well-served by parks, but as new development proceeds the parks levies should be utilized for both improvement of local parks and the creation of new parks in central locations within the large tracts of land subject to Precinct Plans south of St. Clair Avenue. Should the Gunns Road loop become surplus to TTC needs in the distant future, it should be retained as public open space. If the intersection of Jane Street and St. Clair Avenue West becomes the intersection of two Light Rail Transit lines, a public open space should be contemplated on the northwest corner of the intersection. The existing park at the northeast corner of Scarlett Road and St. Clair Avenue West is in particular need of upgrading with additional park furniture and plantings.

The Relocation of Vehicle Repair Shops and Vehicle Service Shops

The concentration of auto collision and repair shops on the north side of St. Clair Avenue between Runnymede Road and Florence Crescent and on the south side of St. Clair Avenue between Cobalt Avenue and Runnymede Road detracts visually from the street, is an underutilization of these lands, and is not compatible with the adjacent residential uses or new retail complexes. Nor are they compatible with the mid-rise mixed use development contemplated for these areas of St. Clair Avenue West. The development permissions have been increased on these lands which should encourage their redevelopment for higher uses and allow current body and repair shop owners to relocate. These operations could possibly relocate to the vacant Symes Road Transfer Station on Glen Scarlett Road, a surplus city property, if it is not otherwise sold or leased in the immediate future. Other underutilized lands owned by the City in the vicinity might also be appropriate sites should land become available. A more costly alternative would be the purchase of the CP lands south of Ethel Avenue and west of Old Stockyards Road for this purpose. This report recommends that staff create a strategy and work with the vehicle repair and service shop owners to advance their relocation.

Creation of a Business Improvement Area

Members of the Local Advisory Committee raised the lack of an area identity and the lack of a co-ordination among area businesses despite the retail transformation of much of the study area over the past 15 years. It would be helpful to have a co-ordinated voice for area businesses on matters such as streetscape improvements, traffic conditions and

road reconstruction, transit improvements and other matters. This report therefore recommends that City staff initiate discussions with local businesses to investigate if there is a desire for a Business Improvement Area. If local businesses are not in favour of a BIA, even the creation of a local Business Association would be a step forward.

Conclusion

The attached amendments to the Official Plan and Zoning By-laws will set the framework for a new, more cohesive streetscape on this portion of St. Clair Avenue, resolve some of the existing land use incongruities and provide for residential intensification along the St. Clair lot frontages in keeping with a major road with streetcar operation service. In the short term, underutilized commercial strips dominated by auto sales and repair uses could be redeveloped for mixed commercial-residential mid-rise buildings. In the longer term, large single storey retail complexes with expansive parking lots could be transformed into tracts with residential mid-rise buildings along the St. Clair frontage, with adjacent multi-storey retail complexes and structured parking. This would represent a better use of valuable urban land in a central location with streetcar operation service.

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ATTACHMENTS

- Attachment 1: Amendment to the City of Toronto Official Plan
- Attachment 2: Amendment to Zoning By-law 1156-2010
- Attachment 3: Amendment to Former City of Toronto Zoning By-law 438-86
- Attachment 4: Amendment to Former City of York Zoning By-law 1-83
- Attachment 5: Urban Design Guidelines Recommended for Adoption

Attachment 1: Official Plan Amendment

CITY OF TORONTO

Bill No.:

BY-LAW No. -2011

**To Adopt Amendment No. 144 to the Official Plan of the City of Toronto
with respect to Lands in the vicinity of St. Clair Avenue West
between Keele Street/Weston Road and Scarlett Road.**

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 attached amendment No. 144 to the Official Plan of the City of Toronto is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this day of , 2011.

ROB FORD,
Mayor

ULLI S. WATKISS
City Clerk

AMENDMENT No. 144 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

The following text and schedule constitute Amendment No. 144 to the Official Plan for the City of Toronto, being an amendment to Maps 14 and 17 and the provisions of Chapter 7.

1. Maps 14 and 17 are amended by redesignating the lands as shown on the attached Schedule 1.
2. Chapter 7 Site and Area Specific Policies is amended by:
 - a) deleting Site and Area Specific Policy 307 and substituting therefor the following:

'307. Certain Lands in the Vicinity of St. Clair Avenue West and Dundas Street West Between Runnymede Road and Scarlett Road

Retail and Service Uses are permitted.'

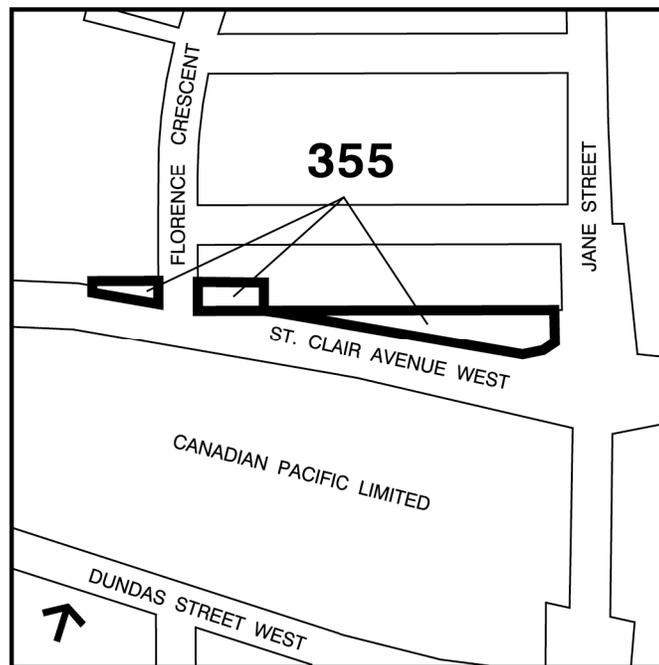


- b) Deleting the mapping of Policy 307 from Map 25, Site and Area Specific Policies, and replacing it with mapping shown in the new Site and Area Policy 307 above.

- c) Adding a new Site and Area Specific Policy 355 as follows:

'355. Certain Lands on the North Side of St. Clair Avenue West Between Florence Crescent and Jane Street

Lots that front on to St. Clair Avenue West or Florence Crescent may be used for small-scale retail, service and office uses. Existing automobile repair shops will be encouraged to relocate. The lands at the northwest corner of Jane Street and St. Clair Avenue West should be obtained for public parkland if that intersection becomes the connection between two light rapid transit lines.'



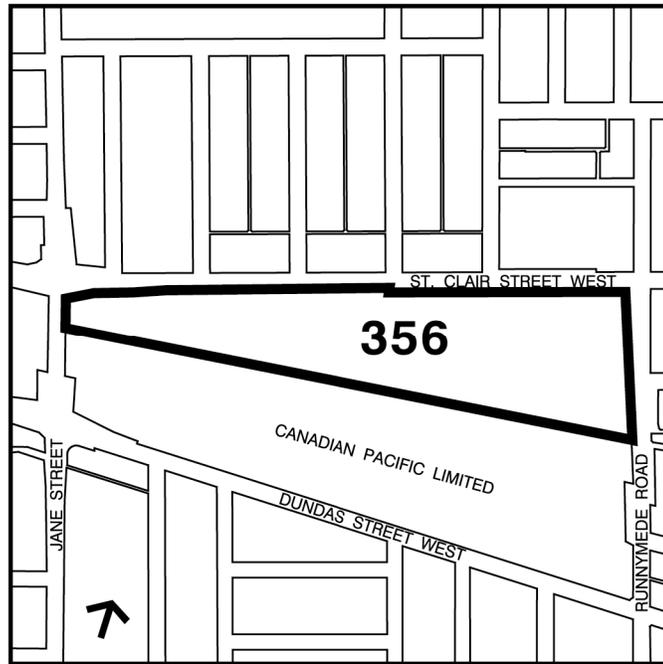
- d) Adding to Map 25 of Chapter 7, Site and Area Specific Policies, as the area of Policy 355, the area mapped in the new Site and Area Specific Policy 355 above.
- e) Adding a new Site and Area Specific Policy 356 as follows:

'356. Lands on the South Side of St. Clair Avenue West between Runnymede Road and Jane Street.

The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

- a) the separation and buffering of any residential units from the rail right-of-way to the south to mitigate adverse noise, vibration, odours and emissions from the rail corridor and to promote the safety of the residents;
- b) the provision of no net loss of non-residential gross floor area on the lands; and
- c) the prior or concurrent adoption by Council of a Precinct Plan that
 - i) creates a finer grid of streets and blocks with public roads;
 - ii) assesses the possibility of extending Ryding Avenue west of Runnymede Road;
 - iii) shifts large format retailers away from the St. Clair Avenue frontage to the south end of the properties;
 - iv) provides locations for public parks and open spaces to be created;
 - v) assesses and provides for necessary schools and community facilities;
 - vi) provides for a broad range of housing types, unit sizes and tenure;
 - vii) locates and masses residential uses to minimize impacts from nearby existing industry;
 - viii) assesses the traffic and parking impact of new development on local streets
 - ix) provides a public realm that promotes pedestrian circulation and comfort;
 - x) provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
 - xi) incorporates any local heritage resources;
 - xii) assesses opportunities for the placement of public art;
 - xiii) considers the availability of servicing infrastructure to support intensified development within the precinct; and
 - xiv) provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, and other infrastructure improvements will be achieved.

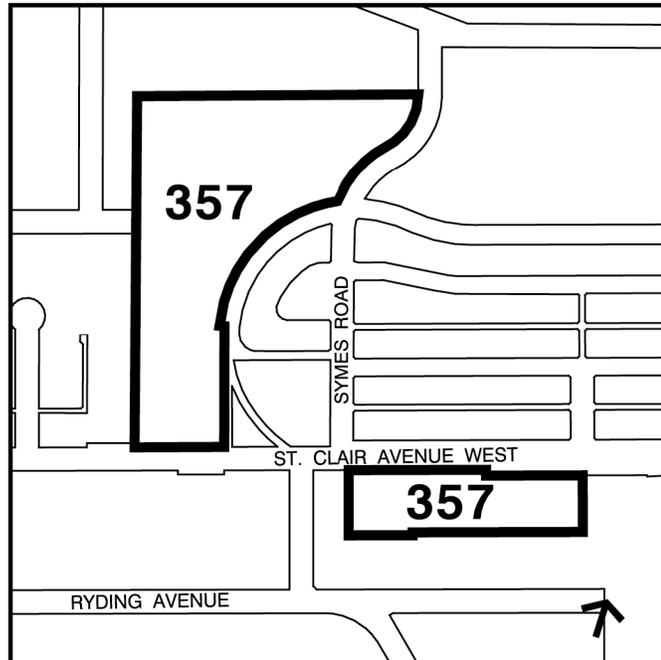
Prior to the enactment of a zoning by-law amendment to permit residential units on a lot, manufacturing, warehousing and service uses permitted in an 'EC' zone in City of Toronto By-law 1156-2010 are also permitted on the lot.'



- f) Adding to Map 25 of Chapter 7, Site and Area Specific Policies, as the area of Policy 356, area mapped in the new Site and Area Specific Policy 356 above.
- g) Adding a new Site and Area Specific Policy 357 as follows:

'357 Lands at 2336, 2255 and 2211 St. Clair Avenue West

The enactment of any amendment to the Zoning By-law to permit a residential unit(s) is conditional upon any residential unit being a distance of at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed. Prior to the development of residential units on the portion of the lands on the south side of St. Clair Avenue West, the lands at 2255 and 2211 St. Clair Avenue West may be used for manufacturing, warehousing and service uses permitted in an 'EC' zone in City of Toronto Zoning By-law 1156-2010.'



