



**AREA PROFILE AND  
COMMUNITY VISIONING REPORT**

**November 2020**



## Contents

### Executive Summary

1. Introduction
2. Study Work Plan
3. Context, History and Urban Design
  - 3.1 Maps and Photographs
  - 3.2 Historical Overview
  - 3.3 Urban Design Characteristics
  - 3.4 Lot Fabric
4. Transportation
  - 4.1 Road
  - 4.2 Transit
  - 4.3 Pedestrian Conditions & Accessibility
  - 4.4 Cycling
5. Parks
6. Planning Framework
  - 6.1 Official Plan Review
  - 6.2 Zoning Bylaw Review
  - 6.3 Rail Safety
7. Employment Profile
8. Business Licensing & Related By-laws
9. Development Activity
  - 9.1 Development Pipeline
  - 9.2 Committee of Adjustment Applications: 2003-2019
  - 9.3 Building Permit Applications: 2003-2019
10. Stakeholder Consultation Meeting # 1 – Summary of Comments
11. Community Consultation Meeting # 1 – Summary of Comments
12. Survey Results
  - 12.1 Businesses, Cultural Enterprises and Employees
  - 12.2 Residents and Visitors
13. Emerging Themes



## References



## Executive Summary

This report provides a description of the Geary Works planning study and a comprehensive **area profile** of Geary Avenue. This report is intended primarily as resource to help inform City staff's evaluation and recommendations, as well as decisions by City Council. It is also a public resource that may be of interest to the local community, stakeholders and other interested parties. This report will help inform a Staff Report to Toronto and East York Community Council that is planned to be brought forward in February/March 2021.

This report includes summaries of the feedback received from a stakeholder's consultation meeting, a community consultation meeting, and two online surveys. The summation of this feedback represents the **community vision**.

The following **Guiding Principles** have helped shape the study and have been generally reinforced by the feedback received from the stakeholders and local community.

1. Support existing businesses and cultural enterprises.
2. Facilitate a vibrant mix of light industrial, commercial, cultural and recreational uses.
3. Enhance the public realm to create an inviting and exciting street.
4. Protect the adjacent Davenport neighbourhood from excessive negative impact from uses on Geary Avenue.

The following **Emerging Themes**, which are further described in the last section of this report, represent an initial analysis of the community feedback and information obtained through staff's background review that together comprise Phase 2 of Geary Works. There are 20 Emerging Themes, categorized as follows:

- Economic Development and Culture
- Mobility and Access
- Public Spaces (Parks and Public Realm)
- Built Form and Heritage
- Land Use



Each Emerging Theme has potential recommendations for a course of action, generally through one of the following project deliverables:

- Proposed Site and Area-Specific Official Plan Policy (SASP);
- Proposed Site and Area-Specific Zoning By-Law Amendment
- Parks and Public Realm Strategy
- Economic Development and Culture Strategy

Since some of the potential land use changes constitute an employment land conversion, they will need to be considered in the context of a Municipal Comprehensive Review. Those land use changes cannot be implemented until that work is complete.

The Emerging Themes will be presented to the community and local stakeholders for their feedback at virtual meetings scheduled on December 1 and 9, 2020.

### **Economic Development and Culture**

1. Geary Avenue is a hidden gem as it is.
  - Geary Avenue is valued for an eclectic mix of uses and independent businesses in old industrial buildings, which gives it an authentic, local "vibe".
2. Celebrate Geary Avenue as a cultural corridor.
  - Provide for street festivals, outdoor market, farmer's market, outdoor performances, events and programming in local parks.
  - Support and promote public art initiatives.
3. Support the business community.
  - Propose a new Business Improvement Area
  - Consider branding / marketing for Geary Avenue, while being sensitive to the independent, gritty character of the street.

### **Mobility and Access**

4. Vehicles need to slow down!
  - Various traffic calming measures, including curb bump-outs, pavement markings, pavers.
  - Rush-hour turn prohibitions at the major intersections to reduce through-traffic
5. Provide a safe and comfortable pedestrian environment.
  - Wider sidewalks



- Safer crossings
  - Minimize curb-cuts
  - Improve sidewalks on streets that cross the CPR rail corridor
6. Facilitate bicycles.
- Bike Share stations
  - Public bike parking
7. Optimize parking.
- Consider pay-and-display parking
  - Review current stopping/standing/parking permissions
  - Enhanced pavement marking plan for on-street parking
  - Phase-out automotive garages to reduce parking demand
8. Connect to Galleria and Primrose Avenue.
- Provide for a future pedestrian connection across the CPR rail corridor between the west end of Geary Avenue and Dupont Street.
  - Provide for a future public lane or mid-block pedestrian connection west to Primrose Avenue.

### **Public Spaces (Parks and Public Realm)**

9. Beautify Geary (despite being appreciated as an ugly street)
- Murals on rail underpasses
  - More street trees
  - Planters
  - Benches
  - Public Art
  - Patios
10. Expand, integrate and maintain the parks and open spaces.
- Consider new parkland acquisition (i.e. south end of Lightbourn Avenue)
  - Seamless transition between parks and sidewalks
  - Enhanced pedestrian crossings for the Green Line
  - More functions and programming of parks
  - Better maintenance of equipment
  - Less litter

### **Built Form and Heritage**

11. Maintain sunlight on the north side of Geary Avenue all year



- Apply a front angular plane to new development on the south side of Geary Avenue.
12. Provide for gentle intensification of non-residential uses on the north side of Geary Avenue.
- Allow +/-4-storey (18-metre) non-residential buildings on the north side of Geary Avenue.
13. Conserve heritage properties identified through the Geary Avenue Cultural Heritage Resource Assessment (CHRA) and use the historic overview to inform and shape urban design policies and guidelines.
- Create site-specific Official Plan policies for conserving identified properties.
  - Use historic overview to inform a sense of place through public realm improvements

## **Land Use**

14. Geary Avenue is prized especially for its organic, complementary mix of "maker" industrial uses, studio spaces other creative enterprises.
- Provide for light industrial uses and office/studio space by applying area-specific size or % restrictions on other commercial uses for all properties from Dovercourt Road to the west end of Geary Avenue.
15. Geary Avenue can be the retail main street for the surrounding neighbourhood.
- Consider allowing a wider range of retail goods and services to serve the local community (e.g. grocery store) on most properties, where appropriate, on Geary Avenue.
16. The cafes, restaurants and bars on Geary Avenue are its main attraction for both local residents and workers.
- Consider allowing cafes, restaurants and bars, with size limitations, on most properties, where appropriate, on Geary Avenue.
  - Allow patios on Geary Avenue.
17. Support the music scene.



- Consider allowing "entertainment places of assembly" up to a certain size or capacity on some or all properties zoned *Employment (E)* and located west of Dufferin Street and on the north side of Geary Avenue.
18. Keep it affordable – Minimize new residential use, encourage mixed-use on residential properties.
- Allow commercial/retail uses, including restaurants on properties that are currently zoned *Residential (R)*. Also consider light industrial uses.
  - Properties that are zoned *Industrial (I1 D2)* and located east of Dovercourt Road to be considered for a rezoning to allow residential (already permitted by SASP 154) up to 0.6 FSI if commercial/retail uses are provided on the ground floor.
19. Vehicle repair shops detract from the emerging vision – phase them out (existing shops may remain).
- Remove vehicle repair shops from permitted uses on all properties on Geary Avenue (i.e. properties zoned *Industrial (I1 D2)* under By-law 438-86). Existing vehicle repair shops may remain as legal non-conforming uses.
20. Rail corridor is a safety hazard – no new intensive uses.
- No new development or additional floor area for intensive uses within 30m of rail corridor.



## 1. INTRODUCTION

The Geary Avenue corridor is an employment neighbourhood in the Ward of Davenport that has evolved from a mixture of industrial/warehouse space and automotive uses, to one that is now a burgeoning hub for creative enterprises, offices, food production, commercial and retail uses, restaurants, community arts, recording studios and recreational uses, in addition to light industrial and automotive uses. The animation from the existing mix of eclectic uses makes it a desirable destination in addition to a productive employment area. Land use regulations, rapidly increasing land prices, development and growth pressures within the study area are impacting the continued viability of many small businesses and cultural uses on Geary Avenue.

Geary Works is a study led by City Planning and Economic Development & Culture to determine how to best support businesses and creative enterprises on Geary Avenue and improve the public realm. The study will address the context of the adjacent stable residential neighbourhood of Davenport to the north, the impact of the CP rail line to the south, and the recently planned redevelopment of the Galleria Mall site to the south at 1245 Dupont Street that is contributing to the growth pressure.

The study may produce recommendations for the following:

- Area-specific Official Plan Policy;
- Area-specific Zoning By-law;
- Area-specific urban design guidelines;
- Parks and public realm improvement strategy (building upon The Green Line, which is a 5 kilometre long system of parkland along a hydro corridor)
- Economic Development and Culture Strategy

Strategic alignment is required between City Planning, Economic Development & Culture, Parks, Forestry & Recreation, Transportation Services and Municipal Licensing and Standards.

This Area Profile and Community Visioning Report provides a comprehensive description of Geary Avenue informed by research by several City Divisions and extensive community feedback. The information will be used to analyze the existing condition, identify trends, and develop a vision for the future of Geary Avenue.





## 2. STUDY WORK PLAN

The Study Work Plan, as follows, was prepared in August to October 2019 as the first phase of the Geary Works planning study.

### **Project Origin**

With land price, development and growth pressures, moving quickly into the area, the continued viability of many of these small businesses and creative enterprises is of concern.

In response to a [motion made by Deputy Mayor and Councillor Ana Bailão](#), Planning and Housing Committee directed City Planning and Economic Development & Culture to initiate a comprehensive study of the Geary Avenue Corridor as detailed in the following [Committee Decision made on April 30, 2019 \(Item No. PH5.8\)](#).

The Planning and Housing Committee:

1. Requested the Chief Planner and Executive Director, City Planning, to initiate a planning study for the Geary Avenue Corridor generally between Ossington Avenue and Primrose Avenue including:
  - a. An inventory of current applications and development proposals along Geary Avenue and in the surrounding area;
  - b. An inventory of existing establishments and detailed analysis of existing and permitted land uses; and
  - c. The development of urban design and built form guidelines and land use provisions that promote and enhance the continued non-residential uses analyzed through a. above including compatibility with and transition to adjacent residential uses.
2. Requested the Chief Planner and Executive Director, City Planning to work with the General Manager, Parks, Forestry and Recreation and the General Manager, Transportation Services to identify and coordinate parks and public realm improvements that enhance the character of the area.
3. Request the General Manager, Economic Development and Culture to develop a terms of reference for and undertake an economic



development study for the Geary Avenue corridor generally between Ossington Avenue and Primrose Avenue, such study would include:

- a. Consultation with area businesses, tenants and to understand the current challenges and future opportunities in developing a long term vision for the Geary Avenue corridor including cultural uses; and
- b. In consultation with the Executive Director, Municipal Licensing and Standards, consider the feasibility of developing and implementing financial and regulatory mechanisms to promote the continued arts-based, cultural, light industrial and employment uses in the area.

### Study Area Description

The study area includes all properties fronting onto Geary Ave, which runs from Ossington Ave to Primrose Ave. Existing buildings on Geary Ave include low-rise industrial and office buildings, a large redevelopment site currently occupied by The Brick, vacant and repurposed industrial buildings, and some house-form buildings. Surface parking lots, vacant land and a hydro corridor with open space and parkland are also along Geary Ave.



The study area is adjacent to an established low-rise *Neighbourhood* to the north and a Canada Pacific (CP) rail corridor to the south. The Galleria redevelopment project at 1245 Dupont St is nearby.

The context area covers an area generally within walking distance (~1 km of the Geary Ave), bounded by St. Clair Ave W to the north (including

properties on the north side of St. Clair Ave W), Christie St to the east, Bloor St W to the south (including properties on the south side of Bloor St W), and the Metrolinx-Barrie rail corridor to the west.



## Guiding Principles

1. Support existing businesses and cultural enterprises.
2. Facilitate a vibrant mix of light industrial, commercial, cultural and recreational uses.
3. Enhance the public realm to create an inviting and exciting street.
4. Protect the adjacent Davenport neighbourhood from excessive negative impact from uses on Geary Avenue.



## Study Scope

The study includes the following components. Each component will be informed by City records, other studies and data, staff observations, data collection, and community input. Energy and resiliency considerations will be woven into each study component.

- Land use analysis
- Built form analysis and sun/shadow study
- Cultural Heritage Resource Assessment
- Transportation Background Report
- Parks and public realm study
- Population and employment assessment
- Economic development and culture study

## Study Governance

The study is jointly led by City Planning and Economic Development and Culture.

Study leads:

- Thomas Rees, Senior Planner  
Community Planning, City Planning Division
- Lori Martin, Senior Cultural Affairs Officer  
Economic Development and Culture – Cultural Partnerships

Technical Advisory Committee:

DIVISION	REPRESENTATIVES
City Planning	Thomas Rees, Community Planning
	Cecilia Wong, Community Planning
	Itai Peleg, Urban Design
	Georgia Kuich, Heritage Planning



	Gary Miedema, Heritage Planning
	Adrian Phillips, Heritage Planning
	Brent Fairbairn, Transportation Planning
	Steven Dixon, Strategic Initiatives, Policy & Analysis (SIPA)
	Carola Perez-Book, SIPA
	Sherry Goldstein, Research and Information to Planning Research and Analytics
	Anna Flood, Research and Information to Planning Research and Analytics
Economic Development & Culture	Lori Martin, Cultural Partnerships
	Rebecca Condon, Economic Development
	Mike Tanner, Film & Entertainment Industries
	Andrew McConnachie, Economic Development
	Adrienne Warren, Economic Development
Parks, Forestry and Recreation	Andrea Bake, Parks, Forestry and Recreation
	Nancy Chater, Parks, Forestry and Recreation, Capital Projects
	Nicholas Trevisan, Urban Forestry
Transportation Services	Michelle Berquist, Transportation Planning
	Roberto Ionescu, Transportation Planning
Municipal Licensing and Standards	Tiffany Vong, Policy and Planning

## Study Process

The study was anticipated to take approximately 1 year to complete. Because Covid-19, the timeline is extended to approximately 1.5 years.



## Phase 1: Project Planning

- Walking tours by study leads
- Establish study area and context area
- Determine scope of work and prepare draft work plan
- Establish Technical Advisory Committee (TAC)
- Present draft work plan to Councillor Bailão

Key deliverables: work plan, project schedule

## Phase 2: Background Review and Visioning

- City records and data (SIPA-R&I, MLS, EDC):
  - Employment Survey Data (2000 - 2018)
  - Population and employment growth assessment
  - Current Land Use – listing of current land use (LUIS)
  - Current Development Applications (Pipeline)
  - C of A and Building Permits data
  - Review of MLS investigations, violations and complaints
- Official Plan and Zoning By-law review: policy framework, permitted land uses, built form standards (Community Planning)
- Built form review and shadow study (Urban Design)
- Cultural Heritage Resource Assessment (Heritage Planning)



- Transportation Background Report (Transportation Services, Transportation Planning)
- Parks and public realm study (building upon The Green Line Implementation Plan 2019) (PF&R, Transportation Services, Urban Design)
- Economic development & culture study to identify possible financial and regulatory tools (Economic Development & Culture, MLS)
- TAC meeting #1 – October 17, 1 p.m.
- Community Planning walking tour – October 18, 2:30 p.m.
- York University – Faculty of Environmental Studies – Planning Programs: Presentation and walking tour on October 23
- Community engagement and consultation:
  - Geary Works [website](#)
  - Twitter: @CityPlanTO; #gearyworks
  - On-line surveys – posted December 4, 2019 to February 14, 2020
  - Stakeholder Advisory Committee meeting – December 4, 2019. The SAC generally comprises existing business owners and landowners on Geary Avenue
  - Community consultation meeting and open house – January 28, 2019
  - Written and oral comments provided via mail, email, phone calls and meetings.

Key deliverables: Area profile and community visioning report

### Phase 3: Analysis and Draft Framework and Strategy

- Street analysis: Review of street types, pavement and sidewalk width, streetscape, travel patterns: model split, routes, trip origins and destinations (Urban Design, Parks, Urban Forestry Transportation



Planning and Transportation Services). Determine what modifications would trigger an EA (ask Transportation Planning)

- Parks and Open Space Analysis: Green Line Implementation Plan, determine public realm constraints and opportunities (with Parks, Urban Forestry, Transportation Services and Transportation Planning)
- Cultural Heritage Resource Assessment: Review and analysis of potential heritage properties identified through Cultural Heritage Resource Assessment in Phase 2 and prepare a final Historic Overview and list of identified properties.
- Land Use and Built Form Analysis: Review of land use, built form, compatibility and transition to the adjacent Neighbourhood to the north, shadow analysis (Urban Design, Community Planning and Heritage Planning).
- Analysis of community and stakeholder feedback: translate emerging themes into planning framework and Economic Development & Culture strategy.
- Toronto's Resilience Strategy to be addressed in all analyses.
- Prepare draft planning framework (i.e. SASP, area-specific rezoning, urban design guidelines).
- Prepare draft Parks and Public Realm Strategy (building upon The Green Line Implementation Plan (master plan)).
- Prepare draft Economic Development and Culture Strategy.
- Community engagement and consultation:
  - Geary Works [website](#)
  - Twitter: @CityPlanTO; #gearyworks
  - TAC Meeting # 2 – present emerging themes for draft planning framework and economic development & culture strategy
  - Community consultation meeting # 2 – present emerging themes draft framework and strategy



- Stakeholders meeting # 2 – present emerging themes for draft framework and strategy

Key deliverables:

- Draft Official Plan Amendment – Site & Area-Specific Policy (SASP)
- Draft area-specific Zoning By-law Amendment
- Draft parks and public realm strategy
- Draft economic development and culture strategy



#### Phase 4: Final Report

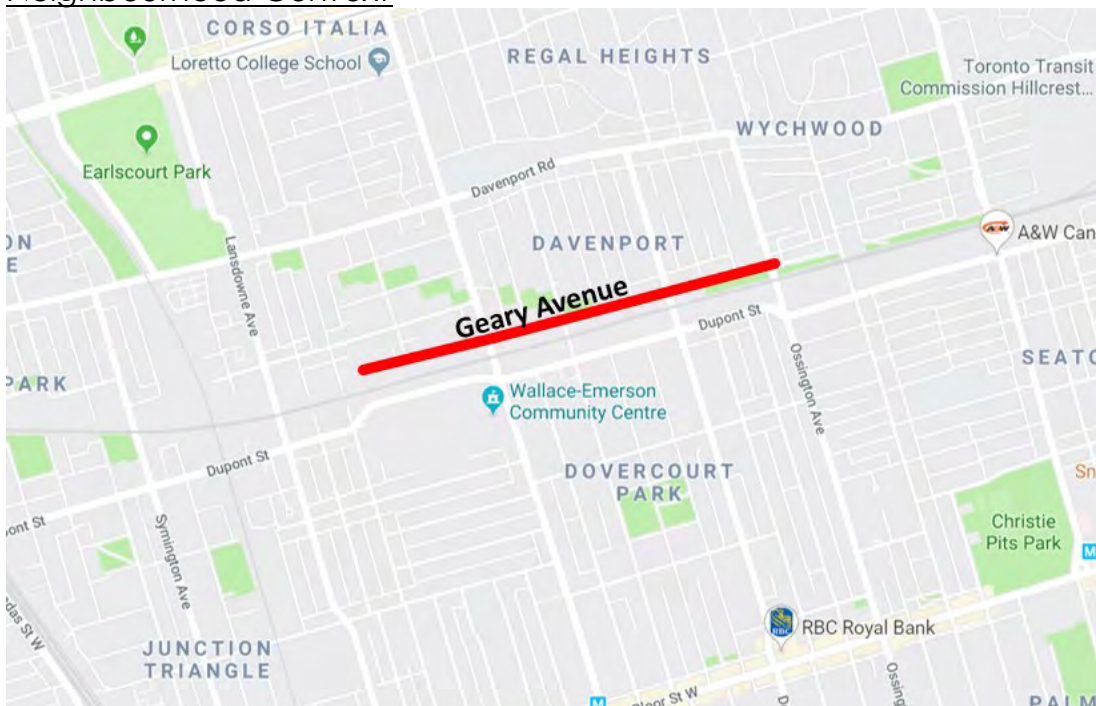
- Refine draft SASP, rezoning, urban design guidelines, parks and public realm strategy, and economic development & culture strategy based on consultation feedback.
- Prepare Final Report and bring forward to Toronto and East York Community Council and/or Planning and Housing Committee, as appropriate, followed by City Council.
- Community engagement and consultation:
  - Community Consultation Meeting # 3, March 2021: present draft planning framework and strategy
  - Written and oral comments provided via mail, email, phone calls and meetings
  - Statutory Public Meeting at TEY Community Council and/or Planning and Housing Committee
  - City Council meeting

## 3. CONTEXT, HISTORY AND URBAN DESIGN

Geary Avenue is a 1.2 km street located on the north side of the Canadian Pacific Railway tracks between Ossington Avenue and Lightbourne Avenue. Geary Avenue is primarily within the Davenport neighbourhood, located approximately 1-2 kilometres northwest of Downtown Toronto.

### 3.1 Maps and Photographs

#### Neighbourhood Context



#### OrthoImage



Bird's Eye View – Looking West from Ossington Avenue



Bird's Eye View – Looking West from Salem Avenue



Street view: Moving west from Ossington Avenue



# GEARY WORKS





## 3.2 Historical Overview

This historical overview was prepared by historian Barbara Myrvold. Heritage Planning staff contributed the sections on the land and Indigenous history."

### The Land

Geary Avenue, located within the City of Toronto, is part of a broad physiographic region known as the Iroquois Plain. This region is part of the lowland around Lake Ontario, and extends from Niagara to Trenton. The region is named the Iroquois Plain after the post-glacial Lake Iroquois that covered the area. Geary Avenue is located immediately south of the former shoreline of Lake Iroquois, which is marked by contemporary Davenport Road.

Garrison Creek once ran through the Geary Avenue study area, between Dufferin and Ossington Streets. The Creek ran south towards Lake Ontario, where it met the Lake to the immediate east of Fort York. The majority of the Creek was buried in the late 19th and early 20th centuries.

### Indigenous Peoples, the Path of Davenport Road, and Treaty 13

The City of Toronto, and the Geary Avenue area within it, have been inhabited by Indigenous peoples for millennia, or time immemorial. Beneath Davenport Road, one block north of Geary Avenue, lies an ancient trail created by Indigenous peoples. The trail ran at the foot of the bluff which formed the former shoreline of Lake Iroquois, the forerunner of the much smaller Lake Ontario. The Indigenous trail linked Indigenous settlements with hunting and fishing grounds and with trade routes. Defined by the



geography of the former Lake Iroquois shoreline, Davenport Road stands out from the colonially imposed rectilinear street grid and connects us with the area's indigenous history.

In the 1780s and again in 1805, as the British government prepared to colonize the Toronto area, it negotiated Treaty 13 with the Mississaugas of the Credit First Nation to obtain title to the land. Toronto remains part of the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

#### Early years, 1884-1909

Following the establishment of Toronto (then the Town of York) in 1793, the land was surveyed, subdivided, and a new population of settlers spread out from the shores of Lake Ontario to clear and farm the land. Dufferin Street and Lancaster Road (Ossington Avenue) were early colonial roads built in the study area.

