

Our Plan Toronto: Keele-St. Clair Local Area Study – Draft Official Plan Amendment

Date: November 10, 2021

To: Planning & Housing Committee

From: Chief Planner & Executive Director, City Planning

Wards: York South-Weston & Davenport

File Number: 20 182411 STE 10 OZ

SUMMARY

This report presents draft amendments to Chapter 6, Secondary Plans, Chapter 7, Site and Area Specific Policies, Map 2, Urban Structure, Map 17, Land Use Plan, Map 35, Secondary Plan Key Map, and Schedule 2, The Designation of Planned but Unbuilt Roads of the Official Plan, for the purposes of public consultation as part of the current Municipal Comprehensive Review ("MCR") and Growth Plan Conformity Exercise of the City of Toronto Official Plan under Section 26 of the *Planning Act*.

The proposed Secondary Plan, Site and Area Specific Policies and land use modifications respond to feedback from public and stakeholder consultation and are intended to create a framework for the development of a complete community around the planned St. Clair-Old Weston GO Transit/SmartTrack Station located at the intersection of Union and Townsley Streets. A draft Official Plan Amendment is appended as Attachment 1 to this report.

The draft Official Plan Amendments will be used as the basis for ongoing consultation with the public, stakeholders and City divisions with the intent of staff advancing proposed changes in early 2022 as part of the final recommendation on new policies and the final assessments of requests to convert lands within *Employment Areas* as part of the MCR.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. Planning and Housing Committee direct that the draft Official Plan Amendments appended to this report as Attachments 1 and 2 be endorsed as the basis for public consultation.

2. Planning and Housing Committee direct City Planning staff to engage with the public and key stakeholders, including the local community, Indigenous communities, landowners, businesses and agencies, to obtain comments and feedback on the draft Official Plan Amendments.

3. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to prepare a Final Recommendation Report with a recommended Official Plan Amendment for the Keele-St. Clair Local Area to Planning & Housing Committee in Q2, 2022 for a special meeting in fulfillment of Section 26 of the *Planning Act* as part of the current MCR (Our Plan Toronto).

FINANCIAL IMPACT

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

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable.

The provision of adequate and affordable housing is a cornerstone of building inclusive and equitable communities. The Draft Official Plan Amendment ("OPA") for the St. Clair-Old Weston Protected Major Transit Station Area ("PMTSA"), considered at the June 28, 2021 Planning and Housing Committee and appended to this report as Attachment 2, advances the implementation of provincial policy requirements that would enable the use of Inclusionary Zoning policies, once in effect, to secure new affordable housing through the development approval process as envisioned by provincial legislation and the Inclusionary Zoning framework for the City of Toronto.

Parkland provision per person in the majority of the Keele-St. Clair Local Area is significantly below the city-wide average and is also within a priority "Area of Parkland Need", meaning it faces compounding factors of low park supply, low income, and/or high growth. There is a need for improved and expanded parks and open spaces to address the physical and mental health, social, and ecological needs of a growing and changing community.

In the development of a proposed Secondary Plan for this area, staff are mindful of developing policies to achieve a complete and inclusive community. Staff are taking steps to involve diverse voices through the consultation practices being deployed in engaging with a broad spectrum of the community.

The draft OPA appended to this report as Attachment 1 includes policy provisions for the inclusion of affordable housing, a range of employment opportunities, community

services and facilities, and parks and open spaces in order to contribute to the creation of a complete and equitable community.

DECISION HISTORY

In 2009 and 2011, City Council adopted Avenue Studies for St. Clair Avenue West between Bathurst Street and Keele Street/Weston Road (2009) and Keele Street/Weston Road and Scarlett Road (2011). The Avenue Studies introduce a vision for this portion of St. Clair Avenue West, including planning frameworks for development, Zoning By-law amendments and urban design guidelines to guide new development. The Decision Histories and implementing by-laws can be accessed at these links: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PG26.2> and <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.EY5.2>.

The City completed the St. Clair Avenue West Transportation Master Plan ("TMP") in August 2019 to identify area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road. City staff are currently developing an implementation strategy, including timing and completion of detailed engineering designs, property acquisition and timing for construction. More information on the St. Clair Avenue West TMP can be accessed at this link: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/stclairwesttmp/>.

At its meeting on October 15, 2019, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, on the Growth Plan (2020) Conformity Exercise and MCR requirements, and directed that City Planning "prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the SmartTrack/GO Kitchener line and planned station located in the area of these lands." The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

At its meeting on June 29, 2020, Council adopted a report from the Chief Planner and Executive Director, City Planning, containing a work plan for the MCR/Growth Plan Conformity Exercise. The work plan describes local area studies required for potential PMTSAs and Major Transit Station Areas ("MTSAs"), including the Keele-St. Clair Local Area Study ("KSC LAS"). The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>.

At its meeting on February 2, 2021, Council adopted a report from the Deputy City Manager, Infrastructure and Development Services, for the advancement and implementation of the SmartTrack Stations Program, including the planned St. Clair-Old Weston SmartTrack Station. City staff are currently working with Metrolinx to finalize plans for the design and development of the station in the context of the Keele-St. Clair Local Area Study. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>.

At its meeting on June 28, 2021, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, containing a consultation summary and draft directions for policy and land use considerations for the KSC LAS. A draft OPA for the St.Clair-Old Weston PMTSA was also included in the report. Staff were directed to further consult on the directions in the report and report back to Planning & Housing Committee with a draft Official Plan Amendment. The Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

BACKGROUND

Keele-St. Clair Local Area Study

Planning and Housing Committee directed staff to prioritize the study of the Keele-St. Clair area in the vicinity of the planned GO Transit/SmartTrack station as part of the current MCR. The study area boundary generally represents an approximate 500-800 metre walking distance from the planned GO Transit/SmartTrack Station located near the intersection of Union and Townsley Streets. As directed by the Planning and Housing Committee, the *Employment Area* on the south side of McCormack Street was also included as part of the study.

The Keele-St. Clair Local Area can generally be characterised by large, low-density employment areas surrounded by low-rise residential dwellings, with mid-rise mixed-use developments occurring or planned along St. Clair Avenue West. Retail, industrial and residential uses can be found throughout the area, a condition that is particularly prominent in the small neighbourhood surrounding the intersection of Mulock Avenue and Hirons Street.

There is little tree canopy coverage, open space or parkland throughout the area, resulting in the area having one of the lowest green spaces per capita in the City with high extreme heat exposure and high levels of stormwater runoff. Parks within the study area are mostly small parks, with nearly the entire study area identified as an Area of Parkland Need in the Council-approved Parkland Strategy.

St. Clair Avenue West Transportation Master Plan

The approved St. Clair Avenue West TMP identifies four area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road:

- The widening of St. Clair Avenue West between Keele Street and Old Weston Road;
- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension; and
- The extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street, with improvements to Union Street north to Turnberry Avenue/Gunns Road.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair Local Area, creating new public street frontages and connections to and throughout the community, providing new opportunities for the development of a complete community centred on the planned GO Transit/SmartTrack Station.

The TMP recommendations are expected to be implemented over a period of six to nine years beginning in 2022. More information on the St. Clair Avenue West TMP can be accessed at this link: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/stclairwesttmp/>

COMMENTS

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

The Provincial Policy Statement (2020) ("PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs; and
- protecting people, property and community resources by directing development away from natural or human-made hazards.

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 is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) came into effect on August 28, 2020. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through an MCR, which is a requirement pursuant to Section 26 of the *Planning Act*.

The Growth Plan (2020), 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 (2020) 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 (2020).

Planning for Major Transit Station Areas

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in MTSA's along priority transit corridors or subway lines. MTSA's are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan (2020) requires that the City update its Official Plan to individually delineate MTSA boundaries and demonstrate how the MTSA's are planned for the prescribed densities as part of the current MCR. GO Transit stations, including the planned St. Clair-Old Weston Station, are prescribed a minimum density target of 150 residents and jobs per hectare.

PMTSA's will become a subset of the 180+ MTSA's in the City of Toronto. Under Policy 2.2.4.5 of the Growth Plan (2020), the City may delineate MTSA's before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. Section 16(15) of the *Planning Act* calls for Official Plan policies that:

- Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated in the area;
- Identify the authorized uses of land and of buildings or structures on lands in the area; and
- Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Appeals of the Minister's decision on PMTSAs to the Ontario Land Tribunal ("OLT") are limited. If approved by the Minister, matters addressed in the approved PMTSA that will be reflected in the City-initiated Zoning Bylaw Amendment are likewise subject to very limited appeal rights under section 34(19.5) of the *Planning Act*. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

The KSC LAS is centred on the future GO Transit/SmartTrack Station planned for the triangular property at the northwest corner of Union and Townsley Streets. As part of the study, staff have delineated a draft PMTSA that represents an approximate 10-minute walk from the station. PMTSAs will allow for Inclusionary Zoning to secure affordable housing as part of future development applications following Council's approval of an Inclusionary Zoning policy framework.

Inclusionary Zoning

Provincial regulation permits the City to implement an Inclusionary Zoning policy framework in order to secure affordable housing through new development. In order to bring forward Inclusionary Zoning policies, in-depth analysis is required to be completed, including analysis of housing demand and supply and financial impacts.

The implementation of Inclusionary Zoning is limited to PMTSAs (or where a Development Permit System by-law is in place) under Section 16(5) of the *Planning Act*. The identification and delineation of PMTSAs in areas of high growth and strong market conditions, including the Keele-St. Clair area, has been identified as a priority component of the City's Growth Plan Conformity Exercise.

On October 28, 2021, Planning and Housing Committee considered a proposed Inclusionary Zoning OPA, Zoning By-law Amendment and draft Implementation Guidelines. The Decision History can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH28.1>.

Planning for Employment Areas

On June 29, 2020, City Council approved a work plan for the Growth Plan (2020) Conformity Exercise and MCR of the Official Plan and established August 4, 2020 as the commencement of the City's current MCR. Council also authorized City Planning staff to review requests to convert *Employment Area* lands received by the City before August 4, 2021 by applying the Conversion and Removal Policies for *Employment Areas* in the Official Plan. The decision history can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

Public Consultation and Stakeholder Engagement

City staff have undertaken a comprehensive public consultation and stakeholder engagement process to gather input on what characterizes the Keele-St. Clair Local Area, trends impacting the community, future priorities and visions, what investments are needed in public spaces, streets, transportation and community facilities, what opportunities and goals exist for stakeholders, and what a complete Keele-St. Clair community means to different stakeholders.

The preliminary public consultation program took place virtually from September to December 2020. Following the conclusion of the preliminary consultation program, staff held numerous additional meetings and workshops with staff and stakeholders. More information on the first phase of consultation, including a consultation summary, can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>

Following the June 28, 2021 Planning and Housing Committee meeting, City Planning staff hosted a virtual public consultation meeting on July 8, 2021 to present and receive feedback on the policy directions for the KSC LAS. Approximately 130 people attended the consultation event. Numerous additional meetings with landowners, agencies, staff and Indigenous communities have taken place following the public consultation meeting.

Draft Official Plan Amendments

Keele-St. Clair Local Area

The draft OPA for the Keele-St. Clair Local Area establishes a new Secondary Plan for the area, inclusive of land use designation changes. The Secondary Plan includes policies to guide growth and the creation of a complete community, including but not limited to policies pertaining to: Indigenous Reconciliation; Environment; Public Realm; Parks and Open Spaces; Community Services and Facilities; Housing; Employment; and Built Form. The draft policies provide a framework for an estimated population and job growth of approximately 22,000 to 24,000 people and approximately 2,400 to 4,600 new jobs.

