

**20–60 Caledonia Road, 1500–1536 and 1601-1613 St. Clair Avenue West (West side of the Caledonia Road and St. Clair Avenue West Intersection) – Local Area Planning Study**

<b>Date:</b>	January 4, 2013
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Acting Director, Community Planning, Etobicoke York District
<b>Wards:</b>	Ward 17 – Davenport
<b>Reference Number:</b>	09 115111 WPS 00 TM

**SUMMARY**

At its meeting held on February 9, 2009, Etobicoke York Community Council directed City Planning staff to conduct a Local Area Study of the St. Clair Avenue West and Caledonia Road area, and report back with recommendations to enhance and protect the residential character of the community, and eliminate all uses incompatible with that residential character (EY24.42).

<http://www.toronto.ca/legdocs/mmis/2009/ey/decisions/2009-02-09-ey24-dd.pdf>

Planning staff were also directed by the Planning and Growth Management Committee to review Site and Area Specific Policy 154 (PG20.13), which also affects a portion of the study area. Background information can be viewed by the following link:

<http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-16367.pdf>

In order to assess the area and initiate the study, staff prepared a policy background analysis and a methodology to conduct the area study as outlined in this report. The



methodology included a significant amount of community consultation.

This report outlines the outcomes of a Local Area Study and recommends that this report be used to further inform the review of Site and Area Specific (SAS) Policy 154 that applies to a portion of the study area (See Attachment 1a). This report also recommends further consultation with area residents on SAS Policy 154 as part of the Official Plan and Municipal Comprehensive Reviews.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that Etobicoke York Community Council:**

1. Receive this report for their information.
2. Request that the Chief Planner and Executive Director, City Planning Division use the material received through this Local Area Study to inform the ongoing Official Plan and Municipal Comprehensive Reviews of employment lands and Site and Area Specific Policy 154, as it affects this study area.
3. Direct the Chief Planner and Executive Director, City Planning, to conduct further community consultation related to any policy changes for the study area, in consultation with the Ward Councillor.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

On February 9, 2009, Etobicoke York Community Council (EY24.42) resolved “that City Planning conduct an immediate zoning and planning study of the St. Clair Avenue West and Caledonia Road area, and report to the Etobicoke York Community Council prior to July 2009 with recommendations to enhance and protect the residential character of the community, and eliminate all uses incompatible with that residential character.”

<http://www.toronto.ca/legdocs/mmis/2009/ey/decisions/2009-02-09-ey24-dd.pdf>

Planning staff were also directed by the Planning and Growth Management Committee to review Site and Area Specific Policy 154 (PG20.13), which also affects a portion of the study area. Background information can be viewed by the following link:

<http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-16367.pdf>

On June 9, 2012, Etobicoke York Community Council received a report from the Director of Community Planning, Etobicoke York District, outlining a process and methodology to conduct the Local Area Study. The decision and report may be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EY28.24>

On October 27, 2009, City Council adopted OPA 84 and passed implementing zoning By-law 1103-2009 for a segment of St. Clair Avenue West, which provides the planned context from Bathurst Street to Keele Street, to support the constructed St. Clair Avenue West streetcar line. The lands east of Caledonia Road, fronting onto St. Clair Avenue West are located along this segment.

On November 27, 28 and 29, 2012, City Council adopted a report entitled "Planning for a Strong and Diverse Economy – Official Plan/Municipal Comprehensive Reviews – Draft Policies and Designations for Employment" from the Chief Planner and Executive Director, City Planning Division. This report identified certain draft employment policies and Employment Area designations, to be used as the basis for consultation purposes as part of the Official Plan and Municipal Comprehensive Reviews. Draft policy directions related to SAS Policy 154 were also included in this report (see Attachment 6). A copy of the report can be viewed at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG19.5>

## **ISSUE BACKGROUND**

The study area is generally located west of the St. Clair Avenue West and Caledonia Road intersection. The area is bounded by the south limit of the properties fronting onto the south side of St. Clair Avenue West, from the Metrolinx rail corridor to Caledonia Park Road on the south, Caledonia Road to the east, Lambert Avenue to the north and a Metrolinx rail corridor to the west.

The lands within the study area are fragmented in ownership and were occupied at the time of the study by the following uses:

1. warehouses
2. social clubs (and accessory restaurant uses)
3. concrete batching yard
4. supply yard (outdoor storage)
5. coffee shop (take-out restaurant)
6. automobile sales establishment
7. a City owned closed road allowance

West of the Metrolinx rail corridor is St. Clair Gardens Park and a residential neighbourhood comprised of grade related dwellings also west of the study area.

To the north is a residential neighbourhood with grade related dwellings.

To the east and north of the properties fronting onto St. Clair Avenue West, a residential neighbourhood with grade related dwellings continues, with Prospect Cemetery further east. Properties fronting onto the north side of St. Clair Avenue West are commercial in nature, and are affected by the Avenue Study for St. Clair Avenue West. On the south side, east of the study area is Earls Court Park, which is designated Parks and Open Space Areas – Parks.

To the south are lands being developed with grade-related townhouses.

## COMMENTS

### Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources and infrastructure; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

### Official Plan

Official Plan designations on Map 17 – Land Use Plan (see Attachment 1 – Official Plan) affecting the study area are as follows:

1. *Mixed Use Areas* designation for the properties fronting onto the north side of St. Clair Avenue West and the south side of St. Clair Avenue West, abutting the west side of Caledonia Park Road;
2. *Employment Areas* and *Utility Corridors* designations for the balance of the block north to Lambert Avenue;
3. *Utility Corridors* designation for the property fronting on the south side of St. Clair Avenue West, abutting the rail corridor; and,
4. Site and Area Specific Policy 154 affects the *Employment Areas* designated lands, which permits a mix of employment and residential land uses (see Attachment 1a).

The *Mixed Use Areas* designated lands are envisioned to accommodate a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces, in varying degrees of intensity across the City.

*Utility Corridors* provide linear connections for the transmission of energy, communication and the movement of people and goods. These corridors consist mainly of rail and hydro rights-of-way.

The *Employment Areas* policies of the Official Plan serve to enhance and promote growth of enterprises and jobs, while not permitting uses that detract from the economic function of the areas. Uses that support and complement the economic function of the area are permitted, including: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants that serve area businesses and workers.