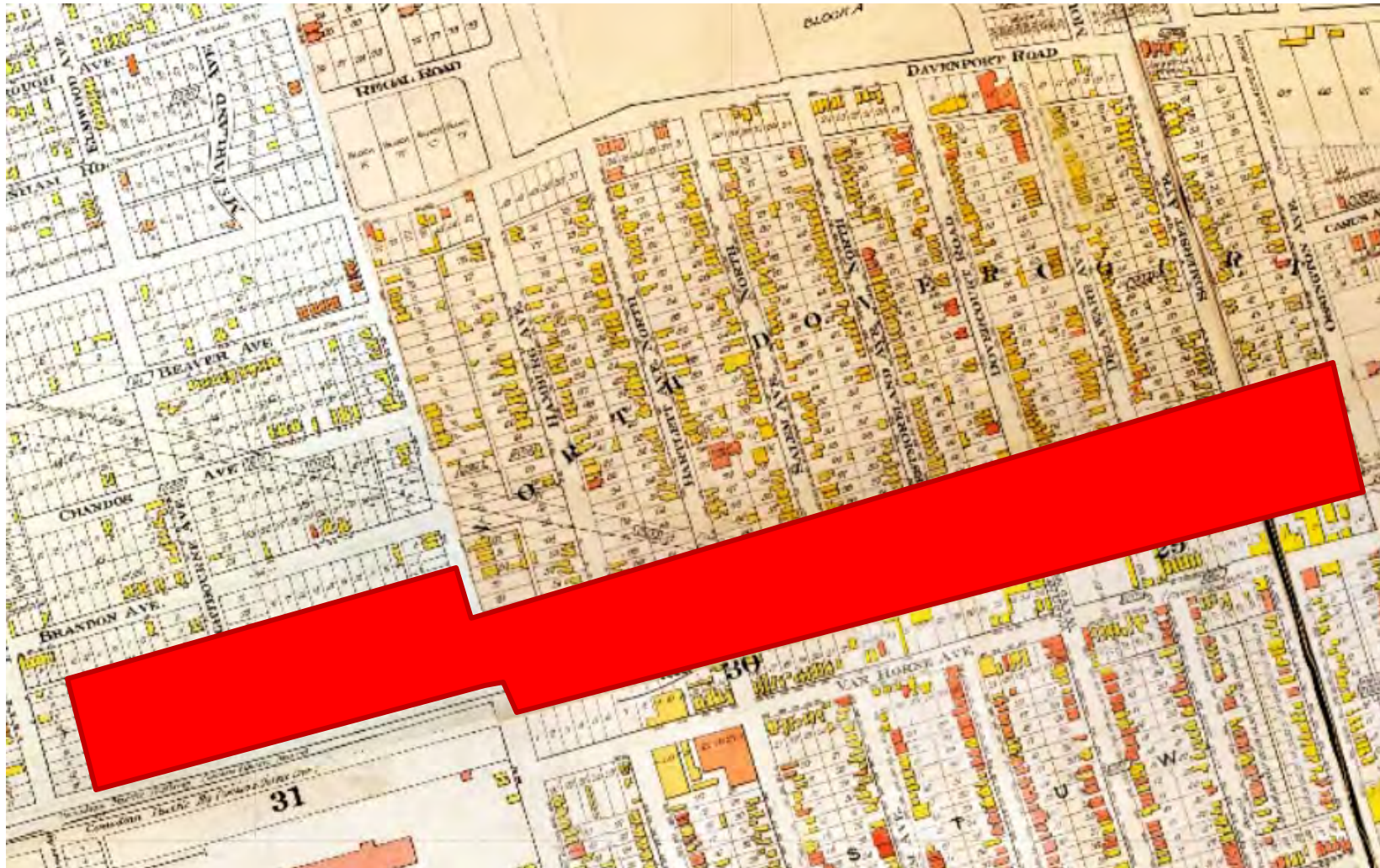
The Ontario and Quebec Railway (today known as the CP Railway) was constructed in the study area around 1884, prior to the construction of Geary Avenue, and has greatly influenced the surrounding area ever since.

The streets that would become Geary Avenue were laid out in two separate subdivisions planned by different developers in the mid-1880s on farmlands northwest of the expanding city of Toronto. The Dovercourt Land Building & Savings Company laid out "Arlington Avenue" in 1885 in two blocks west of Dufferin Street. The Land Security Co. created "Main Street" in 1887 in eight blocks east of Dufferin Street.

1889: Property Map (before Hydro corridor)



1913: Property Map (planned Hydro corridor)





Both of the new streets were located in what soon became known as "North Dovercourt", first included in the suburban section of the Toronto city directory in 1890, when its location was described as "4 ½ miles north-west of [Toronto] P. O." The directory listed ten residents and two businesses (a coal and wood yard and a planing mill) on Main Street, and two residents on Arlington Avenue. This uneven pattern of development continued for several decades.

In the early 1900s, the Toronto and Niagara Power Co., incorporated in 1902 to generate electricity at Niagara Falls and deliver it in Toronto, acquired a private right of way for its transmission lines along Main Street, between Ossington and Salem avenues on the south side and in the block between Salem and Bartlett avenues on the north side. Existing buildings were cleared; these sections continue to be a hydro corridor devoid of buildings.

#### Annexation to Toronto and the beginning of industrial development: 1910-1923

Main Street and Arlington Avenue were the southernmost streets in the suburbs of Dovercourt and Earls court, which were annexed to Toronto on 10 January 1910, called "North Dovercourt Annex" by the City. Both streets assumed the single name of "Geary Avenue" shortly after annexation, so named for George Reginald Geary (1873-1954), the mayor of Toronto from January 1910 until his resignation in October 1912. Within five years of annexation, most of Geary Avenue east of Dufferin had been developed. More than a dozen stores were interspersed among the houses on the north side, and a few industries were located around the houses on the south side in the two blocks east of Dufferin Street to east of Bartlett Avenue. These early industries included a coal and wood yard at the southeast corner of Dufferin Street and Geary Avenue, a paper box manufacturer near the southwest corner of Bartlett Avenue and Geary Avenue, and a producer of screens, blinds and rolling partitions east of Bartlett Avenue. By 1917, the T. Eaton Co., a major Canadian department store chain, had located stables at the last location. Geary Avenue west of Dufferin had a few houses but remained basically undeveloped until the mid-1920s.

Being located along a major railway line was an inducement for businesses to locate on the street, and eventually some of the larger firms on the south side had private sidings. But the railway also could be dangerous for local residents. The "menace of the level crossings" was reduced by 1915 when the Canadian Pacific Railway constructed



subways south of Geary Avenue at Ossington Avenue, Dovercourt Road and Dufferin Street, as well as other at seven other streets west of Yonge.

#### Industrial and commercial growth, 1924-1979

Industrialization continued in the 1920s and the ensuing decades. The first factory west of Dufferin Street was an electrical works built in 1925, soon followed a commercial dry cleaners and a large storage battery manufactory. Over the years, new firms located on the street – a decorative glassware and textile design factory was built at Westmoreland in 1946, for example. Existing houses often were demolished or repurposed for industrial uses as companies located on the street or expanded their operations there.

In 1975, an industrial survey of the Dufferin-Davenport area documented that approximately two dozen firms were located either on or abutting Geary Avenue. They included various types of manufacturing, building supplies, wholesale and service-oriented firms, as well as automobile service stations and related uses.

The study noted that most of the ample vacant land in the Ontario Hydro right-of-way was used for industrial parking lots or for parkettes. The latter would have included two parkettes along Geary Avenue that were developed in the 1970s when the City of Toronto established license agreements with Ontario Hydro - Geary Avenue Parkette at 15 Geary (south side between Ossington and Delaware avenues) and Bartlett Avenue Parkette at 160 Geary Avenue (north side between Salem and Bartlett avenues).

The official plan for Dufferin-Davenport released in 1979 proposed, that, since the north side of Geary Avenue between Ossington Avenue and Dovercourt Road currently was more residential than industrial, its designation should change from being an "Area of Industry" to a mixed industrial-residential area. Both houses and light industry would be allowed but no new autobody shops would be permitted. Both sides of Geary Avenue west of Dovercourt Road were included in the proposed restricted industrial area. Planners intended that the designation would "permit the widest possible range of industrial uses which have minimal environmental impact on the adjacent area of housing."<sup>1</sup>

#### Industrial decline and new economic directions, 1980-2019

Despite the prediction made in 1976 "that industry in the Dufferin-Davenport area will continue to enjoy its traditional stability,"<sup>2</sup> the area's



industrial base was devastated during the 1980s and 1990s. Geary Avenue, with its concentration of industries, was particularly hard hit. Several of the street's factories and businesses relocated or closed, with subsequent job losses. Some of the old industrial buildings were taken over by new businesses. Others were demolished for new commercial enterprises or for housing.

By the 2010s, the media started to take notice of the street, using the often-repeated phrases, "Toronto's ugliest street" and "a street in transition" but also reporting on its new economic directions. In a special report to the Globe and Mail in 2016, Nolan Bryant described Geary Avenue as "a discreet street littered with body shops, warehouses, and more recently music venues, galleries and restaurants."<sup>3</sup> A 2019 report about the implementation of the Green Line park system, noted: "The character of the Geary neighbourhood is in transition, particularly to the west of Davenport Road. Among the traditional light industrial employment uses are newer creative and cultural enterprises such as galleries, cafés, studios, breweries and offices. The commercial character is also changing with uses such as food and beverage services that cater to the local neighbourhood and further afield."<sup>4</sup>

### **3.3 Urban Design Characteristics**

#### The Railway

The Canadian Pacific Railway corridor that traverses Toronto dominates its surroundings. The railway has now created a border within the city — activities in the streets that cross it diminish as they approach it. These inner-city infrastructures are a dominant part of the urban landscape; they function as both barriers and landmarks inside the city.

The railway has become an island in the city, influencing the surrounding morphology and urban activity. The orthogonal rectangular grid changes its shape when it reaches the rails and the surrounding area. As we look along the railway – and further into the neighbourhoods – we see its impact on the urban fabric and street life.

The CPR rail corridor is a defining feature of Geary Avenue. It represents its history, evolution, constraints and opportunities. The rail corridor provides long uninterrupted sightlines that enhance visual permeability to the east and west (image 2). The railway is a barrier to the south, linked by 3 underpasses (Ossington Ave, Dovercourt Rd, Dufferin St (image 1)) and one at-grade crossing (Bartlett St).



1. The underpass on Dufferin Ave.



2. Views from the railway



3. Davenport neighbourhood, north of Geary Ave.



4. The corner of Brandon Ave. and Lightbourn Ave.



5. Service areas on the south side of Geary Ave.



6. Loading areas facing the public realm

## Public Realm



Located north of the railways, Geary's south side borders the tracks while its north side is adjacent to houses in the Davenport neighbourhood, a vibrant residential community characterized by low residential typologies (images 3 and 4). The character of the street is largely defined by the physical conditions of the south side, which backs onto the railways, making properties inaccessible from the south. Geary is a functional employment area, with loading areas and parking spaces located in front of the buildings facing the avenue. Streetscape elements such as benches and trees were compromised for functional working spaces, producing an industrial character (image 5).

The need for functional spaces has created a public realm with a rough industrial character. Vacant lots and parking spaces are used for stocking material. Garbage bins are located on the avenue, and chain-link fences border the public realm, which has few amenity spaces (image 7). The need for common outdoor spaces has driven people to create informal gathering areas in front of buildings, especially on the north side of the street, which enjoys the sunlight (images 8-11).

As an employment area, few private properties provide the green spaces and landscaped areas that are important for the neighbourhood. The most significant green opportunity for the avenue and adjacent neighbourhood is the Green Line project, which is a network of connected parks and open spaces that follows the electric transmission (hydro) line. The Green Line provides opportunities for high-quality green spaces, both as a circulation corridor (image 12) and for individual local green spaces. For example, the Bartlett Parkette (image 13) is already a high-quality local green space, and activating its edges is an opportunity to contribute to the street's activities.

### Blocks

West of Dufferin Avenue, the north side of the street consists of two blocks: the first block is about 220 metres wide and the second is a cul-de-sac roughly 140 metres wide. The south side borders the railways, and is roughly 370 metres. The vacant spaces along the south side provide visual permeability to the railways and their surroundings.

East of Dufferin Avenue, the north side is characterized by blocks that are approximately 80 metres long. The south side faces the railways, which are crossed by only three major roads, dividing the length of the street into three larger blocks. Since the Green Line meets the railways just west of Bartlett Avenue and runs parallel to it along the south side of Geary, most



of the south side is vacant, which provides clear views of the adjacent area and the city.



7. Service areas facing the public realm



8. An informal outdoor meeting space on the north side of Geary Ave.



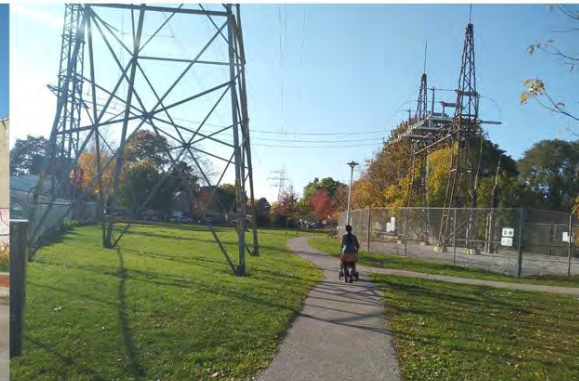
9. Informal buffered amenity area on the north side of Geary Ave.



10. Local coffee shop's sitting area



11. Local restaurant providing protected sitting space



12. The Green Line

## Built Form

West of Dufferin Avenue, the built form is characterised with heights of 1-3 storeys, and cube-shaped masses with flat roofs. Generally, only the main elevation is cladded, and has low transparency (image 14). The dominant



materials are yellow and red bricks. Some recent residents distinguish their businesses with higher transparency on the ground floor, and designed elements such as higher-quality cladding and detailed doors (images 15-16). Technical elements such as electricity cables and meters are visible (image 17). Generally, the north side has wider setbacks that are mainly used for perpendicular parking spaces (image 18).

The area between Dufferin Avenue and Dovercourt Road shares many similar built form characteristics with the area west of Dufferin Avenue. There is a larger variety of materials, including stone and wood. The south side is characterised by large homogeneous blocks of one or two storeys (image 19). The block between Dufferin Avenue and Bartlett Avenue has generous setbacks on the south side, which are used for parking spaces or seating areas for restaurants (image 20).

The area east of Dovercourt Road is characterised by a mix built form. The south side of the avenue has many vacant lots and green spaces. The north side consists of a mix of buildings one or two storeys high. Though some buildings follow the west side's character, with flat roofs and employment style, others follow a more residential appearance, with sloped roofs, elevated porches and green front yards (image 21).

### Transition, Lot Depth, and Sunlight Exposure

West of Dufferin Avenue, lots vary between roughly 35-45 metres in depth. Blocks are relatively narrow on the N-S direction and long on the E-W direction. This leads to back-to-back conditions between the properties on Geary and the adjacent narrow residential backyards. Residents have used a variety of strategies in order to differentiate from the employment area; for example, some recent renovation projects use the laneways between employment lots and residences, with the lanes leading to a small enclosed back parking space that serves as a buffer between the north backyard and the house (images 22-26, and sections 2-5).

East of Dufferin, lot depths vary from roughly 30-35 meters. The blocks are narrower on the E-W but longer on the N-S direction. This geometry creates mainly back-to-side conditions. Most of the Geary Avenue properties in this area have access to the back side of their properties via side or back lanes.

On the south side, which is adjacent to the railways, the lots are narrower – about 30-35 metres deep. East of Dovercourt, the lots are deeper, varying between 35-40 metres.



13. Bartlett parkette, east side



14. The north side of Geary Ave. west of Dufferin



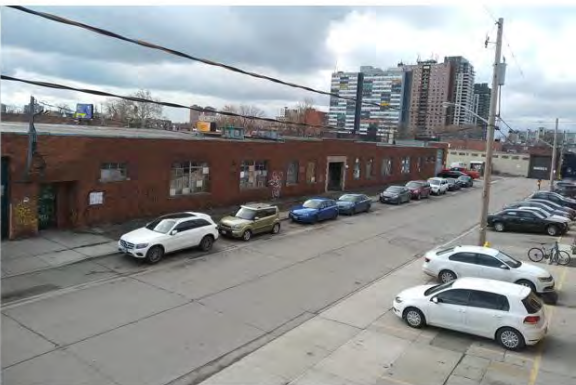
15. 330 Geary Ave. west of Dufferin



16. Detailed elevation of 330 Geary Ave.



17. Elevation facing the public realm



18. Geary Ave. west of Dufferin Ave.



19. South side of Geary Ave. west of dufferin Ave.



20. Set backs along the south side of Geary Ave.



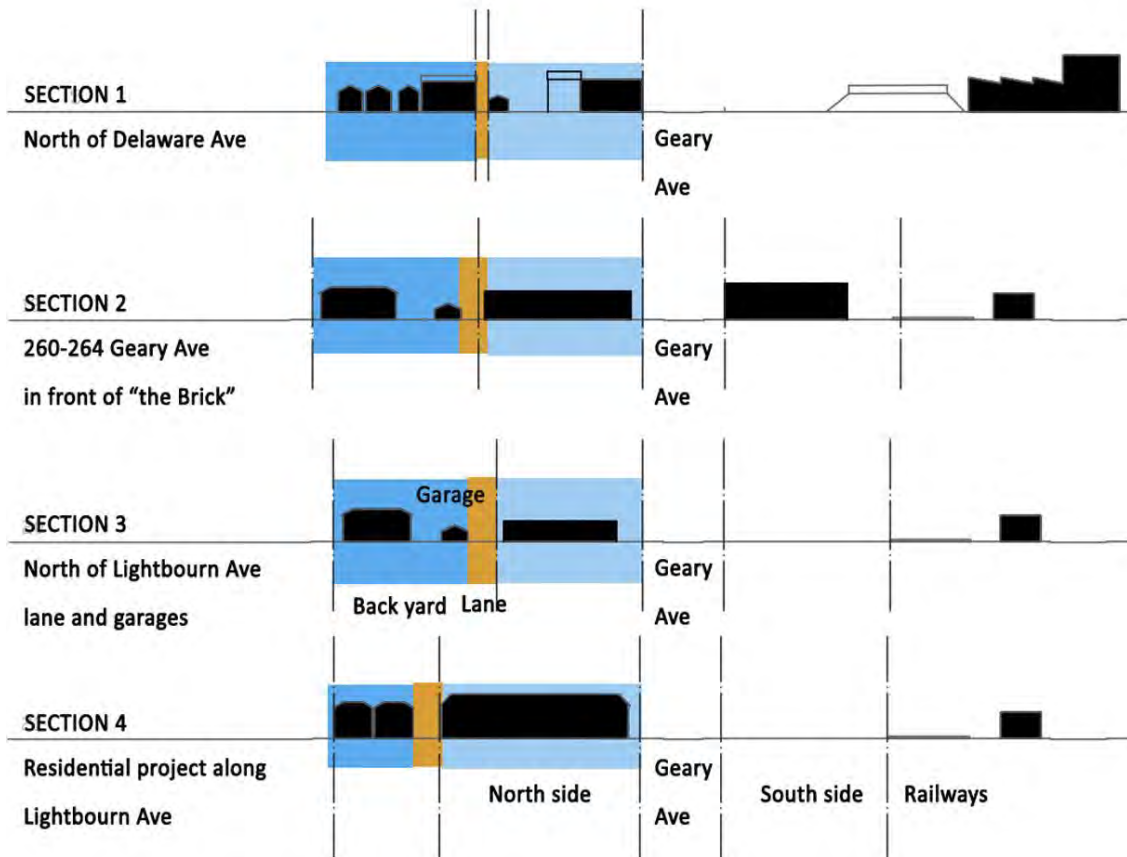
21. North side of Geary Ave. east of Dovercourt Rd.



22. Geary Ave. 302-310, the internal lane buffers from the employment area



23, 24. Geary Ave. 302-310, view from the west



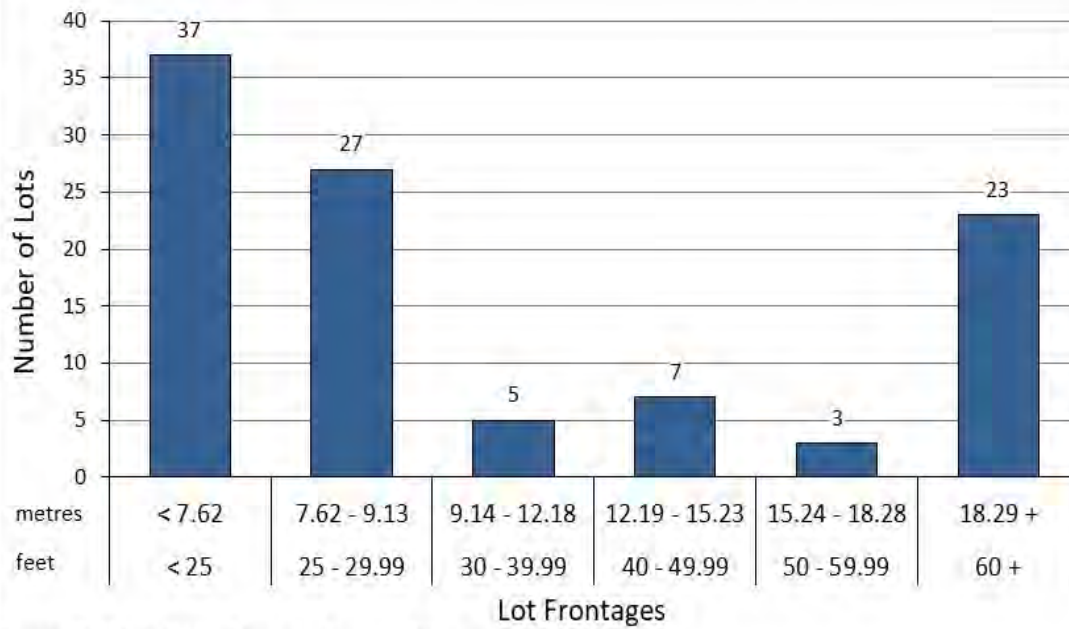
### 3.4 Lot Fabric

Lot frontage is typically relatively narrow throughout Geary Avenue, with the exception of a few large properties, particularly west of Dufferin St. The average lot area is 902 square metres.

Geary Avenue Study Area		
Lot Frontages		
Lot Frontage Sizes		Number of Lots
feet	metres	
Missing		1
< 25	< 7.62	37
25 - 29.99	7.62 - 9.13	27
30 - 39.99	9.14 - 12.18	5
40 - 49.99	12.19 - 15.23	7
50 - 59.99	15.24 - 18.28	3
60 +	18.29 +	23
Total Lots in Study Area		103
	feet	metres
Minimum Frontage	14.0	4.3
Maximum Frontage	715.2	218.0
Average Frontage	66.6	20.3
	sq. ft.	sq. m
Minimum Area	1,000.0	92.9
Maximum Area	105,418.8	9,793.4
Average Area	9,712.6	902.3
	acres	hectares
Total Lot Study Area	23.0	9.3

Source: IBMS / Land Use Information System II, October 2019

### Lot Frontages for Geary Avenue Study Area



Source: IBMS/Land Use Information System II, October 2019

## 4. Transportation

### 4.1 Road Network

The Study Area encompasses properties with frontage on Geary Avenue between Primrose Avenue to the west and Ossington Avenue to the east. The following major streets intersect with the Study Area: Dufferin Street, Dovercourt Road, and Ossington Avenue.

Geary Avenue is an east-west road with one travel lane in each direction. The segment between Dufferin St and Dovercourt Rd is a collector road, with the remaining segments classified as local roads. Between Dufferin St and Salem Ave, there is free on-street parking during the day on the north side of the street, though between Dufferin and Bartlett this supply is limited by several driveways serving businesses. On the south side of this segment, there are numerous parking pads serving the various businesses located here. From Salem Ave to Ossington Ave, free on-street parking is available on the south side of Geary Ave, while the north side predominantly features parking pads and driveways associated with businesses, interrupted by a few segments of residential properties. Geary Avenue has a right-of-way width of 20 metres.

Dufferin Street is a north-south major arterial road with two travel lanes in each direction as it intersects Geary Ave, and a right-of-way width of 20 metres.

Bartlett Avenue is a north-south local road with one travel lane in each direction as it intersects Geary Ave, and a right-of-way width of 20 metres. Bartlett Ave runs one-way northbound from the laneway just north of Geary Ave, and two-ways between the laneway and Dupont St. Permit parking is available on one side of the street north of Geary Ave, 1 hour parking is available on both sides of the street between Geary Ave and the CPR rail corridor, and 1 hour parking is available on the east side of the street between the rail corridor and Dupont St.

Dovercourt Road is a north-south minor arterial road with two travel lanes in each direction as it intersects Geary Ave, and a right-of-way width of 20 metres. Permit parking is available north of the laneway north of Geary Ave and south of Dupont St, limiting Dovercourt Rd to one travel lane in each direction in each case.