- h) Adding to Map 25 of Chapter 7, Site and Area Specific Policies, as the area of Policy 357, the area mapped in the new Site and Area Specific Policy 357 above.
- i) Adding a new Site and Area Specific Policy 358 as follows:

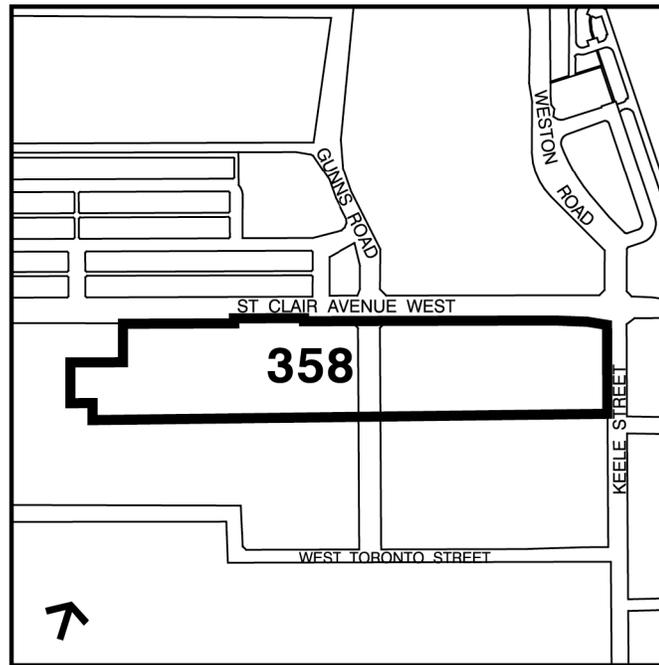
'358 Lands on the South Side of St. Clair Avenue West to the West of Keele Street

The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

- a) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
- b) Any residential uses being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue;
- c) The provision of no net loss of non-residential gross floor area on the lands; and,
- d) The prior or concurrent adoption by Council of a Precinct Plan that:

- i. creates a finer grid of streets and blocks with public roads;
- ii. extends Ryding Avenue eastwards to connect with Keele Street;
- iii. shifts large scale format retailers away from the St. Clair Avenue frontage towards the south end of the properties;
- iv. provides locations for public parks and open spaces to be created;
- v. assesses and provides for necessary schools and community facilities;
- vi. provides for a broad range of housing types, unit sizes and tenure;
- vii. locates and masses residential uses to minimize impacts from nearby existing industrial and large-scale retail uses;
- viii. addresses transitions of scale to the low-rise residential *Neighbourhood* on the north side of St. Clair Avenue;
- ix. assesses the traffic and parking impact of new development;
- x. provides a public realm that promotes pedestrian comfort and circulation;
- xi. provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
- xii. incorporates any local heritage resources;
- xiii. assesses opportunities for the placement of public art;
- xiv. considers the availability of servicing infrastructure to support intensified development within the precinct; and
- xv. provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, transit and other infrastructure improvements will be achieved.

Prior to the enactment of a zoning by-law amendment to permit residential units on a lot, manufacturing, warehousing and service uses permitted in an 'EC' zone in City of Toronto By-law 1156-2010 are also permitted on the lot.'

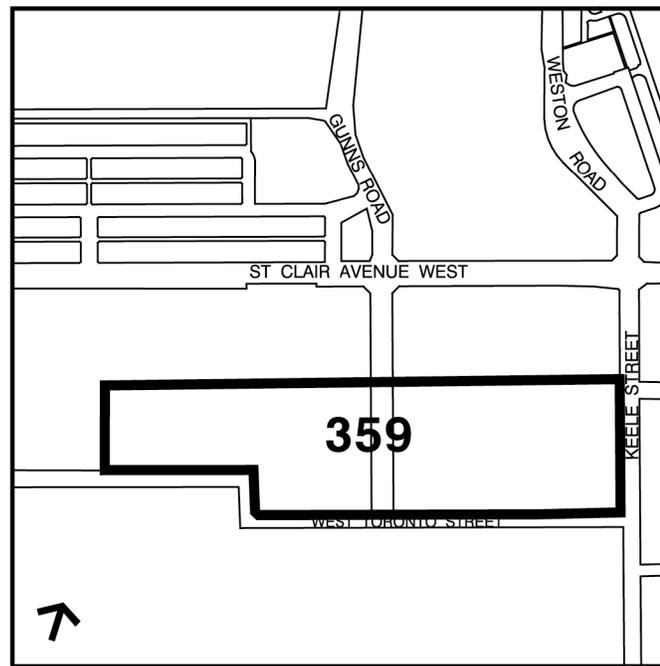


j) Adding to Map 28 of Chapter 7, Site and Area Specific Policies, as the area for Policy 358, the area mapped for the new Site and Area Specific Policy 358 above.

k) Adding a new Site and Area Specific Policy 359 as follows:

'359 . Lands on the South Side of St. Clair Avenue West to the West of Keele Street

Retail uses are permitted at any scale and may gain access from Keele Street, St. Clair Avenue West, Stockyards Road, West Toronto Street or Ethel Avenue.'



- l) Adding to Map 28 of Chapter 7, Site and Area Specific Policies, as the area for Policy 359 the area mapped for the new Site and Area Specific Policy 359 above.
- m) Adding a new Site and Area Specific Policy 360 as follows:

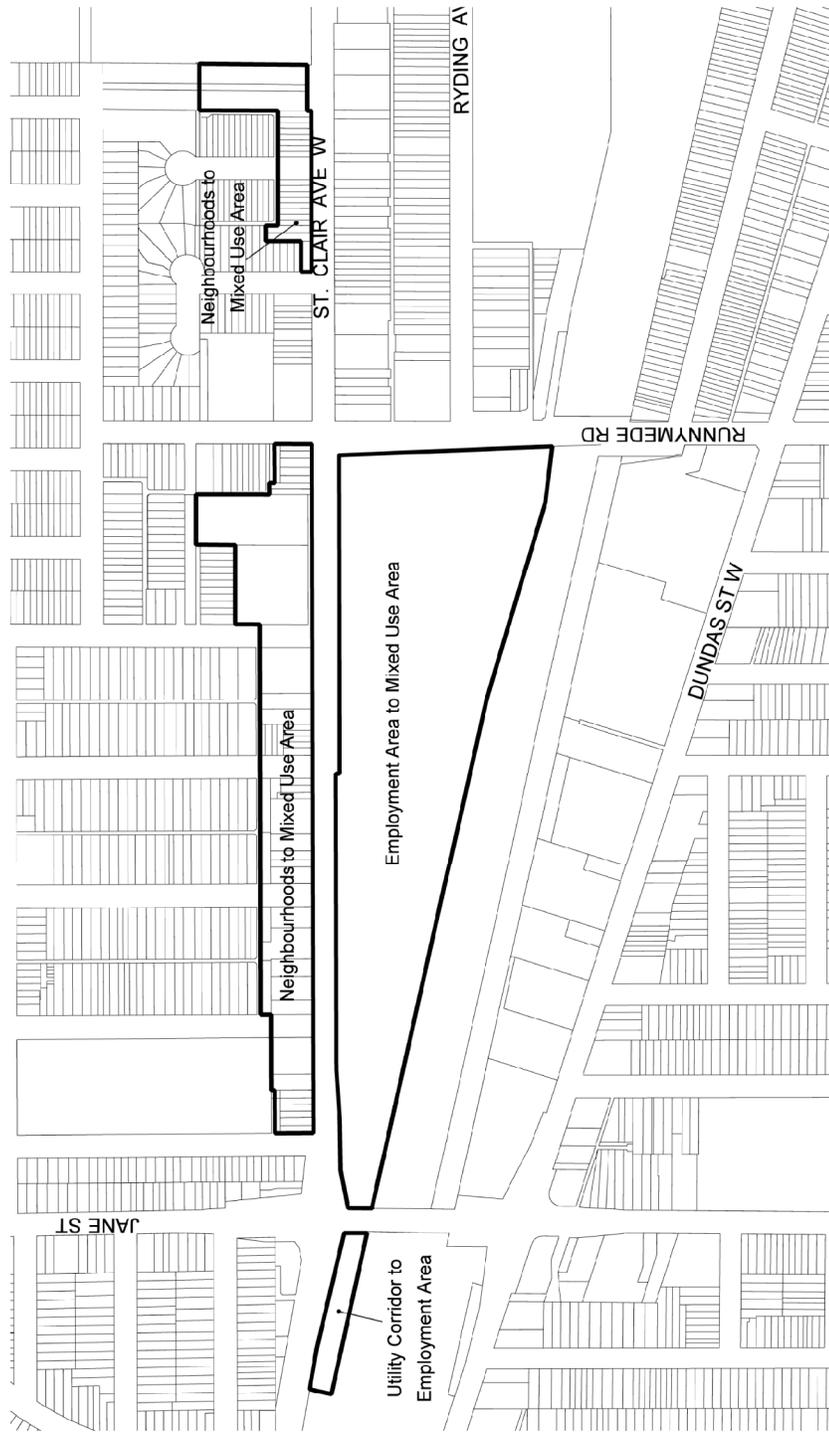
'360. Lands on the North Side of St. Clair Avenue West to the West of Weston Road

The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

- a) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
- b) Any residential use being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue; and
- c) The provision of no net loss of non-residential gross floor area on the lands.'



- n) Adding to Map 28 of Chapter 7, Site and Area Specific Policies, as the area for Policy 360, the area mapped for the new Site and Area Specific Policy 360 above.

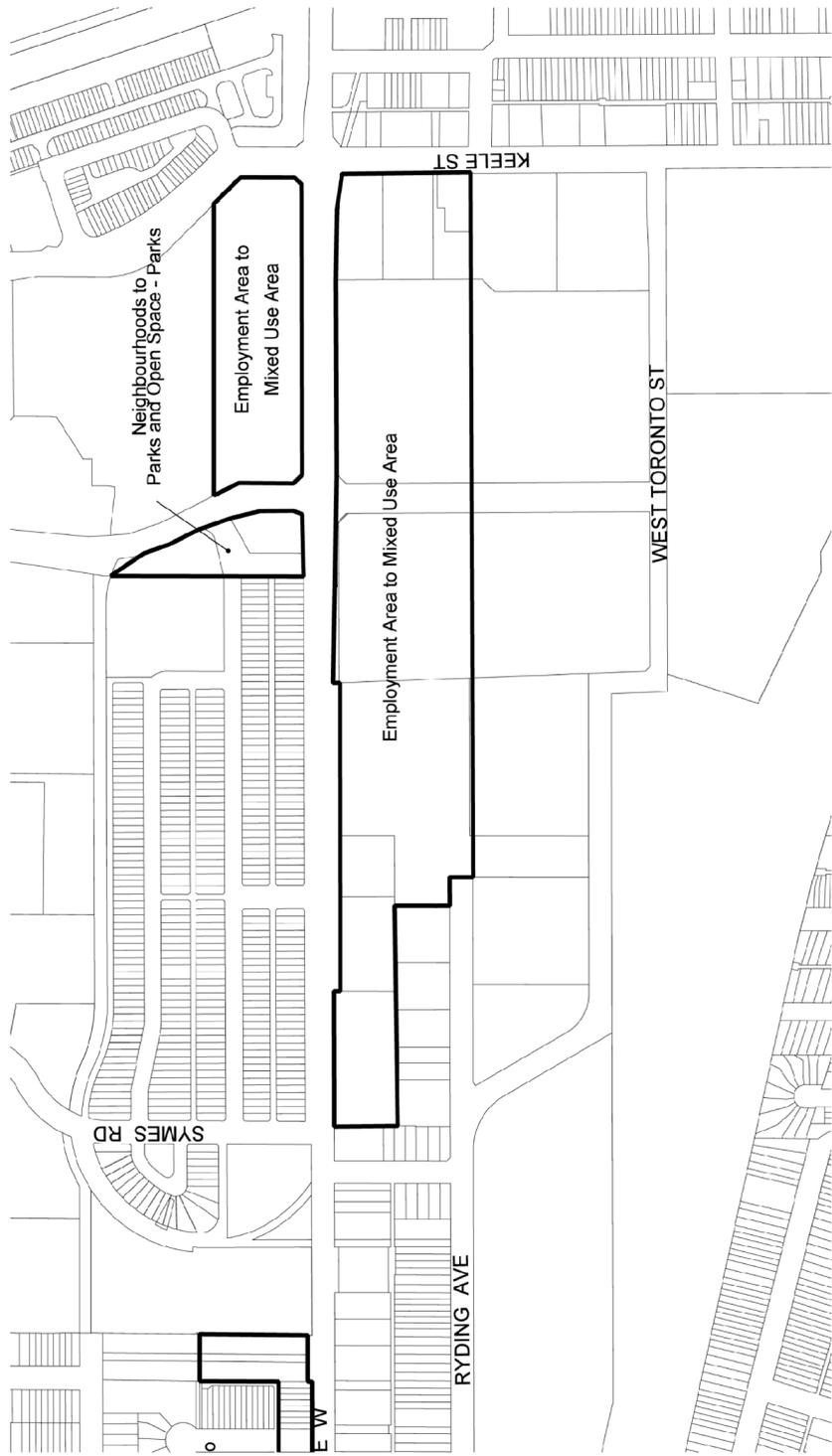


**St. Clair Avenue West from
Keele Street/Weston Road to Scarlett Road**

Schedule 1

09 192880 SPS 00 TM

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Note to Scale
11/02/14



Schedule 1

**St. Clair Avenue West from
Keele Street/Weston Road to Scarlett Road**

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Note to Scale
11/02/14

Attachment 2: Amendment to Zoning By-law 1156-2010

Authority: Etobicoke/York Community Council Item _____ as adopted by City of
Toronto Council on _____, 2011
Enacted by Council: _____, 2011

CITY OF TORONTO

Bill No.

