

South Niagara Planning Strategy - Final Report

Date:	July 10, 2014
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director City Planning
Wards:	Ward 19 – Trinity-Spadina
Reference Number:	P:\2014\Cluster B\PLN\PGMC\PG14134 (13 244184 STE 19 TM)

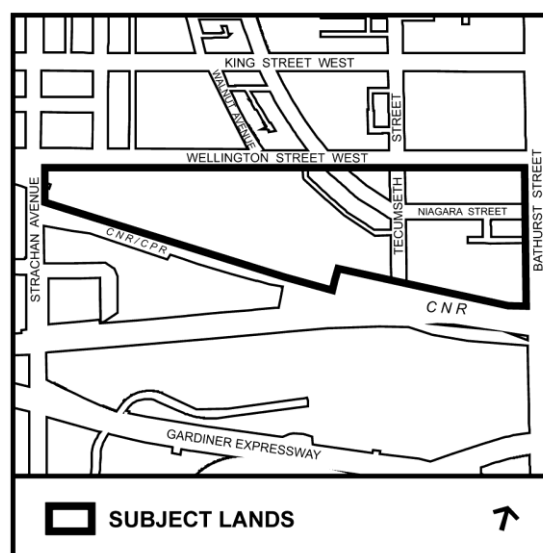
SUMMARY

This report details and recommends approval of Official Plan and Zoning By-law amendments necessary to implement the South Niagara Planning Strategy.

In October 2013, the City Planning Division initiated a study of the lands bordered by Bathurst Street, Strachan Avenue, Wellington Street West, and the Metrolinx rail corridor. This area is in a state of transition from historically being used predominantly for industrial purposes, to introducing residential, commercial and office uses. This Strategy will ensure that these lands redevelop in a manner that balances city-wide policies with neighbourhood interests.

The study engaged area stakeholders, including landowners, residents and business owners, in a number of formats over four community consultation events.

This Strategy envisions the South Niagara Area as a mixed-use community, complementary to the existing Niagara Neighbourhood, providing a range of housing opportunities and new residentially compatible employment space, while protecting city works services, expanding existing park spaces, achieving new pedestrian, cycling and vehicle connections, and securing the preservation and adaptive-reuse of the



area's heritage resources, in a format which respects and transitions to the existing neighbourhood and the adjacent Fort York National Historic Site.

This report responds to City Council direction from its June 11, 12 and 13, 2013 meeting by providing a Strategy for the future development of the South Niagara Area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan and the Garrison Common North Secondary Plan for the lands known as the South Niagara Area, substantially in accordance with the Draft Official Plan Amendment 273 (Attachment 4) attached to the report (July 10, 2014) from the Chief Planner and Executive Director, City Planning Division;
2. City Council amend the Zoning By-law No. 438-86, as amended, for the lands known as 51-53 Strachan Avenue and 715, 801a and 805 Wellington Street West, substantially in accordance with the draft Zoning By-law amendment (Attachment 5) attached to the report (July 10, 2014) from the Chief Planner and Executive Director, City Planning Division;
3. City 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;
4. City Council direct the City Solicitor to request that the Ontario Municipal Board amend Official Plan Amendment 199 to include policy related to the protection of views to and from Fort York National Historic Site in accordance with the policies of the South Niagara Planning Strategy and The Fort York Heritage Conservation District Plan and Study, with the wording of these proposed amendments being to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with appropriate City Officials;
5. City Council direct the Chief Planner and Executive Director, City Planning Division, to report back to Toronto and East York Community Council in 2015 on the potential to Designate the properties at 51-53 Strachan Avenue , 715, 801a, 805 Wellington Street West, 61-69 Niagara Street, and 677 Wellington Street, under the Ontario Heritage Act, RSO 1990;
6. City Council direct the General Manager of Economic Development and Culture to study the opportunities for adaptively reusing the Wellington Destructor at 677 Wellington Street for cultural and community space, and community hub or other appropriate uses in consultation with city staff from Heritage Preservation Services, City Planning, Real Estate Services, Social Development, Finance and

Administration, Transportation Services, the Ward Councillor and representatives from the local community;

7. City Council direct the General Manager of Parks Forestry and Recreation to explore the adaptive reuse of the city-owned Maple Green Inc. building at the lands known as 51-53 Strachan Avenue (including 715, 801a and 805 Wellington Street West), to contribute to the programming of the future park space; and,
8. City Council direct the Chief Planner and Executive Director, City Planning Division, in consultation with other City Divisions, Build Toronto, and the Ward Councillor, to report to Toronto and East York Community Council in 2015, assessing the appropriateness of developing a Community Improvement Plan within the South Niagara Area to achieve community improvements, such as the adaptive reuse of the Wellington Destructor, the remediation of city-owned contaminated lands, parkland improvements, and other community improvements detailed in the South Niagara Strategy.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At Planning and Growth Management Committee on May 16, 2013, City Planning staff were directed to initiate a study of the area bordered by Bathurst Street, Wellington Street West, Strachan Avenue, and the Metrolinx rail corridor through Recommendation 5 from Item PG24.5. This recommendation was adopted by Council on June 11, 12 and 13, 2013, and stated:

"City Council request the Chief Planner and Executive Director, City Planning Division to develop and implement, within the Garrison Common North Secondary Plan, a terms of reference for a land use and redevelopment plan for the lands at 28 Bathurst Street, 2 Tecumseth Street and the City owned lands at 677, 701 Wellington Street West; the terms of reference to be developed concurrently with, and in the context of, the Five Year and Municipal Comprehensive Reviews and to include the following elements:

- a. Continue to permit the ongoing meat processing operations at 2 Tecumseth Street for as long as they continue on the site;
- b. Permit only employment uses on the lands currently designated *Employment Areas* until the completion of the study;
- c. Redesignation of lands to permit non-employment uses will only be contemplated upon completion of the study;
- d. Facilitate an overall redevelopment vision for the lands in consultation with landowners, the surrounding community, representatives of Fort York

National Historic Site, the Ward Councillor, and City staff, that better integrates future potential land uses into the surrounding neighbourhood;

- e. Consider potential redevelopment scenarios that include maintaining and increasing the amount of employment space on the lands;
- f. Provide effective buffering between the lands at 2 Tecumseth Street, the rail corridor and the City's Works Yard at 677, 701 Wellington Street West from any existing or potential future sensitive uses; and
- g. Consider alternative land ownership options and associated land use redesignations that will provide the best redevelopment scenario for the lands."

Council's decision on this matter can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG24.5>

A previous land use and built form study was undertaken by City Planning for the area roughly bordered by Bathurst Street, King Street West, Shaw Street and Wellington Street West. This study was concluded in 2005 and resulted in Zoning By-law amendments in the subject area.

The 2005 study's conclusions did not provide detailed land-use and built form direction for the employment lands south of Wellington Street West. At the time, these lands were generally seen as stable. Two employment land conversion requests, 2 Tecumseth Street and 28 Bathurst Street, have been received in this area. A development application for 2 mid-rise residential towers at 89-109 Niagara Street has also been received. In order to ensure that any change to this area occurs in accordance with an area based development framework which reflects the policies of the Official Plan and principles of good planning, the South Niagara Planning Study was undertaken.

The 2005 Niagara Neighbourhood Study website can be viewed here:
<http://www.toronto.ca/planning/niagara.htm>

Area Characteristics

The South Niagara Area comprises approximately 80 properties and is bordered by Wellington Street West, Strachan Avenue, Bathurst Street and the Metrolinx Rail Corridor. (Attachment 1)

Surrounding land uses are as follows:

North: This area comprises low rise residential and mixed use buildings, Stanley Park, and mid-rise residential buildings toward Bathurst Street and Strachan Avenue. Mixed Use Buildings, with heights ranging from low rise to tall mid-rise are located north of the South Niagara Area adjacent to King Street West.

- South: The Metrolinx railway corridor and Union-Pearson Link abuts the South Niagara Area to the south. Further South is the Ordnance Triangle Redevelopment comprising 3 mixed-use buildings with 5 towers and a 3.8 acre park space. The Fort York National Historic Site is on the south side of the rail corridor. Directly south of Fort York is the Gardiner Expressway.
- East: A range of buildings from low scale residential and mixed use buildings to larger mid-rise buildings are located east of the South Niagara Area.
- West: The Metrolinx railway corridor and Union Pearson Link continues northwest of the South Niagara Area. Townhouses and midrise residential buildings are also located west of the South Niagara Area.

The South Niagara Area is the site of several existing and former industrial operations. Lands at 28 Bathurst Street were formerly the site of a lead smelting operation, the lands at 677 Wellington Street West were formerly used as an incinerator, and lands at 89-109 Niagara Street were formerly used for casket manufacturing and currently used as live-work spaces and studios. Lands at 2 Tecumseth Street are the site of Quality Meat Packers, an abattoir which recently ceased operations, and the lands at 701 Wellington Street are currently the site of a City Works Yard.

Several lands within the South Niagara Area are owned by the City. Excluding right-of-way lands, the following City-owned properties are located within the South Niagara Area:

- **677 Wellington Street West** - The non-operational Wellington Destructor, which is a listed heritage building. A portion of the site, including a small office structure, is used for City Works yard functions.
- **701 Wellington Street West** – A City Works Yard and large salt storage dome which provides City services to a large portion of Downtown Toronto.
- **51-53 Strachan Avenue, 805 Wellington Street West** – Shelter housing and Community Gardens are located towards the west end of the site, and the future southern extension of Stanley Park, currently the Metrolinx construction staging area for the Strachan grade-separation, is located to the east. The north landing of the Fort York Pedestrian and Cycle Bridge will also be located on the future park lands.
- **28 Bathurst Street** - The site of a City-run daycare and a men's transitional housing. The southern portion of these lands, upon which a parking area is currently situated, are the subject of an employment land conversion request and development application by Build Toronto detailed further in the following section.

Current Development Applications within the South Niagara Area

The South Niagara Area contains two current development applications. The first application at 28 Bathurst Street (12 297477 STE OZ 19) proposes a mixed-use development consisting of three residential towers at 19, 16 and 16 storeys situated on a two-storey base containing non-residential uses at the east end of the site and street related residential units at the west end of the site. The three tower elements are connected by 14-storey buildings. A new public street is proposed to be constructed on the north part of the subject lands which will connect Tecumseth Street with Bathurst Street. A new public park is also proposed on the west part of the site adjacent to the railway corridor.

As per Council direction, the application for 28 Bathurst Street was reviewed in the context of the Municipal Comprehensive Review.

More information on this application can be found here:
www.toronto.ca/planning/28bathurst.htm

The Preliminary Report on this application can be found here:
<http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57164.pdf>

The second application at 89-109 Niagara Street (12 130868 STE 19 OZ) proposes a new mixed-use development which includes the retention and reuse of the existing heritage buildings facing Niagara Street, commonly referred to as the "coffin factory", and the addition of two residential towers 12 and 14 stories in height connected by a five-storey podium. The proposed uses include six ground floor commercial/office units and 367 residential dwellings. Consideration of the Final Report was deferred by Council in July 2014, to allow for its consideration together with the South Niagara Planning Strategy, projected to be the August 2014 meeting of City Council.

Official Plan/Municipal Comprehensive Review

The City of Toronto Official Plan was brought into force in June 2006 by the Ontario Municipal Board. Under Section 26 of the Planning Act, a municipality is required to review its' Official Plan within 5 years of it coming into force. The City of Toronto therefore commenced an Official Plan Review in May, 2011 which included a review of the employment policies and lands designated as *Employment Areas*.

All municipal planning decisions are required to implement the Provincial Policy framework. The Provincial Growth Plan for the Greater Golden Horseshoe which came into force in 2007 requires municipalities to plan for, protect, and preserve employment areas for current and future employment uses. It stipulates that municipalities may only permit conversion of lands within employment areas for non-employment purposes, such as residential development, during a Municipal Comprehensive Review, provided a series of criterion set out in the Growth Plan are met. The Provincial Policy Statement similarly requires planning authorities to protect and preserve employment areas for current and future uses and restricts the conversion of lands within employment areas to a municipal comprehensive review where the land is not needed for employment purposes and there

is a need for the conversion. The City has recently completed a Municipal Comprehensive Review as part of its Official Plan Review.

As part of the Official Plan Review/Municipal Comprehensive Review the City received 146 requests to convert employment lands for non-employment purposes. Two conversion requests were received within the South Niagara Area; one by way of letter at 2 Tecumseth Street, and another by way of a development application at 28 Bathurst Street.

In December 2013, City Council approved the conversion of part of the South Niagara Area, comprised of the City-owned lands at 28 Bathurst Street, 677 and 701 Wellington Street, and 53 Strachan Avenue, as well as the former abattoir at 2 Tecumseth Street, from *Employment Areas* to *Regeneration Areas* through Official Plan Amendment 231 (OPA 231).

On July 9, 2014 the Minister of Municipal Affairs and Housing issued a decision approving OPA 231, with minor modifications and deferrals which would not affect this Area.

Official Plan Amendment 231 can be found at
<http://www.toronto.ca/legdocs/bylaws/2013/law1714.pdf>

South Niagara Planning Study

Through the adoption of Official Plan Amendment 231, City Council established a framework and terms of reference that provide City Planning staff with the necessary direction to undertake the study that resulted in the South Niagara Planning Strategy. In addition, City Council provided the following direction regarding the two conversion requests in the South Niagara Area.

Municipal Comprehensive Review - 2 Tecumseth Street

The Council-approved Official Plan Amendment 231 contains the following policies regarding the ongoing slaughterhouse operations at 2 Tecumseth Street, some of which encumber the development of adjacent lands:

- “a) The meat processing operations located at 2 Tecumseth Street as of December 16, 2013 are permitted until such time the plant ceases operations. Until such time the plant ceases operations the following will apply:
 - i) all development and re-development proponents for sensitive residential uses within 70 metres of the plant will submit a study prior to the enactment of any zoning by-law amendment that evaluates, to the satisfaction of the City of Toronto in consultation with the Ministry of the Environment, how the proposed sensitive residential use would affect the ability of the plant to carry out normal business activities. The study will also evaluate whether the anticipated users of the proposed residential use will potentially be subject to adverse effects from on-site

contamination or from odour, noise and other contaminants that could be discharged from the plant and recommend to the satisfaction of the City any necessary mitigation and/or buffering measures to be undertaken by the proponent;

- ii) any proposed development for adjacent sites including all lands from 28 Bathurst Street west to Strachan Avenue and north from the rail corridor to King Street West will include a construction management plan as part of the application. The plan will to the satisfaction of the Chief Planner and Executive Director, City Planning Division, evaluate the impact construction vehicles could have on the employment operations at 2 Tecumseth Street and propose mitigation measures if required to be undertaken by the proponent.
- b) Residential uses along the Bathurst Street frontage of 28 Bathurst Street may be permitted subject to the following:
- i) the lands have been environmentally remediated to requirements as established by the Ministry of the Environment;
 - ii) the proposed development adheres to the City's Mid-rise Guidelines;
 - iii) the proposed development is appropriately buffered to the satisfaction of the appropriate railway authorities from the rail corridor to the south; and
 - iv) the proposed development is consistent with the results of the Bathurst-Strachan-Wellington area study.
- c) Until such time as the meat processing facility located at 2 Tecumseth Street ceases operations, no sensitive uses, including residential uses will be permitted on the portion of the lands at 28 Bathurst Street that extends 70 metres from the easterly property line of 2 Tecumseth Street. Non-sensitive uses such as offices, studios, parks, and parking will be permitted in the interim within the 70 metre buffer zone.”

Municipal Comprehensive Review - 28 Bathurst Street

The Council approved Official Plan Amendment 231 contains the following policies regarding any redevelopment of the land at 28 Bathurst Street:

- “d) Any proposed development for 28 Bathurst Street, will include a phasing plan to be submitted that among other matters as may be identified addresses to the satisfaction of the Chief Planner and Executive Director, City Planning Division, the following:

- i) if required, strategies to accommodate and if necessary relocate the parking for the employees of Quality Meats at 2 Tecumseth Street;
- ii) impacts proposed construction may have on the adjoining daycare facility and if required any proposed mitigation measures to be undertaken by the proponent;
- iii) the provision of 1 times the lot area (net required building setbacks) of employment space on the lands; and
- iv) timing and phasing of required environmental remediation.”

Area History and Heritage Context

The neighbourhood, within which the South Niagara Area is located, has been known as Garrison Common since 1793 when the Town of York and Fort York were established. The common was set aside as a military reserve stretching from the town in the east to the current Dufferin Street in the west providing a protective buffer zone for Fort York immediately to the south on what was the edge of Lake Ontario.

Development began with the incorporation of the City of Toronto in 1834 and the release of part of the military reserve for sale. This included lands in the South Niagara Area, extending west of Garrison Creek and eastwards to Peter Street from the Fort to Queen Street. The first buildings in the area were a garrison hospital and various structures on the new Bathurst Street.

With the arrival of the railways in the 1850s the direct relationship between the Fort and the common was severed, however the military association is preserved in the street names Bathurst, Wellington, Tecumseh. Niagara Street was originally a soldiers' trail following the curve of Garrison Creek as it lead to the Niagara escarpment.

The neighbourhood identified in the South Niagara Area was initially characterized by two building types: residential and industrial/commercial. Until approximately 1885 there was sparse development. However between 1885 and 1890 the neighbourhood was quickly established and the rows of late Victorian style houses, built during this time, survive largely intact on Niagara, Tecumseh and Wellington today. The first businesses included a tobacco factory and to the west of Garrison Creek, the Western Cattle Market (now the expanded Toronto Abattoir and Quality Meat Packers at 2 Tecumseth Street). Most businesses were built along the northern edge of the railway lines including John Dory's machine works site with two large gas tanks by 1884 (now 28 Bathurst Street) and the John B Smith & Sons Planing Mill and Lumber Yard (1888) at Wellington Street West and Strachan Avenue.

One site which broke with this pattern was the south east corner of Niagara and Tecumseth streets which has been continuously occupied for commercial purposes since the building of a tobacco factory as early as 1858. Today the site is known as the Coffin Factory (1884-7) which has been listed on the City's Inventory of Heritage Properties.

Other listings include the Wellington Destructor (1925), 677 Wellington Street West and row houses at 135-165 Niagara Street (1885-1890).

The neighbourhood has survived largely intact from 1890 with much of the original buildings and use still providing the particular character of this neighbourhood with some minor interventions. These have included additional small scale commercial establishments as well as some town houses and apartment blocks.

Further information regarding the history of the area and additional properties with potential to be included on the inventory may be found in Attachment 7.

Area Archaeology

The entire South Niagara Area has been identified for archaeological potential within the *City of Toronto Archaeological Management Plan*. Any development proposals in the area will be subject to a screening and assessment procedure.

Land Use

The South Niagara Area comprises a wide variety of land uses. Land uses in the vicinity of Tecumseth Street, Niagara Street, and Wellington Street West are predominantly residential, with some low-rise buildings being used as businesses and mixed-use buildings at the east end of Niagara Street. Lands east of the terminus of Tecumseth Street are currently vacant and were formerly used as parking for the former Abattoir which is located west of the terminus of Tecumseth Street.

Transportation

The South Niagara Area is bordered by Wellington Street West, Strachan Avenue, and Bathurst Street and contains Niagara Street and Tecumseth Street. There are existing bike lanes on part of Wellington Street within the South Niagara Area and Strachan Avenue west of the South Niagara Area. Streetcar service is provided along Bathurst Street and King Street West. The nearest commuter rail station is located at Exhibition Station at the south end of Liberty Village west of Strachan Avenue.

City Works Yard

An existing City Works Yard is located at 677 and 701 Wellington Street West. The portion of the yard addressed as 701 Wellington Street West consists of a large salt storage dome and outdoor storage areas for vehicles and other equipment. It is partly buffered from surrounding uses by a large noise mitigation wall along the north and west sides of the site. The part of the site addressed as 677 Wellington Street West contains a small office structure and parking for employees as well as the Wellington Destructor building. The 677 Wellington Street West site has been declared as operationally surplus by the City.

The Works Yard at 701 Wellington Street West is operationally linked with another area works facility located at 1116 King Street West. The King Street Works Yard houses staff and provides indoor space while the Wellington Street Yard provides outdoor storage, the salt dome, and weighing facilities.

These Works Yards provide City Services, such as street cleaning and winter road maintenance, to an area bordered by Eglinton Avenue to the north, Parkside Drive/Keele Street to the west, University Avenue to the east, and Lake Ontario to the South.