Site Specific Policy 154 also affects the properties designated *Employment Areas*. Policy 154 states:

“A mix of employment and residential uses are permitted provided that:

- a) if the property is designated *Employment Areas*, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area; or
- b) if the property is designated any designation other than *Employment Areas*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.”

As previously noted, Site and Area Specific Policy 154 is currently being reviewed. This study has been undertaken with consultation occurring between Community Planning staff and City Planning staff from the Official Plan team reviewing Employment Lands to ensure that the local area study process informs the Official Plan and Municipal Comprehensive Reviews, and that a co-ordinated approach be undertaken.

## **Zoning**

The study area lands are affected by five District Zones, being “I1 D2”, “I2 D1” and “T” (Industrial Districts), “CR T3.0 C1.0 R2.5” and “MCR T3.0 C1.0 R2.5” (Attachment 2 – Zoning Map).

The lands zoned T permit parking uses and transportation uses. There are no height regulations associated with this zone.

Lands zoned MCR and CR correspond to the Mixed Use Areas of the Official Plan. The zone affects the properties fronting the north side of St. Clair Avenue West (except for lands zoned T abutting the rail corridor), to a depth of 35 metres, with a maximum building height of 16 metres. The MCR zone permits a wide range of commercial uses and residential uses with varying degrees and intensity as defined by the particular zone category.

Lands zoned I1 D2 and I2 D1 make up the balance of the subject lands. These zones do not permit any residential land use. A wide range of non-residential uses are permitted in varying degrees and intensity, subject to the particular zone category.

## **Study Methodology**

The Local Area study was structured in four phases.

Phase One involved assembling background information including the emerging policy environment; property data; and review of the policy directions of the St. Clair Avenue Study.

Phase Two involved consultation. Staff scheduled a series of Community Consultation meetings, in consultation with the Ward Councillor. Area residents, business owners, tenants and City staff discussed the policy environment to assess a long term vision for the area and identify a community identity, together with redevelopment opportunities and constraints related to the study area.

In order to formulate common principles to guide the land use and built form vision for the study area, a design charrette was scheduled to engage stakeholders in a process of sculpting visions into conceptual plans.

Phase Three involved the formulation of massing models and related angular planes of future development alternatives, based on the principles and concepts that emerged from the previous phase. This phase primarily focused on the lands located on the north side of St Clair Avenue West to Lambert Avenue.

Phase four involved further community consultation to assess and affirm the development alternatives that are formulated in Phase three and to arrive at a preferred alternative, while still maintaining reference to the other alternatives.

## **Community Consultation**

A series of Community Consultation meetings were scheduled to engage area stakeholders. There were two initial meetings held on September 17, 2009 and October 8, 2009, to hear from the area residents, affected property owners, area businesses and community groups.

The two initial meetings were used to identify the study process, obtain feedback regarding the current conditions and request for volunteers to participate in the charrette process.

There were approximately 20 individuals who were selected to participate in the design charrette. The charrette was conducted over three days on October 24, 2009, November 5<sup>th</sup> and November 17<sup>th</sup>, 2009.

Additional community consultation meetings were scheduled after the charrette on May 20, 2010, June 23, 2010 and March 3, 2011. These meetings were used to report back on the alternatives that were formulated during the design charrette; propose refinements;

reaffirmation related to refinements and the alternative concepts; and, to assess a preferred massing alternative.

## **Design Charrette**

A tutorial in design principles and the applicable Official Plan policy context was provided on October 24, 2009, the first day of the charrette process.

Official Plan policies relating to the Avenues, the Public Realm, Built Form, and Mixed Use Areas were presented and explained. The detailed policy information that was presented for each of these topics is attached as Attachment 4.

The Right-of-Way widths for both St. Clair Avenue West and Caledonia Road were identified as 30 metres for both.

As the charrette process progressed, the following goals and objectives for the process began to materialize:

- to provide a vision of the desired built form and corresponding land uses for the study area and a framework for development;
- to define appropriate relationships between land uses, the surrounding neighbourhood, buildings and the public realm;
- to provide appropriate built form guidance addressing matters such as setbacks and massing;
- to synthesize the evolving charrette vision into clear and concise policies and regulations to be considered by Council to initiate the implementation of the vision.

Also through the Charrette process, guiding principles emerged including:

- encourage community vitality through a mix of uses
- enhance the pedestrian experience along St. Clair Avenue West and Caledonia Road through streetscape improvements and widened sidewalks incorporating street furniture, boulevard trees, and animated at-grade land uses;
- encourage opportunities to green the public and private realms;
- pursue regional transit services opportunities (potential Metrolinx station at St. Clair Avenue West and the Rail Corridor);
- develop an appropriate scale height and form for the study area that is compatible

- with the existing and planned built form context, street widths, while providing appropriate transition to the neighbourhoods;
- encourage high quality architecture that is respectful of the surrounding area;
  - protect the surrounding neighbourhood from negative impacts through the introduction of setbacks, stepping of buildings and angular planes.

### **Lands on the South Side of St Clair Avenue West**

In this area, there are two properties and a City-owned stopped-up and closed portion of Caledonia Park Road between them. The closed right-of-way is leased for parking purposes.

The property located at the intersection of St Clair Avenue West and Caledonia Park Road, is designated *Mixed Use Areas*, and currently developed with a restaurant use. The lot is triangular in shape and too small to accommodate any significant intensification on its own.

To the west of the closed right-of-way and abutting the Metrolinx rail corridor is a lot which is designated *Utility Corridors* and occupied by a commercial building. Redevelopment opportunities of these lands are limited, given the proximity to the rail corridor, as well as access constraints and lot size.

The lands currently designated *Utility Corridors* are identified as *Retail Employment* on Map 33 entitled "Proposed Designations for Current Employment Areas" of the report. These designations are in draft form for consultation purposes.

Significant intensification and redevelopment of the three parcels may be difficult as a result of site and area constraints, including site access, proximity to the rail corridor and lot grading, which may limit or restrict future development opportunities.

The charrette process did consider the lands south of St Clair Avenue West in the broader context of the St Clair Avenues Study and By-law 1103-2009, having regard for the constraints affecting the parcels.