Indigenous Reconciliation

As a fundamental part of Indigenous reconciliation, it is critical that land use policies and directions reflect the inherent rights, interests, histories, and perspectives of Indigenous peoples. While there is much policy work to be done to effectively integrate Indigenous rights and histories into the land use planning process across the city, including greater involvement from Indigenous communities and nations in archaeological assessments and development processes, and in the protection and commemoration of Indigenous heritage resources and landscapes, the policies contained in the draft Keele-St. Clair Local Area Secondary Plan represent a step forward in the direction of creating a city that reflects its diverse Indigenous identities.

Conversations with Indigenous leaders and research into the history of the area – including a [First Story Virtual Walking Tour](#) video produced by Indigenous youth and ongoing conversations with the Mississaugas of the Credit First Nation – highlighted the significance of the Keele-St. Clair Local Area as Indigenous ancestral lands and a vital crossroads that has been used as a meeting point and thoroughway by Indigenous peoples for thousands of years.

A common theme throughout Indigenous and broader public engagement was reconnecting to nature, water and green spaces. Policies throughout the draft Secondary Plan prioritize the expansion and enhancement of the open space network, including policies to help re-establish the connection between land and water by linking

Lavender Creek, Lavender Creek Trail and S.A.D.R.A. Park to each other, the surrounding community and future development.

The draft Secondary Plan also includes policies to promote Indigenous engagement, place keeping and place making, ceremony, and commemoration of Indigenous cultural history.

Environment

The Keele-St. Clair Local Area has an extremely low tree canopy coverage of less than 10% and has one of the lowest green area ratios per capita in the City. This contributes to a high extreme heat exposure and medium-high storm-related basement flooding precedence due in part to an abundance of highly impervious surfaces. A high water table also contributes to basement flooding and presents a number of challenges, including for tree growth and stormwater storage capacity.

The Keele-St. Clair Local Area has therefore been identified as a top priority for green infrastructure. The draft policies encourage on-site parkland dedication and require generous streetscapes and street tree planting throughout the Keele-St. Clair Local Area. In addition, the draft Secondary Plan requires development to apply an innovative approach to sustainable design that is climate resilient, and encourages development to implement the City's net zero greenhouse gas emissions targets and the highest levels of the Toronto Green Standard.

Public Realm

The planned evolution of the Keele-St. Clair Local Area begins with an improved public realm that celebrates the Indigenous history and cultural heritage of the area, promotes the expansion of natural areas, parks and open spaces, and creates a well-connected, accessible pedestrian and cyclist network, capitalising on the transit and transportation infrastructure planned for the area.

The draft Secondary Plan includes policies that prioritize the enhancement and expansion of the public realm and provide guidance for new development to contribute to key public realm objectives. Map 3, Public Realm Plan, of the draft Secondary Plan identifies the general locations of key public realm improvements including potential new park locations, future mid-block pedestrian connections, cycling/multi-use trails, major and minor pedestrian gateways, and community focal points.

Keele-St. Clair Local Area Guidelines, including guidelines for parks and the public realm, community services and facilities, and built form, will complement and help implement the draft Secondary Plan policies by outlining strategies and recommended approaches for new development, publicly-owned and publicly-accessible spaces, and other integral aspects of the public realm to support the transformation of the Keele-St. Clair Local Area into a transit-oriented complete community.

The parks and public realm directions in the Keele-St. Clair Local Area Guidelines will seek to:

- Identify new and improved parks and open space opportunities;

- Visually and physically connect and unify the area, including across rail and hydro corridors and between changes in topography;
- Prioritize greening and environmental sustainability in both the public and private realms;
- Promote a pedestrian- and cyclist-friendly environment through Complete & Green Streets, new routes and improved connections that link enhanced local mobility to the regional transit network; and
- Recognize and celebrate the unique and diverse history and cultural heritage of the area, particularly through Indigenous placemaking and public art.

The Guidelines and Secondary Plan policies will work together to inform both new development and capital infrastructure projects to ensure that the public realm becomes the defining and central organizing element for the Keele-St. Clair Local Area.

Parks and Open Spaces

Parks and open spaces perform a variety of critical functions that improve and maintain community and environmental health and create more liveable, complete communities. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces is maintained, enhanced and expanded.

The Council-adopted Parkland Strategy indicates that parkland provision per person in the majority of the study area is significantly below the city-wide average. The majority of the study area is also within a priority "Area of Parkland Need" (meaning it faces compounding factors of low park supply, low income, and/or high growth), and the study area contains parkland walkability gaps where residents do not have access to a park within approximately 500 metres (or a 5 to 10 minute walk) of their homes. There is a need for improved and expanded parks and open spaces to address the physical and mental health, social, and ecological needs of a growing and changing community.

Given the planned growth in the study area, the parkland deficit in the Keele-St. Clair Local Area will be exacerbated if no new parks are created. Therefore, the draft policies prioritize on-site parkland dedication, the coordination of parkland between multiple sites, and the expansion of existing parks and open spaces. To help address walkability gaps, the draft policies also promote an integrated pedestrian network between public parks and open spaces through the development review process and implementation of the St. Clair Avenue West TMP.

Through Indigenous engagement and public consultation, the need to re-establish the connection between land and water in the study area was identified. The draft policies include a requirement for development and City-led initiatives to seek opportunities to create new and enhanced public open space connections to Lavender Creek, the Lavender Creek Trail and S.A.D.R.A. Park.

Map 3 of the draft Secondary Plan shows the priority park locations across the Keele-St. Clair Local Area. Additional parks not identified on Map 3 will also be prioritized throughout the study area and will be determined through further consultation and the development review process.

Community Services and Facilities

Community Services and Facilities ("CS&F") are an essential part of vibrant, strong and complete communities. CS&F contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS&F are publically accessible, non-profit facilities and places where City divisions, agencies and boards deliver programs and services. These include child care centres, libraries, recreation facilities, and community space for human services and education.

The timely provision of CS&F is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in CS&F supports healthy, safe, liveable, and accessible communities. Providing for a full range of CS&F in areas experiencing major or incremental growth is a responsibility shared by the City, public agencies and the development community.

A CS&F study was undertaken to evaluate the capacity of the existing CS&F networks serving the broader Keele-St. Clair area. This work was undertaken in collaboration with City divisions, agencies and boards to identify community service facility improvements needed to support the anticipated growth and inform future capital planning processes. Findings of the CS&F Study identify local priorities for space including new non-profit licensed child care spaces and more community space for local non-profit agencies. The draft Secondary Plan addresses these service gaps by encouraging the expansion of CS&F and the provision of non-profit licensed child care spaces and new space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.

Currently, the broader Keele-St. Clair area is well-served by a number of existing and approved future community recreation centres ("CRC"), pools and gymnasias, including new and planned large, multi-component recreation centres at York CRC and Wallace-Emerson CRC, and does not have notable recreation facility gaps. As part of the CS&F Study, staff have evaluated the service level capacities, utilization rates and program offering of the existing and planned community recreation centre facilities in the vicinity of the Keele-St. Clair Local Area. It is anticipated that the existing and planned community recreation centres will be able to accommodate the planned population increase.

The draft Secondary Plan identifies the expansion and retrofit of recreation facilities, including but not limited to Joseph J. Piccininni Community Centre and George Bell Arena, as one of the area's community service facility priorities to ensure existing facilities can adapt and grow as needed. City staff will establish the recommended timing and scope of such projects through the monitoring of population growth and demographic change as part of the regular update of the City's Parks and Recreation Facilities Master Plan.

A discussion of the results of the CS&F Study will be included in the final Keele-St. Clair Local Area Guidelines and presented with the Final Recommendation Report for the KSC LAS.

Affordable Housing

Through staff analysis and consultation, affordability emerged as the main theme relating to access and equity in the Keele-St. Clair Local Area. Providing housing that is affordable to a wide range of residents and located to meet the needs of people throughout their life cycle is essential to the goal of an inclusive City.

The identification and delineation of the St. Clair-Old Weston PMTSA in the Official Plan will, among other matters, enable the City to implement Inclusionary Zoning in the delineated area when such a framework is in effect.

In advance of the implementation of the Inclusionary Zoning framework, the draft OPA prioritizes the inclusion of affordable housing as a component of residential development. The substantial uplift in land value for sites that are proposed to be converted from an *Employment Areas* designation to a *Mixed Use Areas* designation should benefit the greater community and provide a range of adequate and affordable housing options to build an inclusive, equitable and complete community.

Employment

Planning policy directions seek to promote economic development and competitiveness by supporting an appropriate mix and range of employment to meet long-term needs. This includes providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a variety of economic activities and take into account the needs of existing and future businesses.

Although the COVID-19 pandemic has disrupted and introduced increased risk for new investment in the Toronto office real estate market, it is expected that it may also increase interest in flexible shared workplaces that may include smaller satellite neighborhood offices outside of the Downtown. This evolving context may provide opportunities for new commercial development in neighborhoods that have traditionally seen little commercial investment.

In the Keele-St. Clair Local Area, dedicated employment parcels, particularly those with existing buildings, provide opportunities for light industrial uses that may benefit from greater separation from other uses, direct parking and loading facilities, increased ceiling heights, the potential for customization and additions, and other amenities afforded to these areas and spaces. Many of these parcels also serve as buffers to the rail lines that traverse the area. The richness in character and function of employment parcels and buildings, particularly in current times of record high demand for these spaces, are likely to attract higher rents and higher returns on investment for those looking to renovate or repurpose these assets.

The provision of employment spaces on both mixed use and dedicated employment sites will ensure the Keele-St. Clair Local Area is well-positioned to provide a range of productive economic opportunities.

The draft Secondary Plan proposes to convert approximately 20 hectares of *Employment Areas* for a mix of uses including employment, residential, new parks and open spaces, community services and facilities, and other non-residential commercial and service uses. Where the introduction of new conversions from *Core Employment Areas* or *General Employment Areas* designations to *Mixed Use Areas* are contemplated throughout the Keele-St. Clair Local Area, the draft Secondary Plan requires a minimum amount of non-residential gross floor area be provided as part of new developments prior to or concurrent with residential development. This will ensure the planned economic function of the converted lands is not replaced entirely by residential uses, which will contribute to a complete community by balancing jobs and housing, helping to realize the full potential of the significant public investment in planned transit and transportation infrastructure.

The draft Secondary Plan requires development on certain lands (generally those that are proposed to be converted from a *Core Employment Areas* or *General Employment Areas* designation to a *Mixed Use Areas* designation) to provide a minimum of 1.0 times the development area, excluding lands conveyed to the City or other public body for parks, open space, natural areas, streets and/or lanes, as non-residential gross floor area. This requirement is reflective of the current employment permissions in Zoning By-law 569-2013 for the Keele-St. Clair Local Area, representing the minimum opportunity cost of converting the lands.

As an alternative to the 1.0 times gross floor area requirement described above, the draft Secondary Plan permits the provision of 25% of the gross floor area of development as non-residential uses on certain lands. This alternate provision provides flexibility for sites that may have less development potential due to factors such as lot size or adjacency to low-density areas.

The draft Secondary Plan permits a range of employment and non-residential uses to maximize the opportunity for the location and expansion of new and existing compatible industries in the Keele-St. Clair Local Area. The draft Secondary Plan also specifies minimum and maximum percentages of various types of non-residential uses to ensure an appropriate range and diversity of employment uses are provided as part of the development of a complete community.