BY-LAW No. ____ 2011

To amend the City of Toronto Zoning By-law Number 1156-2010 as amended, for the lands in the vicinity of St. Clair Avenue West between Keele Street/Weston Road and Scarlett Road.

WHEREAS authority is given to Council by Section 34 of 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*;

THEREFORE Zoning By-law 1056-2010 of the City of Toronto is amended as follows:

1. The lands subject to this By-law are outlined by a heavy black line on Map 1 attached.
2. The Zoning By-law Map is amended by adding lands and zoning districts to the By-law and amending existing zone district designations, all as shown on Map 2 attached.
3. The Height Overlay Map is amended by adding lands subject to this By-law to the Height Overlay Map and amending existing values on the Height Overlay Map, all as shown on Map 3 attached.
4. The Policy Area Overlay Map is amended by adding lands subject to this By-law to the Policy Area Overlay Map as Policy Area 4 as shown on Map 4 attached.
5. Exception RM (x459) is added to Article 900.6, so that it reads:

Exception RM (x459)

The lands subject to this exception must comply with the following:

- A. In addition to the uses permitted in the zone, a **retail store**, a **retail service**, and an **office** are also permitted on a **lot** that fronts on to Florence Crescent or St. Clair Avenue West.

- 6. Exception CR (x2578) is added to Article 900.11 so that it reads:

Exception CR (x2578)

The lands subject to this exception must comply with the following:

- A. A **showroom** for a vehicle **dealership** on the lands may exceed 10 per cent of the **interior floor area** of the principal use.
- B. A **vehicle dealership** on the lands may include a **vehicle repair shop** provided the **vehicle repair shop** is fully enclosed and located at least 18 metres from a Residential Zone.
- C. New vehicles may be stored less than 3 metres from the westerly **lot line** provided an opaque fence is erected along the westerly **lot line**.
- D. A new building or addition for the purposes of a **vehicle dealership** is not required to be a minimum of 3 storeys high or have its main front wall located within 3 metres of the **front lot line**.

- 7. Exception CR (x2579) is added to Article 900.11 so that it reads:

Exception CR (x2579)

The lands subject to this exception must comply with the following:

- A. A **showroom** for a vehicle dealership on the lands may exceed 10 per cent of the **interior floor area** of the principal use.

- 8. Exception CR (x2580) is added to Article 900.11 so that it reads:

Exception CR (x2580)

The lands subject to this exception must comply with the following:

- A. In addition to the uses permitted in the zone, A **vehicle service shop** or a **vehicle washing establishment** is permitted only if it was legally established prior to (date of enactment of By-law), 2011.

- B. A **detached house, semi-detached house or townhouse** legally existing on (date of enactment of By-law), 2011 is a permitted use.
- C. Any building or structure fronting on the south side of St. Clair Avenue West between Cobalt Avenue and Runnymede Road will be set back a minimum of 1.5 metres from the **front lot line**.

Exception EC (x2) is added to Article 900.23 so that it reads:

Exception EC (x2)

The lands subject to this exception must comply with the following:

- A. A total maximum **gross floor area** equal to .5 times the area of the **lot** may be used for the combined purposes of a **Retail Store, a Retail Service, a Personal Service Shop, an Eating Establishment** and/or a **Drive-in Eating Establishment**.

9. Exception EC (x3) is added to Article 900.23 so that it reads:

Exception EC (x3)

The lands subject to this exception must comply with the following:

- A. A **Vehicle Service Shop, a Vehicle Repair Shop, and a Vehicle Washing Establishment** are permitted only if legally established prior to (date of enactment of By-law), 2011.
(exception applies only to Corsetti/Rexall Lands)

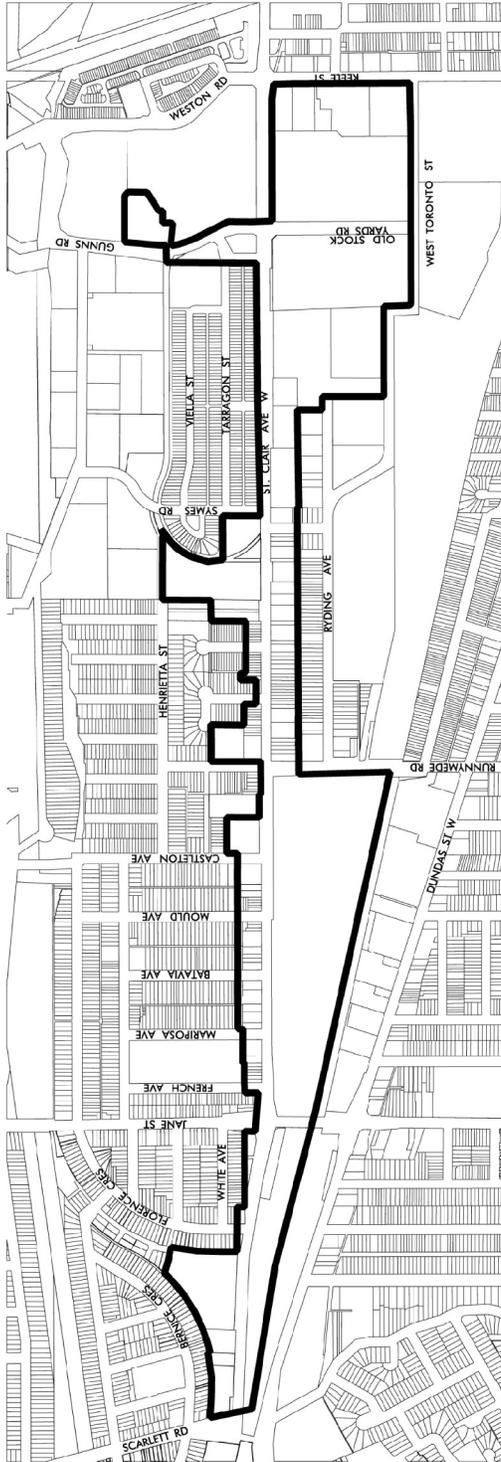
10. Exception EC(x4) is added to Article 900.23 so that it reads:

Exception EC (x4)

The Lands subject to this exception must comply with the following:

- A. A **Vehicle Service Shop, a Vehicle Repair Shop, and a Vehicle Washing Establishment** are permitted only if legally established prior to (date of enactment of By-law), 2011.
- B. A total maximum **gross floor area** equal to .5 times the area of the **lot** may be used for the combined purposes of a **Retail Store, a Retail Service, a Personal Service Shop, an Eating Establishment** and/or a **Drive-in Eating Establishment**.

<p>ENACTED AND PASSED this ROB FORD, Mayor</p>	<p>day of _____, 2011. ULLI S.WATKISS City Clerk</p>
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**St. Clair Avenue West from
Keele Street/Weston Road to Scarlett Road**

Map 1 - Lands Subject to Zoning By-Law

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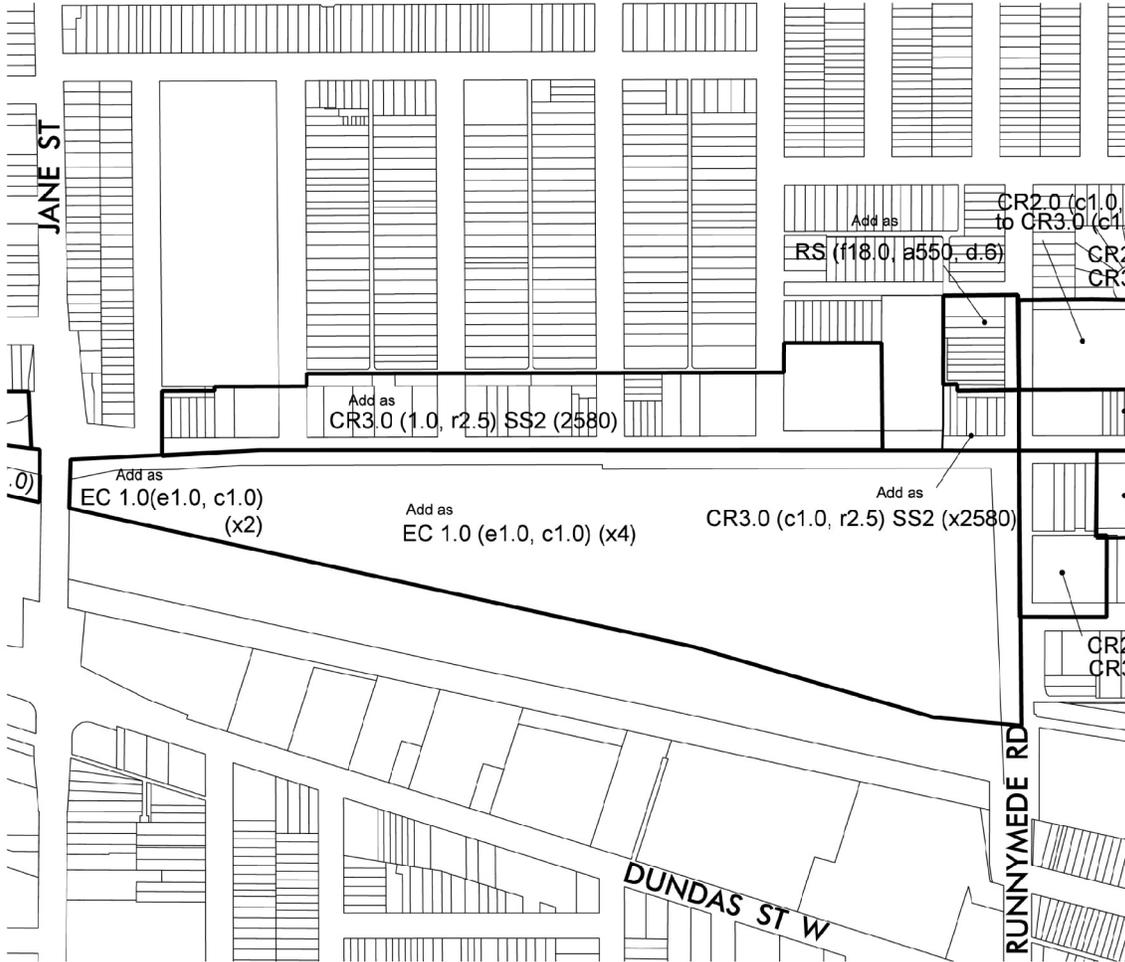


Note to Scale
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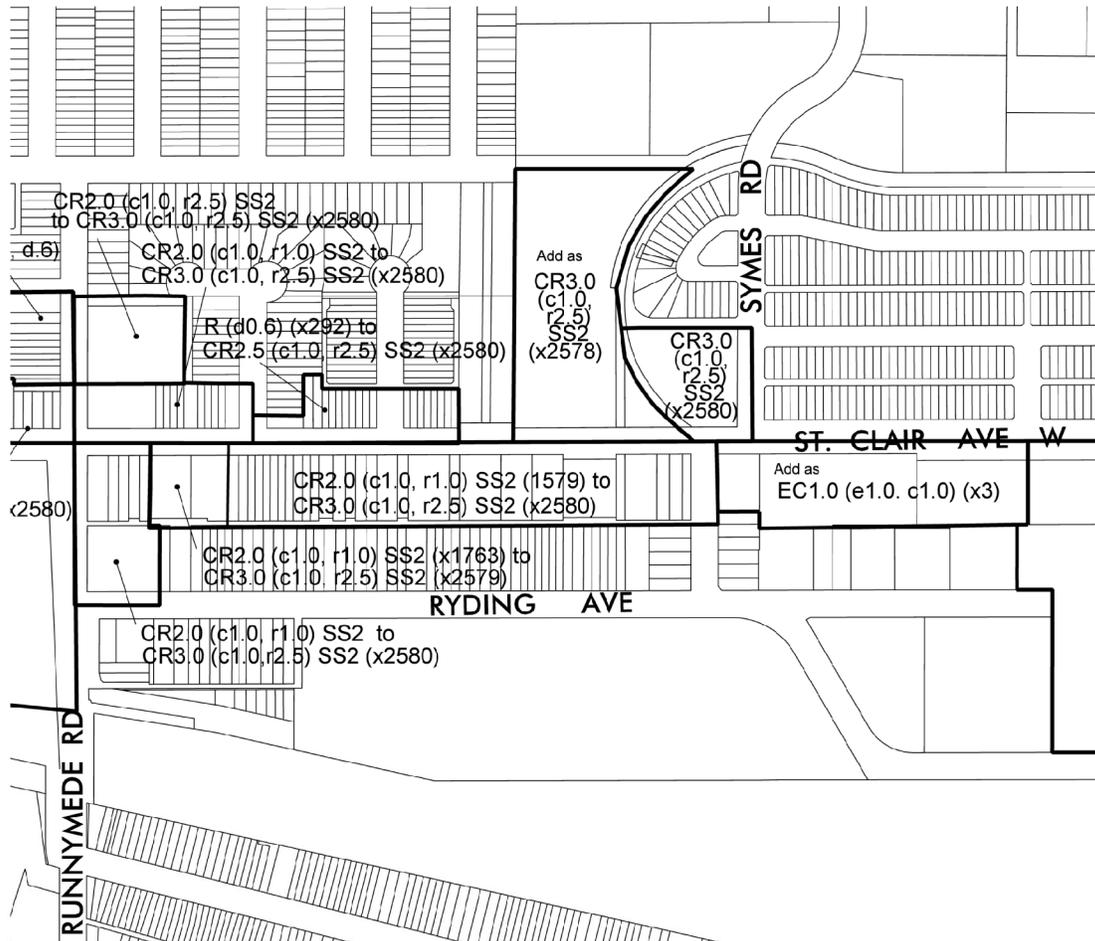
 Area Affected By This By-Law

