

St. Clair Avenue West and Bathurst Street Area Planning Framework

Date: June 18, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 12 - Toronto-St. Paul's

Planning File Number: 15 125200 STE 21 OZ

SUMMARY

This report introduces and recommends a Planning Framework for the St. Clair Avenue West and Bathurst Street area to be used to evaluate current and future development applications. The Planning Framework includes a vision statement, defined character areas, built form objectives, and a public realm network plan.

The Planning Framework will apply to a study boundary that extends out from the St. Clair Avenue West and Bathurst Street intersection generally between Vaughan Road and Walmer Road. To the south this generally includes the triangle bounded by Bathurst Street and Vaughan Road and to the north the study area extends to Tichester Road with a portion extending further northwest of Bathurst Street. See Attachment 1 for the study area boundary.

The Framework was developed with significant input and feedback from the community and based on a review and analysis by Planning staff. The Framework encourages a sense of place and guides development with a vision of well-designed and appropriately scaled built form, for each defined character area, and a cohesive network of pedestrian features.

The Framework is also intended to act as a guide to intensification by detailing built form principles for each character area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the St. Clair Avenue West and Bathurst Street area Planning Framework and direct City staff to apply the Planning Framework during the review of current and future development applications.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of July 7, 8 and 9, 2015, City Council requested the Director, Community Planning, Toronto and East York District, to initiate a review of Official Plan policies for the lands along both sides of Raglan Avenue between St. Clair Avenue West and Claxton Boulevard, lands on the west side of Bathurst Street between Vaughan Road and Claxton Boulevard, and the lands along Vaughan Road between Bathurst and Maplewood Avenue, and report to Toronto and East York Community Council in 2015, providing recommended amendments with respect to height, density, built form, public lanes, community benefits under Section 37, and any other related matters pertaining to the evaluation of new development. A preliminary report is available at:

<https://www.toronto.ca/legdocs/mmis/2015/te/bgrd/backgroundfile-80587.pdf>

On January 30 and 31, 2019, City Council directed the Chief Planner and Executive Director, City Planning to modify the Official Plan Policy review for the Raglan Avenue/Vaughan Road area, initiated in a staff report dated May 27, 2015 and adopted by City Council on July 7, 8 and 9, 2015, by expanding the study boundary and focusing on built form, land use and community services. The motion is available here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM2.13>

City Council also requested that the Chief Planner and Executive Director, City Planning work with the Ward Councillor to establish a community consultation process for this study and to report back with a planning framework to the Toronto and East York Community Council in the second quarter of 2019.

STUDY DETAILS

Vision and Planning Framework

In response to an influx of development interest and applications in the St. Clair Avenue West and Bathurst Street neighbourhood, City Council requested that City Planning establish a vision for this area and develop a new planning framework to guide intensification.

Planning staff, residents, and a local stakeholder committee collaboratively developed a “Planning Framework”, a visionary document that expresses the values and aspirations for the area. It is intended to be a document to guide future growth.

The Planning Framework is founded on a vision, goals and principles for the pedestrian environment and future redevelopment in the defined character areas. The St. Clair Avenue West and Bathurst Street Area will be a Complete Community that is Connected, Green and Sustainable.

The St. Clair Avenue West and Bathurst Street area is envisioned to continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another.

The Planning Framework also envisions the public realm in the St. Clair Avenue West and Bathurst Street area as a well-connected network that expands with new developments and improves access to parks, ravines, POPS and other open spaces. It

includes a Public Realm Network Plan that will ensure that the green, landscaped character of the entire area is maintained and enhanced, and that a high-quality public realm and streetscape is created to improve the vitality and quality of life in the area.

Context

The study area for the Planning Framework or the "Planning Framework Area" is located in midtown Toronto at the boundary between the former City of Toronto and the former City of York expanding from the intersection of St. Clair Avenue West and Bathurst Street. The Planning Framework boundary map can be seen in Attachment No. 1.

The Planning Framework Area comprises the properties fronting onto: Vaughan Road between Bathurst Street and just west of Connaught Circle; Raglan Avenue between St. Clair Avenue West and Claxton Boulevard; Bathurst Street between Helena Avenue and just north of Claxton Boulevard; St. Clair Avenue West (south side) between Vaughan Road and just east of Bathurst Street; St. Clair Avenue West (north side) just west Vaughan Road to Spadina Road; Tichester Road (north side) between Bathurst Street and Lonsmount; Tichester Road/Heath Street West (south side) between Bathurst Street and Walmer Road; Walmer Road between St. Clair Avenue West and Health Street West; and Tweedsmuir Avenue between St. Clair Avenue West and Health Street West.

The area today is a bustling transit node with mature residential neighbourhoods including numerous walk-up apartment buildings, tall and mid-rise buildings and tower-in-the-park purpose built rental buildings. Newer development has occurred at the intersection of St. Clair Avenue West and Bathurst Street and on Tweedsmuir Avenue.

The combined effect of the intensification over the past decade and the introduction of the street car right-of-way around the same time, has led to the revitalization of the area. Small, independent shops, restaurants and businesses serve the local community and help animate the street.

The surrounding area has also experienced transformation including the redevelopment of Artscape Wychwood Barns which have become a cherished community cultural hub containing live-work artist units, artist work studios, and event space surrounded by a park and open space.

Growth

The Planning Framework Area has gone through a number of phases of redevelopment over the past century. The entire city including this area was home to Indigenous peoples for millennia before it was settled by newcomers in the 19th century.

At the crossroads of Bathurst Street and St. Clair Avenue West, land was subdivided into residential streets first in 1889, and developed once the St. Clair streetcar opened in 1913. The neighbourhood was originally comprised of low-rise detached and semi-detached homes.

Two main waves of apartment building construction replaced single-family homes. The first occurred in the late 1920s - early 1930s resulting in the construction of a large number of 3 and 4-storey walk-up apartment buildings. The second in the 1950s and 1960s, resulted in taller apartment buildings ranging from 6 to 25-storeys. These buildings are concentrated along Raglan Avenue, although some were also developed on the west side of Vaughan Road, on Bathurst Street and on Walmer Road.

In the 1970s and 1980s, additional apartment buildings were constructed including a 13-storey building just north of St. Clair Avenue West on Bathurst Street, a 23-storey building south of St. Clair Avenue West on Vaughan Road. Another two apartment buildings of 11 and 12-storeys were built on the east side of Vaughan Road in the 1990s.

The most recent phase of redevelopment was in the past decade when 19 and 23-storey residential buildings were built on the north side of St. Clair Avenue between Bathurst Street and Raglan Avenue, and two 30-storey residential buildings on Tweedsmuir Avenue. Other recent developments in the Planning Framework Area, include:

- 1443-1451 Bathurst Street (501 St. Clair Avenue West) - a 23-storey mixed use building with a 6-storey podium containing 283 dwelling units.
- 109 Vaughan Road - a 9-storey apartment building containing 51 dwelling units.
- 1486 Bathurst Street - an 18-storey mixed use building containing 93 residential units and commercial at grade.
- 130 Raglan Avenue - a 3-storey apartment building with 16 residential units.

Current development applications in the study area include:

- 65-83 Raglan Avenue - a proposal for a 33-storey residential building with 347 units; Zoning Amendment application submitted on April 8, 2019.
- 1467 Bathurst Street - a proposal for three 30-storey residential buildings with 944 units and 2,264 square metres of retail space at grade; Zoning Amendment application submitted on December 22, 2017.

Under the Planning Framework, future redevelopment in the St. Clair Avenue West and Bathurst Street area is anticipated to unfold in a number of ways:

- The consolidation of lots consisting of existing 2 and 3-storey buildings to provide larger development sites for new mid-rise and tall buildings;
- Minor infill of lots with existing "tower-in-park" apartment buildings;
- Incremental mid-rise redevelopment on retail main streets; and,
- Mid-rise and tall building proposals on large underutilized lots near the St. Clair West subway station.

Community Services and Facilities (CS&F)

A CS&F study was conducted to provide information on the status of facilities in the area related to child care, libraries, schools, community recreation and human services

organizations in the area. The CS&F study identifies CS&F within a broader context that includes the Planning Framework Area.

The CS&F study area is bounded by Oakwood Avenue and Vaughan Road to the west, Eglinton Avenue West to the north, Elmsthorpe Avenue, Chaplin Crescent, Avenue Road, Oriole Parkway to the east, and the Canadian Pacific rail corridor to the south. A demographic profile for the CS&F study area was prepared based on the Census data from 2006, 2011, and 2016.

The "local community", which includes the broader area within the CS&F study area, has experienced modest population growth, with an increase in population of approximately 1.5% between 2011 and 2016, in comparison to the city as a whole which has grown on average by 4.5%. In real terms, the 1.5% growth in the area between 2011 and 2016 corresponds to an increase in population of approximately 900 persons.

Demographically, the local community skews older and wealthier than the city average. Whereas the senior population (individuals aged 65 or older) city-wide is approximately 16%, approximately 20% of the local community falls within this demographic. This relatively older population is also reflected in household sizes, where approximately 38% of households in the area are single-person in comparison to 32% city-wide and, similarly, there are more seniors living alone in the local community than the city as a whole. And although average household incomes in the local community have increased from 157% to 180% of the city-wide average between 2011 and 2016, inequality is worsening with low-income populations growing from 10% to 15% over the same period.