Ossington Avenue is a north-south minor arterial road with two travel lanes in each direction, and a right-of-way width of 20 metres. There is no parking on Ossington Ave between Salvador Allende Ct in the north and Dupont St in the south.

The local road network to the north of Geary Ave is generally well connected and comprised of several semi-regular rectangular grids before being interrupted by Davenport Rd. East-west connectivity is poor as there are no east-west roads within the area bound by Geary Ave, Dufferin St, Davenport Rd, and Ossington Ave; further to the west the Barrie rail corridor presents a barrier, as do the TTC's Hillcrest Yards to the east. To the south, the CPR rail corridor presents a barrier, with only Dufferin St, Bartlett Ave, Dovercourt Rd, and Ossington Ave connecting through to Dupont St and the neighbourhoods beyond.

## **4.2 Transit Network**

The Study Area has good access to public transit services. TTC service is available along Dufferin Street, Ossington Avenue, Dovercourt Road, Dupont Street, and Davenport Road.

### Buses

Three bus routes, including two on the TTC's Frequent Network, intersect with Geary Avenue; another two routes run parallel to Geary Ave, just to the south and north. Two additional bus routes operate overnight as part of the Blue Night Network, along with another operating during weekdays as part of the Express Network.

29 – The 29 Dufferin bus runs north-south along Dufferin Street as part of the TTC's Frequent Network, with headways of 10 minutes or better all day every day. The 29A runs from Wilson Station in the north to Dufferin Loop, just north of Exhibition Place, in the south. The 29C runs from Wilson Station in the north to Princes' Gate Loop, on the east side of Exhibition Place, in the south. This service provides connections to Line 1 at Wilson Station, and Line 2 at Dufferin Station.

929 – The 929 Dufferin Express bus runs north-south along Dufferin Street during weekdays as part of the TTC's Express Network, with headways of 10 minutes. The 929 runs from Wilson Station in the north to Dufferin Loop in the south. This service provides connections to Line 1 at Wilson Station, and Line 2 at Dufferin Station.



329 – The 329 Dufferin Blue Night bus runs north-south along Dufferin Street between Steeles Ave and Princes' Gates Loop during the overnight period seven days a week.

63 – The 63 Ossington bus runs north-south along Ossington Avenue as part of the TTC's Frequent Network, with headways of 10 minutes or better all day every day. The 63A runs between Eglinton West Station in the north and Liberty Street in the south. The 63B runs between Oakwood Loop in the north and Liberty Street in the south. This service provides connections to Line 1 at Eglinton West Station, and Line 2 at Ossington Station.

363 – The 363 Ossington Blue Night bus runs north-south along Ossington Avenue between Eglinton West Station and Exhibition Loop during the overnight period seven days a week.

26 – The 26 Dupont runs east-west along Dupont Street, approximately 110 metres south of the Geary Ave, with typical headways of 20 minutes. Headways of up to 14 minutes are provided during peak periods, and 25 minutes on weekends. This service provides connections to Line 1 at St George Station, and Line 2 at Jane Station.

161 – The 161 Rogers bus runs north-south along Dovercourt Rd, before running generally east-west along Rogers Rd with typical headways of 20 minutes. Headways of up to 13 minutes are provided during peak periods, and 15 minutes on weekends. The 161 runs from Jane St and Lambton Ave in the west to Ossington Station in the east, where it connects to Line 2.

127 – The 127 Davenport bus runs east-west along Davenport Road, approximately 415 metres north of Geary Ave, with typical headways of 30 minutes. Headways of up to 16 minutes are provided during peak periods, and 20 minutes on weekends. The 127 runs from St Clair Ave West and Old Weston Rd in the west to Spadina Station in the east, where it connects to Line 1 and Line 2.

### **4.3 Pedestrian Conditions & Accessibility**

Geary Ave is interrupted by major and minor arterial roads at Dufferin St, Dovercourt Rd, and Ossington Ave. Except at Dovercourt Road where signals were recently installed, the only traffic controls are stop signs for eastbound and westbound movements; north-south traffic can proceed without interruption through these intersections. From a pedestrian perspective, these conditions constitute a barrier to convenient east-west travel through the study area, forcing pedestrians to divert at least 100m south to Dupont St in order to utilize a signalized crossing. There are additional signalized crossings north of Geary Ave at Dufferin St and Brandon Ave, more than 100m away, as well as at Ossington Ave and Salvador Allende Ct, approximately 70 metres away.

The Ossington Ave intersection is located at the edge of the site, and constitutes a barrier to the adjacent residential areas to the east. The Dovercourt Rd and Dufferin St intersections are located entirely within the study area and present a more significant interruption to its continuity. A signalized intersection at Dovercourt Ave and Geary Ave has recently been installed, improving pedestrian connectivity. A new signalized intersection is planned at Dufferin Street, to be installed in 2022, which will improve pedestrian connectivity to and from the west side of Dufferin Ave.

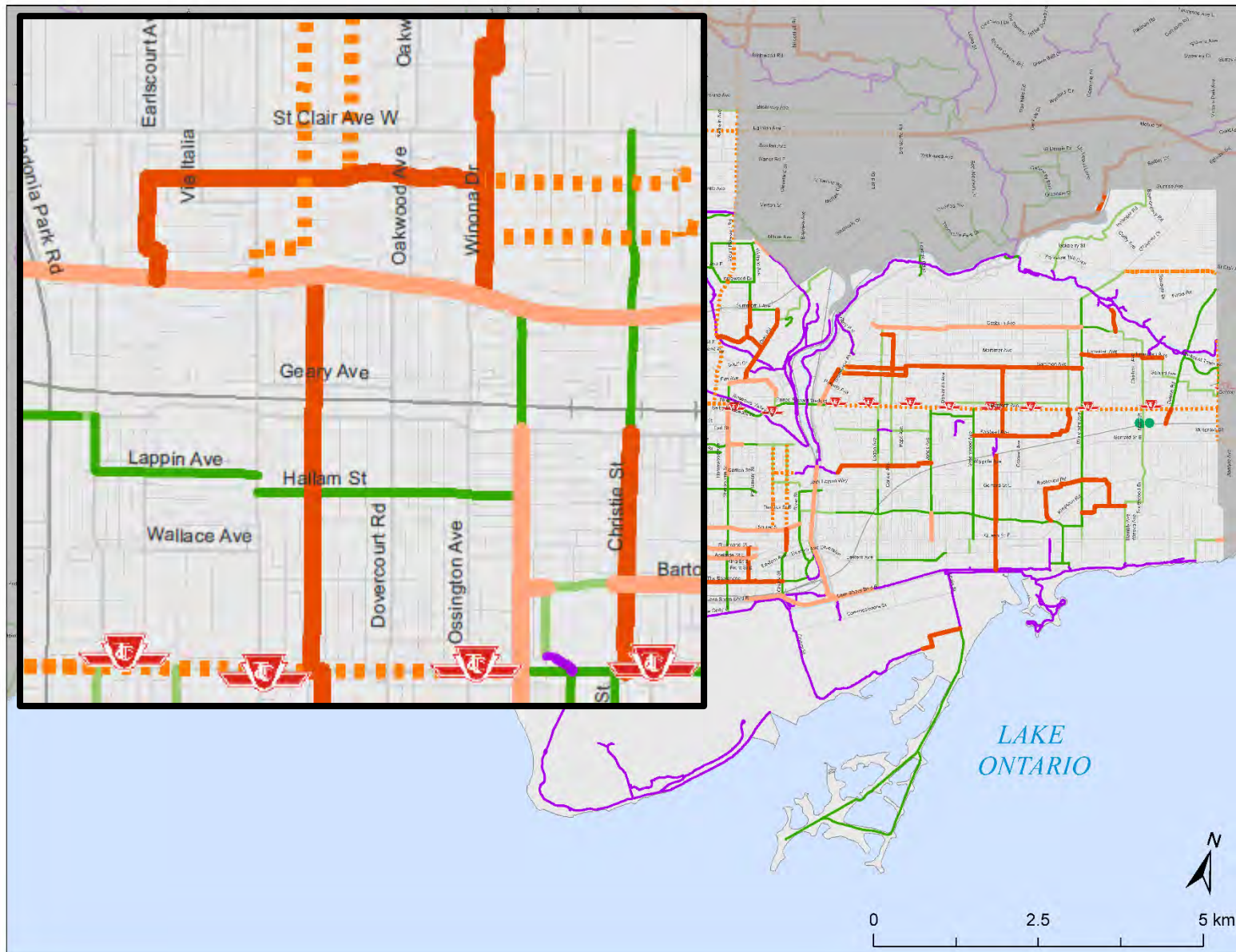
The prevalence of curb cuts throughout the study area present an accessibility challenge for those with limited mobility, especially under slippery conditions, as the sidewalk plane frequently oscillates between flat and sloped. The curb cuts also minimize the perceived and functional separation between the sidewalk and the roadway, and may encourage drivers to park or stand partially on the sidewalk, further impeding pedestrian mobility. The presence of combined light and utility poles on the south side between Dufferin St and Ossington Ave result in the pedestrian clearway frequently being reduced to less than 2.1m minimum width recommended by the Toronto Streetscape Manual. There is also a section of Geary Ave west of Dufferin St where there is no sidewalk on the south side.

## 4.4 Cycling Context

- Geary Avenue is in an area with a cycling mode share significantly above the city-wide average of 2.7%. The blocks bordering Geary Avenue have the following percentage of people cycling to work: 19.4%, 17.4%, 16.3%, 14.5%, 8.1%, and 5.3%.
- The following streets in the area are planned for near-term cycling routes: Bartlett Avenue, Winona Drive, improvements to the existing Davenport Rd bike lanes, improvements to the existing Shaw Street neighbourhood greenway.
- High scoring routes (in terms of cycling impact analysis, but not yet reviewed for feasibility) include Dovercourt Rd, Dupont St, and Dufferin St.
- Geary Avenue runs parallel to two existing cycling routes: Davenport Rd and Hallam St, but the two existing routes are spaced far enough apart that Geary Avenue falls outside of their coverage zones (as shown on p.8) and could fill a gap in the network.
- Locations with cycling collisions in the area include the intersections of Geary & Dufferin and Geary & Dovercourt, as well as mid-block sections of Dupont (especially just west of Dufferin), and on Dovercourt from Geary to Davenport. A recently installed signal at Dovercourt & Geary and a planned signal at Geary & Dufferin are expected to help mitigate risk in these locations.
- A Bike Share station has recently been installed in Bartlett Park.
- Public bike parking has recently been installed on the Geary Avenue roadway at Bartlett Street, which also serves to visually narrow the intersection and have a traffic calming effect.

### Cycling Data Maps:

- 2019 – 2021 cycling implementation program
- Weighted summary scores of proposed routes
- Current cycling demand
- Potential cycling demand
- Trip generators
- Network connectivity
- Network coverage
- Collisions
- Census mode share



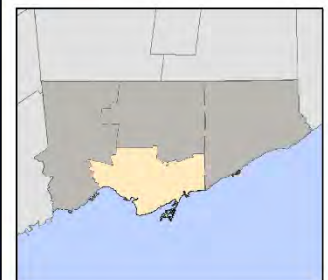
## 2019-2021 Implementation Program - Toronto East York

### Program Type

- New
- - - Renew
- . . . Study

### Existing Cycling Network

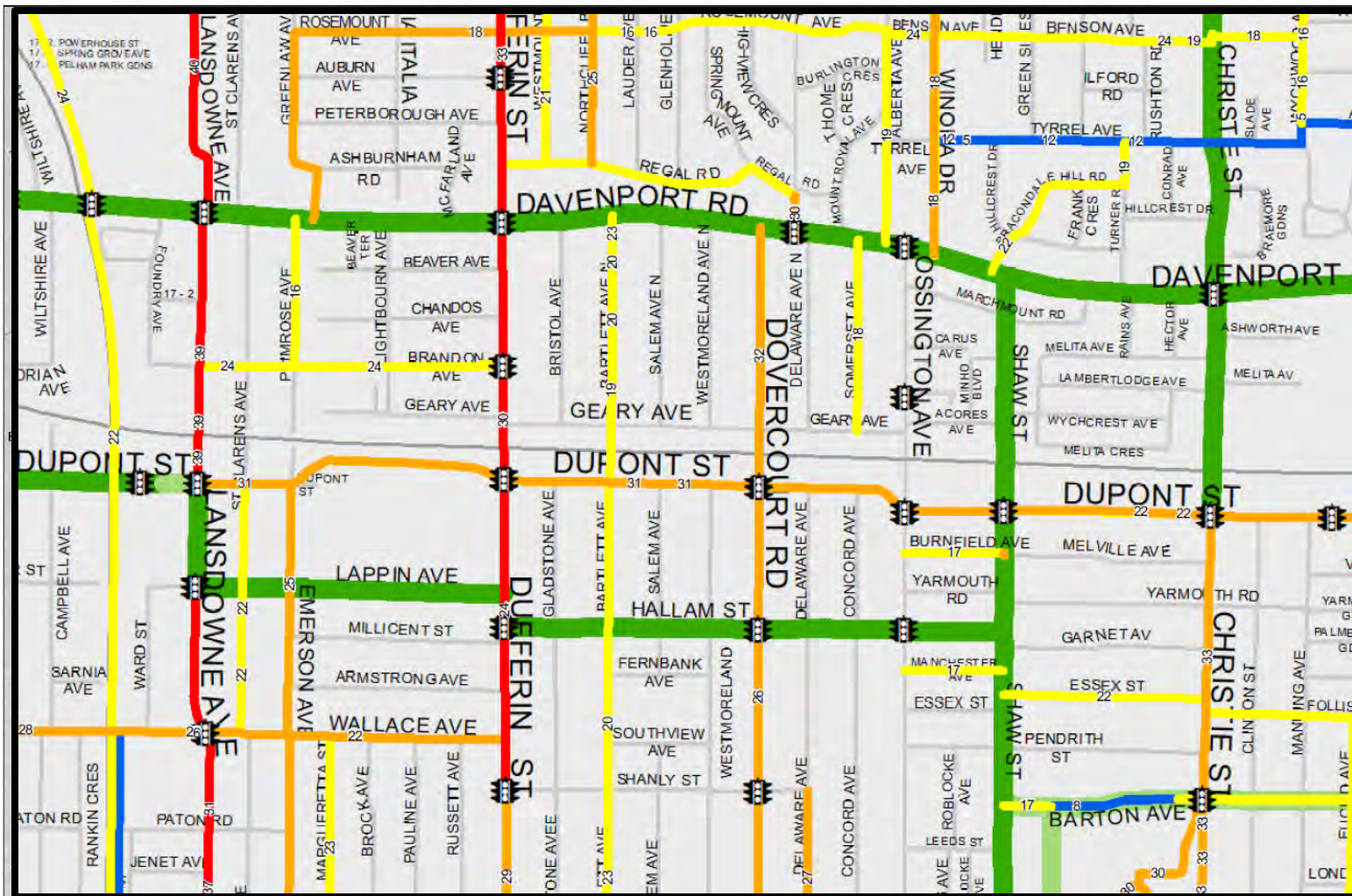
- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- GO
- TTC



Data Source: City of Toronto  
Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and Programs, City of Toronto

Date: June 2019





## Analysis Scores of Proposed Cycling Network

### Score

#### Context 1

- 36 - 44
- 25 - 35
- 15 - 24
- 1 - 14

### Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Context Boundary
- TTC
- GO

This map illustrates the weighted sum of analysis scores. The prioritization of routes will consider the detailed scorecard results, feasibility analysis, neighbourhood clustering, road work, and geographic distribution. In areas of the city with close parallel routes shown, further analysis and consultation will confirm the preferred route(s).

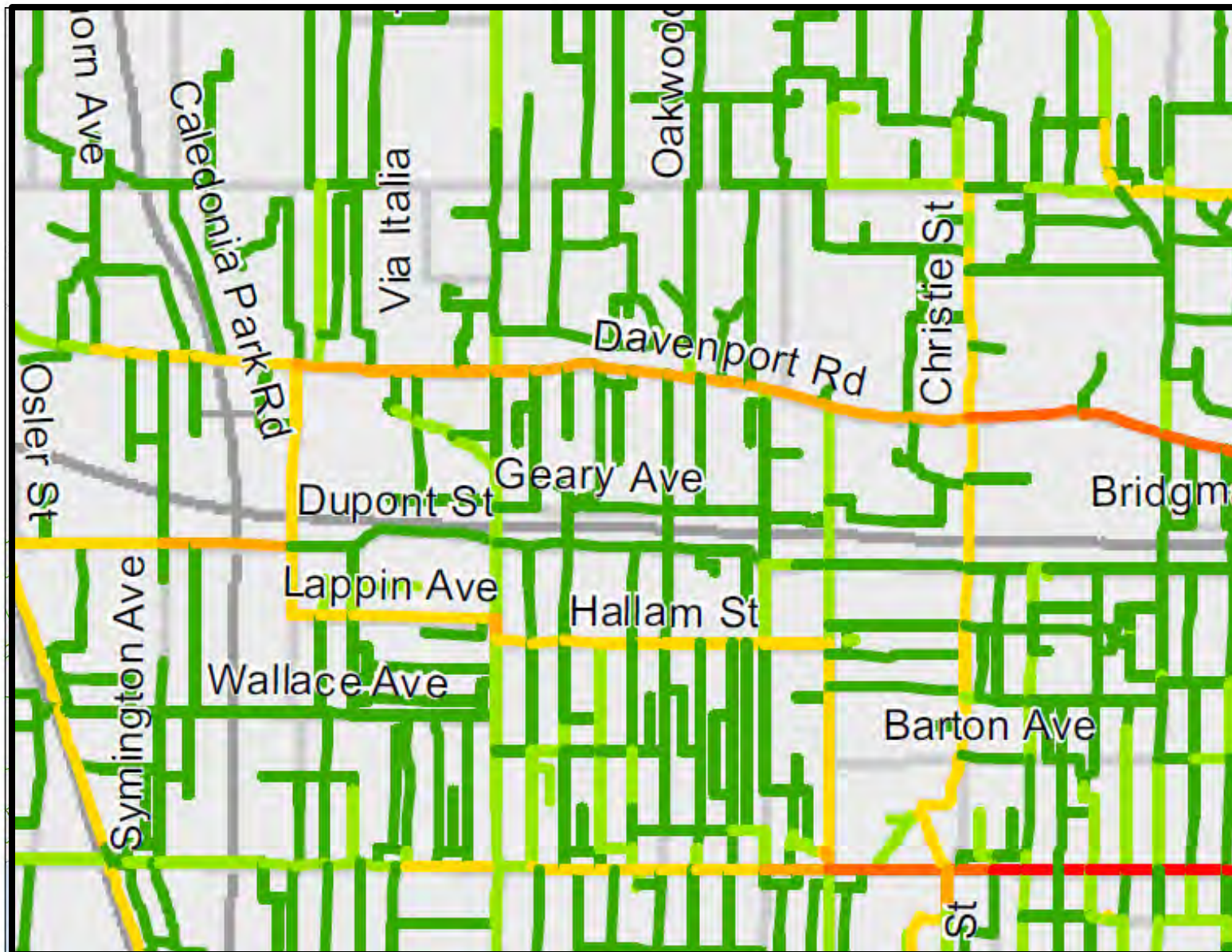
The analysis and scoring will be updated over time, with newly high scoring routes added to the network, as well as routes in newly approved Secondary Plans, Transportation Master Plans, Subdivision Plans, and Mobility Studies.



Data Source: City of Toronto  
Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and Programs, City of Toronto

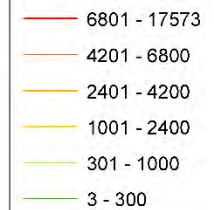
Date: June 2019





Current Cycling  
Demand

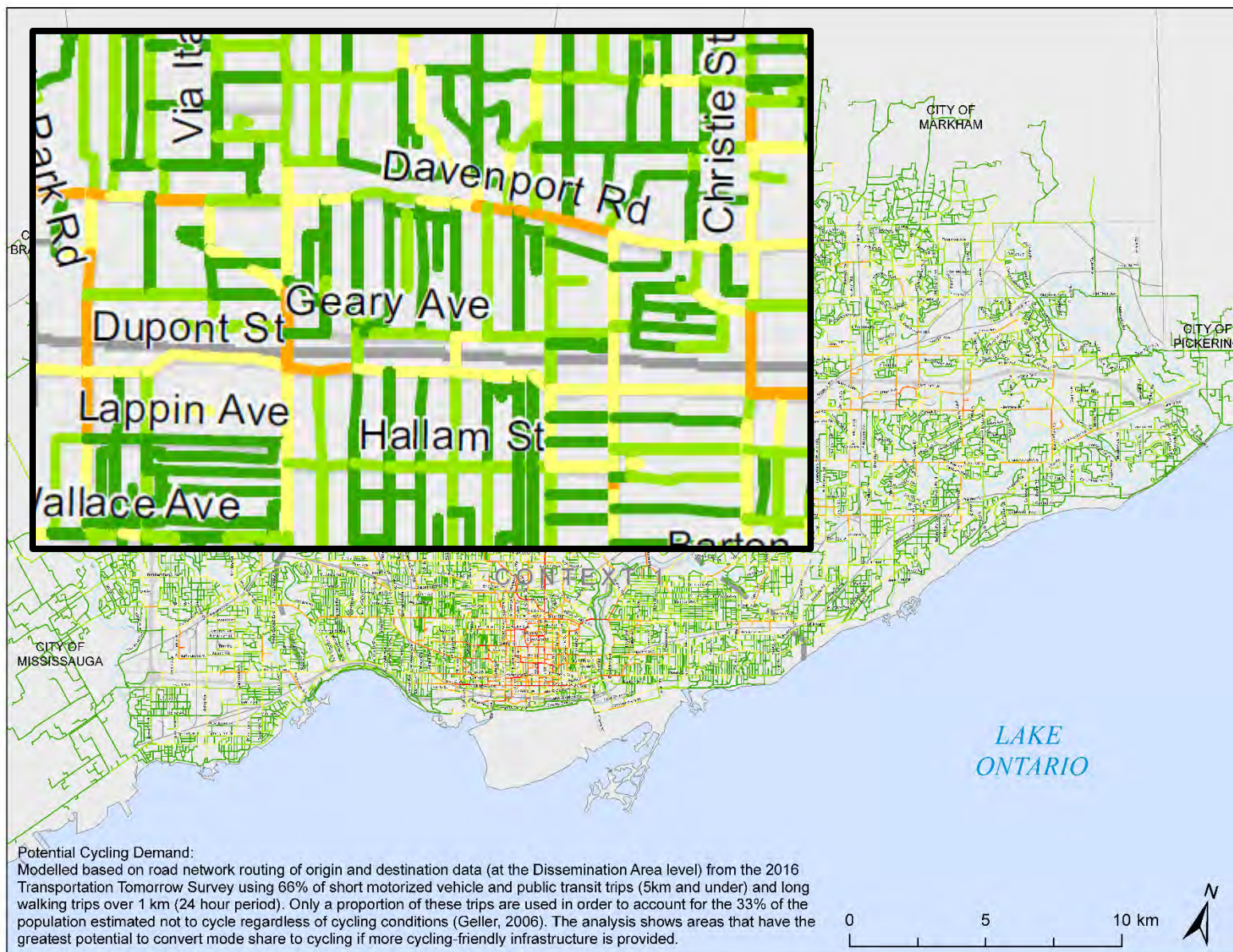
**Current Cycling Demand**  
**Cycling Volume per Day**



Data Source: DMG, Transportation  
Tomorrow Survey (2016)  
Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and  
Programs, City of Toronto