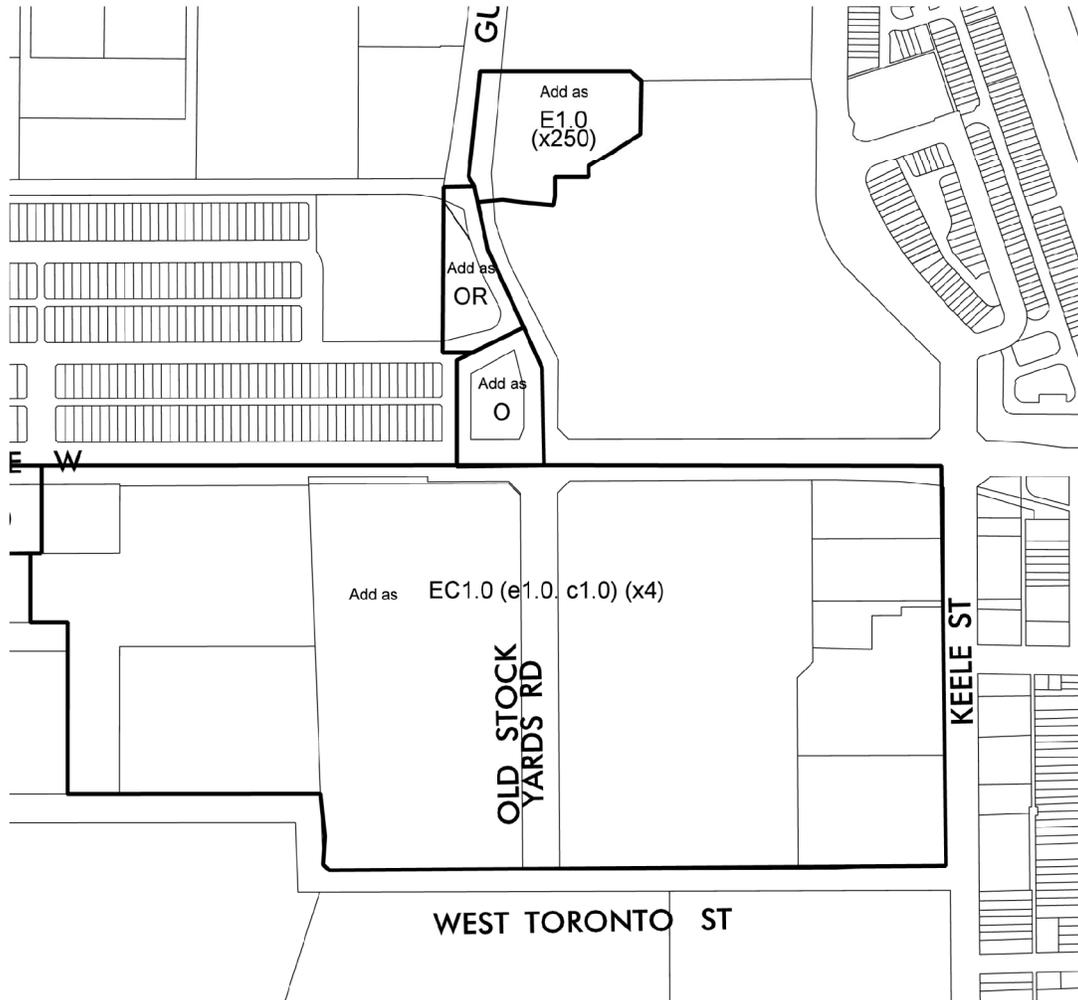

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Area Affected By This By-Law

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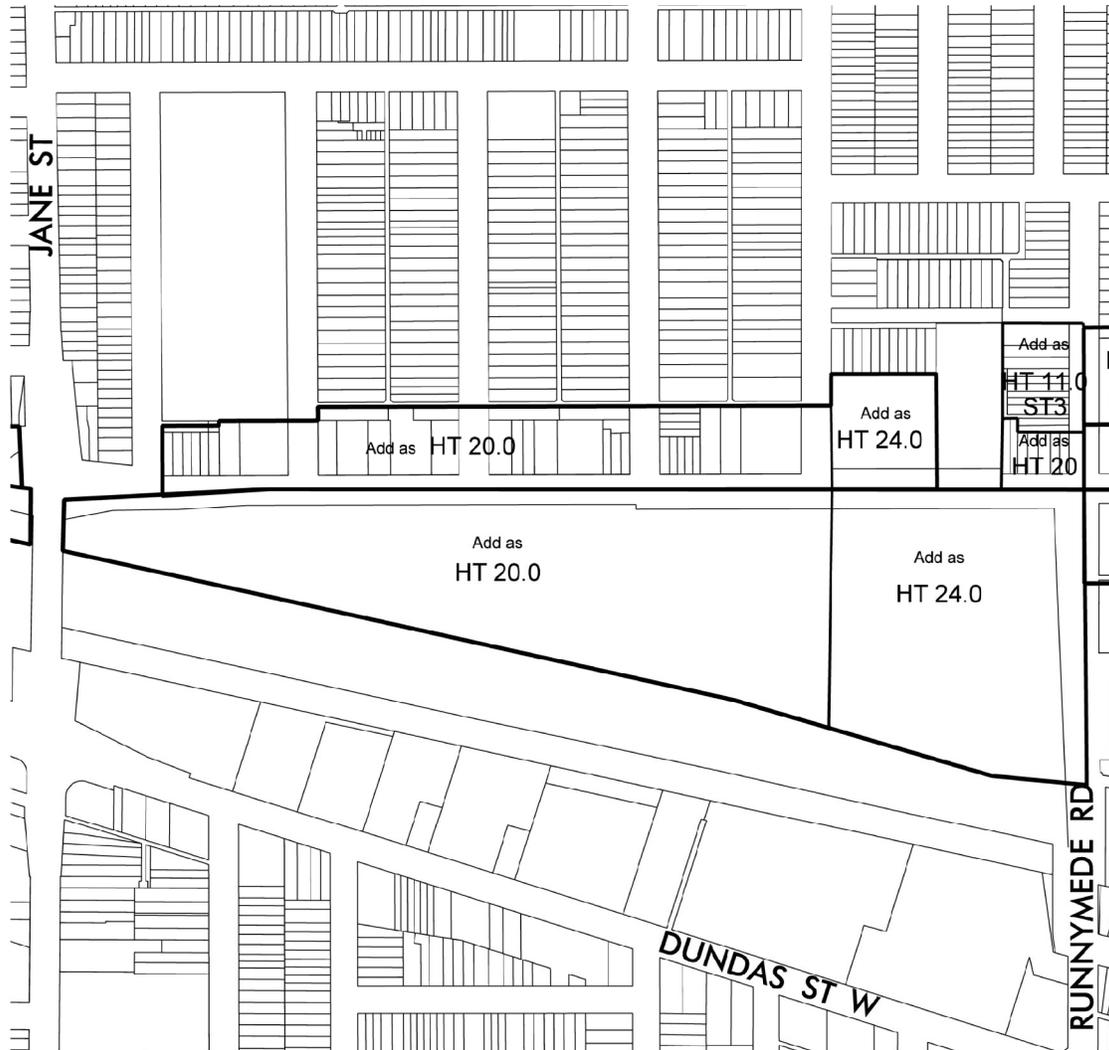
Area Affected By This By-Law

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11/02/14



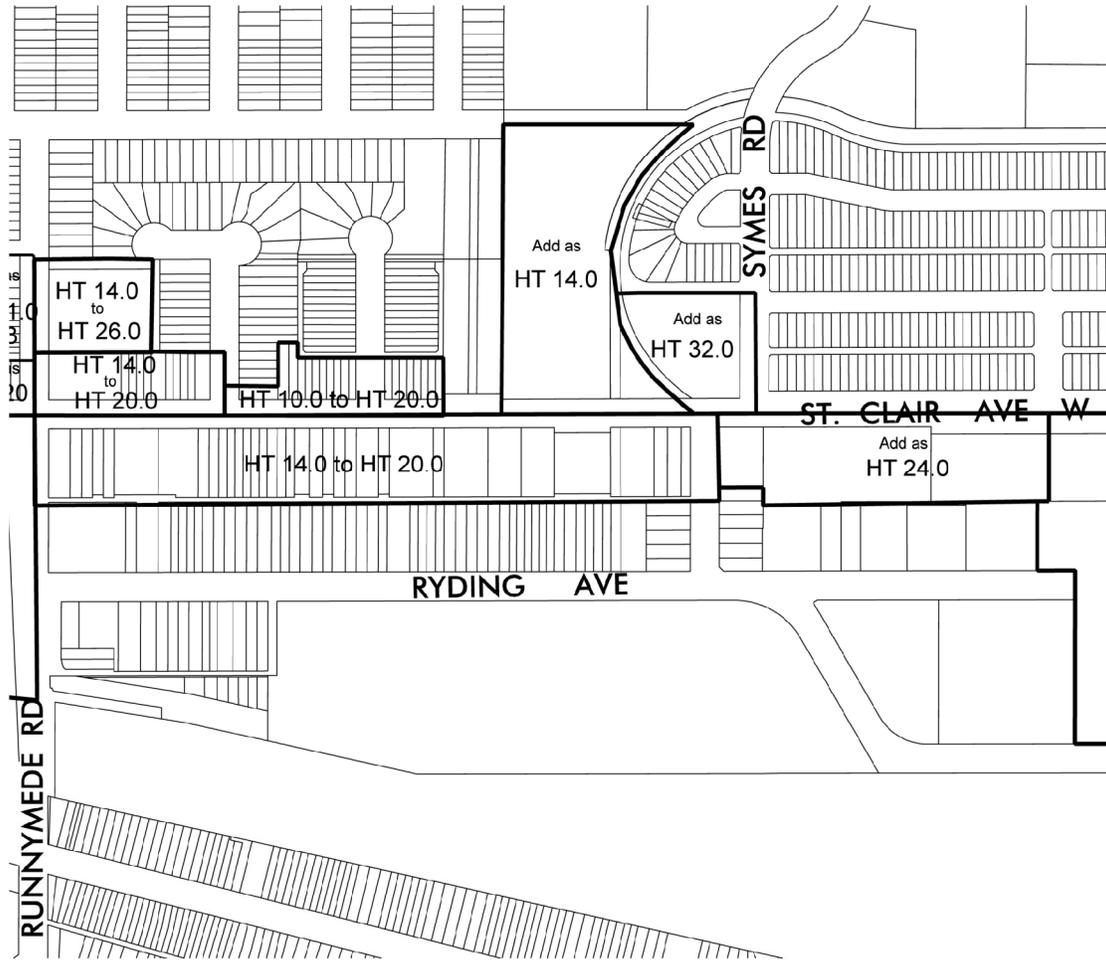
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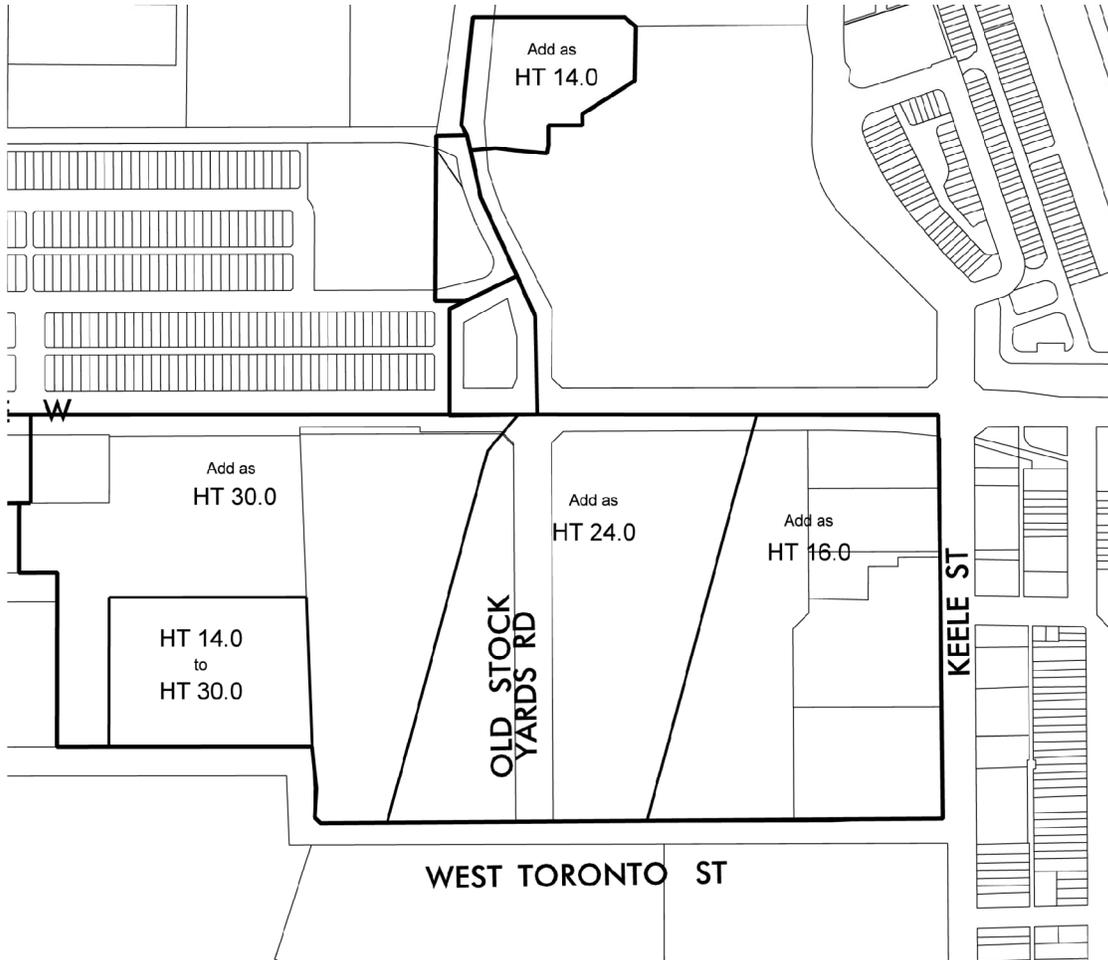
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Note to Scale
11/02/14