Approximately 62% of dwelling units in the local community are within apartment buildings types, similar to the city-wide average of 59%. However, the local community has double the proportion of dwelling units within low-rise apartment buildings compared to the city-wide average. There are 51 development applications in the development pipeline between January 2014 and December 2018. Of these, 44 applications propose residential development. In total, 1,638 residential units have been built and 2,744 additional units are proposed in the local community, resulting in an estimated potential population increase of 6,500 to 6,800 residents over the next 10 to 15 years.

With the potential for an additional 6,500 to 6,800 residents resulting from the current development pipeline, anywhere from two to three additional child care facilities may be required over the next fifteen years. There are two new facilities planned which will likely address some of the near term demand. However, the supply and demand for child care facilities will need to be monitored to ensure the number of licensed spaces keeps pace with growth.

The CS&F review of the broader area, including the Planning Framework Area, concludes that given the relative stability and prosperity of the local community's population, there is no significant pressure on existing community services and facilities. With two new daycare facilities planned, capital improvements to the Wychwood Neighbourhood Library underway, and improvements to local parks and recreation

facilities identified in the Parks & Recreation Facilities Master Plan, incoming growth is supported by investment in local community services and facilities.

However, given the aging population and the rise in low-income households, there are opportunities to tailor programming and servicing needs to address these segments of the population. Partnerships with the Toronto District School Board, the Toronto Catholic District School Board, and the 20+ human service agencies in the local area such as employment agencies, faith-based institutions, and counselling services, can be leveraged to support the existing and planned changes in the community.

Transit

The Planning Framework Area is well served by transit with access to the Line 1 subway, the St. Clair streetcar, and local bus routes.

The main entrance to the St. Clair West Subway Station is within the Planning Framework Area on the north side of St. Clair Avenue West. The secondary entrance is located outside of the Planning Framework Area on the north side of Tichester Road at the entrance to the Cedarvale ravine.

The subway station box, including the tunnel and platform is west of Bathurst Street, under the Loblaws store, St. Michael's College School sports field and the Cedarvale Ravine entrance. There is another secondary entrance on the south side of St. Clair Avenue West, east of Wells Hill Avenue.

The streetcar can be accessed from the St. Clair West subway station, or from street level on St. Clair Avenue West at the Bathurst Street and Vaughan Road intersections.

Bus routes run along Vaughan Road between the Oakwood Avenue and St. Clair West subway station (90 Vaughan bus) and along Bathurst Street between Steeles Avenue West and the Line 2 subway line at Bloor Street West (7 Bathurst bus).

Parks, Ravines and Open Spaces

The Planning Framework Area is defined by significant green spaces; however the majority are located outside of the Planning Framework Area.

Tichester Park is the only park located within the Planning Framework Area. Surrounding the Planning Framework Area is a number of parks, many of which are part of the ravine system. To the west is Humewood Park; to the southwest is Wychwood Barns Park; to the east is Wells Hill Park; to the north are Connaught Circle Parkette, Cedarvale Ravine and Suydam Park; and to the south are Wychwood Barns Park, Nordheimer Ravine and Sir Winston Churchill Park.

Map 8B of the Toronto Official Plan shows the Planning Framework Area is located in an area with 0 to 0.42 hectares of local parkland per 1,000 people, which is in the lowest quintile of current provision of parkland.

Ravines are a signature feature of Toronto and a vital community asset. They act as place-makers, and distinguish neighbourhood boundaries and character. Currently there are no formal or established connections or linkages between the Cedarvale Ravine and the Nordheimer Ravine.

The Planning Framework Area has a large number of apartment buildings with a tower-in-the-park building typology which are predominately slab-type, purpose-built rental apartments set in large rectangular tracts of lands with open space between and in front of buildings, usually with generous and distinct landscaping. These open spaces form the character for the street and area and provide opportunities for public realm enhancements.

Other open spaces in the Planning Framework Area are informal pathways connecting streets by bisecting large blocks or between streets, and laneways. These also provide opportunities to create well-design pedestrian connections.

Heritage Assets

The Planning Framework Area has three listed heritage properties and one designated heritage property:

Listed Heritage Properties:

Claxton Gates (Located at Bathurst Street and Claxton Boulevard)

The Connaught Gates, now known as the Claxton Gates and located on Claxton Boulevard, west of Bathurst Street, are included on the City of Toronto Inventory of Heritage Properties for their cultural resource value or interest. The gates were built between 1912 and 1913 by the British and Colonial Land and Securities Company Limited, an enterprise owned by Toronto businessman Henry Pellatt.

St. Alphonsus Church at 540 St. Clair Avenue West

St. Alphonsus Church has design value for its incorporation of design elements from the Neo-Gothic style of the early 20th century. The church is also associated with the historical development of the Wychwood neighbourhood. Contextually, St. Alphonsus Church is a landmark on St. Clair Avenue West where the buildings are aligned to address the angle of Vaughan Road.

Holy Rosary Church at 354 St. Clair Avenue West

Holy Rosary Church has design value as a well-crafted example of a church designed in the Neo-Gothic style. The church is an institution of importance to the community. Its origins date to 1882, when the Basilian Fathers acquired the site as a farm for St. Michael's College. Contextually, with its distinctive design and placement in a park-like setting, Holy Rosary Church is a landmark on the north side of St. Clair Avenue West between Spadina Road (east) and Bathurst Street (west).

Designated Heritage Property:

Wychwood Library at 1433 Bathurst Street

The Wychwood Library has cultural heritage value as an excellent example of a custom designed library with features of the early-20th century Neo-Gothic style influenced by the Arts and Crafts Movement with its features drawn from English medieval architecture and traditional craftsmanship. The Wychwood Library is valued for its historical association with the Toronto Public Library Board, which was organized in the late 19th century to plan and build publicly funded libraries in the city. Contextually, the Wychwood Library is historically, visually and physically linked to its setting on the northeast corner of Bathurst Street and Melgund Road, south of St. Clair Avenue West, where it stands as a local landmark in the Casa Loma neighbourhood.

POLICY CONSIDERATIONS

The province and the City have a number of existing planning policies and design guidelines that guide new development in the Planning Framework Area which are detailed below.

Planning Act

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 adequate provision of a full range of housing, including affordable housing; the appropriate location of growth and development; the supply, efficient use and conservation of energy and water; the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; and the promotion of a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

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 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.

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."

Provincial Plans

Provincial Plans 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.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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 (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2019) 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 (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The Growth Plan (2019) 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 to 800 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.

Toronto Official Plan

The Official Plan is a long-term vision for how the city should grow and provides insight into long-term city building objectives. Four land use designations shown on the Plan's land use maps, *Neighbourhoods*, *Apartment Neighbourhoods*, *Parks* and *Open Space Areas*, and *Utility Corridors*, will help to protect and reinforce the existing physical character of these areas. The additional four land use designations distribute most of the increased jobs and population anticipated by the Plan's growth strategy within *Mixed Use Areas*, *Employment Areas*, *Regeneration Areas* and *Institutional Areas*. The Official

Plan and Growth Plan direct growth to compact, transit-oriented, mixed-use communities that can make effective use of existing infrastructure assets.

Most of the Planning Framework Area is designated *Apartment Neighbourhoods* on Map 17- Land Use Plan of the Official Plan. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale retail, service and office uses that serve the needs of area residents.

Apartment Neighbourhoods are stable areas of the City where significant growth is not anticipated; however compatible infill development is permitted. The Official Plan distinguishes *Apartment Neighbourhoods* from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. Policy 4.2.2 provides development criteria for new development in *Apartment Neighbourhoods* respecting: location; massing; transition; streetscapes; and shadow impacts, among others. New buildings are required to be located and massed to provide: transition between areas of different development intensity and scale; to limit shadow impacts in adjacent *Neighbourhoods*; and to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces.

The portion of the Planning Framework Area along St. Clair Avenue West and to the south of St. Clair Avenue West at Bathurst Street and Vaughan Road is designated *Mixed Use Areas* on Map 17- Land Use of the Official Plan. The *Mixed Use Areas* designation in the Official Plan provides for a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks and open spaces and utilities.

Development in *Mixed Use Areas* is subject to a number of development criteria in Policy 4.5.2. Developments will: locate and mass new buildings to provide a transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes; provide good site access and circulation and an adequate supply of parking for residents and visitors; provide an attractive, comfortable and safe pedestrian environment; locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and, provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development, among other requirements.

Map 2 - Urban Structure in the Official Plan identifies St. Clair Avenue West within the Planning Framework Area as an Avenue, along with portions of Vaughan Road and Bathurst Street where they intersect with St. Clair Avenue West.

Map 3 in the Official Plan shows that the anticipated Right-of-Way width of Vaughan Road and Bathurst Street is 20 metres and 30 metres for St. Clair Avenue West.

Map 4 in the Official Plan identifies St. Clair Avenue West, west of the TTC subway station as a Transit Corridor.

Map 5 in the Official Plan identifies St. Clair Avenue West and Bathurst Street within the study area as a Transit Priority Segment.

Official Plan Maps 2 to 5 and Land Use Map 17 of the Official Plan indicating the Planning Framework Area, are located in Attachment Nos. 2 to 6.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Site and Area Specific Policies

A number of Site and Area Specific Policies of the Official Plan apply to lands within the Planning Framework Area.

