

Dundas Street West and Roncesvalles Avenue Built Form Study – Official Plan Amendment – Final Report

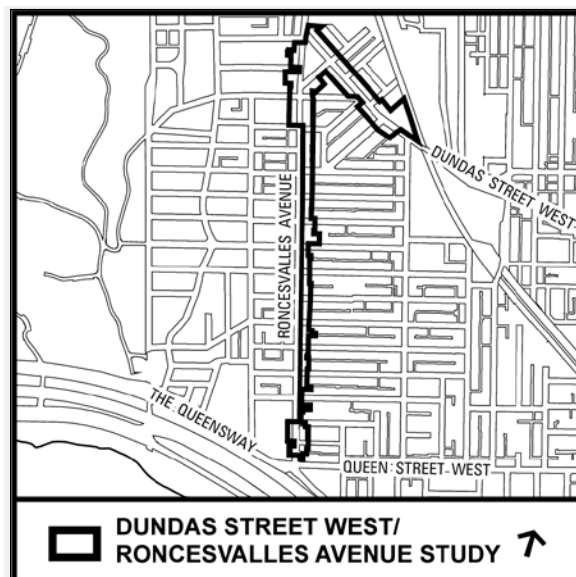
Date:	June 15, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 14 – Parkdale-High Park
Reference Number:	15 256382 SPS 00 OZ

SUMMARY

This report summarizes the findings of the Dundas Street West and Roncesvalles Avenue Built Form Study, initiated in 2015, and recommends approval of a Site and Area Specific Policy (SASP) as an amendment to the Official Plan for the lands fronting Dundas Street West between Sorare Avenue and the intersection with Roncesvalles Avenue, Roncesvalles Avenue between Queen Street West and Boustead Avenue (excluding the west side of the street between Marion Street and Marmaduke Street), and Ritchie Avenue between Roncesvalles Avenue and Dundas Street West (the Study Area). This report also recommends the adoption of area-specific Urban Design Guidelines for the Study Area.

The SASP and associated Guidelines implement the findings of the Dundas and Roncesvalles Built Form Study. They seek to:

- Guide and manage moderate, incremental development;
- Respect and reinforce the existing mixed-use character of the Study Area;
- Encourage a sense of place, by promoting well-designed built form and by conserving features and cultural heritage resources that help define local character;



- Achieve appropriate transition between new development and adjacent *Neighbourhoods* and *Parks and Open Spaces*; and,
- Promote a vibrant, animated and safe public realm.

The recommended SASP is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017). It also supports and advances the Official Plan, particularly the policies related to *Avenues*, *Mixed Use Areas* and *Employment Areas* as well as heritage conservation. Additionally, it complements and further refines the Avenues and Mid-Rise Buildings Guidelines.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan for the lands fronting Roncesvalles Avenue between Queen Street West and Boustead Avenue (excluding the west side of the street between Harvard Avenue and Marmaduke Street), Dundas Street West between Boustead Avenue and Sorauren Avenue and Ritchie Avenue between Roncesvalles Avenue and Dundas Street West, substantially in accordance with the draft Official Plan Amendment No. 421, appended as Attachment No. 2 to the report (June 15, 2018), from the Acting Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
3. City Council adopt the Dundas-Roncesvalles Urban Design Guidelines, June 2018, appended as Attachment No. 4.
4. City Council direct the Director, Urban Design, City Planning, to research and evaluate properties with potential cultural heritage value identified within Attachment No. 2, for inclusion on the City's Heritage Register.
5. City council direct the Acting Director, Community Planning, to require that a Heritage Impact Assessment be submitted with a development application that includes any of the properties identified within Attachment No. 2 as properties with cultural heritage potential.
6. City Council direct the City Solicitor and appropriate City Staff to attend and support the recommended Official Plan Amendment should the Official Plan Amendment be appealed to the Local Planning Appeal Tribunal (LPAT).

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Direction to Initiate the Study

At its meeting on November 3 and 4, 2015, City Council requested that City Planning initiate a study of Dundas Street West between Boustead Avenue and Sorare Avenue and Roncesvalles Avenue between Queen Street West and Boustead Avenue (excluding the west side of the street between Marion Street and Marmaduke Street), in consultation with the Ward Councillor and the local community. The mandate was to conduct a review of the existing policy framework of the area and consider developing additional urban design and built form guidelines, including an assessment of cultural heritage resources, to be used to inform the review of current and future development proposals, and to develop an understanding of what defines the character of the street. The short section of Ritchie Avenue between Roncesvalles Avenue and Dundas Street West at the north end of the Study Area was included in the Study Area by staff for contextual value.

The City Council Decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE11.78>

Previous Land Use Study of Roncesvalles

The Study Area includes properties that front onto Roncesvalles Avenue between Queen Street West and Boustead Avenue which are designated *Mixed Use Areas*, but exclude the west side of Roncesvalles Avenue between Marion Street and Marmaduke Street, as these properties are designated *Neighbourhoods* in the Official Plan. In 2013 a land use study was conducted of the west side of Roncesvalles Avenue which resulted in a set of performance standards to permit some limited non-residential uses within the *Neighbourhoods* designation.

The City Council Decision is available at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE29.2>

As these lands continue to be designated *Neighbourhoods* and contain mainly house-form buildings, quite unlike the Study Area which is designated *Mixed Use Areas* and is characterized by two and three-storey mixed-use buildings, the west side of the street between Marion Street and Marmaduke Street was not included in the Study Area.

ISSUE BACKGROUND

Reasons for the Study

In response to development pressures, City Council requested the Roncesvalles Avenue and Dundas Street West Study to review the existing policy framework of the area and to develop an understanding of what defines the character of the area. To this end, City Planning staff were asked to consider developing additional urban design and built form guidelines, including an assessment of heritage resources, and to review potential streetscape improvements on Dundas Street West, to be used to inform the review of current and future development proposals. The resulting Official Plan Amendment and associated Urban Design Guidelines seek to build upon and further refine existing Official Plan policies, as well as Avenue and Mid-rise Buildings Guidelines which apply to this area, so as to provide more clarity and identify built form principles to help guide development in a manner that is sensitive to the local context.

Study Area and Surrounding Uses

The Study Area includes properties that front onto Roncesvalles Avenue which are designated *Mixed Use Areas*, between Queen Street West and Boustead Avenue, but, as noted above, excludes the *Neighbourhoods* designed properties on the west side of the street between Marion Street and Marmaduke Street. The Study Area also includes the properties fronting Dundas Street West between Sorauren Avenue and the intersection with Roncesvalles Avenue which are also designated *Mixed-Use Areas*, save for the north side of the street between Morrow Avenue and Sorauren Avenue. Within this block, the properties at 2032 – 2050 Dundas Street West are designated *Mixed Use Areas*, the properties between 2000 – 2022 Dundas Street West have a split designation where the front portion of the properties are designated *Mixed Use Areas* and the rear portion are designated *Employment Areas*. Finally, the properties at 1970 – 1982 Dundas Street West are designated *Employment Areas*. The properties fronting Ritchie Avenue are designated *Mixed Use Areas*.

Area History

The unique urban form of the Dundas Roncesvalles neighbourhood is rooted in several key historic factors. Approximately 13,000 years ago, both Dundas Street West and Indian Road were part of an Indigenous Peoples' system of routes known as the Toronto Carrying Place. Dundas Street West was developed from a trail to a highway (Highway 5), beginning in the 1790s with the first British settlement of the Town of York as the capital of Upper Canada. Historically (and to this day in some parts of Ontario) this highway was known as the Governor's Road (after Lieutenant Governor John Graves Simcoe). It ran west from the old Town of York to the City of London. Roncesvalles Avenue originated in the 1850s when it was laid out by Colonel Walter O'Hara as the primary north-south route with the subdivision of his property known as Lot 34. The Colonel's property was crossed by Dundas Street West.

In the late 19th century, the triangular junction of Dundas Street West and the north end of Roncesvalles Avenue was part of the Village of Brockton. The southern end of Roncesvalles Avenue was part of the village, and then town, of Parkdale and the neighbourhood known as Sunnyside. By 1889, this area amalgamated with the City of Toronto.

Development was slow until the arrival of streetcars on both Dundas Street West and Roncesvalles Avenue by 1908. Access to transportation spurred rapid development so that within twenty years the area acquired the urban street pattern and main street typology that gives the neighbourhood the unique character it enjoys today. Additionally, most of the significant community buildings, libraries, schools, churches and theatres were built within this growth period, creating a legacy of important historic institutional and landmark properties.

While the built form has been consistent since the early 20th century, following World War II, there was a significant social and cultural shift with the arrival of Polish, German and Lithuanian communities, which distinguished the neighbourhood from the rest of Toronto. With the opening of St. Casimir's church in 1954, Polish-language businesses, a retirement home, credit union and the headquarters of the Canadian Polish Congress, the area acquired a distinctly Polish character which continues today and is celebrated annually with the Polish Festival, one of the largest in North America.