Date: March 2019





## Potential Cycling Demand

### Potential Cycling Demand

Potential Cycling Volume Per Day

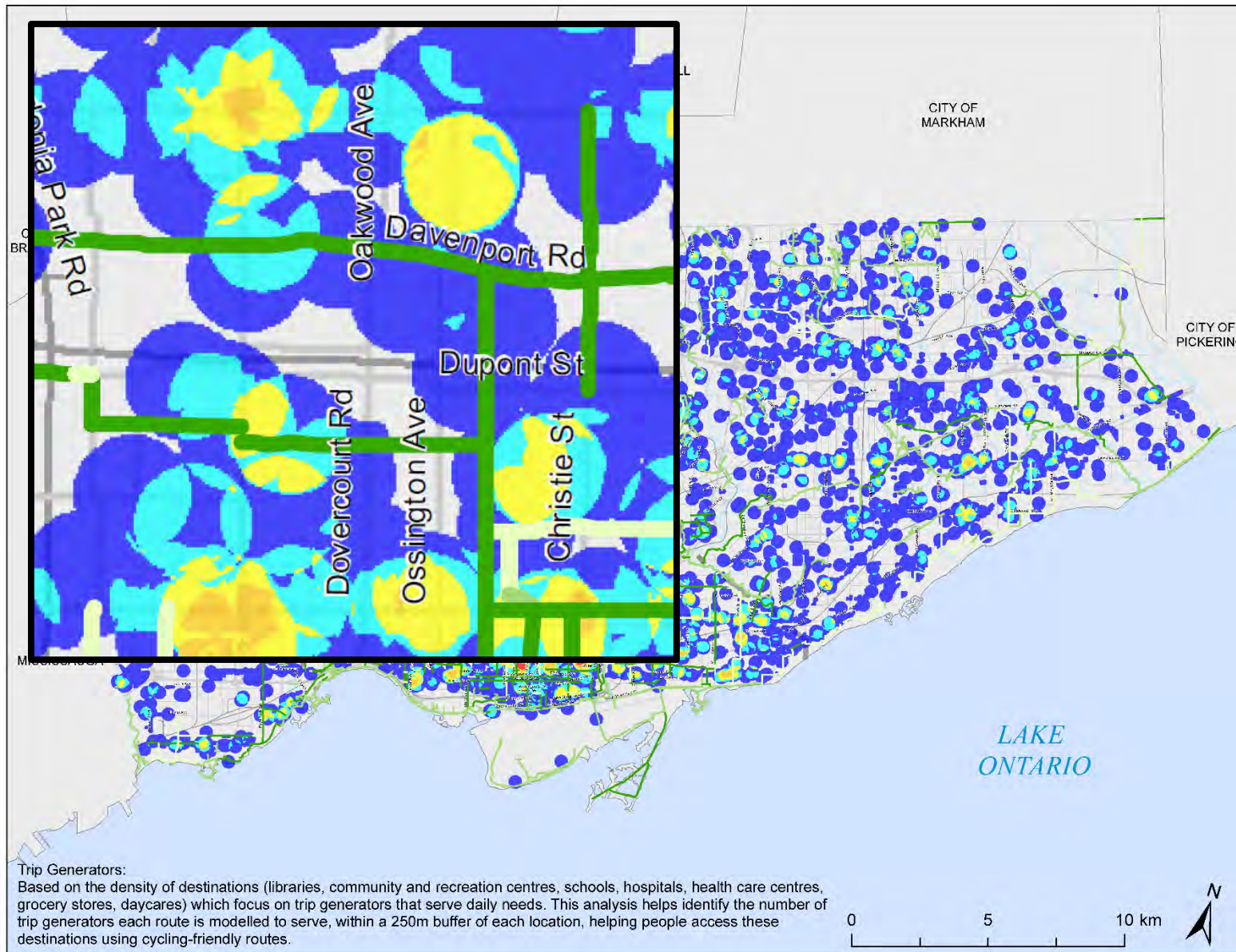
- 9501 - 21222
- 5501 - 9500
- 3001 - 5500
- 1501 - 3000
- 501 - 1500
- 2 - 500



Data Source: DMG, Transportation Tomorrow Survey (2016)  
Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and Programs, City of Toronto

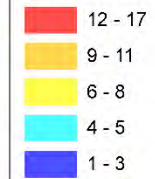
Date: March 2019



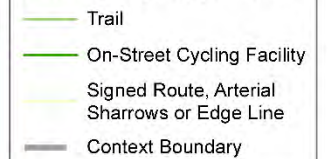


## Trip Generators

### Trip Generators



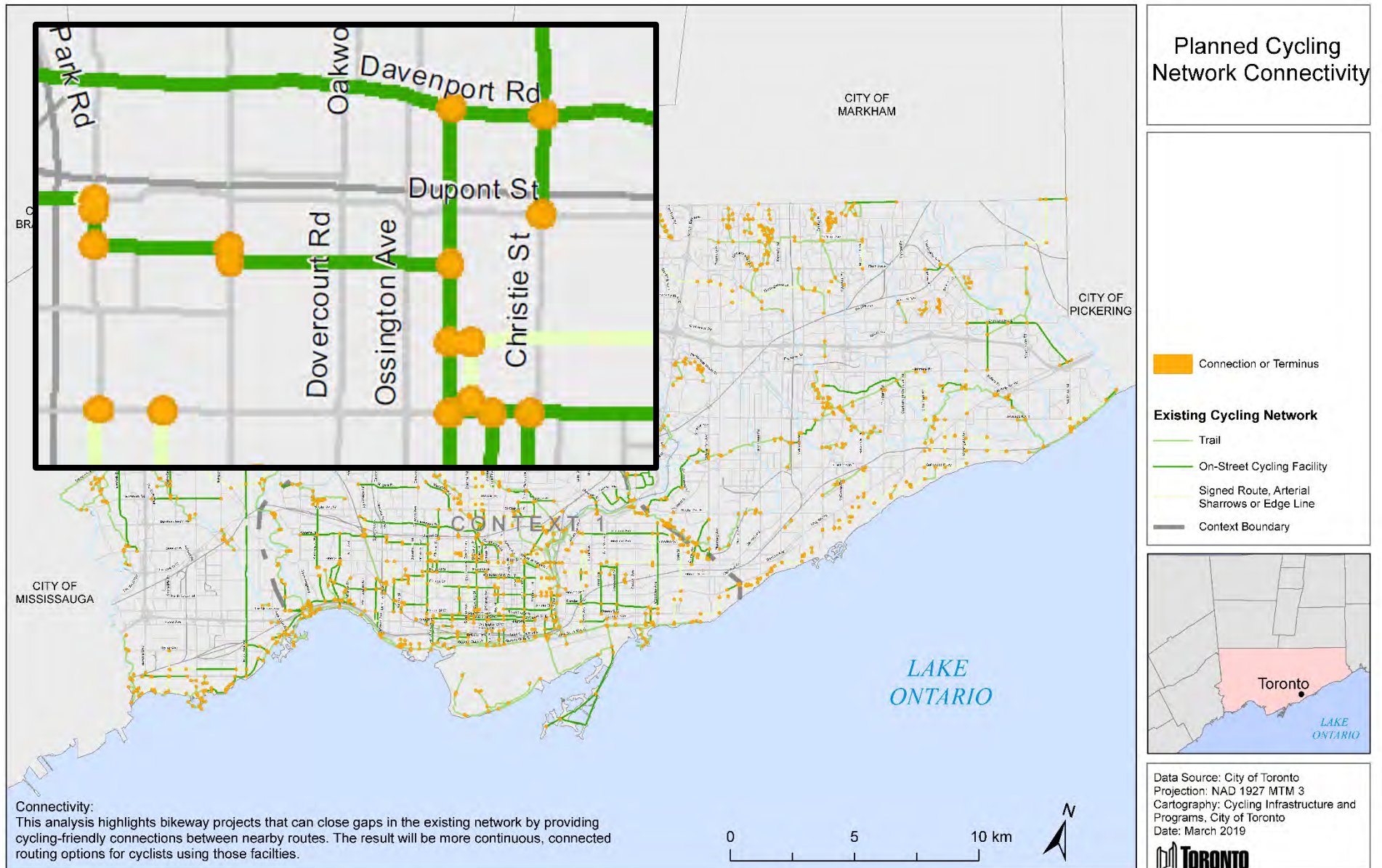
### Existing Cycling Network

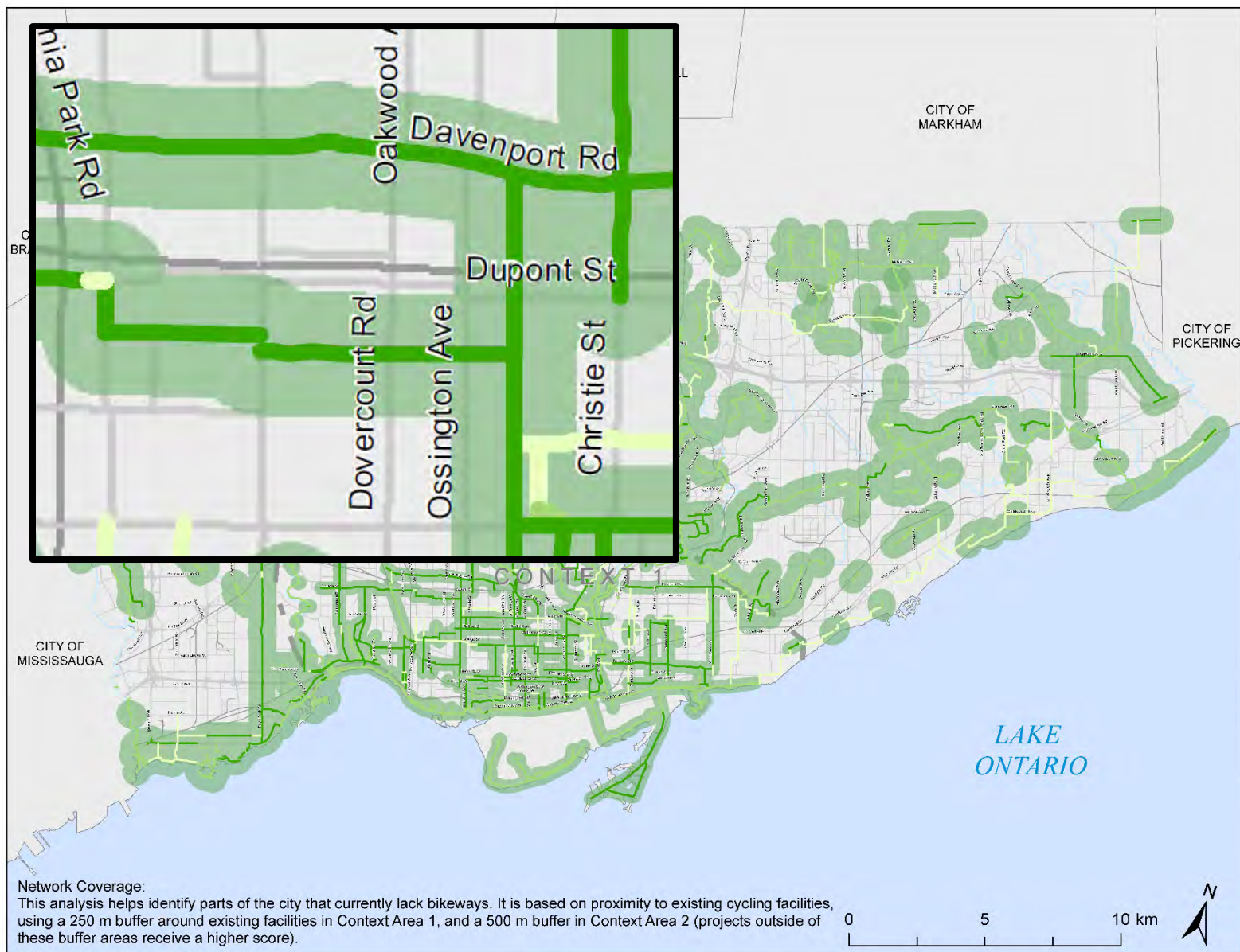


Data Source: Contains information licensed under the Open Government License - Toronto

Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and Programs, City of Toronto







## Network Coverage

Coverage

### Existing Cycling Network

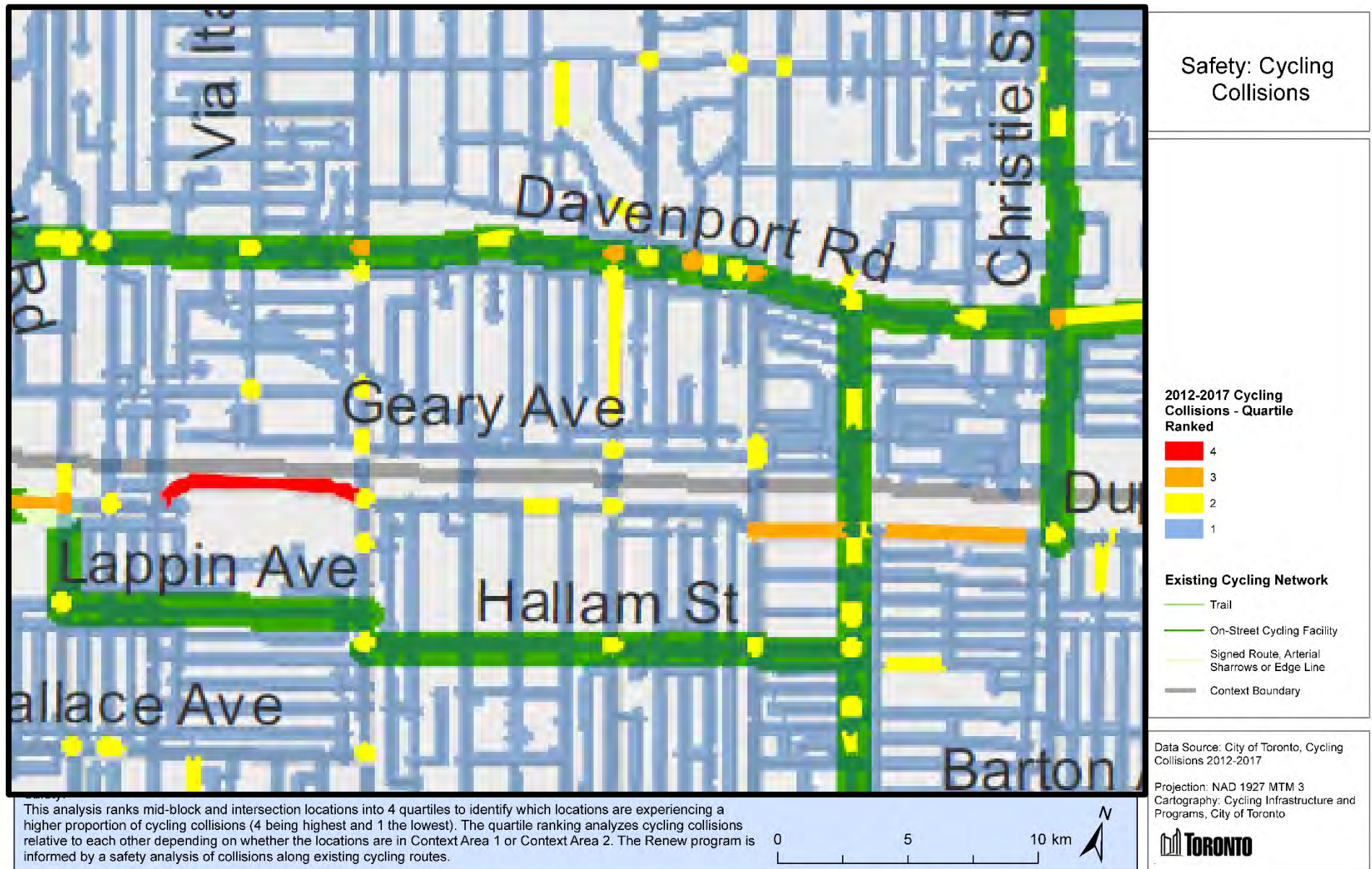
- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- Context Boundary



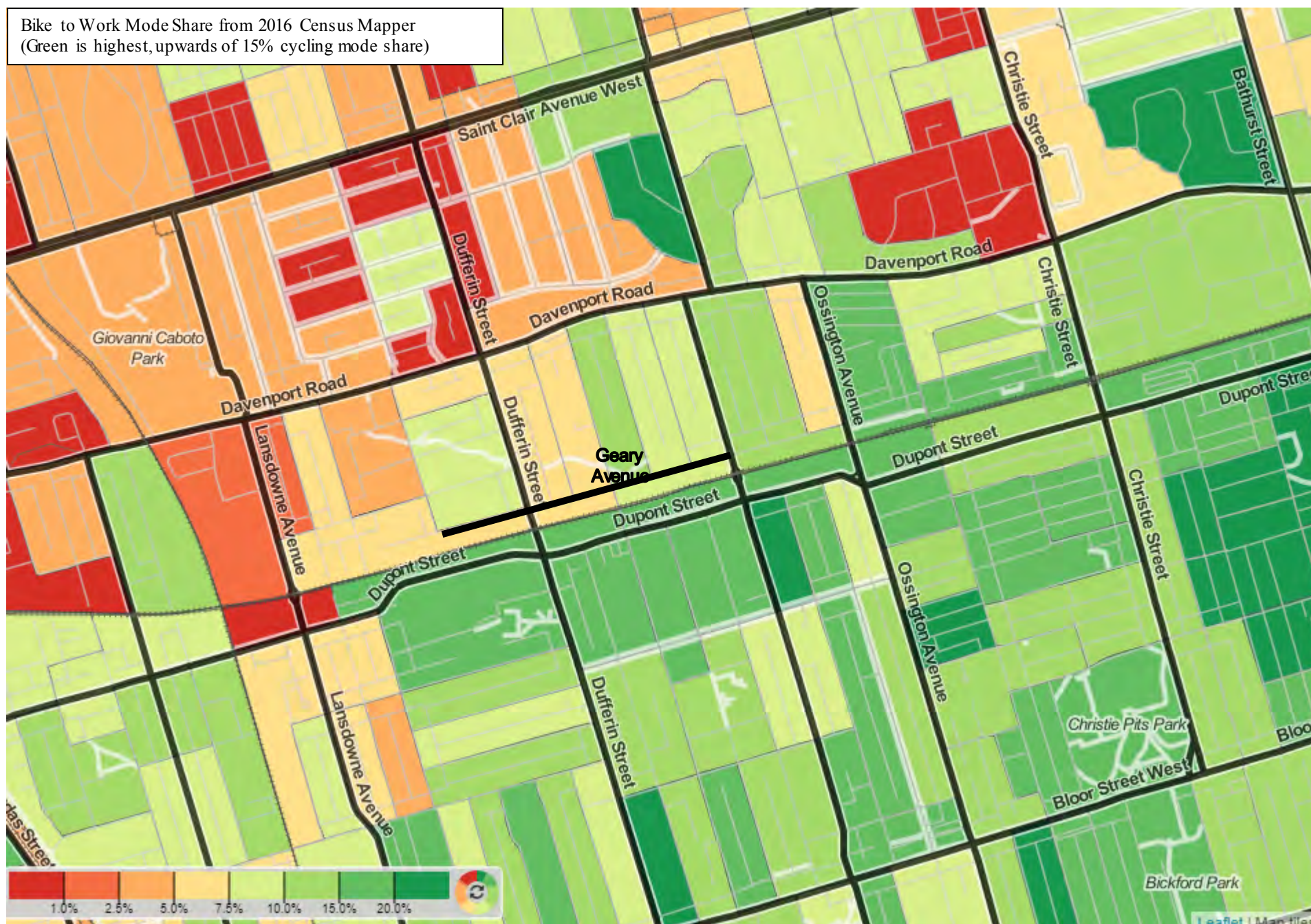
Data Source: City of Toronto  
Projection: NAD 1927 MTM 3  
Cartography: Cycling Infrastructure and Programs, City of Toronto

Date: March 2019





Bike to Work Mode Share from 2016 Census Mapper  
(Green is highest, upwards of 15% cycling mode share)



T.O. INview (as of January 10, 2020)



Bartlett Avenue – cycling route (2021)

Somerset Avenue – local road reconstruction and watermain replacement (2022)

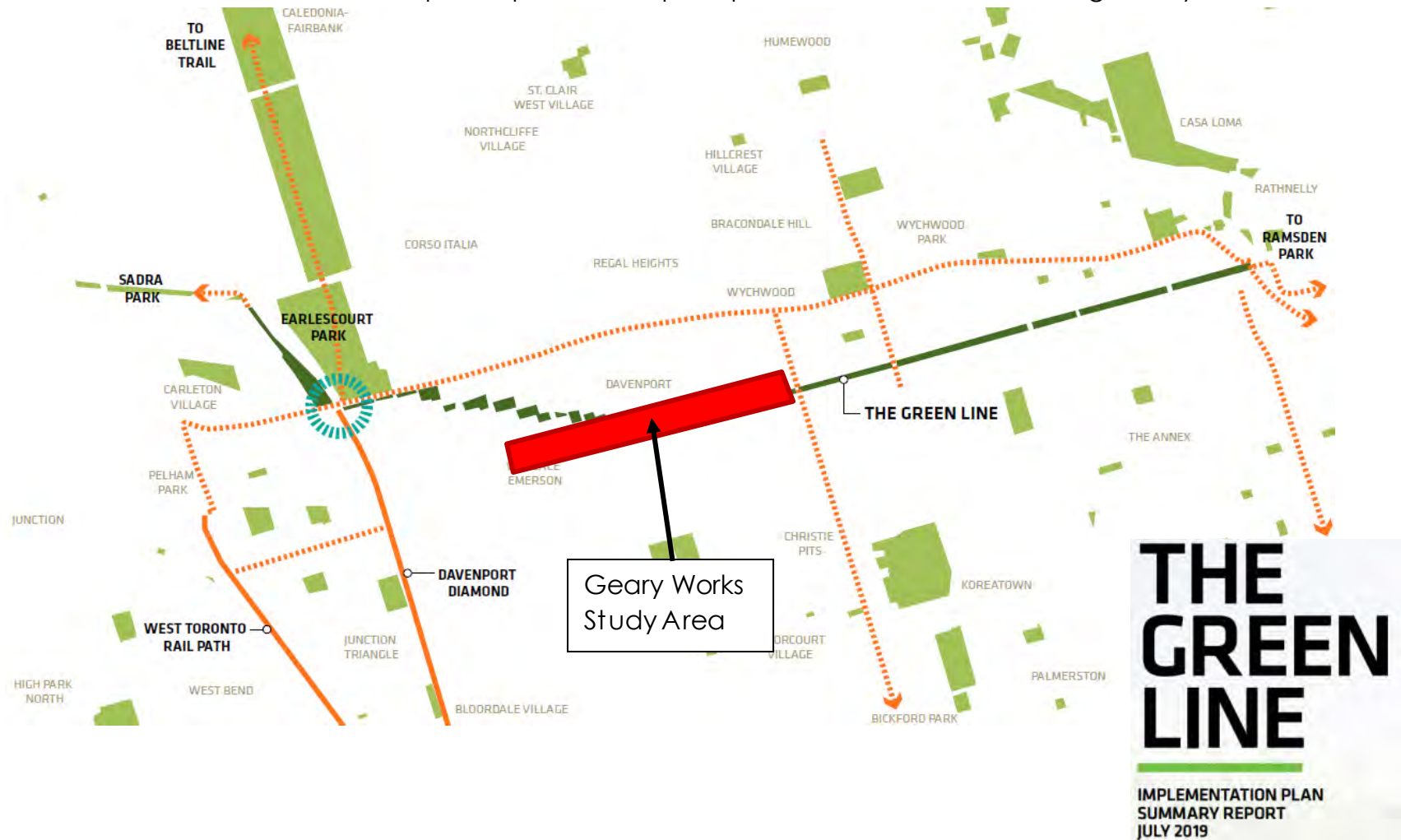
Dufferin Street – major road reconstruction (2024)

Brandon Avenue – local road resurfacing (2022)

## 5. Parks

### 5.1 The Green Line

The Green Line, is a 5-kilometre long linear park system that runs along the east half of Geary Avenue. It includes Bartlett Parette and the public parks and open space on the south side along the Hydro corridor.



### Design Strategies:

The following design strategies establish the proposed direction for the Green Line. These specific tactics are the foundation of the conceptual master plan, helping to inform both the character of this unique linear park system and detailed design efforts in the future.



#### **1. THE GREEN LINE = PARKS + STREETS**

Combine right-of-way public space within and adjacent to the hydro corridor to strengthen the overall sense of place and take advantage of partner agency collaboration and allow connections through parcels occupied by others for seamless experience.

#### **2. MAXIMIZE AMENITIES WITHIN CONSTRAINTS**

Respect the current ownership, primary users and secondary licenses, while maintaining the necessary clearance and setbacks and taking full advantage of the potential amenities.