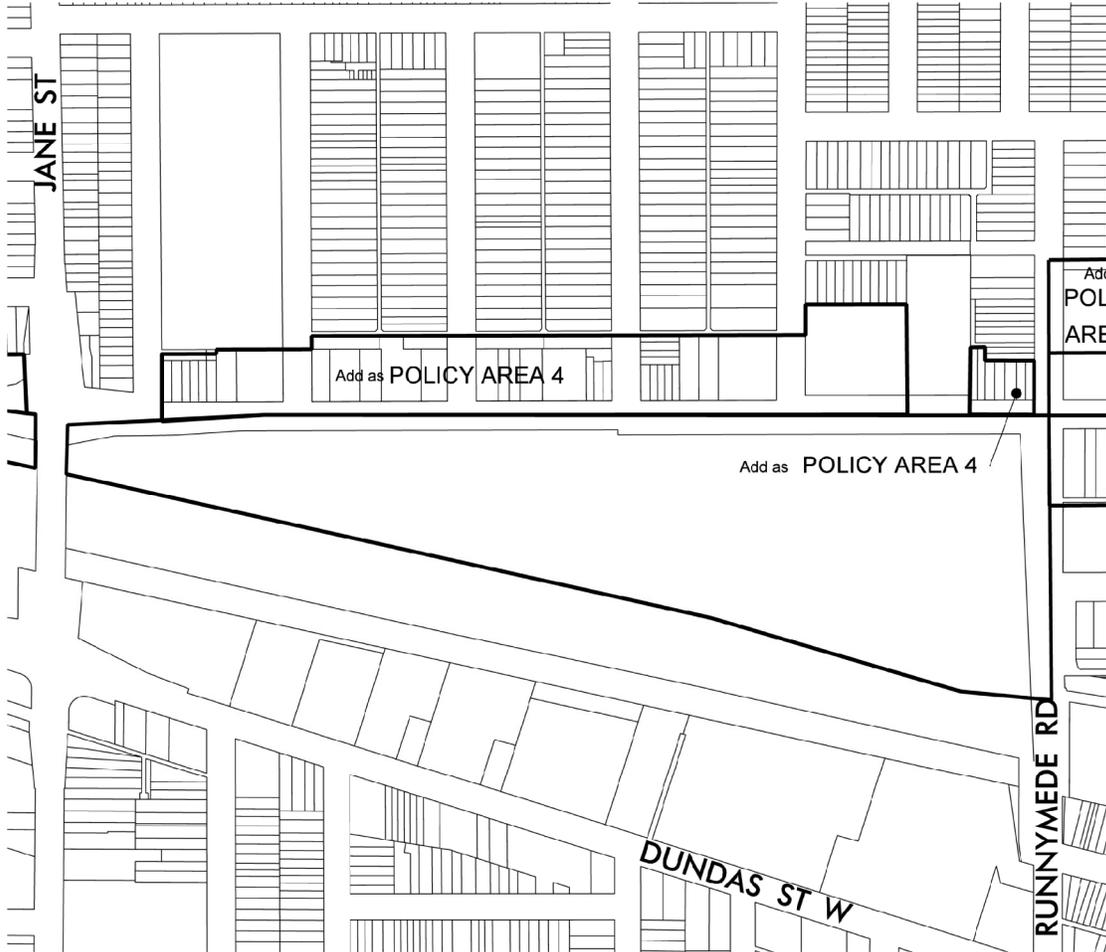
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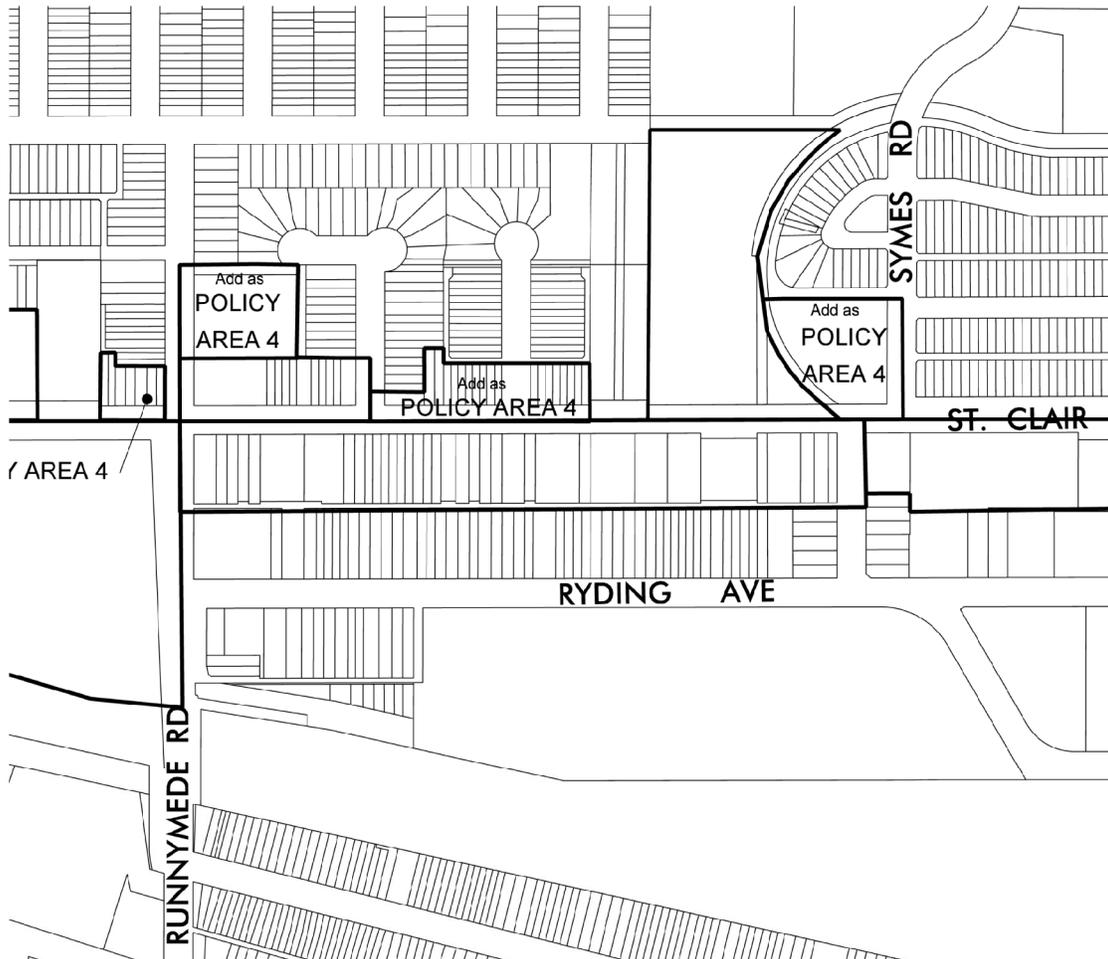
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Area Affected By This By-Law

Note to Scale
11/02/14





Attachment 3: Draft Former City of Toronto Zoning By-law Amendment

Authority: Etobicoke/York Community Council Item _____ as adopted by City of Toronto

Council on _____, 2011

Enacted by Council: _____, 2011

CITY OF TORONTO

Bill No.

BY-LAW No. ____2011

To amend the former City of Toronto Zoning By-law 438-86 as amended for the lands in the vicinity of St. Clair Avenue West between Runnymede Road and Keele Street/Weston Road

WHEREAS authority is given to Council by Section 34 of 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*;

THEREFORE Zoning By-law 438-86 of the former City of Toronto is amended as follows:

1. Appendix A, Map 47J 322 and Map 47K 312 shall be amended as shown on Schedule 1 to this By-law.
2. Appendix B, Map 47J 322 and Map 47K 312 shall be amended as shown on Schedule 2 to this By-law.
3. Section 12.1 is amended by adding the following exception pertaining to the lands outlined in heavy lines on Schedule 3 to this By-law:

12.1 (____) to prevent the use of lands delineated by heavy lines on the map attached to and forming part of this exception for the purpose of a residential, commercial, mixed commercial-residential or institutional building(s) or structure(s) provided:

- (i) The minimum *height* of a building or structure is 10.5 metres and any building or structure must be a minimum of 3 *storeys* in *height*, except for a new commercial building or addition for the purposes of a vehicle dealership at the lands known municipally as 2336 St. Clair Avenue West and/or the lands known municipally as 2445 St. Clair Avenue West;
- (ii) The minimum *height*, measured floor to floor of the *storey* of a building closest to grade is 4.5 metres.
- (iii) A parapet wall used for wind protection for a green roof may exceed the maximum building *height* by 2.0 metres;
- (iv) Any building or structure must be set back:
 - a) a maximum of 3 metres from the *front lot line*;
 - b) a minimum of 75% of the main wall of the building facing a *front lot line* must be located at or between the *front lot line* and the maximum setback, except for a new commercial building or addition for the purposes of a vehicle dealership at the lands known municipally as 2336 St. Clair Avenue West. The main front wall of a building facing a *front lot line* on the south side of St. Clair Avenue West between Cobalt Avenue and Runnymede Road must be set back a minimum of 1.5 metres from the *front lot line*;
 - c) a minimum of 7.5 metres from the *rear lot line*; and
 - d) a minimum of 1.5 metres from the *rear lot line* if the *rear lot line* abuts a lane.
- (v) Where the wall of a building contains windows or openings, the wall must be set back a minimum of 5.5 metres from a *side lot line* that is not adjacent to a *street* or lane, otherwise no setback is required.
- (vi) Where the wall of a building does not contain windows or openings, the wall must be set back a minimum of 3.0 metres from any abutting *side lot line* if the building is on a *lot* that abuts a *lot* in an R1, R1S, R2, R3, R4 or R4A zone district, otherwise no setback is required.
- (vii) If a *lot* abuts a G, GH, GM, GR, UOS, R1, R1S, R2, R3, R4 or R4A zone district, then any building on the *lot* must not penetrate a 45 degree angular plane projected:
 - (a) Over a shallow *lot*, along the entire *rear lot line*, starting at an elevation of 10.5 metres above the average elevation of the ground along the *rear lot line*; and