Given the complexity of the site constraints affecting this area, the recommendation by staff to use the material from this study to inform the Official Plan and Municipal Comprehensive Reviews (MCR) process is the most appropriate manner to address any future land use designation change. The additional consultation and review provided through the ongoing reviews, will better address appropriate land uses for these properties.



## **Development Concepts**

Once the charrette process concluded and guiding redevelopment principles were determined, staff undertook a process whereby the principles were used to mass development concepts for the study area.

The concepts exercise was not an attempt to pre-design or prescribe a redevelopment scheme, but rather illustrate how these concepts may materialize in a form that addresses the guidance provided.

In all, four concepts were massed. One concept, involved a "Tall Building" development, for demonstration purposes only. This concept was not considered appropriate, as the site and the guiding principles are best satisfied by a mid-rise building typology. The Tall Building concept was therefore discarded.

Also related to the concepts, staff prepared some very preliminary gross floor area calculations, based on the massing models. These numbers are considered very rough, and should not be considered as the basis of any future density standards or studies.

The three mid-rise development concepts (see Attachment 5, 5a and 5b) that were formulated are as follows:

### **Concept 1**

Concept 1 proposes two separate building blocks. The properties fronting onto St. Clair Avenue West are massed in a similar manner to the property located on the east side of Caledonia Road, with an Enhancement Zone. The building mass has a height of 28.5 metres, and building steps have been introduced at the same levels as prescribed by the Avenues By-law in effect for the property to the east.

A 30 metre setback from the Metrolinx rail corridor has been provided, in accordance with separation of development from rail corridors that is typically requested by the rail corridor owners. Within this setback area, the design charrette identified a potential for a future public road, to address potential future traffic conflicts.

A 15 metre separation is provided between the two building blocks, which may accommodate a future service lane to link the potential future public road along the rail corridor and Caledonia Road.

The second building block illustrates setbacks from Lambert Avenue and Caledonia Road, to allow for landscaping opportunities to interface with the landscaped front yards of the neighbourhood across from both streets.

The illustrated mass consists of a three storey base, with two long north-south oriented building elements on top, to a height of 28.5 metres. The two building elements step back above the third level 10 metres and 5 metres from Lambert Avenue and Caledonia

Road respectively. The facing distance between the two elements ranges from 18 metres to 26 metres.

All building elements are located below a 45 degree angular plane.

### **Concept 2**

Concept 2 continues to mass the St. Clair Avenue West properties as in Concept 1. The 30 metres and 15 metres potential public road and lane are also illustrated in this concept. The building setbacks are consistent with Concept 1, with the exception of a 5 metre step introduced above the third level on the Lambert Avenue elevation.

The deployment of mass in this concept is in the form of a courtyard facing building, oriented to Caledonia Road, with a height of 28.5 metres. This concept shifts much of the mass to the rail corridor area, while providing for greater opportunities for landscaping along the Caledonia Road frontage.

All building elements are located below a 45 degree angular plane.

### **Concept 3**

Concept 3 maintains the same ground plain and height of 28.5 metres as in Concept 1. The mass above the third level has been deployed in two tower elements that step back 20 metres and 10 metres above the third level from the Lambert Avenue and Caledonia Road elevations respectively. There is a facing distance separation of 25 metres between the two tower elements.

All building elements are located below a 45 degree angular plane.

### **Preferred Community Concept**

All three concepts were presented to the public at community consultation meetings in May and June of 2010, whereby the Community expressed their views on the massing concepts. Members from the community included area residents, business owners and some land owners within the study area.

The preferred concept that was voiced by the community was noted as Concept 2, the courtyard-facing mid-rise option (see Attachment 5a – Massing Concepts).

## **CONCLUSION**

The Local Area study was a useful process used to engage stakeholders in the surrounding area to assist in the formulation of principles to use as guidance for the future redevelopment of the study area.

Staff noted that in contrast to similar process previously undertaken in other areas of the City, there was a strong willingness on the part of area residents to accept much greater heights and densities for the future redevelopment of the study area.

This willingness to accept more is a testament to the current compatibility conflicts that area residents perceive with current employment uses in the study area. The goal of creating development concepts that appropriately integrate into the area physical context, while providing for opportunities for employment, amenities and greater compatibility, is evident in all three development concepts attached to this report. All three massing concepts envision a mid-rise typology.

Staff is recommending that the goals, principles and concepts that evolved through this study process, be used to better inform the ongoing refinement exercise related to Site and Area Specific Policy 154, as it relates to the lands north of St Clair Avenue West in the study area.

With the opportunity to provide greater direction through Official Plan policies that more reflect the desired community direction for the study area redevelopment, a clearer path can assist in the desired changes. Encouragement of land assembly and ultimately a more comprehensive approach to the redevelopment of the study area can be fostered.

Through more specific land use policy guidance, applications to amend the zoning By-law can be processed with the necessary information to determine appropriate development standards.

Technical information to formulate development performance standards was not available during the local area study. Through a rezoning process and the required submission of technical information including, but not necessarily limited to: traffic and parking studies; community services and facilities assessments; functional servicing and stormwater management reports; noise, vibration, odour and dust studies; Environmental reports (record of site condition); and, geotechnical reports, staff can appropriately determine development standards to be included in a site-specific Zoning By-law.