#### **3. IMPROVE EXISTING PARKS**

Update facilities over time, introduce new programming where possible, retain existing vegetation, introduce new plantings, new materials, details and furnishing.

#### **4. INTRODUCE NEW PARKS**

Create additional new open and flexible green spaces, with facilities and programming, enhanced planting, improved materials and furnishings, connected by the Green Line path.

#### **5. CREATE SEAMLESS CONNECTIONS**

Create a clear and inviting route weaving through the various parcels and public rights-of-way with generous and accessible paths, sidewalks, crossings, streetscape improvements, signs and wayfinding.

#### **6. PROVIDE FLEXIBLE SPACES AND PROGRAMS**

Offer choice and support a range of uses and users with limited space and constraints of the hydro function.

#### **7. MAKE PLACES WITH UNIQUE DESIGN ELEMENTS**

Introduce seating, materials, and a character that is unique and identifiable to the Green Line.

#### **8. PRIORITIZE PLANTING FOR BIODIVERSITY**

Transform park spaces into beautiful and ecologically valuable habitats with pollinator species.

#### **9. USE REPETITION TO REINFORCE CONNECTIVITY**

Bring a clear sense of unity, consistency, and cohesion to the many parts, creating a distinct character to the greater whole.

## CHARACTER AREA 3.0 / GEARY DAVENPORT PARK

The Geary-Davenport Park character area is framed by Geary Avenue to the north and the existing rail corridor to the south. The character of the Geary Avenue neighbourhood is in transition, particularly to the west of Davenport Road. Among the traditional light industrial employment uses are newer creative and cultural enterprises such as galleries, cafés, studios, breweries and offices. The commercial character is also changing with uses such as food and beverage services that cater to the local neighbourhood and further afield. This central part of the Green Line has the opportunity to serve as a local amenity as well as a destination for this evolving area.

Park users will connect to these parks from local neighbourhood streets, Geary Avenue and the larger streets of Dovercourt Road and Shaw Street. A new signalized intersection at Geary Avenue and Dovercourt Road, being installed in summer 2019, will provide a new safe crossing opportunity, linking the new park parcels east and west of this intersection.

Green Line Key Plan



Geary Avenue streetscape improvements are recommended to support a higher intensity of pedestrians and cyclists and changes in use. Potential improvements include curb extensions, narrower travel lanes, wayfinding, the removal over time of the boulevard parking spaces, and additional greening opportunities. The parking lot on parcel 17A is still in demand by the license holder and the Green Line has moved to the right-of-way for an on-street connection in this area. For site specific design of the new park on parcels 17B + 17C, see page 43. For further details on the street cross section proposed for Geary Avenue adjacent to parcels 17B + 17C, see pages 50-51.



CITY OF TORONTO + PARK PEOPLE

## THE GREEN LINE

IMPLEMENTATION PLAN  
SUMMARY REPORT  
JULY 2019

STAH / DILLON / WORKSHOP ARCHITECTURE  
PADLASINI / ASI / AN HOOKER

## Key Features

- 1 Proposed Intersection with Curb Extensions, Planting and Zebra Markings
- 2 Gateway Feature
- 3 Existing Fence
- 4 Proposed Lay-by Parking Lane
- 5 Proposed Roadway Narrowing
- 6 Concrete Sidewalk + Street Tree Planting
- 7 Accessible Connection to Existing Features
- 8 Curb Extension for Pedestrian Crossing
- 9 Green Line Connection on Existing Sidewalk
- 10 Existing Splash Pad
- 11 Reorient Existing Sport Facility
- 12 Existing Sand Pit and Play Equipment
- 13 Update Existing Raised Garden Area
- 14 Proposed Signalized Intersection with Zebra Markings
- 15 Existing Green Line Related Public Art Located in Underpass
- 16 Proposed Potential Green Line Related Public Art Located in Underpass
- 17 Proposed Enhanced Plaza with Bench Seating and Planting
- 18 New Fence

## Master Plan Legend

- |  |   |  |                                      |
|--|---|--|--------------------------------------|
|  | Property Line   |  | Parking                              |
|  | Existing Hydro Towers with Typical 15m Maintenance Exclusion Zone |  | Existing Sport Facility              |
|  | Pedestrian Street Crossing  |  | Existing Sand Pit and Play Equipment |
|  | Concrete Sidewalk   |  | Buffer Planting                      |
|  | Lay-by Parking and Curb Extensions                                |  | Open Lawn                            |
|  | 3m Green Line Asphalt Path  |  | Meadow Planting                      |
|  | Bench Seating, Waste and Lighting Adjacent to Path                |  | Shrub Planting                       |
|  | Perennial / Grass Planting Bed                                    |  | Low Woody Planting                   |
|  | Fencing   |  | Existing Tree Planting               |
|  |   |  | Large Canopy Tree Planting           |

CITY OF TORONTO + PARK PEOPLE

# THE GREEN LINE

IMPLEMENTATION PLAN  
SUMMARY REPORT  
JULY 2019

STAN / DILLON / WORKSHOP ARCHITECTURE  
PAOLASINI / ASI / AN HOOKER

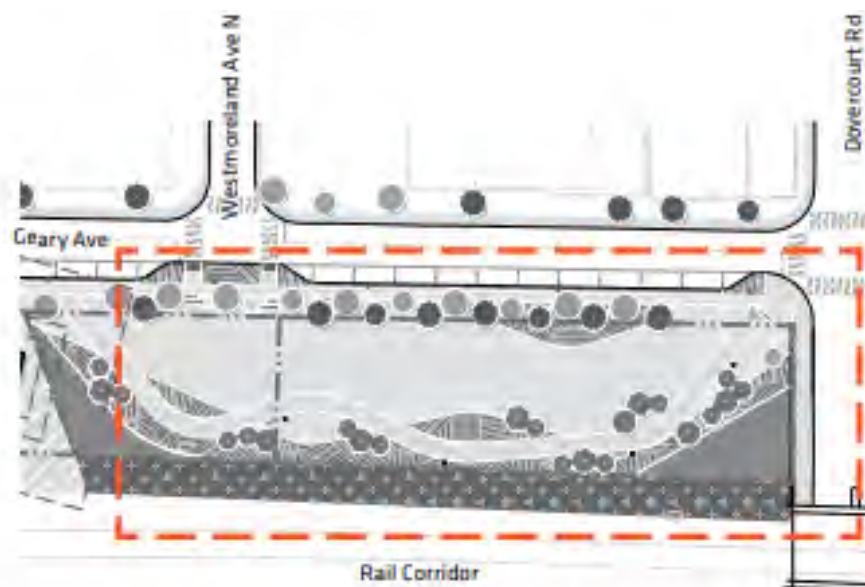


## SITE SPECIFIC SITE 2 / GEARY LANDS

Typology: New Park with Trail Connection and Streetscape Improvements

A number of new parks are proposed within the Green Line corridor to fill gaps in the open space network. Several of these parks are also adjacent to public street rights-of-way. Having streets and parks next to one another provides the opportunity to expand the placemaking influence of the Green Line.

Along Geary Avenue to the east and west of Dovercourt Road are a number of vacant parcels (17B, 17C, 18A) that the community currently uses as open space. The Geary / Davenport Park expansion is a high priority project, and together with the potential for streetscape improvements elevates the character and importance of this Green Line segment. The park includes an asphalt path, plantings and seating around an open lawn. Gateway features, wayfinding, furnishings, roadway improvements, lighting and street tree planting within the right-of-way are recommended. For site specific design of the new park on parcels 17B + 17C, see pages 50-51.



Key Plan 

Geary Lands\_Extent of Current Proposal



## 7. IMPROVEMENTS WITHIN RIGHT-OF-WAY

There is an opportunity to improve the public street right-of-way in two locations to close gaps in the Green Line and to expand the sense of place beyond the hydro corridor itself. The transition of Geary Avenue into a mixed-use corridor with slower vehicle traffic, cycling network improvements, broader sidewalks, and additional planting can support—and be supported by—park improvements. Further east by George Brown College, the Green Line will make use of the public right-of-way to provide connections with a narrower roadway, new and improved sidewalks with planting, and cycling infrastructure.

-  Proposed New PF+R Parks
-  Streetscape Improvements
-  Proposed Path
-  Existing + Proposed Signal
-  Existing + Proposed Stop Signs
-  Existing + Proposed Informal Crossings
-  TTC Station

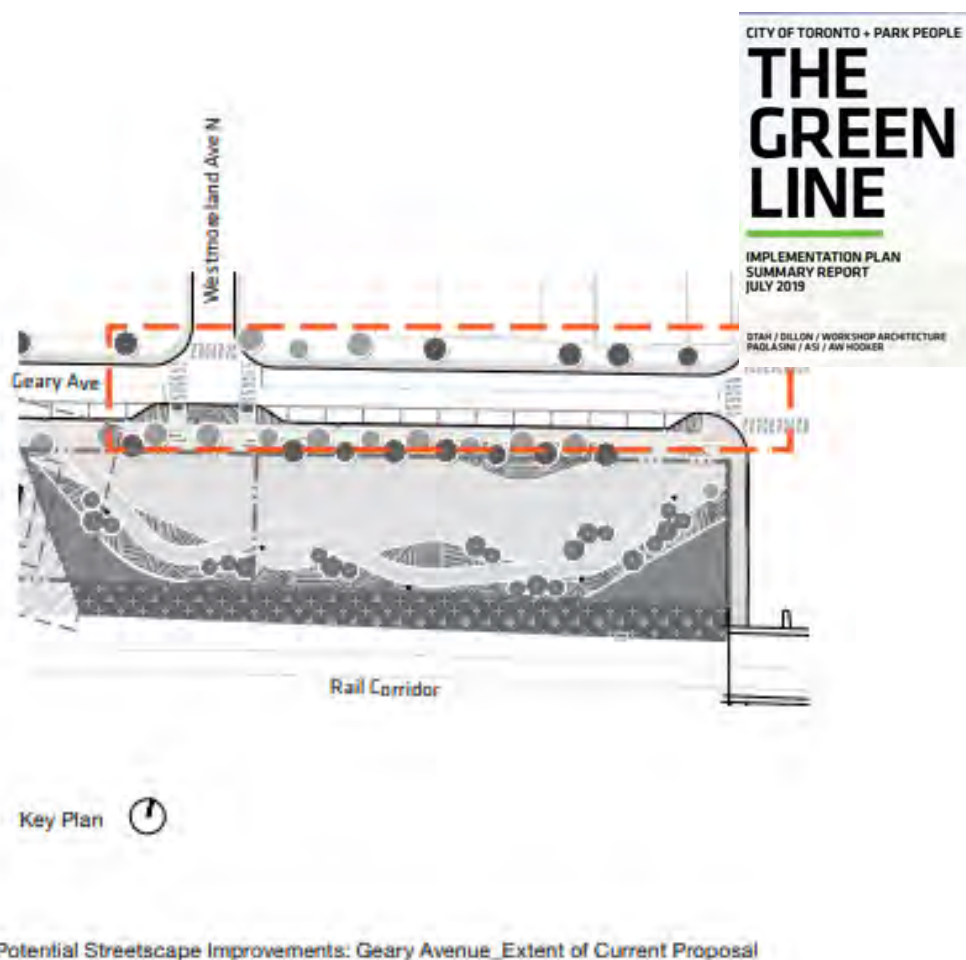


## STREETSCAPE IMPROVEMENT 1 / GEARY AVENUE

A major opportunity to expand the reach of the Green Line beyond the hydro corridor parcels and provide greater benefit to the local community is to improve the public street right-of-way of Geary Avenue. This will also support the transformation currently underway from an industrial corridor to a dynamic mixed-use place.

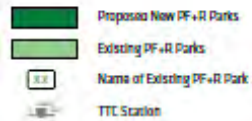
Potential improvements include to: narrow the roadway and manage the speed of vehicular through traffic, add curb extensions to reduce crossing distances for pedestrians and frame dedicated on-street parking, introduce cycling wayfinding, and replace boulevard parking with space for greening and to support active at-grade uses similar to other neighbourhoods in the City. The options illustrated on the following page suggest the possible adjustments.

Further study is required to ensure that technical requirements are met and that impacts to current operations, including to private businesses on Geary Avenue, are identified and mitigated.



### 3. NEW + EXISTING PARKS

Within the Green Line there are 11 existing City of Toronto PF+R parks, made up of 14 parcels. These parks were developed in the 1970's when the City of Toronto established license agreements with HONI to permit these parks. Through an exploration of the existing license agreements and vacant sites, this conceptual master plan proposes 10 new PF+R parks, made up of 15 vacant parcels not licensed to others. Most of these parks would require a new lease agreement between City of Toronto and IO/ HONI, except one park that is proposed on land owned by the City of Toronto near Davenport and Macpherson.



## DESIGN CHARACTER

The Green Line exists within an evolving part of the City, with residential neighbourhoods and employment areas close together. Industrial uses have over the years located close to the rail lines that are adjacent to much of the hydro corridor with some still in operation.

As the area transitions and invites more users to the Green Line, the intent is for the design character to draw inspiration from the uses and history of the area. New features will employ a raw and robust material palette of concrete, wood, and steel with a planting palette of native species arranged in a naturalistic manner.

Reinforcing the use of these materials throughout the Green Line will respect the existing context and heighten the sense of place. A more detailed planting strategy is addressed in a following section.

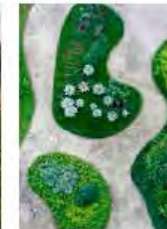
Given that the Green Line is located within an active hydro transmission corridor all details and materials must respect HONI's technical requirements (for example, safety, access, and conductivity).

CITY OF TORONTO + PARK PEOPLE

# THE GREEN LINE

IMPLEMENTATION PLAN  
SUMMARY REPORT  
JULY 2019

STAN / DILLON / WORKSHOP ARCHITECTURE  
PAOLASINI / ASI / JAM HOOKER



## 5.2 The Green Line: Geary Avenue Park Expansion

One component of the Green Line is the Geary Avenue Park Expansion. This project will transform a segment of the hydro corridor between Delaware Avenue and Westmoreland Avenue into new park space. Streetscape improvements will link the expanded Geary Avenue Park to the existing Barlett Parkette at Salem Avenue.

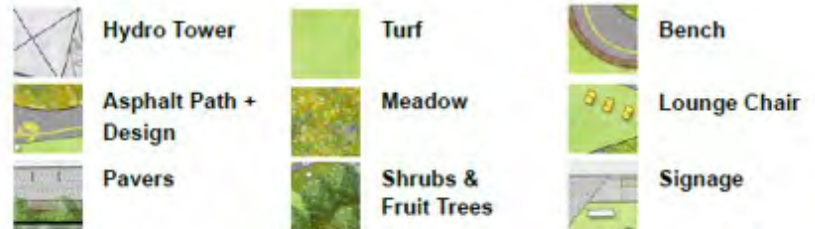
Anticipated timeline:

- 2020-2021: community consultation, design, and Hydro One Approvals
- 2022: Anticipated construction

Rendering: Looking west from Dovercourt Road

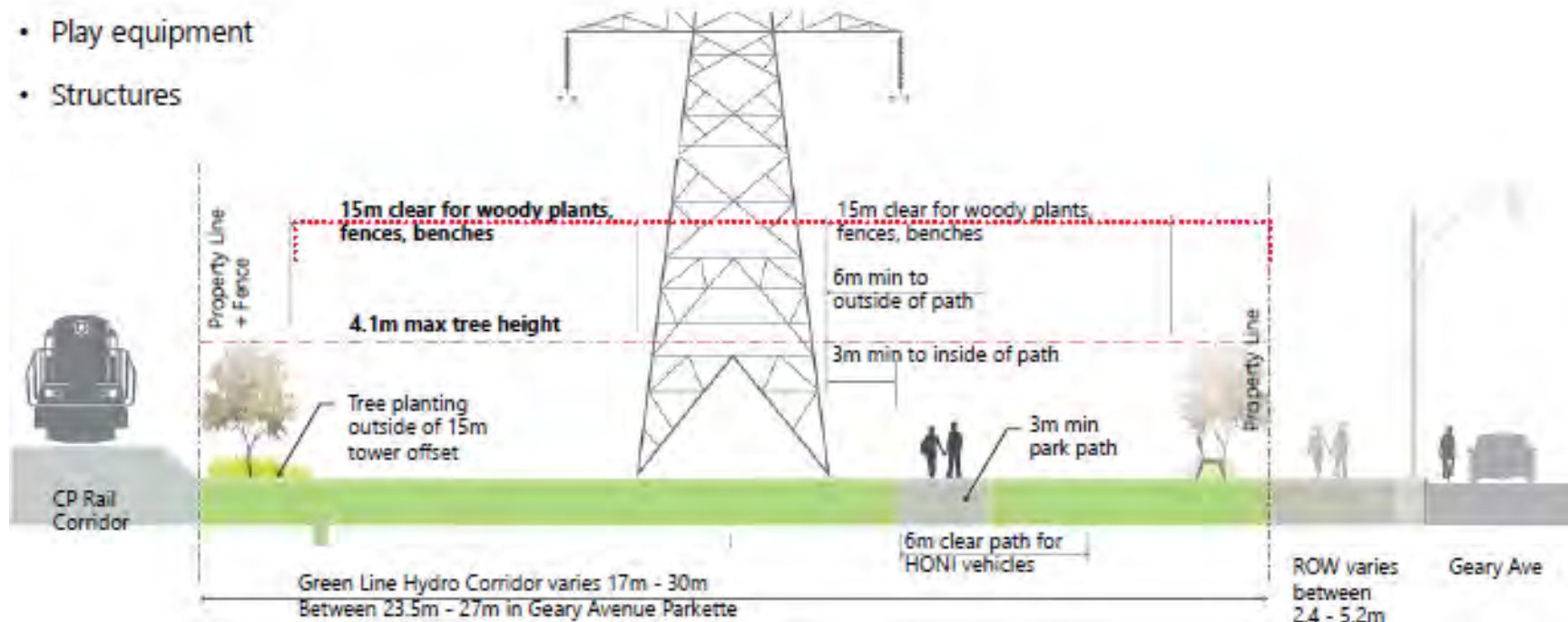






Not Permitted:

- Play equipment
- Structures



## 6. PLANNING FRAMEWORK

### 6.1 Official Plan Review

The Toronto Official Plan provides a vision and direction for the future development of the City, including Geary Avenue.

The following excerpts from the Official Plan apply to the Geary Works study area and should be taken into consideration throughout the background research and analysis for the various components of the study.

The following colour-coded initials are provided in the margin throughout this document to indicate which Official Plan maps and policies apply to which component(s) of the study.

Legend:

-  **CP** – Community Planning / Land Use policy
-  **UD** – Urban Design policy
-  **M** – Mobility policy
-  **P** – Parks and open spaces policy
-  **ED** – Economic Development & Culture policy
-  **H** – Heritage Planning policy
-  **E** – Environment / Resiliency policy



The study area is within an Employment Area as shown on Official Plan Map 2 – Urban Structure

The adjacent CP rail corridor to the south is a planned Transit Corridor as shown on Official Plan Map 4 – Higher Order Transit Corridor

Dufferin Street, which crosses Geary Avenue, is a Transit Priority Segment as shown on Official Plan Map 5 – Surface Transit Priority Network

Properties on Geary Avenue are almost entirely designated Employment Area on Land Use Map 17 of the Official Plan, including both Core Employment Areas and General Employment Areas. There are also small portions that are designated Neighbourhoods, Parks and Utility Corridors.

There are three site and area-specific policies (SASPs) in the Official Plan that apply to much of the study area, namely Nos. 154, 234 and 255. SASP 154 allows for residential uses between Ossington Ave and Dovercourt Rd, SASP 234 prohibits automotive repair shops on most of Geary Ave, and SASP 255 allows for 20 row houses at the northwest corner of Geary Ave and Lightbourn Ave.

PF&R recently completed The Green Line Implementation Plan that applies to a large portion of Geary Avenue.

## Map Review – Relevant Excerpts

### Map 2 – Urban Structure

CP

- The study area is primarily an Employment Area.

CP

P

- A portion of the site is part of the Green Space System.



Map 4 – Higher Order Transit Corridor

- M**
- The adjacent CP rail corridor that runs east-west on the south side of the study area is a planned Transit Corridor.



Existing

Expansion Elements

—●— TTC Subway and LRT Lines

— — — Transit Corridors

—●— GO Rail Lines

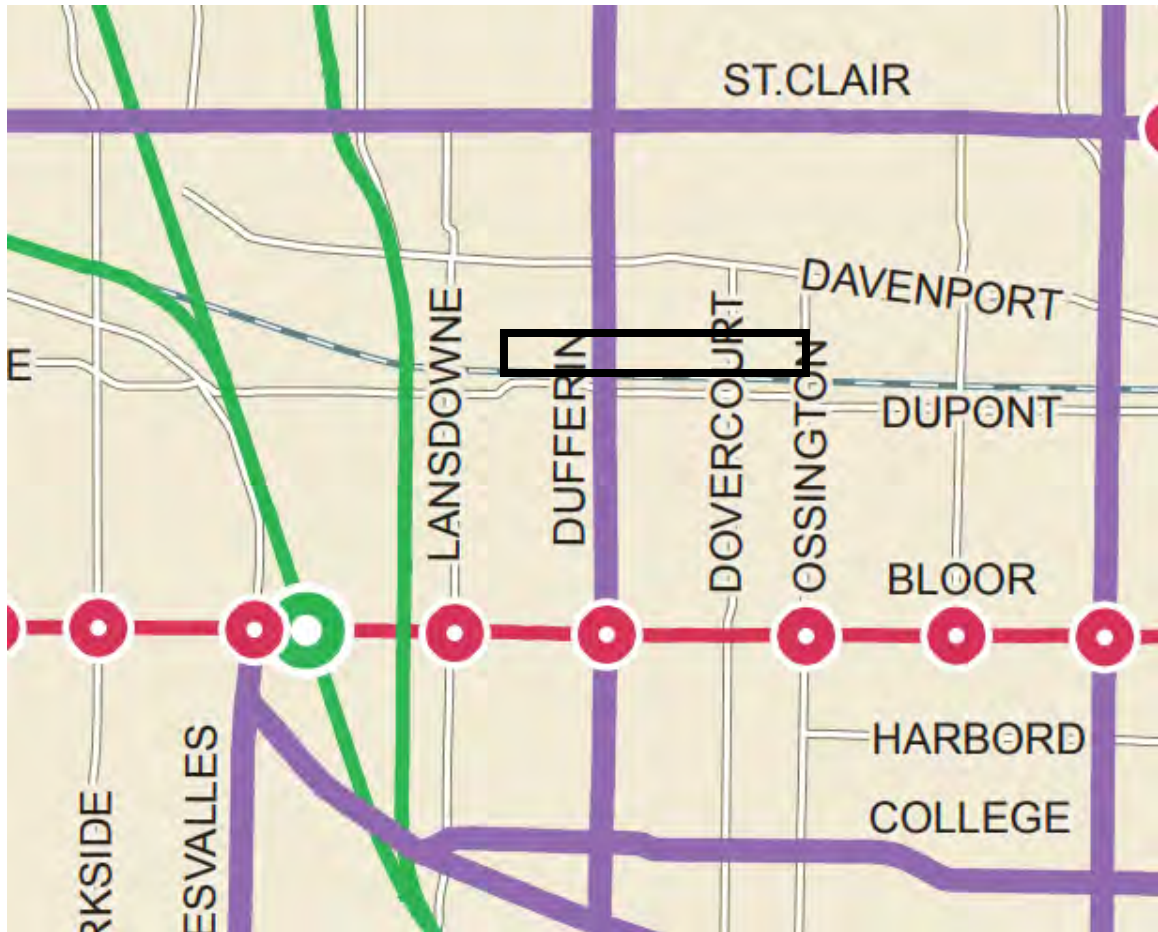
● GO/TTC Interchange GO

● Rail Station

Map 5 – Surface Transit Priority Network

M

- Dufferin Street, which crosses Geary Avenue, is a Transit Priority Segment as shown on Map 5 below.