Libraries

In 2014, a new 16,000 square foot library opened in the Railway Lands at the corner of Fort York Boulevard and Bathurst Street. This branch features a collection of approximately 50,000 items, computer terminals, study and multi-purpose programming space, and gallery/exhibit space.

Parks

While part of the property at 51-53 Strachan Avenue and 715, 801a and 805 Wellington Street West is zoned 'G' – Parks, this space will not be developed as a park until 2015, at the earliest. This park space includes the north landing of the Fort York Pedestrian and Cycling Bridge. The bridge will connect the South Niagara Neighbourhood to the new 3.8 acre future park space at 10 Ordnance Street and the large open space within Garrison Common within Fort York National Historic Site to the south. The Study recommendations call for a further increase the amount of park space in the South Niagara area.

Schools

While there are no schools currently within the South Niagara Area, there are 2 elementary schools to the north of the site within the Niagara Neighbourhood. Niagara Street Jr. Public School is currently at capacity with utilization rate of 79%. St. Michael Catholic Elementary School has higher enrollment than capacity, with a utilization rate of 202%.

Both the TDSB and TCDSB will develop schools in the Railway Lands West on Block 31, within close proximity of the South Niagara Area. There are currently no plans for a new TDSB or TCDSB schools in the South Niagara Area.

Other City Services

Two city-owned buildings, housing a Transitional Residence and a Child Care facility are located at 28 Bathurst Street. Strachan House, located at 53 Strachan Avenue, is a 73-room shelter providing short and long term housing within the community.

A detailed Community Services and Facilities Survey will be undertaken through the West of Downtown Study process, noted later in this report, commencing in late 2014.

Fort York Pedestrian and Cycle Bridge

The Fort York Pedestrian and Cycle Bridge is a key piece of active transportation infrastructure being constructed partially within the South Niagara Area. The bridge will consist of two spans which link the future Stanley Park south expansion to the future park at 10 Ordnance, and further to Garrison Common to the south. The bridge will ultimately provide a pedestrian / cycling connection through Trinity Bellwoods Park, Stanley Park, Fort York National Historic Site, June Callwood Park, Coronation Park, and the Martin Goodman Trail, establishing continuity from the original Lake Iroquois Shoreline to Lake

Ontario through a strategic north-south open space connection. The bridge is a priority city-building initiative.

The January 9, 2014 staff report to Public Works and Infrastructure Committee can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW28.5>

Policy Context

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

New policies in Section 2.6 - Cultural Heritage and Archaeology – provide direction for development and site alteration on or adjacent to lands containing archaeological resources or areas of archaeological potential, significant built heritage resources and significant cultural heritage landscapes and the interests of Aboriginal communities in conserving cultural heritage and archaeological resources. Particularly Section 2.6.3 states that "Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected* heritage property except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*." Along with the other heritage properties identified in Attachment 6 of this study, the Fort York National Historic Site is a significant built heritage resource adjacent to the South Niagara Area.

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. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Under the in-force policies of the Official Plan, the South Niagara Area is currently designated as an *Employment District*, as noted on Map 2 of the Official Plan. The South Niagara Area predominantly contains lands designated as *Employment Areas*, but also contains some *Neighbourhood* and *Mixed Use Areas* as noted on Map 18, of the Toronto Official Plan. (Attachment 2)

Employment Areas

Lands designated as *Employment Areas* are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers (Section 4.6.1).

Official Plan Amendment 231 redesignates part of the South Niagara Area from *Employment Areas* to *Regeneration Areas*.

Regeneration Areas

Regeneration Areas are intended to provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban format through the revitalization of sites that are vacant or underutilized. The encouragement of new development in *Regeneration Areas* is also intended to drive the remediation and re-use of contaminated lands.

Development within *Regeneration Areas* should not proceed prior to the approval of a Secondary Plan for the subject area which establishes the appropriate development framework for the lands.

Mixed Use Areas

Mixed Use Areas are intended to consist of a broad range of commercial, residential and institutional uses. These areas are intended to absorb, over time, a portion of Toronto's expected growth. *Mixed Use Areas* vary in scale and density subject to a site's locational attributes and context. The OP contains policies to guide the development of *Mixed Use Areas*, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale 'Neighbourhoods'; and the provision of an attractive, safe and comfortable pedestrian environment.

The Official Plan, through Official Plan Amendment 231, redesignates the lands at 89-109 Niagara as *Mixed Use Areas*. This report recommends that some of the lands which were designated *Regeneration Areas* through Official Plan Amendment 231 be redesignated to *Mixed Use Areas*.

Parks and Open Space Areas

Parks and Open Space Areas consist of the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a green open space network in Toronto. These spaces are intended primarily to provide areas of passive and active recreation. Development within *Parks and Open Space Areas* is generally prohibited, with the exception of recreational facilities, cultural works, conservation projects, and essential public works and utilities where necessary. This report recommends that part of the South Niagara Area be redesignated as *Parks and Open Space Areas*.

Neighbourhoods

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than 4-storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*. The Plan directs that any development will respect and reinforce the existing physical character of the neighbourhood as represented by the following traits:

- patterns of streets, blocks and lanes;
- lot size;
- building heights,
- building massing,
- scale and dwelling type of nearby residential properties;
- prevailing building types, or predominant forms of development in the neighbourhood; and,
- prevailing patterns of rear and side yard setbacks and landscaped open space.

The Healthy *Neighbourhoods* Section of the Official Plan (Section 2.3.1) identifies that the intensification of land adjacent to *Neighbourhoods* will be carefully controlled so that *Neighbourhoods* are protected from negative impact. The plan also states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will, among other considerations, be compatible with those *Neighbourhoods*, provide a gradual transition of scale and density, maintain adequate light and privacy for residents in those *Neighbourhoods*.

Lands along Wellington Street West, Niagara Street and Tecumseth Street within the South Niagara Area are designated as *Neighbourhoods*.

Heritage Policies

The Heritage Conservation Policies contained in Official Plan Amendment 199, currently before the Ontario Municipal Board, cover a wide array of heritage properties including: individually significant buildings and structures, properties that are a part of a heritage conservation district, cultural heritage landscapes, archaeological resources and areas of archaeological potential. OPA 199 also specifies protected views related to heritage resources.

The Public Realm

Public Realm policies contained within the OP guide the development of streets, sidewalks and boulevards. Policy 3.1.1.6 requires that the design of sidewalks and boulevards provide safe, attractive, interesting and comfortable spaces for pedestrians. Policy 3.1.1.14 outlines design considerations for new streets, including providing connections between adjacent neighbourhoods, dividing larger sites into smaller development blocks, providing access and addresses for new developments, allowing the public to freely enter without obstruction, creating adequate space for pedestrians, bicycles and landscaping, and providing access for emergency vehicles. Policy 3.1.1.15

states that all new streets should be public streets and where appropriate, private streets should be designed to integrate into the public realm and meet the design objectives for new streets. The Public Realm policies provides further guidance on the development of new city blocks and development lots (Policy 3.1.1.16) and new parks and open spaces (Policy 3.1.1.17), both of which are applicable to new developments within the South Niagara Area.

Built Form Policies

Section 3 of the City's Official Plan, 'Building a Successful City' identifies that most of the City's future development will be infill and redevelopment and, as such, will need to fit in, respect and improve the character of the surrounding area. Section 3.1.2 Built Form provides policies that are aimed at ensuring that new development fits within and supports its surrounding context. Policies 3.1.2.1 to 3.1.2.4 seek to ensure that development is located, organized and massed to fit harmoniously with existing and/or planned context; frames and appropriately defines streets, parks and open spaces at good proportion; and limits impacts of servicing and vehicular access on the property and neighbouring properties. Meeting these objectives requires creating consistent setbacks from the street, 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, and limiting shadow and wind impacts on streets, open spaces and parks.

Section 3.1.3 contains specific policies on tall buildings and built form principles to be applied to the location and design of tall buildings. The background text in Section 3.1.3, which provides context for the policies, is clear in stating that tall buildings do not belong everywhere. Tall buildings are generally limited to areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive Zoning by-law, or site specific zoning. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of the Official Plan. Policy 3.1.3.1 c) directs that new tall buildings will contribute to the skyline character of the subject area.

Section 3.1.2 of the Official Plan states that the enjoyment of streets and open spaces largely depends upon the visual quality, activity, comfortable environment, and perceived safety of these spaces. These qualities are largely influenced by the built form of adjacent buildings. The Plan identifies that developments must be conceived not only in terms of individual building site, but how that site, building and facades fit within the existing and/or planned context of the *Neighbourhood* and the City. Policy 3.1.2.3 (a) states that new development will be massed to fit harmoniously within its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, and open spaces by massing buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportions.

Garrison Common North Secondary Plan

The South Niagara Area is contained within the Garrison Common North Secondary Plan (Official Plan Chapter 6.14) and is subject to Policy Areas 1 and 2 of this Secondary Plan. Policy Area 1 permits and protects the abattoir operations at 2 Tecumseth Street while Policy Area 2 provides for a mix of employment and residential uses, provided that employment uses are restricted to those compatible with adjacent and neighbouring residential uses in terms of emissions, odour, noise and generation of traffic.

The Secondary Plan's major objectives include:

- ensuring that new development be integrated into the established city fabric in terms of streets, blocks, uses, density patterns;
- permitting a variety of land uses and densities;
- community services and facilities;
- be sensitive to and protect the industrial, communications; and,
- a range of housing types in terms of size, type, affordability and tenure.

The recommendations of this report amend the Garrison Common North Secondary Plan to provide an appropriate framework for the redevelopment of the former industrial lands which were redesignated through Official Plan Amendment 231.

Fort York Secondary Plan

While the South Niagara Area is not contained within the boundaries of the Fort York Secondary Plan (Official Plan Chapter 6.13), the Plan does speak to the surrounding context with regard to park expansion/connections and relationships to the Fort and Garrison Common.

Section 2.4 of the Fort York Secondary Plan directs that regard be had for the context provided for redevelopment in the Fort York Neighbourhood by public and private initiatives in the larger Garrison Common North and Railway Lands West areas, in order to ensure its integration into this larger area and to promote the creation of a larger system of linked public open spaces.

Map 13-3 of the Fort York Secondary Plan specifies future park space, views southbound along Tecumseth Street, and a pedestrian bridge connection within the South Niagara Area. The proposed amendments to the Garrison Common North Secondary Plan contained in this report implement these directions from the Fort York Secondary Plan.

Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure that they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

There are limited opportunities within the South Niagara Area for Tall Buildings. These areas are clearly delineated within the proposed Secondary Plan mapping. Any planning application submitted within the South Niagara Area proposing a tall building will be accompanied by a rationale which demonstrates the manner in which the proposed tall building implements the Tall Building Design Guidelines.

Avenues and Mid-Rise Buildings Study

At its meeting on July 8, 2010, Toronto City Council, adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this City-wide Study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent *Neighbourhoods* through appropriately scaled and designed mid-rise buildings.

There are no lands adjacent to the *Avenues* designation as noted in Map 2 of the City's Official Plan within the South Niagara Area, however, the Avenues and Mid-rise Buildings Study offers valuable performance criteria against which to evaluate the characteristics of a proposed mid-rise building. The Performance Standards contained in the Avenues and Mid-rise Buildings Study should be applied in the review of any mid-rise buildings proposed in the South Niagara Area, in light of the proximity to low-scale residential *Neighbourhoods* to the north and the desirability of a mid-rise typologies to the context of this area and the lands to the south.

Toronto Bike Plan

In 2001, City Council adopted the Toronto Bike Plan (TBP). The TBP establishes a vision for cycling in Toronto including a Network of Bikeways, Bicycle Parking, Transit Integration, Safety and Education programs. The TBP complements other planning efforts in the City, including the City's Official Plan and the redevelopment of Toronto's waterfront. The vision for the TBP is to create a safe, comfortable and bicycle friendly environment in Toronto, which encourages people of all ages to use bicycles for everyday transportation and enjoyment.

The north landing of the future Fort York Pedestrian and Cycling Bridge, and the east boundary of the West Toronto Railpath EA corresponds generally with the west boundary of the South Niagara Planning Strategy area.

This report makes recommendations with regard to area cycling infrastructure improvements.

The West of Downtown Study

City Planning has been requested to review the existing and planned development in the King Liberty Area in the context of the larger West of Downtown Area (WDT). The WDT is the area generally west of Bathurst Street, north of Lake Shore Boulevard West from Dufferin to King Street West. Planning will be looking at the overall level of development in the area and the hard and soft infrastructure that exists or is needed to

serve this area that has intensified rapidly. One of the major focuses of the study will be transportation infrastructure.

Planning staff will be working on the West of Downtown study with other City divisions with a report on the work program and preliminary findings in early 2015. The conclusions of the South Niagara Planning Strategy will inform the larger geography of the West of Downtown Study.

Creative Capital Gains – An Action Plan For Toronto

Creative Capital Gains – An Action Plan for Toronto was adopted by City Council in May, 2011. The Plan states that the City shall protect industrial and commercial space for cultural industries by developing strong policies during the review of the City's Official Plan as well as during the review of site-specific rezoning application. Toronto has previously adaptively reused several city-owned industrial buildings with great success (e.g. Artscape Wychwood Barns, Evergreen Brickworks and the John Street Roundhouse). The former Wellington Destructor site, located at 677 Wellington Street West, is a City-owned property which has the potential to grow its cultural footprint and provide for community facilities for the surrounding area.

Collaborating for Competitiveness – A Strategic Plan for Accelerating Economic Growth and Job Creation in Toronto

The City of Toronto's economic development strategic plan, *Collaborating for Competitiveness*, presents a number of specific recommendations and actions to advance initiatives for accelerating economic growth and job creation. Maintaining manufacturing as a mainstay of the Toronto economy is an important element of this strategy and one of the key sectors identified for growth is that of food processing.

Toronto is at the heart of an \$18 billion dollar food processing industry within the Greater Toronto Area that employs about 60,000 people. Within Toronto, there are over 700 food and beverage processing firms, 75% of which are small to medium sized enterprises. Food processing is an important sector within the City of Toronto and is a manufacturing sector that is growing locally and throughout the province of Ontario.

To help support existing food processors and encourage the formation of new food processing manufacturing operations, the expansion of the Toronto Food Business Incubator (TFBI) has been identified as a priority for City Council. The TFBI aims to provide shared production, packaging and distribution space for food processors, as well as assistance in developing and implementing their business plans.

The former Wellington Destructor site, located at 677 Wellington Street West, is a City-owned property which in a collaboration with other uses, could provide a potential site for the TFBI.

Fort York Heritage Conservation District Study and Plan

The Fort York Heritage Conservation District Study and Plan reviews and consolidates the 1985 Fort York Heritage Conservation District Plan, addressing the conservation of nationally significant resources from the War of 1812 and remnants of Toronto's founding landscape. This new Plan was developed as a result of the City acquiring additional land to enlarge the Fort York site, the rapidly changing context of the Fort, including the new visitor centre, and changes to the Ontario Heritage Act. The Heritage Study and Plan include direction with regard to the protection of heritage attributes, view corridors, landforms and archaeological features both within the study boundaries and in associated adjacent lands. The South Niagara Area is within the adjacent lands. The Strategy, as detailed in this report, has regard for and includes similar policy, as the Fort York Heritage Conservation District Study and Plan.

Zoning By-law

The lands within the South Niagara Area are subject to the provisions of Zoning By-law 438-86, as amended (Attachment 3). The lands in the area of Niagara Street, Tecumseth Street, and Wellington Street at the east end of the South Niagara Area are generally zoned for residential uses, while the lands adjacent to the rail corridor are subject to industrial zone categories. The lands fronting Bathurst Street are subject to a mixed-use zone category.

Site Plan Control

All lands within the South Niagara Area are subject to the City's Site Plan Control By-law No. 774-2012.

STUDY PROCESS

Study Objectives

The objectives of the South Niagara Planning Strategy are as follows:

- Identify and protect the South Niagara Area's unique locational and heritage attributes,
- Ensure protection of existing City-services and the established neighbourhood,
- Provide a framework for new developments that will ensure an appropriate fit within the area context,
- Identify opportunities to expand and enhance the public realm and transportation network including better connectivity,
- Provide for continued employment uses within new developments in a manner that limits impacts to residential uses within the South Niagara Area,
- Expand existing park spaces, and,
- Ensure visual transitions and view corridors resulting from any new development relating to the adjacent Fort York National Historic Site are appropriate.

Community Consultation

A crucial component of any Planning Study is community consultation. A number of community consultation meetings took place in 2013-2014 to engage the community to work with City Staff to inform and assist with the study.

Kick-off Meeting – October 15, 2013 - Fort York – Blue Barracks - City Staff lead a facilitated discussion and a group work session in order to define the strengths and opportunities within the neighbourhood. Approximately 80 people were in attendance

Design Workshop – February 6, 2014 –Niagara Public School - City Staff lead 7 groups of 10 attendees in developing a vision for the redevelopment of the neighbourhood. A set of facilitation questions was provided to each group to determine preferred built form, land uses, heritage preservation measures, park characteristics, and pedestrian cycling and vehicle connections. Approximately 80 people were in attendance

Preliminary Direction– March 27, 2014 – Fort York – Blue Barracks – City Staff presented the preliminary conclusions including the proposed building massing, expansion of park spaces, permitted land uses, special policy areas, new transportation connections and heritage preservation measures, based on community consultation and internal discussion, in a traditional public meeting format and received questions and comments from those in attendance. Approximately 60 people were in attendance.

Draft Staff Recommendations – June 18, 2014 – South Stanley Park - City Staff hosted an outdoor drop-in session in the park during the afternoon and early evening to communicate changes to the recommendations presented on March 27, 2014. The adjustments to the plan to add more park space and better specify the future use of the Wellington Destructor were well received, as was the outdoor drop-in session meeting format.

Study Website - A Study website was also established by the Councillor's Office. This website provided access to presentation materials and supporting information from the above meetings. <http://mikelayton.ca/south-niagara-planning-study>.

Community Comments

Through the varied approach to community consultation meetings, staff was able to obtain a wide array of input by engaging the public in a number of different forums.

The community noted the following matters as the most significant to be addressed through the course of this study:

- Protection of views to and from the Fort York National Historic Site,
- Restricting the size of retail uses to smaller format retailers,
- Providing for a built form which responds to the neighbourhood's low to mid rise character through appropriate heights, massing and transition,
- Protection and adaptive reuse of heritage buildings,

- Protection, expansion and improvement of green spaces which facilitate the activities of both people and pets,
- Creating a new arts and culture node within the community,
- Addressing traffic, noise and odour issues related to the area employment lands, specifically Quality Meat Packers,
- Expansion of the cycling and walking path network, and
- Increasing the availability of day-care spaces.

When consulted on the preliminary and final conclusions of the study, the community was generally supportive of the mix of uses, the expansion of the park space, the adaptive re-use of the heritage buildings and the new network of pedestrian, bike, and vehicle connections. There was some concern with regard to increased traffic, ensuring adequate transition from new developments to the existing neighbourhood, and the preservation of heritage buildings within the South Niagara Area.

Interdivisional Working Group

An interdivisional working group was established to provide input to City Planning staff throughout the Study. The interdivisional working group met on two occasions to assist in review and comment on the public consultation and directions. Staff responsible for the various city-owned parcels within the South Niagara Area were included in part the Working Group.

The Working Group included staff from the following divisions:

- City Planning
- Children's Services
- City Legal
- Economic Development and Culture
- Engineering and Construction Services
- Parks Forestry and Recreation
- Real-Estate Services
- Transportation Services

Implementation

In order to implement the South Niagara Planning Strategy, City Planning staff are proposing amendments to the Official Plan (Attachment 4) and Zoning By-law (Attachment 5) as detailed in the following sections.

OPA 231 - 28 Bathurst Street and 2 Tecumseth Street

The South Niagara Strategy was initiated at a time when the abattoir at 2 Tecumseth Street was still operating. The abattoir has recently closed and the site is not contemplated to resume operations as an abattoir or another similar use. The policies proposed to implement the South Niagara Strategy therefore no longer contemplate a framework to consider development with regard to the ongoing operations of the abattoir, which was one of the original objectives of this study.

The policies contained in OPA 231 which would encumber the development of 28 Bathurst Street under circumstances where the abattoir continued operations are proposed to be deleted through the Official Plan Amendments implementing this study.