## **CONTACT**

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## **SIGNATURE**

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Etobicoke York District

## **ATTACHMENTS**

Attachment 1: Official Plan

Attachment 1a: Site and Area Specific Policy 154 Map

Attachment 2: Zoning

Attachment 3: Charrette Outcomes

Attachment 4: Official Plan Policies presented at the Design Charrette

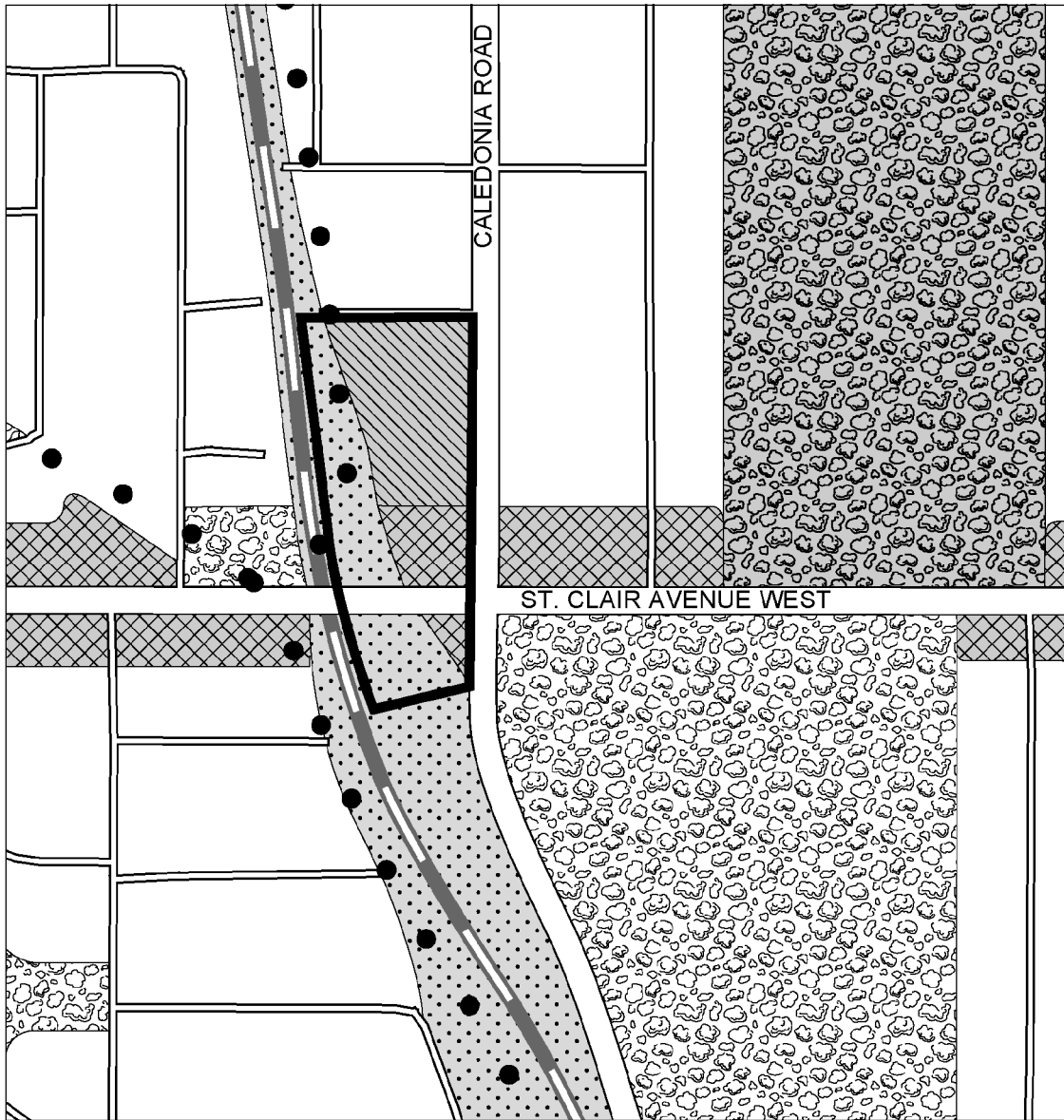
Attachment 5: Massing Model – Concept 1

Attachment 5a: Massing Model – Concept 2

Attachment 5b: Massing Model – Concept 3

Attachment 6: Draft Map and Text for Site and Area Specific Policy 154

## Attachment 1: Official Plan



**TORONTO** City Planning  
Official Plan

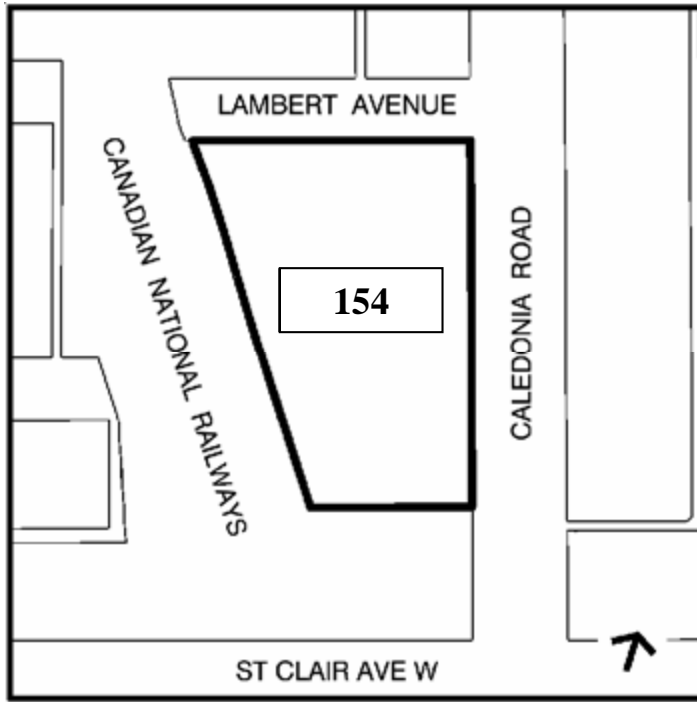
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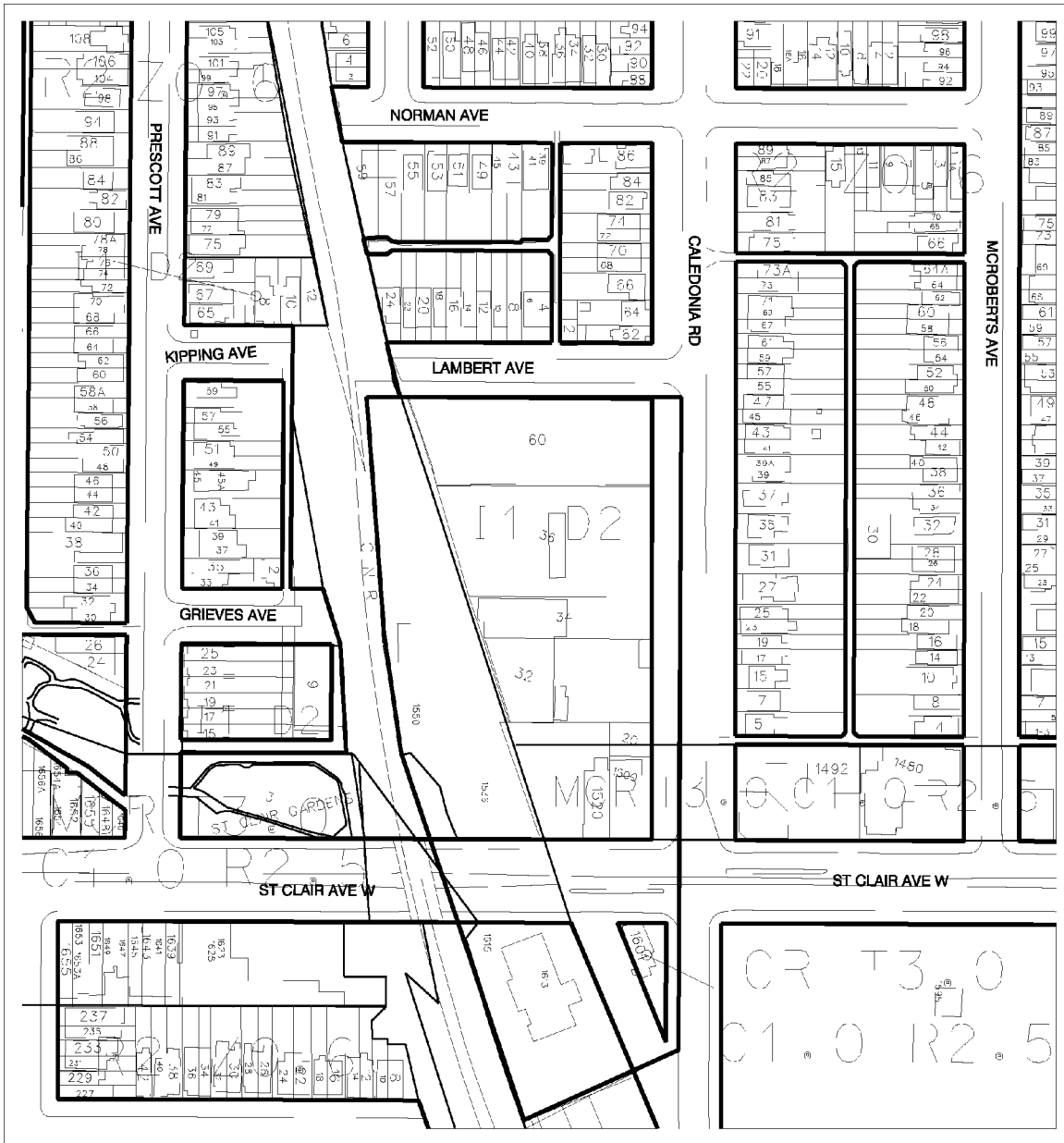