Existing

Expansion Elements

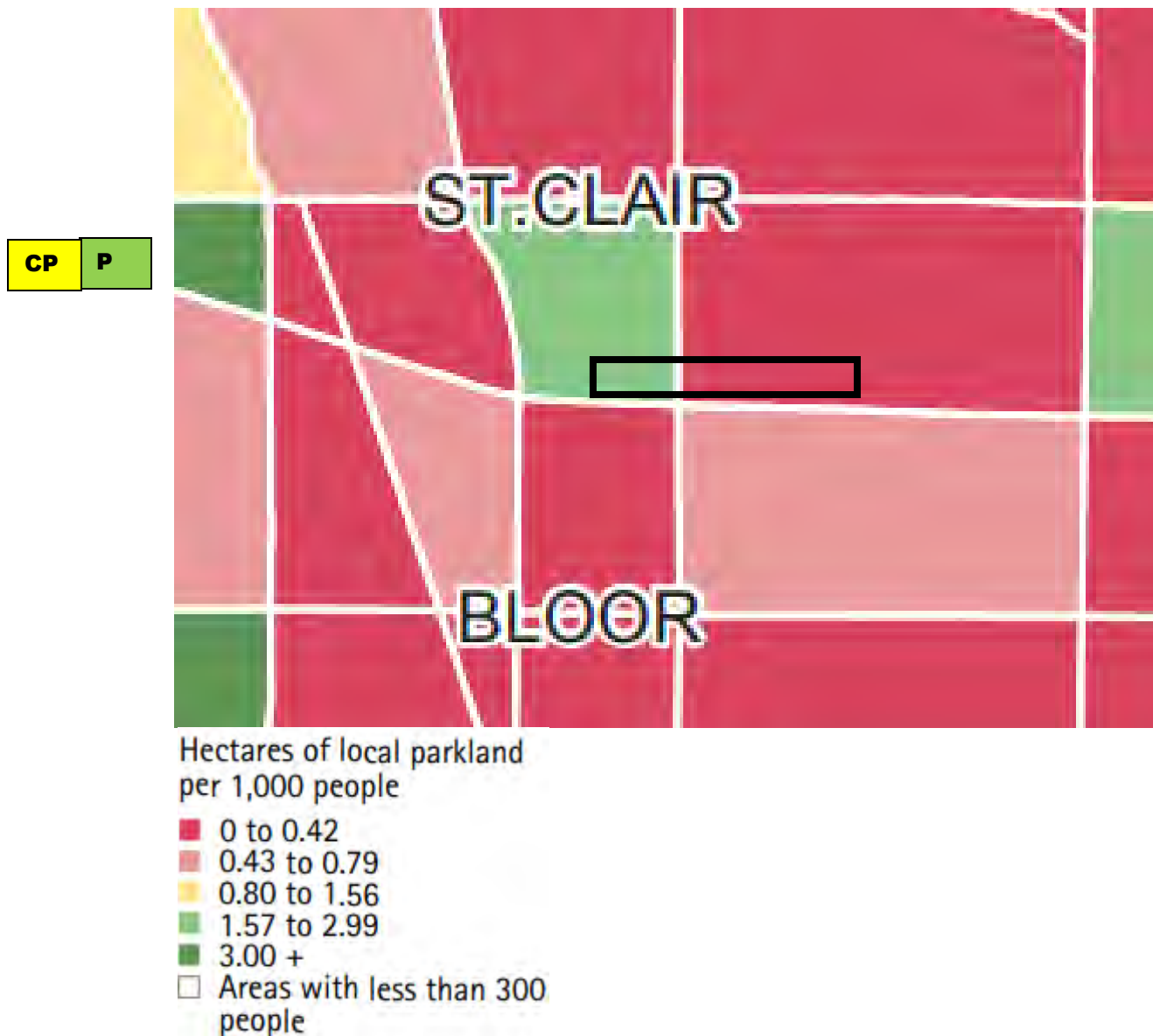
—●— TTC Subway and LRT Lines

— Transit Priority Segments

—●— GO Rail Lines

Map 8B: Local Parkland Provision

- The easterly portion of the study area located east of Dufferin Street is within an area that has the lowest quintile of local parkland per 1,000 people.
- The westerly portion of the study area located west of Dufferin Street is within an area with the second highest quintile of local parkland per 1,000 people.



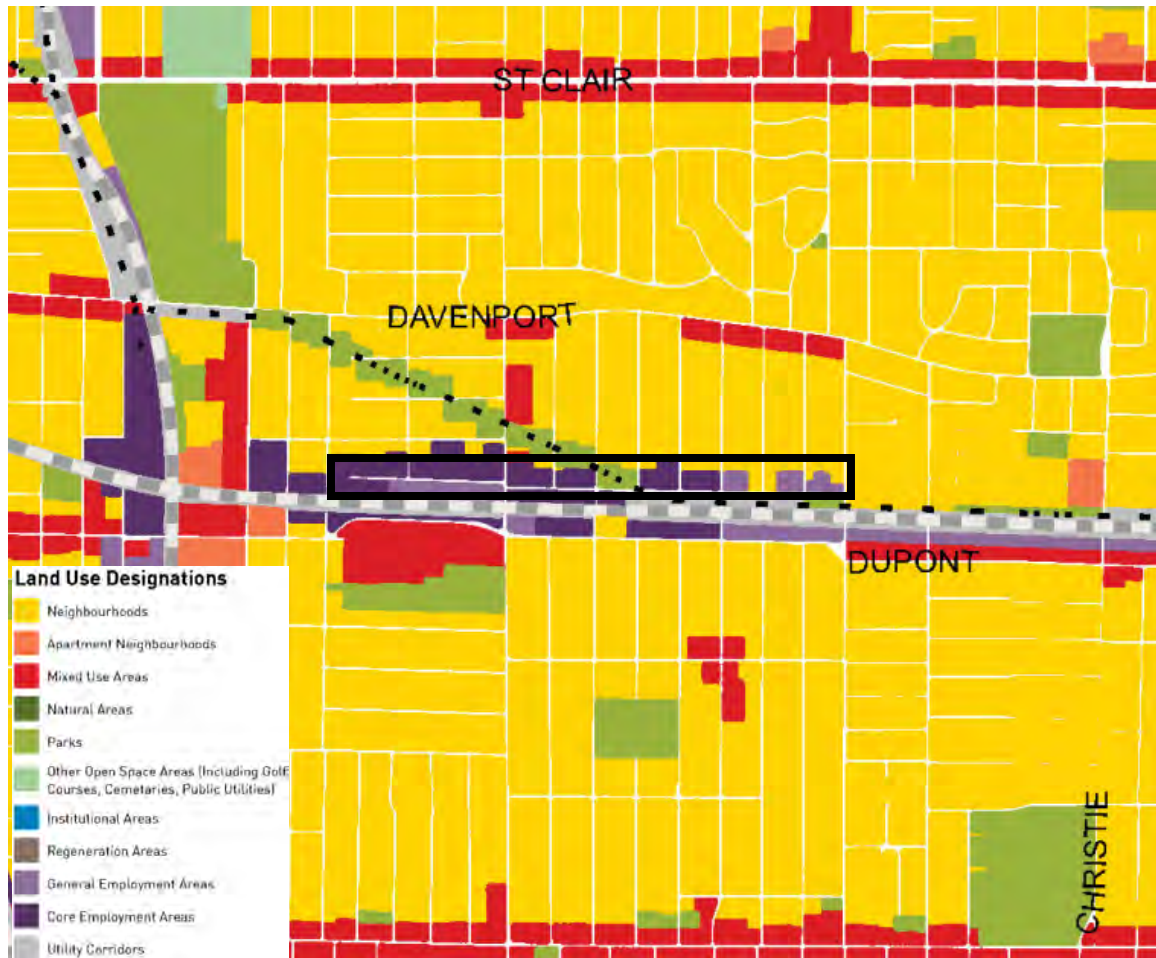
## Map 17 – Land Use



- Properties on Geary Avenue are mostly designated *Core Employment Areas*, followed by *General Employment Areas*.



- There are also small portions that are designated *Neighbourhoods*, *Parks* and *Utility Corridors*.



## Map 28 – Site and Area Specific Policies

- There are three site and area-specific policies (SASPs) in the Official Plan that apply to much of the study area, namely Nos. 154, 234 and 255. These policies are summarized below and further detailed on the following pages.

**CP** **ED**

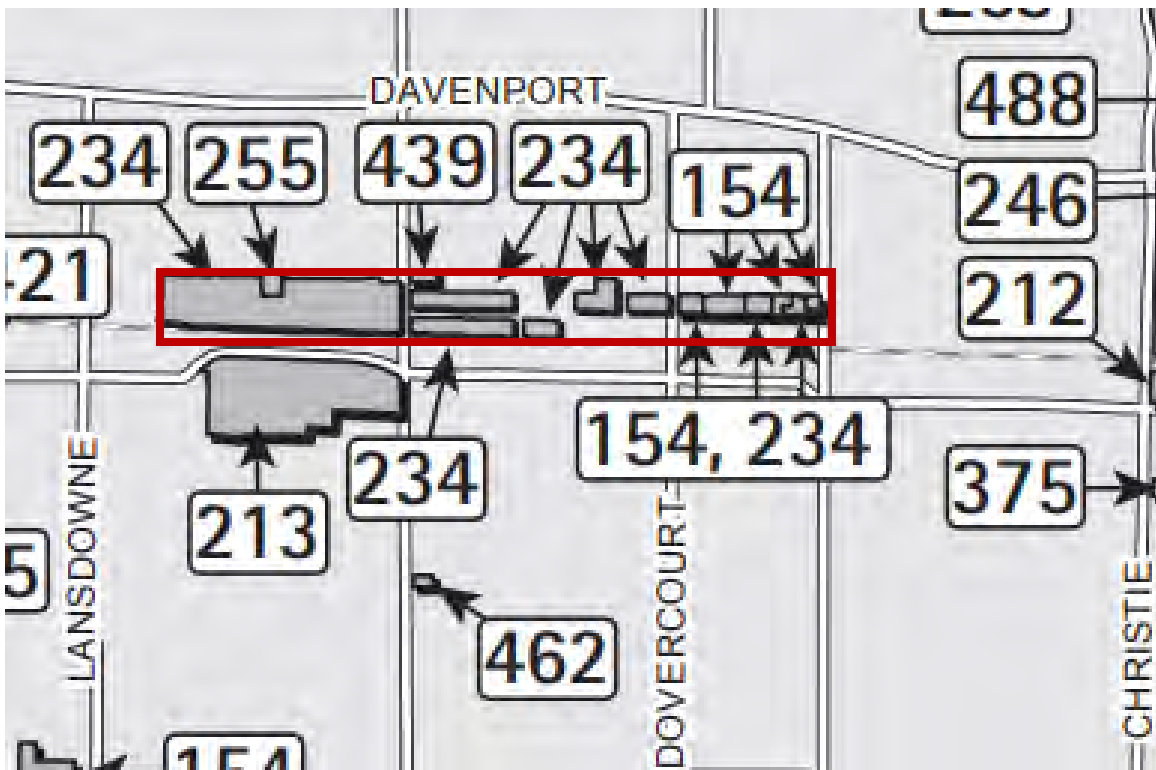
- SASP 154 allows for residential uses between Ossington Ave and Dovercourt Rd.

**CP**

- SASP 234 prohibits automotive repair shops on most of Geary Ave.

**CP**

- SASP 255 allows for 20 row houses at the northwest corner of Geary Ave and Lightbourn Ave.

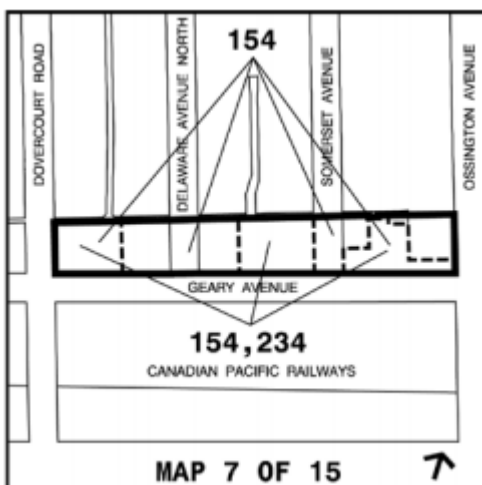


- 154.** **Lands Located South of Eileen Avenue, East of Gilmort Place**  
**Lands Located East of Keele Street, Between Lavander Road and Hillary Avenue**  
**Lands Located on the West Side of Bronoco Avenue Between Alessia Circle and North of Summit Avenue**  
**Certain Lands Located on the West Side of Gilbert Avenue**  
**Certain Lands Along the North Side of Hopewell Avenue**  
**Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1<sup>st</sup> Avenue**  
**Both Sides of Mulock Street Between Junction Road and Lloyd Avenue and East Side of Keele Street between Junction Road and North of Hirons Street**  
**Lands Within the Miller Street and Lindler Street Area**  
**Lands Located on the West Side of Caledonia Road Between St. Clair Avenue West and Lambert Avenue**  
**North Side of Geary Avenue Between Dovercourt Road and Ossington Avenue**  
**Lands Generally Adjacent to the South Side of the Tracks Between Brock Avenue and Queen Street West**  
**Lands Located Adjacent to Jenet Road and the East Side of Wade Avenue**  
**Lands Adjacent to the East Side of the CNR Tracks Between Whylock Avenue and North of Dublin Street**  
**Lands Located East of Sorauren Avenue, South of Dundas Street West**  
**Lands Located Adjacent to the Tracks North East of Dundas Street West, South of Golden Avenue**  
**29-51 Florence Street**

A mix of employment and residential uses are permitted provided that:

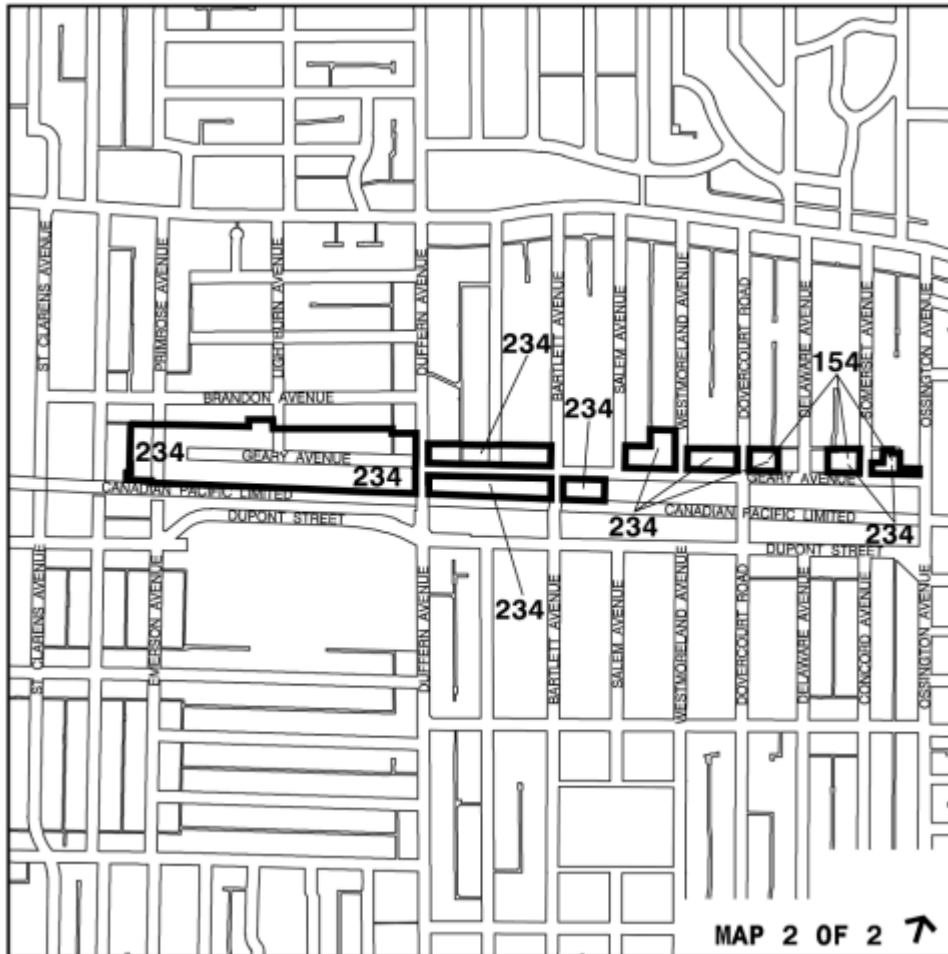


- a) if the property is designated *Employment Areas*, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area; or
- b) if the property is designated as any designation other than *Employment Areas*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.



## 234. Lands Abutting Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street

Automobile body repair shops are not permitted on lands designated as *Employment Areas* on Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street.



## 255. 2 Lightbourn Avenue

A maximum of 20 row houses are permitted having a maximum gross floor area of 3,400 square metres.



## Policy Review – Relevant Excerpts

### Chapter 1: Making Choices

#### Section 1.2: Principles for a successful Toronto

"A successful city is one with a competitive advantage over others locally, nationally and internationally. It has a quality of life that will attract and retain people who have capital, skills, knowledge, ingenuity and creativity. A successful city with an enviable quality of life is diverse, equitable and inclusive; it astonishes with its human-made and natural beauty; it thrives on making connections and it inspires great leadership and stewardship. Toronto has these attributes now. We will have to consolidate and build on these strengths as we grow. Success will come by seizing new opportunities based on these principles."

#### A City of Diversity and Opportunity

Our future is one where:

- A variety of jobs is available to people with a range of education and abilities that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians
- diverse employment areas can adapt to changing economic trends and are poised to capture new business opportunities

ED

ED

#### A City of Beauty

Toronto's future must be one where:

- the arts and culture are actively promoted;
- public art graces streets and open spaces;
- sidewalks are animated and attractive people places

ED

UD

UD

#### A City of Connections

Toronto's future is one where connections are understood and where:

- a connected green space system links our parks and open spaces;
- there is a fast, convenient and high-quality transit system linking areas of housing and employment and also providing access to goods and services, health care, education and recreation;

P

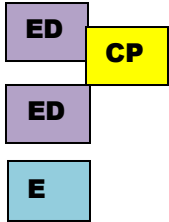
M

#### A City of Leaders and Stewards

Toronto's future as a city of leaders and stewards is one where:

- individuals and communities actively participate in decisions affecting them;

CP



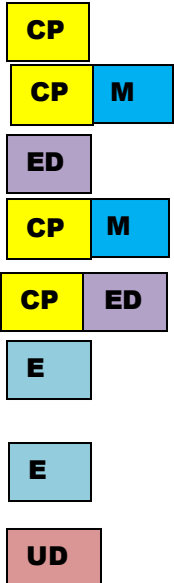
- innovative implementation solutions are embraced;
- people are engaged and invested in city living and civic life;
- the private sector marshals its resources to help implement public objectives;
- we are all advocates for a sustainable city-region

## Chapter 2: Shaping the city

This section will be updated to reflect Official Plan Amendment 231.

### Section 2.2: Structuring Growth in the City: Integrating Land Use and Transportation

2. Growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown* as shown on Map 2 in order to:



- use municipal land, infrastructure and services efficiently;
- concentrate jobs and people in areas well served by surface transit and rapid transit stations;
- create assessment growth and contribute to the City's fiscal health;
- promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
- facilitate social interaction, public safety and cultural and economic activity;
- improve air quality, energy efficiency and reduce greenhouse gas emissions;
- improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and
- protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

- The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:
  - acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;



**M**

j) implementing transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established, funding becomes available and the Environmental Assessment review processes are completed;

**M**

k) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and

4. New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

**CP**

**M**

5. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city building objectives of this Plan by:

**E**

b) supporting, encouraging and implementing measures and activities which reduce water consumption, wastewater and stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose;

## Section 2.2.4: Employment Areas: Supporting Business and Employment Growth

Toronto's Employment Areas, to be used exclusively for business and economic activities, are an essential cornerstone of our diverse and thriving civic economy.

Toronto's Employment Areas are important in providing good quality services to our residents and workers. The industrial and commercial properties are vital to maintaining a healthy civic tax base that pays for those services.

As Employment Areas are spread across the City, work destinations and commuting direction are also spread out, resulting in less road congestion in any one direction. This provides workers who live in close proximity to Employment Areas with the opportunity for shorter commutes to work by either transit, cycling or walking.

2.2.4(1) *Employment Areas*, as shown on Map 2, are comprised of both *Core Employment Areas* and *General Employment Areas*, as shown on Maps 13 to 23 inclusive. *Employment Areas* are areas designated in this Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

**ED**

**CP**

ED CP

- 2.2.4(2) *Employment Areas* will be used exclusively for business and economic activities in order to:
- a) retain sufficient availability of lands, for both current and future needs, for industrial functions such as manufacturing and warehousing which are permitted only within *Employment Areas* and *Regeneration Areas*;
  - b) protect and preserve *Employment Areas* for current and future business and economic activities;
  - c) provide for and contribute to a broad range of stable full-time employment opportunities;
  - d) provide opportunities for new office buildings, particularly in business parks along the Don Valley corridor and/or within walking distance to higher order transit;
  - e) provide a stable and productive operating environment for existing and new businesses by preventing the establishment of sensitive land uses in *Employment Areas* ;
  - f) maintain and grow the City's business tax base; g) promote and maintain food security for the City's residents; h) maintain the market attractiveness of the *Employment Areas* for employment uses;
  - i) provide prominent, accessible and visible locations and a wide choice of appropriate sites for potential new businesses;
  - j) continue to contribute to Toronto's diverse economic base and support export-oriented wealth creating employment;
  - k) contribute to a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking and cycling; and
  - l) provide work opportunities for residents of nearby neighbourhoods.

ED CP

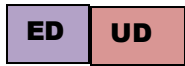
2.2.4(3): A more intensive use of lands in *Employment Areas* for business and economic activities will be encouraged to make better use of a limited supply of lands available for these activities.

2.2.4(4): *Employment Areas* will be enhanced to ensure they are attractive and function well, through actions such as:

ED CP

- a) permitting a broad array of economic activities that encourage existing businesses to expand or diversify into new areas of economic activity and facilitates firms with functional linkages to locate in close proximity to one another;
- b) investing in key infrastructure to support current and future needs, and facilitating investment through special tools, incentives including tax incentives, and other programs or partnerships, in order to:

ED



i. promote the distinctive character or specialized function of an area to attract businesses within a particular targeted cluster of economic activity;

ii. facilitate the development of vacant lands and the adaptive reuse of vacant buildings for employment purposes;

iii. facilitate the remediation of brownfield sites to enable redevelopment for employment uses;

iv. address the absence of key physical infrastructure and amenities for workers, poor environmental conditions or poor accessibility;

c) encouraging and supporting business associations that promote and provide a voice for businesses within *Employment Areas*;

d) establishing a connected network of public streets for use by trucks, automobiles, transit, bicycles and pedestrians; and

e) promoting a high quality public realm and creating comfortable streets, sidewalks, parks and open spaces for workers and landscaped streetscapes to promote pedestrian/ transit use and attract new business ventures.

2.2.4(5) Sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to *Employment Areas* or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to:

a) prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour;

b) minimize risk to public health and safety;

c) prevent or mitigate negative impacts and minimize the risk of complaints;

d) ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and,

e) permit *Employment Areas* to be developed for their intended purpose.

2.2.4(11) *Employment Areas* in the vicinity of existing major transportation infrastructure such as highway interchanges, ports, rail yards and airports are designated to provide for, and are to be preserved for, employment uses that may rely upon the major transportation infrastructure for the movement of goods.





2.2.4(12). Measures will be introduced and standards applied on roads within Employment Areas that give priority to the movement of trucks and transit vehicles.

## Section 2.3.2: Toronto's Green Space System and Waterfront



2.3.2(1) Actions will be taken to improve, preserve and enhance the Green Space System by:

- a) improving public access and enjoyment of lands under public ownership;
- b) maintaining and increasing public access to privately owned lands, where appropriate;
- c) restoring, creating and protecting a variety of landscapes; and
- d) establishing co-operative partnerships in the stewardship of lands and water.



2.3.2(2) Public agencies and Torontonians will be encouraged to support the protection, enhancement and restoration of links within and between elements of the Green Space System.