A more detailed History and Evolution of the Study Area may be found in the attached Dundas-Roncesvalles Urban Design Guidelines.

Division of the Study Area into Four Precincts

The Study Area has four distinct character areas each with its own prevailing built form. The Design Guidelines recognize the characteristics of each area and describe them as the following:

Roncesvalles South Precinct:

The south end of Roncesvalles Avenue between Queen Street West and Harvard Avenue contains a mix of two and three-storey mixed-use buildings, walk-up apartment buildings, mid-rise office buildings, a strip plaza with surface parking and a three-storey hotel building. The south end of Roncesvalles Avenue is located at the terminus of King Street West, The Queensway and Queen Street West and is influenced by this area's proximity to early streetcar and railway transportation and the lakeshore. This led to the development of the TTC Sunnyside loop and iconic one-storey building containing a McDonald's at the southwest corner of Roncesvalles Avenue and The Queensway, a hotel building on Roncesvalles Avenue just north of this and a hospital to the west.

The abutting Queen Street West contains a fine-grain fabric of two and three-storey mixed-use buildings and is subject to the West Queen West Built Form and Heritage Study for which more information can be found at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/west-queen-west-heritage-conservation-district-plan/>

The properties just east of this Precinct contain house-form buildings and are designated *Neighbourhoods* and to the west and south, the TTC Sunnyside Loop is designated *Mixed Use Areas*.

Roncesvalles Main Street Precinct:

This middle section of Roncesvalles Avenue between Harvard Avenue and Ritchie Avenue contains a very fine-grain fabric of two and three-storey mixed-use buildings on narrow lots with non-residential uses at grade and residential uses above. This precinct also contains a number of heritage properties including the iconic Revue Cinema, the Dominion Bank and the Vincent De Paul Church. The properties to the east and west of this Precinct are designated *Neighbourhoods* and contain low-scale house-form buildings.

The segment of the street not included in the Study Area, the west side of the street between Marion Street and Marmaduke Street, is designated *Neighbourhoods* and contains mostly two-storey semi-detached house-form buildings with some interspersed church buildings and institutional buildings such as the High Park Library and a credit union.

Dundas-Roncesvalles Precinct:

This precinct incorporates lands designated *Mixed Use Areas* fronting Roncesvalles Avenue between Ritchie Avenue and Boustead Avenue and Dundas Street West between Boustead Avenue and Morrow Avenue on the north side, and Columbus Parkette on the south side.

This section of Roncesvalles Avenue contains a mix of two- and three-storey mixed-use buildings, two-storey semi-detached houses and a seven-storey mixed-use building. The former Ontario Municipal Board recently approved an eight-storey mixed-use building at 422 Roncesvalles Avenue.

The Peace Garden and adjacent former bank building (a historically designated property), is located at the point where Roncesvalles Avenue and Dundas Street West intersect. The north side of Dundas Street West mostly contains two-storey mixed-use buildings, two-storey house-

form buildings and also a six-storey heritage designated former factory building now converted to residential apartments, at the northwest corner of Dundas Street West and Ritchie Avenue. The properties just north of this are designated *Neighbourhoods* containing house-form buildings.

The south side of Dundas Street West contains mostly semi-detached houses, with a gas station, one and two-storey commercial buildings and an automotive building between Ritchie Avenue and Howard Park Avenue. Columbus Parkette is located at the far eastern end of the Precinct. The abutting properties to the south between Boustead Avenue and Howard Park Avenue are designated *Mixed Use Areas* and contain some six storey mid-rise type buildings and the abutting properties to the southeast of Howard Park Avenue, are designated *Neighbourhoods*. Columbus Parkette is designated *Parks*.

Dundas Point Precinct:

Dundas Point is located on the north side of Dundas Street West between between Morrow Avenue and Sorauren Avenue and holds some of the Study Area's largest sites containing industrial buildings with surface parking lots. The western half of this Precinct has a split designation where the front portion of the properties are designated *Mixed Use Areas* and the rear portion are designated *Employment Areas*. The properties within the eastern half of this Precinct are designated *Employment Areas*. This Precinct abuts the rail corridor to the north.

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the conservation of features of significant architectural, cultural and historical interest; the promotion of built form that is well designed and encourages a sense of place; and the appropriate location of growth and development.

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and

- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

Furthermore, the PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which Toronto forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The PPS and Growth Plan are more than an individual set of policies but are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have assessed the recommended SASP and associated Urban Design Guidelines for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan and Urban Design Guidelines

The recommended Official Plan Amendment and associated Urban Design Guidelines have been considered against the policies of the City of Toronto Official Plan, Official Plan Amendment 320, and the Avenues and Mid-Rise Buildings Guidelines.

Chapter 2 - Shaping the City

In Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation, the Official Plan states that future growth within Toronto will be steered to areas which are well served by transportation choices and which have a number of properties with redevelopment potential. Areas that can best accommodate growth in the City and that are well served by transit are shown on Map 2 of the Official Plan. Map 2, Urban Structure, identifies both Roncesvalles Avenue and Dundas Street West within the Study Area as *Avenues*. Section 2.2.3 of the Official Plan describes *Avenues* as important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service. Some *Avenues* function as main streets that serve the local and broader communities with a variety on non-residential uses.

The Official Plan notes that each *Avenue* is different in terms of lot size and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. As such, there is no "one size fits all" solution for guiding development on *Avenues*, and, thereby, the framework for new development on each *Avenue* is generally established through an Avenue Study containing a vision and implementation plan showing:

- How the streetscape and pedestrian environment can be improved;
- Where public open space can be created and existing parks improved;
- Where trees should be planted; and,
- How use of the road allowance can be optimized and transit service enhanced.

Chapter 3 - Building a Successful City

In Section 3.1.2, Built Form, the Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the street. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

Chapter 3 – Heritage Conservation

The City of Toronto’s Official Plan contains a number of policies related to properties on the City’s Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. These Official Plan policies remain applicable within the Study Area.

Stressing the role that heritage conservation plays in city-building, Section 3.1.5 of the Official Plan states that, “Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City.”

In particular, Policy 3.1.5.4 states that heritage resources on the City's Heritage Register will be conserved and further, Policy 3.1.5.6 encourages the adaptive re-use of heritage properties. Additionally, Policy 3.1.5.26 states that, when new construction on, or adjacent to, a property on the Heritage Register does occur, it will be designed to conserve the cultural heritage values, attributes and character of that property and will mitigate visual and physical impact on it. Further, Policy 3.1.5.27 discourages the retention of façades alone and encourages conservation of whole or substantial portions of buildings.

Chapter 4 – Land Use Designations

With the exception of the properties on the north side of Dundas Street West, between Sorauren Avenue and Morrow Avenue, the majority of properties in the Study Area are designated *Mixed Use Areas* in the Official Plan. This designation permits a broad range of commercial, residential and institutional uses, and includes policies and criteria to guide development. *Mixed Use Areas* are intended to accommodate most of the anticipated growth in Toronto with regard to retail, employment and housing. Policy 4.5 contains some of the following key development criteria for properties designated *Mixed Use Areas*:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meet the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation, and adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and,
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The properties on the north side of Dundas Street West, between Sorauren Avenue and Morrow Avenue, are designated *Employment Areas*. Policy 4.6 of the Official Plan describes *Employment Areas* as this City's hothouses supporting enterprise and job growth. The development criteria for properties designated *Employment Areas* include, but are not limited to:

- mitigating the effects of noise, vibration, dust, odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;
- providing landscaping on the front and any flanking yard and adjacent to any public parks and open space to create an attractive streetscape and screening parking, loading and service areas;
- treating the boundary between *Employment Areas* and residential lands with landscaping, fencing, or order measures to minimize nuisance impacts;

- providing adequate loading and parking on-site; and,
- sharing driveways and parking areas wherever possible.

Urban Design Guidelines

Urban Design guidelines, in conjunction with the Official Plan policies, work together to achieve optimal building siting and design that enhances the public realm, while respecting and reinforcing the surrounding built environment and context. Guidelines are crucial planning tools that assist in testing the appropriateness of development applications in the policy context. They are intended to assist in the implementation of the Official Plan policies for built form, and serve as a unified set of directions for the evaluation of development applications.

The Official Plan (Section 5.3.2: Implementation Plans and Strategies for City-Building, Policy 1) states that Guidelines will be adopted to advance the vision, objectives and policies of the Plan. Urban Design Guidelines, specifically, are intended "to provide a more detailed framework for built form and public improvements in growth areas."