↑  
Not to Scale  
05/12/09

**Attachment 1a – Site and Area Specific Policy 154 Map**



## Attachment 2: Zoning



**20-60 Caledonia Road & 1500-1536 St. Clair Avenue West  
and 1601-1613 St. Clair Avenue West**  
File # 09\_115111

- R2 Residential District
- CR Mixed-Use District
- MCR Mixed-Use District
- Tr Industrial District



Not to Scale  
Zoning By-law 11,737 as amended  
Extracted 05/12/09 - rz

## Attachment 3: Charrette Outcomes

### Group 1

#### Design Framework Principles:

1. **Wider Sidewalks** - Greater front yard setbacks (5.5m from the street curb) on St. Clair to enhance pedestrian safety and provide greater opportunities for public realm improvements, including street tree planting.
2. **Height** - Taller mass fronting onto St Clair (up to 10 storeys) to frame the street
3. **At-grade Commercial** – Commercial uses along St. Clair at-grade should be required, with the potential for offices above.
4. **No Shadows** – No adverse shadow impacts on existing residential properties.
5. **Below Grade Parking Only** – Provide minimal access points to minimize pedestrian conflict, greater opportunities “greening” and public realm improvements.
6. **Below-grade public parking** – Explore public parking in new developments to provide additional parking amenities to existing commercial operations on St. Clair.
7. **New Public Streets** – minimize traffic infiltration and enhance existing traffic flows, enhance pedestrian safety.
8. **Height Transitions** - Taller building heights along St. Clair and the rail corridor, with lower heights towards the residential neighbourhood.
9. **Access** – All servicing and automobile traffic should be from the new internal roads, with no direct access from St. Clair, Lambert or Caledonia.
10. **Pedestrian Access** – All portions of buildings fronting onto public roads should provide for pedestrian access.
11. **Linkages** – explore opportunities to better use paths/ parking/ hydro corridor and way finding elements to enhance pedestrian linkages.



## Concept 1

1. New public road and parkette abutting rail corridor north of St Clair.
2. Green ribbon of tree planting surrounding the north block.
3. 10-12 storey building fronting onto the north side of St. Clair with ground floor commercial (in the mixed use areas), with a new public road connecting Caledonia Road to the new street.
4. North of the new street is a 6-8 storey tower, connected to a 3-4 storey quad building (3 storeys on Caledonia and Lambert being residential and a 4 storey light industrial wing fronting onto the new street abutting the rail corridor.
5. An internal green “quad” forms part of the massing.
6. On the south block a mixed use building having heights of 15 storeys at the corner of St. Clair and Caledonia Park, with two 10 storey wings is envisioned. A use face parking structure can be located within the 30m setback from the rail corridor.

## Concept 2

This option is similar to option 1, with the exception of the north Block, which would have a “C” shaped building edging the existing streets, and a tall internalized component for a seniors house.

## Group 2

### Design Framework Principles:

1. **Parking** – All required parking to be provided underground in order to maximize built form relationships to the public realm and provide greater opportunities for enhanced public realm improvements and landscaping.
2. **Public Transit** – Densities to support public transit with development connectivity to the St. Clair LRT and potential GO Transit stop.
3. **Vehicular Access and New Roads** – No vehicular access onto Caledonia Road to improve traffic flows, with new public road opportunities to be explored within the rail corridor setback to minimize traffic along Lambert Avenue and onto Caledonia Road. A new public road should also be explored on the south side of St. Clair abutting the rail corridor for a greater road network.

4. **Development Built Form** – New buildings should serve to frame the street network at a pedestrian scale, with building scales reduced when situated across from existing residential uses. Opportunities should be explored to establish a landscape relationship to residential properties to provide an enhanced interface between building mass and landscape areas.
5. **Built Form Interface** – St Clair Avenue West massing should continue with the approved built form for the balance of the Avenue. While the massing relationship along Caledonia Road and Lambert Avenue should mimic the built form mass across the street.