2.3.2(3) The Green Space System will be expanded by:

- a) acquiring linkages between existing parks and open spaces, where feasible; and
- b) acquiring lands, or easements over lands, associated with private development which can be connected to the System for the extension of recreational trails or which have important natural heritage value.

## Section 2.4: Bringing the City Together: A Progressive Agenda of Transportation Change



2.4(1) Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.



2.4(6) An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.

2.4(10) Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.

**M**

**ED**

2.4(13) Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:

**M**

- a) an expanded bikeway network;
- b) provision of bicycle parking facilities in new developments;
- c) provision of adequate and secure bicycle parking at rapid transit stations; and
- d) measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

2.4(14) An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by:

**M**

- a) ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;
- c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
- d) reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
- e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
- f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.

## Chapter 3: Building a Successful City

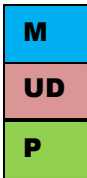
*Note: Policies in Sections 3.1.1, 3.1.2 and 3.2.3 need to be updated per OPA Nos. 479 and 480, which came into effect on September 21, 2020.*

3(5) City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- M** a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
    - i. the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
    - ii. space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
    - iii. ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
  - M** b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
  - M** c) reflecting differences in local context and character;
  - M** d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
  - M** e) serving as community destinations and public gathering places.
  - UD**
  - UD**
  - CP** **UD**
  - M** **UD**
6. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:
- a) providing well designed and coordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and
  - b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

**M** 3(13) Universal physical access to publicly accessible spaces and buildings will be ensured by:

- a) creating a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts at corners on all City streets;
- b) requiring that plans for all new buildings and additions meet the City's accessibility guidelines; and
- c) retrofitting over time all existing City owned buildings that are open to the public and open spaces to make them universally accessible and encouraging the owners of private buildings and spaces to do likewise through public education and retrofit programs.



3(14). Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.

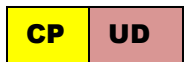


- 3(19) New parks and open spaces will be located and designed to:
- a) connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
  - b) provide a comfortable setting for community events as well as individual use;
  - c) provide appropriate space and layout for recreational needs, including forms of productive recreation such as community gardening; and
  - d) emphasize and improve unique aspects of the community's natural and human-made heritage.



3(20) New parks and other public open spaces such as schoolyards should front onto a street for good visibility, access and safety.

## Section 3.1.2 Built Form



- 3.1.2(1) New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:
- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;
  - b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;

- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- d) preserving existing mature trees wherever possible and incorporating them into landscaping designs.

3.1.2(2) New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings where possible;
- d) providing underground parking where appropriate;
- e) limiting surface parking between the front face of a building and the public street or sidewalk; and
- f) integrating above-ground parking structures, where permitted or appropriate, with building design, and having usable building space at grade facing adjacent streets, parks and open spaces.

3.1.2(3). New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility

3.1.2(5) New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a) improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- b) coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) weather protection such as canopies, and awnings;
- d) landscaped open space within the development site;
- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos;
- f) safe pedestrian routes and tree plantings within surface parking lots; and
- g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

#### Section 3.1.4 Public Art

**UD**

3.1.4(1) The creation of public art that reflects our cultural diversity and history will be promoted by:

- c) encouraging public art initiatives on properties under the jurisdiction of the City, its agencies, boards and commissions;
- e) encouraging the inclusion of public art in all significant private sector developments across the City.

#### Section 3.1.5: Heritage Conservation

**H**

3.1.5(2) Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

**H**

3.1.5(3) Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are

publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.

**H**

3.1.5(4) Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.

**H**

3.1.5(5) Proposed *alterations*, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the *integrity* of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.

**H**

3.1.5(6) The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

**H**

3.1.5(43) Potential cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values. Significant cultural heritage landscapes will be included on the Heritage Register and/or designated under either Part IV or Part V of the Ontario Heritage Act.

### Section 3.2.3: Parks and Open Spaces

**P**

3.2.3(1) Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:

- a) adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
- b) designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
- c) protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and

d) promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

**P**

3.2.3(2) Parkland acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors:

- a) amount of existing parkland as illustrated on Maps 8(A) and (B);
- b) parkland characteristics and quality;
- c) providing safe, stimulating and engaging play spaces for children;
- d) existing natural features of the site;
- e) existing amenities and facilities;
- f) population change, demographic and social characteristics;
- g) anticipated development;
- h) amount of publicly accessible open space;
- i) opportunities to link parks and open spaces;
- j) urban form; and k) land availability and cost.

The City's park planning areas are shown on Map 8(C). The information on Map 8(B) for these park planning areas will be used to require, wherever possible, that new parkland be provided when development occurs in areas of low parkland provision.

#### Section 3.4: The Natural Environment

**E**

3.4(1) To support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly, based on:

- a) protecting and improving the health of the natural ecosystem, by:
  - i. minimizing air, soil and water pollution;
  - iii. managing the quantity and improving the quality of stormwater and groundwater infiltration and flows;
  - iv. cleaning-up contaminated soils, sediment, groundwater, watercourses and buildings;
  - v. mitigating the unacceptable effects of noise and light;
- b) sustaining, restoring and enhancing the health and integrity of the natural ecosystem, supporting bio-diversity in the City and targeting ecological improvements, paying particular attention to:
  - i. locations of habitat for native flora and fauna, both terrestrial and aquatic;
  - ii. water and sediment quality;

- v. natural linkages between the natural heritage system and other green spaces;
- vii. opportunities for additional habitat provided by the built environment; and
- viii. the potential impacts of a changing climate on biodiversity and ecosystem health;
- c) addressing environmental stresses caused by the consumption of natural resources, by reducing:
  - i. the amount of solid waste requiring disposal in landfill and by promoting programs for reducing, reusing, recycling and composting;
  - ii. consumption of water and generation of wastewater;
  - iii. energy consumption and greenhouse gas emissions; and
  - iv. reliance on carbon-based fuels for energy;
- d) preserving and enhancing the urban forest by:
  - i. providing suitable growing environments for trees;
  - ii. increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and
  - iii. regulating the injury and destruction of trees;
- e) reducing the risks to life, health, safety, property, and ecosystem health that are associated with flooding, unstable slopes, erosion and contaminated lands and considering the potential impacts of climate change that may increase the risk associated with natural hazards;
- f) reducing the adverse effects of stormwater and snow melt based on a hierarchy of watershed-based wet weather flow practices which recognize that wet weather flow is most effectively managed where it falls, supplemented by conveyance, then end-of-pipe solutions;
- g) protecting, improving or restoring the quality and quantity of water and drinking water sources; and
- h) promoting green infrastructure to complement infrastructure.

**E**

3.4(19) Innovative energy producing options, sustainable design and construction practices and green industry will be supported and encouraged in new development and building renovation through:

- a) the use of innovative green spaces such as green roofs and designs that reduce the urban heat island effect and enhance urban ecology;
- b) innovative methods of stormwater management including stormwater attenuation and re-use and use of green infrastructure;
- c) advanced water conservation and efficiency methods;

d) advanced energy conservation and efficiency technologies and processes that contribute towards an energy neutral built environment including:

- i. establishing and extending district heating and cooling facilities and connections;
- ii. renewable energy systems including wind and solar power
- iii. small local integrated energy solutions such as combined heat and power and energy storage;
- iv. active and passive design measures that conserve energy and reduce peak demand; and
- v. back-up power systems to improve resiliency to power interruptions; and

e) designs that facilitate waste reduction, recycling and other innovative management technologies and practices.

**E**

3.4(20) Development, redevelopment and infrastructure that will assist in achieving green house gas emissions reductions, consistent with international, national and municipal targets will be encouraged.

**CP**

**E**

3.4(21) Major facilities such as airports, transportation/rail infrastructure, corridors and yards, waste management facilities and industries and sensitive land uses such as residences and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures.

## Section 3.5.1 Creating a Strong and Diverse Civic Economy

**ED**

3.5.1(1) Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City by:

- a) maintaining a strong and diverse economic base;
- b) contributing to a broad range of stable full-time employment opportunities for all Torontonians; c) maintaining a healthy tax base for the City;
- d) promoting export-oriented employment;
- e) attracting new and expanding employment clusters that are important to Toronto's competitive advantage;

- f) offering globally competitive locations for national and international business and offering a wide choice of sites for new business;
- g) promoting international investment in Toronto;
- h) providing incubation space for new start-up firms to establish themselves and grow;
- i) supporting employment and economic development that meets the objectives of Toronto's Workforce Development Strategy, including people-based planning and the Vision Statement on Access, Equity and Diversity and promoting infrastructure and support programs to ensure that all Torontonians, particularly equity-seeking groups, such as racialized youth, persons with disabilities, single mothers and new comers, especially refugees, have equitable access to employment opportunities; and
- j) recognizing the full diversity of employment activities that are increasingly taking place in non-traditional employment areas, such as homes and public spaces, and strengthening the necessary regulatory frameworks and policies to support this employment.

**ED**

3.5.1(2) A multi-faceted approach to economic development in Toronto will be pursued that:

- a) stimulates transit-oriented office growth in the *Downtown* and the *Central Waterfront*, the *Centres* and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas* ;
- b) protects *Employment Areas* as stable places of business;
- c) provides appropriate locations and opportunities for new retail and service establishments;
- d) encourages the expansion of health and educational institutions, and improving transit access to them; and
- e) promotes the Cultural Sector as an important element of our civic economy.

**ED**

3.5.1(4) Programs and incentives will be established to grow employment and investment consistent with the policies of this Official Plan, particularly targeting key economic clusters and the development of offices and industries. These programs will include both fiscal incentives and the priority processing of development applications.

#### Section 3.5.2: Creating Cultural Capital

ED

3.5.2(1) A full range of arts and cultural activities, from community-based endeavours to nationally prominent institutions, will be promoted and supported in Toronto to express the cultural diversity of our communities.

ED

3.5.2(2) The arts and cultural community will have access to City owned facilities and properties, including surplus properties, for non-profit community arts performance venues, arts education and training programs, studio, rehearsal, storage and administrative space.

ED

3.5.2(3) The inclusion of new, not-for-profit arts and cultural facilities in development will be promoted through development incentives and public initiatives.

ED

3.5.2(4) The arts and cultural community will be encouraged to participate in local design and beautification efforts.

ED

3.5.2(5) Concentrations of cultural activities will be promoted to create arts districts and corridors that can collectively draw visitors and revitalize communities.

### Section 3.5.3: The Future of Retailing

ED

3.5.3(1) A strong and diverse retail sector will be promoted by:

- a) permitting a broad range of shopping opportunities for local residents and employees in a variety of settings;
- b) supporting specialty retailing opportunities that attract tourists to, and residents of, the Greater Toronto Area;
- d) supporting retail opportunities in a form that promotes pedestrian and transit use

ED

UD

## Chapter 4: Land Use Designations

### Section 4.3: Parks and Open Space Areas

P

CP

4.3(2) Development is generally prohibited within *Parks and Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment. Hydro uses will have primacy of use on those lands identified as hydro corridors on Maps 13-23.

**P** **CP** 4.3(4) The areas shown as *Parks* on Maps 13-23 will be used primarily to provide public parks and recreational opportunities.

**P** **CP** 4.3(7) *Parks* and *Open Space Areas* that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City or a public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan.

**P** **CP** 4.3(8) The sale or disposal of publicly owned lands in *Parks* and *Open Space Areas* is discouraged and no City owned lands in *Parks* and *Open Space Areas* will be sold or disposed of. However, City owned land in *Parks* and *Open Space Areas* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

## Section 4.4: Utility Corridors

**CP** **M** 4.4(1) Utility Corridors are hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods.

**CP** **M**  
**P** **E** 4.4(2) Hydro corridors are used primarily for the transmission of energy. They may also be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, open storage, essential public services, stormwater management ponds, public transit facilities and garden centres with temporary buildings. Secondary uses in hydro corridors will:

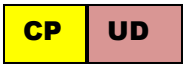
- CP** **UD** a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage;
- M** b) protect for potential road and public transit corridors, where appropriate; and
- P** c) protect for an open space corridor link to develop or extend pedestrian or bicycle trails, where appropriate.

**M** 4.4(3) Linear rail corridors are used primarily for the movement of people and goods. In the event they are no longer required for rail use, they will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors, where appropriate.

4.4(5) Where appropriate, development or redevelopment on lands nearby or adjacent to Utility Corridors will:



a) protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreation facility exists; and



b) screen and secure the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

## Section 4.6 Employment Areas



4.6(1) *Core Employment Areas* are places for business and economic activities.

Uses permitted in *Core Employment Areas* are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.



4.6(2) The following additional uses are permitted provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located: parks, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted. The Zoning By-law will establish development standards for all these uses.



4.6(3) *General Employment Areas* are places for business and economic activities generally located on the peripheries of *Employment Areas*. In addition to all uses permitted in Policies 4.6.1 and 4.6.2, permitted uses in a *General Employment Area* also include restaurants and service uses.



4.6(4) Fitness centres are permitted in *General Employment Areas*. Ice arenas legally established before March 26, 2018 in *General Employment Areas* are permitted.

4.6(6) Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:



a) supporting, preserving and protecting major facilities, employment uses and the integrity of *Employment Areas*;



b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;



c) providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;

**M**

**CP M**

**ED M**

**UD M**

**CP UD**

**UD**

**CP UD**

**CP UD**

d) integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;

e) mitigating the potential negative impacts from traffic generated by development within *Employment Areas* and adjacent areas;

f) providing adequate parking and loading on-site;

g) sharing driveways and parking areas wherever possible;

h) avoiding parking between the public sidewalk and retail uses;

i) mitigating the potential adverse effects of noise, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies;

j) providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;

k) providing a buffer and/or mitigating adverse effects, where appropriate, to *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*; and,

l) ensuring that where zoning by-law (s) are to permit open storage and/or outdoor processing of goods and materials as accessory/ ancillary uses, the open storage and/or processing is:

i. limited in extent;

ii. generally located on an area of the property where potential adverse effects on sensitive land uses, including residential uses, are mitigated;

iii. well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and

iv. in terms of noise, vibration and emissions, not adversely effecting sensitive land uses, including residential uses, outside of *Employment Areas* where permitted or existing within the influence area of the proposed open storage and/ or outdoor processing use.

**CP ED**

4.6(7) Implementing Zoning By-law (s) will create a gradation of zones that distinguish between employment uses on the basis of their potential operations and impacts to ensure a compatibility of uses within *Employment Areas*.

## Chapter 5 Implementation: Making Things Happen

### Section 5.1.3: Site Plan Control

**E**

5.1.3(3) To help achieve environmentally sustainable development, the City may use subsection 114(5)(2)(iv) and (v) of the City of Toronto Act, 2006 to secure the following sustainable design features in development that address exterior building and site matters in Tier 1 of the Toronto Green Standard:

- a) weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking as clean-air alternatives;
- b) high-albedo surface materials, open grid paving, shade trees, green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
- c) building orientation to take advantage of passive solar heating, shading for cooling and natural light; and energy efficient exterior cladding and window treatments, which may be required to meet the Standard, to improve energy efficiency and reduce greenhouse gas emissions;
- d) rainwater harvesting facilities, bio-retention swales, permeable paving and water efficient plant material to manage stormwater and reduce demand for potable water;
- e) trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;
- f) bird friendly glass treatment to ensure that risk for migratory bird collisions is minimized;
- g) energy efficient, shielded exterior lighting to reduce night time glare and light trespass; and
- h) dedicated areas for collection and storage of recycling and organic waste to reduce solid waste.

### Section 5.3.3: Strategic Reinvestment

**ED**

5.3.3(2) The need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a variety of implementation plans and strategies. These include Secondary Plans and Avenue Studies, community service and facility strategies, Community Improvement Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. The identified infrastructure improvements will be provided in a timely manner to service population and employment growth and existing unmet needs. New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to service anticipated growth.

**ED**

5.3.3(3) New funding mechanisms will be pursued to provide monies for investment in facilities, services and amenities.

**ED**

5.3.3(4) City resources, especially lands and buildings, will be used to their best strategic advantage to advance the city-building objectives of this Plan and associated implementation plans and campaigns, and to leverage other public and private investment.

## Section 5.3.4 Leadership and Advocacy

**ED**

5.3.4(1) To achieve the goals and objectives of this Plan, the City will:  
c) exert influence through policy levers and partnerships; and  
d) seek partnerships with other levels of government, the business sector, labour and non-governmental and community organizations.

## Section 5.3.5 Great City Campaigns

A campaign is defined by partnerships and alliances that rally support for reinvestment in the City's economic, social, cultural and environmental resources. The City's role in campaign activity will vary, but the key role will be to identify needs and help bring people together to create self-directed, arms-length campaign teams, provide support and guidance for them and assist in project planning and implementation where assistance is needed.

**ED**

5.3.5(1) Campaigns and campaign projects will promote creative community partnerships, public engagement and community based leadership and where appropriate, link with existing City initiatives, to maintain a vital, attractive, inclusive and economically competitive Toronto.

**ED**

5.3.5(2) Campaigns and campaign projects will engage community groups, business and industry, non-governmental organizations, our universities and colleges, the arts and cultural communities, Council and representatives of other levels of Government to achieve progress over time in the priority areas:

**M**

a) creating beautiful places that improve public spaces and streetscapes;

b) providing transportation options that reduce auto dependency;

**E**

d) greening Toronto through naturalization, planting trees and acquiring and protecting natural areas; and

Other priority improvement areas for campaigns may be identified by the City from time to time to advance this Plan's city-building vision and reflect changing community concerns and priorities.

## 5.6 Interpretation

5.6(1) The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

<b>CP</b>	<b>ED</b>
<b>UD</b>	<b>H</b>
<b>M</b>	<b>E</b>
<b>P</b>	

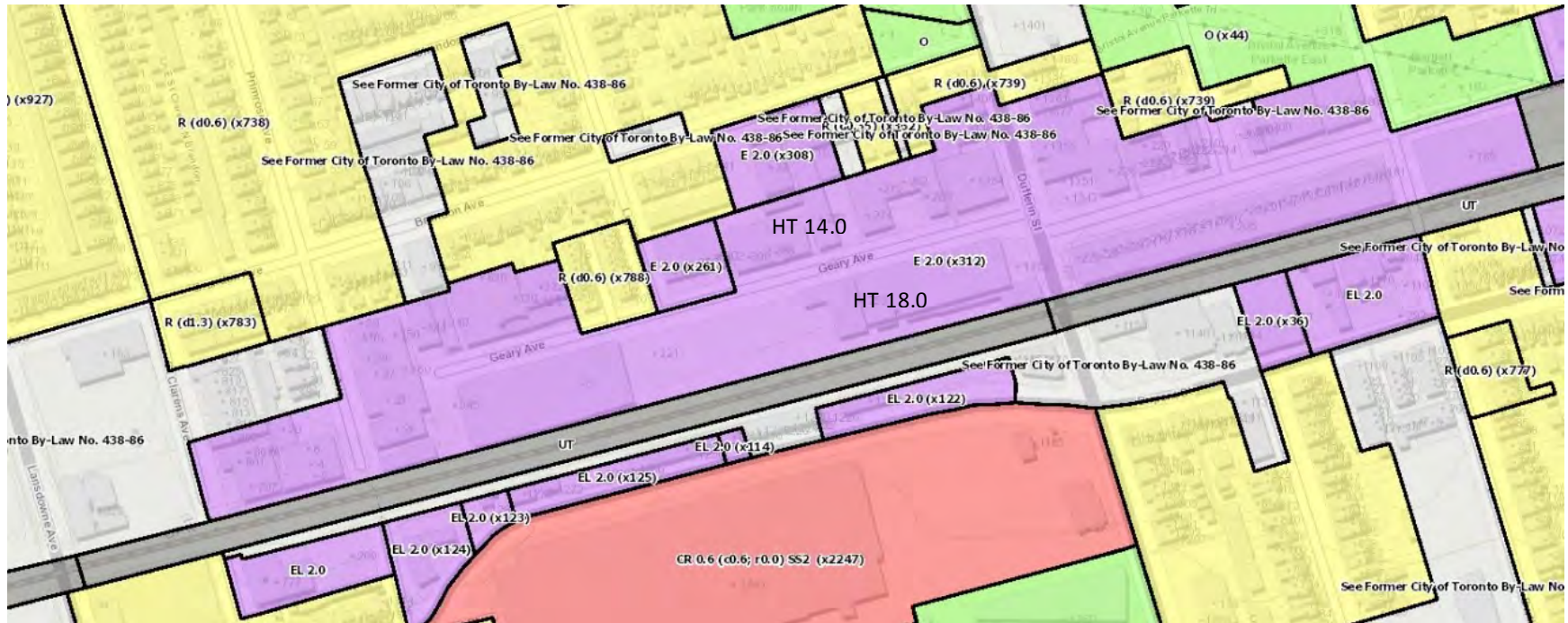
5.6(1.1) The Plan is more than a set of individual policies. Policies in the Plan should not be read in isolation or to the exclusion of other relevant policies in the Plan. When more than one policy is relevant, all appropriate policies are to be considered in each situation. The goal of this Plan is to appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City.

## **6.2 Zoning By-law Review**

Geary Avenue is primarily subject to the city-wide Zoning By-law 569-2013. There are a few properties on the north side of Geary Avenue between Ossington Avenue and Dovercourt Road where By-law 569-2013 has not yet been applied that are still covered by the former City of Toronto Zoning By-Law 438-86. There are also some site-specific zoning by-laws that apply.

The following maps and information specify all applicable zones on Geary Avenue by address, the permitted uses for each zone, and the main development standards for each zone.

## Zoning By-law 569-2013



### 165-345 Geary Avenue: E 2.0 (x312); HT 18.0

Exception E 312 (x312) indicates that Section 12(2)299 of By-law 438-86 applies and that for 193 Geary Avenue Section 12(1) 469 of By-law 438-86 applies.

Section 12(2) 299: The following uses are not permitted: *aut omobile service and repair shop, aut omobile service station, car washing est ablishment, commercial parking lot, motor vehicle repair shop – class A, private commercial garage, sales or hire garage, taxi cab stand or station, open storage yard, recycling shop, builder's supply yard, contractor's shop – class B, rest aurant, take-out restaurant.*

Section 12(1) 469: "reserved"



180-300 Geary Avenue, 322-360 Geary Avenue: **E 2.0 (x312); HT 14.0**

Exception E 312 (x312) indicates that Section 12(2)299 of By-law 438-86 applies and a site-specific provision applies to 208 Geary Avenue.

Section 12(2) 299: The following uses are not permitted: *aut omobile service and repair shop, aut omobile service station, car washing est ablishment, commercial parking lot, motor vehicle repair shop – class A, private commercial garage, sales or hire garage, taxi cab stand or station, open storage yard, recycling shop, builder's supply yard, contractor's shop – class B, rest aurant, take-out restaurant.*

For 208 Geary Avenue, the following uses are not permitted: *builder's yard, contractor's shop – class B, open space storage yard, recycling shop*

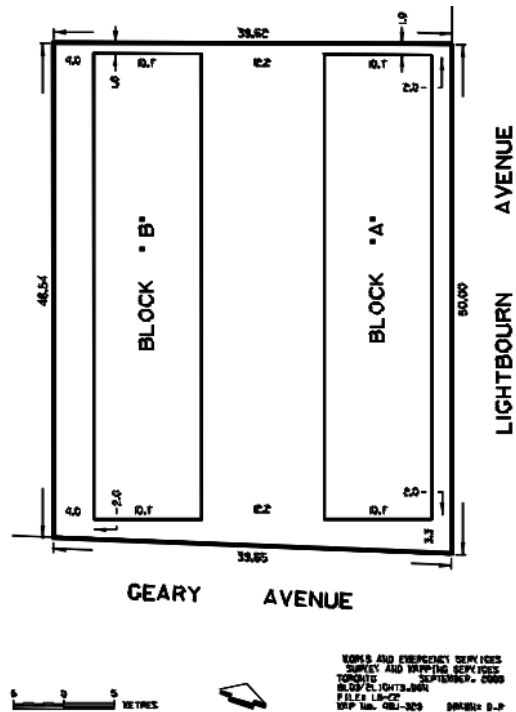
302-310 Geary Avenue: **E 2.0 (x261); HT 14.0, HT 12.0 for rear third of property**

Exception E 261 (x261) indicates that Section 12(2)299 of By-law 438-86 applies.