Site and Area Specific Policy 38

This policy applies to properties fronting onto Raglan Avenue. It states that land assembly will be required to allow for development of more intensive buildings.

Site and Area Specific Policy 54

This policy applies to properties on Vaughan Road between Connaught Circle and Kenwood Avenue. It states that the maximum height of buildings will be 6-storeys or 18 metres.

Site and Area Specific Policy 226

This policy applies to the lands owned by St. Michael's College School and Loblaws on the northeast corner of St. Clair Avenue West and Bathurst Street. It states that educational, commercial retail and apartment residential uses are permitted and provides public realm and built form criteria for development.

Site and Area Specific Policy 264

This policy applies to lands located south of St. Clair Avenue West. It requires that new development protects the distinctive characteristics and maintains the views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment.

Site and Area Specific Policy 308

This policy applies to the property at 114 Vaughan Road, and provides direction for the conversion of the apartment building to condominium.

Site and Area Specific Policy 326

This policy applies to the properties fronting onto St. Clair Avenue West. It implements the findings and recommendations of the St. Clair Avenue Study and encourages intensification and a transit-oriented urban environment.

Official Plan Site and Area Specific Policies Map 28 indicating the Planning Framework Area, is located in Attachment No.7.

Zoning

City of Toronto Zoning By-law 569-2013

The properties within the Planning Framework Area located north of St. Clair Avenue West are zoned for residential use in Zoning By-law 569-2013. The portion of the properties fronting onto Vaughan Road, Raglan Avenue, Bathurst Street, Tichester Road, Tweedsmuir Avenue and Walmer Road are zoned Residential Apartment (RA) under Zoning By-law 569-2013. This zoning permits dwelling units within apartment buildings. The remainder of Bathurst Street, north of St. Clair Avenue West, and the northern portions of Vaughan Road are zoned Residential Multiple (RM), which permits dwelling units in a variety of building types including detached dwellings, townhouses, and apartment buildings.

North of St. Clair Avenue West and west of Bathurst Street, the maximum permitted height is generally 8 storeys (24 metres), however the west side of Vaughan Road has a maximum height of 6 storeys (18 metres) and the west side of Bathurst Street has a maximum permitted height of 5 storeys (16 metres). A number of existing taller buildings have older height permissions that exceed the general provisions of the Zoning By-law.

North of St. Clair Avenue West and east of Bathurst Street, the maximum permitted height is generally 8 storeys (24 metres). The properties abutting St. Clair Avenue West between Walmer Road and Spadina Road have a maximum permitted height of 14 metres. A number of existing taller buildings have older height permissions that exceed the general provisions of the Zoning By-law.

Properties within the Planning Framework Area south of St. Clair Avenue West are zoned Commercial Residential (CR) under Zoning By-law 569-2013. This mixed-use zone permits both residential and non-residential uses. The maximum permitted height is 16 metres on the west side of Vaughan Road and east side of Bathurst Street and 18 metres on the east side of Vaughan Road.

Former City of York and City of Toronto By-laws:

The Planning Framework Area is bisected by the boundary line of the former City of Toronto and the former City of York and therefore is subject to former City of Toronto By-law 438-86 and former York By-law 1-83.

Zoning By-law 1-83

Under the former City of York Zoning By-law 1-83, the properties along Vaughan Road, Raglan Avenue and Bathurst Street are zoned Residential Multiple (RM2), which permits a variety of residential types including townhouses and apartment buildings. The maximum permitted heights are the same as in Zoning By-law 569-2013.

On the northeast corner of St. Clair Avenue West and Bathurst Street beyond the first 20 metres along St. Clair Avenue West, falls under the former City of York By-law 1-83 and is zoned MCR with site specific exemption #333. The By-law permits a building north-east of Bathurst Street and St. Clair Avenue West with a maximum height of 7 storeys, with two 25-storey towers to the east. An overall maximum GFA of 4 times the

lot area is permitted along with a maximum residential GFA of 74,500 square metres. A maximum of 570 residential units is permitted, of which 25% shall be "affordable housing units". In addition to these site specific building provisions, the By-law requires a Record of Site Condition and Consent agreement for a building permit beyond a foundation permit.

Zoning By-law 438-86

Under the former City of Toronto Zoning By-law 438-86, properties in the study area south of St. Clair Avenue West are zoned MCR. This is a mixed-use zone which permits both residential and non-residential uses, including mixed-use buildings. The maximum permitted heights are the same as in Zoning By-law 569-2013.

Former City of Toronto Zoning By-law 438-86 applies to a strip of land approximately 20m in depth along the north side of St. Clair Avenue West, east of Bathurst Street. This portion of the site is zoned MCR T3.0 C2.0 R2.0 which permits a mix of residential and non-residential uses with a total density of 3 times the lot area.

Site specific Zoning By-law 358-1998 was approved at the OMB for the portion of the area that contains the Loblaws grocery store. The Zoning By-law contains provisions for two areas: the east parcel (Area B), dealing specifically with the location and size of the Loblaws; and, the west portion (Area A) where it permits a total GFA of 18,000 square metres of which 17,000 square metres is residential and 2,500 square metres is commercial, and a total of 127 residential units. The maximum building height is 27.5 metres. The west portion includes the existing Joe Fresh retail store.

St. Clair Avenue West (Bathurst Street to Keele Street) Zoning By-law 1103-2009

This City-initiated Zoning By-law Amendment, amended Zoning By-law 438-86 for properties fronting onto St. Clair Avenue West, west of Bathurst Street to Keele Street. Within the study area these properties are zoned MCR with density and height permission peaking at the intersection at total maximum density of 9 times the lot area and maximum permitted height of 68 metres or 22-storeys and decreasing to the west along St. Clair Avenue West.

Additional information regarding the St. Clair Avenue West Avenue Study is available at <http://www.toronto.ca/legdocs/mmis/2009/pg/bgrd/backgroundfile-21310.pdf>

The zoning map is included in Attachment No. 8.

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 study area is subject to the following city-wide urban design guidelines:

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky view, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

Draft Growing Up Guidelines: Planning for Children in New Vertical Communities

On July 4, 2017 City Council directed City Planning staff to use these draft Guidelines in the evaluation of new and under review multi-unit residential development proposals.

The Guidelines direct how new development can better function for larger households at three scales: the unit, the building and the neighbourhood.

The link to the draft Growing Up Guidelines is here: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

The study area is subject to the following area specific urban design guidelines:

Oakwood-Vaughan Design Guidelines

The Oakwood-Vaughan Urban Design Guidelines apply to the portion of the study area north of St. Clair Avenue West and east of Bathurst Street. The guidelines provide direction for new development along Vaughan Road, Raglan Avenue and Bathurst Street.

Vaughan Road (Section 3.1)

On Vaughan Road, the guidelines aim to create an attractive medium and higher density residential area which is compatible with and complements the existing land uses and building forms in the adjacent neighbourhood, as well as provide for additional public open space and community recreation opportunities within the area, where possible. The guidelines allow for a maximum height of 6 storeys on the west side of Vaughan Road and 8 storeys on the east side. A street wall height of 4-storeys is to be maintained to provide a unifying design element. Properties backing onto low-rise neighbourhoods are required to provide a 45 degree rear angular plane.

Raglan Avenue (Section 4)

On Raglan Avenue, the guidelines aim to create an attractive higher density residential street designed to respect the established pattern of adjacent higher density on Bathurst Street and Vaughan Road. A maximum height of 10 storeys (30 metres) is permitted by the guidelines provided that the building has a 5 metre front yard setback. A 45 degree angular plane measured from the opposite street line is also required at the front of the building, as well as an 8 metre rear yard setback.

Bathurst Street (Section 5)

On Bathurst Street, the guidelines recognize the uniformity of the height and configuration of the buildings and seek to maintain the low-rise residential character of the street. A maximum height of 5 storeys (15 metres) is permitted by the guidelines. A 5 metre front yard setback is to be provided.

Bathurst-St. Clair Design Guidelines

The Bathurst-St. Clair Design Guidelines correspond to the Site and Area Specific policy 226 and provide guidelines for public realm, massing and site organization for the lands generally bound by St. Clair Avenue West, Bathurst Street, Tichester Road, and Tweedsmuir Avenue.

Toronto Green Standard

The Toronto Green Standard is Toronto's sustainable design requirements for new private and City-owned developments. The Standard consists of tiers of performance measures with supporting guidelines that promote sustainable site and building design. Tier 1 of the Toronto Green Standard is required through the planning approval process. Tiers 2 to 4 are higher level voluntary standards associated with financial incentives and verified post construction. The Standard addresses the City of Toronto's environmental priorities to:

- Improve air quality and reduce the urban heat island effect;
- Reduce energy use and greenhouse gas emissions from new buildings while making buildings more resilient to power disruptions, and encourage the use of renewable and district energy;
- Reduce storm water runoff and potable water consumption while improving the quality of storm water draining to Lake Ontario;
- Protect and enhance ecological functions, integrate landscapes and habitats and decrease building-related bird collisions and mortalities;
- Divert household and construction waste from going to landfill sites.

The Toronto Green Standard implements the environmental policies of the City's Official Plan and the requirements of multiple City divisions through the community planning and development approvals process administered by the City Planning Division.