Official Plan Amendments

The Policies of the South Niagara Strategy enable the redevelopment of the lands at 28 Bathurst Street and 2 Tecumseth Street in a mixed-use format. In order to apply the most appropriate land use designation to this site, it is proposed that the entirety of 28 Bathurst Street and the east portion of 2 Tecumseth Street be redesignated from *Employment Areas* to *Mixed Use Areas* on Map 18 – Land Use, as shown on the attached Official Plan Amendment.

In order to ensure that the south expansion of Stanley Park is subject to the *Parks and Open Spaces* Policies of the Official Plan (Section 3.2.3), the proposed amendment will amend Map 18 – Land Use, as shown on the attached Official Plan Amendment.

Views to and from Fort York National Historic Site are of paramount importance to the area context. Official Plan Amendment 199 currently cites views to and from the south of Fort York National Historic Site, but does not address the condition north of the Fort. City Staff recommend amendments to Official Plan Amendment 199 to specify Fort York National Historic Site within the list of “Prominent Buildings, Structures and Landscapes” and include additional views to and from the South Niagara Area as defined in this Strategy, the Fort York Secondary Plan, The Fort York Heritage Conservation District Plan and Study in a manner consistent with Map 14-6 attached to the proposed Official Plan Amendment and being satisfactory to City Planning and Fort York Staff.

Garrison Common North Secondary Plan Amendments

The proposed amendments to the Garrison Common North Secondary Plan comprise a development framework which will implement the South Niagara Planning Strategy. This development framework will consist of general site and area specific policies as well as subsections regarding Built Form, Land Use, Public Spaces and Connections, and Heritage.

The ‘South Niagara Area’, as referenced in the following policies, is defined as being bordered by Strachan Avenue to the west, Wellington Street West to the north, Bathurst Street to the East, and the Georgetown South Metrolinx rail corridor to the South. Map 14-1, contained in the Garrison Common North Secondary Plan, is proposed to be amended to delineate the boundaries of the ‘South Niagara Area’.

Any new development within the South Niagara Area will be respectful of the existing and adjacent Niagara neighbourhood characteristics. The area to the north consists of low rise residential and office uses as well as a large park space at the centre of the neighbourhood, with mid-rise buildings on the periphery at Strachan Avenue and Bathurst Street. Tree-lined streets permeate the neighbourhood. New development and the expansion of park space south of Wellington Street West, will appropriately transition

to the area to the north. The area character will be further enhanced through the preservation and adaptive reuse of heritage resources, respect for the existing neighbourhood, the preservation of mature trees and the planting of new trees, and the provision of enhanced landscaping on both public and private lands.

General South Niagara Area Policies

Construction of new buildings will incorporate elements of sustainability with respect to building materials, internal infrastructure, outdoor spaces, green roofs, and opportunities to utilize or generate renewable energy.

A comprehensive traffic and loading study will be required for any significant development within the South Niagara area to demonstrate how conflicts with area traffic will be mitigated. All new loading areas and operations will also be screened from view of the adjacent neighbourhood and employ noise mitigation measures to the satisfaction of City Planning staff.

All new significant development applications located within the South Niagara Area will be required to submit a Construction Management Plan and implement the contents of this Plan to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor.

Built Form Policies

In addition to the Built Form policies contained in Chapters 2, 3 and 4 of the Official Plan, in order to encourage a built form which respects the low-rise character of adjacent neighborhood and provides transitions to new and proposed green spaces and the Fort York National Historic Site, site and area specific built form policies will apply to all development within the South Niagara Area.

Building design and massing will create a comfortable pedestrian environment, integrate with the public realm, and transition to protect the adjacent low-scale neighbourhood areas, parks and open spaces, and Fort York National Historic Site. Mid-rise buildings will be contained underneath a 45-degree angular plane extending from the abutting property line of all lands with a *Neighbourhoods* designation. Buildings adjacent to park space will provide a transition that limits shadowing and maintains sky-view adjacent to the park spaces.

Mid-rise buildings with a maximum height of 11 storeys are permitted within the lands noted as 'Mid-rise' on Map 14-5 appended to the attached Official Plan Amendment. However, in locations shown with 'Asterisk' on this same Map, additional storeys may be considered on one building on the subject site, provided the proposed tower elements are consistent with the direction of the South Niagara Strategy to achieve appropriate transition to low-rise *Neighbourhoods* and *Parks and Open Spaces*, protection and enhancement of view corridors, maximize sky view, and limit shadowing to the satisfaction of Chief Planner and Executive Director, City Planning Division.

New buildings will be required to demonstrate and achieve a compatible relationship with the listed and designated heritage buildings through consideration of matters including, but not limited to building height, massing, scale, setbacks, stepbacks, roofline and profile, materials and architectural character.

The low-rise, tree-lined residential street character along Niagara Street, Wellington Street West and Tecumseth Street north of Niagara Street is unique in terms of its lot pattern, street layout, and built form characteristics. New development in the area will respect and not detract from the characteristics of this area.

Through review of a Zoning By-law amendment application, Council will consider a built form and massing approach to new development created through a comprehensive design proposal which may encroach into the 45 degree angular plane, provided the built form of the proposal does not exceed the maximum building heights noted in the South Niagara Strategy, includes an intermediate built form between the taller elements and the low rise *Neighbourhood* to effectively buffer the development from the adjacent *Neighbourhood*, achieves a desirable relationship to the Fort York National Historic Site, and the provides transition which implements the intent of the South Niagara Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Land Use Policies

In order to encourage a mix of uses that will provide for a range of employment opportunities, commercial, community, and residential space, site and area specific land use policies will apply to all development within the South Niagara Area.

Non-Residential Use Policies

In order to retain opportunities for employment on the lands formerly and currently occupied by, and zoned for, employment activities, new development on the lands at 28 Bathurst Street and 2 Tecumseth Street will be required to provide a minimum of 1.0 times the lot area (net of lands conveyed to the City for roads, multi-use pathways, and parks), of residentially compatible employment space.

Residential Use Policies

Within any new development containing residential units, a variety of residential unit sizes, tenure, and levels of affordability, including units that can accommodate families with children, will be provided. A minimum of 10% of the residential units contained within any new mixed-use or residential development will be marketed and constructed as three bedroom units, and additionally, a minimum of 20% of the residential units will be marketed and constructed as two-bedroom or two bedroom plus den units.

City Work Yard Policies

The City works operations located at 701 Wellington Street will be protected and may be expanded.

Prior to the enactment of any Zoning by-law amendment for the purposes of permitting any residential and or other sensitive uses on lands within, or adjacent to the South

Niagara Area, a Works Yard Compatibility Study (WYCS) will be submitted by the applicant to the satisfaction of the City of Toronto, in consultation with the Ministry of the Environment, that evaluates how the proposed sensitive uses including residential uses would affect the ability of the City Works Yard to perform normal 24/7 business activities.

Prior to the acquisition of any land from the property at 2 Tecumseth Street by the City for the purposes of expanding the Works Yard, it will be demonstrated, to the satisfaction of City Planning and Real-Estate Services, that the remaining land to the south is adequate to accommodate the pedestrian and cycling connection along the north side of the Metrolinx Rail corridor, a potential vehicle access to the yard, and any landscape/safety buffering from the Works Yard and rail corridor.

Park Space and Connection Policies

In order to protect, enhance, and expand area park spaces, multi-modal connections, and the public realm, the following Public Space and Connections policies will apply to all development within the South Niagara Area.

Connection Policies

The concept for new public streets and pedestrian/cycling paths, will be provided based on the intentions generally in accordance with Attachment 9, and Map 14-4 of the proposed Official Plan Amendment. The new Streets will provide frontage to new developments and increase permeability through the area and as such the final determination of these features will be made at the development application phase for rezoning at 2 Tecumseth Street, 28 Bathurst Street, and the adaptive reuse of the Wellington Destructor.

The City will secure land for these new streets, bicycle connections, pedestrian walkways as a condition of the approval of development within the South Niagara Area, or by other means, satisfactory to the Chief Planner and Executive Director, City Planning Division, in consultation with appropriate civic officials.

The City will seek to employ reduced pavement widths along all of part of the new street network, where appropriate, in order to accommodate traffic calming, and multiple modes of transportation safely within the right-of-way.

The City will work with Metrolinx staff and the owners of 2 Tecumseth Street and 28 Bathurst Street, to achieve a new public multi-use path connecting the lands east of Bathurst Street to the expanded Stanley Park, the Fort York Pedestrian and Cycling Bridge, and the West Toronto Rail Path to the west.

Vehicular access to the development blocks will be consolidated where possible.

The City will strengthen pedestrian and cycling connections between the existing rights-of-way, the expanded Stanley Park, the Fort York Pedestrian and Cycling Bridge, and the West Toronto Rail Path to the west.

City Staff will work with the Toronto Transit Commission to explore opportunities for a bus transit route utilizing the new street infrastructure in the South Niagara Area.

Park Space Policies

New development will be massed so as to limit shadows on new or existing park spaces and provide adequate sky view from within these park spaces.

The conservation and expansion of the community gardens within the southern expansion of Stanley Park will be encouraged. Through the design of the Stanley Park southern expansion, Parks, Forestry and Recreation Staff will consider the addition of servicing connections for lighting and water to the area.

City Planning and Parks, Forestry and Recreation Staff will work with Build Toronto to ensure that the north landing of the Fort York Pedestrian and Cycling Bridge will be designed so that opportunities for passive and/or active recreation within this park space are maximized.

Parks, Forestry and Recreation staff will explore opportunities to incorporate the Maple Green Inc. building (c.1901), adjacent to Strachan House at 51-53 Strachan Avenue, into the design and programming of the Stanley Park south expansion.

The ultimate design of park spaces on the lands designated as 'Parks and Open Space Areas – Parks and Other Open Space Areas' through this plan will reference the course of the Garrison Creek, which currently flows in a culvert underneath these lands, along with other elements of the history of the area.

Where possible, and as determined through the Zoning By-law Amendment and Site plan review processes, publicly accessible private spaces and walkway connections will be provided within the South Niagara Area.

The new park space at the west end of the 28 Bathurst Street site will be designed so as to provide for views into Fort York National Historic Site and connect the pedestrian and cycling path along the rail corridor with the south terminus of Tecumseth Street.

Heritage Preservation Policies

In addition to the Heritage Preservation Policies contained in Chapter 3 of the Official Plan, in order to enhance, protect and adapt the significant archaeological potential, historic context and built heritage, of the South Niagara Area and adjacent Fort York National Historic Site, the following heritage policies will apply to all development within the South Niagara Area

General Heritage Policies

Properties currently listed on the City of Toronto Inventory of Heritage Properties and those that are designated under either Parts IV or V of the Ontario Heritage Act will be conserved in accordance with relevant legislation, City policy and the Standard and Guidelines for the Conservation of Historic Places in Canada.

Properties identified as having the potential to contain cultural heritage value or interest (Attachment 6) will be evaluated and conserved as appropriate, either by the City or through the planning process.

Development and alterations will respect, conserve and maintain the integrity of the existing and potential cultural heritage properties and be of a scale, form, material and character that supports and complements these resources.

Heritage Impact Assessments will be required for development applications that affect existing and potential heritage properties within this policy area.

The entire South Niagara Area has been identified for archaeological potential within the *City of Toronto Archaeological Management Plan*. All development applications will require at minimum a Stage 1 Archaeological Assessment as a condition of a complete application.

The City will not permit development and/or site alteration on lands on or adjacent to a protected heritage property except where the proposed development and/or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Any redevelopment of the lands at 2 Tecumseth Street and 28 Bathurst Street will be required, as a condition of approval, through public art contribution, or other means in consultation with the Manager of Heritage Preservation Services, to provide reference to the built, natural and/or contextual heritage of the South Niagara Area and surroundings.

The City will seek the retention, conservation, rehabilitation, re-use and restoration of listed and designated heritage buildings within the South Niagara Area by means of one or more appropriate legal agreements.

Fort York National Historic Site

Any proposed redevelopment of the lands within the South Niagara Area will enhance and protect the view corridors shown on Map 14-6 of the attached OPA. These view corridors are consistent with the views identified in the Fort York Heritage Conservation District Study and Plan.

All proposed buildings within view of Fort York National Historic Site will be required to provide a massing study which demonstrates their visual impact on the Fort. This massing study will be based on the current topography of the area. Blank walls will not be permitted to face Fort York National Historic Site. Any potential blank walls, such as railway crash walls, or parking garages will be designed in such a manner so as to not detract from the character or the views from Fort York National Historic Site, to the satisfaction of Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Economic Development and Culture.

The Wellington Destructor - 677 Wellington Street West

The Wellington Destructor, located at 677 Wellington Street is listed on the City's Inventory of Heritage Properties. It is a valuable architectural and contextual heritage resource which is strongly recommended to undergo an adaptive re-use process to provide for community and cultural space.

The City will promote the reuse and refurbishment of the Wellington Destructor and explore opportunities to establish a cultural / community facility within and around the existing building. Additions to the building, which are sympathetic to the Destructor's heritage character, and implement the transition policies of the South Niagara Strategy, may be considered, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, to provide additional floor space on site in order to achieve adaptive re-use of the site, subject to necessary planning or heritage approvals. Community Space, Office Uses, Cultural Uses, and other non-residential uses compatible with the surrounding community will be permitted.

The requirement to provide 1 times the lot area of residentially compatible employment space (net of lands conveyed to the City for roads, multi-use pathways, and parks) at 2 Tecumseth Street, may be satisfied on the lands at 677 Wellington Street, subject to arrangements satisfactory to the Chief Planner and Executive Director, City Planning Division in consultation with appropriate civic officials.

Through the review of a Zoning By-law amendment application on the lands at 2 Tecumseth Street, the City may also consider the potential to exchange land with the developer of 2 Tecumseth Street to realize potential benefits of realigning the lands at 677 Wellington Street and 2 Tecumseth Street.

The City will explore opportunities to retain as much of the original paving within the proposed new woonerf/public street located on the west end of the Wellington Destructor site.

Zoning By-law Amendment

In order to implement the South Niagara Planning Strategy, amendments to the Zoning By-law are required.

Not all lands within the South Niagara Area are proposed to be rezoned by this report however. Only lands which are proposed to be designated as park space will be zoned to an appropriate 'Park' zone category by the proposed zoning by-law amendment (Attachment 6).

Other lands within the South Niagara Area which are currently subject to development applications (28 Bathurst Street) will be processed by staff in accordance with the policies resulting from the South Niagara Planning Strategy. It is anticipated that only two other properties, 2 Tecumseth Street (Former Abattoir), and the city-owned lands at 677 Wellington Street (The Wellington Destructor) may redevelop. Any redevelopment of these properties will be in accordance with the policies of the South Niagara Planning

Strategy, and will be evaluated through the Zoning By-law amendment application review process.

The proposed Zoning By-law amendment (Attachment 6) rezones a portion of the lands at 805 Wellington Street West to 'G' Parks and will permit park related uses, including community gardens, and any structures necessary to construct the north landing of the Fort York Pedestrian and Cycling Bridge.

Additional Rationale Supporting Implementation

The following details the rationale behind the specific aspects of the Official Plan Amendments noted above.

Built Form, Building Height and Transition

Based on staff review of the area, and to respond to community comments with regard to building height, maximum building heights and a 45-degree angular plane policy are recommended to limit overlook and shadowing, and enhance sky-views and privacy of residents in the Niagara Neighbourhood. As noted in both the proposed 'Built Form' and 'Heritage' Policies earlier in this report, the low-rise residential area within the South Niagara Area consists of a unique character which is intended to be protected. The 45-degree angular plane will be applied from the rear of any properties within the *Neighbourhoods* Official Plan designation, but not include the laneway abutting the rear of these properties.

There are two large parcels within the South Niagara Area that may see redevelopment with mid-rise or taller building forms within the South Niagara Area, 2 Tecumseth Street and 28 Bathurst Street. At 2 Tecumseth Street, a maximum of one (1) building element may encroach beyond the height limit of 11-storeys, provided the building transitions appropriately to the adjacent *Neighbourhood* area, has regard for the City's Tall Building guidelines, specifically related to separation distance and maximum tower floor plate size, is massed in a manner which protects view corridors to and from Fort York National Historic Site. At 28 Bathurst Street, a maximum of one tall building, with a maximum building height of 20 storeys and a maximum tower floorplate, including all interior space, but excluding inset or projecting balconies, of 750 square metres, will be permitted on the eastern portion of the lands. This is consistent with the existing and planned context of lands to the east at Front Street and Bathurst Street. While concerns regarding a taller building in the relation to the Fort York National Historic Site at 28 Bathurst Street were noted by a number of study respondents, City staff do not consider a taller building on the easternmost part of the site to have a significant impact on the Fort provided the taller portion of the building is subject to a maximum total floorplate of 750 square metres.

The proposed built form, in terms of maximum height and massing, is more modest than that of the surrounding areas in Liberty Village, King Spadina and the Fort York Neighbourhood. This is deliberate, as the existing context of the South Niagara Area and its stable neighbourhood character and the proximity of Fort York does not lend itself to the built form of these surrounding areas.

City Planning Staff acknowledge that the lands at 2 Tecumseth Street and 28 Bathurst Street may be able to redevelop in a format which relates better to both the adjacent Fort York National Historic Site and the South Niagara Neighbourhood in general, while not entirely being contained within the 45 degree angular plane from the lands designated *Neighbourhoods*, noted earlier in this report. While City Planning staff maintain that the maximum building heights noted in the Official Plan are appropriate for the site and should not be exceeded, excepting in the case of the asterisk noted above, in order to provide flexibility with regard to building massing, through the review of a Zoning By-law amendment, Council will consider a built form and massing approach to new development created through a comprehensive design proposal which may encroach into the 45 degree angular plane, provided the built form of the proposal includes an intermediate built form between the taller elements and the low rise *Neighbourhood* to effectively buffer the development from the adjacent *Neighbourhood*, achieves a desirable relationship to the Fort York National Historic Site, and provides transition which implements the intent of the South Niagara Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

City Planning Staff are sensitive to the visual impacts a large crash wall and parking structure on the south side of any new building might have on Fort York National Historic Site. The location of multi-use path on the south side of the 28 Bathurst lands will soften this transition; however the development must include an acceptable visual treatment to this space to the satisfaction of the Chief Planner and Executive Director, City Planning Division. The City will work with the applicant, Fort York National Historic site staff, and Metrolinx staff to determine appropriate built form and transition elements

The proposed built form policies of the South Niagara Strategy will direct that new development be organized and massed to fit harmoniously with existing and planned context, respond to streets, existing and future parks and open spaces, and the Fort York National Historic Site at good proportion, and comply with the intent of the broader built form policies of the Official Plan. Through review of the Zoning By-law Amendment and Site Plan applications, the City will secure high-quality materials in the treatment on all proposed buildings.

Retaining Employment Uses

Official Plan Amendment 231 converts a portion of the lands within the South Niagara Area from *Employment Areas* to *Regeneration Areas*. In other instances where conversions have occurred within the surrounding area (The Ordnance Triangle, 171 East Liberty) and even on lands converted within the South Niagara Area (28 Bathurst Street), the resulting development permissions have included a requirement for the provision of a minimum of 1 times the lot area, (net of lands conveyed to the City for roads, multi-use pathways, and parks) of residentially-compatible employment space.

The requirement to provide a minimum of 1 times the lot area of residentially-compatible employment space is proposed to remain on the lands at 28 Bathurst Street, and be added to the lands at 2 Tecumseth Street. On lands subject to this requirement, this minimum

employment floorspace area will be applied only to lands which remain after conveyances for roads, park space, and/or multi-use pathways are considered.

Heritage Preservation

A number of potential built heritage resources were identified through a Heritage Survey of the South Niagara Area (Attachment 6) and consultation with the community. These are specifically:

- Strachan House (51-53 Strachan Avenue, and 715, 801a, 805 Wellington Street West)
- The Wellington Destructor (677 Wellington Street)
- A series of brick row houses (61, 63, 65, 67, and 69 Niagara Street)
- The Casket Factory (89- 109 Niagara Street)

The above properties, and potentially others in the South Niagara Area may be candidates for designation under Part IV or Part V of the Ontario Heritage Act RSO 1990. None of these buildings are currently experiencing pressure for redevelopment – Strachan House is owned by the City and delivers shelter services; the Wellington Destructor is owned by the City and listed on the City’s Inventory of Heritage Properties; the row houses at 61- 69 Niagara Street have been nominated for designation by the owner; and the Casket Factory is being refurbished through the redevelopment of that site, with the heritage building being protected through a Heritage Easement Agreement to be registered on title.

In order to determine whether the properties in the South Niagara Area should be subject to individual designation under Part IV of the Ontario Heritage Act or designated as a Heritage Conservation District under Part V of the Ontario Heritage Act, it is recommended that the Chief Planner and Executive Director, City Planning Division, report to Toronto and East York Community Council in 2015 on the potential for Part IV or Part V Designation.

In accordance with Policy 2.6.3 of the Provincial Policy Statement (2014), the City will not permit development and/or site alteration on lands adjacent to a protected heritage property except where the proposed development and/or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Fort York National Historic Site is one such significant built heritage resource adjacent to the South Niagara Area. Any proposed redevelopment of the lands at 2 Tecumseth Street and 28 Bathurst Street will demonstrate, to the satisfaction of City Planning Staff, that the heritage attributes of the protected heritage property, particularly the Fort York National Historic Site, will be conserved.

Official Plan Amendment 199 already protects view corridors to Fort York National Historic Site from the south. Planning staff recommends that the views to the Fort from the South Niagara Area also be secured within OPA 199, currently under appeal at the Ontario Municipal Board, in a manner consistent with the view mapping attached to the

Draft Official Plan Amendment (Attachment 4). The City Solicitor should ask the OMB to amend OPA 199 accordingly.

The entire South Niagara Area has been identified for archaeological potential within the *City of Toronto Archaeological Management Plan*. All development applications will require at minimum a Stage 1 Archaeological Assessment as a condition of a complete application.

Adaptive Reuse of the Wellington Destructor

The city-owned property at 677 Wellington Street West containing the Wellington Destructor building was declared as operationally surplus by Transportation Services in 2013. This coincided with the beginning of the South Niagara Planning Study. While the City's Cultural Affairs Office submitted an expression of interest in the lands, it was determined that the South Niagara Study would inform the final decision as to these surplus lands.

Through extensive consultation with the community it was determined that the Destructor site, including the ramp and parking areas at 677 Wellington Street West, should be adaptively reused as has been done to other former industrial sites in Toronto (Artscape Wychwood Barns, Evergreen Brickworks and the John Street Roundhouse). The adaptively reused site would provide for cultural / community facilities and amenity space. Community Space, Office Uses, Cultural Uses, and other non-residential uses compatible with the surrounding community will be permitted.

Additions which are sympathetic to the Destructor's heritage character and comply with the built form and transition principles established through this study may be considered, to the satisfaction of the Chief Planner and Executive Director, to provide additional floor space on site in order to achieve adaptive re-use of the site.

In order to enable a potential partnership with the adjacent land developer at 2 Tecumseth Street to assist in financing the adaptive re-use of the incinerator, the non-residential floorspace required to satisfy the requirement to provide 1 times the lot area of residentially compatible employment space (net of lands conveyed to the City for roads, multi-use pathways, and parks) at 2 Tecumseth Street will be permitted to be located on the lands at 677 Wellington Street, subject to arrangements satisfactory to the Chief Planner and Executive Director, City Planning Division in consultation with appropriate civic officials. This would allow for the construction of residential floor space within the redeveloped lands at 2 Tecumseth Street where non-residential space would otherwise be required, increasing the potential overall yield of residential floorspace at 2 Tecumseth Street, in exchange for the developer of the 2 Tecumseth lands assisting in the funding and/or construction of the non-residential space at the Wellington Destructor site to facilitate the adaptive reuse.

Through the review of a Zoning By-law amendment application on the lands at 2 Tecumseth Street, the City may also consider the potential to exchange land with the developer of 2 Tecumseth Street to realize potential benefits of realigning the lands at

677 Wellington Street and 2 Tecumseth. City Planning, Economic Development and Culture, and Real Estate Services staff will consult with the Ward Councillor and the future applicant at 2 Tecumseth Street to determine whether a land swap between these two parcels would be appropriate, in the interest of the City, and result in a more orderly development of these parcels of land.

The adaptively reused heritage property will act as a buffer and provide transitional land uses between the City Works Yard at 701 Wellington Street West and the possible introduction of a mix of uses including residential and other sensitive uses and compatible employment uses on the lands located at 2 Tecumseth Street.

In order to initiate the process of exploring the adaptive reuse of the Wellington Destructor Property at 677 Wellington Street West, it is recommended that City Council direct the General Manager of Economic Development and Culture to study the opportunities for adaptively reusing the Wellington Destructor at 677 Wellington Street for cultural and community space or other appropriate uses in consultation with city staff from Heritage Preservation Services, City Planning, Real Estate, Transportation Services, the local councillor and representatives from the local community.

Protecting the Works Yard

The Works Yard at 701 Wellington Street provides City Services, such as street cleaning and winter road maintenance, to a broad area within the core of the City. In order to support the City's mandate to deliver services effectively, this Works Yard will be permitted to operate at 701 Wellington Street West and may expand if necessary.

In order to ensure new area development does not result in the Works Yard operations being frustrated or limited, prior to the enactment of any Zoning by-law amendment for the purposes of permitting any residential and or other sensitive uses on lands within, or adjacent to, the South Niagara Area, a Work Yard Compatibility Study (WYCS) will be submitted for review. The WYCS will evaluate whether the occupants of the proposed redevelopment would be subject to adverse effects from the City Works Yard and recommend, to the satisfaction of the City, any necessary mitigation and/or buffering measures which will be undertaken by the developer.

Expanding Park Space

The South Niagara Area is located within an area that provides between 0.8 to 1.56 hectares of parkland per 1,000 persons, as shown on Map 8B of the City's Official Plan. The South Niagara Area contains a number of City-owned parcels. With the exception of the portion of the lands at 28 Bathurst proposed to be redeveloped, and the Wellington Destructor property, these lands are contributing City-services to the area.

The proposed park space expansion as shown on the attached Official Plan Amendment is desirable for a number of reasons:

- it roughly aligns with the Garrison Creek, a watercourse which has shaped the South Niagara Neighbourhood,

- it is consistent with the 'Proposed Parks' shown on Map 13-3 of the Fort York Secondary Plan (2008), as well as numerous other previous concept plans and publications regarding the Waterfront area, including the Royal Commission on the Future of the Toronto Waterfront - Garrison Common Preliminary Master Plan (1991), Fort York: Setting it Right (2000), and the Central Waterfront Plan Part II (2003);
- it will help protect views into and from the Fort along the route of the Garrison Creek as identified in the Fort York Heritage Conservation District Study and Plan;
- it will increase the amount of park space the serve the Niagara Neighbourhood,
- it is achieved by primarily utilizing lands currently within City ownership and lands which can partly be acquired through parkland dedication, and
- it provides key connections to the existing park system and contributes to the master planning approach to the parks and public spaces in this part of the City.

The Stanley Park south expansion will occur in a phased manner. The South Stanley Park Expansion, on the lands currently occupied by Metrolinx construction vehicles, is anticipated to be realized in the short term, while the open space fronting the Wellington Destructor building will be realized in the short to medium term. The City Works Yard, which the proposed policy framework intends to protect for the duration of its operational necessity, may eventually be relocated. At such time as this occurs, the space will be converted to park space. In the interim, the City will seek to ensure adequate connections between the new South Stanley Park Expansion and the green space fronting the incinerator through both the Wellington Street West public realm and the proposed pedestrian and cycling path to the South of the existing Works Yard.

It is recommended that Parks, Forestry and Recreation staff consider the manner in which the park space will be programmed during each stage of the expansion of park space within Stanley Park. It is also recommended that Parks, Forestry and Recreation staff explore opportunities to incorporate the Maple Green Inc. building (c.1901), adjacent to Strachan House at 53 Strachan Avenue, into the design and programming of the Stanley Park south expansion.

Street Network Expansion

A new street is proposed to intersect Bathurst Street, traverse the lands at 28 Bathurst Street, intersect with Tecumseth Street, and continue through the 2 Tecumseth Street property until turning north to intersect Wellington Street West, potentially between the Wellington Destructor Building at 677 Wellington Street West and the City Works Yard at 701 Wellington Street West, to intersect with Walnut Street.

The proposed new street will require both public and privately-owned lands within the South Niagara Area. These properties will all benefit from new public street frontage and access. Few viable options for vehicle access would otherwise be possible for some of

these parcels, apart from the construction of private roads, which is a less desirable option.

On the 2 Tecumseth Street property, the proposed new public street will be required to connect to the street proposed on the 28 Bathurst Street site in a manner satisfactory to City Planning and Transportation Services Staff. The street may run along the south end of 2 Tecumseth Street, abutting the rail corridor, as shown on Attachment 9. This alignment would result in opportunities for visual buffering from Fort York and Garrison Common to the South and preserves a large part of the lands at 2 Tecumseth Street for the purposes of redevelopment. However, a street alignment closer to the housing would allow for greater buffering from the lands designated as *Neighbourhoods*.

The proposed new street will have a narrower than typical pavement width. Part of the new street may be designed to include the multi-use pathway which connects Bathurst Street, across the edge of the rail corridor, to the new park space in the South Niagara Area. The street itself will be designed by Transportation Services in consultation with the Chief Planner and Executive Director, City Planning Division, through the redevelopment of the lands at 2 Tecumseth Street and 28 Bathurst Street and in consultation with staff responsible for the adaptive reuse of the Wellington Destructor site and any adjustment to the Works Yard.

A potential location for the new north/south portion of the new street, as shown on Attachment 9, is located between 677 Wellington Street West and the City Works Yard. Should this north/south section partly comprise the ultimate alignment of the new street, it may be constructed in phases, to the satisfaction of City Planning and Transportation Services Staff, as sufficient land for a full right-of-way is not currently available between the existing incinerator building and the noise wall of the Works Yard. The initial phase of this street could be constructed in a woonerf format. A woonerf is a narrow street, often paved with a surface other than concrete, which is generally traffic-calming and is friendly to vehicles, cyclists and pedestrians, though best accommodates the latter two. Should the Works Yard relocate to another area of the City, this street may be further expanded, if necessary and appropriate.

City Planning staff will consider alternative alignments and configurations of this new street through the review of a future development applications at 2 Tecumseth Street, 28 Bathurst Street, and the adaptive reuse of the Wellington Destructor.

Assessing Potential Future Transportation Improvements

In addition to contributing land for additional street infrastructure within the South Niagara Area, proponents of new developments within the South Niagara Area will be required to submit an acceptable Transportation Impact Study (TIS) by a qualified transportation consultant. The main objectives of a TIS are to assess the impacts of developments on the adjacent road system, identify appropriate mitigating measures and maintain consistency with the policies and objectives of the area, the City's Official Plan and other relevant City documents.

A TIS will help guide City staff in making more informed land use decisions, and at the same time, assess the merits of individual development proposals. Key elements of a TIS include, but are not limited to:

- A description of the development proposal and Study Area;
- The selection of an appropriate horizon year that coincides with the expected build-out of the development;
- A traffic assessment of existing conditions;
- Allowances for future traffic growth, which takes into account traffic increases generated beyond the Study Area, traffic increases associated with other developments in or near the Study Area that are planned approved or under construction and approved transportation improvements near the Study Area;
- A traffic assessment of future conditions without development site traffic;
- An estimation of development site traffic;
- A traffic assessment of future conditions which includes development site traffic;
- Identification of required road improvements; and,
- A Travel Demand Management (TDM) Plan, depending upon the nature of the proposal and its respective development scale.

Parking

In order to help minimize impacts on neighbourhood streets, developments within the South Niagara Area will be required to provide sufficient on-site parking, including visitor parking, to accommodate the projected demand. In this regard it is recommended that parking for these developments be provided in accordance with the applicable standards contained in Zoning By-law No. 569-2013 (the City's new harmonized Zoning By-law).

To reduce automobile reliance, reductions in the parking supply resulting from the provision of car-share parking spaces will be considered in accordance with prevailing City practices and guidelines. Deviation from the above-noted parking requirements will be considered on a site by site basis, provided that acceptable supporting documentation is submitted.

Bicycle Infrastructure

The proposed multi-use path along the north side of the Metrolinx rail corridor will connect Bathurst Street to the Stanley Park southern extension/Fort York pedestrian and Cycling Bridge and the future West Toronto Rail Path. The multi-use path will become part of the new east/west street right-of way on the 2 Tecumseth property, and access the new Stanley Park South Expansion in a manner which complements the Fort York bridge landing. The City will continue to meet with Metrolinx and the owners of 28 Bathurst Street and 2 Tecumseth Street to determine the overall design of the pathway. It is possible that part of the pathway will cantilever over the rail corridor

Additional on-street cycling connections are proposed on Wellington Street West and Niagara Street. The format of these cycling lanes will be determined by Transportation Services Staff in consultation with City Planning staff.

Pedestrian Realm

Promoting and enhancing the pedestrian realm can greatly, and positively, transform the character and usability of a public space. An attractive, multi-purpose, public realm creates pride in identity and a sense of stewardship within the community. While the public realm in the area around Wellington Street West and Niagara Street has an established character, a new public realm will take shape to the south of this area on the lands at 2 Tecumseth Street and 28 Bathurst Street, as well as the new park space.

The proposed multi-use path along the north side of the Metrolinx rail corridor will enhance the pedestrian realm within the South Niagara Area. The land at the south terminus of Tecumseth Street will intersect with this path and could provide for a viewing area into Fort York National Historic Site. A “belvedere” will be considered at this location. City Staff will continue to meet with Metrolinx to explore options for the design of this belvedere area, which may also cantilever over the rail corridor.

Public Transit

While the South Niagara Area is served by the Bathurst Street and King Street Streetcar lines, the King Street Car line specifically is heavily used at the AM and PM peak hours. In order to explore alternate transit connections to the Downtown utilizing the new street network within the South Niagara Area, City Staff will work with the Toronto Transit Commission to discuss opportunities for a bus transit route utilizing the new street infrastructure in the South Niagara Area.

Servicing

Engineering and Construction Services has not advised of piped servicing capacity concerns within the South Niagara Area; however, applicants will be required to submit functional servicing reports for storm, sanitary and water to demonstrate that there is sufficient capacity to service any proposed developments. New developments will also be required to meet the Wet Weather Flow Management Guidelines.

Toronto Green Standard

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. Development within the South Niagara Area is required to meet Tier 1 of the TGS.

Section 37

Section 37 of the *Planning Act* authorizes a municipality with appropriate Official Plan provisions to pass Zoning By-laws involving increases in the height and/or density otherwise permitted by the Zoning By-law in return for the provision of community benefits by the owner. The community benefits must bear a reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and addressing planning issues associated with the development.

The provision of community benefits will assist in addressing the additional demand on local community resources, maintaining the quality of life in the larger area, and implementing Official Plan objectives related to balanced and well-managed growth.

Lands formerly within the *Employment Areas* designation which may be redeveloped, specifically at 28 Bathurst Street and 2 Tecumseth Street, are subject to zoning which does not allow residential uses for all or part of both sites. Section 37 contributions will be required for all of the residential density sought on these lands through amendments to the Zoning By-law, in addition to considerations of increase in maximum building height. Community Benefits include capital works, or contribution to capital works, such as:

- public art;
- dedicated and accessible community service space for non-profit service agencies to deliver programs/services for various user groups, particularly for youth and seniors;
- high quality and accessible licensed child care facilities, particularly for infants and toddlers;
- additional satellite recreation space including large flexible multi-purpose rooms to run programs for all age groups, particularly for youth and seniors;
- other non-profit arts, cultural, community or institutional facilities;
- streetscape improvements not abutting the subject property/site;
- purpose-built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
- park improvements; and
- funding for approved capital projects in the vicinity of the South Niagara Area.

The former industrial lands at 2 Tecumseth Street and 28 Bathurst Street, which may be subject to residential redevelopment following the completion of this study, may be contaminated by the previous industrial activities on-site. The City is aware of contamination at the 28 Bathurst Street lands. The City Planning Division does not consider the remediation of these lands for the purposes of residential intensification to constitute a community benefit in accordance with the City's Section 37 Policies.

Community Improvement Plan

The South Niagara Strategy includes a number of community improvements within the South Niagara Area, such as the adaptive reuse of the Wellington Destructor, various parkland improvements, a new multi-use pathway, opportunity for the provisions of affordable housing, and other potential community improvements. These improvements may be achieved through a Community Improvement Plan.

City-owned lands within the study area, such as 28 Bathurst Street and 677 Wellington Street, may require remediation of contaminated soil. The remediation of any contaminated city-owned land is positive for the South Niagara Area. A Community Improvement Plan can explore options to assist in the remediation of these sites.

In order to explore potential avenues to achieve the benefits of the South Niagara , it is recommended that the Chief Planner and Executive Director, City Planning Division, assess the appropriateness of a developing a Community Improvement Plan within the South Niagara Area and report back to Toronto and East York Community Council in 2015.

Conclusion

The South Niagara Planning Strategy envisions the South Niagara Area as a new mixed-use community which complements the existing Niagara Neighbourhood. The Strategy provides for a range of new housing opportunities, new residentially compatible employment space, the protection of city services, the expansion and enhancement of existing park spaces, achieving new pedestrian, cycling and vehicle connections, and the preservation and adaptive-reuse of the area's heritage resources, in a format which respects and provides transition to the existing neighbourhood and the adjacent Fort York National Historic Site.

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SIGNATURE

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Context Plan w South Niagara Boundary

Attachment 2: Current Official Plan Map 18 Excerpt

Attachment 3: Current Zoning By-law No. 438-86 Map Excerpt

Attachment 4: Draft Official Plan Amendment

Attachment 5: Draft Zoning By-law Amendment

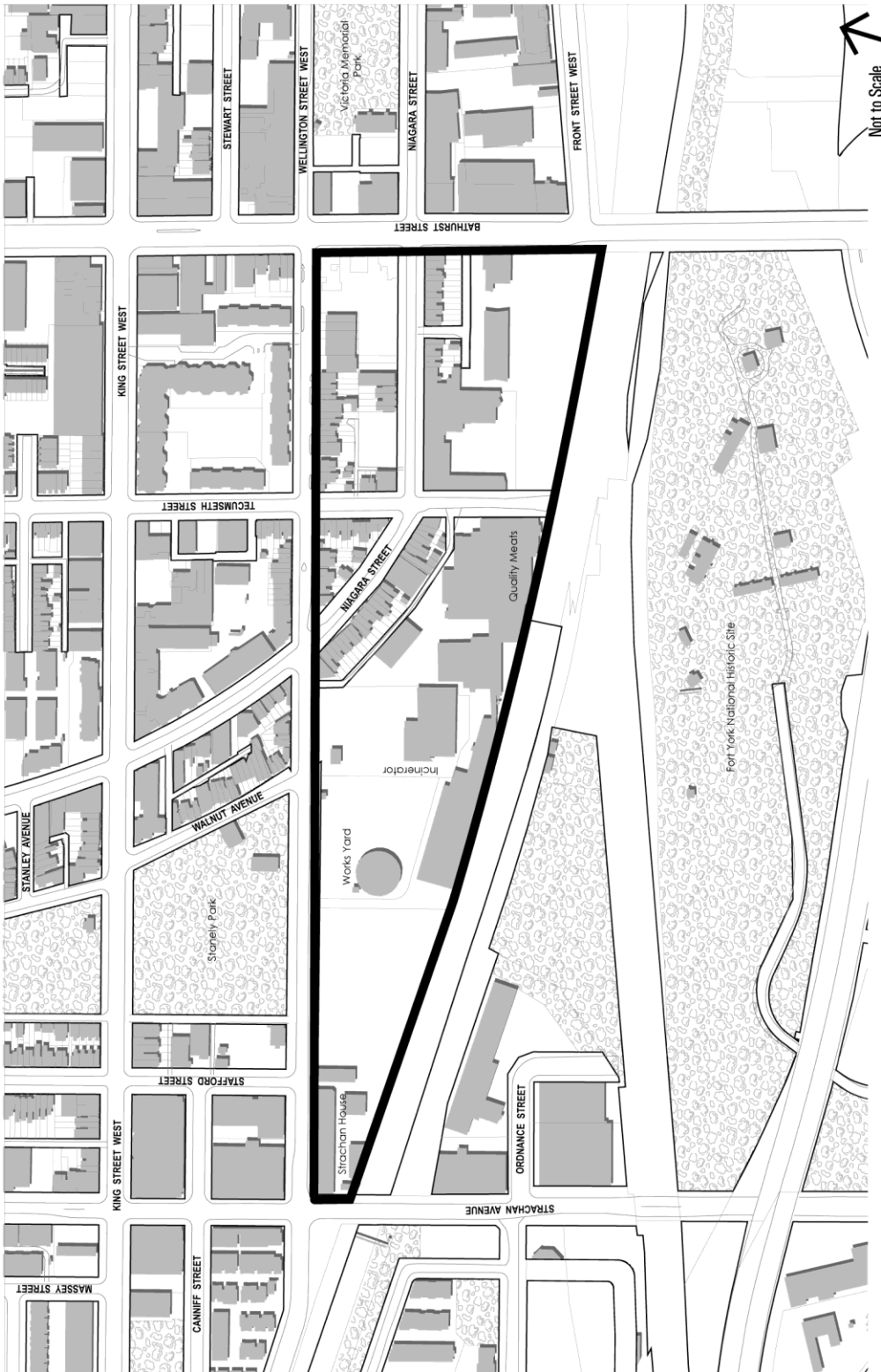
Attachment 6: Heritage Survey

Attachment 7: Proposed Maximum Building Heights

Attachment 8: Proposed New and Existing Park Space

Attachment 9: Proposed New and Existing Pedestrian/Cycling/Vehicle Infrastructure

Attachment 1: Context Plan w South Niagara Boundary



South Niagara Strategy

File # 13 244184 STE 19 TM

Context Area

Not to Scale
07/16/2014

Attachment 2: Current Official Plan Map 18 Excerpt



Toronto City Planning
South Niagara Strategy

Extract from Official Plan

File # 13 244184 STE TM



Not to Scale
07/16/2014

Toronto City Planning
Zoning By-law 569-2013

Location of Application	O	Open Space	CR	Mixed-Use District	I3	Industrial District	RA	Mixed-Use District
R Residential	OR	Open Space Recreation	G	Parks District	IC	Industrial District	T	Industrial District
CRE Commercial Residential	UT	Utility and Transportation	I1	Industrial District	MCR	Mixed-Use District		
E Employment			I2	Industrial District	R3	Residential District		

Attachment 4:
Draft Official Plan Amendment

Authority: Toronto and East York Community Council Item ~ as adopted by City of
Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands located within the area bordered by Bathurst Street to the east, Wellington Street West to the north, Strachan Avenue to the west and the Metrolinx rail corridor to the south.

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

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. 273 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 273 TO THE OFFICIAL PLAN

LANDS LOCATED WITHIN THE AREA BORDERED BY BATHURST STREET TO THE EAST, WELLINGTON STREET WEST TO THE NORTH, STRACHAN AVENUE TO THE WEST AND THE METROLINX RAIL CORRIDOR TO THE SOUTH.

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

1. Map 18 – Land Use - is amended by redesignating part of the lands known as 51-53 Strachan Avenue and 677, 715, 801a and 805 Wellington Street West from ‘Employment Areas’ to ‘Parks and Other Open Spaces – Parks’, as shown on the attached Schedule 1;
2. Map 18 – Land Use - is amended by redesignating part of the lands known as 28 Bathurst Street, 51-53 Strachan Avenue, and 2 Tecumseth Street from ‘Employment Areas’ to ‘Mixed-Use Areas’ and ‘Neighbourhoods’, as shown on the attached Schedule 1;
3. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by deleting Subsection 10.1 and replacing it with the following:

1. South Niagara Area

The South Niagara Area is located generally between Wellington Street West, Bathurst Street, Strachan Avenue, and the Metrolinx Rail Corridor, as shown on Map 14-1 as “South Niagara Area” and as shown on Maps 14-4, 14-5, and 14-6 as shown on the attached Schedules 3, 4 and 5 respectively.

Any new development within the South Niagara Area will be respectful of the existing and adjacent Niagara neighbourhood characteristics. The area to the north consists of low rise residential and office uses as well as a large park space at the centre of the neighbourhood, with mid-rise buildings on the periphery at Strachan Avenue and Bathurst Street. Tree-lined streets permeate the neighbourhood. New development and the expansion of park space south of Wellington Street West, will appropriately transition to the area to the north. The area character will be further enhanced through the preservation and adaptive reuse of heritage resources, respect for the existing neighbourhood, the preservation of mature trees and the planting of new trees, and the provision of enhanced landscaping on both public and private lands.

A. South Niagara Area General Policies

- i) Construction of new buildings will incorporate elements of sustainability and environmental responsibility with respect to building materials, internal infrastructure, outdoor spaces, green roofs, and opportunities to utilize or generate renewable energy.
- ii) A comprehensive traffic and loading study will be required for any significant development within the South Niagara area to demonstrate how conflicts with area traffic will be mitigated. All new loading areas and operations will also be screened from view of the adjacent neighbourhood and employ noise mitigation measures to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and the General Manager, Transportation Services.
- iii) All new significant development applications located within the South Niagara Area will be required to submit a Construction Management Plan and implement the Plan to the satisfaction of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor.

B. South Niagara Area Built-Form Policies

In order to encourage a built form which respects the low-rise character of existing adjacent neighborhoods and respects transitions to new and proposed green spaces and the Fort York National Historic Site, the following built form policies, in addition to the Built Form Policies in Chapter 3 and 4 of this Plan, will apply to all development within the South Niagara Area:

- i) Building design and massing will create a comfortable pedestrian environment, integrate with the public realm, and transition to protect the adjacent low-scale neighbourhood areas, parks and open spaces, and Fort York National Historic Site,
- ii) Buildings adjacent to park spaces will provide a transition that limits shadowing and maintains sky-view adjacent to the park spaces,
- iii) Mid-rise buildings with a maximum height of 11-storeys are permitted within the lands noted as ‘Mid Rise’ on Map 14-5,

- iv) Despite the maximum permitted building height, all proposed Mid-rise buildings will be contained within a 45-degree angular plane measured from the abutting property line of all lands subject to the *Neighbourhoods* designation, but excluding laneways,
- v) Despite Policies 14.10.B iii) and iv), in locations shown with ‘asterisk’ on Map 14-5, additional storeys may be provided on one building, provided the proposed taller elements are consistent with the direction of the South Niagara Strategy with regard to: transition to low-rise *Neighbourhoods* and *Parks and Open Spaces*, protection and enhancement of view corridors to and from Fort York national Historic Site, maintain sky view, and limit shadowing, to the satisfaction of Chief Planner and Executive Director, City Planning Division, and,
- vi) Despite Policy 14.10.B iii) in locations shown with ‘mid-rise’ building height on Map 14-5, through review of a Zoning By-law amendment application, Council will consider a built form and massing approach to new development created through a comprehensive design proposal which may encroach into the 45-degree angular plane, provided the built form of the proposal does not exceed the maximum building heights noted on Map 14-5, and also includes an intermediate built form between the taller elements and the low rise *Neighbourhood* to effectively buffer the development from the adjacent *Neighbourhood*, achieves a desirable relationship to the Fort York National Historic Site, and the provides transition which implements the intent of the South Niagara Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

C. South Niagara Area Land Use Policies

In order to encourage a mix of uses that will provide for a range of employment opportunities, commercial, community, and residential space, site and area specific land use policies will apply to all development within the South Niagara Area:

- i) Any new development on the lands at 28 Bathurst Street and 2 Tecumseth Street will be required to provide a minimum of 1.0 times the lot area (net of lands conveyed to the City for streets, park space and multi-use paths), of residentially compatible employment space,

- ii) Within any new development containing residential units, a variety of residential unit sizes, tenure, and levels of affordability, including units that can accommodate families with children, will be encouraged,
- iii) A minimum of 10% of the residential units contained within any new mixed-use or residential development will be marketed and constructed as three bedroom units, and additionally, a minimum of 20% of the residential units will be marketed and constructed as two-bedroom or two bedroom plus den units,
- iv) Residential uses are not permitted on the lands known in the year 2013 as 677 Wellington Street West,
- v) The City Works yard operations located on the lands known in the year 2013 as 701 Wellington Street West will be protected and may be expanded, provided there is sufficient land remaining to construct the proposed multi-use pathway, a potential vehicle access to the Works Yard, and any landscape/safety buffering from the Works Yard and rail corridor, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and,
- vi) Prior to the enactment of any Zoning By-law amendment for the purposes of permitting any residential and or other sensitive uses on lands within the South Niagara Area, a Work Yard Compatibility Study (WYCS) will be submitted by the applicant to the satisfaction of the General Manager of Transportation Services and the Chief Planner and Executive Director, City Planning Division, that evaluates how the proposed sensitive uses including residential uses would affect the ability of the City Works Yard to perform normal 24/7 service activities.

D. South Niagara Area Park Space and Connection Policies

In order to protect, enhance, and expand area park spaces, multi-modal connections, and the public realm, the following Public Space and Connections policies will apply to all development within the South Niagara Area:

- i) New public streets and pedestrian/cycling paths, will be provided generally in accordance with Map 14-4. The City will consider alternative alignments and configurations of this new street through the review of future development applications

within the South Niagara Area and the adaptive reuse of the Wellington Destructor.

- ii) The City will secure land for these new streets, bicycle connections, pedestrian walkways as a condition of the approval of development within the South Niagara Area, or by other means satisfactory to the Chief Planner and Executive Director, City Planning division, in consultation with appropriate civic officials,
- iii) The City will work with Metrolinx and the owners of 2 Tecumseth Street and 28 Bathurst Street, to achieve a new public street and multi-use path as shown on Map 14-4 connecting the lands east of Bathurst Street to the expanded Stanley Park, the Fort York Pedestrian and Cycling Bridge, and the West Toronto Rail Path,
- iv) Vehicular access to the development blocks will be shared where possible,
- v) The City will seek to employ reduced pavement widths along all or part of the new road network, where appropriate, in order to accommodate traffic calming, and multiple modes of transportation safely within the right-of-way,
- vi) The City will seek to strengthen pedestrian and cycling connections between the existing rights-of-way, the expanded Stanley Park, the Fort York Pedestrian and Cycling Bridge, and the West Toronto Rail Path,
- vii) The City will work with the Toronto Transit Commission to explore and implement opportunities for a transit route utilizing the new street infrastructure in the South Niagara Area,
- viii) The conservation and expansion of the community gardens within the southern expansion of Stanley Park will be encouraged. Through the design of the Stanley Park southern expansion, Parks, Forestry and Recreation Staff will consider the addition of electrical and water servicing connections to the area,
- ix) City Planning and Parks, Forestry and Recreation Staff will work with Build Toronto to ensure that the north landing of the Fort York Pedestrian and Cycling Bridge will be designed so

that opportunities for passive and/or active recreation within this park space are maximized,

- x) The ultimate design of park spaces on the lands designated as 'Parks and Open Space Areas – Parks and Other Open Space Areas' through this plan will reference the course of the Garrison Creek, which currently flows in a culvert underneath these lands,
- xi) Parks, Forestry and Recreation staff will explore opportunities to incorporate the Maple Green Inc. building (c.1901), adjacent to Strachan House at 51-53 Strachan Avenue, into the design and programming of the Stanley Park south expansion,
- xii) Where possible, and as determined through the Zoning By-law Amendment and Site plan review processes, publicly accessible private spaces and walkway connections will be provided within the South Niagara Area, and,
- xiii) The new park space at the west end of the 28 Bathurst Street site will be designed so as to provide for views into Fort York National Historic Site and connect the pedestrian and cycling path along the rail corridor with the south terminus of Tecumseth Street.

E. South Niagara Area Heritage Policies

In order to reference, protect and adapt the significant contextual and Built Heritage of the South Niagara Area and adjacent Fort York National Historic Site, the following Heritage policies will apply to all development within the South Niagara Area:

- i) Properties currently listed on the City of Toronto Inventory of Heritage Properties and those that are designated under either Parts IV or V of the Ontario Heritage Act will be conserved in accordance with relevant legislation, City policy and the Standard and Guidelines for the Conservation of Historic Places in Canada,
- ii) Properties identified as having potential cultural heritage value or interest will be evaluated and conserved as appropriate, either by the City or through an appropriate review process,
- iii) Development and alterations will respect, conserve and maintain the integrity of the existing and potential cultural heritage properties and be of a scale, form, material and character that supports and complements these resources,

- iv) A Heritage Impact Assessment will be required for development applications that affect existing and potential heritage resources within this policy area,
- v) All development applications will require at minimum a Stage 1 Archaeological Assessment as a condition of a complete application,
- vi) The City will not permit development and/or site alteration on lands adjacent to a protected heritage property except where the proposed development and/or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved,
- vii) New buildings will be required to demonstrate and achieve a compatible relationship with the listed and designated heritage buildings through consideration of matters including, but not limited to building height, massing, scale, setbacks, stepbacks, roofline and profile, materials and architectural character,
- viii) Any redevelopment of the lands at 2 Tecumseth Street and 28 Bathurst Street will be required, as a condition of approval, through public art contribution, or other means in consultation with the Manager of Heritage Preservation Services, to provide reference to the built, natural and/or contextual heritage of the South Niagara Area and surroundings.
- ix) The City will seek the retention, conservation, rehabilitation, reuse and restoration of listed and designated heritage buildings within the South Niagara Area by means of one or more appropriate legal agreements,
- x) Any proposed redevelopment of the lands within the South Niagara Area will enhance and protect the view corridors shown on Map 14-6,
- xi) All significant development within the South Niagara Area visible from Fort York National Historic Site will be required to provide a massing study which demonstrates the visual impact of the proposed development on the Fort. This massing study will have regard for the topography of the area.
- xii) Any potential blank walls, such as railway crash walls or parking garages, facing Fort York National Historic Site will be designed in such a manner so as to not detract from the

character or the views from Fort York National Historic Site, to the satisfaction of Chief Planner and Executive Director, City Planning Division, in consultation with the General Manager, Economic Development and Culture.

- xiii) The Wellington Destructor, located at 677 Wellington Street is a valuable architectural and contextual heritage resource which is recommended to undergo an adaptive re-use process to provide for community and cultural space. The City will promote the reuse and refurbishment of the Wellington Destructor and explore opportunities to establish a cultural / community facility within and around the existing building. Additions to the building, which comply with the City's Official Plan Heritage Policies and which are sympathetic to the Destructor's heritage character, and are consistent with the policies of the South Niagara Strategy, may be considered, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, to provide additional floor space on site in order to achieve adaptive re-use of the site, subject to necessary planning or heritage approvals. community and cultural uses, office uses, small-scale retail uses, food related uses, and other non-residential uses compatible with the surrounding community will be permitted at 677 Wellington Street West,
- xiv) Through the review of a Zoning By-law amendment application on the lands at 2 Tecumseth Street, the City may also consider the potential to exchange land with the developer of 2 Tecumseth Street, if appropriate within the context of the adaptive reuse of the Wellington Destructor, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, The Executive Director of Real Estate Services, and the General Manager, Economic Development and Culture, in consultation with the Ward Councillor,
- xv) The requirement to provide 1 times the lot area of residentially compatible employment space (net of lands conveyed to the City for streets, multi-use pathways, and/or parks) at 2 Tecumseth Street, may be satisfied on the lands at 677 Wellington Street, subject to arrangements satisfactory to the Chief Planner and Executive Director, City Planning Division in consultation with appropriate civic officials, and
- xvi) The City will explore opportunities to retain the original paving within the proposed new woonerf/public street located

on the west end of the Wellington Destructor site where possible.

4. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by amending 'Map 14 - 1 - Site and Area Specific Policies' as shown on the attached Schedule 2;
5. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by adding 'Map 14 - 4 - South Niagara Urban Structure Map' as shown on the attached Schedule 3;
6. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by adding 'Map 14 - 5 - Built Form and Heights' as shown on the attached Schedule 4;
7. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by adding 'Map 14 - 6 - Key Views and Vistas' as shown on the attached Schedule 5;
8. Chapter 6, Section 14, Garrison Common North Secondary Plan, is amended by adding 'Map 14 - 4 - South Niagara Urban Structure Map', 'Map 14 - 5 - Built Form and Heights', and 'Map 14 - 6 - Key Views and Vistas' as shown on the attached Schedules 3, 4, and 5 respectively, to the 'List of Maps' section.

Schedule 1



South Niagara Strategy

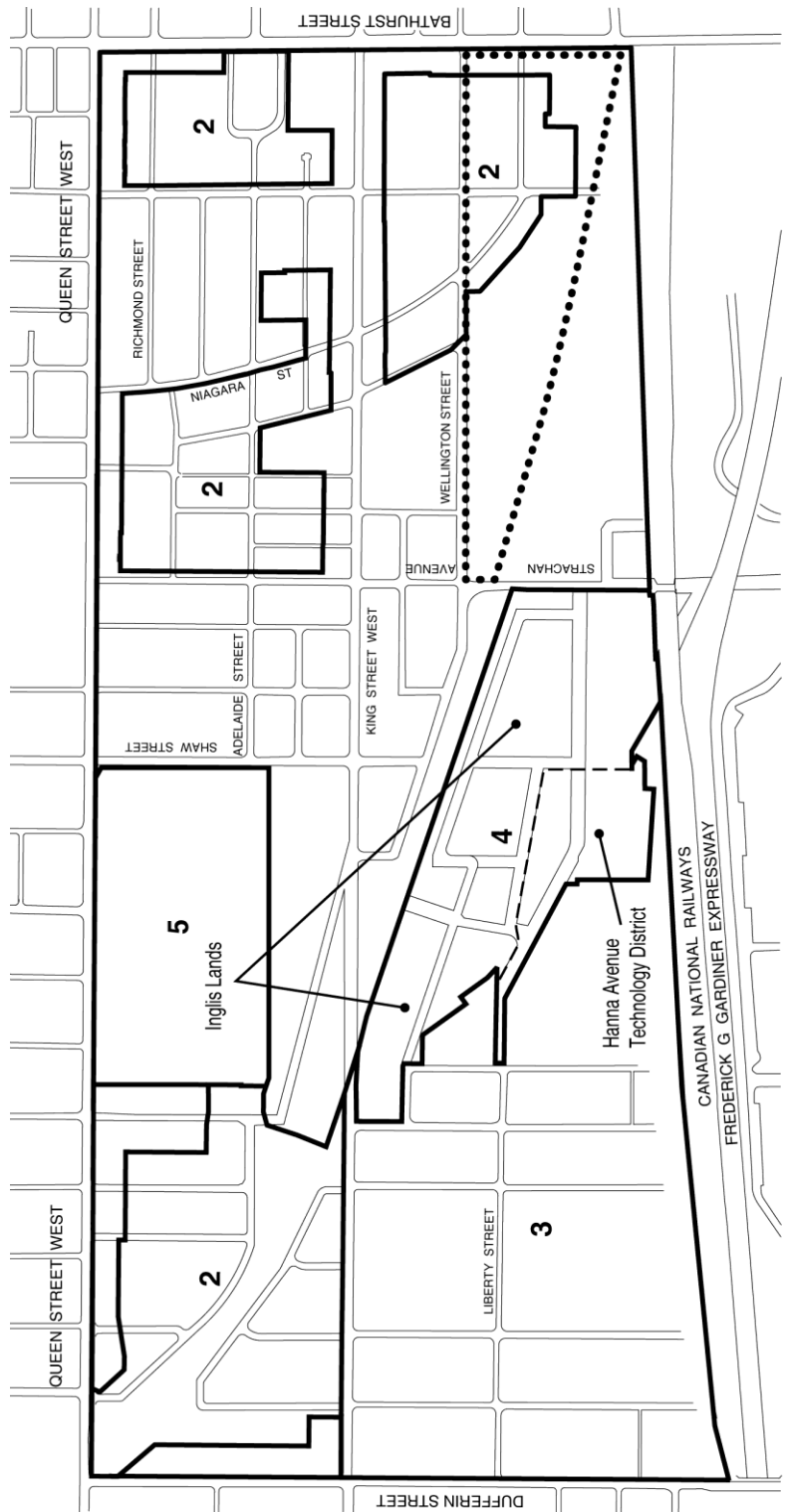
Toronto City Planning
Official Plan Amendment
Amendments to Land Use Map 18

File # 13 244184 STE TM



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Not to Scale
07/16/2014

Schedule 2



Not to Scale

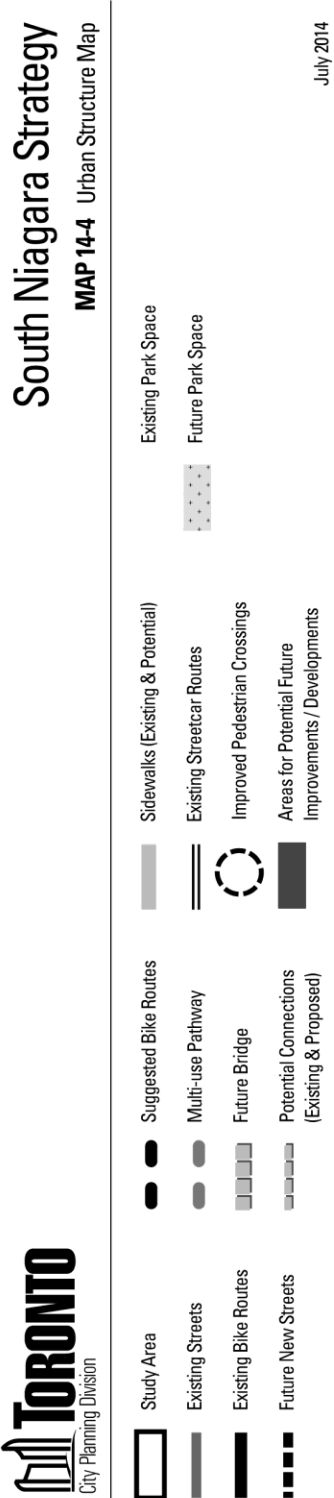
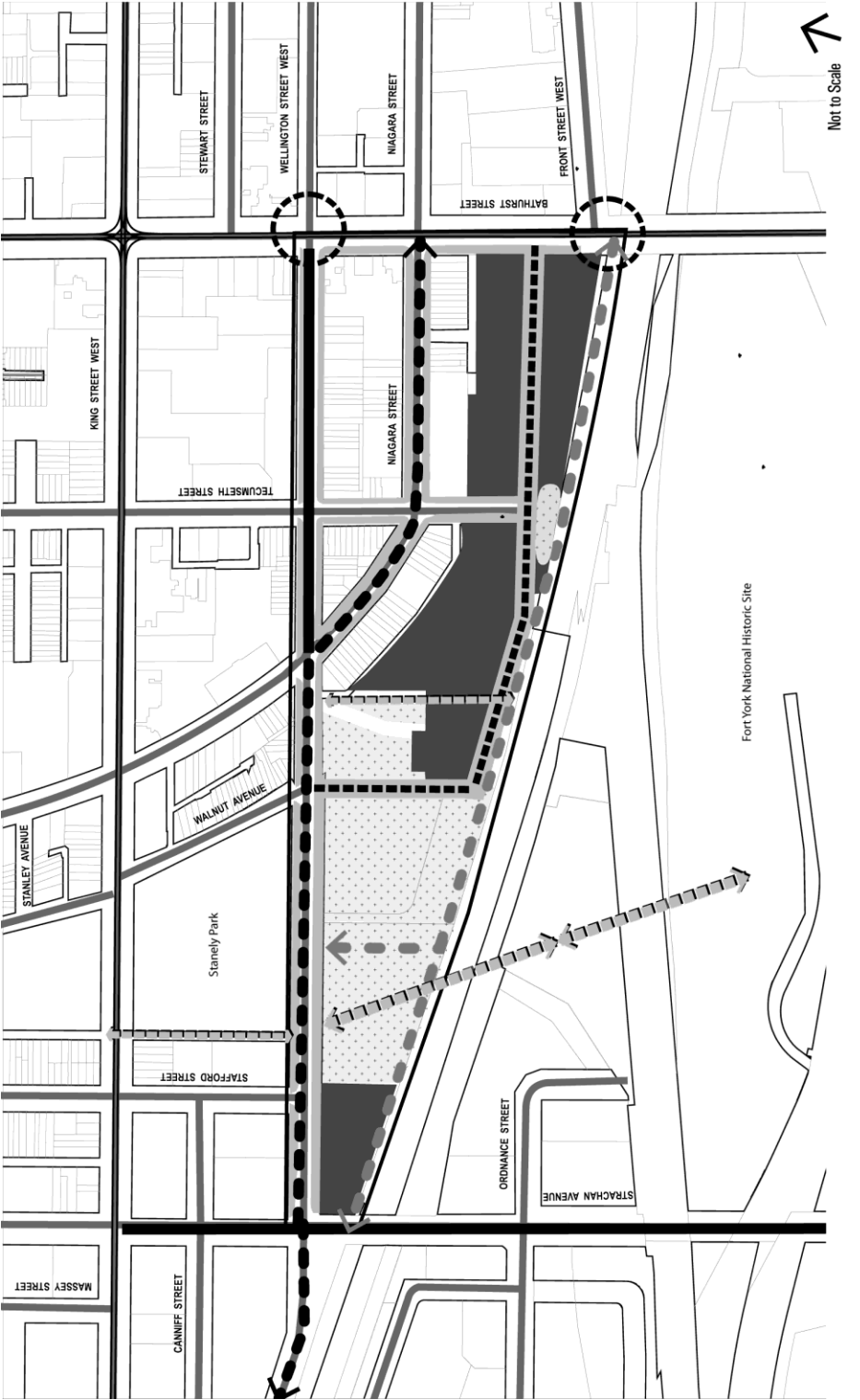


Garrison Common North Secondary Plan
MAP 14-1 Site and Area Specific Policies

- Secondary Plan Boundary
- 1 Site and Area Specific Policies
- South Niagara Area

July 2014

Schedule 3



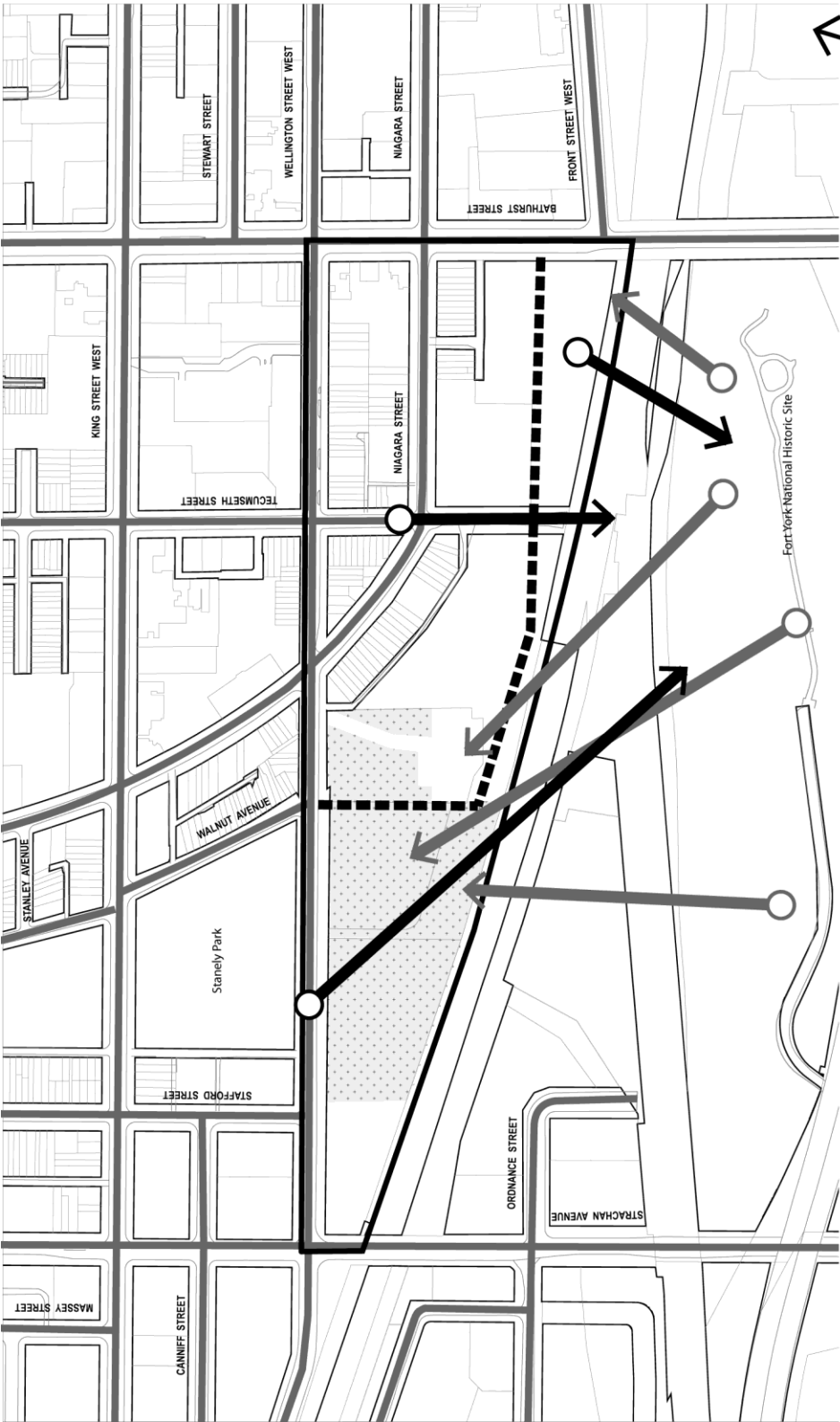
MAP 14-5 Built Form and Heights



Study Area	2	Building taller than 11 storeys subject to Max Tower Floorplate = 750 Sq.m Max Building Height = 20 storeys	Existing Park Space	Mid-rise (Max. 11 Storeys)
Development subject to 45 Degree Angular Plane from Neighbourhood	*	Building taller than 11 storeys may be permitted subject to massing and shadow impact review	Future Park Space	Mid-rise only permitted subject to integration into existing heritage buildings
	1		Low-rise (1-4 Storeys)	Tall (Max. 20 Storeys)

Staff Report for Action – Final Report – South Niagara Planning Strategy
V.05/13

Schedule 5



South Niagara Strategy
MAP 14-6 Key Views & Vistas



- Study Area
- Existing Streets
- Future New Streets
- Views to Fort York Historic Site
- Views from Fort York Historic Site
- Existing Park Space
- Future Park Space

**Attachment 5:
Draft Zoning By-law Amendment**

Authority: Toronto and East York Community Council Item ~ as adopted by City of
Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~20~

**To amend Zoning By-law No. 438-86, as amended,
With respect to the lands municipally known as, 51-53 Strachan Avenue and 715,
801a and 805 Wellington Street West**

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*;

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

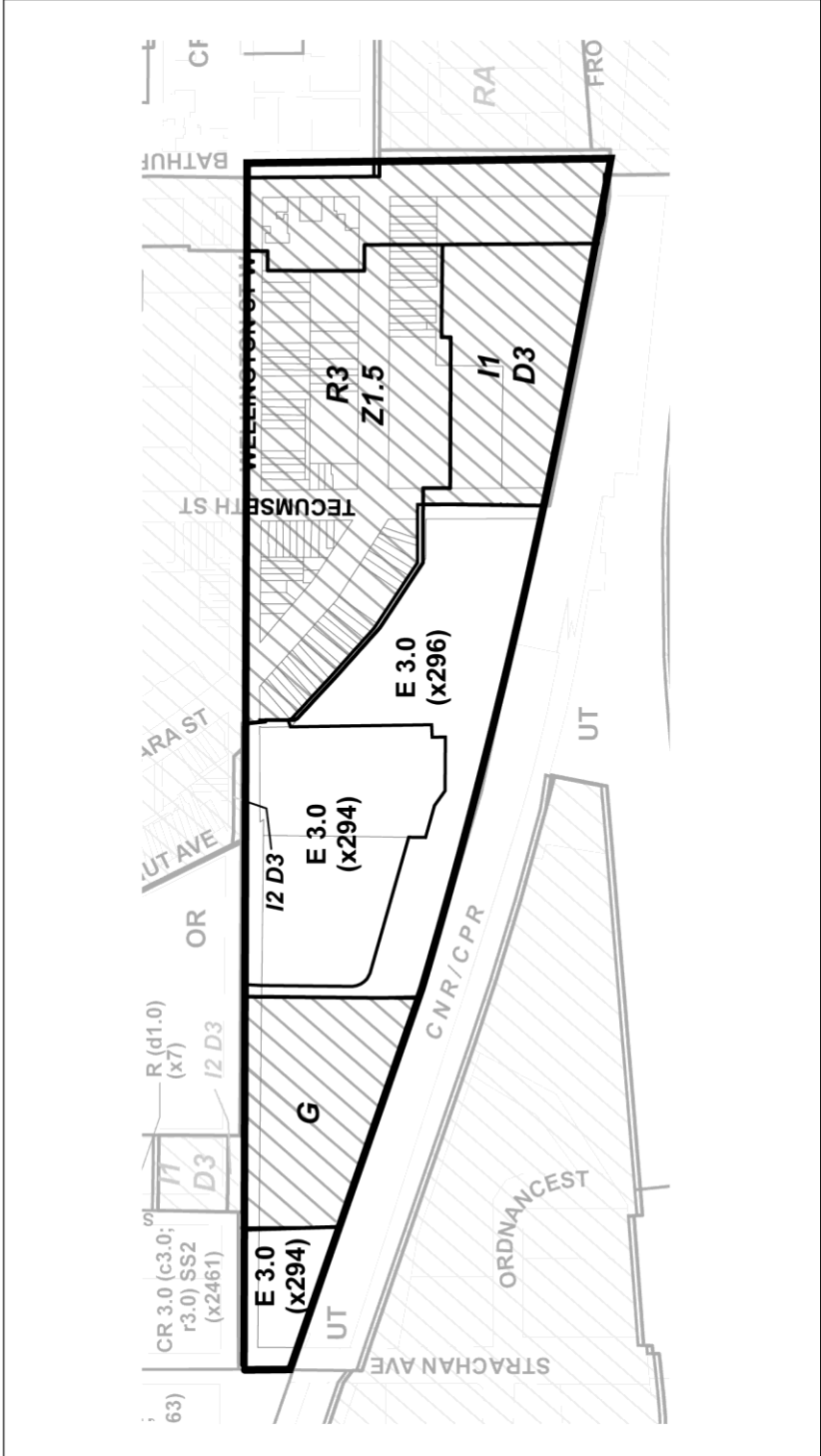
1. Schedule “A” of By-law 438-86, as amended, is hereby amended in accordance with Schedule 1 of this By-law.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



South Niagara Strategy

Schedule 1

File # 13 244184 STE 19 TM

Study Area Boundary		See Former City of Toronto Bylaw No. 438-86	
	R Residential		CR CR
	CR Commercial Residential		G Open Space
	CRE Commercial Residential Employment		I1 Open Space Recreation
	E Employment Industrial		I2 Utility and Transportation
			O Open Space
			OR Open Space Recreation
			UT Utility and Transportation
			RA Industrial District
			T Mixed-Use District
			MCR Industrial District
			R3 Residential District

Not to Scale
07/18/2014

**Attachment 6:
Heritage Survey**

SOUTH NIAGARA AREA STUDY: HERITAGE SURVEY – 2014

Historical Overview p. 1

Table of Study Area Properties by Street p. 8

Historical Overview

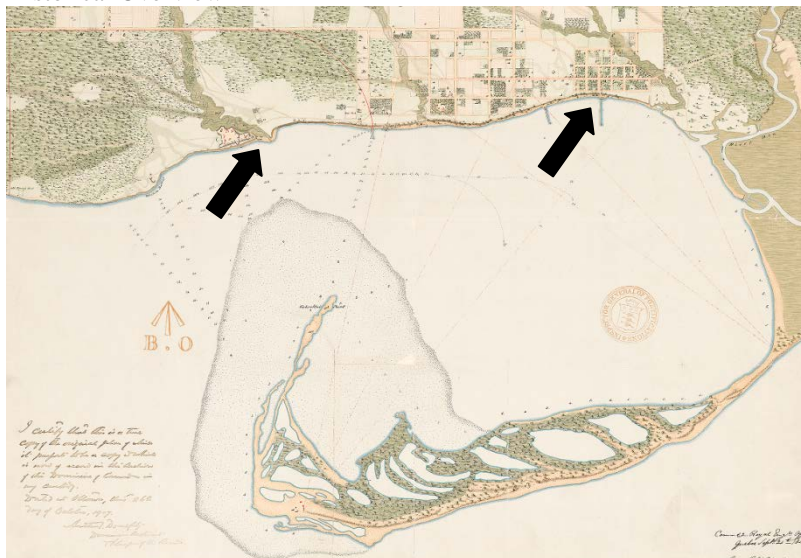


Image 1: Detail of 'Plan of York', Lieut. Phillpotts, 1818 showing the Fort's location at the entry to York Harbour and the mouth of Garrison Creek, and the original ten blocks of the Town of York to the east (City of Toronto Archives)

Historically the South Niagara study area, bound by Strachan Avenue, Bathurst and Wellington streets and the railway corridor was part of a much larger area known as Garrison Common. The Common had been set aside as part of a defensive military reserve surrounding Fort York, which was established with the Town of York in 1793. (*Image 1*) The fort was situated on Lake Ontario's northern shore at the opening to York Harbour and to the west of Garrison Creek. The town was located approximately three kilometres to the east and was protected by the fort and the harbour. The military reserve or garrison common as it became known initially extended from George Street, at the western edge of the town, to the boundary now

marked by Dufferin Street and from the lake to Lot Street (now Queen). Its primary purpose evident in its vast extent was to be able to see approaching attacking armies from a distance but also, in the tradition of the medieval common, to accommodate grazing and allotment gardens. As it was government owned, the land could be allocated for institutional use such as prisons, asylums and legislative buildings.

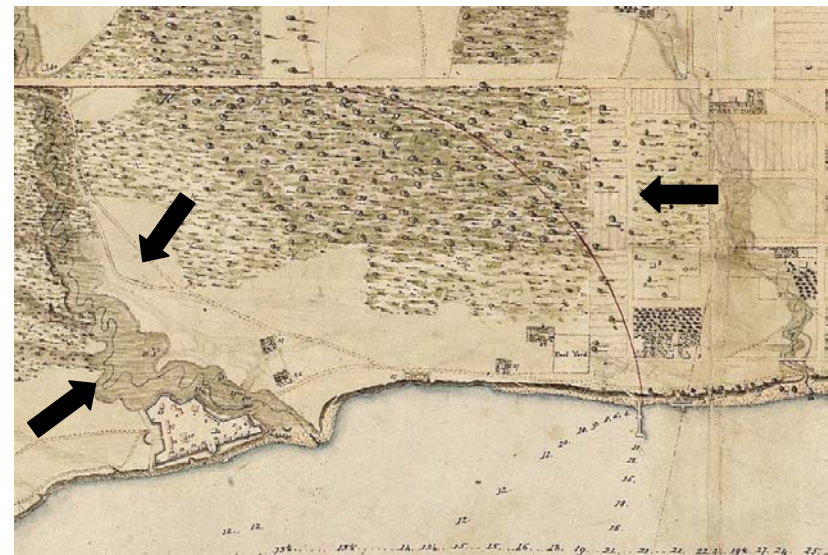


Image 2: Detail (2) of 'Plan of York', Lieut. Phillpotts, 1818 arrows from right to left showing Garrison Creek, the military path on the east side of the creek, and Peter Street, the western boundary of the new town. The road extending across the top of the image is Lot (now Queen) Street. (City of Toronto Archives)

With the expansion of the town of York Garrison Common was steadily eroded on its eastern edge. As early as 1797 Peter Russell, the temporary administrator of Upper Canada (1796-99), extended York westward from George to Peter Street. A closer detail of Phillpott's map (*Image 2*) shows

Peter Street (arrow at the right), the South Niagara Study area with Garrison Creek snaking its way north of Fort York (arrow at the bottom left) and a path along the east side of the creek (arrow at top left) which curves and then heads south on an angle to the east to join the trail that would extend to Front Street.

In 1834 York was incorporated as the City of Toronto and its western boundary extended as far as Dufferin Street. The land between Peter Street and Garrison Creek was released from the reserve and was under survey for sale and development. James Grant Chewett's 1834 "City of Toronto and Liberties" map shows the newly incorporated city. (Image 3) It also identifies the area west of Peter Street extending to the creek and now bisected by Bathurst Street as "proposed addition to the City under Survey." The area west of Bathurst and north east of the creek is the current South Niagara study area.

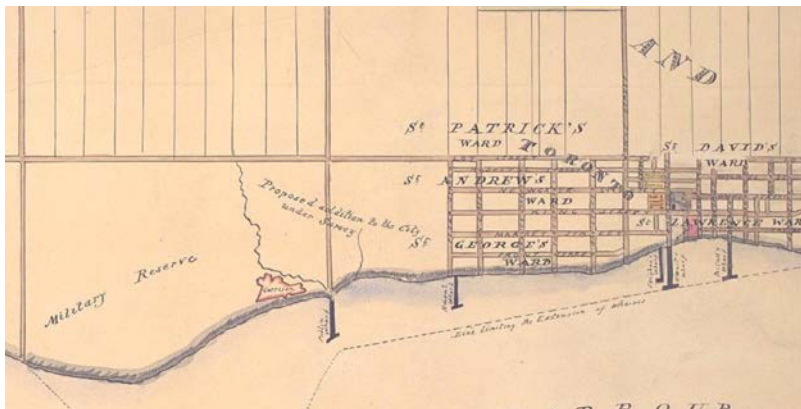


Image 3: Detail of 'City of Toronto and Liberties', J. G. Chewett, 1834 showing the addition of Dufferin Street as the western boundary of the military reserve, the area between Garrison Creek and Peter Street now bisected by Bathurst Street with its pier and identified as "Proposed addition to the City under Survey." The road extending across the centre of the image is Lot (now Queen) Street. (Ng)

By 1842 James Cane's "Topographical Plan of the City and Liberties of Toronto" presents the results of the survey undertaken following the incorporation of the city. The map reveals a smattering of settlement of

Garrison Common. Buildings are primarily located along Bathurst Street and on the south side of Niagara Street is the site for the u-shaped Garrison Hospital. A detail from the map showing the South Niagara study area reveals that "Garrison Common" remains an important identification for the area even if the land no longer functions as a military reserve. (Image 4) The Common is shown to extend from the Garrison Creek in the west as far as Brock Street (now Spadina Avenue) in the east. As with the rest of the city, the survey relies on an orthogonal grid of streets with the land subdivided into lots but here the grid is tempered by topography and previous use. Niagara Street follows the curve of Garrison Creek and takes up the route of the soldiers' trail that marched along its eastern edge en route to the Niagara escarpment garrisons. Although Garrison Creek was eventually submerged in the 1880s, the city's original topography as well as its earliest history are commemorated in the curve of the street and its name.



Image 4: Detail of 'Topographical Plan of City and Liberties Toronto', James Cane, 1842 showing 'The Garrison Common' after the survey with Niagara, Tecumseth, Bathurst and Douro (now Wellington) streets of the current South Niagara study area. Note the u-shaped Garrison Hospital on the south side of Niagara Street. (City of Toronto Archives)

A majority of the town of York's first street names were associated with England: the reigning king and queen, their representatives who had the privilege of granting parcels of land and the earliest grant recipients. This is

evident in streets such as King, George, Adelaide, Simcoe, Peter, Russell, Baldwin etc. The streets in the South Niagara study area break with this pattern as their names are closely associated with the military origins of the of the common and the proximity of the fort: 'Niagara' as noted above, 'Bathurst' for Henry, 3rd Earl Bathurst and Secretary for War and the Colonies (1812-1827), 'Wellington', for Arthur Wellesley, the Duke of Wellington who defeated Napoleon at the Battle of Vittoria (1813), 'Douro', one of Wellesley's names and until approximately 1894 the name given to that portion of Wellington Street West stretching from Bathurst to Niagara, 'Brock' for General Sir Isaac Brock who lead British forces in the Battle of 1812 and finally 'Tecumseth' (or Tecumseh) the Shawnee Native American chief who was an ally of Brock's.

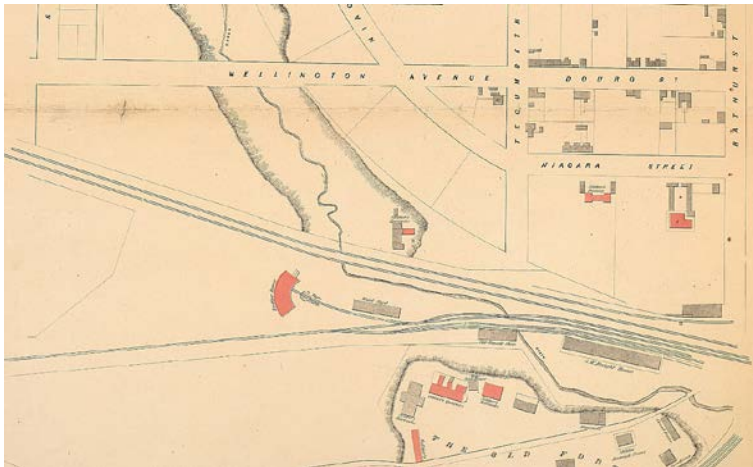


Image 5: Detail of 'Atlas of the City of Toronto and Vicinity' W.S. Boulton and H.C. Boulton, 1858 showing two railway lines converging south of the current study area with their ancillary buildings. Note that a portion of Wellington Avenue is named Douro Street.

By 1858 the impact of the railways is indicated as they pass between the fort and Garrison Common severing to some extent the relationship of the two. (Image 5) Along with the tracks, engine houses, repair shops and freight houses now occupy the land between fort and common. The garrison hospital has been replaced by a tobacco factory. Further

development occurred on the north side of Niagara, as well as on Tecumseth and Douro (now Wellington Street West).

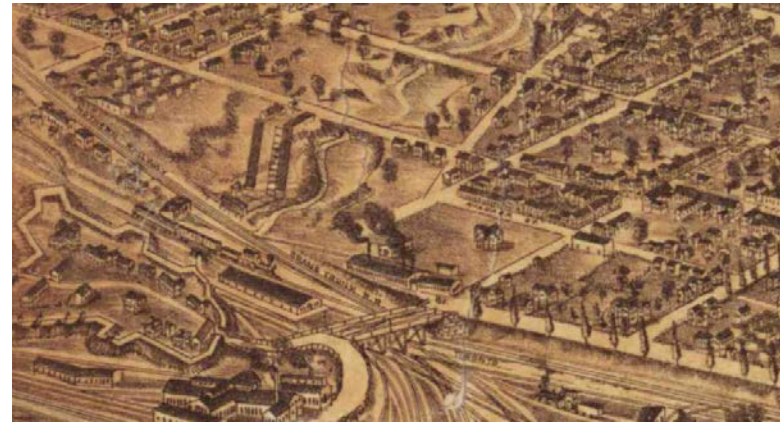


Image 6: Detail of 'Bird's Eye View of Toronto, P. A. Gross, 1876 showing Bathurst Street extending across a bridge just north of the fort, the railway lines and to the west of Garrison Creek two long parallel rows of sheds of the Western Cattle Market occupying the future incinerator site.

From the 1850s through to 1890 the essential foundations for the current use, building types and character of the South Niagara study area were established. The proximity to the railways would encourage further industrial development as occurred on a greater scale west of Strachan Avenue beyond the study area. Most of the study area developed for residential use with the majority of properties being constructed between 1884 and 1890. The exception was the south side of Niagara Street near the intersection with Tecumseth which was, as noted above, initially occupied by the garrison hospital and then a tobacco factory. By 1884 Goad's *Atlas of the City of Toronto and Suburbs* indicates "The Essery Manufacturing Company" occupies the Lots 4, 5 and 6 from Bathurst to Tecumseth Streets with T. Nicholas and Co. identified on a mid-block brick building (89 Niagara Street). (Image 7) By 1890 the City Planing Mill (95 Niagara Street) and the American Rattan Company (101-109 Niagara Street) were its neighbours. (Image 8)

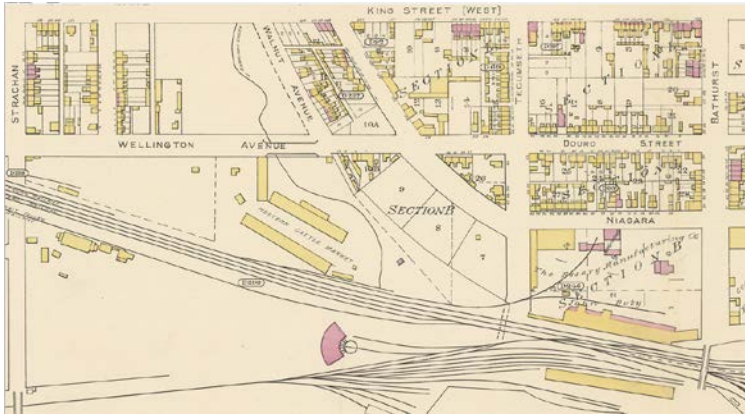


Image 7: Detail of 'Atlas of the City of Toronto and Suburbs', Charles E Goad, 1884 showing railway spurs terminating on the sites of the Western Cattle Market west of Garrison Creek, John Dory's and the Essery Manufacturing Company property. The latter shows two brick buildings identified as T. Nicholas & Co, the first of the Casket Factory Buildings

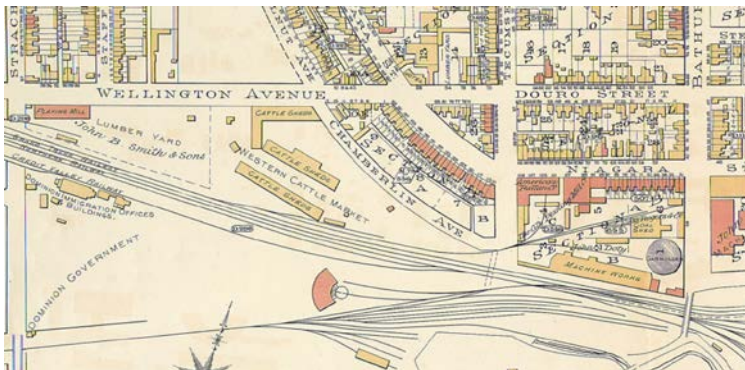


Image 8: Detail of 'Atlas of the City of Toronto and Suburbs', Charles E Goad, 1890 showing the John B Smith Planing Mill, the submersion of Garrison Creek, the extension of Walnut Avenue as Chamberlin, the completion of the Niagara Terrace (113-165 Niagara Street), the American Rattan Co. and the City Planing Mill, on the Coffin Factory site and to the east houses (53-87 Niagara Street) Note the new predominance of brick structures identified in red.

By 1903 the buildings were consolidated under a single ownership and purpose: The National Casket Company giving the current name 'the Coffin Factory' to these four buildings which are listed on the City's Inventory of Heritage Properties. (Image 9) The lane between 95 and 101-109 Niagara Street was bridged over. The eastern half of the block was also developed at this time with houses built between 1884 and 1890 and all of these except for two, (75 and 77 Niagara) survive at present. The southern half of the block (Lots 1, 2 and 3 now 28 Bathurst Street) was occupied by the Toronto Reaper and Mower Company as of 1880 and by 1884 John Doty's Machine Works, which expanded so that by 1903 it included 2 gas holders and a coal shed.

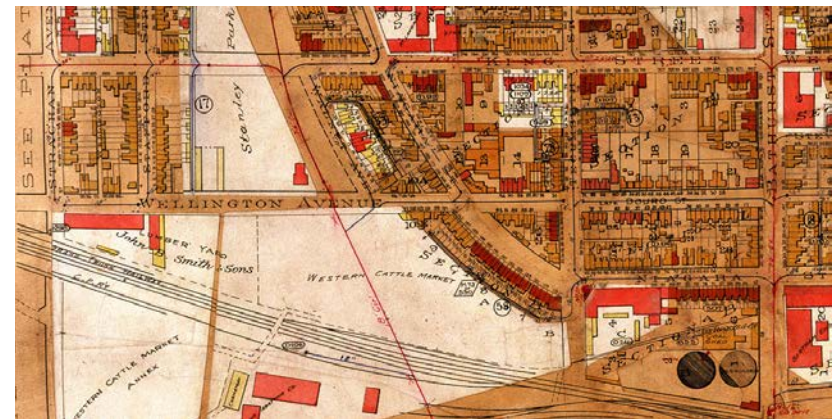


Image 9: Detail of 'Atlas of the City of Toronto and Suburbs', Charles E Goad, 1903 Chamberlin Avenue has been removed (as of 1899) and the Western Cattle Market has expanded up to the lane behind Niagara Terrace and as far as Tecumseth Street and with a bridge across the railway lines to the cattle market annex and abattoir. The buildings on the Coffin Factory site have been consolidated into a single entity.

There were two other major commercial uses in the neighbourhood which also depended on the proximity of the railways and these were livestock and a planing mill, both of which were located to the western end of the South Niagara study area in the narrow wedge defined by Strachan Avenue, the railway corridor, Wellington Street West and the Garrison Creek. As early as 1876 the Western Cattle Market sheds are identified as occupying the

stretch of land west of Garrison Creek from Wellington Street West to the railways. (Image 6) In the 1880s the creek had been diverted underground into sewers and the short-lived Chamberlin Avenue extended Walnut Avenue across in parallel with the curving stretch of Niagara Street. (Image 8) By 1899 the cattle market had expanded across both of these eradicating Chamberlin Avenue (Image 9) and occupying the entire area including the undeveloped portion of Lots 7, 8 and 9 of Section B behind the terrace housing on Niagara Street extending all the way to Tecumseth. By 1903 the cattle market had a bridge over the railways with abattoirs and a market annex on the wedge of land now known as the Ordnance Triangle site between the Grand Trunk and the Canadian Pacific Railways.



Image 10: City of Toronto Abattoir, 1914 (Photograph: City of Toronto Archives, Fonds 1231, Item 513, Civic Abattoir, 1916, Arthur S Goss)

The city-owned Toronto Abattoir opened on the site in 1914 with a series of buildings dominated by the impressive, square-plan main building featuring double storey arcades with brick relief panels and four corner towers. It remained in operation until 1960 when it was taken over by Quality Packers, now known as Quality Meat Packers. Today it is owned by Toronto Abattoirs and with the removal of the corner towers and the

arcades bears little resemblance to the fine civic building it was originally. (See table of South Niagara Area Study properties for current photo.)



Image 11: John B Smith & Son, 1888 South façade with painted letters

John B. Smith & Sons relocated their Lumber Yard and Planing Mill business from the Esplanade to the south east corner of Wellington at Strachan avenues in 1888. The new building was designed as a long-rectangular block, three stories high with brick piers, corbelled bricks at the cornice line and segmental-arched headed openings. While the north and west facades have been painted over, that facing south to the railways retains the billboard-scaled painted letters "John B. Smith and Sons." In 1900 a building permit was issued to Samuel G. Curry an architect who applied to erect a two-storey stable and lumber yard. This was likely the Maple Green building which survives intact on the same location as recorded by Goad's Atlas in 1903. The business flourished for a 116 years before closing in 1967. The John B Smith & Sons building remained vacant for three decades until it was re-habilitated as an innovative complex for housing homeless people. Designed by the architectural firm of Levitt Goodman, it won a Governor General's Gold Medal for Architecture in 1999. These two potential heritage buildings sit on a large City-owned property which extends as far as the access road to the City of Toronto Works Yard.

The last non-residential property in the South Niagara study area is the City of Toronto Works Site and the apocalyptically-named 'Wellington Destructor' (incinerator) which is listed on the City's Inventory of Heritage Properties. Opened in 1925 the building design was based upon plans by the City Architect G. W. F. Price, subsequently modified by his successor J. J. Woolnough who also designed the ash bin building. As with the Toronto Abattoir the incinerator building is dignified by a design which relies on a Classical vocabulary conveying its civic contribution with finely detailed brick facades, a double storey arcade around the windows with stone keystones, pediments and originally three tall chimneys which were important landmarks on the city's skyline. A concrete bridge with arches provided access for trucks to the upper levels of the incinerator complex. Adjacent to the incinerator to the west is the winter works yard which stores salt, street ploughs etc.



Image 11: Wellington Street West Incinerator, 1925 (Photograph: City of Toronto Archives, Fonds 200, Series 372, Subseries 100, Item 739, c. 1963)

The area continued to be important for industry right up until the 1960s and then the advent of the Gardiner Expressway brought about a steady migration of industries and manufacturing out of the downtown to suburban

locations. The decade saw the closure of John B. Smith and Son, and the change of ownership of the Toronto Abattoir. The incinerator closed following the City's decision to opt for landfill instead of incineration for garbage disposal. While the John B. Smith building has been rehabilitated to address the increasing need of homelessness in the city, the incinerator remains empty, without a current use and in a perilous state of decline. 28 Bathurst, the former gas holders site has long stood vacant. As these sites line the railway corridor and the length of southern edge of the South Niagara study area their future development could have a major positive impact on the immediate neighbourhood as well as the larger scale needs of the city as a whole. As three of these four sites are City owned, and one of them a listed heritage property the potential is very positive.

The South Niagara study area achieved its current form in the 1880s and early 1890s and the patterns of use and scale remain consistent to the present. The area remains largely residential with larger scale industrial uses along its southern edge and in the stretch of half a block that makes up the Coffin Factory. Small scale commercial uses of one to two stories are woven into the residential fabric and include convenience stores, cafes, and pizza outlets as well as art galleries and other arts and graphics related businesses as well as fitness centers. Apart from the properties on Bathurst Street new residential construction on Wellington and Niagara has maintained a scale consistent with the existing heritage character with town house complexes and single buildings maintaining a height of either two or three-and-a-half stories. In one block on the north side of Niagara between Bathurst and Tecumseth Streets heights of new residential complexes have reached five and a half stories. Given its proximity to the downtown core, the South Niagara study area has, remarkably, maintained a consistent built form, pattern of use and heritage character established more than 120 years ago. In the names and layouts of the streets it continues to reference the original natural topography and the military history of two centuries ago integrating them with contemporary life. The entire area has been identified in the *City of Toronto Archaeological Management Plan* as an area of potential archaeological resources.

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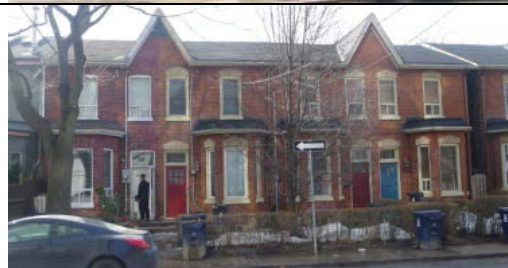

With thanks to the following:




Robert Hill
Cathi Nasmith
Stephen A. Otto


Table of Study Area Properties by Street





Photo	Street No.	Date	Description	Sources	Status
Bathurst Street, West Side from Front Street to Wellington Street West					
	28		Vacant site (parking lot) + Day Care and Seniors Housing 1880 occupied by the Toronto Reaper and Mower Co. 1884 owned by John Doty and occupied with buildings along the railway line, by 1890 including a machine works, gas holder and coal shed. From 1894-1923 two gas holders and coal shed	Goad's	n/a
	52-62		Condominium block		n/a
Niagara Street, North Side, From Bathurst to Tecumseth					
	60-64		Modern red brick 5 storey apartment block		n/a
	68-70		Modern grey brick townhouses		n/a
	74		Modern grey brick house		n/a





	76-82	1884-1890 and 1903-1913	Two-and-a-half storey red and yellow brick pair of semi-detached houses patterned with well-preserved decorative bargeboards and verandahs on 76-78 80 and 82 appear on Goad's by 1890 but 76-8 do not until 1913. 76-8 are monochrome red brick possibly reflecting a later taste, but are otherwise identical in form and details. This may represent an inconsistency on the part of Goad's. They are well preserved excellent representatives of the bay-'n-gable type	Goad's	Potential
	90		Condo sale centre		n/a
	100		Diaz Contemporary art gallery		n/a
Niagara Street, North Side, From Tecumseth to Wellington Street West					
		114	Modern double-storey house with adjoining garage		n/a
		122	Modern double-storey house		n/a





Niagara Street, South Side, From Bathurst St to Tecumseth St					
	51-59	1884-1890	Two storey bay-'n-gable types painted over and with later windows 53-57 could possibly be restored as original features are still present.	Goad's	Potential
	59-65	1884-1890	Two-storey red brick, bay-'n-gable types, with yellow brick pattering. Windows have been replaced but the row remains largely intact	Goad's	61-65 are nominated by owner for inclusion on the inventory
	67-73	1884-1890	Two-storey red brick, bay-'n-gable, with yellow brick pattering. The brick facades at 71-73 have been painted over but could likely be restored	Goad's	67-69 are nominated for inclusion on the inventory by the owner




	79-87	1884-1890	Two-storey bay-'n-gable types painted and altered (windows in the bays especially have been replaced) but could possibly be restored to create a consistent row from Bathurst Street.	Goad's	Potential
	89	1884	T. Nicholas and Co., later the National Casket Co. 1884 T. Nicholas and Co. commissioned architect William Wallace Blair to design a building for a felt hat factory Four-and-half storey red brick with buff brick pilasters side and back walls, raised basement and mansard roof The lot is labeled as the Essery Manufacturing Co. in 1884 but the building is labeled T. Nicholas & Co.	Goad's Staff Report, 2005	Listed
	95	1886	Window and door factory, later City Planing Mill (by 1890) and the National Casket Co (by 1903) Three storey red brick building with a triple storey arcade of buff brick surrounding pairs of windows with buff brick headers with a raised stone basement	Goad's Staff Report, 2005	Listed






	101-109	1887	<p>American Rattan Company later National Casket Company (by 1903)</p> <p>The complex is composed of two factory buildings both constructed in 1887. The one on the corner is 4 ½ storey with a raised stone basement and features a red brick façade with a variety of decorative brick details framing segmental window heads or as at the first floor stone lintels in the window openings. The second factory has similar features with a stone base and corbelled brick details at the cornice</p>	Goad's Staff Report, 2005	Listed
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Niagara Street, South Side from Tecumseth Street to Wellington Street West					
	111-117	1885-1890	113-117 Niagara Terrace Part of Niagara Terrace with its distinctive bay windows and gable dormers. Red and yellow brick façade has been painted over and the windows have replaced but restoration would likely reveal a similar character to 135 Niagara Street 111 represents a different type although constructed during the same time and may have been a store	Goad's	Potential
	119-123	1885-90 + later additions and buildings	119-121 appears to be part of the original terrace but has been altered with three-sided bay windows and new red brick skins 123 one-storey more recent commercial building	Goad's	n/a
	125	c1930s-1940s	1930s (or 1940s) commercial building Note: stepped parapet, striations in the brick		n/a
	135-163	1885-1890	135-163 Niagara Terrace Significance: "Important surviving examples of late 19 th century row housing" with "unusual round bay windows that are not typical of the period" "Contribute contextually to the residential character of Niagara Street neighbourhood" 135 – brick has been restored revealing the original red brick work with yellow brick patterning	Goad's 2005 Staff Report	Listed




	165		Double-storey painted brick commercial block on wedge-plan		n/a
Tecumseth Street, West Side from the Railway Tracks to Niagara Street					
	2	1914	Toronto Municipal Abattoir – now owned by Toronto Abattoirs and Quality Meat Packers		n/a
Tecumseth Street, West Side from Niagara Street to Wellington Street					
	22-24	1880-1884	One of the first houses to be built north of Niagara on this portion of Tecumseth. It retains the scale and form of the original building but has been much altered with new windows and siding	Goad's	n/a
	26-32	1884-1913	26-28 Tecumseth: 1884 30 Tecumseth: 1903-1913 32 Tecumseth: 1884-1890	Goad's	n/a





	34-42	1884-1890	Two-storey row houses with gables and some verandahs, refaced, windows and doors replaced. Although superficially altered they maintain the historic building form and scale of the neighbourhood	Goad's	Potential
Tecumseth Street, East Side from the Railway Tracks to Wellington					
	9	1887	(part of the National Casket Company, see 91-109 Niagara Street)	Goad's	Listed
	25-29	1884-1890	Two-storey row houses with gables and some verandahs, refaced, windows and doors replaced, with one "moderned- up" Buildings occupied this site in 1884 but their plan does not correspond to that of 1890 and so it seems likely these houses date from 1884-1890 Although altered they maintain the historic building form and scale of the neighbourhood.	Goad's,	n/a
Wellington Street West, North Side, from Bathurst to Tecumseth					
	570-618		Three-storey modern red brick townhouse complex with gables and bay windows. There is an attempt in this development to complement the scale, traditional form and materials of the original 1880s neighbourhood		n/a



Wellington Street West, North Side, from Tecumseth to Niagara					
	630-634	1884-1890	Unusual, very narrow, two-and-a-half storey, brick clad townhouses with projecting bays. The door at 634 and the fanlight at 632 may be original features. N.b: this portion of the street was renumbered when Douro changed its name to Wellington.		n/a
	636-640		Modern three-storey red brick townhouses with bay windows and gables that to some extent mimic and complement the properties at 630-634		n/a
	642-652	1891	Stares Wellar Houses Row of five attached houses completed in 1891 by A Weller and Company for the owners Albert Weller and James Stares Two and a half storey houses feature original windows double gable with semi-circular window and shingles in the face of the gables, paired windows with ground floor windows and one door having stained glass transoms. Other features include decorative brick work, and molded reliefs on the wood frieze below the eaves of the roof line.	2005 Staff Report	Listed

	656-660		Modern two-storey red brick townhouses with bay windows and gables. There is an attempt in this development to complement the scale, traditional form and materials of the original 1880s neighbourhood.		n/a
Wellington Street West, North Side from Niagara Street to Walnut					
	672-680	1884-1890	Double storey, 2pairs of semi-detached and one single family home. May have originally been stucco or wood-clad as indicated by Goad's. Although much altered they contribute to the scale and the period of the houses of the study area		n/a
Wellington Street West, South Side, from Bathurst to Tecumseth					
		555	Modern block		n/a
		579-583	Two-storey painted grey modern commercial block with flat roof		n/a
	585-593	1890-1894	Two-storey brick row houses which contribute to the scale and period of the area		n/a

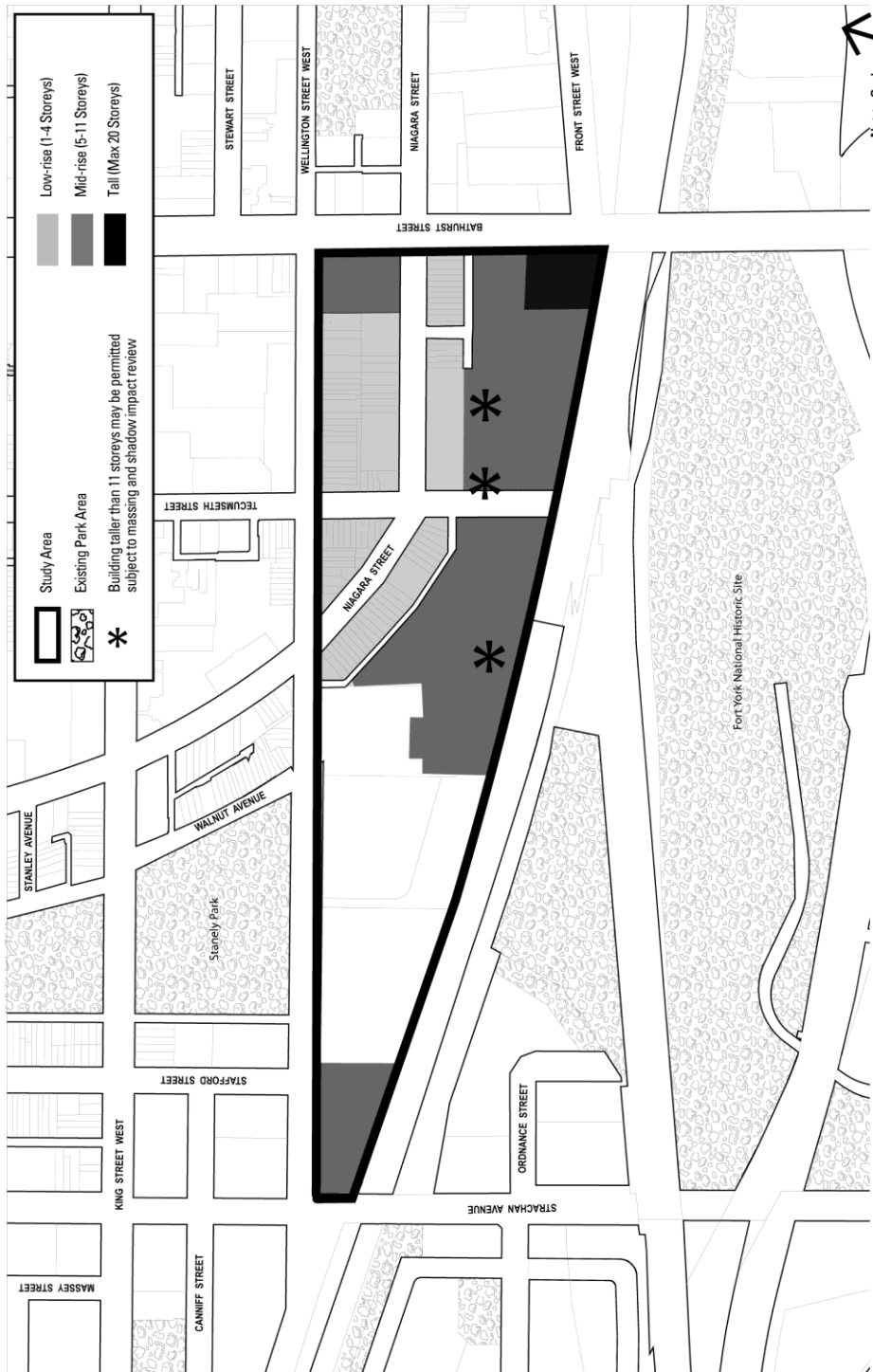
	595		Modern two-storey stucco house with garage		n/a
	599-607	c1890	Two-and-a-half storey red brick Victorian row of 5 houses with likely original finely detailed wood porch details, stone or cast stone sills and decorative brick panels beneath second floor windows. Third storey addition at 603-605.	Goad's	Potential
	609		Modern, two-storey red brick, flat roof former commercial block		n/a
	615-617	1884-1890	One-and-a-half storey with mansard roofs, bay windows and red and yellow brick patterning	Goad's	Potential

	619-621	1884-1890	<p>A pair of brick semi-detached houses.</p> <p>619 is two storeys, painted with later porch and windows</p> <p>621 is a two-and-a-half storey bay-'n-gable type also painted with later porch and aluminum windows. The gable bargeboard seems to have its original carvings fully intact.</p> <p>Restorations would likely reveal the original heritage character of these buildings and they would contribute to the block.</p>		n/a
	623	1884-1890	<p>Former corner store –</p> <p>Three storeys with mansard roof - a rarer feature in this neighbourhood–</p> <p>Store front and dormer windows still intact as are wood details</p>	Goad's	Potential
Wellington Street West South Side, from Tecumseth to Niagara					
	633-37	1884-1890	<p>Original Victorian row of three bay-'n-gable types, refaced with new incorrect stone or imitation stone details at window heads etc – restoration recommended</p>	Goad's	Potential

	639		New three storey house under construction		n/a
	643-645	1880-1884	Single-storey, cottage type pair with central gables. Earliest constructed on the block and one of the earliest surviving pairs in the study area 645 maintains the characteristic door and windows (although the sash may be a replacement) while 643 maintains a surviving finial. It is possible that these are earlier than 1880.	Goad's	Potential
	649		Modern two-storey red brick house with projecting window bay		n/a
Wellington Street, South Side, Niagara Street to Strachan Avenue					
	677	1925	"Wellington Destructor" Incinerator facility for the City of Toronto Architect: G.W.F. Price, followed by J.J. Woolnough – modified plans and designed the attached ash bin building at the north west corner Since the use of landfill by the City for garbage disposal the site has functioned as a transfer station Concrete bridge with arched supports Two of three chimneys have been removed	Staff report 2005	Listed

	805	c 1901	Maple Green Inc. building adjacent to Strachan House Designed by the architect Samuel G. Curry who applied for a building permit 26 November 1900.	Robert Hill	Potential
	715-805	1888	Strachan House (John B Smith & Sons Lumber Yard) Three-storey brick planing mill building with modern additions and insertions towards the eastern end of this block. Façade features string of brick piers flanking windows, decorative stepped brick cornice, arched headed windows, bay windows and large arched openings now filled in. The north and west faces have been painted but the south façade still reveals original sign lettering "One of the largest and most important planing mills in Canada....unique in that it carried out the entire operation from tree to finished product."	Goad's Plummer	Potential

Attachment 7: Proposed Maximum Building Heights



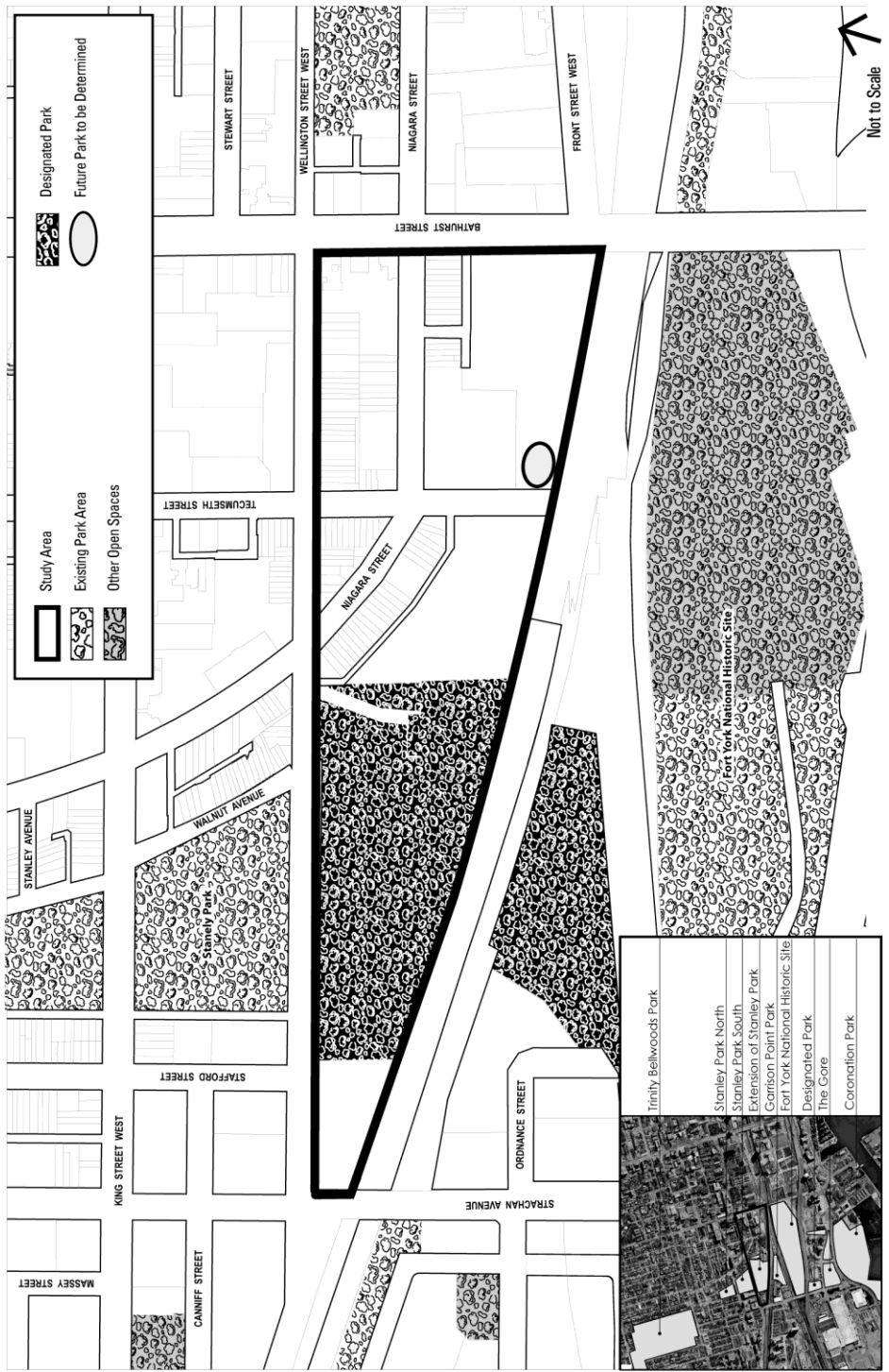
Proposed Maximum Building Heights

South Niagara Strategy

Not to Scale
07/16/2014

File # 13 244184 STE 19 TM

Attachment 8: New and Existing Park Space



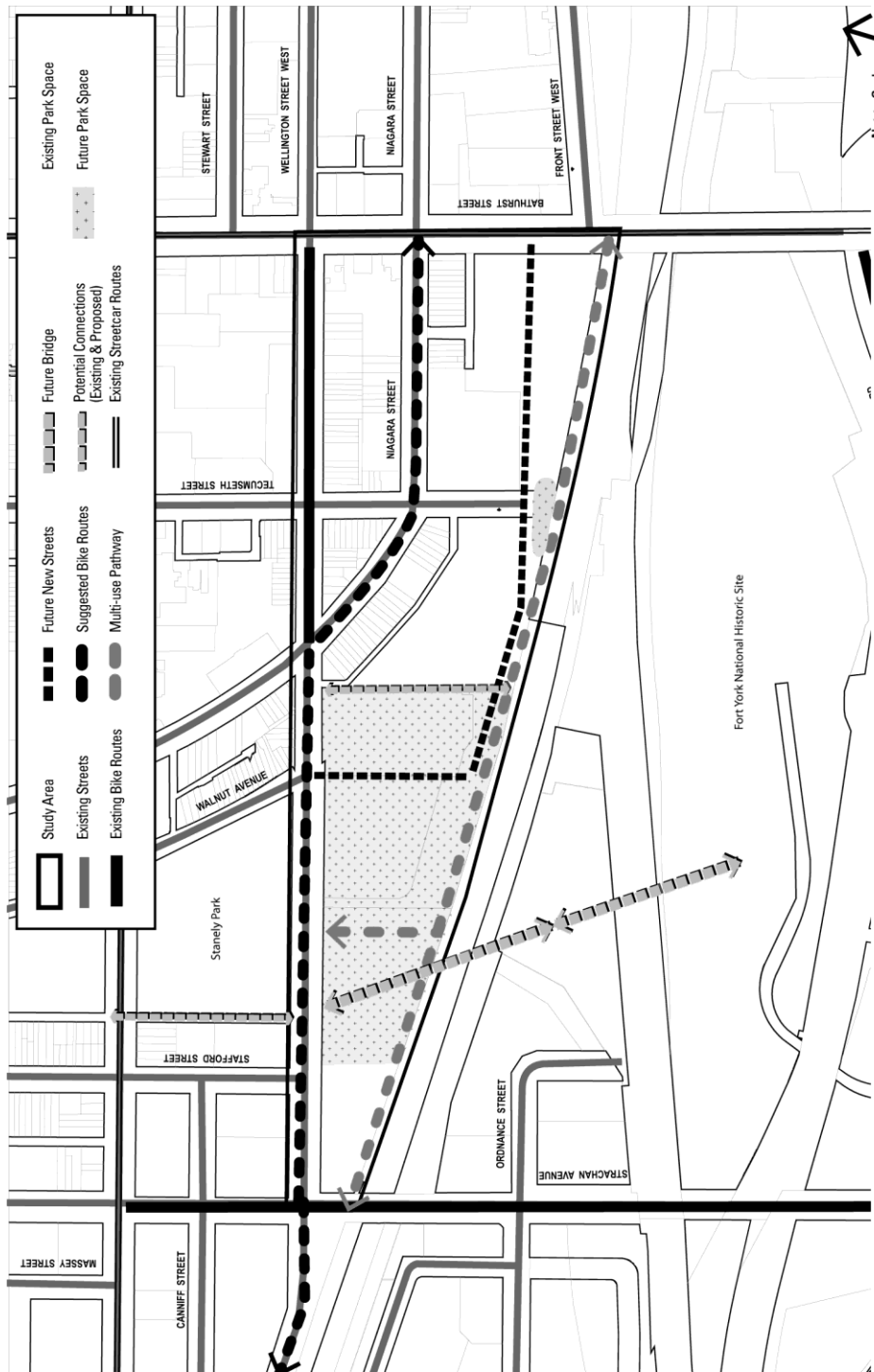
Proposed New and Existing Parks Space

South Niagara Strategy

Not to Scale
07/16/2014

File # 13 244184 STE 19 TM

Attachment 9: New and Existing Pedestrian/Cycling/Vehicle Infrastructure



South Niagara Strategy

Proposed New and Existing Pedestrian/Cycling/Vehicle Infrastructure

File # 13 244184 STE 19 TM

Not to Scale
07/16/2014