Built Form

The built form vision for the Keele-St. Clair Local Area includes a variety of building types that complement the public realm, accommodate a range of housing, jobs and services, and are well-integrated with the surrounding communities. The tallest buildings and associated densities will be located at the Station Block and transition downward towards existing *Neighbourhoods* and *Employment Areas*, creating a prominent and easily identifiable centre of the complete community. Variation in building type and heights will also support access to sunlight and comfortable pedestrian level wind on the public realm. The location, size and shape of buildings will contribute to a walkable, pedestrian-scaled community filled with interesting streetscapes, public spaces and destinations.

To achieve this vision, the draft Secondary Plan includes policies that address various built form objectives throughout the Keele-St. Clair Local Area. The built form policies include provisions for each of the unique areas within the Secondary Plan to inform building types, heights and locations, ground floor uses, setbacks and streetwall heights, good transition to lower scale and low density areas, integration with and enhancement of the public realm, and opportunities for new pedestrian and cycling connections.

McCormack Street – Site and Area Specific Policy 437

As directed by Planning and Housing Committee, the KSC LAS included a study of the *Employment Areas* on the south side of McCormack Street. A formal conversion request was also submitted by the landowners for 33-177 McCormack Street and a preliminary assessment of the request was provided in the KSC LAS directions report that was considered by Planning and Housing Committee on June 28, 2021.

The McCormack Street Employment Area is located to the west and outside of the Keele-St. Clair Local Area and draft PMTSA delineation, west of Weston Road and north of St. Clair Avenue West. The *Employment Area* backs onto the Lavender Creek Trail and associated natural area corridor. There is a significant elevation difference between McCormack Street and the Lavender Creek natural area, which creates a steep ravine condition with known geotechnical slope stability issues behind the existing employment uses.

The *Employment Area* contains a number of auto wrecking and auto repair uses, as well as manufacturing, food processing, media, distribution and other employment uses. The 2020 Toronto Employment Survey found that there are currently approximately 130 jobs within the *Employment Area*. To the south of McCormack Street is a larger *Employment Area* containing a number of heavier industries including manufacturing and food-related uses such as meat packing and slaughterhouses.

The north side of McCormack Street contains sensitive uses including a residential neighbourhood, Harwood Public School and Harwood Park. This contrast in uses on opposite sides of the street has created land use incompatibilities that both residents and businesses have raised as a concern. To try and mitigate the conflict between both sides of McCormack Street, while still providing for a transition from the heavier employment uses to the south, an existing Site and Area Specific Policy ("SASP") No. 437 was approved as part of the first MCR (OPA 231) that limits future employment uses on the south side of McCormack Street to those that are "compatible with nearby residential uses to the north."

At the June 28, 2021 Planning and Housing Committee meeting, staff were directed to "continue to consult with the landowner of 65-81 McCormack Street and other landowners and business owners along McCormack Street on the feasibility and appropriateness of permitting residential uses on 33-177 McCormack Street. This feasibility should be conducted through the submission and review of a Block Context Plan by landowners that shows how a coordinated approach to development could be achieved, and an updated Compatibility/Mitigation Study that demonstrates compatibility of uses with the Core Employment Area to the south." Subsequent to the meeting, a

Block Context Plan and a Compatibility/Mitigation Study were submitted for 33-177 McCormack Street.

Following review of the Block Context Plan and further consultation with staff and representatives for the landowners, a revised Block Context Plan was submitted. The Block Context Plan demonstrates that, through redevelopment, a number of public realm improvements can be achieved, including a reduction in the number of curb cuts for vehicular access, the provision of linear open space connections from McCormack Street to Lavender Creek Trail, and an improved streetscape inclusive of sidewalks and street trees. However, it also demonstrates that there are limited opportunities for a coordinated approach to development and/or consolidated redevelopment, particularly with respect to the provision of parkland.

The Compatibility/Mitigation Study was peer reviewed by a third party retained by the City to determine whether or not the requested *Mixed Use Areas* designation would be compatible with the industrial operations to the south. The peer reviewer concluded that there was not enough information provided in the Compatibility/Mitigation Study to confirm whether or not the proposed conversion could be compatible with the existing surrounding environment.

Consultation with local businesses and landowners noted the willingness and likelihood of businesses to maintain their operations on McCormack Street due to the excellent location. However, given the existing and potential land use conflicts described above and a local desire to revitalize the street, the draft OPA attached to this report recommends revisions to the existing SASP 437 for McCormack Street. The draft policies specifically prohibit auto-related uses, ensure that new employment uses are compatible with uses to the north and south, expand permissions for employment and non-residential uses, provide for building heights up to eight storeys, and require new development to contribute to an improved public realm and pedestrian experience, including through the provision of public views and public access to Lavender Creek Trail.

Staff will continue to work with the landowners to explore alternative development scenarios and seek additional information pertaining to compatibility and mitigation. Pending the provision of further information, staff are not able to recommend a conversion of the *General Employment Areas* designation to permit residential uses at this time.

St. Clair-Old Weston Protected Major Transit Station Area

The delineation of MTSA is a requirement of the MCR and Growth Plan Conformity Exercise. The delineation of PMTSAs is being prioritized by the City to enable the use of Inclusionary Zoning policies, once in effect, to secure new affordable housing through the development approval process as envisioned by provincial legislation.

The draft OPA and PMTSA delineation for the planned St. Clair-Old Weston Station were presented to Planning and Housing Committee on June 28, 2021 and are included in Attachment 2 to this report. The draft PMTSA delineation and policies are proposed to be included as an SASP contained within a new Chapter 8 of the Official Plan.

The boundary of the draft PMTSA was delineated based on a walkshed analysis that took into account the walkability to the planned St. Clair-Old Weston Station using existing and planned streets and pedestrian access, limitations or constraints that could impede walkability (e.g., steep ravines, impassable infrastructure, impact of a back facing lot, etc.), and any unique or special characteristics of the local context.

The Minister is the approval authority for the delineation of PMTSAs and appeals of the Minister's decision are limited.

Preliminary Employment Assessments

The KSC LAS directions report to Planning & Housing Committee on June 28, 2021 contained Preliminary Assessments for the possible conversion of lands within *Employment Areas* for 10 Assessment Areas within the KSC LAS.

189-195 Old Weston Road

189-195 Old Weston Road is located at the south end of Old Weston Road and the Keele-St. Clair Local Area. The property has frontage on both Old Weston Road and Westport Avenue, has access to a public lane along the east side of the property, and is adjacent to the at-grade CP Rail line, including an at-grade crossing, to the west. The site is located outside of the draft PMTSA delineation.

The June 2021 directions report to Planning & Housing Committee included a Preliminary Assessment for 189-195 Old Weston Road, which concluded that the lands should be retained for employment uses and remain designated *Core Employment Areas*. Planning and Housing Committee requested staff "to continue to consult with the landowners on the feasibility and appropriateness of a Mixed-Use designation which would include the feasibility of permitting residential uses on the lands known as 195 Old Weston Road. This further consultation is subject to the owners' submission and City staff's review of a Block Context Plan that demonstrates how a coordinated approach to development could be achieved to the satisfaction of city staff."

Following Planning and Housing Committee, staff met with the landowners on multiple occasions to discuss the site and area context and the potential for a full or partial conversion of the subject lands to support a mixed use development containing both residential and non-residential uses. A Block Context Plan and revised development concept has been received by staff and is currently being reviewed. Staff will continue to consult with the landowners on the development concept and Block Context Plan prior to completing a Final Assessment for the conversion request.

Cawthra Avenue

Following Planning and Housing Committee's consideration of the Preliminary Assessments contained in the June 2021 directions report and in advance of the closing of Council's adopted window for accepting request to convert *Employment Areas*, the City received two additional conversion requests for lands fronting Cawthra Avenue that were not included in one of the 10 Preliminary Assessment Areas for the KSC LAS. These requests are for 88-142 Cawthra Avenue on the west side of the street, and 35

Cawthra Avenue on the east side of the street. Preliminary Assessments for these conversion requests are appended to this report as Attachment 3.

Approximately half of Cawthra Avenue, north of Hirons Street, is located within the draft PMTSA delineation, including 88-142 Cawthra Avenue and the northern portion of 35 Cawthra Avenue.

Cawthra Avenue was recognized by the Design Review Panel as one of the most valuable and interesting streets in the community. The eclectic mix of employment uses on the west side of Cawthra Avenue includes a brewery, a distillery, small and large scale bakeries, coffee roasters, advertising agencies, communication and design studios, media facilities, music studios, immigration services, contractors, equipment rental services, repair shops, and several other businesses, all contained within well maintained industrial red brick buildings. [Recent media attention](#) has highlighted the success and popularity of the west side of the street within the community.

The east side of Cawthra Avenue contains a single triangular site adjacent to the rail corridor with frontage on Cawthra Avenue and Junction Road. The site is approximately two hectares in size and is occupied entirely by KN Rubber at 35 Cawthra Avenue. KN Rubber manufactures engineered rubber and plastic products. The site has recently been sold and staff have met with the new landowners to discuss the redevelopment of the site and the request to convert the *Core Employment Areas* designation to a designation that permits residential uses.

The redevelopment of 35 Cawthra Avenue could accommodate a range of new employment uses that complement and enhance the business activities on the west side of the street and that are more compatible with the existing and planned context of the Keele-St. Clair Local Area. The site also provides an opportunity for potential larger employment uses that cannot readily locate elsewhere.

Staff recommend that Cawthra Avenue be maintained and protected for local business and economic activity within the Keele-St. Clair Local Area as a key contributor to the growth of a complete community. Staff will continue to work with the landowner at 35 Cawthra Avenue to explore opportunities for the redevelopment of the site with a mix of uses that complement the immediate, surrounding and emerging context.

Next Steps

As required by the *Planning Act*, the Draft OPAs will be provided to the Province for review 90 days prior to notice of the statutory public meeting. While the draft OPAs are being reviewed by the Province, staff will hold public consultation and stakeholder meetings in the first quarter of 2022 to present and obtain feedback on the draft OPAs.

It is anticipated that a Final Report, containing the proposed OPA for the Keele-St. Clair Local Area Secondary Plan, the proposed OPA for the PMTSA delineation and policies, and the Final Assessments for all requests to convert *Employment Areas* within the KSC LAS, will be advanced to a statutory public meeting and subsequent City Council meeting for adoption in the second quarter of 2022.

CONTACT

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SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Draft Official Plan Amendment: Keele-St. Clair Local Area Secondary Plan

Attachment 2: Draft Official Plan Amendment: St. Clair-Old Weston Station Protected Major Transit Station Area

Attachment 3: Preliminary Assessments of *Employment Area* Conversions

Attachment 1: Draft Official Plan Amendment: Keele-St. Clair Local Area

Authority: Planning and Growth Management Committee Item ~~ as adopted by City of Toronto Council on ~~, 2021

Enacted by Council: ~~, 2021

CITY OF TORONTO

Bill ###

BY-LAW No. ____-2021

To adopt Amendment 537 to the Official Plan of the City of Toronto respecting the lands generally bounded by Northland Avenue and Lavender Road to the North, Old Weston Road, Rosethorn Avenue, Silverthorn Avenue, Osler Street and Miller Street to the east, Lindner Street and Junction Road to the south, and Old Stock Yards Road, Gunns Road and Weston Road to the west.

Whereas authority is given to Council of the City of Toronto under the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to approve this by-law;

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act,

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

1. The attached Amendment No. **537** to the Official Plan is hereby adopted pursuant to the Planning Act, as amended

ENACTED AND PASSED this ~~ day of ~, 202~

JOHN TORY
Mayor

JOHN ELVIDGE,
City Clerk

(Corporate Seal)

**AMENDMENT NO. 537 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

LANDS GENERALLY BOUNDED BY NORTHLAND AVENUE AND LAVENDER ROAD TO THE NORTH, OLD WESTON ROAD, ROSETHORN AVENUE, SILVERTHORN AVENUE, OSLER STREET AND MILLER STREET TO THE EAST, LINDNER STREET AND JUNCTION ROAD TO THE SOUTH, AND OLD STOCK YARDS ROAD, GUNNS ROAD AND WESTON ROAD TO THE WEST.