The Toronto Green Standard has proven to be an effective tool to achieve the City's greenhouse gas emission reduction targets. The Toronto Green Standard Version 3 new Zero Emissions Buildings Framework includes stepped energy efficiency targets which will result in greenhouse gas reductions of 30.6 Megatonnes by 2050, contributing to Transform TO's city-wide emissions reduction target of 80 per cent by 2050.

COMMUNITY CONSULTATION

Staff conducted numerous community consultation meetings related to the Planning Framework study, beginning with an introductory community consultation meeting in April 2019, followed by a walking tour of the study area and a design charrette with a stakeholder advisory committee on May 4, 2019 and another community consultation meetings on May 13, 2019.

The first community consultation meeting was attended by the Ward Councillor and approximately 225 people and was formatted for staff facilitated round table discussions which produced a significant amount of feedback. The roundtable discussions focused on questions to help develop the vision, identify the character areas and determine the public realm opportunities. The Summary Report provided a summary of participant responses to questions relating to the vision for the study area, the existing and future character of the area and the public realm opportunities.

The summary report is available at: <https://aic.to/stclairbathurststudy>

The walking tour corresponded with the annual Jane's Walk world-wide event and therefore was well promoted. Roughly 40 people of all ages were in attendance,

including the Ward Councillor. The walking tour route went through most of the study area and had stops at key views, heritage listed buildings, recent developments and the ravine. The study team obtained interesting feedback and the walk was well-received by participants.

The stakeholder advisory committee (SAC) consisted of 16 people. Many SAC members attended the Jane's Walk which was on the same day and prior to the design charrette. The study team presented the draft vision statement, character areas and public realm network to the SAC. SAC members provided comprehensive feedback both at the meeting and afterwards by email. The design charrette feedback resulted in a number of significant refinements to the Planning Framework.

The final community consultation was attended by approximately 65 people and the Ward Councillor. The refined draft vision, character areas and public realm network were presented. The study team answered questions and recorded comments. Additional feedback was also gathered through email and telephone correspondence subsequent to the meeting.

A Planners in Public Spaces (PIPS) event is scheduled for June 22, 2019 at the Wychwood Barns farmers market to inform the public of the Final Staff Report and Planning Framework going before Toronto and East York District Community Council on June 25, 2019.

Throughout this consultation process, comments consistently heard included:

- The extreme wind condition impacting the intersection of St. Clair Avenue West and Bathurst Street;
- Unsafe and uncomfortable pedestrian conditions including wind and narrow sidewalks;
- Importance of informal and formal mid-block connections especially from St. Clair Avenue West to Tichester Road;
- Importance of affordable housing, rental housing and diverse housing options;
- Support and encouragement of small, independent retail businesses;
- Maintain a diversity of uses and building types to support a self-sustained community;
- Need for cycling infrastructure;
- Need for more green open spaces, parks, street trees and landscaping;
- Liveability and walkability of area;
- "Village feel" to commercial main street portion of area;
- Importance of the ravine system and local biodiversity;
- Need for additional community space or a new community centre;
- Support for modest mid-rise redevelopment in study area;
- General support for the location of tall buildings primarily along St. Clair Avenue West at Bathurst Street and above subway entrance; and
- Importance of green infrastructure and green building design in order to combat climate change.

The community also raised certain issues regarding infrastructure and community facilities. Concerns were expressed regarding the capacity of local schools to support population growth, the capacity of sewers, and existing issues with hydro.

A number of residents expressed general concerns about the development of new tall buildings within the study area. Concerns mostly related to worsening existing vehicular and pedestrian congestion; worsening the existing wind tunnel effect; straining existing community services and facilities; impacting the affordability of existing rental units in the area; and opposition to tall buildings as a built form.

The majority of residents expressed general acceptance of new tall buildings that would be located at either the intersection of St. Clair Avenue West and Bathurst Street; on the lands on top of the St. Clair West subway station; and/or along St. Clair Avenue West. Residents have the following expectations of new tall buildings:

- The provision of affordable condominium or rental units within the proposed buildings;
- A mix of uses, including office and community space(s);
- POPS and other types of open space;
- Weather protection and wind mitigation measures;
- Future internal above and/or below grade connection to the subway station;
- Podium levels that reinforce the existing commercial main street and animate the street; and
- Significant setbacks around buildings that are beautifully landscaped and well-designed areas.

Residents expressed a strong desire for the community to continue to be diverse and inclusive for people of all ages, abilities and incomes.

The community expressed the following values to be considered in the Planning Framework:

- The provision of affordable housing in all new development;
- The protection and inclusion of society's most vulnerable;
- All actions and measures are taken to reduce green house gas emissions, and reduce and mitigate the impact of climate change.

These comments and other feedback were closely considered by staff in preparing the Planning Framework.

COMMENTS

The Planning Framework Study Overview

City Planning was directed by City Council, on January 30 and 31, 2019, to conduct a study in the St. Clair Avenue West and Bathurst Street area and focus on built form, land use and community services. City Planning including Community Planning, Urban Design, Heritage Preservation Services, and Strategic Initiatives, Policy and Analysis

have conducted a review of the area with input from Strategic Initiatives, Research and Information and Transportation Planning, and assistance from the Graphics and Visualization section. Specifically the following analysis was conducted:

- **Built Form Study and Growth Analysis** including documentation of the area's development trends and distinguishing features; identification of character areas; and development of built form objectives and character area statements to guide the location, scale and form of future development;
- **Community Services and Facilities Review** including analysis of existing community facilities and programs across multiple service-providing sectors – child care, schools, libraries, recreation, human services with consideration of future growth and demographic change;
- **Cultural Heritage Review** comprising of the documentation of the area's history and identification of properties of cultural heritage value that are listed and designated;
- **Public Realm Review** comprising of the analysis of existing parks, ravines, streets, laneways, sidewalks, other pedestrian pathways and connections, and private open spaces; and development of a connected network of public realm and the public realm objectives.

The Planning Study work program relied on efficient but robust stakeholder and public consultation, including public open houses and community meetings, a Jane's Walk of the study area with area residents, a design charrette with the local Stakeholder Advisory Committee, numerous individual conversations with residents, and an in-community activity at the Artscape Wychwood Barns farmers' market.

The Planning Framework

The Planning Framework applies to the area of midtown Toronto located in the neighbourhoods surrounding and including the St. Clair Avenue West and Bathurst Street intersection. The Framework is founded on a vision, goals and principles for the pedestrian environment and future redevelopment in the defined character areas. The Planning Framework is found in Attachment No. 9.

Vision

The Planning Framework contains a Vision which is a collection of values and opportunities that the area represents today and as it is envisioned to evolve in the future. A number of themes and principles representing the defining physical and cultural elements of the study area are woven into value statements.

The St. Clair Avenue West and Bathurst Street area is envisioned to continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another. The area will continue to have strong linkages to the extensive ravine system and the public transit infrastructure. A balance of both residential and non-residential growth will support a strong local economy and vibrant live-work neighbourhood.

The Vision identifies the area's "village feel" and sees it maintained by protecting and reinforcing the human-scale of its retail main streets. Tall buildings will be appropriate within specific areas and the height massing, scale and intensity of these buildings will be informed by the local and planned context. Streets will provide the setting for community life to unfold.

The St. Clair Avenue West and Bathurst Street area is envisioned to be an inclusive and liveable complete community. All new development will contribute to the liveability of the community and quality of life of new and existing residents through the provision of affordable housing, new open spaces, new community facilities or services, and/or enhancements to the public realm. All new development is urged to meet the highest levels of sustainable site and building design in order to reduce vulnerability to a changing climate. The innovative use of technology will be considered in the area to address major challenges that cities face.

Goals

The following summarizes the Planning Framework goals which will guide development in the area and will help set the path to achieve the Vision:

Complete Community: The Planning Framework Area will continue to be a liveable community that supports opportunities for people of all ages, abilities and incomes.

Connected: The Planning Framework Area will have a connected mobility network. The area will be a transit-supportive place with a mix of land uses that prioritizes active transportation. A series of green corridors is envisioned, comprised of streets, pedestrian connections, and private and public open space.

Green and Sustainable: The Planning Framework Area will promote architectural excellence, environmentally sustainable and innovative design.

Public Realm Network

The Planning Framework establishes a Public Realm Network created by a series of parks, open spaces, linear parks, walkways and other pedestrian enhancements. It illustrates how the public realm will establish community identity, local character and a sense of place. It provides guidance on how sites with new tall buildings can provide a well-designed public realm with significant open space features that will define the area. The public realm in the St. Clair Avenue West and Bathurst Street area is envisioned to expand with new developments and be designed to be vibrant and safe for people of all ages and abilities. The public realm will become a well-connected network that increases and improves access to parks, ravines, POPS and other open spaces.

The Public Realm Network Plan has a number of objectives that will ensure that the green, landscaped character of the entire area is maintained and enhanced, and that a high-quality public realm and streetscape is created to improve the vitality and quality of life in the area.

The Public Realm Network identifies General Features which form the foundation of the network. General Features help achieve the area-wide public realm objectives. Special Features such as the Bathurst-Vaughan Connector, a mid-block connection from Vaughan Road to Raglan Avenue to Bathurst Street and the northern subway entrance; or the Green Line, a prominent north-south mid-block connection that creates a green linkage between the Cedarvale and Nordheimer Ravines as well as formalizes an existing pedestrian pathway, that are key in transforming the public realm in the Planning Framework Area. These Special Features are essential for better movement of people between buildings and neighborhoods, creating a more livable community.