The recommended Dundas Street West and Roncesvalles Avenue Urban Design Guidelines support the implementation of the recommended Official Plan Amendment. These Guidelines state that new development should be compatible with existing historic, fine grain main street character of the Study Area in terms of massing, height, setbacks, stepbacks and materials. New development, within the context of existing adjacent buildings, should define and contribute to a high quality public realm.

Zoning

The majority of the properties in the Study Area are zoned 'Commercial Residential' in Zoning By-law 569-2013 and (and 'Mixed Commercial Residential' in By-law 438-86), with the exception of the properties on the north side of Dundas Street West between Sorauren Avenue and Morrow Avenue. Within this block, the western half contains split zoning and properties are zoned 'Commercial Residential' for the first 33.5 metres closest to Dundas Street West and 'Industrial' for the back portion closest to the rail corridor. The properties within the eastern half of this block are zoned 'Industrial' and are only subject to Zoning By-law 438-86.

The properties fronting Roncesvalles Avenue between Queen Street West and Marmaduke Street have a maximum permitted density of 2.5 times the area of the lot; whereas, the properties on Roncesvalles Avenue north of Marmaduke Street and also most of the properties on Dundas Street West, permit a maximum density of 3.0 times the area of the lot.

The properties on the north side of Dundas Street West, between Sorauren Avenue and Morrow Avenue, permit densities of 3.0 times and 2.0 times the area of the lot for the commercial/residential uses and for the industrial use respectively.

The properties with the split zoning on Dundas Street West have a maximum permitted height of 13.0 metres for the Commercial Residential portion, and 14.0 metres for the Industrial portion. The rest of the properties on Dundas Street West, and on Roncesvalles Avenue, between Boustead Avenue and Marmadukle Street, have a 13.0 metre height limit. A 14.0 metre height limit applies for the remainder of properties on Roncesvalles Avenue, south of Marmaduke Street.

The properties on Ritchie Avenue are zoned 'Industrial', permit a maximum density of 2.0 times the area of the lot and a height of 14.0 metres.

Avenues and Mid-Rise Buildings Guidelines

At its meeting of July 8, 2010, Toronto City Council adopted the recommendations contained in City Planning's report entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this 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.

The Avenues and Mid-Rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's *Avenues* and *Neighbourhoods* policies, maintaining a balance between re-urbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings, and are intended to implement Section 2.3.1 of the Official Plan.

The Avenues and Mid-Rise Buildings Study also identifies Character Areas which are areas of cultural interest or historic character, containing notable characteristics that should be taken into consideration when Avenues are being planned for redevelopment. Roncesvalles Avenue and the section of Dundas Street West located within the Study Area are both identified as Character Areaa containing a fine grain, main street built form on the east side and a mix of fine grain main street building with a number of churches and institutional buildings plus walk-up apartment buildings on the west side.

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. Among other matters, the Addendum provides clarification regarding use of the Guidelines within Secondary Plan Areas, as well as specific land use and street frontage criteria which must be met prior to applying the Performance Standards to mid-rise proposals not located on an *Avenue*.

The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines. The recommended OPA and Urban Design Guidelines were considered against the performance standards contained within the Avenues and Mid-Rise Buildings Study and the Mid-Rise Building Performance Standards Addendum.

Community Consultation

Staff conducted numerous community consultation meetings related to the Study, beginning with an introductory community consultation meeting in November 2015, followed by a walking tour of the study area in October 2016, and two more community consultation meetings in April and December of 2017. Each community consultation meeting was attended by close to 200 people and the walking tour generated an attendance of approximately 70 people. City Planning staff also held a meeting with the Roncesvalles BIA and two meetings with FORA (Friends' of Roncesvalles Residents' Associations) together with the Sunnyside Historical Society. Additional feedback was also gathered through email and telephone correspondence, and a Planners in Public Spaces (PIPS) event was held in June 2017 in the Peace Garden at the intersection of Roncesvalles Avenue and Dundas Street West. While the PIPS event was not intended to focus just on the planning study but on general topics of interest to the community, numerous discussions regarding the study itself ensued.

Throughout this extensive consultation process, comments heard included:

- support for the protection of the fine-grain, heritage fabric along Roncesvalles generally between Ritchie Avenue and Marion Street, often referred to as "Roncesvalles Village" by the community;
- continuation of brick as a key building material;
- retention of bay windows, strong cornice lines, angled corner entrances and recessed storefronts;
- support for some additional height for the northern section of Roncesvalles Avenue and Dundas Street West, but with appropriate transition towards adjacent low-scale residential properties;
- provision of diverse and affordable housing;
- provision of diverse and affordable retail with support for small, family-run bricks and mortar retail; and,
- need for streetscape improvements (particularly along Dundas Street West), more trees, greening of boulevards, additional public seating spaces and community open spaces, and, safety of certain intersections.

These comments were closely considered by staff in preparing the draft guidelines. The draft guidelines were released for public review and input on May 18, 2018.

Agency Circulation

The Official Plan Amendment and Urban Design Guidelines were circulated to all appropriate City divisions. Responses received have been used to assist in drafting the Site and Area Specific Policies and the Urban Design Guidelines.

COMMENTS

The recommended Official Plan Amendment and associated Urban Design Guidelines propose an updated planning and built form framework for the Dundas Street West and Roncesvalles Avenue Study Area, and build on the existing planning framework for the neighbourhood. The recommended SASP and Guidelines support and enhance the policy directions of the Official Plan and the core principles of the Council-adopted Avenues and Midrise Buildings Guidelines and Addendum.

Provincial Policy Statement and Provincial Plans

The recommended Official Plan Amendment has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017) including Policy 5.1 of the Growth Plan as described in the Issue Background section of this report.

Planning Act

Section 2 of the *Planning Act* requires municipalities to have regard for matters of provincial interest, including, as noted in Section 2(d), the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest and in 2(r), the promotion of a built form that is well-designed and encourages a sense of place. The recommended Official Plan Amendment and associated Urban Design Guidelines have regard for these matters of provincial interest listed in the *Planning Act*.

Provincial Policy Statement (2014)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Key policy objectives include; building strong healthy communities, wise use and management of resources, and protecting health and safety.

Policy 1.1.1 of the PPS provides that healthy, liveable and safe communities are sustained by, among other matters, accommodating an appropriate range and mix of residential, employment, institutional, recreation, parks and open space, and other uses to meet long-term needs, and ensuring that necessary public service facilities are or will be available to meet current and projected needs.

Policy 1.3.1 promotes economic development and competitiveness through the provision of an appropriate mix and range of employment and institutional uses to meet long-term needs; providing opportunities for a diversified economic base; and, encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Policy 1.4.1 requires municipalities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents.

Policy 1.5.1 promotes healthy, active communities through actions such as planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The PPS encourages intensification and efficient development and requires that sufficient land be made available for intensification and redevelopment, however, it recognizes that local context is important and that well-designed built form contributes toward long-term economic prosperity. Policy 1.7.1.c speaks to maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets. Furthermore, Policy 1.7.1.d states that long-term economic prosperity shall be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

Additionally, the PPS highlights that conservation of built heritage and cultural landscapes is an important objective of the PPS, and Policy 2.6.1 provides that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Finally, Policy 4.7 indicates that the Official Plan is the most important vehicle for implementing the PPS, and to this end, the Official Plan is consistent with the PPS policies requiring appropriate built form that fits harmoniously into its existing and planned context by providing built form criteria for various land use designations. In response, the recommended SASP and Guidelines build upon the existing policies related to *Avenues* (Policy 2.2.3), Built Form (Policy 3.1.2), Heritage Conservation (Policy 3.1.5), as well as the built form criteria found in Official Plan Policy 4.5.2 (related to development in *Mixed Use Areas*) and in Policy 4.6.2 (related to development in *Employment Areas*) to help further respect and reinforce the existing character which is specific to this Study Area.

The recommended SASP is consistent with the above policies and other relevant policies of the PPS and is further strengthened when read in conjunction with the recommended Dundas-Roncesvalles Urban Design Guidelines. Together, they contribute to the achievement of a healthy, liveable and safe community by providing for built form principles that are sensitive to, and in keeping with, the local context and also support the conservation of numerous properties with heritage potential identified on Map C (page 13) in the Urban Design Guidelines.

While the SASP and Guidelines seek to maintain the historic, fine-grained main street character of the Roncesvalles Main Street Precinct and promote sensitive, incremental development in this precinct, they also allow for a greater level of development intensity in the remaining three precincts where a more typical mid-rise built form typology can be achieved in a manner that is compatible with the surrounding area. Compact, mixed-use development is promoted in all four precincts, with a focus on employment uses in the Dundas Point Precinct, and retail, commercial and housing activities in the remaining precincts, all of which contribute to Toronto's liveability, economic competitiveness and housing diversity. The SASP and Guidelines will also result in streetscape and other public realm improvements that promote safety and social interaction, enhance connectivity and encourage publicly accessible open spaces.