- (b) Over a deep *lot*, along the entire *rear lot line*, starting at an elevation of 7.5 metres above the average elevation of the ground along the *rear lot line*;
- (c) For the purposes of the foregoing subsections (a) and (b) a shallow *lot* is a *lot* with a *lot depth* less than or equal to that which is prescribed in column B below corresponding to the width of the street right-of-way on which the lot has frontage in column A. For the purposes of the foregoing subsections (a) and (b) a deep *lot* is a lot with a lot depth greater than that which is prescribed in column B corresponding to the width of the street right-of-way on which lot has frontage in column A:

Column A	Column B
Width of Street Right-of-Way	Lot Depth
20 metres	32.6 metres
23 metres	36.2 metres
27 metres	41 metres
30 metres	44.6 metres
33 metres	48.2 metres
36 metres	51.8 metres

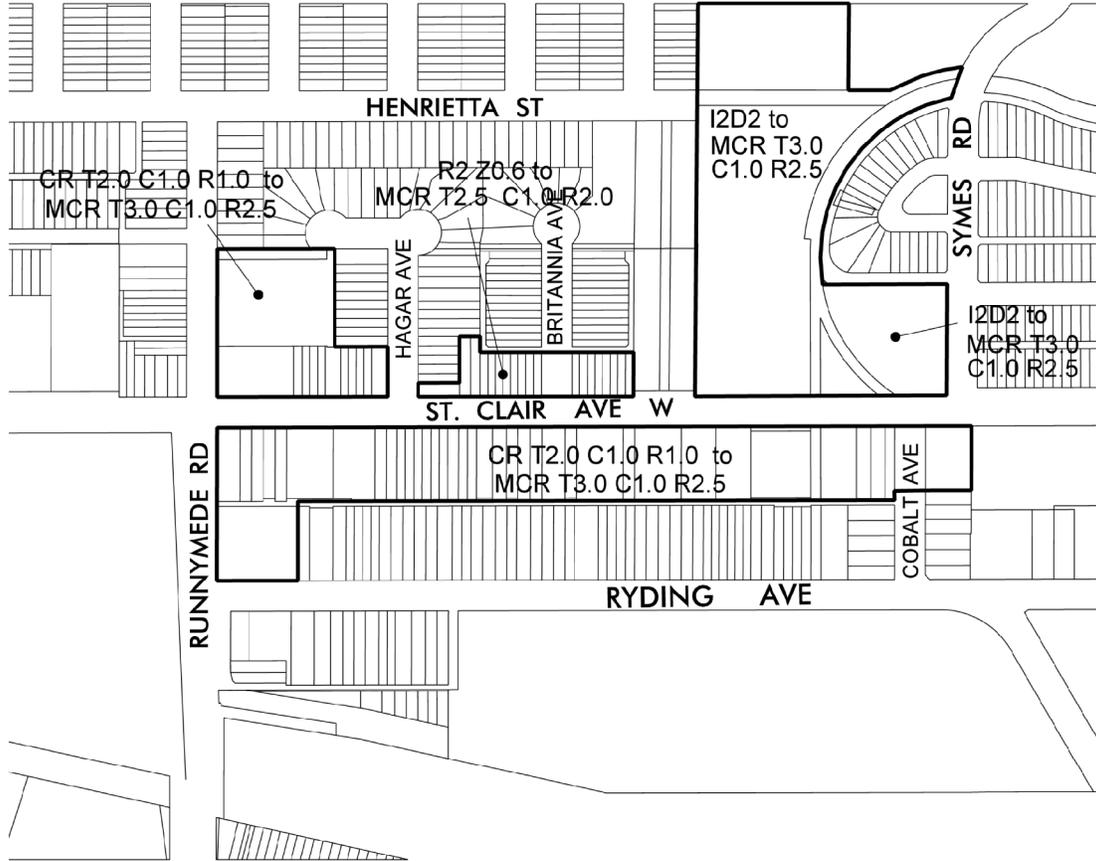
- (d) The specified height above the required rear yard setback at which the angular plane is to be measured, must be taken from the average elevation of grade along the *rear lot line*; and
 - (e) Where a lot has frontage on a *street* right-of-way that is not listed in Column A, the next lowest width of *street* right-of-way in Column A will apply.
- (viii) The building must not penetrate a 45 degrees angular plane, measured at a line parallel to and at a height above a lot line that abuts a *street* and is not a *rear lot line*, equal to 80 per cent of the *street* right-of-way on which the lot has frontage.
 - (ix) If a lot has two or more *lot* lines which abut a *street*, then the width of the widest abutting *street* right-of-way shall be used in the calculation of all setback, *height* and angular plane provisions.
 - (x) Any portion of a building or structure containing residential uses located in the first floor of a building must be set back:
 - (a) A minimum of 4.5 metres from the *front lot line*; or

- (b) A minimum of 3.0 metres from the *front lot line* provided that the floor level of the first floor is located a minimum of .9 metres and a maximum of 1.2 metres above the average elevation of grade along the *front lot line*.
- (xi) That portion of the building that has a *height* equal to or less than the width of the right-of-way of the *street* it abuts must comply with the following:
 - (a) If a wall of the building has windows and a line projected at a right angle from one of these walls intercepts the other wall, the minimum above ground distance between them must be 5.5 metres;
 - (b) If a wall of the building has windows facing a wall which does not have windows and a line projected at a right angle from one of these walls intercepts the other wall, the minimum above ground distance between them must be 5.5 metres.
- (xii) If a lawfully erected building contained retail stores with a *total gross floor area* in excess of 1,800 square metres prior to (date of enactment of By-law), 2011, the building may be used for the retail store purpose.
- (xiii) The building is not used for the purposes of an *automobile service or repair shop* or a *motor vehicle repair shop Class A*, unless established prior to (Date of Enactment of By-law), 2011.
- (xiv) The building complies with by-law provisions pertaining to maximum *residential gross floor area*, maximum *non-residential gross floor area*, maximum *height*, amenity space, residential amenity space, parking and loading.
- (xv) A *motor vehicle repair shop, Class B*, is permitted as part of the vehicle dealership on the lands known municipally as 2336 St. Clair Avenue West provided it is fully enclosed and located at least 18 metres distant from the boundary of a residential zone district.

ENACTED AND PASSED this day of ,2011.

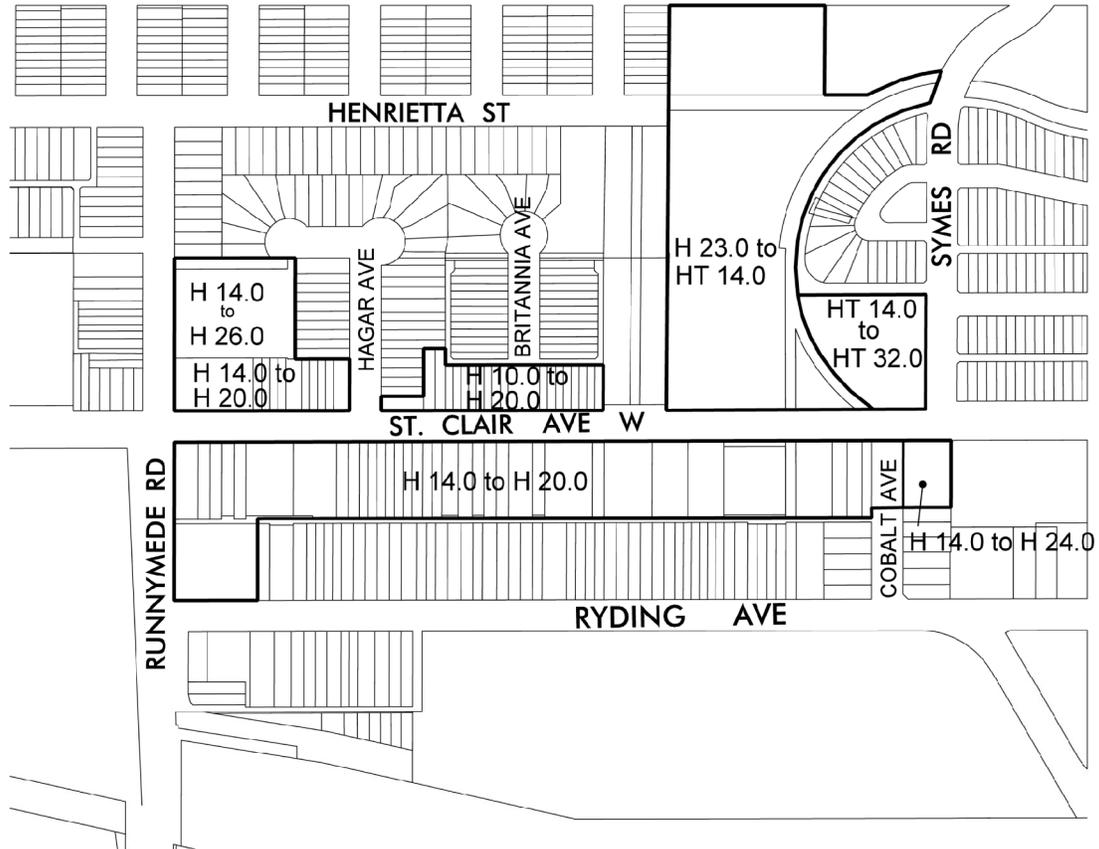
ROB FORD
Mayor

ULLIS. WATKISS
City Clerk



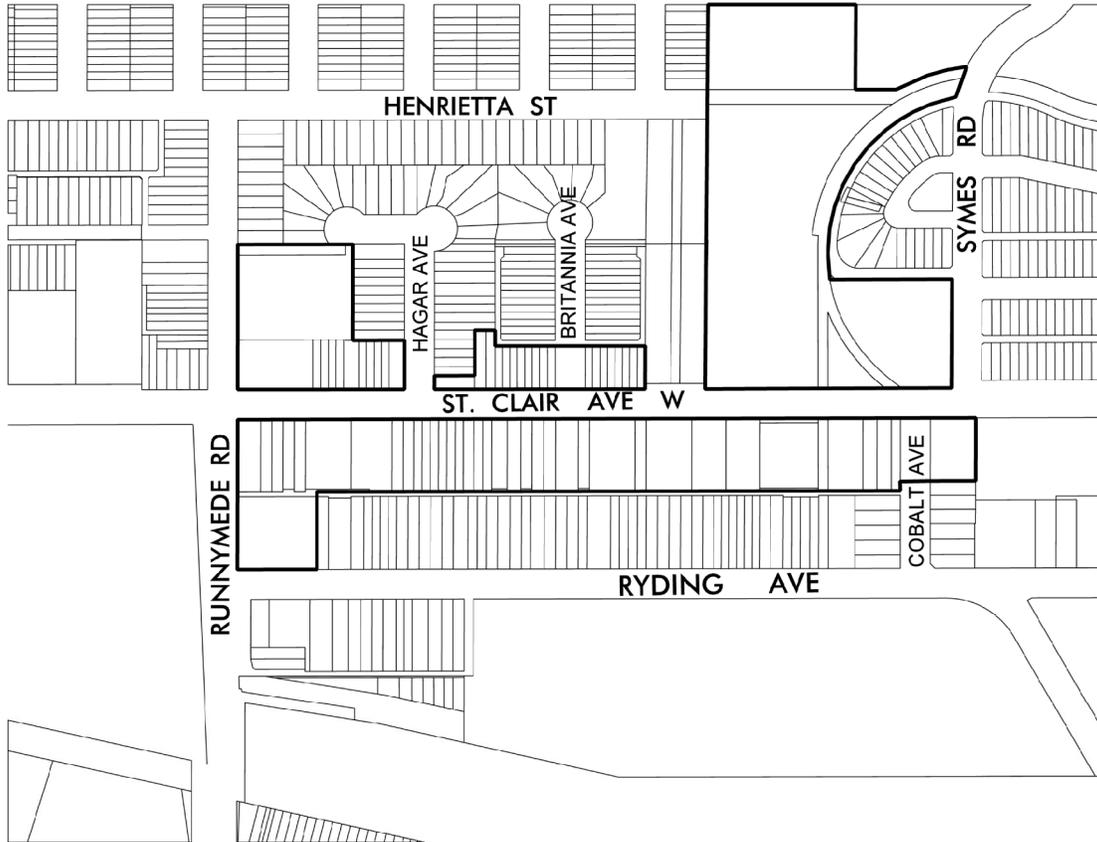
Area Affected By This By-Law

Note to Scale
11/02/14



 Area Affected By This By-Law


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11/02/14



 Area Affected By This By-Law


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11/02/14

Attachment 4: Draft Former City of York Zoning By-law Amendment

Authority: Etobicoke/York Community Council Item _____ as adopted by City of Toronto Council
on ____, 2011

Enacted by Council: _____, 2011

CITY OF TORONTO

Bill No.