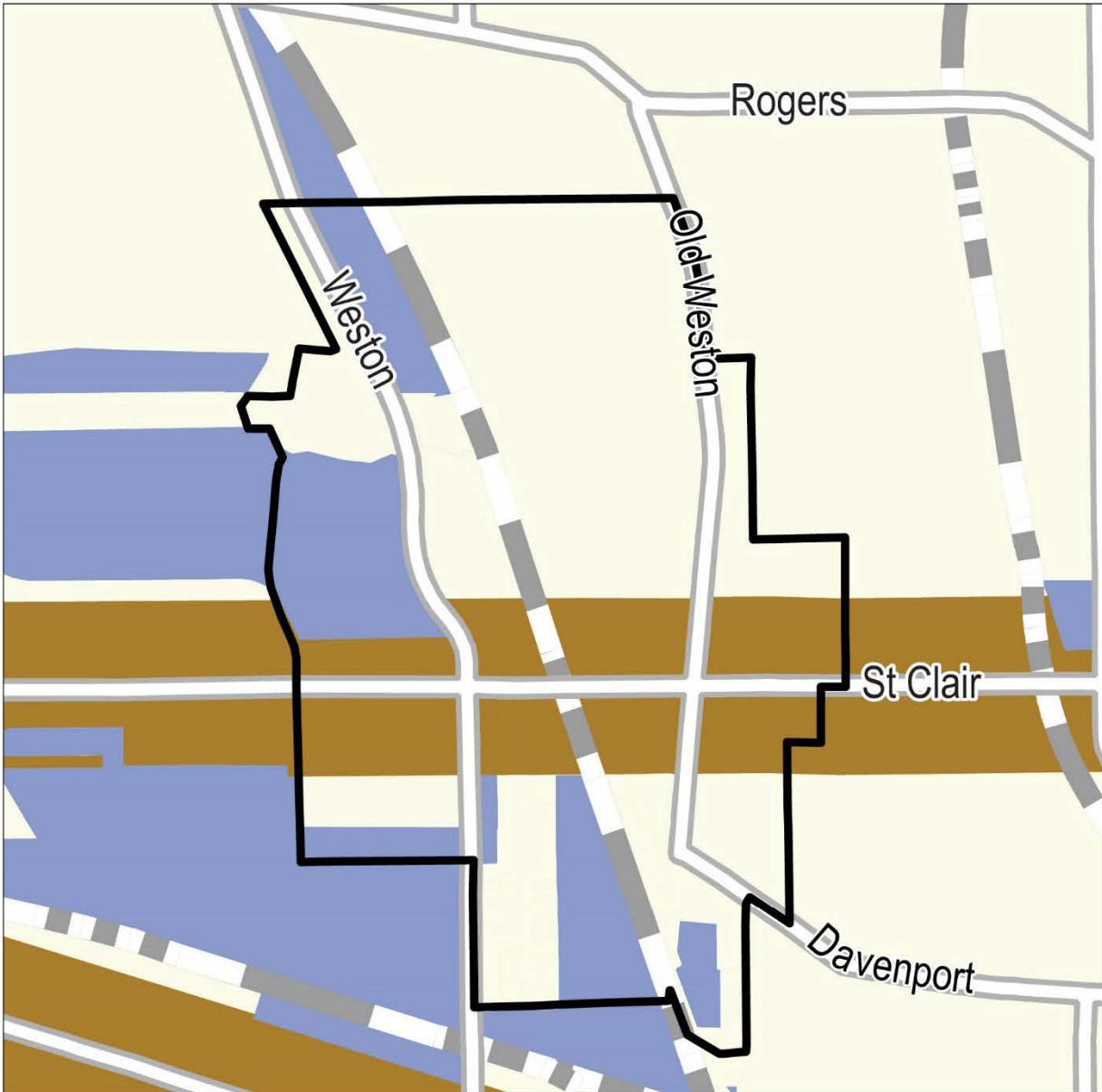
The Official Plan of the City of Toronto is amended as follows:

1. Map 2, Urban Structure, is amended by deleting the *Employment Areas* overlay in the manner shown on the attached Schedule 1.
2. Map 2, Urban Structure, is amended by adding an *Avenues* overlay along St. Clair Avenue West in the manner shown on the attached Schedule 1.
3. Map 17, Land Use Plan, is amended by re-designating the lands from Core Employment Areas, General Employment Areas, Neighbourhoods and Utility Corridors to General Employment Areas, Mixed Use Areas, Neighbourhoods, Natural Areas, Parks, and Other Open Space Areas in the manner shown on the attached Schedule 2.
4. Map 35, Secondary Plan Key Map, is amended by adding a new Secondary Plan 47, Keele-St. Clair Local Area, in accordance with the Keele-St. Clair Local Area boundaries shown in the attached Schedule 4.
5. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following new roads:

STREET NAME	FROM	TO
Davenport Rd	Old Weston Rd	Townsley St at Union St
Gunns Rd	Weston Rd	Union Street at Turnberry Ave
Keele St	Lavender Rd	Future easterly Gunns Rd extension

6. Chapter 7, Site and Area Specific Policies, is amended by deleting the policies of Site and Area Specific Policy No. 437 and replacing them with the policies in the attached Schedule 3.
7. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 441.

8. Chapter 6, Secondary Plans, is amended by adding a new Secondary Plan No. 47, as shown on the attached Schedule 4.



Official Plan Amendment #537

Revisions to Urban Structure Map 2

Keele St.Clair Local Area

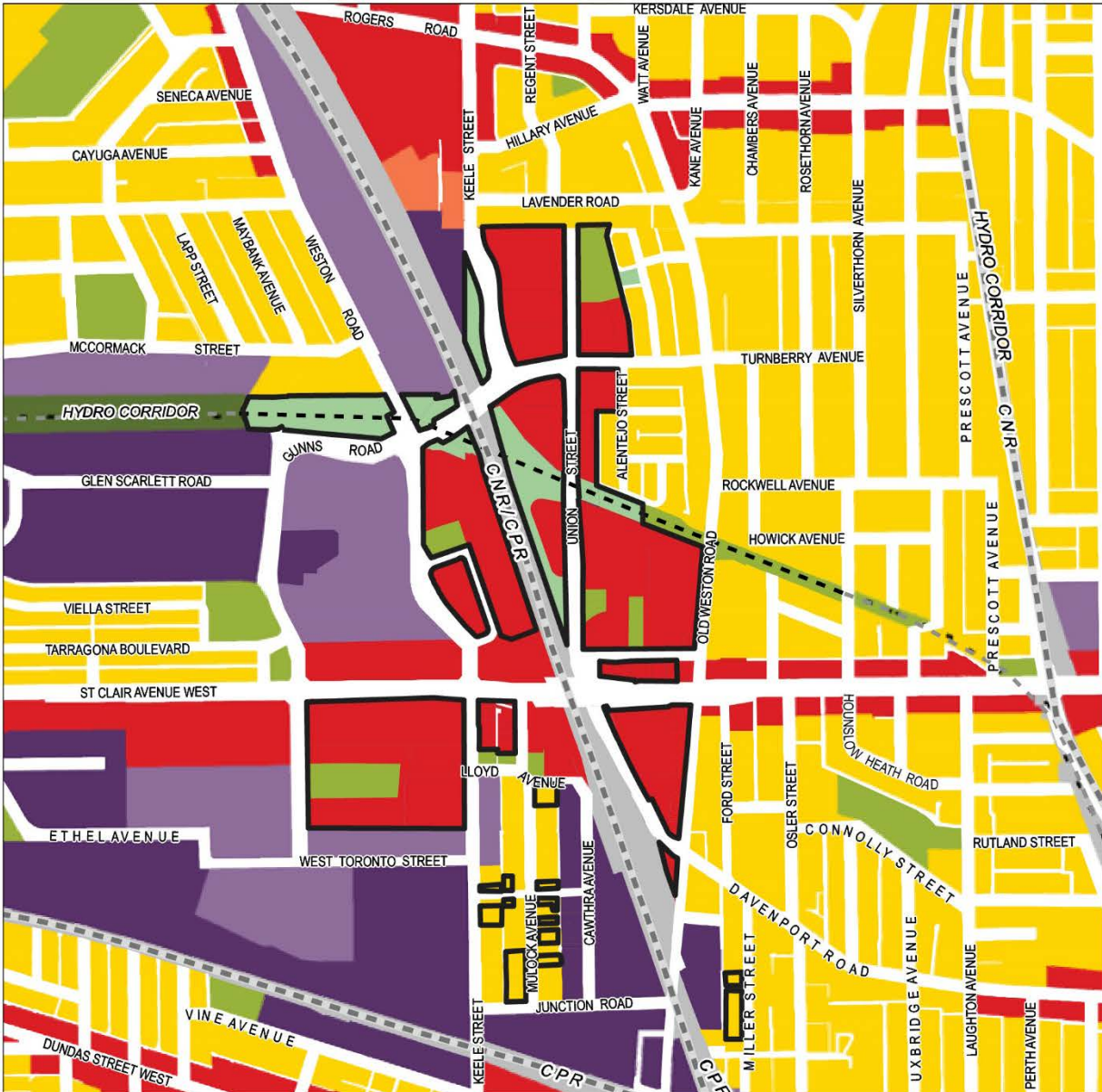
File # 20 182411 STE 10 02

-  Keele-St.Clair Local Area Boundary
-  Avenues
-  Employment Areas



Not to Scale
11/10/2021

Schedule 2 to OPA 537

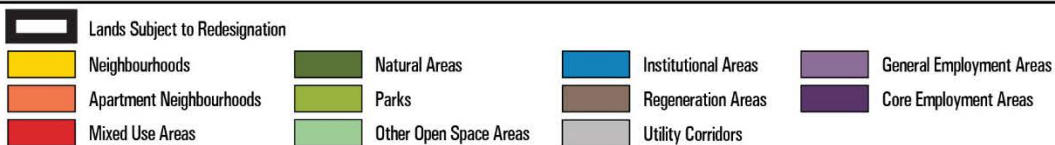


Official Plan Amendment #537

Revisions to Land Use Map 17

Keele-St. Clair Local Area

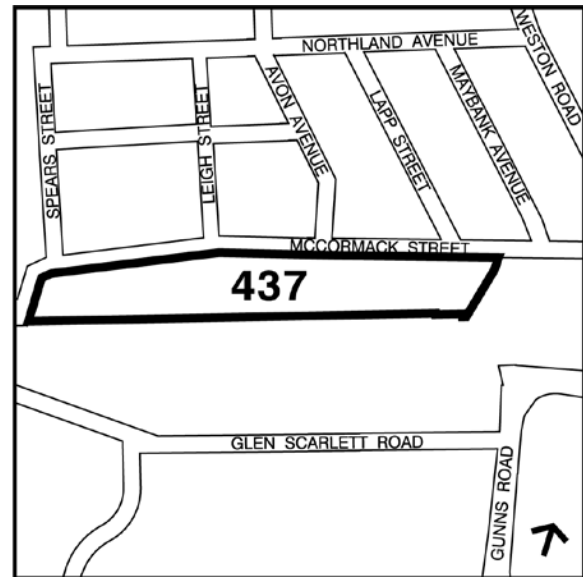
File # 20 182411 STE 10 02



Not to Scale
11/10/2021

437. 43 - 177A McCormack Street

- a. Salvage yards, vehicle dealerships, vehicle depots, vehicle repair shops and vehicle service shops are not permitted.
- b. Development will:
 - i. Provide generous public sidewalks, street tree planting and pedestrian amenities along McCormack Street;
 - ii. Ensure no net new shadow is cast on Harwood Park and the Harwood Public School school yard from 10:18 a.m. to 4:18 p.m. on March 21st and September 21st;
 - iii. Have active uses at grade with direct pedestrian entrances fronting onto the public sidewalk along McCormack Street;
 - iv. Consolidate vehicular access between multiple parcels, where feasible;
 - v. Provide public views and public access to Lavender Creek Trail;
 - vi. Have a street wall height of 2 to 4 storeys;
 - vii. Have maximum building heights of 6 to 8 storeys and fitting within a 45 degree angular plane measured at 80% of the right-of-way width along the north property line;
 - viii. Be compatible with residential and other sensitive land uses to the north; and
 - ix. Be compatible with the industrial uses in the *Employment Area* to the south.
- c. Applications for development will require the submission of a Block Context Plan that demonstrates, to the satisfaction of the City, how the proposed development and adjacent lands on the south side of McCormack Street can be coordinated to contribute to a complete community and an enhanced and expanded public realm network, including the provision of consolidated on-site parkland dedications with frontage on McCormack Street.