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan sets out a framework for growth and intensification in the Greater Golden Horseshoe (GGH). Like the PPS, its policies support the need to balance growth and the provision of infrastructure and the need to create healthy, complete communities.

The vision and objectives of the Growth Plan are contained in Section 1.2 and support the development of the GGH as a place with exceptional quality of life, offering a variety of high quality and affordable choices for places to live that are supported by modern and resilient infrastructure and an integrated transportation network. To realize this vision, the Growth Plan's guiding principles focus on achieving complete communities, and the efficient use of land and infrastructure and the conservation of heritage resources.

The policies of the Growth Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the Guiding Principles found in Section 1.2.1. These Guiding Principles support the achievement of complete communities that are designed to support healthy and active living to meet people's needs for daily living throughout an entire lifetime. They also direct municipalities to make efficient use of land and infrastructure, support transit viability, and provide a range and mix of housing options to serve all sizes, incomes and ages of households. They also support the conservation and promotion of cultural heritage resources to support the social, economic and cultural well-being of all communities, including First Nations and Metis Communities.

Further, Section 2.2.1.3.c) directs municipalities to undertake integrated planning to manage forecasted growth by supporting an urban form that optimizes infrastructure to support the achievement of complete communities through a more compact built form.

Policy 2.2.1.4 supports the achievement of complete communities that among other things:

- feature a diverse mix of land uses and have convenient access to public service facilities;
- improve social equity and overall quality of life;
- provide a diverse range and mix of housing options; and,
- ensure the development of a high quality compact urban form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.

Policy 2.2.5 supports maintaining economic development and competitiveness by making efficient use of existing *Employment Areas* and vacant and underutilized employment lands and increasing employment densities.

Policy 2.2.6 supports complete communities with a multi-unit residential development incorporating a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Policy 4.2.5 supports the provision of public open space and encourages municipalities to develop a system of publicly-accessible parkland and open spaces.

The conservation of cultural heritage resources is an important objective of the Growth Plan and Policy 4.2.7 provides that cultural resources will be conserved in order to foster a sense of place and benefit communities particularly in strategic growth areas.

Climate change is also addressed in the Growth Plan and Policy 4.2.10 provides that municipalities should identify actions which address climate change through the provision of complete communities, reducing dependence on the automobile, and supporting existing and planned transit and active transportation modes.

As well, the Growth Plan contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities. At the time of the MCR, municipalities can make a request to the Province for alternative targets to those set out in the Growth Plan.

A small portion of the north end of the Study Area, particularly the Dundas-Roncesvalles Precinct is within 500 metres of the Dundas West Subway Station. The proposed SASP provides some additional density permissions and responds to the unique context of the Dundas Roncesvalles area by permitting varying scales of development based on existing conditions and opportunities for re-urbanization. The City's Official Plan provides specific direction stating that "Growth will be directed to *Centres, Avenues, Employment Areas* and the *Downtown* (Official Plan policy 2.2.2).

As part of the next MCR, the Province has set out a number of requirements, including, MTSA density, Urban Growth Centre density, Employment Area density, and others. The Ministry's draft Guidance document can be accessed at this link:
http://www.placestogrow.ca/images/pdfs/MCR/en/draft_guidance_the_municipal_comprehensive_review_process_EN.pdf

The recommended SASP and associated Urban Design Guidelines support and promote the objectives of the Growth Plan that seek to achieve a complete community with a high quality compact urban form that respects and reinforces the existing fine-grained historic character, has an attractive and vibrant public realm, including parks and open spaces, and conserves heritage properties so as to foster and sense of place. They help maintain economic development and competitiveness through encouraging non-residential uses at grade and promoting the re-development and re-generation of the lands designated *Employment Areas*, which include the largest properties within the Study Area. Furthermore, they allow for multi-level redevelopment which will help to accommodate a diverse range of household sizes and incomes. Also, as noted above, they support the objective of permitting some additional density within the vicinity of major transit stations, while at the same time respecting and reinforcing the existing fine-grained historic character.

In responding to the above noted key policies, as well as other relevant policies of the Growth Plan, the recommended SASP conforms with the Growth Plan and is further strengthened when read in conjunction with the Dundas-Roncesvalles Urban Design Guidelines.

Ontario Heritage Act

The *Ontario Heritage Act (OHA)* is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the *OHA*, or designation of districts under Part V of the *OHA*.

Recommended Site and Area Specific Policy and Urban Design Guidelines

The recommended SASP provides a clear policy direction in response to some recent development pressures in the Study Area. The associated Urban Design Guidelines provide an understanding of the area's local character, explain how development will respect and reinforce this local character, give guidance related to appropriate building design and materials, promote an animated public realm and identify buildings of heritage interest.

The Guidelines describe four distinct character areas within the Study Area: Dundas-Roncesvalles, Roncesvalles Main Street, Dundas Point and Roncesvalles South (as seen on the map in Attachment 1). Through the provision of clear guiding principles and built form criteria for each of the four precincts, the Guidelines outline which areas have the most potential for change, and provide clear criteria and direction to ensure that new development will integrate with the surrounding neighbourhood. The recommended SASP builds upon these Guidelines and provides the policy standards and direction to implement the Guidelines.

Built Form Criteria

The recommended SASP and associated Urban Design Guidelines are the result of a wide range of factors considered in determining the appropriate built form for the Study Area. These factors included:

- the prevailing built form character and height;
- the overall depth of sites;
- the distance to adjacent properties designated *Neighbourhoods* or *Parks and Open Space Areas*;
- proximity to properties with cultural heritage value (including properties with potential heritage value); and,
- contribution to the overall vision for the Study Area.

The SASP and Guidelines recognize that the Study Area includes areas of distinct characteristics and diverse built forms, and that the majority of the Study Area, particularly the Roncesvalles Main Street Precinct, has a consistent street wall height of two to three-storeys on narrow lots. To this end, the SASP and Guidelines seek to further refine and reinforce Official Plan policies related to *Avenues* and *Mixed Use Areas* for the Study Area and also build upon the design criteria found in the *Avenues and Mid-Rise Study*, which identify the majority of the Study Area as a 'Character Area'.

Below are some of the key criteria that apply to each precinct:

Dundas-Roncesvalles Precinct

Generally a typical mid-rise building typology is contemplated for this area having a maximum height that equals the width of the right-of-way (20 metres). Slightly different criteria related to rear yard setback requirements and rear yard angular planes apply to properties within this precinct which abut properties designated *Neighbourhoods* versus those that abut other *Mixed Use Areas* properties. A minimum sidewalk zone of 4.8 to 6.0 metres is required.

Roncesvalles Main Street Precinct

This precinct contains primarily two and three-storey brick clad buildings with commercial uses at grade and residential uses above, most of which were constructed between 1908 and 1924. The Dundas and Roncesvalles Guidelines seek to preserve the fine-grained historic character of this area and, thereby, follow the principles of the Avenues and Mid-Rise Study Guidelines for Character Areas that limit the height for properties within this area to a maximum of 16.0 metres (80 percent of the width of the right-of-way) with a maximum street wall height of three storeys (10.5 metres). An angular plane of 30 degrees taken at a height of 10.5 meters along the front façade is also required so as to limit the visual impact of any additions above the three-storey street wall height.

Dundas Point

The Dundas Point precinct contains the largest sites in the Study Area and is predominantly occupied by non-residential uses. A maximum height limit of 20.0 metres is envisioned for the area and the prevalence of large lots provide opportunities to create active streetscapes with publicly accessible open spaces and pedestrian connections making the area more attractive and welcoming for workers and visitors. A minimum sidewalk zone of 6.0 metres is required.

Roncesvalles South

This precinct also contains opportunities for a more typical mid-rise built form with a maximum height of 20.0 metres and a streetwall height of 16.0 metres with a 45 degree angular plane applied above. A minimum sidewalk zone of 4.8 metres is required.

Heritage Considerations

Heritage is not limited to its landmarks, views and landscapes, rather, residents also value the contribution that heritage brings to their local neighbourhoods. It is these everyday historic places where lives are played out. Understanding local character means that, as places change, they can still hold onto what makes them distinct and, for this reason, it is necessary to ensure that development integrates with the surrounding context and adds value.

Properties currently listed on the City of Toronto Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the *Ontario Heritage Act*, and the Provincial Policy Statement, and also with regard to the Standard and Guidelines for the Conservation of Historic Places in Canada.

A cultural heritage resource assessment was undertaken by Heritage Preservation Services staff as part of the Dundas and Roncesvalles Built Form Study. The assessment provided a historic overview of the Study Area and examined the existing building typologies.