Character Areas

The Planning Framework describes six distinct character areas within the Planning Framework Area:

Upper Vaughan Village; Raglan Transition Zone; Bathurst/Tichester Walk-ups; Station District; Tweedsmuir/Walmer Apartments; and The Triangle. Through the provision of clear descriptions and objectives for each of the six character areas, the Framework outlines the growth potential for each area.

Intensification

The Planning Framework has a clear goal to create human scale density. Generally the existing planning policies already allow for higher heights and densities beyond what currently exists and the new Planning Framework provides built form objectives to help guide further intensification. The opportunities for intensification within the Planning Framework boundary are numerous, however not all areas will be intensified to the same degree or at all, and tall buildings will not be the only way to accommodate density.

The area is particularly suited to provide a spectrum of intensification, given the limited sites appropriate for tall buildings. Specifically, mid-rise multi-unit housing such as stacked townhouses, walk-ups and apartment buildings, are encouraged in most areas. Other innovative forms of development such as garden and courtyard apartments, live-work units, and laneway housing will be considered as ways to provide density.

A key principle of the Planning Framework is that different areas will provide varying degrees of intensification and a range of building types will provide residents with housing options which will be vital to the social, cultural, and economic health of the community.

IMPLEMENTATION AND NEXT STEPS

Heritage Considerations

Properties in the Planning Framework Area 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 Standards and Guidelines for

the Conservation of Historic Places in Canada. Heritage Impact Assessments will be required for development applications that affect existing heritage properties within the Planning Framework Area.

Community Services and Facilities (CS&F)

Community Services and Facilities are important to creating well functioning and liveable communities. As new residents move to the area, review and evaluation of community services and facilities will be done through the requirement for studies completed in support of development applications. The guidelines rely on the existing policies in the Official Plan which call for preserving and improving existing community services and facilities and ensuring that an appropriate range of services and facilities are provided in areas of incremental growth.

A CS&F Study is required when submitting an Official Plan and/or Zoning Amendment application in order to identify current and required levels of social infrastructure required to support the health, safety and well being of local residents in the Study Area. CS&F Studies are essential tools in determining the general health of local community infrastructure. They are also important in identifying necessary improvements or refocusing brought about by changing or growing demand within a community. CS&F Studies review social, economic and demographic information in light of existing and projected supply and demand of community services and facilities. CS&F studies also provide a detailed inventory of all community services and facilities within a prescribed study area as well as a review of available capacities within those services and facilities in light of planned development in the area. City Staff will consider the City's capital budget and Section 37 contributions or other funding tools to either support new and existing facilities and/or programs.

Affordable Housing

The Provincial planning policy framework, including the Provincial Policy Statement, 2014, Planning Act (Section 2), and the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, establishes the importance of providing a full-range of housing types and affordability to meet the needs of current and future residents, and identifies affordable housing as a matter of Provincial interest.

The Official Plan, Section 3.2.1 Housing, contains policies pertaining to the provision of a full range of housing and maintaining and replenishing the housing stock within the City.

Section 111 of the City of Toronto Act, 2006 authorizes Council to regulate the demolition and conversion of residential rental properties in the City. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law, was passed under the authority of Section 111. The City's existing Official Plan policies regarding the demolition and replacement of rental units works with Chapter 667, which prohibits the demolition or conversion of rental units in buildings containing six or more residential dwelling units, of which at least one unit is rental, without obtaining a permit from the City and requires a decision by either City Council or, where delegated, the Chief Planner.

The City is undertaking a range of initiatives to address affordable housing issues in Toronto. These include the Toronto Housing Plan 2020-2030, the Poverty Reduction Strategy Action Plan, the Seniors Strategy, updated zoning permissions for municipal shelters and secondary suites, and the expansion of rooming house permissions in the City-wide Zoning By-law and corresponding licensing. The breadth of these initiatives involves a coordinated multi-pronged approach across numerous City Divisions. An Interdivisional Housing working group, chaired by the Deputy City Manager, Cluster A, is coordinating the advancement and delivery of these initiatives.

Affordable housing policy and implementation is being addressed through a variety of initiatives within City Planning. These initiatives include: the Affordable Housing Open Door Program, which pursues a multi-Divisional approach to increase the production of new affordable housing in the City; the Dwelling Room Official Plan Amendment which was adopted with amendments on May 28, 2019; finalizing a new definition for Affordable Home Ownership which will broaden the spectrum of affordable housing supported by the Official Plan; proposed inclusionary zoning policy directions for the purposes of public and stakeholder consultation and feedback; and addressing the issue of housing affordability for larger family sized units in condominium developments through the draft Growing Up Guidelines: Planning for Children in New Vertical Communities

Sustainability

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.

Zero Emissions Building Framework: As part of the Toronto Green Standard update and review in 2018, the City Planning Division in partnership with The Atmospheric Fund conducted a two-part study on global best practices in energy codes and standards and modelling for energy and green house gas (GHG) reduction targets to a 2030 zero emissions date. A Zero Emissions Building Framework was developed with robust and defensible targets and costing for five of the most commonly constructed building archetypes in Toronto. The establishment of this pathway to near-zero emissions building construction not only helps the City to meet its 2050 GHG reduction goals, but provides the building industry with a clear and transparent picture of future requirements. The emphasis on total energy use, thermal demand reduction and greenhouse gas intensity (GHGI) encourages a passive design-first approach coupled with high efficiency active systems, such as heat recovery, and improved air tightness. Tier 4 targets represent a near-zero level of emissions performance, at which point fuel switching is promoted to foster a shift away from natural gas towards electricity and renewable energy sources.

Trees: The City of Toronto owns a portion of land between roadways and private property, known as the public road allowance. Urban Forestry plants and maintains trees on this land to help grow Toronto's urban forest and to reach the City's goal of increasing the tree canopy to 40 per cent. Trees provide many benefits in urban settings. They clean the air, reduce stormwater runoff, provide habitat for birds and other wildlife, and enhance the urban landscape. Significant trees on private property or City streets are protected under Municipal Code, Chapter 813, known as the Tree Protection By-law. Property owners must obtain a permit to injure or destroy (remove) a protected tree.

Municipal Infrastructure

Municipal infrastructure including the water distribution system, sanitary sewers and storm sewers are essential in maintaining the quality of life in the study area. Servicing infrastructure is also central to efforts to build a sustainable community by ensuring management of Toronto's water resources and protecting water quality.

The City requires new development applications to be supported by reports (servicing and stormwater management) that demonstrate that there is sufficient infrastructure capacity and that the proposed development will not negatively impact the area. The types of studies required to support development applications are listed in the City of Toronto Development Guide. In the event that there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by developers.

Conclusion

Planning staff is requesting Council direction to use the Planning Framework as a basis to review all current and future applications in the St. Clair Avenue West and Bathurst Street area. The St. Clair Avenue West and Bathurst Street Area Planning Framework outlines the vision for the area, establishes a public realm network, and provides built form objectives.

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SIGNATURE

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Toronto and East York District