KEELE-ST. CLAIR LOCAL AREA SECONDARY PLAN

47. Keele-St. Clair Local Area Secondary Plan

1. General

- 1.1. The boundaries of land use designations on Map 1, Land Use Plan, are general. Minor adjustments to the boundaries of land use designations, including Parks and Open Spaces, may be made without the need to amend this Plan.
- 1.2. Development in the Keele-St. Clair Local Area will support the creation of a complete community by:
 - a. Prioritizing the creation of an integrated, enhanced and expanded public realm network through new and improved public streets, lanes, parks and open spaces;
 - b. Applying an innovative approach to sustainable design that is climate resilient and reduces heat exposure, impervious surfaces and flooding, including through the provision of Green Infrastructure;
 - c. Increasing the urban tree canopy;
 - d. Supporting the planned economic function of the lands by providing for a broad range of employment uses to support a diverse economy;
 - e. Supporting transit-oriented densities and prioritizing direct and safe active transportation and connections to existing and planned transit facilities, cycling infrastructure and pedestrian pathways;
 - f. Supporting the provision of community service facilities to contribute to the social, economic and cultural development of the area;
 - g. Providing a range of housing types, tenures and levels of affordability;
 - h. Integrating cultural heritage resources, including Indigenous cultural heritage resources, where appropriate; and
 - i. Seeking new opportunities to celebrate the rich history and cultural heritage of the area, including through the provision of public art.
- 1.3. Development is encouraged to implement the City's net zero greenhouse gas emissions targets and the highest levels of the Toronto Green Standard.
- 1.4. Development will contribute to the advancement of, be consistent with, and be phased to support the approved St. Clair Avenue West Area Transportation Master Plan and the delivery of the St. Clair-Old Weston GO Transit/SmartTrack Station.
- 1.5. As Treaty Holders in the Keele-St. Clair Local Area, the Mississaugas of the Credit First Nation should be engaged with on all publicly and privately initiated development proposals. Other Indigenous communities that may have rights and interests in this area should also be identified and engaged with.

- 1.6. Indigenous cultures and histories will be celebrated throughout the Keele-St. Clair Local Area, implemented through place making and other initiatives led by Indigenous communities in partnership with the City and other stakeholders.

2. Public Realm

- 2.1. To help re-establish the connection between land and water in the Keele-St. Clair Local Area, development and City-led initiatives will:
 - a. Seek opportunities to create a continuous open space network under the hydro corridor to connect the natural areas, open spaces and parks associated with Lavender Creek, Lavender Creek Trail and S.A.D.R.A. Park;
 - b. Connect new and existing parks and open spaces to the Lavender Creek-S.A.D.R.A. area identified on Map 2, wherever feasible; and
 - c. Expand and enhance the portion of Lavender Creek east of the rail corridor by improving public access to the water and providing additional daylighting and naturalization of the creek, tree planting, interpretive landscape and space for Indigenous place making, place keeping and/or ceremony.
- 2.2. In all areas of the Keele-St. Clair Local Area, development will prioritize the expansion and enhancement of the public realm, including but not limited to:
 - a. Maximizing, to the extent feasible, the provision, size and utility of publicly owned and publicly accessible spaces;
 - b. Providing new public streets and lanes to create smaller development blocks, provide access and address for new buildings, and provide street frontage for new and existing public parks and open spaces;
 - c. Providing mid-block and other safe and direct pedestrian and cycling connections to adjacent developments and the public realm, including but not limited to the Station Block and planned and existing pedestrian and cycling infrastructure;
 - d. Consolidating vehicular access points between multiple developments to limit curb cuts and vehicular conflicts with existing and planned pedestrian and cycling networks; and
 - e. Limiting above ground and surface parking.
- 2.3. The areas identified as Community Focal Points on Map 3, Public Realm Plan, benefit from adjacency to the largest parks planned in the Keele-St. Clair Local Area. These Focal Points should be prioritized for indoor and outdoor community spaces with a range of publicly accessible programming.
- 2.4. The Transit Plaza Focal Point will be a central community destination in the Keele-St. Clair Local Area with outdoor public spaces east and west of Union Street that lend prominence to the station entrance and that can accommodate a range of community activities.

- 2.5. Major and Minor Pedestrian Gateways identified on Map 3, Public Realm Plan, are key public realm connections that should provide interesting, accessible and inviting access points between streets, parks and open spaces, the interior of development blocks, and/or Community Focal Points. Major Pedestrian Gateways will also be developed to provide safe and accessible pedestrian connections between different grade elevations.
- 2.6. Major and Minor Pedestrian Gateways will be designed to accommodate substantial greening through tree planting and generous soft landscapes, and should feature prominent public art with an emphasis on celebrating Indigenous artists and first stories, recognizing local culture, and interpreting the varied history of the Keele-St. Clair Local Area.
- 2.7. Privately Owned Publicly-Accessible spaces (POPS), Pedestrian Gateways, Focal Points and midblock connections should be strategically located to create an integrated pedestrian network between public parks and open spaces.
- 2.8. The expansion and enhancement of the public realm in the Keele-St. Clair Local Area will be guided by Map 3, Public Realm Plan and the Keele-St. Clair Local Area Guidelines.

3. Parks & Open Spaces

- 3.1. Potential locations for new public parks and open spaces in the Keele-St. Clair Local Area are conceptually shown on Map 3, Public Realm Plan. The precise size, location and configuration of new public parks and open spaces, including additional parks not shown on Map 3, will be determined through the development review process and as other opportunities arise.
- 3.2. Parks and open space priorities in the Keele-St. Clair Local Area include, but are not limited to:
 - a. Creating new parks;
 - b. Expanding and enhancing the size, function, visibility, and accessibility of existing parks; and
 - c. Complementing and integrating parkland with adjacent *Natural Areas*, hydro corridors, POPS and other open spaces, where appropriate.
- 3.3. The development, design and programming of parks and open spaces in the Keele-St. Clair Local Area will be guided by Map 3, Public Realm Plan and the Keele-St. Clair Local Area Guidelines.
- 3.4. Development is required to prioritize the dedication of land to the City in order to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:
 - a. On-site parkland dedication.
 - b. Off-site parkland dedication.

- c. Cash-in-lieu of parkland.
- 3.5. Consolidation of parkland dedication from more than one development, assembled to create larger parks, will be encouraged.
- 3.6. Development adjacent to parks will:
 - a. achieve setbacks related to fire separation in order to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - b. provide an appropriate interface between public and private lands;
 - c. be oriented to maximize public access and views to parks;
 - d. be designed to have an attractive façade with animated uses at-grade;
 - e. provide for casual overlook, increasing the passive surveillance and safety of parks;
 - f. be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
 - g. be located and designed to maximize sunlight and minimize shadowing on parks; and
 - h. avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.

4. Community Services & Facilities

- 4.1. Development may be required to contribute to the delivery of community service facilities through:
 - a. new, expanded or retrofitted space for one or more community service facilities on-site;
 - b. new, expanded or retrofitted community service facilities off-site within an appropriate distance; and/or
 - c. a contribution towards specific community service facilities that meets identified needs.
- 4.2. New community service facilities and expansions or retrofits of existing community service facilities will:
 - a. be delivered in accordance with the applicable legislative framework;
 - b. be designed to meet the requirements of the City, public agencies, boards and commissions;
 - c. be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - d. consider co-location within mixed-use buildings; and

- e. provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 4.3. The following community service facilities will be prioritized:
- a. New, non-profit licensed child care spaces;
 - b. New space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy; and
 - c. .The expansion and retrofit of recreation facilities in the vicinity of the Keele-St. Clair Local Area, including but not limited to Joseph J. Piccininni Community Centre and George Bell Arena, the specific location and priority of which will be guided and informed by the Parks and Recreation Facilities Master Plan.
- 4.4. Development on parcels with existing on-site community service facilities should replace the total gross floor area of the community service facility on-site.

5. Affordable Housing

- 5.1. Development containing more than 8,000 square metres of residential gross floor area and containing 100 new units or more will include affordable housing units in accordance with the following:
- a. The amount of affordable housing provided by development will be maximized in accordance with the provisions of the Official Plan and provincial policy, regulatory and program requirements;
 - b. Affordable housing shall be secured at affordable rents or affordable ownership prices for a minimum period of 99 years from the date of first residential occupancy of the unit; and
 - c. To achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families, the unit mix of affordable housing units will reflect the unit mix of market units in the proposed development.
- 5.2. Opportunities for exceeding the minimum affordable housing requirements stated above, including through future policy, regulatory and program changes, will be encouraged.

6. Employment

- 6.1. Development within the lands identified as *Employment Priority Areas* on Map 1 will provide a minimum of either 1.0 times the development area excluding lands conveyed to the City or other public body for new parks, open spaces, natural areas, streets and/or lanes, or 25 per cent of the total gross floor area of the proposed development, as non-residential gross floor area comprised of the uses listed on Schedule A, such that:

- a. Uses listed in Column 1 will account for 51 per cent or more of the minimum non-residential gross floor area;
 - b. Uses listed in Column 2 will account for 49 per cent or less of the minimum non-residential gross floor area; and
 - c. Uses listed in Column 3 will not be counted towards the minimum non-residential gross floor area.
- 6.2. To provide a balance of residential and non-residential growth, the minimum non-residential gross floor area required on each site will be developed prior to or concurrent with residential development, or as otherwise determined by a phasing plan submitted as part of a complete application and approved by the City.
- 6.3. Non-residential gross floor area should be consolidated in standalone buildings or contiguous portions of a base building to encourage a clustering of business and economic activities.

7. Built Form

Lavender-S.A.D.R.A

- 7.1. Development adjacent to the Lavender-S.A.D.R.A open space areas will:
- a. Promote public access to and through the open spaces;
 - b. Create and frame public views to the open space areas with new buildings and open spaces that have active uses and good overlook; and
 - c. Provide for a high degree of visibility to, and sunlight on, the open spaces.

St. Clair Main Street

- 7.2. St. Clair Avenue West will function as the primary mid-rise, mixed-use main street for the Keele-St. Clair area. Development in the St. Clair Main Street corridor, identified on Map 2, will:
- a. Have predominantly active, non-residential uses at grade with direct pedestrian entrances fronting onto the public sidewalk along St. Clair Avenue West;
 - b. Provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities along St. Clair Avenue West;
 - c. Generally provide a streetwall height up to five storeys along St. Clair Avenue West;
 - d. Have a mid-rise built form with maximum heights of 9-12 storeys along St. Clair Avenue West.
- 7.3. On deep lots, tall buildings may be permitted provided:

- a. the towers are set back generously from St. Clair Avenue West to maintain a mid-rise scale along the *Avenue*; and
 - b. the tall buildings can accommodate appropriate setbacks, tower separation distances and good transition to lower density areas, including a 45 degree angular plane from lands designated *Neighbourhoods*.
- 7.4. A public realm and built form gateway to the St. Clair *Avenue* will be created at the intersection of Keele Street/Weston Road and St. Clair Avenue West. Notwithstanding Policy 7.2.d, tall buildings with heights generally ranging from 15-20 storeys may be permitted at the four corners of the intersection provided the tall buildings can accommodate appropriate setbacks, tower separation distances and good transition to lower density areas, including a 45 degree angular plane from lands designated *Neighbourhoods*.

Station Centre

- 7.5. Development in the Station Centre, identified on Map 2, will:
- a. Provide for a variety of building types and heights, with maximum tall building heights generally ranging from 30-40 storeys provided tall buildings can accommodate appropriate setbacks, tower separation distances and good transition to lower density areas, including a 45 degree angular plane from lands designated *Neighbourhoods*;
 - b. Locate and mass buildings to frame public views and provide safe, direct, at-grade pedestrian access to station entrances and the adjacent public realm, the Transit Plaza Focal Point, and the Lavender-S.A.D.R.A. open space network;
 - c. Have predominantly active, non-residential uses at grade with direct pedestrian entrances fronting onto the public sidewalk along Union Street and Townsley Street;
 - d. Provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities along both sides of Union Street;
 - e. Provide building setbacks that support a generous pedestrian promenade that can accommodate pedestrian clearways, a double row of street trees, and pedestrian amenities on the north side of Townsley Street; and
 - f. Generally provide a 4-6 storey pedestrian-scale streetwall height with good street proportion and variation in base building massing, materials and articulation.
- 7.6. The tallest buildings in the Keele-St. Clair Local Area will be located at the Station Block, identified on Map 3, to create a height peak for the area and lend prominence to the station.

Station North, Station South, Station West & Station East

- 7.7. Development in the Station North, Station South, Station West and Station East areas, identified on Map 2, will:
- a. Provide for a variety of building types and heights, with maximum tall building heights generally ranging from 20-35 storeys provided tall buildings can accommodate appropriate setbacks, tower separation distances and good transition to adjacent low-density areas, including a 45 degree angular plane from lands designated *Neighbourhoods*;
 - b. Generally provide a 3-6 storey pedestrian-scale streetwall height with good street proportion and variation in base building massing, materials and articulation;
 - c. Avoid new and replace existing retaining walls, wherever feasible, by lining street frontages with active uses and ground floor entrances that are flush with sidewalk grades;
 - d. Provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities; and
- 7.8. Development fronting Townsley Street will provide active uses at grade and a generous pedestrian promenade that can accommodate pedestrian clearways, a double row of street trees, and pedestrian amenities on the north side of Townsley Street.
- 7.9. Notwithstanding Policy 7.7, development fronting the west side of Old Weston Road should generally be in the form of 6 to 8 storey mid-rise buildings with good street proportion and a 2 to 4 storey streetwall height that relates to the adjacent low-rise residential context.

Stockyards North & Stockyards South

- 7.10. Development in the Stockyards North and Stockyards South areas, identified on Map 2, will:
- a. Provide a compatible transition in both built form and land use to adjacent *Employment Areas*;
 - b. Provide for a variety of building types and heights, with maximum tall building heights generally ranging from 15-25 storeys provided tall buildings can accommodate compatibility with nearby employment uses, appropriate setbacks, tower separation distances and good transition to adjacent low-density areas, including a 45 degree angular plane from lands designated *Neighbourhoods*;
 - c. Avoid new and replace existing retaining walls, wherever feasible, by lining street frontages with active uses and ground floor entrances that are flush with sidewalk grades;

- d. Provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities; and
- e. Generally provide a 3-5 storey pedestrian-scale streetwall height with good street proportion and variation in base building massing, materials and articulation.

Rail Corridor North & Rail Corridor South

7.11. Development in the Rail Corridor North and Rail Corridor South areas, identified on Map 2, will:

- a. Support a range of employment uses that are compatible with nearby residential uses;
- b. Have predominantly active uses at grade with direct pedestrian entrances fronting onto the public sidewalk;
- c. Seek opportunities to improve pedestrian and cycling crossings of the rail corridor and provide new connections to the existing and planned cycling network;
- d. Contribute to the creation of a sense of place and identity for those arriving to the Keele-St. Clair Area by rail, including through the provision of public art;
- e. Provide for a variety of building types and heights, with maximum building heights generally ranging from 10-15 storeys, provided they can accommodate good transition to adjacent low-density areas;
- f. Provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities; and
- g. Generally provide a 2-4 storey pedestrian-scale streetwall height with good street proportion and variation in base building massing, materials and articulation.

Neighbourhoods

7.12. A variety of low-rise building types, including semi-detached, townhouse and multiunit dwellings, to a maximum of three storeys in height are permitted on lands designated *Neighbourhoods*.

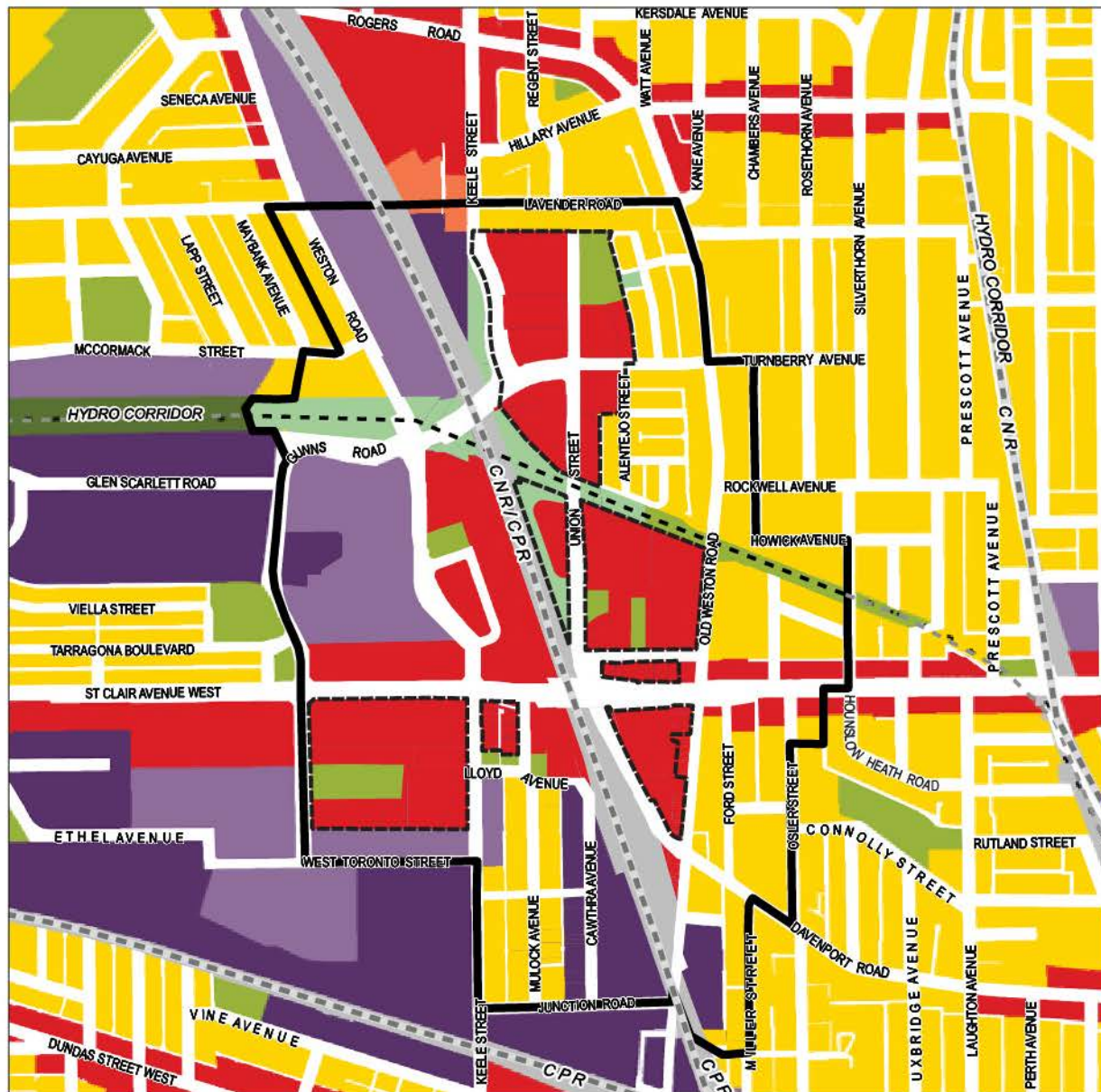
7.13. For properties designated *Neighbourhoods* and fronting Keele Street, Weston Road, Old Weston Road south of S.A.D.R.A. Park, Davenport Road, and the west side of Miller Street, development up to four storeys in height may be permitted and should provide building setbacks that support generous public sidewalks, street tree planting and pedestrian amenities.

8. Phasing

8.1. The use of holding provisions may be used to provide for the orderly sequencing of development in phases and mitigate from any existing industries that may be negatively impacted by a greater intensity of residential development.

- 8.2. Development of lands within the Keele-St. Clair Local Area will be reviewed to ensure the adequacy of community service facilities, green infrastructure, physical infrastructure and parkland. Phasing plans may be required as part of complete applications for development to ensure the timely delivery of community infrastructure.

Map 1: Land Use Plan



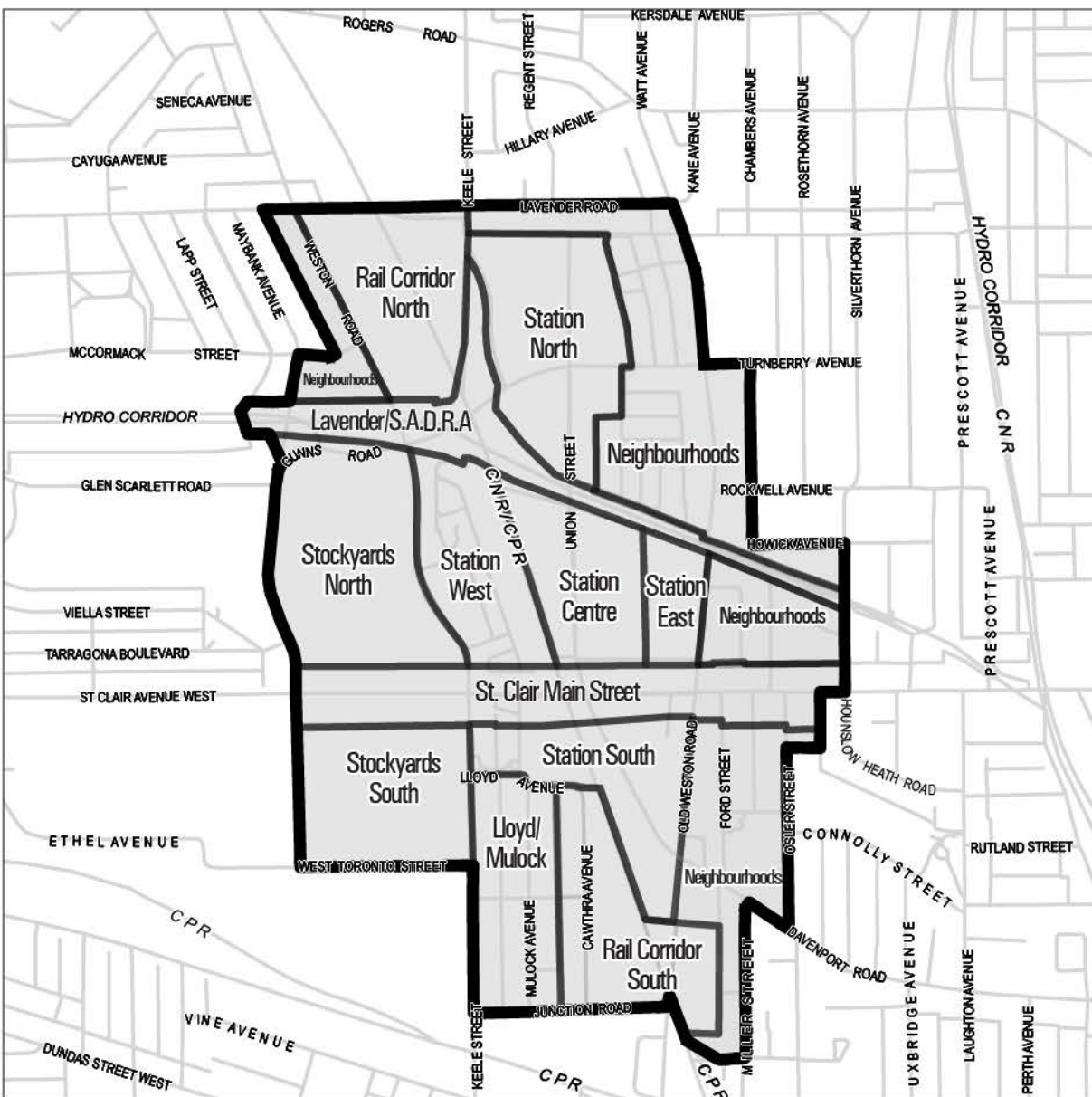
Map 1 - Land Use Plan

Keele St. Clair Local Area



↑
Not to Scale
11/10/2021

Map 2: Structure Plan



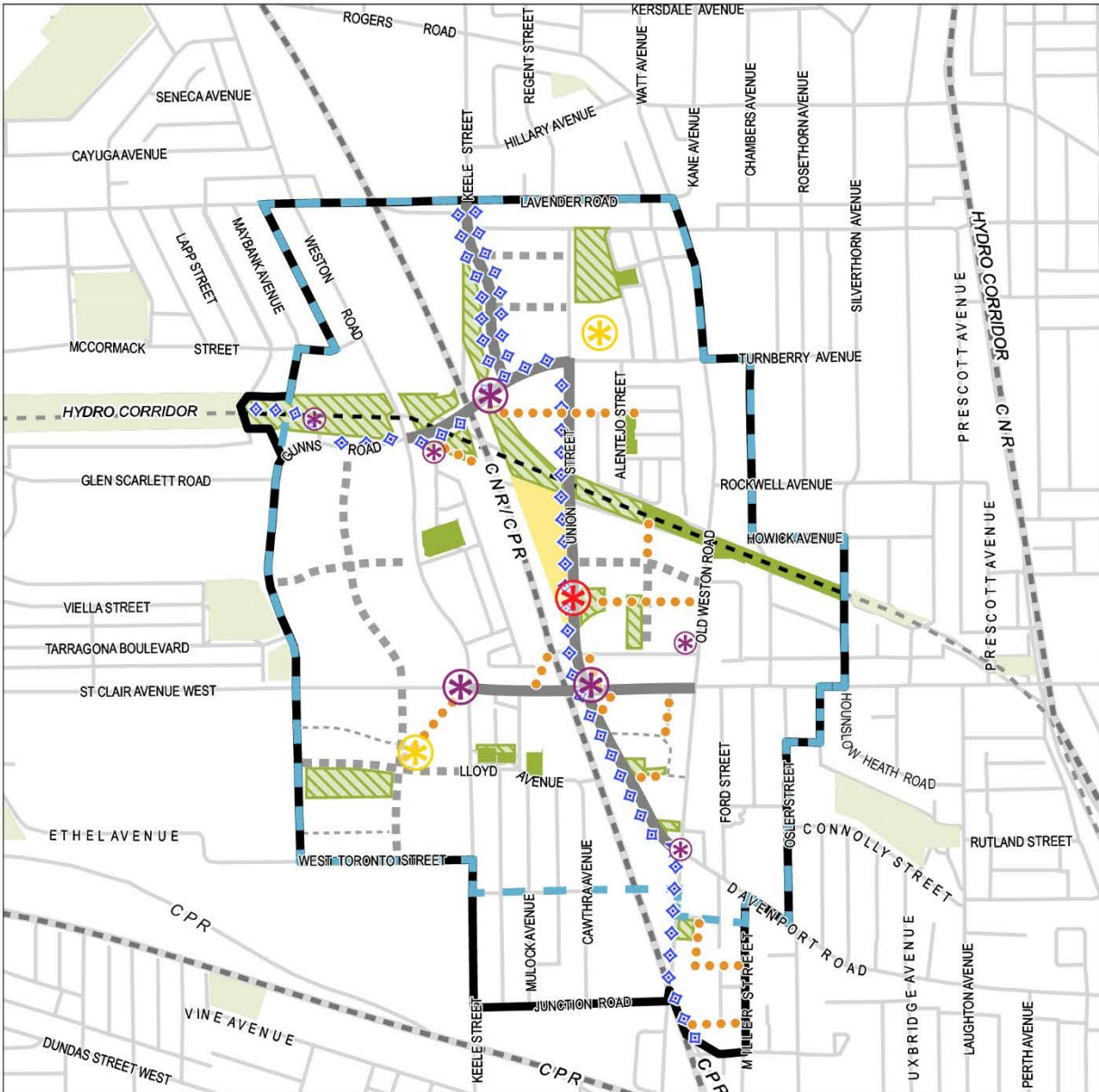
Map 2 - Structure Plan

Keele St.Clair Local Area

 Keele-St.Clair Local Area Boundary

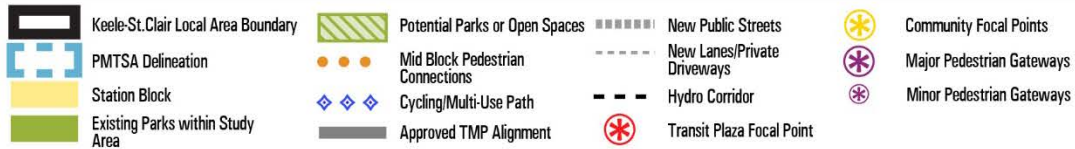

Not to Scale
11/10/2021

Map 3: Public Realm Plan



Map 3 - Public Realm Plan

Keele St.Clair Local Area



Not to Scale
11/10/2021

Schedule A

Non-Residential Uses referred to under Policy 6.1		
Column 1 (51% or more)	Column 2 (49% or less)	Column 3
Office	Retail and Service Uses	Community Recreation Centres
Creative Industries*	Restaurants	Libraries
Research and Development Facilities	Hotels	Public Schools
Light Manufacturing and Processing (including High Tech Industrial)	Warehousing, Wholesaling, Distribution	Transit Stations
Post-Secondary Institutions, Business and Industrial Trade Schools	Art Galleries	Places of Worship
Artists' Studios	Community Agency Space	Ambulance/Fire Stations
Vertical agriculture	Fitness Centres	
	Day Cares	
	Data Centres	

* Creative industries have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property, including: arts and crafts; broadcasting; design; film, video and photography; music and the visual performing arts; publishing; software, computer games and electronic publishing; film studio and all pre-production and post-production as well as other services which directly or indirectly support film production.

Attachment 2: Draft Official Plan Amendment: St. Clair-Old Weston Station Protected Major Transit Station Area

Authority: Planning and Housing Committee Item PH##.##, adopted by City of Toronto Council on [Month] [Day] and [Day], 2021

CITY OF TORONTO

Bill

BY-LAW~~~2021

To adopt Amendment 538 to the Official Plan for the City of Toronto respecting lands generally bounded by Lavender Road and Northland Avenue to the north, Old Weston Road, Chambers Avenue, Silverthorn Avenue and Osler Street to the east, West Toronto Street, Hirons Street and Westport Avenue to the south, and Old Stock Yards Road and Gunns Road to the west.

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

Whereas authority is given to Council under section 16(15) of the Planning Act, R.S.O. 1990, c. P.13, as amended, to delineate and establish Protected Major Transit Station Areas; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with section 17 the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 538 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on [Month], 2021.

Frances Nunziata,
Speaker

John D. Elvidge,
Interim City Clerk

(Seal of the City)

AMENDMENT 538 TO THE OFFICIAL PLAN

LANDS GENERALLY BOUNDED BY LAVENDER ROAD AND NORTHLAND AVENUE TO THE NORTH, OLD WESTON ROAD, CHAMBERS AVENUE, SILVERTHORN AVENUE AND OSLER STREET TO THE EAST, WEST TORONTO STREET, HIRONS STREET AND WESTPORT AVENUE TO THE SOUTH, AND OLD STOCK YARDS ROAD AND GUNNS ROAD TO THE WEST.

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

1. Chapter 8, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by:
 - a. adding a Site and Area Specific Policy 630 as included in Schedule 1;
2. Map ##, Major Transit Station Areas and Protected Major Transit Station Areas, is amended by adding the boundary of Site and Area Specific Policies in accordance with amendment 1, above.

Schedule 1 to Amendment 538

SASP 630. Protected Major Transit Station Area – St. Clair-Old Weston Station

a) Protected Major Transit Station Area Delineation

The area surrounding and including the planned St. Clair-Old Weston Station is a protected major transit station area shown as the St. Clair-Old Weston Major Transit Station Area on Map 1.

b) Residents and Jobs per Hectare

Existing and permitted development within the Protected Major Transit Station Area – St. Clair-Old Weston Station is planned for a minimum density target of 150 residents and jobs combined per hectare.

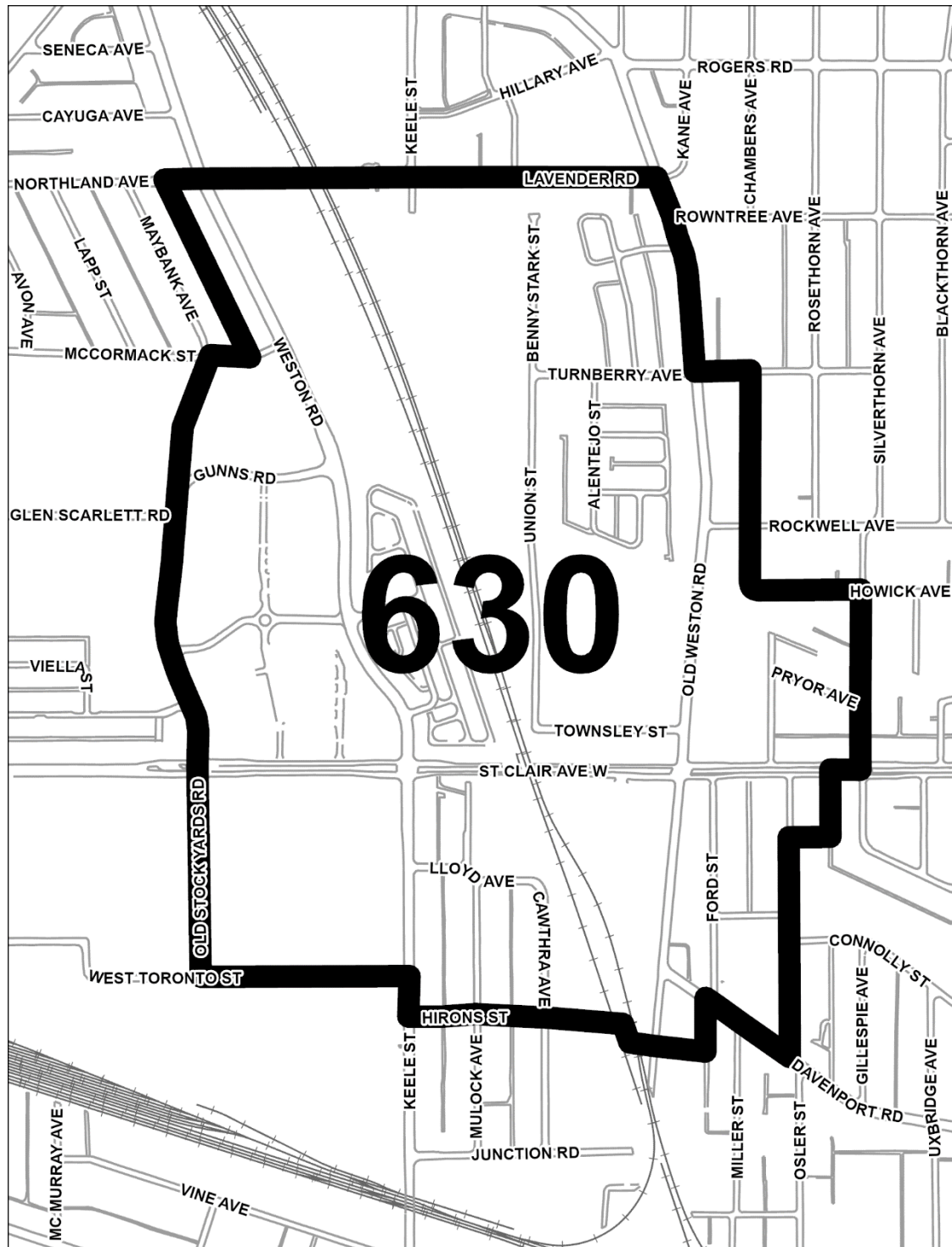
c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 17 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific Policies.

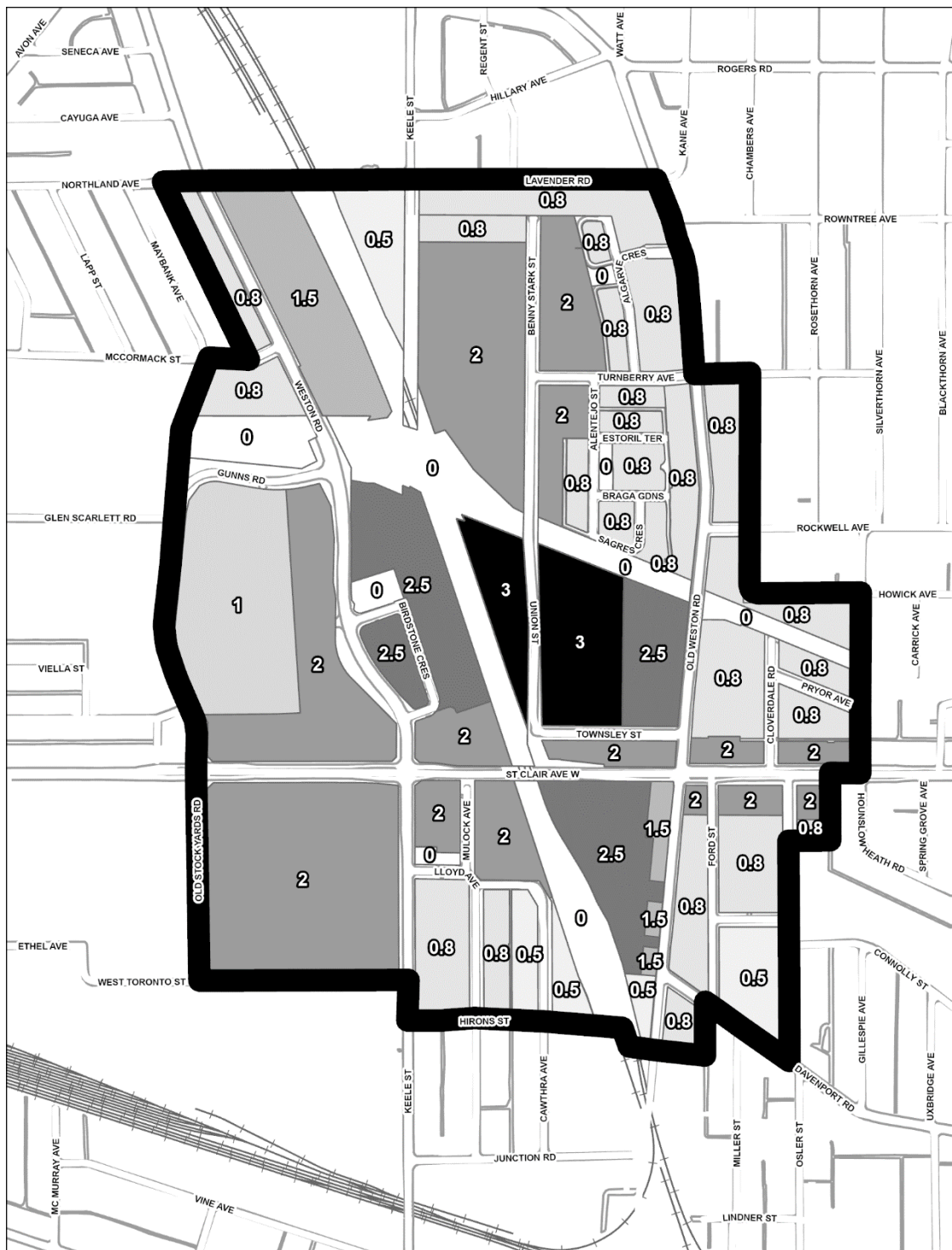
d) Minimum Densities

Minimum density requirements are shown on Map 2, represented as a Floor Space Index.

Map 1: St. Clair-Old Weston Protected Major Transit Station Area



Map 2: Minimum Densities, St. Clair-Old Weston Protected Major Transit Station Area



Minimum Density (Floor Space Index)



Attachment 3: Preliminary Assessments of *Employment Area* Conversions
KEELE-ST. CLAIR LOCAL AREA STUDY
ASSESSMENT AREA 11

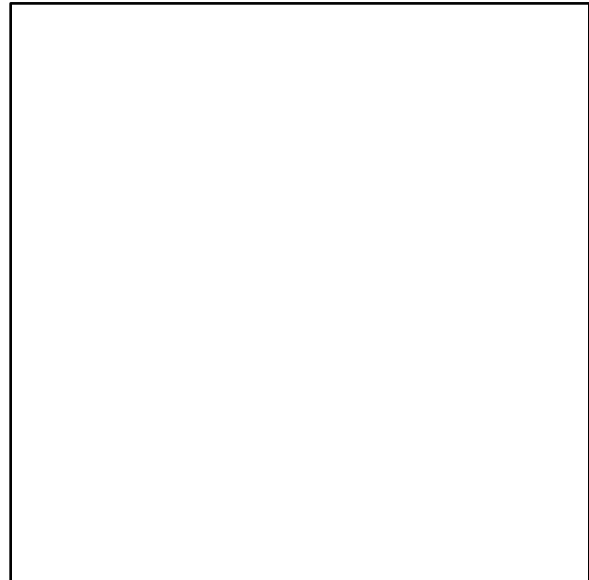
Addresses: 88-142 Cawthra Avenue

General Area: Southeast of Keele Street and St. Clair Avenue West

Ward: 5 – York South-Weston

Site Area: 5,374 m²

Existing Uses: Automobile repair and servicing, manufacturing, food processing, media, service, restaurants



CONVERSION REQUESTS

A Request to Convert *Employment Areas* was submitted on behalf of the landowners for 88-142 Cawthra Avenue.

Date(s): Conversion Request Submitted: June 30, 2021
Supplementary Information Submitted: August 3, 2021 & August 30, 2021

Proposal: Residential permissions through a Mixed Use Areas designation are requested.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)

Designation(s): *Core Employment Areas* (Map 17)

Area Specific Policies: N/A

Zoning By-law: Employment Industrial E in Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Mid-rise mixed use residential, retail, office, park

South: Automobile repair and servicing, manufacturing, food processing, media, service

East: Heavy manufacturing

West: Low-density residential neighbourhood, manufacturing, food processing

PENDING ANALYSIS

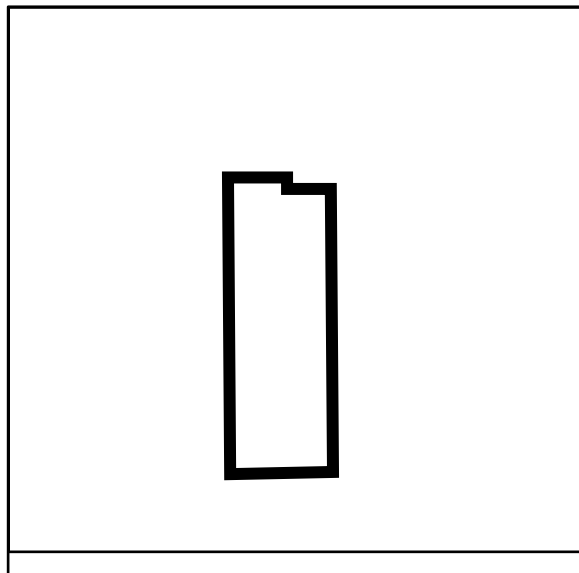
A Compatibility/Mitigation Study has been submitted. A peer review of the Compatibility/Mitigation Study will be undertaken to assess the compatibility of the proposed residential uses with nearby *Employment Areas* and major facilities to the east.

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of the conversion request has been completed based on the applicable policy framework and local context. Staff have determined that the lands should be retained for employment uses and remain designated *Core Employment Areas*.

KEELE-ST. CLAIR LOCAL AREA STUDY ASSESSMENT AREA 12

Addresses: 35 Cawthra Avenue
General Area: Southeast of Keele Street
and St. Clair Avenue
West
Ward: 5 – York South-Weston
Site Area: 19,740 m²
Existing Uses: Heavy manufacturing



CONVERSION REQUESTS

A Request to Convert *Employment Areas* was submitted on behalf of the landowners for 35 Cawthra Avenue.

OFFICIAL PLAN AND ZONING FRAMEWORK

Urban Structure: *Employment Areas* (Map 2)
Designation(s): *Core Employment Areas* (Map 17)
Area Specific Policies: N/A
Zoning By-law: Employment Industrial E in Zoning By-law 569-2013

SITE CONTEXT AND ADJACENT USES

North: Rail corridor, entertainment use
South: Medical office
East: Rail corridor, equipment storage
West: Automobile repair and servicing, manufacturing, food processing, media, service

PENDING ANALYSIS

A Compatibility/Mitigation Study has been submitted. A peer review of the Compatibility/Mitigation Study will be undertaken to assess the compatibility of the proposed residential uses with nearby *Employment Areas*.

PRELIMINARY ASSESSMENT – DRAFT DIRECTION FOR CONSULTATION

Although the Municipal Comprehensive Review has not been completed, a preliminary assessment of the conversion request has been completed based on the applicable policy framework and local context. Staff have determined that the lands should be retained for employment uses and remain designated *Core Employment Areas*.