The assessment revealed that there are several consistently represented building types within the Study Area, the most common of which combines commercial uses at grade with residential uses above. Of this mixed-use building typology, there are three variations: commercial block with residential above; corner store with residential above; and, house-form building with integrated commercial uses at grade. In addition to these mixed, commercial-residential buildings, there are also landmark community buildings such as the St. Vincent de Paul Catholic Church and the Revue Cinema; low-rise apartment buildings; and, company headquarters such as the five-storey headquarter building for the York Savings & Loan Co. at the northeast corner of Roncesvalles Avenue and Fermanagh Avenue.

The cultural heritage resource assessment included the identification of properties with potential cultural heritage value. Map C on page 13 of the attached recommended Dundas-Roncesvalles Urban Design Guidelines identifies properties with Potential Cultural Heritage Value. These properties will continue to be reviewed by Heritage Preservation Services for potential inclusion on the City's Heritage Register.

To address the rich history of the Study Area, the Urban Design Guidelines require that, in addition to the design criteria provided for each of the four precinct areas, additional considerations related to the design, scale and massing and stepback of any vertical additions to heritage properties will be required. This requirement is consistent with Official Plan Policy 3.1.5 encouraging the adaptive re-use of heritage properties; ensuring that, construction on, or adjacent to, a heritage property is designed to conserve the cultural heritage values, attributes and character of that property and mitigating any visual and physical impact on the heritage property; and, discouraging the retention of façades alone.

New development or alterations within the Study Area will respect, conserve and maintain the integrity of existing and potential cultural heritage properties. Heritage Impact Assessments will be required for development applications that affect existing and potential heritage properties within the Study Area.

Further direction for the conservation of heritage properties is provided in the Official Plan, in particular Section 3.1.5.

Building Design

The recommended SASP and Urban Design Guidelines seek to maintain the prevailing pattern of buildings which are small-scaled with narrow frontages of approximately 4.5 metres to 8.0 metres. To further enhance the existing character, the SASP and Guidelines encourage the use of vertical elements and change in material to provide a rhythm of building bays that range from 4.5 metres to 8.0 metres, and indicate that horizontal datum lines should be referenced.

On corner properties, the rhythm of building bays should turn the corner to address both street frontages. Large areas of glass should be limited and use of solid materials such as brick and stone is preferred, and, as well, visible side elevations should be articulated to avoid blank walls. Recessed entrances to retail stores or upper floor entrances are supported as are angled storefronts on corner properties.

Site Access, Parking and Servicing

In support of Official Plan Built Form Policy 3.1.2, the recommended SASP and Guidelines require that, whenever possible, site servicing and parking be provided at the rear of the building/site, from a lane or a shared driveway. Additionally, any parking garage ramps, access stairs and garbage collection/storage and loading areas should be incorporated into the interior of building.

Public Realm, Parks and Open Spaces

A well designed, carefully maintained public realm helps to create enjoyable experiences and a sense of place. Recently completed transformative public realm and streetscape improvements in Roncesvalles Avenue have helped strengthen its main street character. Open bed planters with integrated benches, interlock paving, a raised cycle track and widened boulevards were installed to enhance the streetscape and encourage walking and cycling in the neighbourhood. Public realm and streetscape investments should continue and expand to include the northern and southern ends of Roncesvalles Avenue and on Dundas Street West, to help improve pedestrian comfort, character and attractiveness of the street as a place to live, work and play.

The Guidelines identify specific areas of improvement in the public realm, such as enhanced boulevard spaces, to further improve and beautify the public realm. Map 4 of 4 in Attachment 2 shows the proposed locations for public realm and streetscape improvements with the provision of the following public realm areas:

Entry Node: A place of entry into the neighbourhood.

These are celebrated entrances into the neighbourhood where special features such as public art, public open spaces and area-defining features are located. The Peace Garden at the intersection of Dundas Street West and Roncesvalles Avenue is a good example.

Focus Area: A community gathering place

These are the spaces where most public activities occur and are areas where people can congregate, shop in seasonal outdoor markets, and gather for special events and activities. Additional attention should be paid to enhance, strengthen and improve these areas. Proposed development adjacent to these areas must be designed to contribute to the vitality of the area.

Boulevard Space: Publicly-owned portions of the right-of-way on side streets

These are spaces on the side street of corner properties between the curb and private property line which are publicly-owned but often not utilized for publicly accessible uses. Despite being public property, these spaces are often fenced off, neglected, or used for surface parking. These spaces offer ample opportunity to be designed to contribute to the streetscape and included as part of the community's open space areas.

Parks and Open Spaces

Parks are publicly-owned land for recreational uses. Open spaces can be made up of public or privately-owned (but publicly accessible) land for recreational uses. While the eastern-most limit of High Park, the City's largest park, is located within walking distance of the Study Area, much of this park's community amenities such as playgrounds and off-leash dog runs are centrally located within the park, thereby making them quite far from the Study Area.

There are limited other local parks and open spaces in the area and therefore, Sorauren Park, Columbus Parkette and the Peace Garden, are all well used. The development of Entry Nodes, Focus Areas and Boulevard Spaces will aim to offset some of the pressures resulting from existing deficiencies in parks and open spaces.

Streetscape, Pedestrian/Cycling Connections and Safety

As can be seen on Map 4 of 4 in Attachment 2, the Guidelines and SASP also propose areas of enhanced building setbacks ranging from 4.8 metres to 6.0 metres to improve the pedestrian environment, allow greater areas for street tree planting and areas to animate the right-of-way. This contributes to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing, consistent with Official Plan policy 2.2.3.

Through consultation with the community, staff also learned that the Study Area contains a number of challenging intersections for pedestrians and cyclists due to the unique (angled) orientation of Dundas Street West, the intersection of Dundas Street West and of Roncesvalles Avenue with other busy streets including Ritchie Avenue, Queen Street West, the Queensway and Bloor Street West just to the north of the Study Area. In response, the Urban Design Guidelines identify Pedestrian Safety Improvement Areas as seen on Map 4 of 4, Attachment 2, which require further pedestrian and cycling safety considerations.

Land Use

The recommended SASP and Guidelines maintain the existing Official Plan land use designations. Non-residential uses at grade are encouraged to help further animate the public realm.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision. Any development in the Study Area is encouraged to achieve Tiers 2-4 of the TGS.

Conclusion

The Dundas Street West and Roncesvalles Avenue Study establishes a vision, guiding principles and actions that work together to provide a framework which enhances and protects the historic, fine-grain character of the Study Area and achieves a well-designed complete community. The recommended Official Plan Amendment to amend Chapter 7, Site and Area Specific Policy is consistent with the policies and objectives of the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017). It also supports and advances the Official Plan, particularly the policies related to *Avenues*, *Mixed Use Areas*, and *Employment Areas*. Additionally, it complements and further refines the *Avenues and Mid-Rise Buildings Guidelines*.

This report recommends that City Council adopt the SASP and the Dundas-Roncesvalles Urban Design Guidelines which together will contribute to the achievement of a healthy, liveable and safe community by providing built form principles that are sensitive to , and in keeping with, the local context. The report also recommends that City Council direct staff to report in the first

quarter of 2019 on the potential cultural heritage resources identified on Map C of the Dundas-Roncesvalles Urban Design Guidelines for inclusion on the City's Heritage Register.

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SIGNATURE

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Toronto and East York District