### **Concept 1**

1. New Public Roads – a two-way public road is proposed which runs from Lambert Avenue to St Clair Ave. Due to the new LRT, the road would only have access to the westbound lanes of St Clair. Similarly, the new two-way road proposed to link St. Clair to Caledonia Park can only be accessed by eastbound traffic from St. Clair.
2. The lands south of St Clair are proposed to be designated for mixed use commercial at-grade uses, with residential uses above, to heights of 9-10 storeys.
3. The north study area block is envisioned to have employment/office uses fronting onto the proposed new road, with at-grade commercial uses along St. Clair, with residential uses along Lambert and Caledonia and above.
4. The mass of the block would be generally 3-4 storeys (setback for greening) along Lambert and Caledonia, with a 10 storey component along St. Clair and the new Road, and up to 22 storey mid-block.

### **Key Points from Concept 1:**

- public roads
- green relationship along St. Clair and Caledonia
- height relationship to existing residential buildings along Lambert and Caledonia
- height relationship on St. Clair similar to the approved Avenue Study properties east of Caledonia
- employment uses (light) envisioned as part of the development concept mix
- at-grade commercial uses to enhance animation along St Clair.

### **Concept 2**

1. South study area with no new road.

2. Retail and commercial uses to frame the corner leading west to a 10-14 storey residential component.
3. 3 storey commercial component with a 3 storey parking structure within the 30m setback from the rail right-of-way.
4. North block to be developed with a new road abutting the rail corridor and a lane connecting Caledonia Road to the new road in the approximate location of the separation limit between the mixed use lands and employment lands.
5. The building mass would be oriented in a “U” shape to frame the existing road network, and allowing for front yard landscape to mimic the residential front yards along Caledonia. Heights for the “U” shaped building will be generally 3-4 storeys, with “slim tower components (up to 10 storeys) at the St. Clair corner, mid-block on Caledonia, and at Lambert.

**Key Points from Concept 2:**

- one new public road, and potential for a public lane
- opportunities for large amounts of green space abutting the new public road
- building mass to edge/frame existing roads

Both groups generally included the following land uses as acceptable:

1. Residential (including seniors housing)
2. Offices
3. Commercial/Retail (restaurants, cafes, retail stores, etc.)
4. Banquet facilities (in combination with a social club)
5. Light Industrial (warehousing, light manufacturing with a retail component)

Similarly, both groups identified land uses that were not considered appropriate. These uses included:

1. Auto uses (public garages, car dealerships, drive-through, commercial parking lots, etc.)
2. Heavy Industrial (any use that generates noise, vibration, odour, dust)
3. Toxic use (any use that involves any hazardous chemicals)

The Charrette process identified certain development issues including:

1. Public Roads

- Are new public roads necessary?
  - Technical evaluation including: spatial separation, sight lines, services, etc.
  - Land swap and potential EA process for new roads and potential Metrolinx station.
2.                   Section 37 Community Benefits
- With the study area pre-zoned, no 37 benefits will materialize, unless they form part of By-law
3.                   Property Consolidation
- It may be beneficial to conclude the study with a design framework, thereby encouraging consolidation (or it can be required as part of the lifting of an “H” to demonstrate that all lands can be developed as part of any early approval)
4.                   Land Use Compatibility
- Noise, Dust, Odour, Vibration, traffic conflicts etc.
5.                   Requirement for Employment Uses
- a minimum threshold of employment Gross Floor Area should be included on the Employment lands

## **Attachment 4: Official Plan Policies Presented at the Design Charrette**

### **Avenues – Section 2.2.3**

The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. A framework for change will be tailored to the situation of each *Avenue* through a local *Avenue* Study conducted by the City.

An Avenue Study for St. Clair Avenue West has been approved by City Council. The Local Area study will serve to assist with the future integration of the planned context for St Clair and the future redevelopment of the study area.

### **The Public Realm – Section 3.1.1**

The Official Plan recognizes how important good design is in creating a great neighbourhood and City. Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them. Public Realm items that contribute to a great City include, but are not limited to:

- Quality architectural, landscape and urban design and construction;
- Creativity and excellence in architecture, landscape and urban design; City streets as a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places;
- Sidewalks and boulevards designed to provide safe, attractive, interesting and comfortable spaces for pedestrians;
- Universal physical access to publicly accessible spaces and buildings; and,
- Design new city blocks and development lots within them to have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space, while ensuring to promote street-oriented development with buildings fronting onto street and park edges, and provide adequate room within the block for parking and servicing needs, while allowing for incremental, phased development.

### **Built Form - Section 3.1.2**

The Official Plan provides policies that are aimed at ensuring that the built form of new development fits within the context of its surrounding area. Policies are included in Sections 3.1.2.1 to 3.1.2.6.

In particular, Section 3.1.2.3 requires new development to fit harmoniously into its existing and/or planned context and will limit its impacts on neighbouring streets, parks, open spaces and properties including:

- massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and /or planned street proportion;
- creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- providing for adequate light and privacy;
- adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas.

Section 3.1.2.4 ensures that new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas.