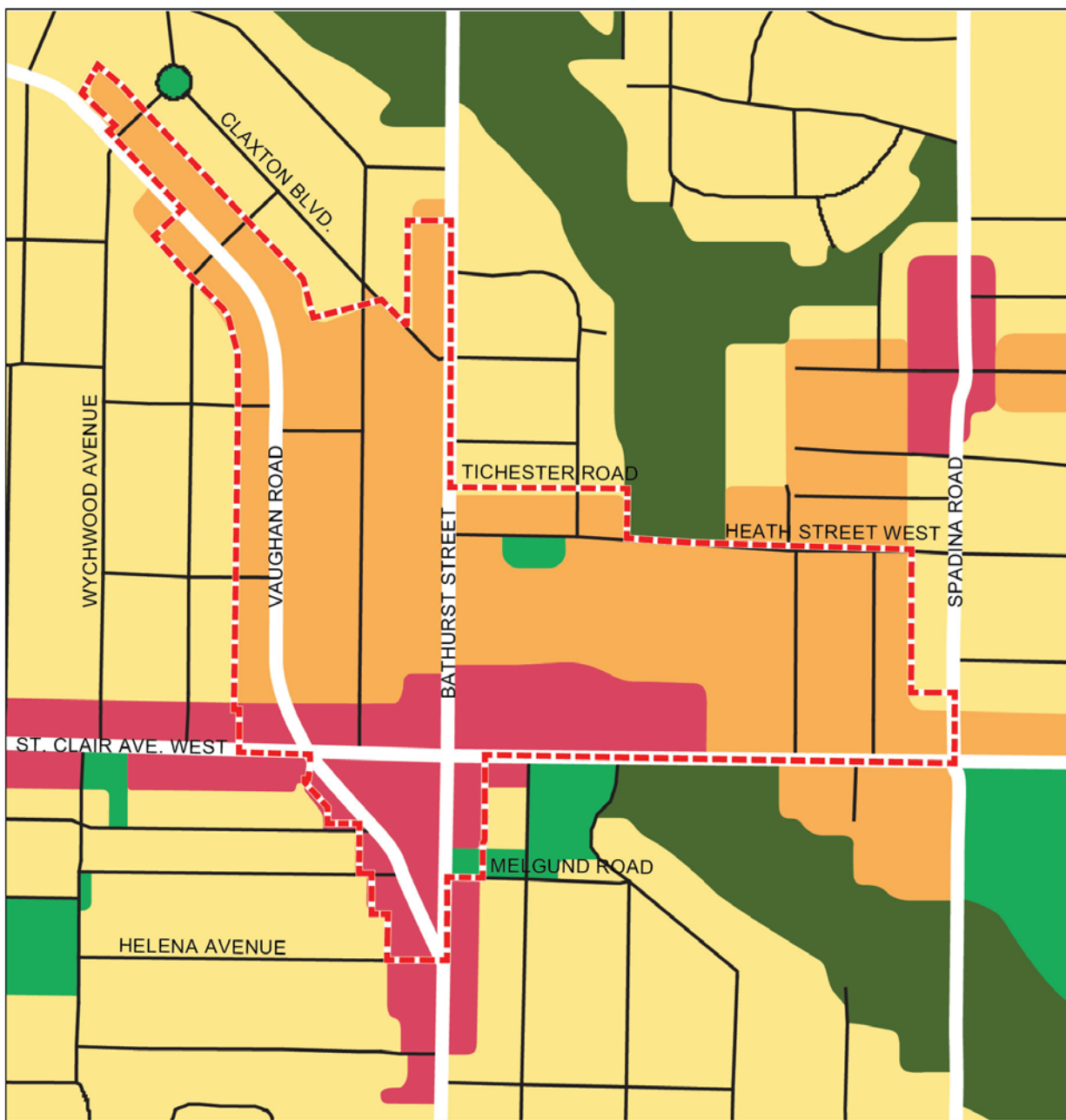
ATTACHMENTS

- Attachment 1: Revised/Proposed Study Boundary Map
- Attachment 2: Official Plan - Land Use Map 17
- Attachment 3: Official Plan Map 2 - Urban Structure
- Attachment 4: Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets
- Attachment 5: Official Plan Map 4 - Higher Order Transit Corridors
- Attachment 6: Official Plan Map 5 - Surface Transit Priority Network
- Attachment 7: Official Plan Site and Area Specific Policies Map 28
- Attachment 8: Existing Zoning By-law Map
- Attachment 9: St. Clair Avenue West and Bathurst Street Planning Framework

Attachment 1: Planning Framework Boundary Map



Attachment 2: Official Plan - Land Use Map 17



Official Plan Land Use Map #17

Note: This map was extracted from the July 2015 Land Use Plan. For current information refer to the February 2019 data.

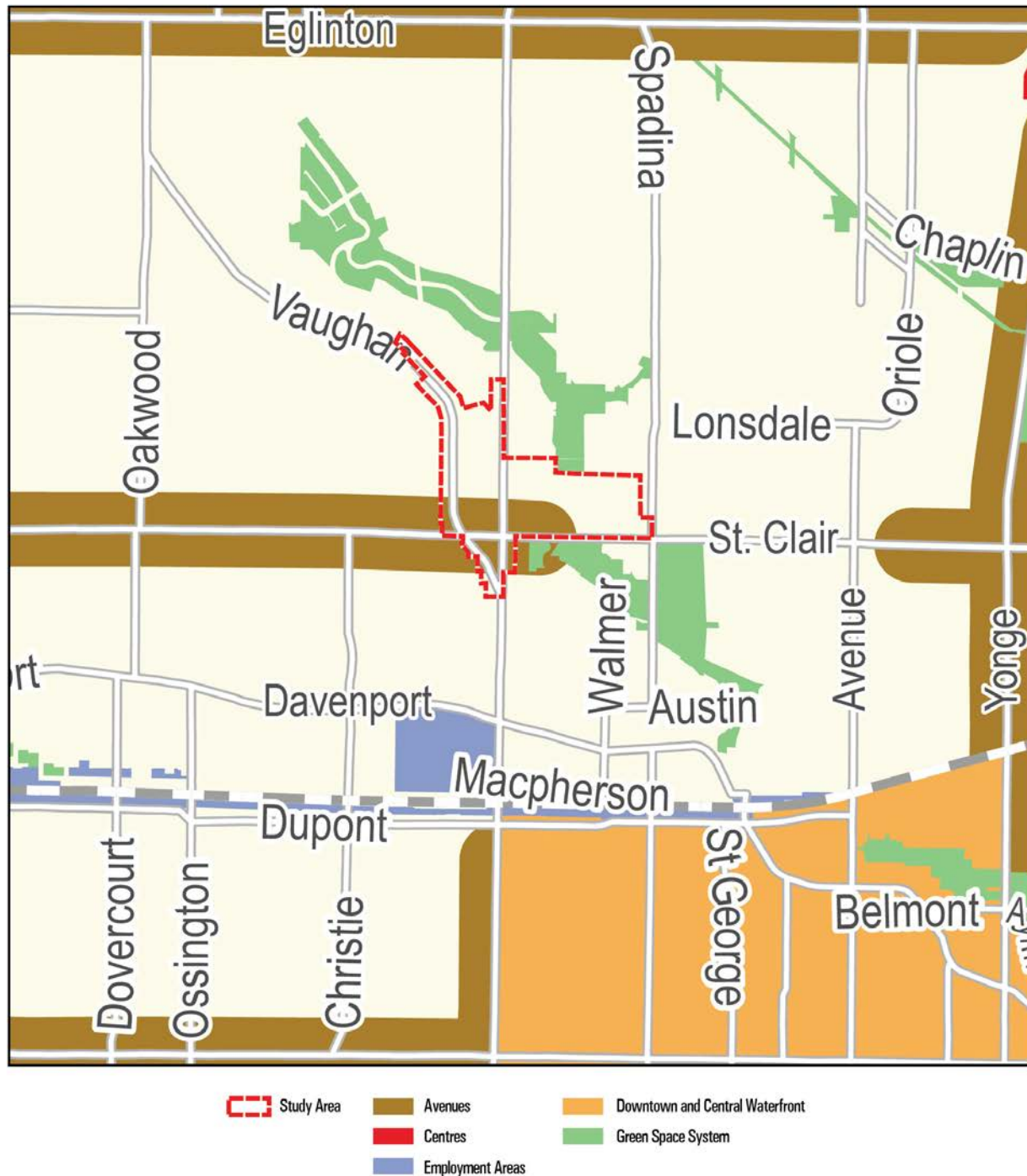
St. Clair Avenue/Bathurst Street Area Planning Framework Study

File # 15 125200 STE 21 02



Not to Scale
06/04/2019

Attachment 3: Official Plan Map 2 - Urban Structure



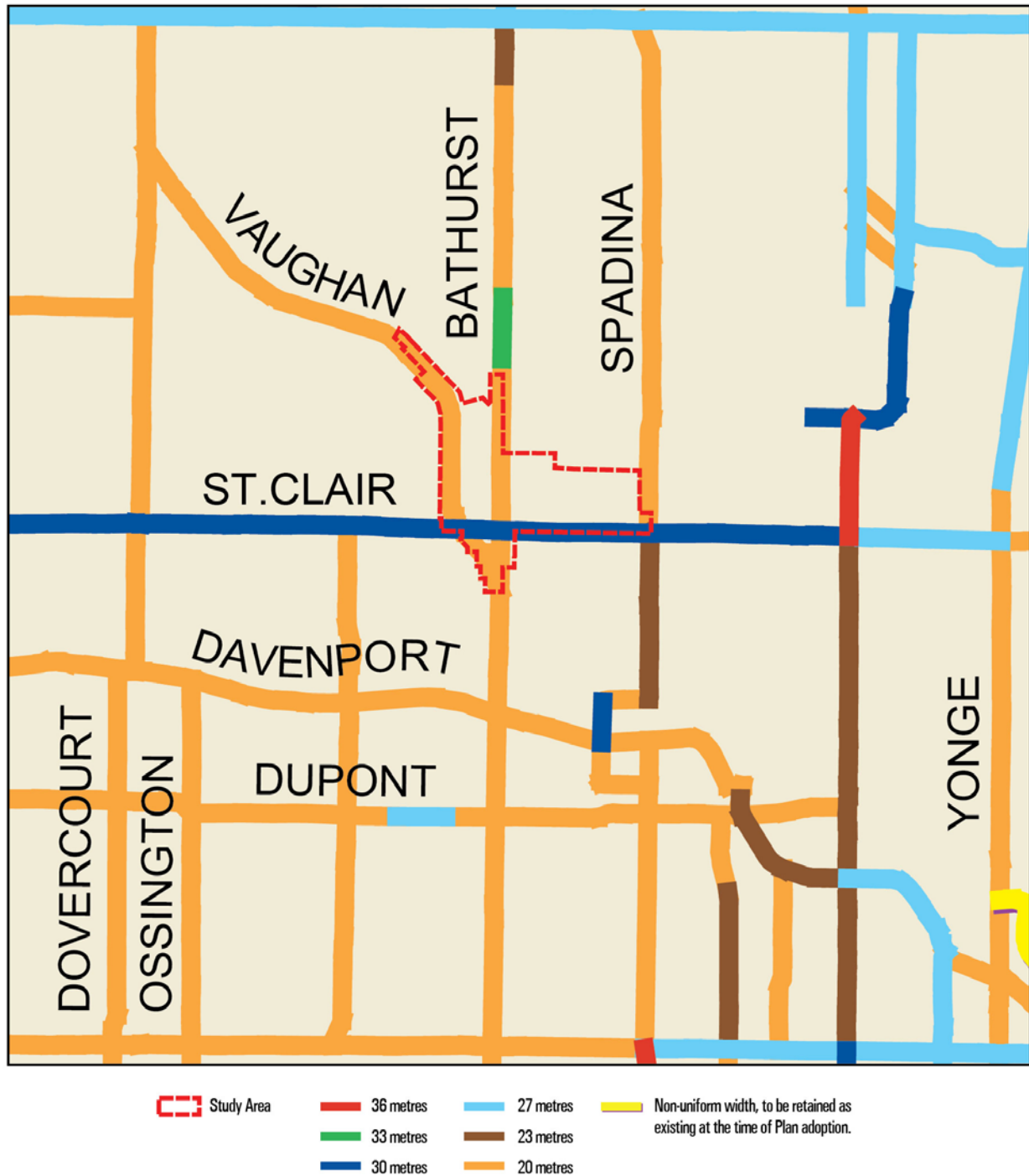
Official Plan
Map 2 - Urban Structure
 February 2019 Consolidation
 Not to Scale
 06/04/2019



St. Clair Avenue/Bathurst Street Area Planning Framework Study

File # 15 125200 STE 21 0Z

Attachment 4: Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets



Official Plan

Map 3 - Right-of-Way Widths Associated with Existing Major Streets

December 2010

Not to Scale

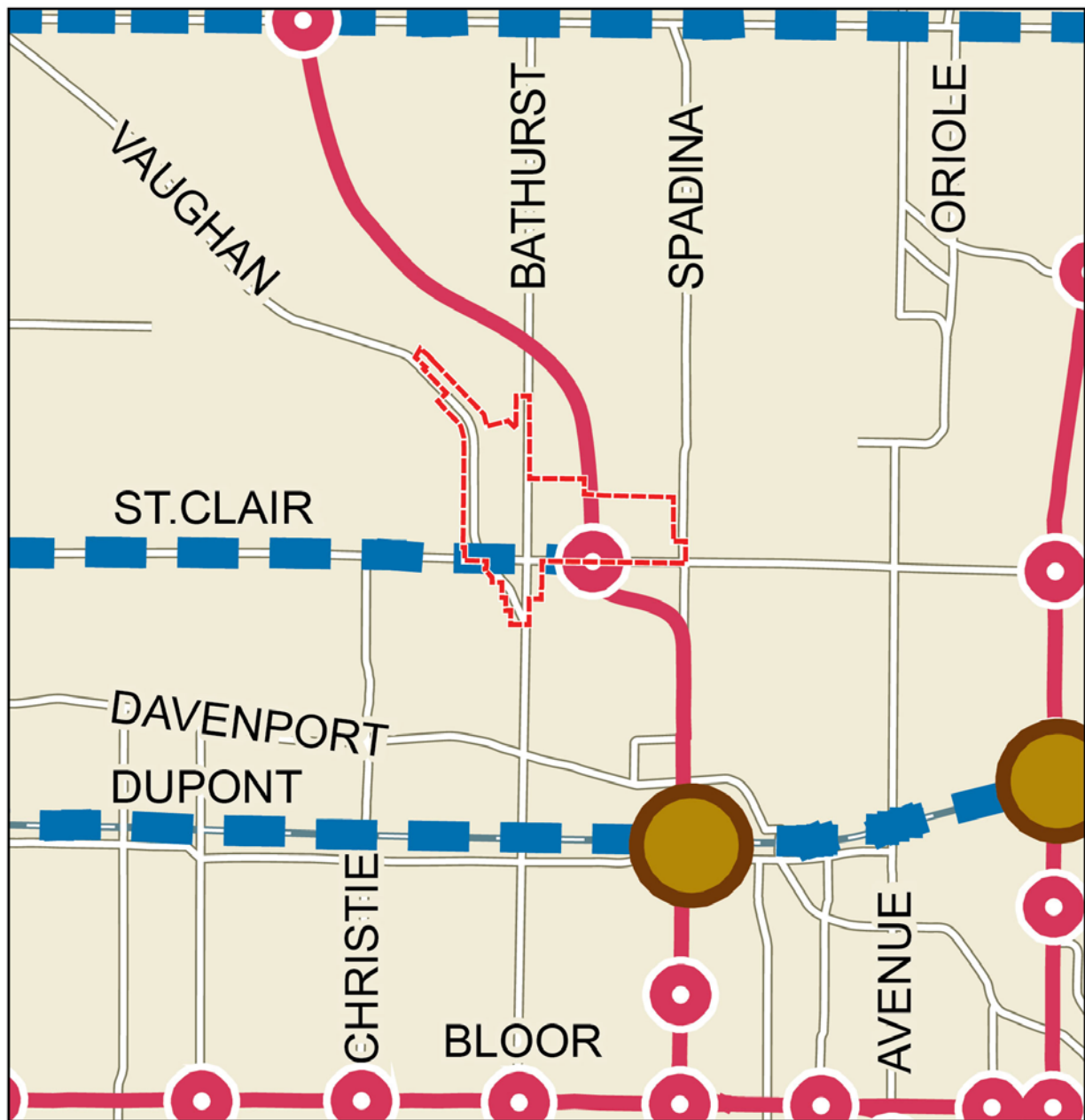
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St. Clair Avenue/Bathurst Street Area Planning Framework Study

File # 15 125200 STE 21 0Z

Attachment 5: Official Plan Map 4 - Higher Order Transit Corridors



 Study Area

Existing
 TTC Subway and LRT Lines

Expansion Elements
 Transit Corridors
 GO/TTC Interchange

Official Plan

Map 4 - Higher Order Transit Corridors

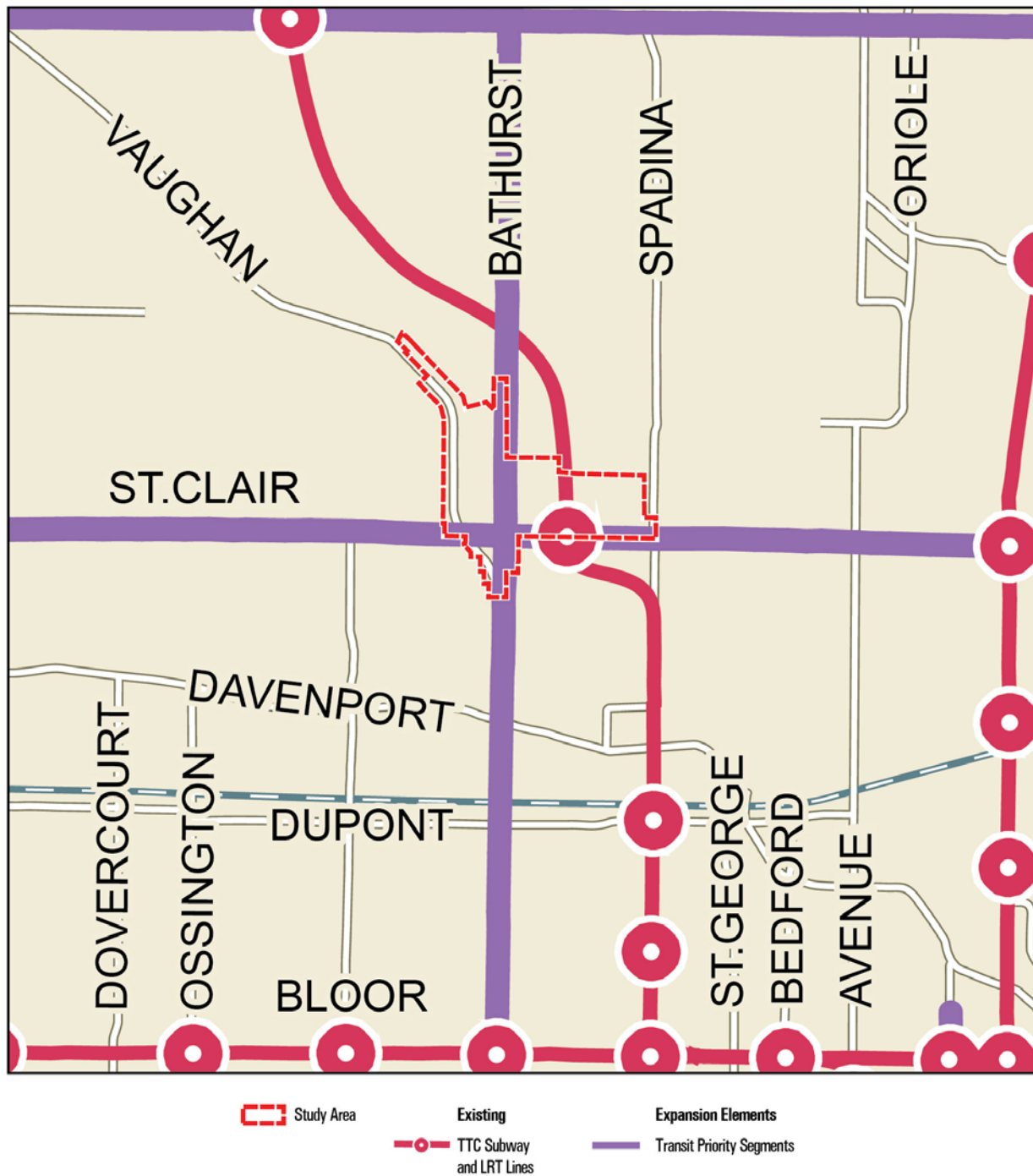
June 2006

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St. Clair Avenue/Bathurst Street Area Planning Framework Study

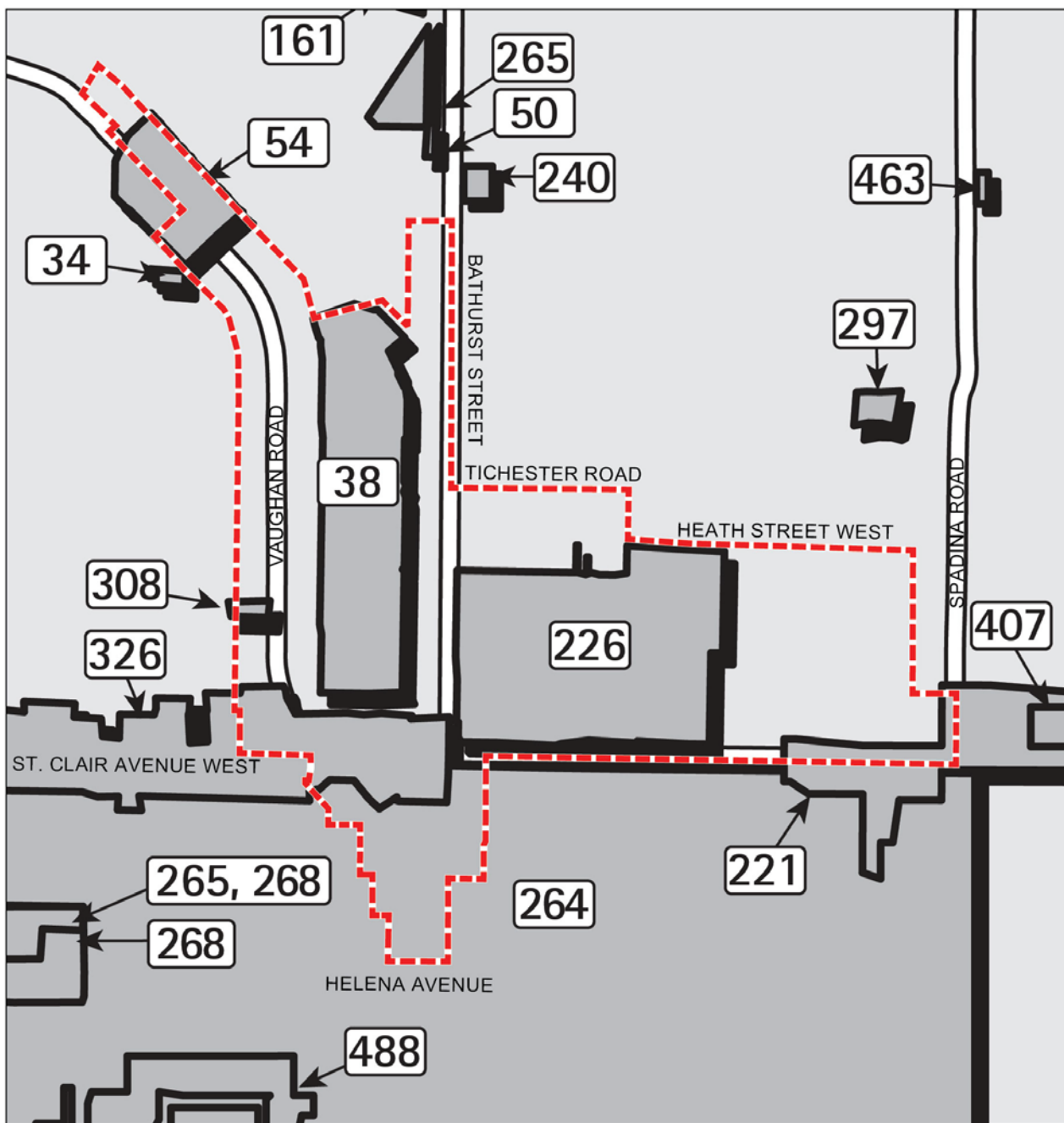
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Official Plan
 Map 5 - Surface Transit Priority Network
 December 2010
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**St. Clair Avenue/Bathurst Street
 Area Planning Framework Study**

File # 15 125200 STE 21 0Z

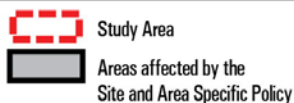


Official Plan SASP Map #28

October 2016

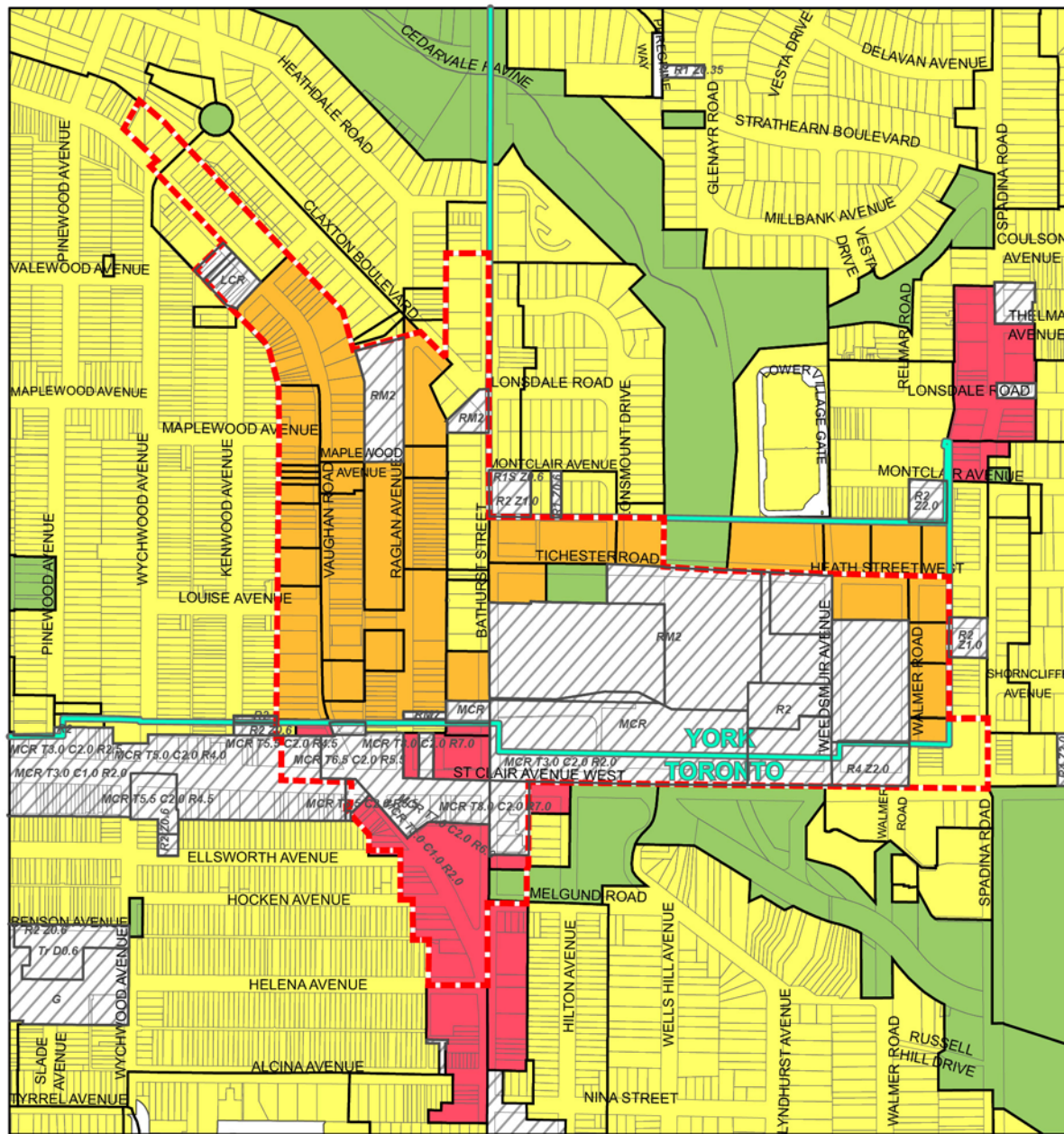
St. Clair Avenue/Bathurst Street Area Planning Framework Study

File # 15 125200 STE 21 02



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Attachment 8: Existing Zoning By-law Map



Zoning By-law 569-2013

St. Clair Avenue/Bathurst Street
Area Planning Framework Study

File # 15 125200 STE 21 02



Residential
Residential Apartment
Commercial Residential
Open Space



See Former City of Toronto
By-law No. 438-86
R1 Residential District
CR Mixed-Use District
MCR Mixed-Use District
Tr Industrial District
G Parks District



See Former City of York
By-law No. 1-83
R2 Residential Zone
RM2 Residential Multiple Zone
LCR Local Commercial Residential Zone
MCR Mixed Commercial Residential Zone



Not to Scale
Extracted: 06/04/2019

Attachment 9: St. Clair Avenue West and Bathurst Street Planning Framework