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ATTACHMENTS

Attachment 1: Study Area and Precinct Map

Attachment 2: Map of Properties with Potential Cultural Heritage Value

Attachment 3: Draft Official Plan Amendment

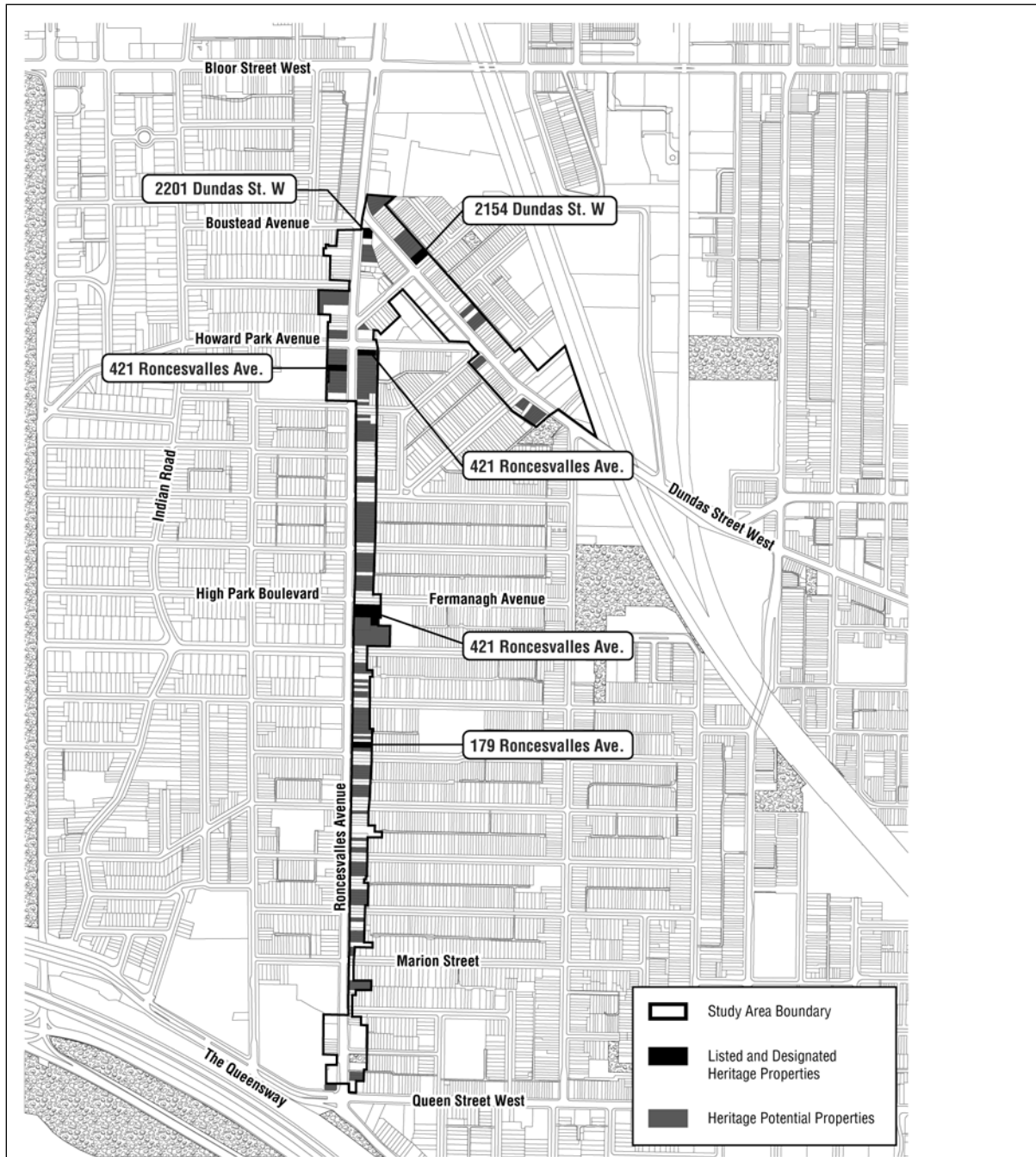
Attachment 4: Dundas – Roncesvalles Urban Design Guidelines

Attachment 5: Official Plan

Attachment 1: Study Area and Precinct Map



Attachment 2: Map of Properties with Potential Cultural Heritage Value



Heritage Potential Map

Dundas & Roncesvalles Study

Not to Scale
06/14/2018



File # 15 256382 SPS 00 0Z

Attachment 3: 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 with respect to the lands fronting Dundas Street West between Boustead Avenue and Sorauren Avenue, Roncesvalles Avenue between Queen Street West and Boustead Avenue, but excluding the lands on the west side between the north side of Marion Street and the south side of Marmaduke Street, and the Ritchie Avenue between Roncesvalles Avenue and Dundas Street West municipally known in the year 2018 as:

- **2226 – 1970 Dundas Street West, north side;**
- **2201 - 1995 Dundas Street West, south side;**
- **5- 479 Roncesvalles Avenue, east side;**
- **382- 484 Roncesvalles Avenue, west side;**
- **14- 66 Roncesvalles Avenue, west side;**
- **12 – 20 Ritchie Avenue, north side; and**
- **7 – 25 Ritchie Avenue, south side.**

as detailed on Map 1 of 4.

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

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

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 421 TO THE OFFICIAL PLAN

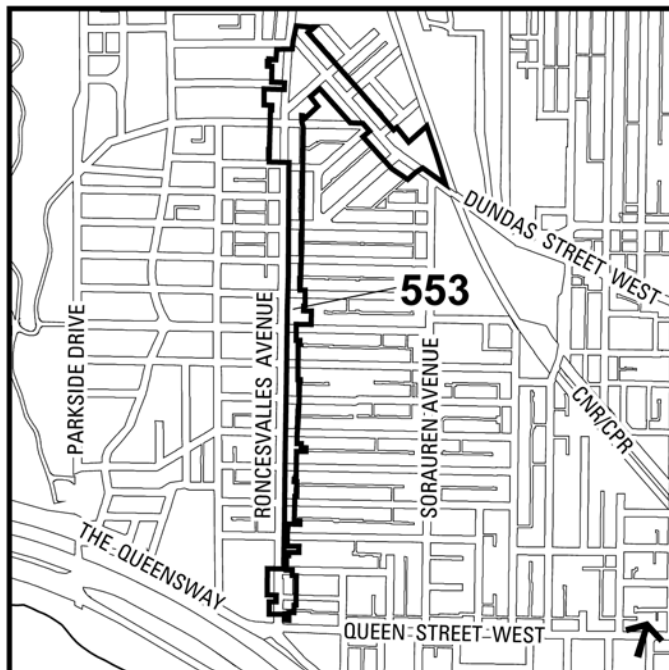
LANDS MUNICIPALLY KNOWN IN THE YEAR 2018 AS

- **2226 – 1970 Dundas Street West, north side;**
- **2201 - 1995 Dundas Street West, south side;**
- **5- 479 Roncesvalles Avenue, east side;**
- **382- 484 Roncesvalles Avenue, west side;**
- **14- 66 Roncesvalles Avenue, west side;**
- **12 – 20 Ritchie Avenue, north side; and**
- **7 – 25 Ritchie Avenue, south side.**

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

Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 553 that applies to the lands municipally known in the year 2018 as the lands fronting Dundas Street West between Boustead Avenue and Sorauren Avenue, Roncesvalles Avenue between Queen Street West and Boustead Avenue, but excluding the lands on the west side between the north side of Marion Street and the south side of Marmaduke Street, and Ritchie Avenue between Roncesvalles Avenue and Dundas Street West, as shown on Map 1:

Map 1 of 4 – Area of Site and Area Specific Policy



1. Context

1.1 Roncesvalles Avenue between Queen Street West and Boustead Avenue, and Dundas Street West, between Boustead Avenue and Sorauren Avenue is a mixed-use area that generally contains non-residential uses at grade with residential uses above and parking at the rear of the properties. Most buildings are typically two- to three-storeys and many date from the late 19th and early 20th centuries. Their age, materials and details contribute to the area character. The ground floor uses generally have larger floor-to-ceiling heights than upper storey residential uses, recessed entrances, bay windows and horizontal articulation emphasizing the prominence of the ground floor. The prevailing lot fabric generally consists of narrow lots, which contributes to the fine-grain retail rhythm of the area.

2. Vision

2.1 Dundas Street West and Roncesvalles Avenue is a vibrant, diverse and walkable neighbourhood that boasts a rhythm of small-scale storefronts which frame the public realm at a human scale and have a strong, historic main street character. This neighbourhood has a strong sense of place where spontaneous and casual interactions, as well as organized street festivals and community events supporting public life, take place and further enhance the neighbourhood's identity as a cohesive, complete community.

3. Purpose

3.1 The policies in this Official Plan Amendment are intended to: guide and manage moderate, incremental development; respect and reinforce the existing mixed-use character and physical and historic make-up of Roncesvalles Avenue, between Queen Street West and Boustead Avenue, and of Dundas Street West, between Boustead Avenue and Sorauren Avenue; and ensure an appropriate transition between new development and the existing *Neighbourhoods* east and west of Roncesvalles Avenue, and north and south of Dundas Street West.

4. Land Uses

4.1 Land uses will conform with the land use designations identified in the Official Plan.

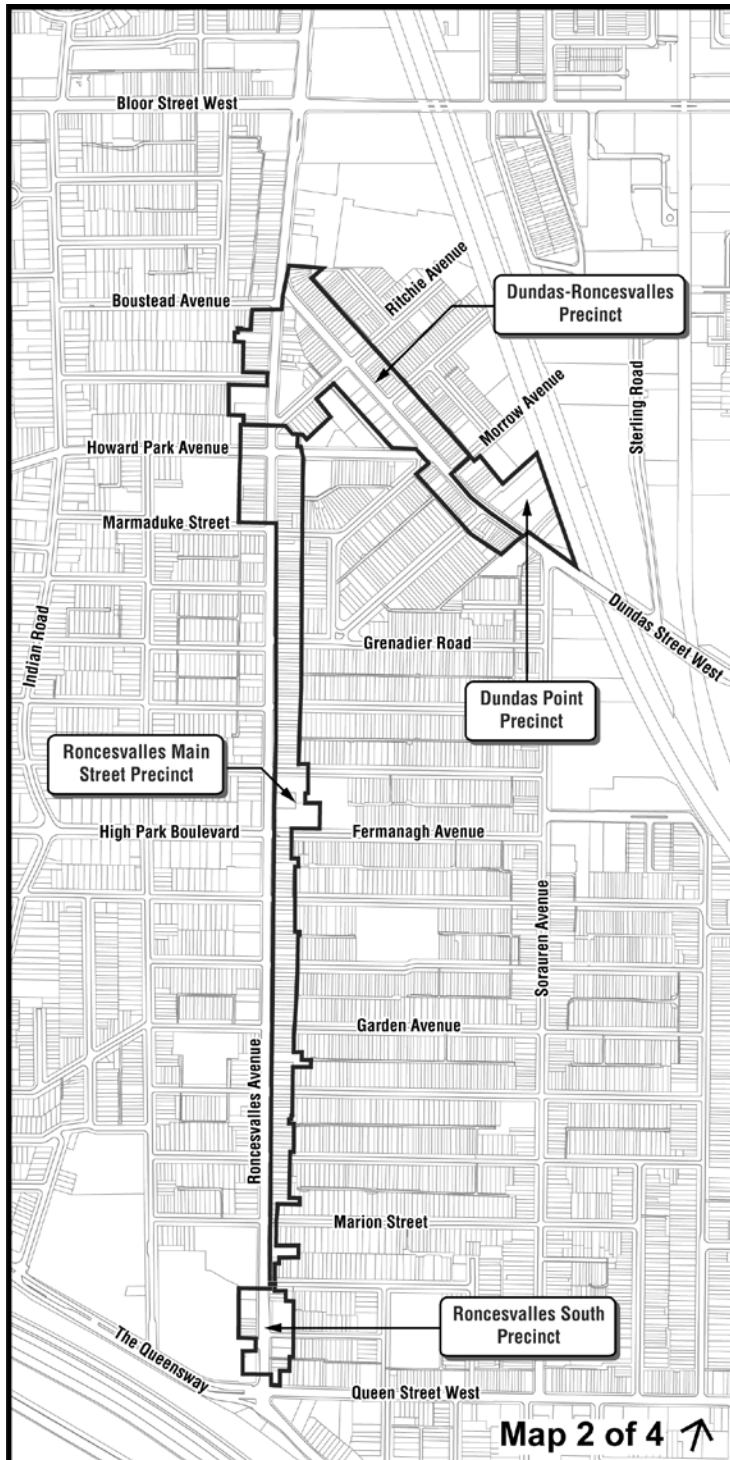
5. Precinct Areas - as shown on Map 2

5.1 **Dundas-Roncesvalles** – includes all the properties fronting Roncesvalles Avenue between the north side of Ritchie Avenue to the south side of Boustead Avenue, and all properties fronting Dundas Street West between Boustead Avenue and the Columbus Parkette on the south and the lands at 2032 Dundas Street West on the north side.

5.2 **Roncesvalles Main Street** – includes all properties fronting Roncesvalles Avenue on the east side, between the north side of Marion Street and the south side of Neepawa Avenue and both sides of Roncesvalles Avenue between the north side of Neepawa Avenue/Marmaduke Street and the south side of Ritchie Avenue.

- 5.3 **Dundas Point** – includes all the properties fronting Dundas Street West on the north side between the property at 1970 Dundas Street West and the property at 2022 Dundas Street West.
- 5.4 **Roncesvalles South** – includes all properties fronting Roncesvalles Avenue between the north side of Queen Street West and the south side of Marion Street.

Map 2 of 4 – Precinct Areas



6. Built Form

- 6.1 The policies contained herein build upon Official Plan Built Form Policy 3.1.2 as well as Policy 4.5.2 related to development in *Mixed Use Areas* and Policy 4.6.2 related to development in *Employment Areas*.
- 6.2 Ground floor heights are encouraged to match the following prevailing ground floor heights:
- a) Dundas Roncesvalles Precinct – 4.0 metres (Area A), 4.5 metres (Area B)
 - b) Roncesvalles Main Street Precinct – 3.5 metres
 - c) Dundas Point Precinct – 6.0 metres
 - d) Roncesvalles South Precinct – 4.5 metres
- 6.3 Non-residential uses at grade will be encouraged in order to respect the existing character and pedestrian amenity of the area.
- 6.4 Development that exceeds the permitted height in the Zoning By-law is only appropriate on lots with sufficient width and depth to accommodate additional building height without causing undue impacts on adjacent properties and the public realm, and which have appropriate access for parking and servicing. Such development proposals will demonstrate that the site is adequate to accommodate the proposal and will be reviewed through a Zoning Amendment or Minor Variance process, as applicable.
- 6.5 Notwithstanding Policy 6.4, the Roncesvalles Main Street Precinct shall have a maximum height of 16.0 metres to the top of the roof.
- 6.6 Notwithstanding Policy 6.4, the following angular planes, stepbacks and/or stepbacks shall be required:
- a) **Dundas Roncesvalles Precinct** - as shown on Map 3:
 - i. **Area A and B** – development will be within a 45 degree angular plane taken at a height equivalent to 80% of the width of the right-of-way;
 - ii. **Area A** – development will provide a rear yard setback of 7.5 metres from the rear lot line or, in the case of an abutting public lane, from the opposite side of the lane, and will be within a 45 degree angular plane from a height of 10.5 metres above the 7.5 metre stepback line;
 - iii. **Area A and B** – development will provide a 1.5 metre stepback at a height of 10.5 metres along the Dundas Street West frontage; and,

- iv. **Area B** – development will provide a minimum separation distance of 11.0 metres from any existing building(s) on the same lot, or a minimum 5.5 metre rear yard setback from any adjacent property designated *Mixed Use Areas* and/or from the centreline of a public lane.

b) Roncesvalles Main Street Precinct:

- i. development will be within a 30 degree angular plane taken at a height of 10.5 metres along the Roncesvalles Avenue street frontage; and,
- ii. development will provide a rear yard setback of 7.5 metres from the rear lot line or, in the case of an abutting public lane, from the opposite side of the lane, and provide a 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line;

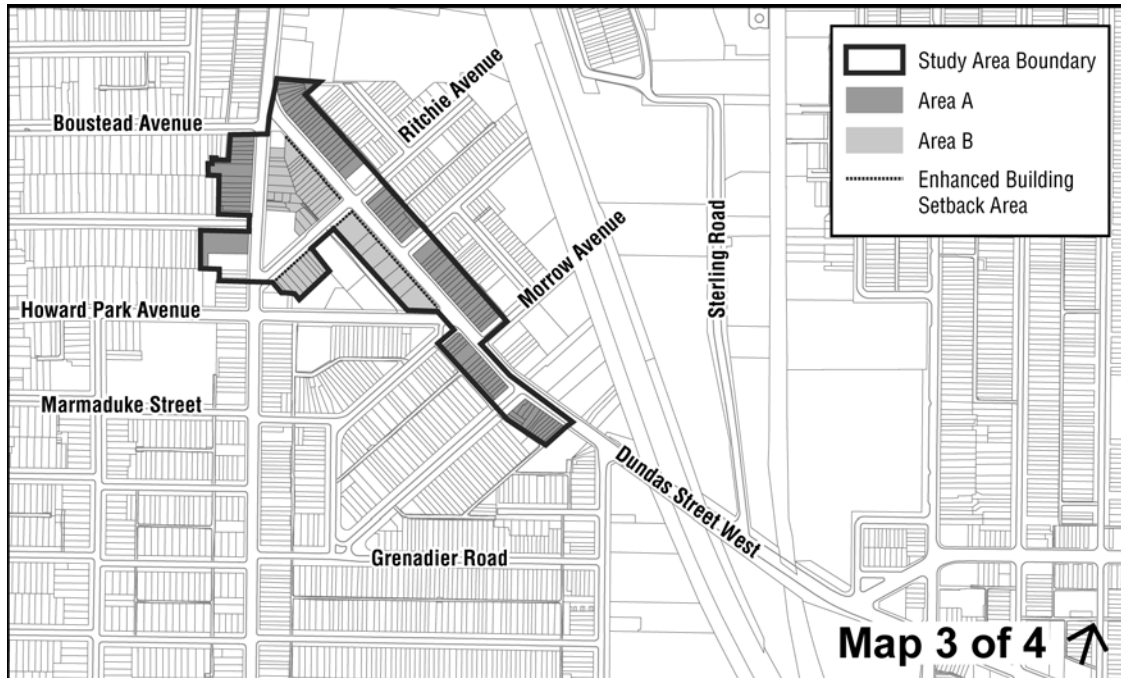
c) Dundas Point Precinct:

- i. development will be within a 45 degree angular plane taken at a height equivalent to 80% of the width of the right-of-way along the Dundas Street West frontage;
- ii. development will provide minimum separation distance of 11.0 metres from any existing building(s) on the same lot, or a minimum setback of 5.5 metres from adjacent properties designated *Mixed Use Areas* or *Employment Areas*; and,
- iii. development will provide a 1.5 metre setback at a height of 10.5 metres along the Dundas Street West frontage.

d) Roncesvalles South Precinct:

- i. development will be within a 45 degree angular plane taken at a height equivalent to 80% of the width of the right-of-way along the Roncesvalles Avenue frontage;
- ii. when adjacent to a property designated *Neighbourhoods*, development will provide a rear yard setback of 7.5 metres from the rear lot line or, in the case of an abutting public lane, from the opposite side of the lane, and provide a 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line; and,
- iii. development will provide a 1.5 metre setback at a height of 10.5 metres along the Roncesvalles Avenue frontage.