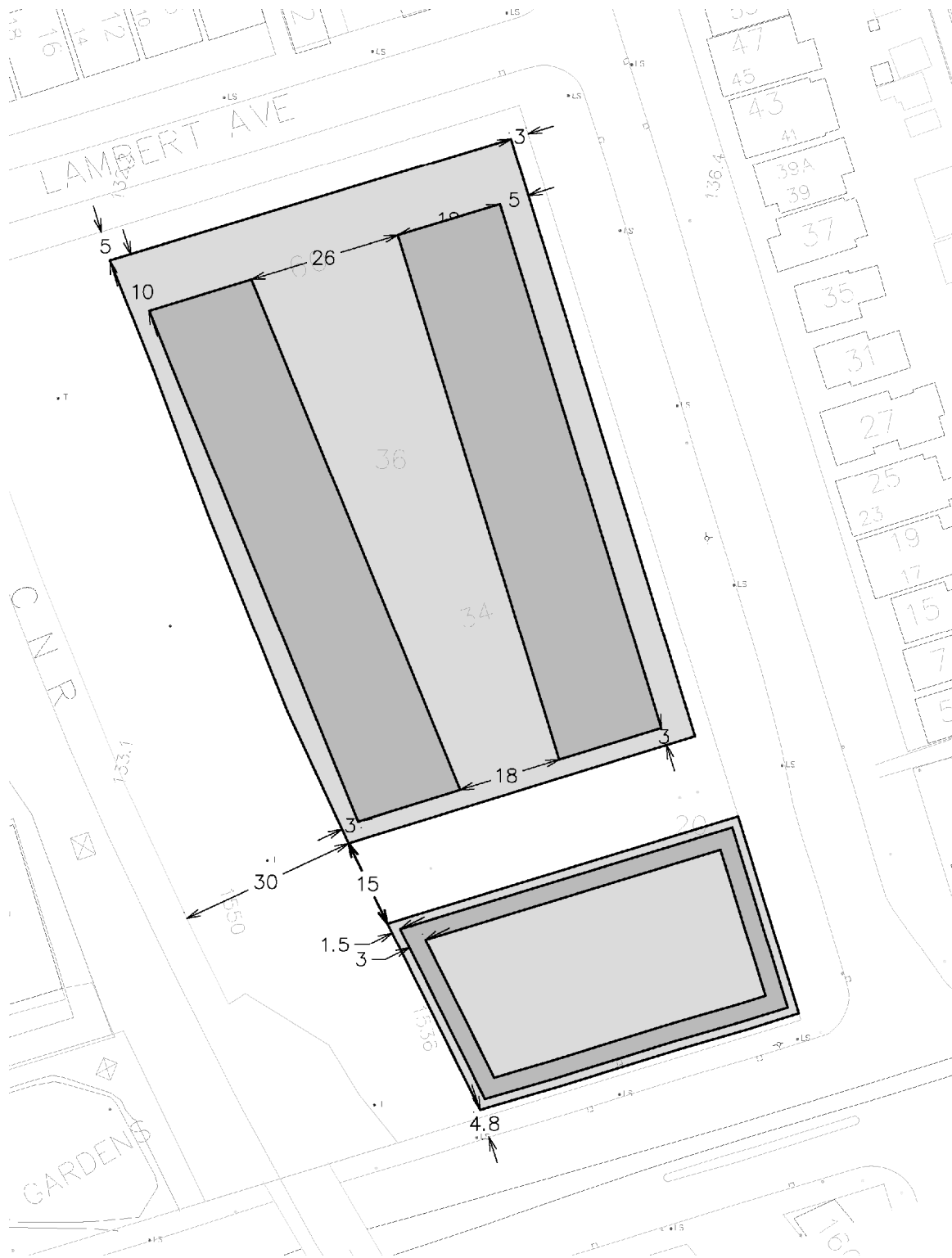
#### **Mixed Use Areas Designation – Section 4.5**

The Plan provides a list of criteria which are intended to direct the design and orientation of new development proposals within *Mixed Use Areas*. This study will use evaluation criteria found in Section 4.5.2, which are to be considered in concert with the policies for *Avenues, Healthy Neighbourhoods, Public Realm, Built Form* and all other relevant Official Plan policies in the formulation of development alternatives for the study area.

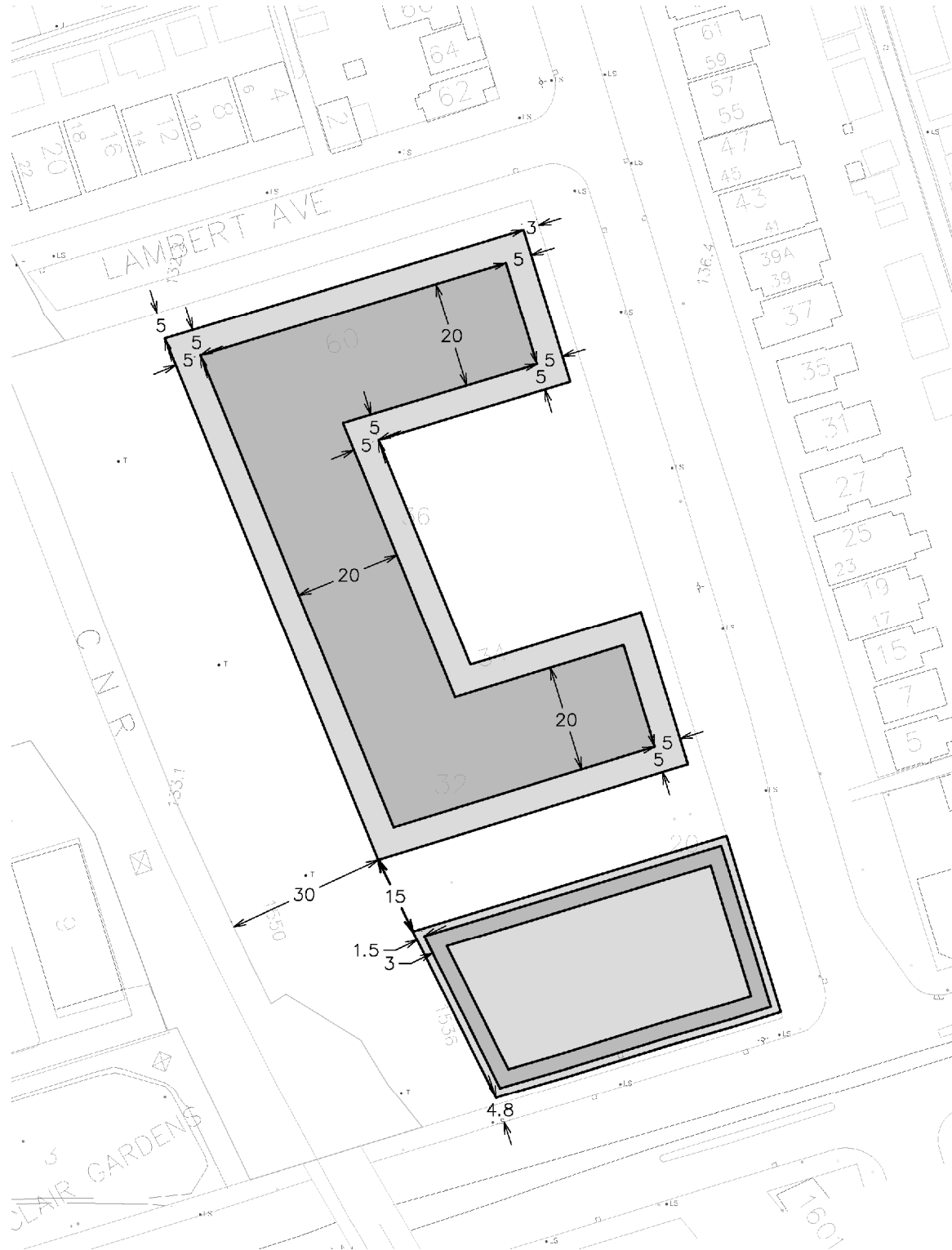
Criteria include:

- creating a balance of high quality employment, commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- take advantage of nearby transit services; and
- provide good site access and circulation and an adequate supply of parking for residents and visitors.

**Attachment 5: Massing Models  
(Concept 1)**

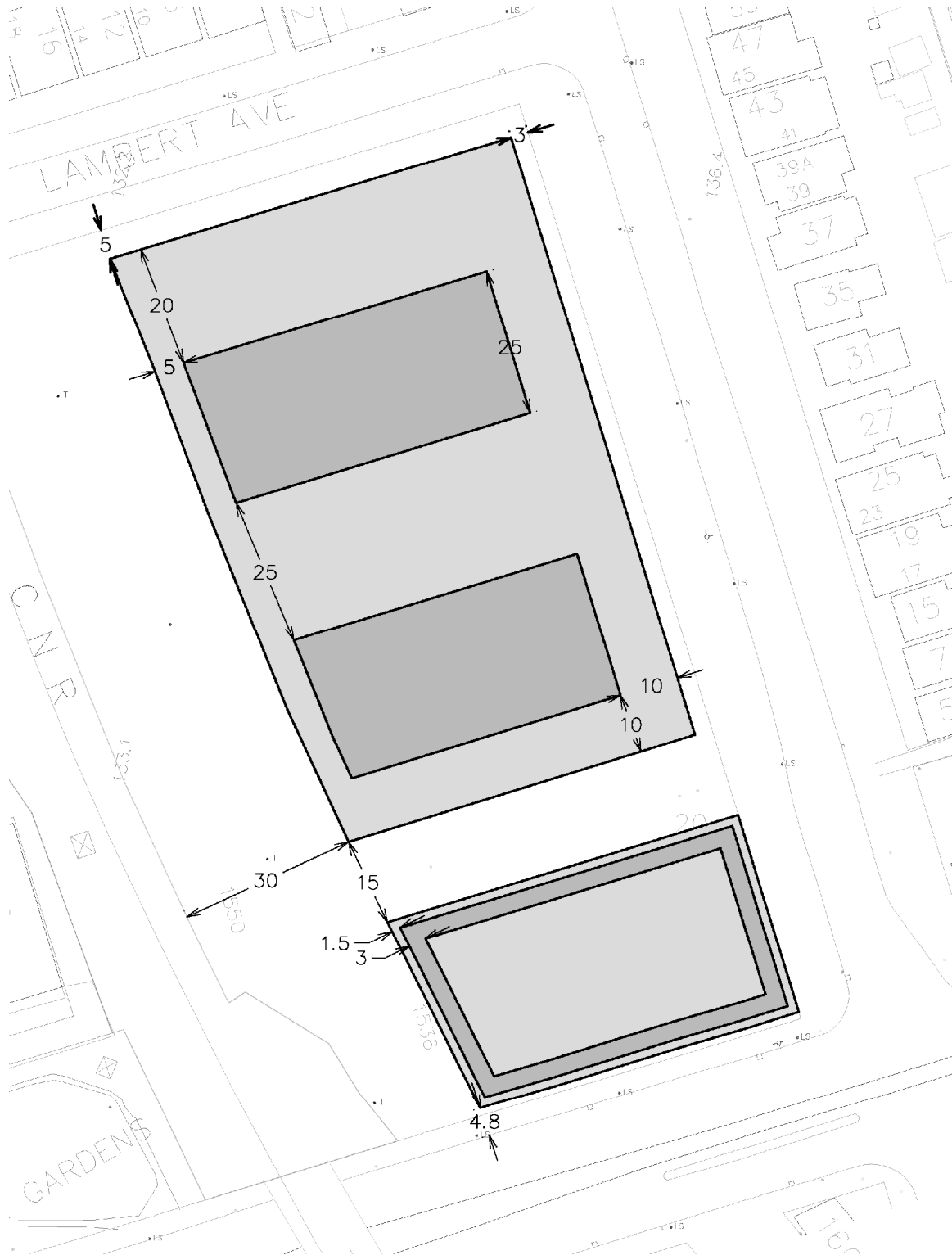


**Attachment 5a: Massing Models  
(Concept 2)**





**Attachment 5b: Massing Models  
(Concept 3)**



**Attachment 6 – Draft Map and Text for SAS Policy 154**

**Preliminary Assessment for Consultation  
"Caledonia-St. Clair" Site and Area Specific Policy  
Lands Located on the West Side of Caledonia Road Between  
St. Clair Avenue West and Lambert Avenue**

- a) Core Employment Area uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.
- b) Once the concrete batching use ceases to operate on the lands known municipally as 32 and 36 Caledonia Road and 1536 St. Clair Avenue West, residential uses are permitted on lands shown as Site and Area Specific Policy No. 313 within single use or mixed use buildings, provided that:
  - i) any building containing residential units will provide for a satisfactory living environment compatible with any employment uses in the building and adjacent area;
  - ii) the height, density and massing of new development respects and reinforces the existing and planned physical character of the adjacent area, including lands to the north, east and south that are designated as Neighbourhoods and Mixed Use Areas;
  - iii) residential uses are located at a satisfactory distance from the rail corridor; and
  - iv) non-residential gross floor area existing on [approval date] or developed subsequently is replaced with any new development, preferably adjacent to the rail corridor as a land use buffer.
- c) Cultural and recreational facilities are permitted.
- d) Retail, service and restaurant uses to serve residents and/or businesses are permitted when they are small in scale and located on Caledonia Road.

Map of area affected by SAS 154:

