

Queen Street West Planning Study (Bathurst Street to Roncesvalles Avenue) – Official Plan Amendment – Final Report

Date: February 25, 2020
To: Toronto and East York Community Council
From: Director, Community Planning, Toronto and East York District
Wards: Ward 4 - Parkdale-High Park
Ward 9 - Davenport
Ward 10 - Spadina-Fort York

Planning Application Number: 14 163492 STE 14 OZ

SUMMARY

On November 18, 2013, City Council requested the Chief Planner and Executive Director, City Planning Division to undertake a planning study of Queen Street West between Bathurst Street and Roncesvalles Avenue. This report summarizes the outcome of the study, recommends amendments to the City's Official Plan in the form of a Site and Area Specific Policy to guide development and public initiatives in the study area, and requests direction regarding additional implementation measures.

The proposed policies are intended to allow opportunities for contextually appropriate growth and change, conserve and enhance historic and culturally significant attributes of Queen Street West, guide public and private investment in public spaces, and encourage sustainable choices in new buildings and additions. The proposed amendments align with the recommendations of the West Queen West Heritage Conservation District Study, and the emerging direction for the West Queen West and Parkdale Main Street Heritage Conservation District Plans, which are under development and will be presented to the Toronto Preservation Board and City Council in Q3 2020. A multiple listing report identifying heritage properties in the study area will be presented to the Toronto Preservation Board and Council in Q2 2020.

In addition to the proposed Official Plan Amendment, this report recommends that Transportation Services staff, in consultation with City Planning staff, undertake a review of the Queen Street West Right-of-Way between Bathurst Street and Roncesvalles Avenue and develop recommendations to prioritize the safe and efficient movement of pedestrians, cyclists, and transit along the West Queen West corridor. The report further recommends City Planning staff prepare a Zoning By-law Amendment to implement the proposed policy framework.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands generally fronting Queen Street West between Bathurst Street and Roncesvalles Avenue, substantially in accordance with the draft Official Plan Amendment No. 445, at Attachment 4 to the report (February 25, 2020) from the 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 request the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning Division and other appropriate City Divisions, to initiate a review of the Queen Street West right-of-way located generally between Bathurst Street and Roncesvalles Avenue, including consultation, and develop recommendations to prioritize the safe and efficient movement of pedestrians, cyclists, and transit along the West Queen Street West corridor.
4. City Council request the Chief Planner and Executive Director, City Planning Division to prepare necessary Zoning By-law Amendments to implement Official Plan Amendment No. 445, having regard for Heritage Conservation District Plans under development, and existing site-specific zoning permissions.
5. 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.

FINANCIAL IMPACT

City Planning confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

DECISION HISTORY

On May 23, 2007, City Council authorized the study of West Queen West between Dovercourt Road and the railway underpass east of Dufferin Street as a Heritage Conservation District.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2007.TE5.8>

On November 18, 2013, City Council requested the Chief Planner and Executive Director, City Planning Division to undertake a planning study of Queen Street West between Bathurst Street and Roncesvalles Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.TE27.66>

On August 12, 2014, Toronto and East York Community Council received a Preliminary report on the “West Queen West, Bathurst Street to Roncesvalles Avenue, Planning Study” which set out a framework and community consultation strategy for the study, and directed City Planning to review the policy context, built-form and heritage value of the properties on Queen Street West, between Bathurst Street and Roncesvalles Avenue. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.77>

On March 31, 2015, City Council authorized a revised West Queen West boundary for study as a potential Heritage Conservation District that extended the study area to Bathurst Street to the east and Roncesvalles Avenue to the West. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG2.8>

On June 22, 2017, the Toronto Preservation Board accepted the Heritage Conservation District Study and endorsed the preparation of the West Queen West Heritage Conservation District Plan and the Parkdale Main Street Heritage Conservation District Plan. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PB24.2>

ISSUE BACKGROUND

Reasons for Study

Queen Street West is one of Toronto’s great main streets. The roughly 3.5 kilometre stretch between Bathurst Street and Roncesvalles Avenue connects a variety of neighbourhoods and is home to key cultural and community institutions that characterize the City’s west side. A significant concentration of heritage buildings, mostly two- to three-storeys in height, line both sides of the street and accommodate a range of retail, service and cultural businesses and facilities with residential units above. This corridor also contains several important community facilities, such as the Parkdale Library and Masaryk-Cowan Community Recreation Centre, Trinity Bellwoods Park and Community Centre, and the Centre for Addiction and Mental Health (CAMH). This area of Queen Street West is experiencing development interest and pressure for growth and change.

The Study Area, Queen Street West between Bathurst Street and Roncesvalles Avenue, as shown on Attachment 1 to this Report, is classified as an Avenue on Map 2 – Urban Structure of the Official Plan. The Official Plan states that Avenues are “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”. The plan intends that Avenues will be transformed incrementally over a number of years, and that the nature of change will be different for each Avenue, having regard for locational characteristics, constraints, and opportunities.

The framework for new development on each Avenue will be established through an Avenue Study, resulting in appropriate zoning and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards. Not all Avenues will achieve

the same level of growth and intensification. Scale and context will be carefully considered to determine what is appropriate on the different Avenues.

In undertaking a study of the Avenue between Roncesvalles Avenue and Bathurst Street, the Queen Street West Planning Study considered the following:

- the existing character of Queen Street West;
- a vision for future development along the street;
- the heritage value, attributes and character of buildings, and how to conserve, maintain and enhance that character;
- the appropriate type and scale of intensification;
- the form and height of new development in relation to the existing context with regard for the adjacent Neighbourhoods; and,
- the use of public space, including the streetscape, parks, and other open spaces.

The objective of the Planning Study was to guide and balance growth and change resulting from development and public initiatives, while ensuring the many characteristics that contribute to creating this vital, successful main street continue to do so. The recommendations arising from the Study are intended to:

- provide opportunities for contextually appropriate growth and change;
- conserve and enhance historic attributes of Queen Street West;
- guide public and private investment in public spaces;
- inform City decision-making on transportation improvements; and
- encourage sustainable choices in development of new buildings, additions, and the reuse of existing buildings.

The study outcomes include: recommended amendments to the Official Plan to create a new Site and Area Specific Policy No. 566, applicable to the study area; the development of Zoning By-law Amendments to implement Site and Area Specific Policy No. 566; and a review of the Queen Street West right-of-way to prioritize pedestrians, cyclists and transit. The West Queen West and Parkdale Main Street Heritage Conservation District Plans are being prepared through a separate but aligned process. They are intended as companion documents to the Official Plan and Zoning By-law amendments resulting from this study and form complementary elements in the overall planning framework.

Study Process

The Queen Street West Planning Study proceeded through multiple stages:

- Initiation (November 2013 to July 2014)
- Transportation Review (July 2014 to June 2016)
- Heritage Conservation District Study (June 2016 to June 2017)
- Built Form & Public Realm Review (June 2017 to November 2019)

The Initiation stage followed Council direction to staff to review the policy context, built form and heritage value of the area. This stage, involved an initial review of the existing physical and policy context of Queen Street West, the development of a community consultation strategy, and identification of expected deliverables.

The Transportation Review stage of the Study focused on identifying and assessing transportation, transit, and parking capacity and opportunities for improvement within and in the vicinity of the Study Area, and developing preliminary recommendations for the future.

Following Council's March 31, 2015 direction to prioritize a Heritage Conservation District Study on Queen Street West, Heritage Preservation Services staff retained a consultant, FGMDA Architects, to assist in assessing the cultural heritage value and interest within the Study Area. A report summarizing its findings, released in June 2017, recommended proceeding with the preparation of two Heritage Conservation District (HCD) Plans: the West Queen West HCD Plan and the Parkdale Main Street HCD Plan.

The Built Form & Public Realm Review stage of the Planning Study commenced following the completion of the HCD Study and has proceeded concurrently with the consultation and development process for the West Queen West and Parkdale Main Street HCD Plans. This stage focussed on defining valued aspects of the built environment, developing criteria for new development intended to complement those aspects and conserve the heritage character of the street, identifying opportunities for intensification, and identifying opportunities for the enhancement of public spaces.

The Queen Street West Planning Study has included a broad community engagement and consultation process. Meetings, walking tours, workshops, focused stakeholder groups, and web-based communication have been used to present and test emerging ideas through an ongoing and interactive conversation.

Study Area

The study area includes the properties fronting Queen Street West for the 3.5 kilometre stretch between Bathurst Street and Roncesvalles Avenue (the "Study Area"), with the exception of the CAMH lands and Trinity Bellwoods Park as shown on Attachment 1, Study Area Map. The form and scale of the buildings and the variety of uses on this main street are characteristic of many main streets in the City, however the area is distinguished by its location relative to the Downtown core, proximity to a variety of established neighbourhoods, unique local businesses, public parks, high concentration of heritage buildings, and numerous community and civic facilities and spaces.

Queen Street West is four lanes wide and generally has a right-of-way 20 metres in width, except a segment near Ossington Avenue and CAMH where the right-of-way has a width of 23 metres. Street parking is generally permitted along the entire length, with rush hour restrictions. Commercial rear lanes run parallel to Queen Street for much of the study area. The 501 Queen Streetcar provides transit service along the corridor, intersecting with several north-south TTC surface routes. The sidewalks on either side of the street are characteristic of many Toronto main streets, with street trees and recessed entrances to businesses and apartments. Routes forming part of the City's cycling network run parallel to or intersect with Queen Street, and a variety of bike parking facilities are also present throughout the area.

The rail bridge and underpass at Dufferin Street and Queen Street West forms a significant physical interruption, and natural division, along the Queen Street West

corridor. The history, built character and identity of the communities to the east and west of this division are distinctive, and are referred to as "West Queen West" and "Parkdale Main Street", respectively, in this Report.

West Queen West

The West Queen West area extends from Bathurst Street to Dufferin Street, and is predominantly characterized by two- to four-storey commercial mixed-use buildings containing a range of ground floor retail, restaurant and service uses, with either residential units or other commercial spaces located above. In general, properties in West Queen West are relatively narrow with typical store frontages ranging from 4 to 7 metres, and typical depths of approximately 30 metres.

The area is representative of historic main street commercial development in Toronto in the late 19th and early 20th century, with most of the buildings built within a period of construction from the 1880s to 1920s. The collection of historic main street commercial buildings along Queen Street defines a continuous streetwall of low-rise buildings, articulated by a rhythm of narrow storefronts with recessed entrances, and a strong datum line of cornices and sign bands. The prevailing main street commercial building types include a variety of architectural styles of the period, including Italianate, Second Empire, Edwardian and vernacular. The area has been an important place for community and civic activity which has historically, and continues to be, anchored by landmark buildings including the Great Hall, the Carnegie Library (now Theatre Centre), and the Gladstone and Drake Hotels. Towards the west end of West Queen West, recent development of tall and mid-rise buildings has occurred, primarily on former industrial lands known as the West Queen West Triangle.

Trinity Bellwoods Park, one of the largest public park spaces near the downtown core, and CAMH, a historically significant healthcare facility currently under a large-scale revitalization plan, are both located along this portion of Queen Street, though outside the boundary of the proposed Site and Area Specific Policy. Large areas of low-rise residential uses and local parks are generally situated to the north and south of the properties fronting Queen Street West. Public art and street art, including murals, contribute to the vibrancy of the street and rear laneways.

The 501 Queen Streetcar runs along the street with connections to other TTC surface routes at Bathurst Street, Shaw Street, Ossington Avenue and Dufferin Street. Routes forming part of the City's cycling network run parallel to or intersect with Queen Street, including the West Toronto Rail Path at Dufferin Street, and the Richmond and Adelaide Cycle Paths. Cycling and pedestrian routes between Niagara Street and Shaw Street connect West Queen West with the waterfront through a network of paths and parks.

West Queen West is an important historic main street in Toronto, and has a historic context that reflects the western expansion of the growing city and the irregular subdivision and development of the privately-owned park lots to the north and the publicly-owned Garrison Reserves to the south. The street has maintained a strong sense of place and character as both a functioning main street as well as an arts and design district. Queen Street West provides for diverse main street activities serving the community, including commercial and cultural uses at street level with housing above. West Queen West also functions as an important cultural corridor in the City with

venues such as The Great Hall, the Drake Hotel, the Gladstone Hotel and the Theatre Centre.

Parkdale Main Street

Parkdale Main Street extends from Dufferin Street to Roncesvalles Avenue, and is predominantly characterized by two- to four-storey commercial mixed-use buildings containing a range of ground floor retail, restaurant and service uses, with either residential apartments or other commercial spaces located above. In general, properties in the Parkdale Main Street area are relatively narrow with typical store frontages ranging from 5 to 7 metres, and typical property depths of approximately 36 metres.

Buildings within this area are primarily commercial row and commercial block types, and display various architectural influences from Italianate, Second Empire, Romanesque Revival, Queen Anne Revival, Edwardian, Beaux Art and Art Deco styles with vernacular designs. Former theatres, banks, places of worship and pre-war apartment buildings complement the prevailing main street commercial building types, and reflect the mixed-use character of the street. Several early 20th century residential apartment buildings and more recently constructed retail plazas are also situated within or adjacent to the Parkdale Main Street area.

Primarily within the easterly portions of this area, the collection of main street buildings along Queen Street West create a continuous streetwall, articulated by landmark properties, and primarily constructed between 1870 and 1940. The concentration of main street commercial buildings establishes a main street character that reflects the history of the street as the principal commercial artery of the historic Town of Parkdale.

The westerly portion of Queen Street West towards Roncesvalles retains traces of its former residential character, as well as a collection of Edwardian walk-up apartment buildings, and main street commercial rows. These buildings reflect the intensification of Parkdale through the 1910s and 1920s, sparked by ease of access afforded by the streetcar and the city's growing population in the early 20th century.

Throughout this area the prevailing north-south street grid of the surrounding neighbourhoods is disrupted at Queen Street West, resulting in a number of T-intersections. Large areas of low-rise residential uses and local parks are generally situated to the north and south of the properties fronting Queen Street West. At Triller Avenue, Jameson Avenue, West Lodge Avenue, and Dunn Avenue, taller mid-twentieth century residential apartment towers are situated behind the low- and mid-rise Queen Street-fronting properties.

The 501 Queen Streetcar runs along the street intersecting with north-south TTC surface routes at Roncesvalles Avenue, Lansdowne Avenue and Dufferin Street. Routes forming part of the City's cycling network run parallel to or intersect with Queen Street, including the West Toronto Rail Path at Dufferin Street. Public art installations, including the Parkdale World Peace Monument (the Globe) at Queen Street West and Cowan Avenue, highlight the street.

Parkdale Main Street is an important civic, cultural and commercial corridor with a historic context that reflects the rapid growth and development of the Town of Parkdale.

Queen Street West provides for diverse main street activities serving the community, including commercial and cultural uses at street level with housing above, and a distinct sense of place for the neighbourhood.

Surrounding Context

The Study Area stretches approximately 3.5 kilometres along Queen Street West between Bathurst Street and Roncesvalles Avenue, within the context described below.

West Queen West

North:

The area to the north of West Queen West primarily consists of low-rise Neighbourhoods, with some recent mixed-use development west of Gladstone Avenue, and on parts of Ossington Avenue. Trinity Bellwoods Park fronts on to Queen Street West around Strachan Avenue and extends northwards to Dundas Street.

South:

The area to the south of West Queen West between Dufferin Street and Dovercourt Road primarily consists of former industrial lands which have been redeveloped over the past decades for taller mixed use buildings. From Paul Garfinkel Park to Shaw Street are the CAMH lands, which contain a mixture of institutional, residential and health care uses currently undergoing revitalization. East of Shaw Street, the lands south of West Queen West primarily consist of low-rise Neighbourhoods, with some taller apartment buildings around Walnut Avenue, Niagara Street, Tecumseth Street and Bathurst Street.

East:

At the east end of the Study Area, Bathurst Street serves as the boundary of the City's Downtown. The Downtown is a designated Urban Growth Centre, intended to accommodate substantial intensification. Queen Street West continues eastwards as a historic commercial main street, with low-rise neighbourhoods to its north and taller residential and commercial redevelopment occurring to its south.

Parkdale Main Street

North:

The area north of Parkdale Main Street primarily consists of low-rise Neighbourhoods and local parks, with some taller mid-twentieth century apartment buildings at Triller Avenue and West Lodge Avenue. A limited area of Employment Lands are located between Brock Avenue and Dufferin Street, generally along the rail corridor.

South:

The area to the south of Parkdale Main Street primarily consists of low-rise Neighbourhoods, which also include some taller mid-twentieth century apartment buildings at Jameson Avenue and Dunn Avenue. Schools, parks and other community facilities are located behind the Queen Street fronting properties between Jameson Avenue and Cowan Avenue. A complex of historic factory buildings is located south of the area on Dufferin Street.

West:

At the west end of the Study Area, King Street West curves northward to become Roncesvalles Avenue. At this intersection Queen Street West becomes The Queensway and dips down to run by the Roncesvalles TTC Carhouse, St. Joseph's Health Centre and High Park. A pedestrian bridge forming part of the Martin Goodman Trail runs from the Beaty Boulevard Parkette over the rail corridor and Gardiner Expressway connecting to the waterfront at Sunnyside Park.

Other City Initiatives Affecting the Study Area

West Queen West and Parkdale Main Street Heritage Conservation District Plans

On June 22, 2017, the Toronto Preservation Board received the West Queen West Heritage Conservation District (HCD) Study (June 2017), and endorsed the preparation of the West Queen West HCD Plan and Parkdale Main Street HCD Plan, and the identification and preliminary evaluation of heritage potential around the Parkdale Residential area. A multiple listing report identifying heritage properties will be presented to the Toronto Preservation Board and Council in Q2 2020. These HCD Plans are under development and staff anticipate they will be presented to City Council in Q3 2020.

The HCD Plans will include policy direction to conserve, maintain and enhance the historic character and built form in their respective areas; guide what should be conserved including the massing and materiality of development, and the design of new buildings or addition of floors to heritage buildings to positively contribute to the heritage character of the Study Area; and direct investments in public space, including installations related to the area's indigenous and other cultural heritage. The West Queen West HCD Plan and Parkdale Main Street HCD Plan are being developed in collaboration with the work undertaken for the Planning Study and the proposed OPA.

Queen Street West (between Dufferin and Roncesvalles) Restaurant Study

In 2011, City Council directed Planning staff to undertake a planning analysis of Queen Street West between Dufferin Street and Roncesvalles Avenue, stemming from concerns with an increased concentration of restaurant/bar uses which generated noise, vandalism, garbage and congestion problems.

At its meeting on July 19, 2013, City Council adopted recommendations to amend Zoning By-law 438-86 and 569-2013 to include the following provisions: reducing permitted restaurant gross floor area from 400 to 200 square metres; restricting the location of restaurants to the ground floor only; prohibiting patios associated with restaurants from locating in the rear yard or on the rooftop; limiting the size of accessory uses such as a stage, tele-theatre gambling or entertainment area; and limiting the concentration of restaurants and bars to no more than 25 percent of the properties within certain blocks. On June 4, 2019, the Local Planning Appeal Tribunal approved the Zoning By-law Amendments, following revisions that deleted the concentration provisions.

Parkdale Hub

On March 28 and 29, 2017, City Council adopted a motion requesting the formation of an interdivisional group to determine the feasibility of a coordinated City plan to

revitalize the City-owned properties at the intersection of Queen Street West and Cowan Avenue, containing the Parkdale Library, Masaryk-Cowan Community Centre, Parkdale Arts & Cultural Centre and a Toronto Parking Authority lot, to better serve the Parkdale community.

The Parkdale Hub project is being led by CreateTO, in collaboration with City Real Estate Management, Parks Forestry & Recreation, Toronto Public Library, Housing Secretariat, Toronto Parking Authority, and City Planning. A conceptual design and massing for the project has been developed, and its relation to the West Queen West Planning Study has been considered.

On December 17, 2019, City Council adopted the Phase 1 recommendations of the Feasibility Study for the Parkdale Hub, and directed staff to proceed with schematic design, investigate property acquisition, and explore opportunities for increasing affordable housing on the site.

POLICY FRAMEWORK

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 province-wide policy direction 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;
- protecting 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;
- promoting a mix of housing in residential development; providing recreation, parks and open space; and access to 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; and
- conserving cultural heritage, including archaeological resources.

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."

The policies of the PPS are to be read as a whole, with policies 1.1.1, 1.1.3.3, 1.1.3.4, 1.4.3, 1.5.1, 1.6.5, 1.6.7, 1.7.1, 1.8.1, 2.6.1 and 2.6.3 having particular relevance.

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, and replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) provides 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 engage in an integrated approach 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 vibrant public realm;
- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime, with access to a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities; and
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure.

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 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 (2019).

The Growth Plan is to be read in its entirety, with policies 1.2.1, 2.2.1.3, 2.2.1.4, 2.2.2.3, 2.2.4.10, 2.2.5.15, 2.2.6, 3.2.2, 3.2.3, 3.2.8, 4.2.5, 4.2.7, 4.2.9, 4.2.10 and 5.2.5.6 having particular relevance to this Study.

Staff have assessed the recommended OPA for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

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 matters, 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.

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. The Queen Street West Planning Study has been conducted alongside the West Queen West Heritage Conservation District (HCD) Study, and the preparation of its two recommended HCD Plans for the West Queen West HCD and Parkdale Main Street HCD.

Official Plan

The Official Plan is the long-term vision for how the City should grow and change, and is the most important vehicle for implementing the PPS (2014) and the Growth Plan (2019). The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The Official Plan is intended to be read as a comprehensive and cohesive whole. In developing the proposed amendments to the Official Plan for Queen Street West, City Planning staff considered the following policy sections as particularly relevant. Staff have assessed the recommended OPA for conformity with the Official Plan. The outcome of staff analysis and review are summarized in the Comments section of the Report.

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, Urban Structure, of the Official Plan. Map 2 identifies Queen Street West within the Study Area as Avenues.

Avenues (2.2.3)

Section 2.2.3 contains policies that establish 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, commercial opportunities and transit service. Some Avenues function as main streets that serve the local and broader communities with a variety of non-residential uses. 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.

Healthy Neighbourhoods (2.3.1)

Most of the lands to the north and south of the Study Area are designated as Neighbourhoods by the Official Plan. Section 2.3.1 Healthy Neighbourhoods contains policies for development in Mixed Use Areas adjacent to Neighbourhoods.

Transportation (2.4)

In Section 2.4 Bringing the City Together: A Progressive Agenda of Transportation Change, the Official Plan states that transportation and land use planning will be integrated to make more efficient use of infrastructure and to increase opportunities for walking, cycling, and transit use, and support the goal of reducing car dependency throughout the City.

Chapter 3 – Building a Successful City

In Section 3.1 The Built Environment, the Official Plan demands that both the public and private sectors commit to high quality architecture, landscape architecture and urban design, environmentally sustainable design, consistent with energy efficiency standards, as partners in creating a great city and achieving Toronto's architectural and urban design potential.

Public Realm (3.1.1)

Policies help guide the development of streets, sidewalks, boulevards, and other aspects of the public realm.

Built Form (3.1.2)

Policies direct the City's Built Form and require that new development be located and organized to fit within an area's existing and/or planned context.

Public Art (3.1.4)

Policies encourage public art installations that contribute to the identity and character of a place, and celebrate the cultural diversity and creativity of communities.

Heritage Resources (3.1.5)

Policies set out requirements that development on or adjacent to heritage resources respects the scale, character and form of the heritage resource. “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.” Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

The Human Environment (3.2)

Policies require the provision of adequate and affordable housing for everyone, including where the market cannot meet housing needs. Policies also prioritize preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth, which is recognized a responsibility shared by the City, public agencies and the development community.

The Natural Environment (3.4)

Policies direct both public and private city-building activities to be environmentally sustainable and incorporate elements of green design.

Chapter 4 – Land Use Designations

Several land use designations apply within the Study Area, as shown on Attachment 2 – Official Plan Land Use Map. The majority of the study area is designated Mixed Use Areas by Map 18 - Land Use. A small number of properties on the north side of Queen Street West at Noble Street are designated General Employment Areas. The south side of Queen Street West from Dufferin Street to just east of Dovercourt Road is designated Regeneration Areas, while east of this point to Shaw Street is designated Institutional Areas.

The lands designated Institutional Areas form the CAMH campus, and were excluded from the Study Area as the Garrison Common North Secondary Plan and Site Specific Zoning By-law 895-2003 already guide its development.

Trinity Bellwoods Park, located east of Shaw Street on the north side of Queen Street West, is designated Parks and Open Spaces but is also outside of the Study Area.

Mixed Use Areas (4.5)

Policies govern the built form of, and public realm improvements associated with, new development in Mixed Use Areas.

Regeneration Areas (4.7)

Policies establish criteria for the revitalization of Regeneration Areas for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form, subject to a guiding policy framework.

Downtown Plan

The Downtown Plan—in conjunction with its associated infrastructure strategies that address water, energy, mobility, parks and public realm, and community services and facilities—provides a comprehensive and integrated policy framework to shape growth in Toronto's fast-growing Downtown over the next 25 years. The Study Area is located directly west of, but outside, the boundaries of the Downtown Plan.

Certain policies of the Downtown Plan extend to lands located outside of the Downtown including policies related to the Core Circle and Parks Districts. Within the Study Area, the portion of Queen Street between Shaw Street and Niagara Street falls within the Core Circle and the Garrison Parks-Fort York Park District identified in the Downtown Plan as areas for public realm and connectivity improvements. Policies 7.7 to 7.13 support improving the Core Circle through development and public initiatives to connect natural features and integrate Indigenous placemaking to create a continuous, legible and connected circular public realm network around the Downtown. Policies 7.22 to 7.24 direct the enhancement and connection of groupings of neighbourhood parks, streets and other open spaces in Park Districts to create a cohesive public realm.

Garrison Common North Secondary Plan

The lands on the south side of Queen Street from Bathurst Street to Dufferin Street are within the Garrison Common North Secondary Plan area. This Secondary Plan's major objectives include:

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

In addition to its major objectives, the Garrison Common North Secondary Plan contains a number of Area Specific Policies. Area Specific Policy 2 applies to various lands, including those directly abutting the rail corridor east of Dufferin Street on the south side of Queen Street, and sets out study requirements ahead of the significant development of these lands. Studies previously completed for the affected area established the continuation of Sudbury Street to Queen Street. The policies in the proposed Official Plan Amendment do not conflict with Area Specific Policy 2. In addition, Area Specific Policy 5 guides development of the Centre for Addiction and Mental Health (CAMH) campus, which is excluded from the Study Area and the boundary of the proposed Official Plan Amendment. It is intended that enhancements to public space along the portion of Queen Street West fronting the CAMH lands will be informed by the policies in the proposed Official Plan Amendment, once it is in force, as well as the policies in Area Specific Policy 5, with the latter prevailing in the event of any conflict.

Site and Area Specific Policies

Site and Area Specific Policies (SASP) 154, 156 and 403 apply to properties within the Study Area. The policies of these SASPs prevail over the proposed Official Plan Amendment in the event of any conflict.

SASP 154 applies to the properties at the northwest corner of Dufferin Street and the Metrolinx Georgetown Line railway bridge overpass. The policies in SASP 154 apply restrictions to ensure compatibility between residential uses and certain employment uses.

SASP 156 applies to the properties at the northwest and northeast corners of Ossington Avenue and Queen Street West within the study area. The policies in SASP 156 permit a range of light industrial uses that are compatible with residential uses.

SASP 403 applies to the properties on Gladstone Avenue and Northcote Avenue situated north of Queen Street West. The policies in SASP 403 detail the development permission for a series of mixed use buildings on these sites, many of which are completed and occupied.

Bathurst Street Planning Study

On August 25, 2014, City Council adopted the Official Plan Amendment No. 246 to guide development within the Bathurst Street Corridor from Dupont Street to Queen Street West, which would amend the Official Plan by adding SASP 465. The Official Plan Amendment is currently under appeal. SASP 465 includes general policies for the Bathurst corridor, as well as detailed built form and public realm policies that would apply at the intersection of Queen Street West and Bathurst Street, if approved. Council's decision on OPA No. 246 can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.8>

Zoning

The majority of the Study Area is zoned MCR under former City of Toronto Zoning By-law 438-86, and CR under City-wide Zoning By-law 569-2013 (see Attachment 3), which permit a wide range of commercial and residential uses, with a notable split in the permitted height and density occurring at Dufferin Street. The zoning permissions set out in By-laws 438-86 and 569-2013 are generally consistent.

Between Shaw Street and Bathurst Street, the lands along Queen Street West are primarily zoned MCR T3.0 C1.5 R2.5 [By-law 438-86] and CR3.0 (c1.5; r2.5) SS2, which permits a maximum density of 3.0 times the area of the lot. The maximum permitted height is 16 metres. Between Dufferin Street and Shaw Street, the lands on the north side of Queen Street are primarily zoned MCR T3.0 C1.0 R2.5 [By-law 438-86] and CR3.0 (c1.0; r2.5) SS2, which permits a maximum density of 3.0 times the area of the lot. The maximum permitted height is 16 metres. The lands on the south side of Queen Street West between Dufferin Street and Paul Garfinkel Park are excluded from By-law 569-2013, and are primarily zoned MCR under By-law 438-86, subject to site-specific zoning by-laws defining permitted uses, densities and development standards.

West of Dufferin Street, the lands along Queen Street West are primarily zoned MCR T2.5 C1.0 R2.0 [By-law 438-86] and CR2.5 (c2.0; r2.0) SS2 [By-law 569-2013], which permits a maximum density of 2.5 times the area of the lot. The maximum permitted height is 14 metres.

The provisions of the MCR and CR zoning generally applicable within the Study Area permit new buildings or additions to be built to their maximum permitted height of

approximately three- to four-storeys along the Queen Street West frontage stepping back along an angular plane above a height of 13 metres, with requirements at the rear of the properties for a setback of 7.5 metres and building stepbacks following a 45 degree angular plane.

Avenues and Mid-rise Buildings Study and Performance Standards

The Avenues and Mid-Rise Buildings Study informs the proposed policies for development on Avenues such as Queen Street West.

In 2010, 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 skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites.

In 2016, 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. The 2010 Mid-Rise Building Performance Standards and 2016 Mid-Rise Building Performance Standards Addendum guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>

CONSULTATION SUMMARY

City Planning's consultation program on this study was significant and varied, occurring in a number of formats over a period of several years.

Community Meetings

On June 10, 2014, City Planning staff hosted a community meeting to kick-off the Queen Street West Planning Study at Parkdale Library. The meeting featured a presentation, Q&A session with City staff and a series of thematic stations, including building height, heritage, and open space, in an open house format. Approximately 100 people attended the meeting.

On March 30, 2015, City Planning staff hosted the second large format consultation meeting where potential public space and transportation improvements were discussed. Approximately 80 people attended this meeting.

On June 23, 2016, City Planning staff hosted a meeting to initiate the Heritage Conservation District Study process on Queen Street West and provide an update on the Planning study progress. Approximately 100 people attended the meeting. A follow-up community meeting was held on November 29, 2016 to provide an update on the progress and status of the Heritage Conservation District Study.

On June 19, 2017 City Planning staff hosted a meeting to present the conclusions of the Heritage Conservation District Study, and re-establish the objectives of the Queen Street West Planning Study. Approximately 70 people attended the meeting.

On October 17, 2019, a large-format community meeting was held at the Parkdale Library Branch. This meeting was hosted to present a draft of the proposed policy direction and an update on the progress developing the Heritage Conservation District Plans, and combined an open house format and presentation with Q&A period. Approximately 70 people attended this meeting.

Other Consultation Events

On November 8 and 22, 2014 walking tour workshops were hosted on Queen Street West. A Drop-in meeting was also held at Trinity Bellwoods Community Centre in fall 2014.

Meetings with the West Queen West Business Improvement Area (BIA) and Parkdale Village BIA were held on October 30, 2019 and February 3, 2020, respectively, to present and discuss the draft Official Plan Amendments.

Working Groups

A working group comprising area residents, members of local Business Improvement Areas and Residents Associations, land owners, and business owners assisted City Planning staff in guiding the process and outcomes of this study and in developing the recommendations contained in this report.

The original Queen Street West Working Group was formed to discuss transportation and public space related matters. This group met on two occasions in 2015. A separate working group, though with some common members to the original group, was convened to assist with the Heritage Conservation District Study that was initiated in 2016. This group met on two occasions in 2016.

Following the June 19, 2017 community meeting at which the conclusions of the Heritage Conservation District Study were presented, City Planning staff advised that a working group would be reconvened to assist with the completion of the Planning Study. This working group, similar to the original group, was comprised of area residents, members of local Business Improvement Areas and Residents Associations, land owners, business owners, and representatives from the local Councillors' offices. This included a number of participants from previous working groups.

This group was convened to contribute local experience to the West Queen West Planning Study review in advance of City Staff making any final recommendations to Council. The City utilized the group as a sounding board for potential new policy directions for the Study Area. The group met on seven occasions over 2018 and 2019 discussing matters ranging from the form and scale of new buildings, to the identification of character areas, and policies that would help shape public space in the Study Area. The group was also presented with updates on the progress in developing the West Queen West Heritage Conservation District Plan and the Parkdale Main Street Heritage Conservation District Plan.

The working group was presented with a set of draft policies which was refined to form the proposed Official Plan Amendment appended to this report as Attachment 4. All information shared with the working group was public and was encouraged to be shared within members' communities.

The opinions of the working group varied from member to member, in some cases considerably, which lead to active discussions at many group meetings. There was a variety of tolerance for change and openness to new types of development. Despite the differences in opinion, there was a consistent commitment across the group to participate and contribute to the study, share ideas, review new information presented by the City, and present their own findings and ideas. City Staff are fortunate to have such interested, committed and informed individuals on the working group. Their input has greatly informed the content and recommendations of this report.

Summary of Comments Received Through Consultation

Comments received throughout this process from community meetings, working group meetings, and other correspondence, have informed the development of the proposed Official Plan Amendment. The received comments vary significantly both in content and support for the amendments being proposed. The following summarizes the variety of comments, opinions, and ideas expressed through the various consultation and working group meetings and through correspondence with the local community.

- There were mixed opinions about the potential for incremental redevelopment, with some comments expressing concern about the potential for over-intensification undermining the character elements of the street that contribute to its success. Others suggested Queen Street West is a desirable place for new development and noted concerns that restricting growth and change on the street will worsen the state of affordability of rental units and commercial space and erode the variety of uses that characterize the street. There were also concerns that new development might follow the form of buildings in the Queen West Triangle;
- Some comments suggested that the existing zoning on Queen Street West was appropriate, while others suggested that up-zoning the street to allow taller buildings was appropriate. There was a range of opinions on the appropriate height of buildings, ranging from 3 storeys to 10 storeys and, in some cases, higher;
- The applicability of the City's Avenue policies and the Mid-Rise Building standards to the study was questioned on several occasions;
- Many comments noted the considerable historical significance of the buildings on Queen Street West and suggested that the study must recognize and protect heritage values, attributes and character of both buildings and the street;
- Many noted the sizes and widths of retail spaces as being critical to the character of the street and suggested that policies should seek to ensure the scale of commercial spaces continues to reflect the current situation on Queen Street West;
- It was frequently stated that retaining Queen Street West's existing commercial main street character is important to its continued success;
- Some noted concerns about new buildings or additions affecting street character, while others noted sympathetic building additions as an appropriate response to intensification that could retain and incorporate existing heritage buildings;
- The manner in which new buildings transition to adjacent Neighbourhoods was noted as a concern, both with regard to limiting impacts on overlook, shadowing and

privacy, and with regard to not diminishing constructability of new buildings and additions;

- With regard to building setbacks and articulation, it was generally supported that stepbacks and setbacks should give prominence to existing heritage buildings, but that requiring unnecessary stepbacks should be avoided to allow for easier construction;
- It was suggested that the policies guiding the form of building additions should facilitate easier construction of additions to existing buildings;
- It was suggested that the permitted building envelopes be designed to accommodate significant retention of existing structures by contemplating the location of elevator and stair corridors;
- The City's suggestion to reduce or eliminate parking requirements in new buildings and additions was generally met with support;
- Concerns about rental unit affordability and requests to require new development to include affordable housing were raised;
- Replacement of rental units, including rooming house units, was noted as a priority for any new development;
- Members of the business community raised concerns about the increasing commercial rents and the costs associated with maintenance of existing heritage buildings;
- It was suggested that capacity for pedestrians on the Queen Street West sidewalk was limited and that development should only occur where there is anticipated to be sufficient capacity;
- Many comments noted the need for new development and city initiatives to improve greening on the street;
- Several comments suggested that any new development on Queen Street West be required to incorporate sustainable design, including green roofs or solar panels;
- Several comments were received on the prioritization of streetcar, cyclist, and pedestrian movements along Queen Street West, with some suggesting turn restrictions, bike lanes, and dedicated transit rights-of-way should be considered;
- The temporary or permanent closure of Cowan Avenue to vehicle traffic in the area immediately south of Queen Street West was suggested;
- The activation of the public laneway network by allowing commercial uses on the laneway, especially when the laneway abuts a park, was noted as desirable;
- It was suggested that in addition to the conservation of built heritage resources, the First Nations history in the study area should be identified and referenced where possible;
- Some comments questioned the rationale for certain buildings being identified as having heritage value, while other comments suggested that buildings not identified as having heritage value needed another look;
- Concerns were raised over the availability of infrastructure to support development on Queen Street West;
- It was suggested that City properties, such as Toronto Parking Authority lots within the study area should prioritize the development of affordable housing and open space if subject to redevelopment;
- Many commented on the desire for additional services and community facility space in the study area; and,

- The premise of the study was a point of disagreement at times, with some comments suggesting the study should be primarily focused on permitting new development that fit with the character of the street, and others suggesting the function of the study should be to limit development to a form that reflects what currently exists on Queen Street West.

Agency Circulation

Appropriate City divisions were engaged throughout the process, and responses received have been used to assist in drafting the Site and Area Specific Policies and the recommendations in this report. The draft Official Plan Amendment was circulated to appropriate City divisions for comment.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have had an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council.

COMMENTS

The Official Plan Amendment (OPA) proposes an updated planning and built form framework for West Queen West and Parkdale Main Street within the Study Area, which builds on the existing planning framework for these neighbourhoods. The recommended OPA supports and enhances the policy directions of the Official Plan and the core principles of the Council-adopted Avenues and Midrise Buildings Guidelines and Addendum.

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 OPA has regard for these matters of provincial interest listed in the Planning Act.

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019), including Policy 5.1 of the Growth Plan as described in the Policy Considerations section of the Report. Staff have determined that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019) as discussed below.

PPS (2014)

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.

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 1.1.3.3 directs the City to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Policy 1.1.3.4 directs that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 requires municipalities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. To meet the needs of residents, Policy 1.6.5 provides for the co-location of public service facilities in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

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. Policies 1.6.7.2, 1.6.7.3 and 1.6.7.4 direct municipalities to make efficient use of transportation infrastructure and improve connectivity, and to promote land use patterns, density and mixes of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policies 1.7.1.c and d speak to maintaining and enhancing the vitality and viability of downtowns and main streets, noting that long-term economic prosperity shall be supported by encouraging a sense of place, promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources. The PPS highlights conservation of built heritage and cultural landscapes as an important objective, with Policies 2.6.1 and 2.6.3 requiring that significant built heritage resources and significant cultural heritage landscapes shall be conserved, and that development adjacent to protected heritage properties be evaluated and demonstrate that the heritage attributes will be conserved.

Policies 1.8.1.a and b support environmental sustainability by promoting compact form and a structure of nodes and corridors, and the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

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.

The recommended OPA is consistent with the PPS and the above policies, and contributes 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. It builds upon the existing Official Plan policies guiding the development of Avenues (Policy 2.2.3), the Built Form (Policy 3.1.2) and Heritage Conservation (Policy 3.1.5) policies, as well as the built form criteria found in Official Plan Policy 4.5.2 (related to development in Mixed Use Areas) to further reinforce the existing character and sense of place which is specific to this Study Area.

The proposed policies facilitate the conservation of the historic main street character of Queen Street West, while promoting sensitive, incremental development in the form of a tailored mid-rise built form typology appropriate for this Avenue. Policies to guide the form and scale of new development and additions to existing buildings require a 3-storey streetwall that generally reflects the prevailing scale of existing buildings, with setbacks above the streetwall that diminish the perception of building mass from the street. The proposed maximum height of 6 storeys, along with the prescribed setbacks and streetwall requirements ensures a compact development form that promotes opportunities for intensification and the reuse of existing building stock, provides for new housing and commercial space, and relates appropriately to the area's built heritage resources. The proposed policies also facilitate streetscape and other public realm improvements that promote safety and social interaction, provide public art, enhance connectivity and encourage publicly accessible open spaces.

Growth Plan (2019)

The Growth Plan (2019) sets out a framework for growth and intensification in the Greater Golden Horseshoe. The policies of the Growth Plan (2019) 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 further 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.

Section 2 includes policies directing "Where and How to Grow". Policy 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 describes complete communities as ones that:

- feature a diverse mix of land uses and have convenient access to local stores, services and public service facilities;
- improve social equity and overall quality of life;
- provide a diverse range and mix of housing options;
- expand convenient access to transportation options, public services, parks and open space, and healthy, local and affordable food options;
- ensure the development of a high quality compact urban form, an attractive and vibrant public realm, including public open spaces; and
- mitigate and adapt to climate change impacts, improve resilience and contribute to environmental sustainability.

Policy 2.2.2.3 directs municipalities to develop an intensification strategy identifying the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and ensuring zoning and development supports the achievement of complete communities, to be implemented through official plan policies, zoning by-laws and other supporting documents. Policy 2.2.4.10 states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. Policy 2.2.5.15 supports the retail sector and complete communities by promoting compact built form and intensification of retail and service uses and areas and encouraging their integration with other land uses. The policies in Section 2.2.6 direct municipalities to plan for a diverse range and mix of housing options, including a mix of unit sizes in multi-unit residential development, to accommodate a diverse range of household sizes and incomes, using tools such as official plan policies and zoning by-laws.

Sections 3.2.2 and 3.2.3 provide direction for transportation planning and design, emphasizing a complete streets approach to the street network that supports active transportation. Policies in 3.2.8 provide direction on planning and investment in public service facilities, including co-locating facilities in community hubs, and prioritizing the maintenance and adaptation of existing facilities.

Section 4.2.5 supports the provision of public open space and encourage a system of publicly-accessible parkland and open spaces. The conservation of cultural heritage resources is an important objective of the Growth Plan and the Section 4.2.7 provides that they will be conserved, in order to foster a sense of place and benefit communities, particularly in strategic growth areas. Section 4.2.9 directs municipalities to develop and implement policies and strategies to support water conservation, energy conservation, air quality improvement and waste management. Climate change is specifically addressed in Section 4.2.10, which directs municipalities to identify actions to address climate change through complete communities, reducing automobile dependence, and supporting existing and planned transit and active transportation modes.

Policy 5.2.5.6 directs municipalities to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

The proposed policies support and promote the objectives of the Growth Plan (2019) that seek to achieve a complete community with a high quality compact urban form that respects and reinforces the existing historic character and mixed residential, retail, service and community space role of Queen Street West. The proposed policies guide both public and private investment to help create attractive and vibrant public spaces, including parks and open spaces, and facilitate the conservation of built heritage to foster a sense of place.

The proposed built form policies balance the objectives of conservation and growth, responding to the commercial main street character of Queen Street West more effectively than the existing policies and the Mid-Rise Guidelines. The proposed policies encourage the location and organization of non-residential uses at ground level with

prescribed widths that reflect the predominant character of retail space on Queen Street West. The policies support mid-rise buildings through increased development permissions, a simplified building form and reductions in parking requirements, all intended to facilitate new development with a diverse range of uses and residential units supporting a range of household sizes and incomes. The proposed amendments include policies supporting sustainable development approaches and, by limiting parking requirements, take advantage of the range of transport options afforded by the street. The expansion and enhancement of the concentration of community uses located at the intersection of Queen Street West and Cowan Avenue is noted in the proposed policies.

The proposed OPA conforms to the Growth Plan (2019).

Land Use

Key Direction 1: Maintain existing land use designations

The proposed OPA maintains the existing land use designations, while establishing a policy framework that guides the type and scale of development along Queen Street West in a manner compatible with its existing main street character and its planned context as an Avenue.

Key Direction 2: Enhance and animate street level and lanes with non-residential uses

Key Direction 3: Include unit mix and location criteria for residential units and entrances

Non-residential uses are encouraged at street level to animate the public realm, with residential or additional non-residential uses located above. The recommended policies also establish requirements for unit mix in larger developments and recognize rooming houses as a component of the area's housing mix. The OPA further sets out criteria that would apply to small-scale development accessed through a lane, to ensure the compatibility of such uses with adjacent lower-scale Neighbourhoods.

The recommended OPA does not conflict with the outcomes of the Queen Street West (between Dufferin and Roncesvalles) Restaurant Study.

Cultural Heritage

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. Heritage resources may include buildings, structures, monuments, and geographic areas that have cultural heritage value or interest to a community, including Aboriginal communities. Heritage conservation is a provincial interest under the Planning Act, and heritage resources are to be protected by the Provincial Policy Statement (2014) and Growth Plan (2019). Heritage conservation is further enabled through the Ontario Heritage Act. The City's Official Plan implements provincial planning policy, including direction relating to identifying and evaluating heritage resources, listing and designating properties, and Heritage Conservation Districts, and the conservation of heritage values and attributes in relation to development on, or adjacent to, heritage resources.

The West Queen West HCD Study (2017) and its recommendations were endorsed by the Toronto Preservation Board in June 2017. The HCD Study contains: a summary of the area's history and evolution; built form and character analysis; policy review; and

heritage evaluation in the Study Area. As a result of the character and policy analysis, and community consultation processes of the HCD Study, two HCD Plan areas were recommended: the West Queen West HCD extending between Bathurst and Dufferin Streets; and the Parkdale Main Street HCD extending between Dufferin Street and Jameson Avenue/Macdonell Avenue.

The HCD Study further reviewed built heritage resources within the Study Area to ensure that all properties of cultural heritage value or interest were appropriately identified, understood and conserved, which included both properties that are already on the City of Toronto's Heritage Register, as well as additional properties to be assessed further. The latter properties include those which would be considered as Contributing within the boundaries of the proposed HCD Plans, as well as individual properties located outside these boundaries. A multiple listing report will be presented to the Toronto Preservation Board and Council in Q2 2020. The HCD Study's recommendations direct the development of the two HCD Plans, with minor modifications based on further analysis, evaluation, and community and working group consultation. The HCD Plans are still in development and staff anticipate they will be presented to the Toronto Preservation Board and Council in Q3 2020.

Historic Context Statements for West Queen West and Parkdale Main Street are found in Attachments 5 and 7 of this Report. These provide detailed descriptions of the historic context, evolution and building types that provide the foundational character for these areas, and inventory the location, date of construction and status of properties that support each area's historical context. Within the West Queen West area, this includes 109 buildings or building rows/blocks, as shown on Attachments 5 and 6. Within the Parkdale Main Street area, this includes 90 buildings or building rows/blocks, as shown on Attachments 7 and 8. The information collected through the HCD Study and Plan processes, and contained in the West Queen West and Parkdale Main Street Historic Context Statements, has informed and guided the development of the proposed OPA.

Key Direction 1: Provide policy direction that is complementary with future HCD Plans
By proceeding with the Planning and HCD Studies concurrently and collaboratively, and in keeping with Council direction and the policies of Section 3.1.5 of the Official Plan, a primary objective of these Studies has been to ensure that the proposed OPA, HCD Plans and multiple listing of heritage properties function as complementary regulatory frameworks that will result in a vibrant, livable, walkable, and sustainable main street in the West Queen West and Parkdale areas.

Key Direction 2: Conserve heritage resources, attributes and values

Key Direction 3: Ensure new development fits the street's historic scale and character
Policies in the OPA designed with special consideration for cultural heritage include:

- built form massing fitting the historic commercial main street context as experienced at street level;
- criteria for building articulation that reinforces existing rhythms and datum lines;
- exemptions from parking requirements for certain additions, renovations or changes in use to facilitate retention of heritage buildings by reducing the need for demolition or excavation;
- encouraging the adaptive reuse of heritage buildings for civic and cultural uses; and

- encouraging public art and installations celebrating the history of the areas.

The policies contained within the OPA are designed to conserve, maintain and enhance the overall character of Queen Street West as a historic commercial main street, by achieving a built form that would reinforce the general scale, massing and proportions of the existing streetwall. The OPA policies relating to built form and public realm have been developed and refined in collaboration with the ongoing preparation of the West Queen West and Parkdale Main Street HCD Plans, and would act in a complementary manner with the direction under development for the HCD Plans.

Built Form Policies

The proposed OPA is intended, in part, to guide the form and scale of new development and additions to existing buildings. A series of policies are recommended to ensure new development occurs on Queen Street West in a form that fits with the existing and planned context, responds to existing built heritage resources that characterize the street, and limits impacts on adjacent public spaces and properties. In developing these policies staff had regard for the overall area character as a historic commercial main street, including:

- the prevailing height, depth, and adjacencies of properties;
- the heritage attributes, values and character of the street and buildings;
- the intent to facilitate an appropriate level of intensification and redevelopment, including small-scale additions; and
- values identified through community consultation.

Staff undertook an extensive analysis of the lands within the study area to inform the proposed policies. With regard to the existing character of buildings on the street, the prevailing building height in the Study Area is 2 to 3 storeys in height, with buildings often built to the front and side property lines. These buildings accommodate a range of retail, service and cultural uses and facilities at street level, typically with residential uses located above. Properties and storefronts are generally narrow (typically between 4 to 6 metres in West Queen West, and 5 to 7 metres in Parkdale Main Street), and buildings are well-articulated, with strong horizontal and vertical architectural elements. At street level, storefronts often have recessed entries and relatively large windows. Above the ground level, facades are often characterized by solid walls with punched windows.

Staff also undertook a detailed modeling exercise to understand the impacts of new development within the study area context. A variety of views and renderings of concept development that followed the proposed policies, as they evolved, were created in to assist in analysis and consultation. Analysis also included shadow studies and consideration of potential floorplans and layouts of new buildings and additions.

The height and form of new development was a topic on which consultation meetings and working group sessions spent a considerable amount of time. In addition to being informed by Provincial and City policies, best practices and planning and development, and a thorough consideration of the existing character of the study area, the proposed policies to guide the form, height, and design of buildings were workshopped and

developed in collaboration with the local community, specifically the working group and the local BIAs, and their varied opinions on this matter.

The proposed policies to guide the form and scale of new development and additions to existing buildings are as follows.

Key Direction 1: Increase height permission to 20 metres (6 storeys)

- The permitted maximum height of new buildings and overall height of buildings with new additions is 6 storeys, or up to 20 metres, with limited mechanical systems allowed above. This is an increase from the current By-law permissions of 16 metres (approximately 5 storeys) in West Queen West and 14 metres (approximately 4 storeys) in Parkdale Main Street area. The proposed building height corresponds to the width of the Queen Street West right-of-way. This is a common approach employed to ensure new development on main streets is scaled to relate to the surrounding context and assists in allowing direct sunlight on sidewalks for a significant portion of the year. In this case, a height of 6 storeys represents more than double the existing height of many buildings on Queen Street West, allowing for significant new intensification when considered over the length of the approximately 3.5 kilometre study area.

Key Direction 2: Maintain the existing height of heritage buildings at the street, and permit a maximum 10.5 metre (3 storey) streetwall for most new buildings

- A maximum three-storey streetwall height is permitted for new development, and the maintenance of the existing streetwall height is required for additions to an existing heritage building, to reflect the area's prevailing form of 2- to 3-storey buildings commonly built to the front and side lot lines. Above the streetwall, a 5 metre stepback is proposed from Queen Street West and 1.5 metres from a side street. With this approach, any building mass above the streetwall is set back appropriately to ensure the 3-storey streetwall remains a prominent characteristic of Queen Street West, to maintain the legible 3-dimensional form of existing buildings from the street where new vertical additions are constructed, and to ensure sunlight on the north sidewalk throughout a significant portion of the year. Where an addition is proposed on a building with a peaked roof, a greater setback may be required. Two exceptions to the streetwall height limit are recommended: permitting a new building that directly abuts a heritage building to continue that heritage building's streetwall height; and permitting a limited 4 storey element on corner lots, to allow for more prominent corner treatments and respond to concerns about design and construction challenges posed by the 1.5 metre side stepback-this corner height aligns with the height permitted by the current zoning in Parkdale. Providing appropriate setbacks above the streetwall on Queen Street West was noted repeatedly in consultation as being key to the physical character of the street and how the existing buildings are experienced from the sidewalk.

In order to further limit shadowing on the north sidewalk resulting from new development, a 3.0 metre stepback is required at the 6th storey of a building facing Queen Street West. A balcony or terrace can be located within this setback. Additional policies governing the form and scale of mechanical spaces are also proposed to limit the visual and shadow impact on Queen Street West and surrounding areas.

Key Direction 3: Limit storefront widths to reinforce fine-grained street character

- At street level, the proposed policies limit storefront width and require non-residential uses fronting Queen Street West to ensure that the main street character is maintained in infill development. Consolidation of storefronts into one larger storefront is discouraged by the proposed policies, and new development of properties wider than 16 metres ensures that ground floor commercial spaces are suitably partitioned to reflect the character of other area storefronts. On these larger lots, new commercial units would be limited to an average width of 8 metres in West Queen West, and 9 metres in Parkdale Main Street. Commercial uses located above or below street level would not be limited in width.

Key Direction 4: Require a 9 metre rear yard setback, inclusive of any public laneway, to transition to adjacent areas

- Typically, an angular plane transition is employed in transitioning new development in Mixed Use Areas to adjacent lower scale residential areas, to ensure a gradual transition and stepping down of heights between areas of different development intensity. The angular plane is typically measured from the boundary of the Neighbourhood and Mixed Use Area or from a height of 10 metres set back 7.5 metres from the adjacent Neighbourhood in these cases. On Queen Street West, a variation on this approach is proposed. To manage the transition to the adjacent low-rise Neighbourhoods, the policies propose a 9 metre rear setback from adjacent Neighbourhoods properties, inclusive of any public laneway, and an additional 3 metre stepback at the sixth storey. This approach balances the interests of strengthening the Queen Street West character through enhanced stepbacks above the streetwall, continuing to transition appropriately to the adjacent low rise areas as emphasized in consultation, enabling an appropriate level of intensification, and accommodating a building form that allows for additions to existing buildings. The prescribed setback from the Neighbourhood designation continues to provide for appropriate transition, limits privacy and overlook issues, and limits shadowing on adjacent properties, while facilitating a building form that is easier to construct and incorporate with an existing building.

The recommended built form policies have been designed to complement the policies in Sections 2.2.3 and 3.1.2 of the Official Plan, to achieve the following objectives:

- Conserve heritage character at street level and of individual properties;
- Prioritize retaining and enhancing the main street character of the street, while providing appropriate transition to adjacent neighbourhoods;
- Facilitate appropriate levels of intensification, including small-scale additions, through simplified building massing and increases to as-of-right heights; and
- Reduce the need for building demolition or excavation, through exemptions from parking requirements.

The proposed building massing balances protecting and enhancing the area's character and perceived scale, and transition to adjacent neighbourhoods, with making it easier to accommodate intensification through additions and new buildings. The proposed policies to guide the form of new development balance Provincial and City policy objectives, best practices, respect for the area context, and a variety of community

comments, to support appropriate intensification through additions and new buildings on Queen Street West.

Public Realm, Parks, Open Space and Streetscape

The strong building streetwall along Queen Street West contributes to the historic character of Parkdale Main Street and West Queen West, but provides limited opportunity for expanding public spaces along the street itself.

The proposed policies direct that the street right-of-way will be modified over time to improve public safety, prioritizing the safe and efficient movement of pedestrians, cyclists, and transit along the corridor. The OPA further identifies Focus Areas and Boulevard Spaces as key opportunities for improvements to the public realm, as shown in Maps 2 and 3 of the proposed OPA.

Key Direction 1: Prioritize Focus Areas for public space improvements

Focus Areas are locations that play a key role as important cultural, civic and social places, or present opportunities to improve the interface between such spaces. They will be prioritized for public realm improvements and investments within the existing right-of-way, such as public art, street tree planting, street furniture and other street infrastructure, to improve mobility and accessibility, and create a unified streetscape while reinforcing distinct characteristics of their context.

Key Direction 2: Replace boulevard parking spaces with active, landscaped spaces

Boulevard Spaces are public spaces along the side frontage of buildings on corner lots. The replacement of boulevard parking and expansion of landscaped space, active uses, and bike share facilities within these areas is encouraged. New buildings on these corner lots are also encouraged to expand these spaces where appropriate.

The proposed policies also recommend measures to facilitate public art installations and opportunities to celebrate the area's history. For public lanes, measures to beautify and enhance personal safety in rear laneways, including lighting, building design and grade-level space for landscaping are also recommended, while maintaining the fundamental service and access function of the laneways.

Transportation, Site Access, Parking and Servicing

Key Direction 1: Study the Queen Street right-of-way to improve public safety, and to prioritize the safe and efficient movement of pedestrians, cyclists and transit

The proposed OPA recognizes the need for improvements to the Queen Street West right-of-way over time. This Report recommends that the City undertake a transportation corridor study with associated community consultation to explore actions to best achieve these objectives.

Key Direction 2: Reduce or eliminate parking requirements for certain development

In support of Policy 3.1.2 of the Official Plan, the recommended OPA requires that site servicing and parking, including parking or loading area accesses be provided at the rear of a building from either a rear lane or shared driveway, wherever possible. The recommended policies also reduce or eliminate requirements for the provision of vehicle parking spaces in relation to small-scale development, and provide for alternatives in the case of larger developments.

Sustainability

Key Direction: Promote sustainability through implementing the Toronto Green Standard and encouraging the adaptive reuse of buildings

Council has adopted the four-tier Toronto Green Standard (TGS), which is a set of performance measures for sustainable 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 TGS. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Any development in the Study Area is encouraged to achieve Tiers 2 to 4 of the TGS.

In addition to the TGS, the policies in the recommended OPA are intended to support a modal shift towards transit and active transportation, and facilitate small-scale additions that do not require the demolition of existing buildings, through policies relating to building, parking and transportation. Retaining and renovating existing buildings, and avoiding their demolition and landfilling, helps lessen the environmental impacts of development needed to accommodate the City's growing population, and supports the goals of the TransformTO and ResilientTO initiatives, and Council's overall direction in declaring a climate emergency for the purpose of naming, framing, and deepening our commitment to protecting our economy, our ecosystems and our community from climate change.

Community Services and Facilities

Key Direction: Facilitate revitalization of Parkdale Hub

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The proposed OPA recognizes the special importance of the Parkdale Hub site at Queen Street West and Cowan Avenue, and includes policies to facilitate the revitalization of the civic and community facilities through the current Parkdale Hub project led by CreateTO.

Conclusion

The recommended Official Plan Amendment forms part of a proposed policy framework for Queen Street West between Bathurst Street and Roncesvalles Avenue, designed to guide and balance growth and change resulting from development and public initiatives, while ensuring the many characteristics that have contributed to creating this vital, successful main street continue to do so. The recommended policies:

- conserve and enhance the historic attributes of Queen Street West;
- provide opportunities for contextually appropriate intensification;
- guide public and private investment in public spaces;
- inform City decision-making on transportation improvements; and,
- encourage sustainable choices in development of new buildings, additions, and the retention and reuse of existing buildings.

The OPA has been reviewed against the policies of the PPS (2014), the Growth Plan (2019) and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014), and conforms to and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan.

This Report recommends that City Council adopt OPA No. 445, which will contribute to the achievement of a healthy, liveable, complete community and conservation of cultural heritage resources by providing built form and public realm principles that are sensitive to and in keeping with the local context.

This Report also recommends that Transportation Services staff, in consultation with City Planning staff, initiate a review of the Queen Street West right-of-way located generally between Bathurst Street and Roncesvalles Avenue, including community engagement, and develop recommendations to prioritize the safe and efficient movement of pedestrians, cyclists and transit.

Finally, this Report recommends that staff proceed to develop a Zoning By-law Amendment to implement the recommended policies in the OPA, having regard for the HCD Plans currently being developed, and any existing site-specific zoning by-law permissions.

CONTACT

John Duncan, Planner
Tel. No. (416) 392-1530
E-mail: John.Duncan@toronto.ca

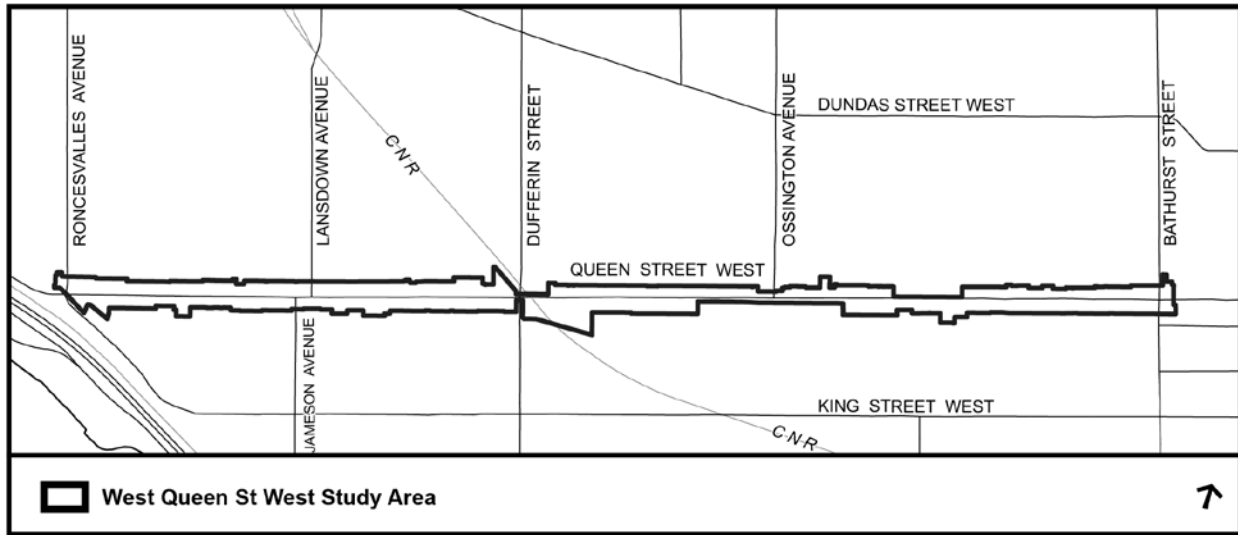
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Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning
Toronto and East York District

ATTACHMENTS

- Attachment 1: Study Area Map
- Attachment 2: Official Plan Land Use Map
- Attachment 3: Zoning Map
- Attachment 4: Draft Official Plan Amendment
- Attachment 5: West Queen West Historic Context Statement
- Attachment 6: West Queen West Built Heritage Resources Map
- Attachment 7: Parkdale Main Street Historic Context Statement
- Attachment 8: Parkdale Main Street Built Heritage Resources Map

Attachment 1: Study Area Map



Attachment 2: Official Plan Land Use Map

Attachment 3: Zoning Map

Attachment 4: Draft Official Plan Amendment

(Attached under separate cover)

Attachment 5: West Queen West Historic Context Statement (February 2020)

West Queen West is an historic main street to the west of downtown Toronto that spans from Bathurst Street to Dufferin Street, and is representative of the western expansion of Toronto in the mid to late 19th century. The street has served as the main street for diverse communities that have lived in the adjacent neighbourhoods for decades, and continues to be an important gathering place with a well-defined sense of place.

Queen Street West was an important historic route in Toronto, serving as the first major east-west concession line between the original Town of York to the south, and park lots to the north. The stretch of Queen Street west of Bathurst Street separated the government-owned Garrison Reserve to the south – centered on Fort York - and the privately-owned Park Lots to the north. This early land division was a determining factor in the development of Queen Street West throughout the 19th century and that remains evident today.

Prior to European colonial settlement, an important Indigenous route traversed this stretch of Queen. Garrison Creek served as an important indigenous waterway that provided fresh water and a reliable food source, flowing with an abundance of salmon. Garrison Creek historically flowed through present-day Trinity Bellwoods Park and continued adjacent to Niagara Street towards Lake Ontario. Although the creek was filled in by the late 19th century, traces of it remains visible in the depression of Queen Street West at Gore Vale Avenue. Further west, present-day Queen Street intersects with Ossington Avenue, a colonial replacement of an indigenous trade route that followed Ossington Avenue north and then west on Dundas Street West. Historic names for this road include Governor's Road and Dundas Road.

Following European settlement and land surveying, development along Queen Street West was gradual and reflected western expansion from the Town of York. The earliest development along the street included home industries such as John Farr's brewery on Garrison Creek, as well as a concentration of commercial development at the gateway to the Blue Bell Village at the junction with Ossington Avenue. These local industries and commercial development were eventually integrated into the City as it continued to expand its limits westward throughout the 19th century. The prevailing pattern of long and narrow, small-scale buildings with narrow lot frontages on the north side of the street are reflective of the ad hoc subdivision of park lot properties, while the wide lot frontages to the south are reflective of the later development within the Garrison Reserve lands as the government initially allocated the land to state institutions.

A prominent feature of Queen Street West is the long-standing presence of an institution for mental health. The Garrison Reserve lands were an area reserved exclusively for military use up until the 1830s when a large portion of the lands were dedicated to the "Provincial Lunatic Asylum" (1839), which has since evolved into its current iteration as the Centre for Addiction and Mental Health (CAMH) in the same location. The reserve lands also included the Crystal Palace (1858) on the Agricultural Show Grounds, the Central Prison (1877) and the Mercer Reformatory for Women (1880). Another important institution that has influenced the context of West Queen West is Trinity College, a private college built on the north side of Queen Street West

within present-day Trinity Bellwoods Park and that was demolished in the 1950s, after the relocation of the college to the University of Toronto campus in the 1920s.

Queen Street West is representative of historic main street commercial development in Toronto in the late 19th and early 20th century, with most of the buildings built within a period of construction from the 1880s to 1920s. This was a significant period of growth, driven by the introduction of the railways and the construction of the Queen Street Subway (underpass at Dufferin Street) in the mid-1850s, the sale of large portions of the Provincial Asylum Lands, the opening of the Toronto Street Railway along Queen Street from Yonge Street to Dundas Street (today's Ossington Avenue) in 1861, and the replacement of Garrison Creek and ravine with an underground sewer system starting in 1885. The collection of historic main street commercial buildings along Queen Street defines a continuous street wall of low-rise buildings, articulated by a rhythm of narrow storefronts with recessed entrances, and a strong datum line of cornices and sign bands. Along Queen Street West are prominent gathering places and gateways that reflect distinct local identities and neighbourhood development related to historic villages, civic institutions and industry, including the gates at Strachan Avenue into Trinity Bellwoods Park, the Great Hall at Dovercourt and the Gladstone Hotel at Gladstone Avenue.

The prevailing main street commercial building types include a variety of architectural styles of the period, including Italianate, Second Empire, Edwardian and vernacular. The buildings range from 2-4 storeys with a variety of roof profiles - including gabled, mansard roofs with rounded windows and dormers and flat roofs with decorative parapets that establish the pedestrian-scale of the street. The prevailing material is brick cladding with some clapboard clad buildings and with the upper stories often displaying polychrome patterns, projecting string courses that accentuate windows and articulate floor heights, and corbeled courses that decorate cornices and parapets. Storefronts come in a variety of designs, from historic to contemporary, and greatly contribute to the historic context of the street by creating a rhythm of recessed entrances and display windows with a fine grain character.

West Queen West has been an important place for community and civic activity which has historically, and continues to be, anchored by landmark buildings including the Great Hall, the Carnegie Library (now Theatre Centre), and the Gladstone and Drake hotels. The adjacent neighbourhoods have been home to diverse and multicultural communities, including waves of immigration from Poland and Eastern Europe, who established social clubs, community organizations and business along the street in the postwar period. With the deinstitutionalization of the Provincial Asylum beginning in the 1960s, the surrounding neighbourhoods experienced an influx of residents who continued to receive treatment at the asylum, and the community has a history of tolerance, acceptance and embracing of mental illness.

The artistic and entrepreneurial character of West Queen West is reflective of the influx of artists to the area in the 1980s, attracted by the availability of affordable housing, studio space and storefronts and the strong sense of community. This community celebrated and built upon the historic main street character of the street, transforming formerly derelict buildings into studios, galleries, bars and clubs, and sparking the revitalization of Queen Street West in the 90s and early 2000s. The rehabilitation of the

Drake and Gladstone Hotels were equally catalysts for change, and cemented the emerging artistic identity of the street within the historic context.

West Queen West is an important historic main street in Toronto, and has an historic context that reflects the western expansion of the growing city and the irregular subdivision and development of the privately-owned park lots to the north and the publicly-owned Garrison Reserves to the south. The street has maintained a strong sense of place and character as both a functioning main street as well as an arts and design district.

Building Types

The historic context of West Queen West is supported by buildings that can be classified as building types prevalent within main street contexts across the City of Toronto. These building types reflect the history of development along Queen Street West, having been adaptively reused to serve new purposes as the community has changed over time.

Main Street Commercial Row

The Main Street Commercial Row type most often establishes the predominant main street character of a street, and reflects typical patterns of development along arterial roads in the 19th and through the mid-20th century. They are generally designed to accommodate retail at-grade, with residential or commercial use above and their form is long and narrow, maximizing the number of storefronts on any given block. These buildings were designed in a variety of architectural styles and vernacular interpretations, most typically with brick cladding and more rarely with clapboard siding, various rooflines and heights ranging from 1 to 4 storeys. Individual row buildings may be constructed in isolation or as a part of a larger, contiguous development consisting of multiple row buildings with shared characteristics.

Common Features

- 1-3 storeys
- Public retail/commercial use at-grade with private/residential uses above
- generally one part of a row of buildings with the same or similar architectural scale, design, proportions and materials
- brick or clapboard cladding
- flat roof with parapet, gable roof, or mansard roof with dormers
- storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

Main Street Commercial Block

The Main Street Commercial Block type is closely related to the commercial row, sharing many of the same characteristics. The primary difference is the scale and design of the commercial block, which are, in contrast, generally larger in width and height, and of a singular architectural design in which several individual units are integrated to appear to be part of a larger building complex. Commercial blocks retain a more prominent placement on the street, often located at corners or an axis with perpendicular streets, and have architectural details that draw greater attention. They

may be divided into multiple units with retail at-grade and residential or commercial above, but always have a unifying design.

Common Features

- 3-5 storeys
- singular architectural design across multiple units, often with retail/commercial uses at-grade and private/residential uses above
- masonry cladding, often with detailing in brick or stone
- storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

Bank

The design impetus characteristic of the bank building type is to convey a perception of security and wealth and reflect the stability of the bank to customers and investors. The ground floor was often clad in stone or brick with stone detailing, with smaller windows and a formal customer entrance with a smaller office entrance to the side. They are often designed in classical styles including Renaissance Revival and Beaux Arts, and are generally found on corner locations with high visibility.

Common Features

- 2-3 storeys in height
- masonry construction, often with stone or stone detailing at the base and brick or stone cladding on the upper levels
- formal primary entrances, with secondary office entrances to the side
- architectural detailing in classical revival styles, including string courses, pilasters, dentillated cornices and friezes, often with the financial institution's name engraved or embossed

Pre-War Apartment

The pre-war apartment building type reflects the residential intensification seen in Toronto during the first decades of the 20th century, prior to the widespread implementation of mechanical elevators and suburbanization. The pre-war apartment type is defined by street-facing articulation with a central entrance and maximum lot coverage, often with interior light wells or courtyards inserted to provide light and circulation for larger buildings. They are generally symmetrical in design, and have raised first floors with exposed basement windows into what were either service rooms or basement apartments.

Common Features

- 2½-5 storeys in height
- 5 or more residential units
- brick masonry cladding, with stone or terra cotta detailing
- street-facing articulation, with a well-defined central entrance
- for larger buildings, an interior light well or courtyard

Theatre

The theatre building type varies greatly depending upon context, ranging from neighbourhood movie houses to grand theatres in the centre of the city. The

neighbourhood theatre was often integrated within a main street context, with a narrow street front presence defined by a central recessed ticket booth and entrance below a marquee and sign. The buildings often expanded at the rear of the property or stretched back further than adjacent buildings to accommodate screening rooms; as their popularity increased and they were being constructed in streetcar suburbs with more affordable land, their orientation switched and theatres often occupied a greater proportion of the block frontage in order to accommodate more than one screen. Theatres were generally clad in brick masonry, with detailing on the upper levels, smaller windows and often symmetrical design to draw attention to the central signboard and marquee. Theatres were designed in a variety of architectural styles, including Beaux Arts, Edwardian, Art Deco and Art Moderne.

Common Features

- 2-4 storeys in height
- either a long and narrow or wide and shallow form
- brick masonry or stone veneer cladding, with stone or terra cotta detailing and less glazing than other main street building types
- symmetrical design, with a focus on the central marquee and sign

Hotel

The hotel building type will vary in size and scale according to context and period. The neighbourhood hotel which is characteristic in West Queen West and Parkdale fit within the commercial street wall of the main street, making itself prominent as a destination through its massing which frequently included a prominent corner tower or through its materials, such as stone or a glazed terracotta which would set it apart from adjacent commercial buildings. Like the adjacent commercial row types, the main street hotel building was similarly characterized by more porous and glazed public ground floor spaces with smaller window apertures for the private rooms above. This pattern would alter when bars were included on the property Main street hotels were usually located at street corners with their public rooms addressing the main street and the more private functions facing the adjacent side street.

Common Features

- 2-4 storeys in height
- fit within the street wall
- typically located at on a street-corner
- prominence achieved through massing, such as towers and materials, such as stone and glazed terracotta
- public spaces face the main street and more private spaces open to the adjacent side street
- -more porous and extensively glazed ground floor spaces and smaller apertures for private upper levels

Warehouse / Factory

The warehouse / factory building type is a comparatively large building type, occupying a greater portion of a city block and generally 2-4 storeys in height. Its internal post-and-beam structure is indicated in the elevations with regular bays of uniformly sized window openings. Typically clad in brick, its principal, street-facing elevation is usually

elaborately designed with stone trim and classical-style elements which could be featured at the entrance, the windows, string courses and roof lines

Common Features

- 2-4 storeys in height
- typically larger footprint than other building types frequently occupying a large portion of a block to allow window openings on as many sides as possible
- regular rhythm of bays on all elevations with uniformly sized window openings
- principal, main street-facing elevation has more elaborate detailing at the entrance, ground floor level, windows and cornice often in a classical style with stone or stone detailing at the base and brick or stone cladding on the upper levels
- formal primary entrances, with secondary access and loading bays on the side elevations

Context Supporting Properties

The historic context of West Queen West is predominantly defined by main street commercial building types, as well as banks, hotels and residential buildings that have been adapted for commercial use. These buildings contribute to the street's historic context and its present-day main street character:

Table 1: Properties that Support the Historic Context of West Queen West

Address	Est. Date of Construction	Building Type	Heritage Status
588 Queen St W	1901	Bank	Designated Part V (1973); ByLaw 979-2007
592 Queen St W	1940	Main Street Commercial Row	
600 Queen St W	1910	Theatre (adaptive reuse)	
606 Queen St W	1951	Main Street Commercial Row	
616 Queen St W	1899	Main Street Commercial Row	
620 Queen St W	1879	Main Street Commercial Row	
626 Queen St W	1889	Main Street Commercial Row	
632 Queen St W	1899	Main Street Commercial Row	
634, 636 Queen St W	1889	Main Street Commercial Row	
638 Queen St W	1879	Main Street Commercial Row	
640 Queen St W	1879	Main Street Commercial Row	
644, 646 Queen St W	1899	Main Street Commercial Row	
648, 650 Queen St W	1899	Main Street Commercial Row	
650 ½ Queen St W	1879	Hotel	
652, 654, 656, 660, 662, 664, 666, 668, 670, 672 Queen St W	1891	Main Street Commercial Block	Designated Part IV (1985); ByLaw 703-85
663, 665, 667 Queen St W	1879	Main Street Commercial Row	
669, 671 Queen St W	1879 & 1899	Main Street Commercial Row	
673, 675 Queen St W	1879	Main Street Commercial Row	
676, 678, 680, 682, 684 Queen St W	1889	Main Street Commercial Row	
687, 689, 691 Queen St W	1945	Main Street Commercial Row	
690 Queen St W	1889	Main Street Commercial Row	
692 Queen St W	1889	Main Street Commercial Row	
693 Queen St W	1879	Main Street Commercial Row	
694 Queen St W	1889	Main Street Commercial Row	
695, 697 Queen St W	1879	Main Street Commercial Row	
696, 700 Queen St W	1889	Main Street Commercial Row	

Address	Est. Date of Construction	Building Type	Heritage Status
699 Queen St W	1889	Main Street Commercial Row	
701 Queen St W	1879 & 1870	Main Street Commercial row	
702, 704, 706 Queen St W	1899	Main Street Commercial Row	
703, 703A, 705 Queen St W	1899	Main Street Commercial Row	
708 Queen St W	1899	Main Street Commercial Row	
710, 712 Queen St W	1909	Main Street Commercial Row	
715 Queen St W	1899	Main Street Commercial Row	
717, 719 Queen St W	1879	Main Street Commercial Row	
720, 722, 724 Queen St W	1929	Main Street Commercial Block	
721 Queen St W	1924	Main Street Commercial Row	
723 Queen St W	1899	Social Service	
726, 728 Queen St W	1889	Main Street Commercial Row	
730 Queen St W	1889	Main Street Commercial Row	
732 Queen St W	1882	Main Street Commercial Row	
735 Queen St W	1909	Main Street Commercial Row	
740 Queen St W	1939	Main Street Commercial Row	
744, 746, 750 Queen St W	1889	Main Street Commercial Block	
745 Queen St W	1909	Main Street Commercial Row	
749 Queen St W	1899	Main Street Commercial Row	
752, 754 Queen St W	1879	Main Street Commercial Row	
753 Queen St W	1909	Main Street Commercial Row	
756, 758 Queen St W	1889	Main Street Commercial Row	
757 Queen St W	1889	Main Street Commercial Row	
760, 762, 764 Queen St W	1879	Main Street Commercial Row	
765 Queen St W	1909	Place of Worship (adaptive reuse)	
766 Queen St W	1879	Main Street Commercial Row	
775, 779 Queen St W	1889	Main Street Commercial Block	
781 Queen St W	1889	Main Street Commercial Block	

Address	Est. Date of Construction	Building Type	Heritage Status
783 Queen St W	1889	Main Street Commercial Block	
785 Queen St W	1889	Main Street Commercial Block	
787, 789 Queen St W	1889	Main Street Commercial Block	
791, 793, 795, 797 Queen St W	1879	Main Street Commercial Row	
799, 801, 803, 805, 807, 809, 811 Queen St W	1889	Main Street Commercial Row	
813, 815 Queen St W	1889	Main Street Commercial Block	
819, 821, 823, 825, 827, 829, 831, 833, 835, 837 Queen St W	1889	Main Street Commercial Row	
859, 861, 863, 865, 867, 869 Queen St W	1919	Main Street Commercial Row	
870, 872, 874, 876, 878, 882, 884, 886, 888, 890, 892, 894 Queen St W	1889	Main Street Commercial Row	
875, 877, 881, 883, 887, 889, 893, 895 Queen St W	1889	Main Street Commercial Row	
900 Queen St W	1899	Warehouse (adaptively re-used)	
905 Queen St W	1847	Residential Detached	Designated Part IV (1992); By-Law 166-92
907 Queen St W	1889	Main Street Commercial Row	
913, 915, 917, 919, 921, 923, 925, 927 Queen St W	1869	Main Street Commercial Block	
920, 922 Queen St W	1879	Main Street Commercial Row	
929 Queen St W	1899	Main Street Commercial Row	
935 Queen St W	1896	Hotel	
936 Queen St W	1899	Main Street Commercial Row	
940 Queen St W	1899	Main Street Commercial Row	
942 Queen St W	1889	Main Street Commercial Row	
955 Queen St W	1928	Factory	
960, 962 Queen St W	1919	Main Street Commercial Row	

Address	Est. Date of Construction	Building Type	Heritage Status
974, 978, 980, 982 Queen St W	1889	Main Street Commercial Row	
984 Queen St W	1889	Main Street Commercial Row	
986, 988, 990, 992, 994, 996, 998 Queen St W	1889	Main Street Commercial Row	
993 Queen St W	1907	Factory	
1018 Queen St W	1888	Main Street Commercial Block	
1024 Queen St W	1880	Main Street Commercial Row	
1026 Queen St W	1885	Main Street Commercial Row	
1030 Queen St W	1889	Main Street Commercial Row	
1032, 1036, 1038, 1040, 1044, 1046 Queen St W	1889	Main Street Commercial Block	Designated Part IV (2017); ByLaw 1215-2017
1048 Queen St W	1940	Main Street Commercial Row	
1068, 1070 Queen St W	1889	Main Street Commercial Block	
1072, 1074 Queen St W	1889	Main Street Commercial Row	
1075, 1077, 1079, 1081, 1083, 1085 Queen St W	1893	Residential row	Listed (1973)
1078, 1080, 1082 ½ Queen St W	1889	Main Street Commercial Block	
1084, 1086, 1086 ½ Queen St W	1892	Main Street Commercial Block	
1092 Queen St W	1884	Main Street Commercial Row	
1094 Queen St W	1879	Main Street Commercial Row	
1098, 1100 Queen St W	1899	Factory	
1112, 1114, 1116, 1118, 1120 Queen St W	1899	Main Street Commercial Row	
1115 Queen St W	1908	Library	Designated Part IV (2012); ByLaw 1417-2012
1117 Queen St W	1902	Post office	Listed (1973)
1122 Queen St W	1899	Main Street Commercial Row	
1128, 1130, 1132, 1134 Queen St W	1890	Main Street Commercial Row	
1150 Queen St W	1890	Hotel	

Address	Est. Date of Construction	Building Type	Heritage Status
1154, 1156, 1158, 1160, 1162, 1164 Queen St W	1890	Main Street Commercial Row	
1166, 1168, 1170, 1172, 1174 Queen St W	1879	Main Street Commercial Block	
1176 Queen St W	1899	Main Street Commercial Block	
1186 Queen St W	1900	Main Street Commercial Block	
1190 Queen St W	1889	Main Street Commercial Row	
1192 Queen St W	1889	Main Street Commercial Row	
1194, 1196, 1198 Queen St W	1879	Main Street Commercial Block	
1200 Queen St W	1905	Main Street Commercial Row	
1204 Queen St W	1890	Hotel	Designated Part IV (2005); ByLaw 136-2005 369-2005

Attachment 6: West Queen West Built Heritage Resources Map



West Queen West & Parkdale Main Street Planning Study
 Map 1 West Queen West Built Heritage Resources

-  Study Area
-  Properties on the City's Heritage Register
-  Properties identified through the Heritage Study

Not to Scale 

February 13, 2020

Attachment 7: Parkdale Main Street Historic Context Statement (February 2020)

Parkdale Main Street is the historic main street of the Village and Town of Parkdale, and reflects its evolution from a village, to a streetcar suburb, and present-day urban community. Parkdale's traditional main street is Queen Street West, a major thoroughfare and transportation route along which early colonial settlement extended from the Town of York and later City of Toronto. The Parkdale Main Street historic context statement focuses exclusively on Queen Street West, and does not discuss the context of the adjacent residential areas of Parkdale, or the other major thoroughfare of Parkdale, King Street West, to the south.

When the portion of Queen Street West that bisects Parkdale was upgraded from a trail into a road at the turn of the 19th century, it connected to a part of the Toronto Carrying Place Trail - a historic system of indigenous trails – that extended from the bottom of the Humber River and continued east along Lake Ontario's shoreline, intersecting with what would become today's Roncesvalles Avenue. Historic names for the portion of Queen Street West that runs through Parkdale include Lake Shore Road (due to its association with the historic lake shore indigenous trail), Niagara Road and Burlington Road (two communities to the west that it led towards) and Lot Street.

The Village of Parkdale first developed in the 1870s as several land holders registered major plans of subdivision in the area and established the current street layout, with Queen Street West as the commercial spine and a civic centre at Cowan Avenue, located immediately to the west of the new railway station at Queen Street West and Dufferin Street.

The development of Parkdale and its main street is closely tied to the expansion of the railway. Parkdale was first incorporated as a village in 1879 following the opening of the North Parkdale Station (1878) at Queen Street West and Dufferin Street, and then as the Town of Parkdale in 1885 as development increased. Speculative development in the 1870s can be attributed to several land holders who registered major plans of subdivision in the area, establishing the current street layout with Queen Street as the commercial spine. Queen Street, formerly called Lot Street, was a concession road that divided land grants to the north and south of the street. The present-day street layout is a result of this ad hoc subdivision of the park and farm lots in the area, as the uncoordinated parcelling of lots resulted in a series of T-intersections along Queen Street West.

At the heart of the Village of Parkdale was the collection of civic buildings centered at Queen Street West and Cowan Avenue. These include the Masayrk Park and Community Centre (former Fire Hall Curling Club), Gallery 1313 (former Police Station #6), the Polish National Catholic Church of Canada (former Cowan Avenue Methodist Church), St. Mark's Anglican Church and the Parkdale Telephone Exchange buildings on Cowan Avenue. The former Parkdale Town Hall was located at this intersection as well, replaced by the police station in 1931.

The name "Parkdale" is attributed to the Toronto House Building Association (THBA), which began purchasing land in 1875 in anticipation of the railway station being constructed. The THBA promoted the area as a picturesque village with access to Lake

Ontario and clean water, in comparison to the increasingly polluted and congested downtown Toronto. The first residents of the Village of Parkdale were a mix of merchants and professionals migrating from surrounding rural areas, company owners or managers from Toronto, as well as a large proportion of railway and factory workers taking advantage of affordable housing that was within walking distance to their places of work. Workers housing was generally closer in proximity to Queen Street West and the railway tracks, with middle and upper-middle class housing being constructed to the south and in proximity to Lake Ontario.

The construction of the Queen Street Subway (the underpass at Dufferin Street) and extension of streetcar service along Queen Street into Parkdale in 1887 improved the area's connection to the rest of the city, and the subsequent annexation of Parkdale by the City of Toronto in 1889 and access to City services sparked a sharp increase in the development of commercial buildings along Queen Street West. By the time of annexation most of Queen Street West between Dufferin Street and Jameson Avenue had been built out, and Parkdale's ten years as an independent village and town can be understood as being largely responsible for its present-day character. This distinct character is in contrast to the lower density and formerly industrial character of Queen Street West east of Dufferin Street (the historic city limits), as well as the lower density and residential character of Queen Street West, west of Jameson Avenue which was developed primarily after annexation.

Buildings within Parkdale Main Street are primarily commercial row and commercial block types, and display various architectural influences from Italianate, Second Empire, Romanesque Revival, Queen Anne Revival, Edwardian, Beaux Art and Art Deco styles with vernacular designs. Former theatres, banks, places of worship and pre-war apartment buildings complement the prevailing main street commercial building types, and reflect the mixed-use character of the street. Most buildings are 2-3 storeys in height, and exhibit a variety of roof profiles - including gabled, mansard roofs with rounded windows and dormers and flat roofs with decorative parapets that contribute to the pedestrian-scale of the street. The buildings also share common materials and detailing, with brick as the predominant material and with upper stories often displaying polychrome patterns with brick, stone or terra cotta detailing, projecting string courses that accentuate windows and articulate floor heights, and corbeled courses that embellish cornices and parapets. Ground floor storefronts display a variety of designs, from historic to contemporary, that are unified through similar patterns of recessed entrances and display windows generating a distinctive rhythm and articulation along the street. Deep sign bands create a continuous and strong datum line.

The collection of main street buildings along Queen Street West contributes to a largely continuous streetwall, articulated by landmark properties and primarily constructed between 1870 and 1940. The grouping of civic and religious buildings around Cowan Avenue expresses the importance of the area as a civic centre, both historically and in the present day, with many of the buildings continuing to serve the area's diverse resident and business communities. The concentration of main street commercial buildings establishes a main street character that reflects the history of the street as the principal commercial artery of the historic Town of Parkdale, and is in contrast to the lower-scale main street character of Queen Street West, east of Dufferin Street.

The western limits of Queen Street West towards Roncesvalles still retain some traces of its former residential character, as well as a collection of Edwardian walk-up apartment buildings and main street commercial rows that reflect the intensification of Parkdale through the 1910s and 1920s, sparked by ease of access afforded by the streetcar and the city's growing population in the early 20th century. The western limit of Parkdale at Roncesvalles Avenue and King Street West was historically, and remains, an important gateway at the confluence of three major streets. This was also, historically, the extent of the Town of Parkdale, beyond which was the beach community of Sunnyside and High Park.

Parkdale Main Street is an important civic and commercial centre with an historic context that reflects the rapid growth and development of the Town of Parkdale with the construction of the North Parkdale Station and supports the present-day community of Parkdale as it continues to support diverse main street activities and a distinct sense of place for the neighbourhood.

Building Types

The historic context of Parkdale Main Street is supported by a range of building types that are prevalent within main street contexts across the City of Toronto. These building types reflect the history of development, commerce and community life within the former Town of Parkdale, with many being adaptively reused to serve new purposes as the community has changed over time. The most prevalent building types found within the area include:

Main Street Commercial Row

The Main Street Commercial Row type most often establishes the predominant main street character of a street, and reflects typical patterns of development along arterial roads in the 19th and through the mid-20th century. They are generally designed to accommodate retail at-grade, with residential or commercial use above and their form is long and narrow, maximizing the number of storefronts on any given block. These buildings were designed in a variety of architectural styles and vernacular interpretations, most typically with brick cladding and more rarely with clapboard siding, various rooflines and heights ranging from 1 to 4 storeys. Individual row buildings may be constructed in isolation or as a part of a larger, contiguous development consisting of multiple row buildings with shared characteristics.

Common Features

- 1-3 storeys
- Public retail/commercial use at-grade with private/residential uses above
- generally one part of a row of buildings with the same or similar architectural scale, design, proportions and materials
- brick or clapboard cladding
- flat roof with parapet, gable roof, or mansard roof with dormers
- storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

Main Street Commercial Block

The Main Street Commercial Block type is closely related to the commercial row, sharing many of the same characteristics. The primary difference is the scale and design of the commercial block, which are, in contrast, generally larger in width and height, and of a singular architectural design in which several individual units are integrated to appear to be part of a larger building complex. Commercial blocks retain a more prominent placement on the street, often located at corners or an axis with perpendicular streets, and have architectural details that draw greater attention. They may be divided into multiple units with retail at-grade and residential or commercial above, but always have a unifying design.

Common Features

- 3-5 storeys
- singular architectural design across multiple units, often with retail/commercial uses at-grade and private/residential uses above
- masonry cladding, often with detailing in brick or stone
- storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

Bank

The design impetus characteristic of the bank building type is to convey a perception of security and wealth and reflect the stability of the bank to customers and investors. The ground floor was often clad in stone or brick with stone detailing, with smaller windows and a formal customer entrance with a smaller office entrance to the side. They are often designed in classical styles including Renaissance Revival and Beaux Arts, and are generally found on corner locations with high visibility.

Common Features

- 2-3 storeys in height
- masonry construction, often with stone or stone detailing at the base and brick or stone cladding on the upper levels
- formal primary entrances, with secondary office entrances to the side
- architectural detailing in classical revival styles, including string courses, pilasters, dentillated cornices and friezes, often with the financial institution's name engraved or embossed

Pre-War Apartment

The pre-war apartment building type reflects the residential intensification seen in Toronto during the first decades of the 20th century, prior to the widespread implementation of mechanical elevators and suburbanization. The pre-war apartment type is defined by street-facing articulation with a central entrance and maximum lot coverage, often with interior light wells or courtyards inserted to provide light and circulation for larger buildings. They are generally symmetrical in design, and have raised first floors with exposed basement windows into what were either service rooms or basement apartments.

Common Features

- 2½-5 storeys in height
- 5 or more residential units

- brick masonry cladding, with stone or terra cotta detailing
- street-facing articulation, with a well-defined central entrance
- for larger buildings, an interior light well or courtyard

Theatre

The theatre building type varies greatly depending upon context, ranging from neighbourhood movie houses to grand theatres in the centre of the city. The neighbourhood theatre was often integrated within a main street context, with a narrow street front presence defined by a central recessed ticket booth and entrance below a marquee and sign. The buildings often expanded at the rear of the property or stretched back further than adjacent buildings to accommodate screening rooms; as their popularity increased and they were being constructed in streetcar suburbs with more affordable land, their orientation switched and theatres often occupied a greater proportion of the block frontage in order to accommodate more than one screen. Theatres were generally clad in brick masonry, with detailing on the upper levels, smaller windows and often symmetrical design to draw attention to the central signboard and marquee. Theatres were designed in a variety of architectural styles, including Beaux Arts, Edwardian, Art Deco and Art Moderne.

Common Features

- 2-4 storeys in height
- either a long and narrow or wide and shallow form
- brick masonry or stone veneer cladding, with stone or terra cotta detailing and less glazing than other main street building types
- symmetrical design, with a focus on the central marquee and sign

Context Supporting Properties

The historic context of Parkdale Main Street is predominantly defined by the prevalence of main street commercial building types, as well as banks, a small number of [walk-up/pre-war] apartment buildings, hotels and residential buildings that have been adapted for commercial use. These buildings contribute to the street's historic context and its present-day main street character:

Table 1: Properties that Support the Historic Context of Parkdale Main Street

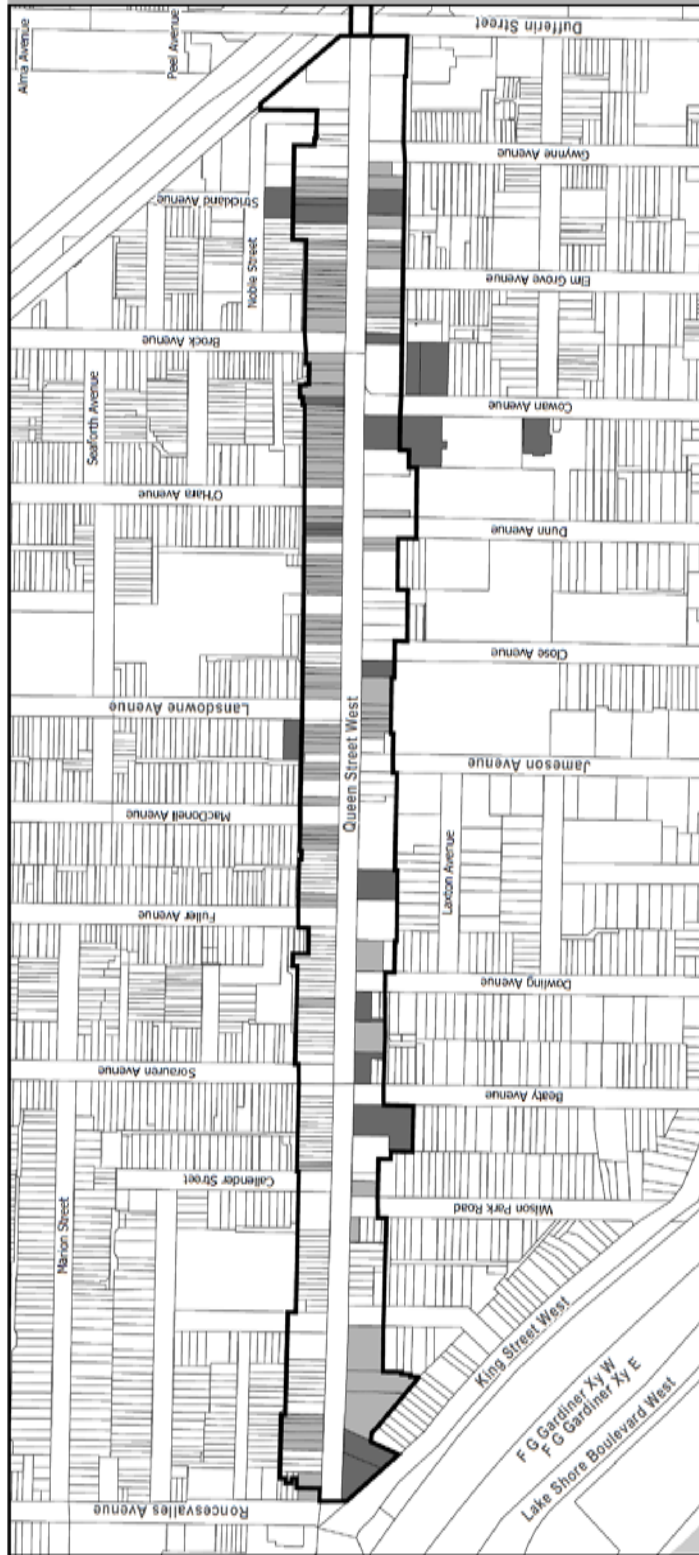
Address	Est. Date of Construction	Building Type	Heritage Status
186 Cowan Ave	1887	Place of Worship	Designated Part IV (1993); By-law 521-91
201 Cowan Ave	1887	Place of Worship	Designated Part IV (1984); By-law 632-84
207 Cowan Ave	1899	Utility	Listed (1983)
220 Cowan Ave	1898	Fire Station / Recreational Rink (adaptive reuse)	Designated Part IV (1981); By-law 72-86
224 Cowan Ave	1899	Police Station (adaptive reuse)	Listed (1983)
194 Dowling Ave	1912	Pre-War Apartment	Designated Part IV (2008), By-law 996-2008
10 Lansdowne Ave	1889	Assembly Hall	Listed (1989)
1233 Queen St W	1879	Main Street Commercial Row	
1239 Queen St W	1909	Place of Worship (adaptive reuse)	
1249 Queen St W	1900	Main Street Commercial Block	Listed (1973)
1255 Queen St W	1899	Residential with Storefront Addition	
1263, 1265 Queen St W	1899	Main Street Commercial Row	
1267 Queen St W	1879	Main Street Commercial Row	
1273 Queen St W	1899	Main Street Commercial Row	
1275 Queen St W	1879	Main Street Commercial Row	
1277 Queen St W	1939	Main Street Commercial Block	
1281 Queen St W	1909	Main Street Commercial Row	
1291 Queen St W	1892	Main Street Commercial Block	Designated Part IV (1996); ByLaw 455-96

Address	Est. Date of Construction	Building Type	Heritage Status
1292 Queen St W	1905	Main Street Commercial Row	
1294 Queen St W	1889	Main Street Commercial Row	
1296 Queen St W	1880	Main Street Commercial Row	
1300, 1302 Queen St W	1888	Hotel	Listed (1985)
1313 Queen St W	1932	Police Station	Listed (1983)
1318, 1320 Queen St W	1881	Main Street Commercial Row	
1326, 1328 Queen St W	1889	Main Street Commercial Row	
1330, 1332 Queen St W	1889	Main Street Commercial Row	
1334 Queen St W	1889	Main Street Commercial Row	
1336 Queen St W	1889	Main Street Commercial Row	
1338, 1340, 1342 Queen St W	1899	Main Street Commercial Block	
1344 Queen St W	1909	Main Street Commercial Row	
1346 Queen St W	1910	Main Street Commercial Block	
1347 Queen St W	1899	Main Street Commercial Row	
1349, 1351 Queen St W	1898	Main Street Commercial Row	
1354 Queen St W	1889	Main Street Commercial Block	
1358, 1360 Queen St W	1889	Main Street Commercial Row	
1366 Queen St W	1899	Main Street Commercial Row	
1368 Queen St W	1889	Main Street Commercial Row	
1372 Queen St W	1889	Main Street Commercial Row	Listed (1973)
1374, 1376, 1378 Queen St W	1889	Main Street Commercial Block	
1380 Queen St W	1889	Main Street Commercial Row	
1381 Queen St W	1906	Main Street Commercial Block	Listed (1993)
1382 Queen St W	1889	Main Street Commercial Row	
1384, 1384 ½ Queen St W	1894	Main Street Commercial Row	
1386 Queen St W	1899	Main Street Commercial Row	
1387 Queen St W	1919	Pre-War Apartment	
1388 Queen St W	1940	Main Street Commercial Row	

Address	Est. Date of Construction	Building Type	Heritage Status
1390 Queen St W	1899	Main Street Commercial Row	
1392 Queen St W	1899	Main Street Commercial Row	
1395 Queen St W	1906	Main Street Commercial Row	
1398 Queen St W	1889	Main Street Commercial Row	
1399, 1405, 1407, 1427 Queen St W	1909	Main Street Commercial Block	
1400 Queen St W	1909	Main Street Commercial Row	
1402 Queen St W	1899	Main Street Commercial Row	
1406 Queen St W	1899	Main Street Commercial Row	
1408, 1410 Queen St W	1889/1899	Main Street Commercial Block	Listed (1989)
1412 Queen St W	1879	Main Street Commercial Row	
1418, 1420 Queen St W	1899	Main Street Commercial Row	
1422, 1424, 1426 Queen St W	1879	Main Street Commercial Block	
1428 Queen St W	1909	Main Street Commercial Row	
1430 Queen St W	1909	Main Street Commercial Row	
1432 Queen St W	1879	Main Street Commercial Row	
1434, 1436 Queen St W	1899	Main Street Commercial Block	
1438, 1440 Queen St W	1939	Main Street Commercial Row	
1456 Queen St W	1879	Main Street Commercial Row	
1457 Queen St W	1928	Utility	Listed (1993)
1458, 1462 Queen St W	1899	Main Street Commercial Row	
1464 Queen St W	1909	Bank	
1468A, 1472, 1474 Queen St W	1909	Main Street Commercial Row	
1476 Queen St W	1901	Main Street Commercial Row	
1479 Queen St W	1919	Pre-War Apartment	
1482, 1484, 1486 Queen St W	1892	Main Street Commercial Block	
1496 Queen St W	1879	Main Street Commercial Block	

Address	Est. Date of Construction	Building Type	Heritage Status
1497 Queen St W	1924-1925	Main Street Commercial Block	
1498, 1500, 1502, 1504 Queen St W	1899	Main Street Commercial Block	
1501 Queen St W	1912	Pre-War Apartment	Designated Part IV (2008), By-law 997-2008
1506 Queen St W	1909	Main Street Commercial Row	
1515 & 1515A Queen St W	1910	Place of Worship	Listed (1993)
1526, 1528 Queen St W	1909	Main Street Commercial Block	
1533 Queen St W	1924-1930	Main Street Commercial Block	
1558 Queen St W	1919	Theatre	
1605 Queen St W	1919	Theatre	
1609 Queen St W	1920	Pre-War Apartment	
1616, 1618 Queen St W	1908	Main Street Commercial Block	
1621 Queen St W	1920	Pre-War Apartment	
1623 Queen St W	1922	Pre-War Apartment Block	Listed (1984)
1633 Queen St W	1885	Hotel	Listed (1989)
1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718 Queen St W	1908	Main Street Commercial Block	
1730 Queen St W	1912	Bank	
1734 Queen St W	1910	Bank	
85 Wilson Park Rd	1910	Pre-War Apartment	

Attachment 8: Parkdale Main Street Built Heritage Resources Map



West Queen West & Parkdale Main Street Planning Study
 Map 2 Parkdale Main Street Built Heritage Resources



Study Area
 Properties on the City's Heritage Register
 Properties identified through the Heritage Study

Not to Scale