Map 3 of 4 – Areas A and B (Dundas-Roncesvalles Precinct)



7. Building Design

7.1 To maintain and strengthen the existing fine-grain character of Roncesvalles Avenue and Dundas Street West, all development shall:

- a) respect and reinforce the existing character of the area;
- b) provide a rhythm of building bays generally in the range of 4.5 metres wide;
- c) on corner properties, provide a rhythm of building bays and articulation to address both frontages;
- d) reference horizontal datum lines and vertical bays of adjacent buildings;
- e) limit large areas of glass and utilize solid materials such as brick and stone;
- f) provide articulation on visible side elevations to avoid blank walls;
- g) provide recessed entrances to retail stores or to entrances accessing upper floors;
- h) provide angled storefronts on corner properties where possible; and,
- i) wherever possible, provide access to site servicing and parking at the rear of the building/site, from a lane or a shared driveway and incorporate any parking garage ramps, access stairs and garbage collection/storage and loading areas into the building.

8. Heritage Properties – Additions and Infill

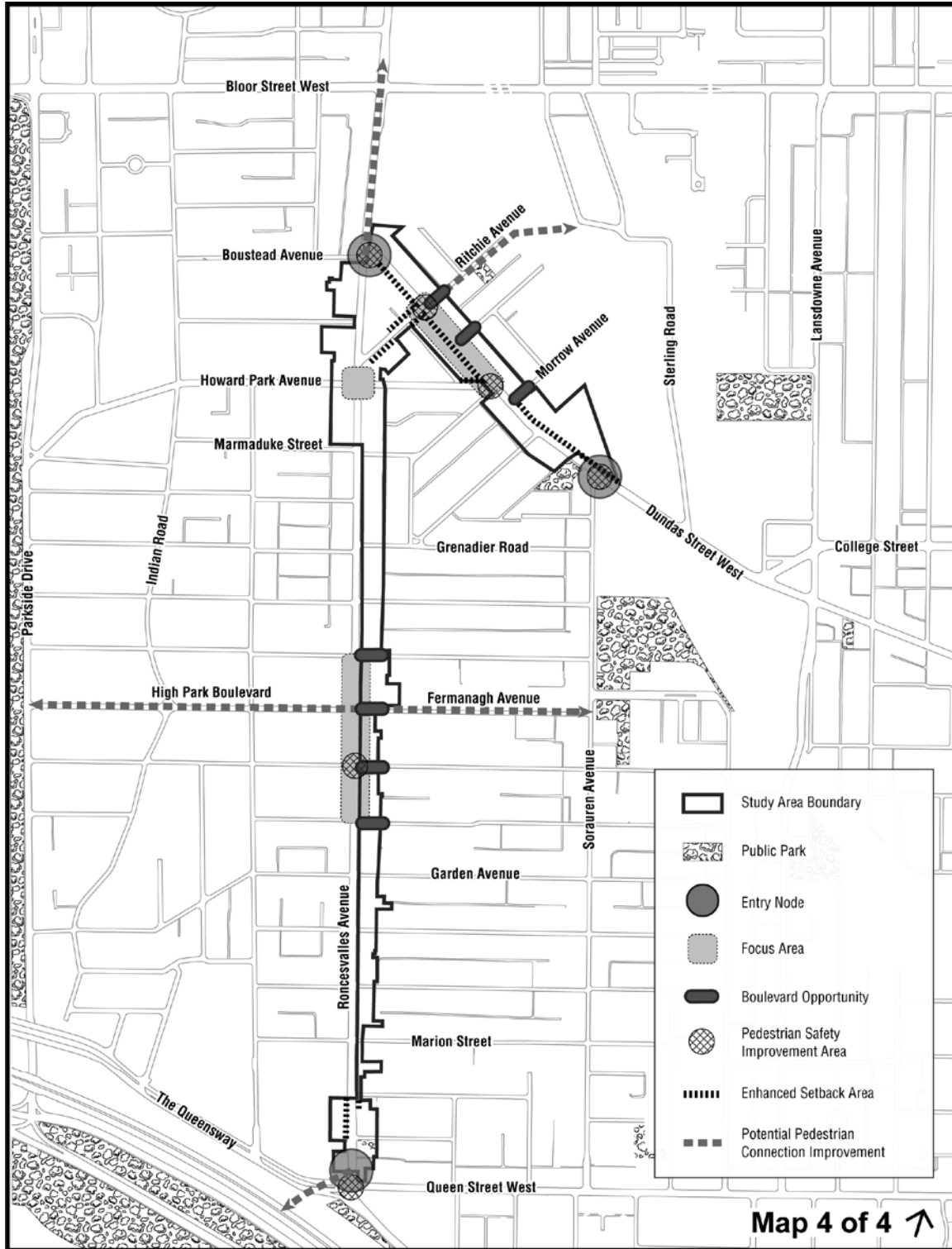
- 8.1 The policies contained herein build upon Official Plan Policy 3.1.5 Heritage Conservation.
- 8.2 Heritage property(s) or property(s) adjacent to heritage property(s) will require additional consideration and alternative design solutions, which may include upper level setbacks of the addition or infill development.

9. Public Realm, Parks and Open Spaces – as shown on Map 4

- 9.1 The public realm, parks and open spaces shall be enhanced and improved as follows:
 - a) the publicly owned portions of the boulevard right-of-way on side streets shall retain public access, and shall be designed and upgraded to provide additional public realm and pedestrian amenities;
 - b) additional building setbacks of approximately 3.0 metres from the street property line shall be provided to achieve an enhanced sidewalk zone of approximately 6.0 metres between the curb to building face in the following locations:
 - i. on the south side of Dundas Street West, between Boustead Avenue and Howard Park Avenue;
 - ii. on the north side of Dundas Street West between Morrow Avenue and Sorauran Avenue; and,
 - iii. on the south side of Ritchie Avenue.
 - c) a sidewalk zone measuring a minimum of 4.8 metres from curb to building face shall be maintained in the following locations, except where in situ conservation of heritage properties prevents widening:
 - i. on the west side of Roncesvalles Avenue between Howard Park Avenue and Boustead Avenue;
 - ii. on the north side of Dundas Street West, between Boustead Avenue and Morrow Avenue; and,
 - iii. on the south side of Dundas Street West between Howard Park Avenue and Columbus Parkette.
 - d) for any development adjacent to an Entry Node, Focus Area or Boulevard Opportunity Area, extra attention should be paid to the design of the building, the location and type of amenities provided and the layout of on-site landscaping to further enhance these key public realm areas; and,

- e) wherever possible, additional pedestrian connections and improved pedestrian safety at key intersections identified as Pedestrian Safety Improvement Areas should be improved.

Map 4 of 4 – Public Realm



10. **Sustainability**

- 10.1 New development will be encouraged to enhance biodiversity through planting varieties of plant species and creating habitats at grade and on rooftops.
- 10.2 Development shall be encouraged to meet Tier 2-4 of the Toronto Green Standard.

11. **Urban Design Guidelines**

- 11.1 Urban Design Guidelines for Roncesvalles Avenue between Queen Street West and Boustead Avenue, and Dundas Street West between Boustead Avenue and Sorauren Avenue will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the Official Plan. To this purpose, the Dundas-Roncesvalles Urban Design Guidelines will:
 - a) implement Official Plan policies;
 - b) provide an understanding of the area's local character;
 - c) explain how development can respect and reinforce local character;
 - d) articulate built form priorities for new development in the area;
 - e) promote an animated public realm;
 - f) provide built form guidelines including setbacks, stepbacks, height and massing for development appropriate within the area's local context; and
 - g) identify buildings of heritage interest that could be studied for the inclusion on the City's Heritage Register.

Attachment 4: Dundas – Roncesvalles Urban Design Guidelines

To be provided at or before the May 4, 2018 Toronto and East York Community Council Meeting

Attachment 5: Official Plan