BY-LAW No. ____, 2011

To amend the former City of York Zoning By-law 1-83 as amended for the lands in the vicinity of St. Clair Avenue West between Scarlett Road and Runnymede Road

WHEREAS authority is given to Council by Section 34 of 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*;

THEREFORE Zoning By-law 1-83 of the Former City of York is amended as follows:

1. Maps 17p and 17q are amended by rezoning the lands outline on Schedule 1 to this By-law from a 'CE' Zone to an 'MCR' Zone.
2. Section 16 is amended by adding the following exception 16(____), and adding 'S16(____)' to portions of Maps 17(p) and 17(q) outlined on Schedule 1 to this By-law as being rezoned from a 'CE' Zone to an 'MCR' Zone:

'S.16(____) LANDS ZONED 'MCR' ON NORTH SIDE OF ST. CLAIR AVENUE WEST
BETWEEN FRENCH STREET AND RUNNYMEDE ROAD

Notwithstanding the provisions of Section 12(3) the lands zoned 'MCR' on the north side of St. Clair Avenue West between French Street and Runnymede Road may be used for the purpose of any use permitted in an 'MCR' zone district provided:

- (1) The maximum floor space index is 3 for combined residential and non-residential uses;
- (2) The maximum non-residential gross floor area is equal to 1 times the lot area;

- (3) The maximum residential gross floor area is equal to 2.5 times the lot area;
- (4) The maximum height of a building is 20 metres except that on the lands known municipally as 2492 St. Clair Avenue West the maximum building height is 24 metres;
- (5) The minimum height of a building is 10.5 metres and any building must be a minimum of 3 storeys in height;
- (6) The minimum height, measured floor to floor of the storey of a building closest to grade is 4.5 metres;
- (7) A parapet wall used for wind protection for a green roof may exceed the maximum building height by 2.0 metres.
- (8) Any building or structure must be set back:
 - a) a maximum of 3 metres from the front lot line;
 - b) a minimum of 75% of the main wall of the building facing a front lot line must be located at or between the front lot line and the maximum setback;
 - c) a minimum of 7.5 metres from the rear lot line; and
 - d) a minimum of 1.5 metres from the rear lot line if the rear lot line abuts a lane.
- (9) Where the wall of a building contains windows or openings, the wall must be set back a minimum of 5.5 metres from a side lot line that is not adjacent to a street or lane, otherwise no setback is required.
- (10) Where the wall of a building does not contain windows or openings, the wall must be set back a minimum of 3.0 metres from any abutting side lot line if the building is on a lot that abuts a lot in an R1, R2, R3, RM1, RM2 or G zone district, otherwise no setback is required.
- (11) If a lot abuts an R1, R2, R3, RM1, RM2 or G zone district, then any building on the lot must not penetrate a 45 degree angular plane projected:
 - a) Over a shallow lot, along the entire rear lot line, starting at an elevation of 10.5 metres above the average elevation of the ground along the rear lot line;
 - b) Over a deep lot, along the entire rear lot line, starting at an elevation of 7.5 metres above the average elevation of the ground along the rear lot line;
 - c) For the purposes of the foregoing subsections (a) and (b) a shallow lot is a lot with a lot depth less than or equal to that which is prescribed in column B below corresponding to the width of the street right-of-way on which the lot has frontage in column A. For the purposes of the foregoing subsections (a) and (b) a deep lot is a lot with a lot depth greater than that which is prescribed in column B corresponding to the width of the street right-of-way on which lot has frontage in column A:

Column A	Column B
Width of Street Right-of-Way	Lot Depth
20 metres	32.6 metres

23 metres	36.2 metres
27 metres	41 metres
30 metres	44.6 metres
33 metres	48.2 metres
36 metres	51.8 metres

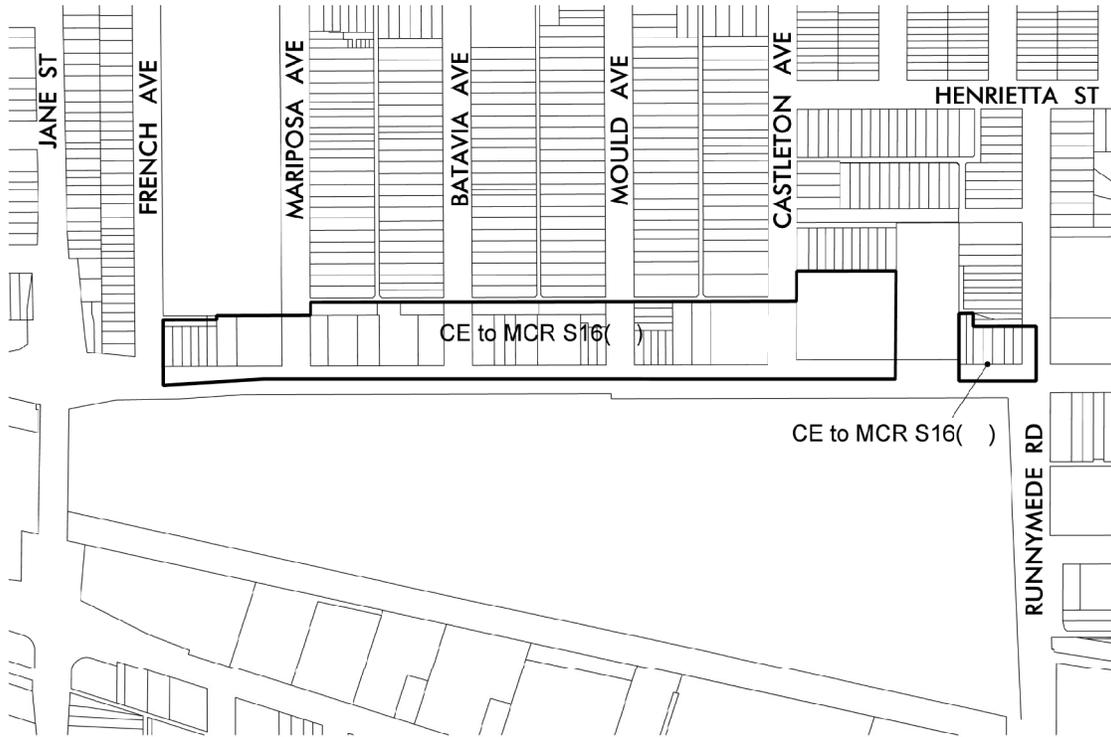
- d) The specified height above the required rear yard setback at which the angular plane is to be measured, must be taken from the average elevation of grade along the rear lot line; and
 - e) Where a lot has frontage on a street right-of-way that is not listed in Column A, the next lowest width of street right-of-way in Column A will apply.
- (12) The building must not penetrate a 45 degrees angular plane, measured at a line parallel to and at a height above a lot line that abuts a street and is not a rear lot line, equal to 80 per cent of the street right-of-way on which the lot has frontage.
- (13) If a lot has two or more lot lines which abut a street, then the width of the widest abutting street right-of-way shall be used in the calculation of all setback, height and angular plane provisions.
- (14) Any portion of a building or structure containing residential uses located in the first floor of a building must be set back:
- a) A minimum of 4.5 metres from the front lot line; or
 - b) A minimum of 3.0 metres from the front lot line provided that the floor level of the first floor is located a minimum of .9 metres and a maximum of 1.2 metres above the average elevation of grade along the front lot line.
- (15) That portion of the building that has a height equal to or less than the width of the right-of-way of the street it abuts must comply with the following:
- a) If a wall of the building has windows and a line projected at a right angle from one of these walls intercepts the other wall, the minimum above ground distance between them must be 5.5 metres;
 - b) If a wall of the building has windows facing a wall which does not have windows and a line projected at a right angle from one of these walls intercepts the other wall, the minimum above ground distance between them must be 5.5 metres.
- (16) The building is not used for the purposes of an private commercial garage or public garage which did not exist on ____, 2011, except for a gasoline service station, gasoline bar or a vehicle sales establishment.

- (17) A townhouse, detached dwelling house and a semi-detached dwelling house are permitted only if legally established prior to (date of enactment of By-law), 2011.

ENACTED AND PASSED this day of , 2011

ROB FORD
Mayor

ULLI S. WATKISS
City Clerk



 Area Affected By This By-Law


Note to Scale
11/02/14

Attachment 5
ST. CLAIR AVENUE WEST DESIGN GUIDELINES
(KEELE STREET/WESTON ROAD TO SCARLETT ROAD)

Development along the St. Clair Avenue West 'Avenue' will have regard for the following urban design guidelines. The guidelines are to be read in conjunction with the urban design policies in the Official Plan, the Mid-Rise Guidelines, and the Toronto Streetscape Manual.

LOCATION

The guidelines apply generally to new development in the area fronting on St. Clair Avenue West between Keele Street/Weston Road and Scarlett Road as well as the lands at 817 Runnymede Road, and the lands on the west side of Keele Street between West Toronto Street and St. Clair Avenue West.

VISION FOR THE AREA

Through community consultation a 'vision' for this portion of St. Clair Avenue West was developed that emphasizes:

- Intensification on existing major retail sites that are characterized by one-storey retail buildings and expansive surface parking lots. Through a precinct plan and rezoning for residential purposes these sites would be broken up into streets and blocks, with new mid-rise mixed commercial-residential buildings along the St. Clair frontage and the major retail shifted to the rear portion of the lot in a more intensive form that makes better use of the land and retains the same level of non-residential floor space.
- Intensification of the existing low-rise retail areas on the south side of St. Clair Avenue east of Runnymede Road to Cobalt Avenue and on the north side of St. Clair Avenue West between Florence Crescent and Symes Road for Mid-rise mixed commercial/residential buildings that implement the Mid-rise Guidelines and zoning provisions adopted by Council for Avenues.
- Improvement of the streetscape and pedestrian conditions and expansion of internal pedestrian connections and links across the rail corridor to the south. Improvement of cycling connections

MID-RISE DEVELOPMENT ON CR ZONES: ZONING PROVISIONS AND GUIDELINES

1. New Development that incorporates residential uses in a Mixed Use Area designation on this portion of St. Clair should be designed to implement the Mid-Rise Buildings Study Guidelines and performance standards, endorsed by Council in 2010. Council adopted the Mid-Rise Buildings Study and Action Plan and requested Planning staff to use them in the evaluation of all new and current mid-rise development proposals on the Avenues and in the implementation of future Avenue Studies. Because the Avenue study for this area was in progress, it was exempted from the Council resolution on the original Mid-rise Buildings Study. However, this Avenue Study is now complete and predicated upon a built-form that is based on Council's endorsed Guidelines.
2. The amendments to Zoning By-law No. 1156-2010 to implement the St. Clair Avenue Study implement many of the performance standards of the Mid-rise Building Standards on lands zoned CR on an Avenue, including: the maximum buildings height, the minimum 3-storey building height, minimum 4.5 metre ground floor height, the maximum front wall building height and front angular plane, the rear property setbacks and angular planes, the side property setbacks, separation of buildings walls, parking provisions and loading space provisions. The amendments to Zoning By-law 1156-2010 also provide maximum total density, non-residential density and residential density permitted for each property being zoned CR. For the interim period when they are still in force, former Toronto By-law 438-86 and former York By-law 1-83 have also been amended for lands zoned for mixed commercial-residential use (CR and MCR zone districts) and to apply the Mid-Rise Study performance standards for building heights, setbacks, angular planes and building separation.
3. The application of the Mid-Rise Building Standards to CR zones also add guidelines for the following matters not included in the Zoning By-law, that should be used as a guide for the design of new development in this area:
 - Rear Transition to Employment Areas through setbacks and step-back provisions
 - Minimum Sidewalk Zone of 4.8 metres
 - High level of urban design treatment for the streetscapes to create beautiful pedestrian environments. Design of streetscapes to follow the classifications, placement guidelines and design details in the Toronto Urban Design Streetscape Manual.
 - Mid-rise buildings should be built to the side property lines except where window setbacks are required

- Large expanses of blank sidewalls to be avoided and blank sidewalls should be designed as an architecturally finished surface
- There should be breaks at the upper storeys between buildings to provide sky-views and increased sunlight access to the sidewalk. Side property step-backs of 5.5 metres should be provided above a height equal to 80 per cent of the Right-of-Way width.
- Buildings should be set back along the side streets adjacent to residential neighbourhoods to provide transitions to adjacent residential properties with front yard setbacks. This setback should extend for 15 per cent of the side street lot frontage and range from a minimum of 2.0 metres to a maximum of 5.0 metres.
- Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or 'broken up' to ensure that facades are not overly long.
- Where retail grade is not required and residential uses are permitted, the design of ground floors should provide adequate public/private transition and allow for future conversion to retail uses.
- Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance standards. For example balconies should not encroach into the public right-of-way or should not be located on the front façade on the first three storeys. Balconies on the rear façade should be set back a minimum of 10 metres from the rear property line and all balconies should be contained within all required angular planes.
- Buildings should utilize high quality materials selected for their permanence, durability and energy efficiency.
- Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well-articulated and appropriately scaled facades (see Performance Standard 15A of Mid-rise Guidelines for details)
- Wherever possible, vehicular access to on-site parking, loading and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.
- Mid-block vehicular access should be avoided wherever possible. However, there are instances where this is the only point of access for certain Avenue sites. For Mid-block sites without rear lane access, a front driveway may be permitted, provided criteria set out in Mid-Rise Performance Standard 16b are met.
- Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.
- Mid-rise buildings will reflect design excellence and green building innovation utilizing high quality materials that acknowledge the public role of the Avenues.

This portion of St. Clair Avenue West does not have any identified heritage properties, and is not identified as a 'Character Area' in the Avenues and Mid-rise Buildings Study. However, should further research identify this part of St. Clair as a

'Character Area' or identify heritage buildings, Performance Standards 19A to 19G would also be applicable. These additional Performance Standards provide that:

- Mid-rise buildings should respect and be sensitively integrated with heritage buildings in the context of Heritage Conservation Districts
- The character and values of Heritage Conservation Districts must be respected
- Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties
- New mid-rise buildings in Character Areas that have a fine grain, main street fabric should be designed to reflect a similar rhythm of entrances and multiple retail units.
- Buildings in a Character Area should maintain a consistent cornice line for the first step-back by establishing a 'datum line' or an average of the existing cornice line
- Additions to existing buildings is an alternative to redevelopment projects on the Avenues, and should be encouraged in areas with an existing urban fabric
- Additional 'context sensitive' design and massing guidelines should be considered for development in Character Areas.

LONG-TERM REDEVELOPMENT OF LARGE SCALE RETAIL COMPLEXES

In the past 15 years, large scale retail development has occurred on the south side of St. Clair Avenue West from Keele Street to east of Cobalt Avenue, and from Runnymede Road to Jane Street. These areas contain one-storey retail buildings with large surface parking areas. The long-term vision for these areas is to encourage residential development in mixed-use mid-rise buildings along the St. Clair frontage and to redevelop the retail uses on the southerly portions of the property in a more intensive manner that retains the non-residential floor space and better utilizes valuable urban land on or near transit in its own right-of-way.

A. SOUTH SIDE OF ST. CLAIR AVENUE WEST TO THE WEST OF KEELE STREET

These lands encompass large scale retail complexes with expanses of surface parking occupied largely by a Home Depot store, a Canadian Tire Store and a shopping plaza anchored by a Metro supermarket, located between Keele Street and the laneway situated between Parts Source (2211 St. Clair Avenue West) and the CIBC (2161 St. Clair Avenue West). While there are some building walls near the street line, there are no building entrances and these complexes are vehicle-oriented rather than pedestrian oriented. The Official Plan designates the lands north of a Ryding Avenue extension to Keele Street as 'Mixed Use Area' but the lands have been retained in a non-residential 'EC' zone category until residential use is contemplated. The maximum height limits that would be retained have already been added to By-law 1156-2010, the harmonized

citywide zoning by-law, and are based on the mid-rise building guidelines and keeping buildings below the elevation where they would be affected by odours from the emissions plume of National Rubber Technologies on nearby Cawthra Avenue. The Official Plan policy for this area provides that no residential units be permitted within 100 metres of an animal slaughter or rendering plant such as the Maple Leaf Poultry plant currently at 109 Ryding Avenue.

A Precinct Plan must be developed and approved by Council prior to, or concurrent with, any zoning by-law amendment to permit residential uses. The Precinct Plan will:

- provide for a finer grid of streets and blocks with public roads;
- show the extension of Ryding Avenue eastwards to connect with Keele Street to provide an alternate route connecting Runnymede Road and Keele Street.
- assess the possibility of straightening the jog between West Toronto Street and Runnymede Road through the realignment of the right-of-way south on to lands currently owned by the CPR
- shift large scale format retail away from the St. Clair Avenue frontage towards the south end of the properties
- provide for reconstruction of non-residential floor space in a more intensive form towards the south end of the properties. Multi-storey commercial developments with structured or below-grade parking will be encouraged.
- provide for mid-rise residential/commercial buildings along the St. Clair Avenue frontage that implement the City's Mid-Rise Buildings Guidelines
- provide locations for parks and open spaces to be created in a location serving the new development
- assess the need for and provide for necessary schools and community facilities
- provide for a broad range of housing types, unit sizes and tenure
- locate and mass residential uses to minimize impacts from nearby industrial and large scale retail uses
- provide transitions in scale to the *Neighbourhoods* on the north side of St. Clair Avenue
- assess the traffic and parking impact of new development
- provide for public realm improvements to improve pedestrian comfort and circulation and to support development on the avenue.
- provide pedestrian and bicycling connections including investigating the possibility of a pedestrian bridge over the rail corridor to the south.
- Assess opportunities for the placement of public art
Incorporate local heritage resources
- Consider the availability of servicing infrastructure to support intensified development within the precinct. .
- Provide for the phasing of development showing how orderly development will be achieved in the precinct over the long term and how coordination with the provision of parks, roads, community services, and other infrastructure improvements will be achieved.

B. SOUTH SIDE OF ST CLAIR AVENUE WEST BETWEEN RUNNYMEDE ROAD AND JANE STREET

The development of one-storey retail uses with large expanses of surface parking has only recently been completed on the south side of St. Clair Avenue West between Runnymede Road and Jane Street and redevelopment is not anticipated for many years to come. The Official Plan amendment implementing the 'Avenue' study has, however, redesignated these lands to *'Mixed Use Area'* to signal the desirability of a long-term transformation into more intensive mixed commercial residential development and a better use of well-located land. The lands are zoned EC? for non-residential purposes and a Site and Area Specific Official Plan Amendment provides that any rezoning to provide residential uses are conditional upon there being no net loss of non-residential gross floor area on the lands, and that any residential units be separated and buffered from the rail right-of-way to the south to mitigate adverse noise, vibration, odours and emissions and promote the safety of the residents.

A Precinct Plan must be developed and approved by Council prior to, or concurrent with, any zoning by-law amendment to permit residential uses. The Precinct Plan will:

- Provide for a finer grid of streets and blocks with public roads
- Assess the possibility of extending Ryding Avenue west of Runnymede Road to provide an alternate route connecting these lands to Runnymede Road and Keele Street.
- Provide for mid-rise mixed commercial-residential buildings on the St. Clair Avenue frontage that implement the Mid-rise Buildings Guidelines;
- Provide for the replacement of the existing non-residential floor space in a more intensive multi-storey built form either further south on the property or in mixed commercial residential buildings. Structured or below-grade parking will be encouraged.
- Provide locations for parks and open spaces to be created in a location serving the new development
- Assess the need for, and provides for, necessary schools and community facilities
- Provide for a broad range of housing types, unit sizes and tenure
- Locate and masses residential uses to minimize impacts from the rail corridor and industrial uses to the south
- Assess the traffic and parking impact of new development
- Provide public realm improvements to improve pedestrian comfort and circulation and to support development on the avenue.

- Provide for strong local pedestrian and cycling connections including consideration of a pedestrian/cyclist bridge over the rail corridor to the south
- Assess opportunities for the placement of public art
- Incorporate any local heritage resources
- Consider the availability of servicing infrastructure to support intensified development within the precinct. Is this necessary? Developers do this already to contain costs.
- Provide for the phasing of development showing how orderly development will be achieved on the lands over the long term and how coordination with the provision of parks, roads community services and other infrastructure improvements will be achieved.

PARKS AND OPEN SPACE

1. As redevelopment occurs on the major blocks of land on the south side of St. Clair Avenue West, new parks should be created through development levies and are to be central to each major development block.
2. The improvement of the active recreational facilities in Ryding Park and George Bell Arena should occur with the resources from parks levies and development charges from developments along the St. Clair corridor.
3. Should the intersection of St. Clair Avenue West and Jane Street become the connection between Light Rapid Transit lines, consideration should be given to the creation of a parkette on the northwest corner. Although these lands are not at grade they are the closest to finished grade of the major roads of any of the corners of the intersection.
4. The parkette at the northeast corner of Scarlett Road and St. Clair Avenue West should have improved landscaping and park furniture to better function as a passive open space.
5. Should the St. Clair West streetcar operation be continued to the west and if the Gunns Road loop becomes surplus to TTC needs, it should be retained as landscaped open space to serve the community.
6. Cobalt Avenue from St. Clair Avenue south to Ryding Avenue is the connection between St. Clair Avenue and Ryding Park. The residential properties already have an extensive tree canopy. Efforts should be made to reinforce plantings and good pedestrian conditions to create a 'green street' connecting St. Clair Avenue with the George Bell Arena and Ryding Park.
7. Open Space plazas should be considered as part of the Precinct Plans at the southwest corner of Keele Street and St. Clair Avenue West and the southwest corner of Runnymede Road and St. Clair Avenue West.

PUBLIC ART

1. Public Art should be considered in three landmark locations on this portion of St. Clair Avenue West: the intersection of Keele Street/Weston Road and St. Clair Avenue West which is a gateway to the area; the Gunns Road transit loop; and the park at the northeast corner of Scarlett Road and St. Clair Avenue West which is the gateway/terminus to St. Clair Avenue West. These locations should be included in any Public Art Master Plan for the City of Toronto.

PEDESTRIAN AND CYCLING IMPROVEMENTS

1. Where major development has not provided boulevard plantings and reconstructed widened sidewalks in the past two decades, the pedestrian amenities in the public realm require improvement. As this part of St. Clair redevelops, the boulevards and sidewalks should be improved to the standards of the City of Toronto Streetscape Manual and the Vibrant Streets manual for street furniture type and placement.
2. The intersections where St. Clair Avenue meets the three major roads of Keele Street/Weston Road, Runnymede Road and Jane Street should have elevated streetscape treatments such as enhanced paving design, plantings and public art to mark their importance.
3. New buildings fronting on to St. Clair Avenue West should be set back to achieve a minimum 4.8 metre wide sidewalk and a sufficient boulevard to provide for generous tree planting.
4. Runnymede Road is the only location where pedestrians and cyclists can cross the CPR rail corridor between Keele Street and Jane Street. The feasibility and cost of a pedestrian /bicycle bridge over the rail corridor to link with Dundas Street west should be examined as a community benefit when major redevelopment occurs on the south side of St. Clair Avenue West.
5. St. Clair Avenue West is not suitable for a bicycle lane because of traffic volumes, the number of driveways cut into the right-of-way and the streetcar operation right of way and turning loop. However, the area has good bicycle connectivity at the margins. The Runnymede Bicycle lane connects via Dupont bicycle lanes with the Toronto Railpath network and via Ellis Avenue to the Lakeshore bike path system. The Runnymede bike path connects via Castleton Avenue with Smyth Park to the north.
Should the rail bridge on St. Clair Avenue West be reconstructed to provide a wider right-of-way on St. Clair Avenue, a connection to the Toronto Railpath could be considered on the south side of St. Clair Avenue West at the eastern boundary of the area.

6. A bike hub with weather-protected bicycle parking should be considered in the vicinity of the Gunns Road loop of the St. Clair streetcar operation.
7. Bicycle parking will be required for new development under the new Zoning By-law. The City should encourage additional bicycle parking for the public in both the public and private realm for those sections of the St. Clair corridor that have already been redeveloped since 1995.