Section 12(2) 299: The following uses are not permitted: *aut omobile service and repair shop, aut omobile service station, car washing est ablishment, commercial parking lot, motor vehicle repair shop – class A, private commercial garage, sales or hire garage, taxi cab stand or station, open storage yard, recycling shop, builder's supply yard, contractor's shop – class B, rest aurant, take-out restaurant.*

10-28 Lightbourn Avenue and 2-20 Gordon Mews: **R (d0.6) (x788); HT 12.0**

Exception R 788 (x788) indicates that the lands are subject to By-law 927-03. This bylaw redesignated the lands from I2 D2 to R2 Z.06, reduced the maximum height from 14.0m to 12.0m, permitted a total of 20 row houses each with a maximum GFA of 170 sq. m, requires 1 parking space per dwelling unit, and a building envelope in accordance with Plan 3 attached to the by-law, as follows:

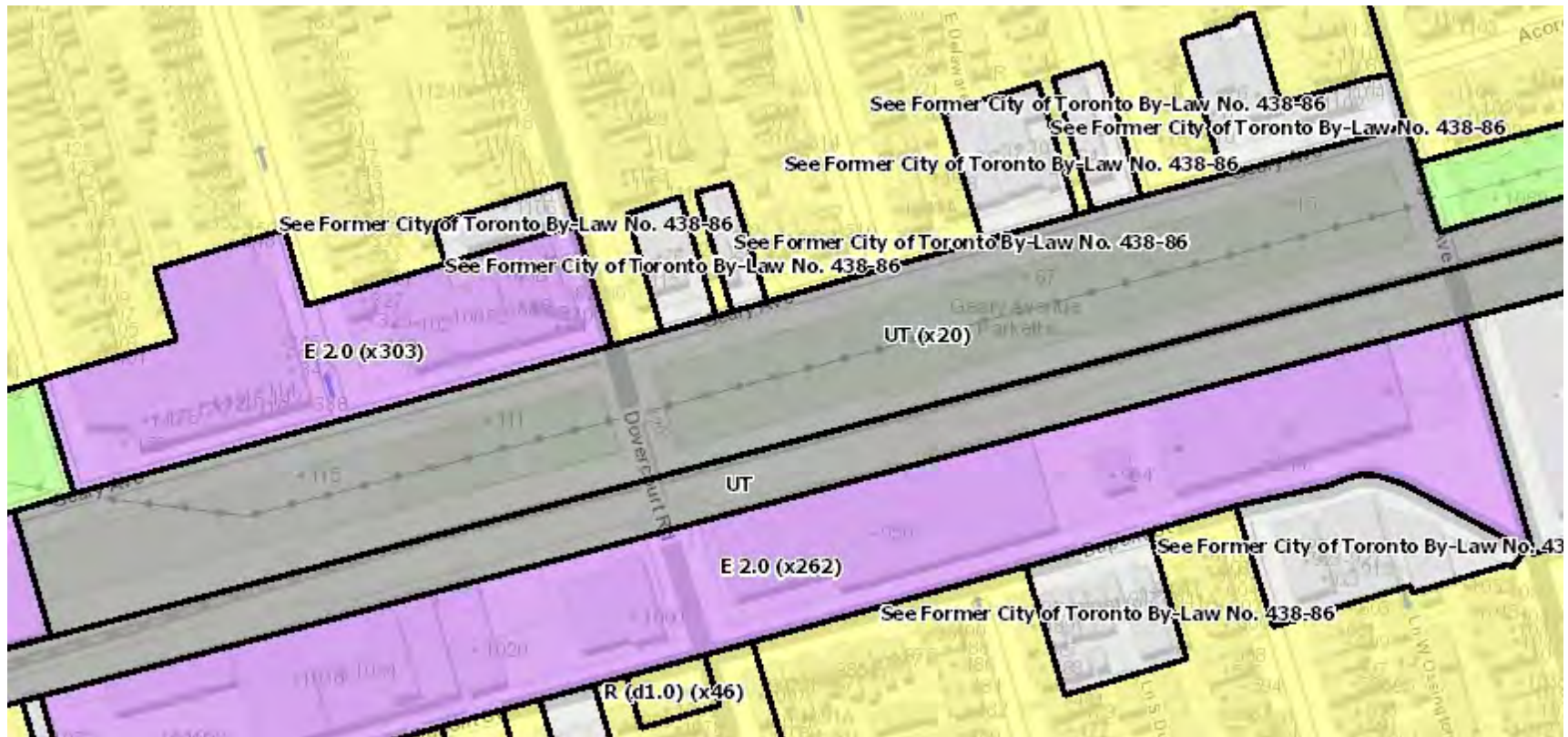


160 Geary Avenue (Bartlett Parkette): **O (x44); HT 14.0**

Exception O 44 (x44) indicates that a railway line is a permitted use and that Sections 12(1) 381 and 12(1) 382 of By-law 438-86 are applicable.

Section 12(1) 381: Only applies to a lot in a Gh district, which is not located in the study area.

Section 12(1) 382: Does not apply to the study area.



82-150 Geary Avenue: **E2.0 (x303); HT 14.0**

Exception E 303 (x303) indicates that Section 12(2)299 of By-law 438-86 applies and that By-law 293-67 applies to 116 Geary Avenue.

Section 12(2) 299: The following uses are not permitted: *aut omobile service and repair shop, aut omobile service station, car washing est ablishment, commercial parking lot, motor vehicle repair shop – class A, private commercial garage, sales or hire garage, taxi cab stand or station,*



*open storage yard, recycling shop, builder's supply yard, contractor's shop – class B, restaurant, take-out restaurant.*

For 116 Geary Avenue, By-law 293-67 provides for an addition to an existing building used for silk-screen printing and decoration of glass metals and ceramics. The addition is limited to a height of 31 feet, requires a minimum 3 foot setback from the north lot line (abutting 346 Westmoreland Ave), and a minimum 12 foot setback from the west lot line.

15-115 Geary Avenue: **UT (x20)**

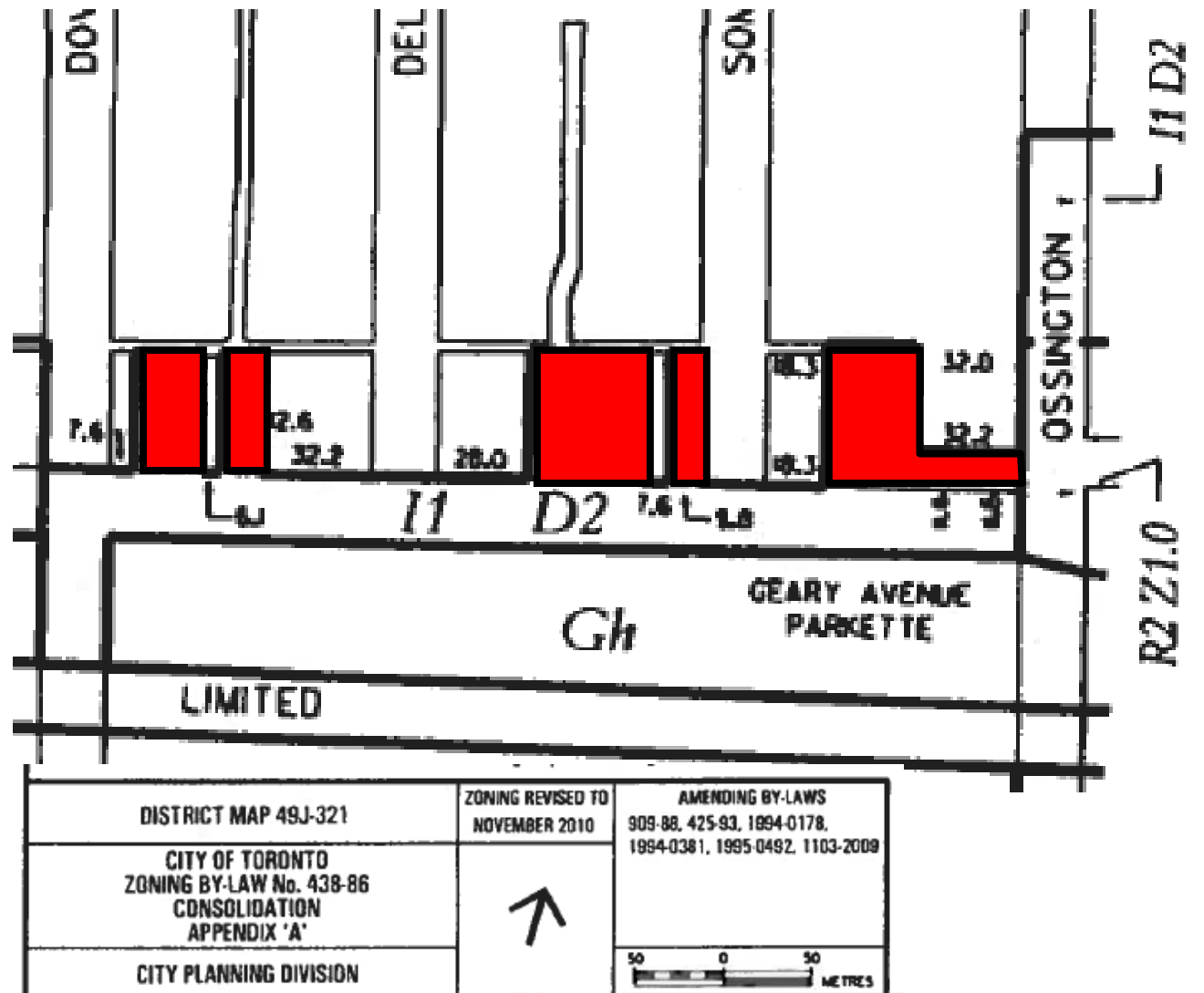
Exception UT 20 (x20) allows for a railway line and open storage for utility poles. It also indicates that Section 12(1) 381 of By-law 438-86 applies.

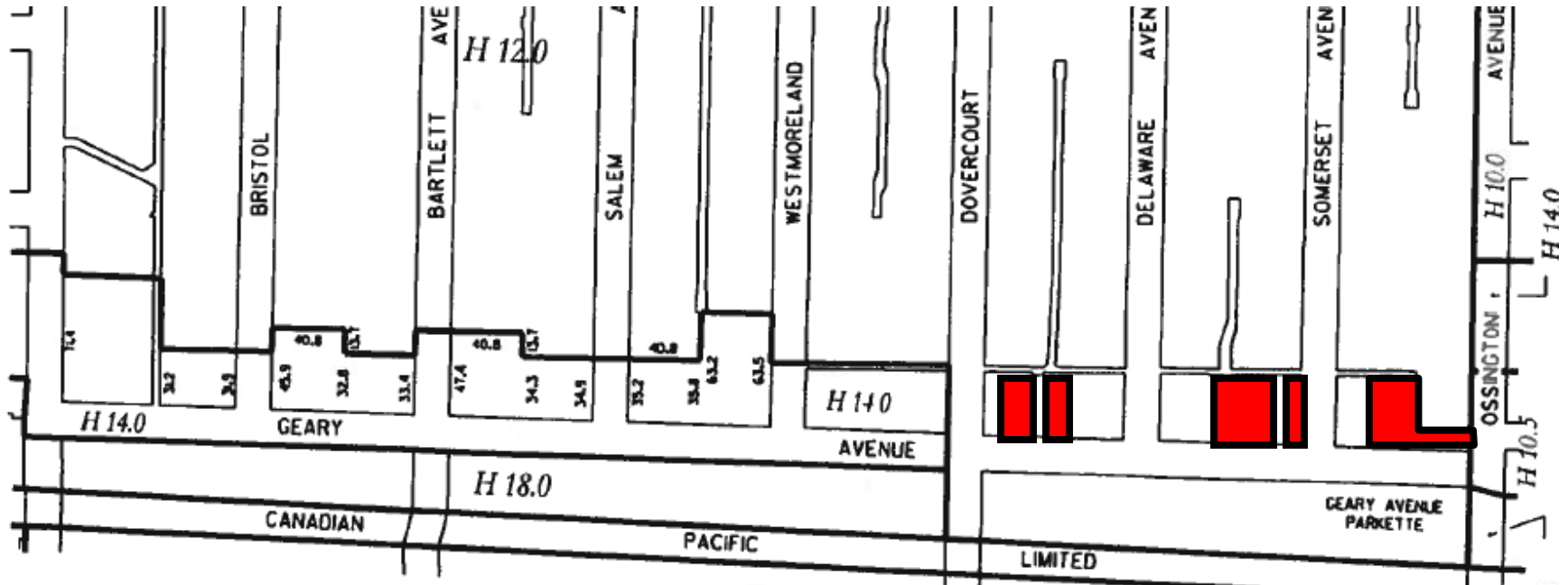
Section 12(1) 381: Only applies to a lot in a Gh district, which is not located in the study area.

10-16 Geary Avenue, 24 Geary Avenue, 38-46 Geary Avenue, 508-510 Delaware Avenue North, 52-60 Geary Avenue, 68 Geary Avenue, 80 Geary Avenue and 1115 Dovercourt Road: **R (d0.6) (x739); HT 12.0**

Exception 739 (x739) does not apply to the study area.

## Zoning By-law 438-86





HEIGHT AND MINIMUM LOT FRONTAGE MAP 49J-321	ZONING REVISED TO NOVEMBER 2010	AMENDING BY-LAWS 909-88, 425-83, 1994-0381, 1103-2009
CITY OF TORONTO ZONING BY-LAW No. 438-86 CONSOLIDATION APPENDIX 'B'	↑	
CITY PLANNING DIVISION		50 0 50 METRES

1102-1104 Ossington Avenue, 4-8 Geary Avenue, 22 Geary Avenue, 26-38 Geary Avenue, 62-66 Geary Avenue, 72-76 Geary Avenue: **I1 D2; H 12.0**

Built Form Development Standards	Zoning By-law 569-2013								Zoning By-law 438-86
	<b>E 2.0 (x312) (165-345 Geary)</b>	<b>E 2.0 (x312) (180-300, 322-360 Geary)</b>	<b>E 2.0 (x261)</b>	<b>E2.0 (x303)</b>	<b>R (d0.6) (x788)</b>	<b>R (d0.6) (x739)</b>	<b>O (x44)</b>	<b>UT (x20)</b>	<b>I1 D2</b>
Maximum density (floor space index)	2.0	2.0	2.0	2.0	See Bylaw 927-2003 (approx. 1.75 FSI)	0.6	50 sq. m (absolute limit, not FSI)	N/A	2.0
Maximum height (m)	18.0	14.0	14.0m; 12.0m for rear third of property	14.0	12.0	12.0	4.0	N/A	12.0
Maximum height of front main walls (m)	N/A					9.5 for at least 60% of wall	N/A		
Maximum height of side main walls (m)	N/A					9.5 for at least 60% of wall and for 100% of wall abutting a street	N/A		
Maximum height of rear main walls (m)	N/A					9.5	N/A		

Built Form Development Standards	Zoning By-law 569-2013								Zoning By-law 438-86
						for at least 60% of wall			
Maximum slope of roof (rise:run)	N/A					5:3	N/A		
Minimum front yard setback (m)	3.0	3.0	3.0	3.0	See Plan 3 of Bylaw 927- 2003	6.0	1.5 for <2.0m height; 3.0m for >2.0m height	N/A	0m; ½ the setback of an adjacent building in an R zone; average setback of adjacent buildings if both in an R zone
Minimum side yard setback (m)	3.0	3.0	3.0	3.0		0.9 for single-family house; 1.2 for multi-family <12m height; 7.5m for multi-family >12m height and non-res	1.5 for <2.0m height; 3.0m for >2.0m height	N/A	

Built Form Development Standards	Zoning By-law 569-2013								Zoning By-law 438-86
Minimum rear yard setback (m)	7.5	7.5	7.5	7.5		7.5	1.5 for <2.0m height; 3.0m for >2.0m height	N/A	
Minimum setback from an abutting lot in a Residential Zone (m)	15.0	15.0	15.0	15.0		N/A	N/A	N/A	3.0
Maximum building depth (m)	N/A					17.0	N/A		

## Permitted Uses

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Ambulance Depot	P	P	P	C34		P	
Animal Shelter	P	P	P				
Artist Studio	P	P	P				

Permitted Uses  *see conditions below	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
<b>Automated Banking Machine</b>	P	P	P				
Bindery	P	P	P				
Building Supply Yards	P	P	P				
Carpenter's Shop	P	P	P				
Cold Storage	P	P	P				
<b>Contractor's Establishment</b>	P	P	P				
<b>Custom Workshop</b>	P	P	P				
Dry Cleaning or Laundry Plant	P	P	P				
<b>Financial Institution</b>	P	P	P				
Fire Hall	P	P	P	C34			
<b>Industrial Sales and Service Use</b>	P	P	P				
<b>Kennel</b>	P	P	P				
<b>Laboratory</b>	P	P	P				
<b>Manufacturing Uses</b>	C1	C1	C1				
Office	P	P	P				
<b>Park</b>	P	P	P	P	P	P	
<b>Performing Arts Studio</b>	P	P	P				
<b>Pet Services</b>	P	P	P				
Police Station	P	P	P	C34		P	
Printing Establishment	P	P	P				

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Production Studio	P	P	P				
Public Works Yard	P	P	P			C52	
Service Shop	P	P	P				
Software Development and Processing	P	P	P				
Warehouse	P	P	P				
Wholesaling Use (By-law – OMB PL130592)	P	P	P				
Body Rub Service	C32	C32	C32				
Cogeneration Energy	C26	C26	C26	C26	C26	C26	
Crematorium	C33	C33	C33				
Drive Through Facility	C5, 21	C5, 21	C5, 21				
Eating Establishment	C3, 19, 30	C3, 19, 30	C3, 19, 30				
Marihuana production facility	C2	C2	C2				
Metal Factory involving Forging and Stamping	C25	C25	C25				
Open Storage	C10	C10	C10			C50	
Public Utility	C27, 29	C27, 29	C27, 29	C29, 42	P	P	
Recovery Facility	C8	C8	C8				
Recreation Use	C7	C7	C7		C49	C49	
Renewable Energy	C26	C26	C26	C26	C26	C26	

Permitted Uses  *see conditions below	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
Retail Service	C3	C3	C3				
Retail Store	C4, 30	C4, 30	C4, 30	C43			
Shipping Terminal	C11	C11	C11				
Take-out Eating Establishment	C3, 30	C3, 30	C3, 30				
Transportation Use	C28	C28	C28	C28	P	P	
Vehicle Depot	C6	C6	C6			C53	
Vehicle Fuel Station	C16, 30	C16, 30	C16, 30				
Vehicle Repair Shop	C23	C23	C23				
Vehicle Service Shop	C17, 31	C17, 31	C17, 31				
Vehicle Washing Establishment	C18	C18	C18				
Dwelling Unit in a permitted residential building type (i.e. (A) Detached House; (B) Semi-Detached House; (C) Townhouse; (D) Duplex; (E) Triplex; (F) Fourplex; and (G) Apartment Building)				P			
Municipal Shelter				P			
Community Centre				C35			
Day Nursery				C36			
Fire Hall				C34		P	

Permitted Uses  *see conditions below	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
<b>Group Home</b>				C37			
<b>Home Occupation</b>				C38			
<b>Laneway Suite</b>				C39			
Library				C35			
<b>Place of Worship</b>				C40			
Police Station				C34			
<b>Private Home Daycare</b>				C41			
<b>Rooming House</b>				C44			
<b>Secondary Suite</b>				C45			
<b>Seniors Community House</b>				C46			
<b>Tourist Home</b>				C47			
<b>Club</b>					C49		
<b>Education Use</b>					C49		
<b>Market Garden</b>						P	
<b>Public Parking</b>						C51	
<i>club</i>							
commercial and municipal baths							
<i>Concert hall</i>							
<i>Place of amusement</i>							
<i>Place of assembly</i>							

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Arena, stadium, race track							
Public park							P
clinic							P
Community centre							
Community health centre							P
Day nursery							P
Fire hall							
Place of worship							
Police station							
Post office*							q1
Union hall							
Auctioneer's premises							
Bake-shop							
Branch of a bank or financial institution							q1
Brew-on-premises establishment							P
Caterer's shop							
Dry-cleaner's distribution station							
Dry-cleaning shop							q1
Duplicating shop							P
Laundry shop							

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
newsstand							q1
Pawnbroker's shop							
Personal grooming establishment							q1
Pet shop							
Private art gallery							
Restaurant							
Retail store							
Showroom							q29
Service, rental or repair shop							q1
Tailoring shop							q1
Take-out restaurant							
Artist live/work studio							P
Artist's or photographer's studio							P
Communications and broadcasting establishment							P
Custom workshop							P
Data processing establishment							
Designer's studio							P
Industrial computer service							P
Laboratory, class A							P
Performing arts studio							P

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
<i>Publisher</i>							P
<i>Software, design and development establishment</i>							P
<i>Office</i>							
<i>Automobile service and repair shop</i>							
<i>Automobile service station</i>							
<i>Car washing establishment</i>							
<i>Commercial parking lot</i>							q3
<i>Motor vehicle repair shop, class A</i>							
<i>Motor vehicle repair shop, class B</i>							
<i>Parking area</i>							P
<i>Parking garage</i>							P
<i>Parking station</i>							q3
<i>Private commercial garage</i>							
<i>Private garage</i>							P
<i>Sales or hire garage</i>							
<i>Taxicab stand or station</i>							
<i>City yard, class A</i>							
<i>City yard, class B</i>							
<i>Generating station</i>							
<i>Public commercial scales</i>							

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Public incinerator or refuse destructor							
Public harbour works incl. public wharves, lighthouses							
Pumping station							
Sewage disposal plant							
waterworks							P
Cold storage locker plant							
Cold storage plant							P
Contractor's yard							
Food warehouse							
Food wholesaling establishment							
Fuel storage tank							
Open storage of raw materials yard							
Open storage yard							
Recycling shop							
Recycling yard							
Storage warehouse, class A							P
Storage warehouse, class B							
Wholesale fuel supply yard							
Wholesaling establishment – general							P
Bookbinder's shop							P

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
<i>Carpenter's shop</i>							P
<i>Cleaning plant</i>							
<i>Contractor's shop, class A</i>							P
<i>Contractor's shop, class B</i>							
<i>Laboratory, class B</i>							
<i>Sheet metal shop</i>							P
<i>Welder's shop</i>							P
<i>Builder's supply yard</i>							
<i>Open air market</i>							
<i>TTC or GO Transit use</i>							
<i>Bread distributing depot</i>							
<i>Bus station</i>							
<i>Truck transport yard or terminal for highway transportation</i>							
<i>Commercial stable</i>							
<i>Courier service</i>							
<i>Industrial catering service</i>							
<i>Postal sorting station</i>							
<i>Public transit</i>							P
<i>Railway, including service and repair yards</i>							

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Railway station							
Railway tracks							P
Retail coal, coke and wood yard							
<i>Security service and business equipment</i>							
Shipping, trans-shipping or distributing depot							
<i>Animal by-products plant</i>							
<i>Animal food factory</i>							
<i>Bakery</i>							
Brewery							P
<i>Canning factory (fruits, vegetables)</i>							
<i>Ceramics factory</i>							P
<i>Cereal food products factory</i>							
<i>Chemical products factory</i>							
<i>Concrete batching and mixing yard</i>							
<i>Dairy products plant</i>							
<i>Distillation plant</i>							
Distillery							
<i>Electronic equipment factory</i>							
<i>Fur goods factory</i>							P
<i>Garment factory</i>							P

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
Gas plant, class A							
Gas plant, class B							
Gelatin factory							
Manufacturing plant							P
Meat products plant							
Metal products factory							
Metal wares factory							q2
Non-metallic minerals plant							
Packaging plant							P
Pharmaceutical factory							
Pharmaceutical factory – secondary							P
Photographic plant							
Plastic products factory							
Plastic products factory - secondary							P
Printing plant							P
Rubber products factory							
Soft drink bottling works							
Tannery							
Textile factory							
Vegetable food products factory							

Permitted Uses	Zoning By-law 569-2013						Zoning By-law 438-86
	E 2.0 (x312)	E 2.0 (x261)	E2.0 (x303)	R (d0.6) (x788)	O (x44)	UT (x20)	I1 D2
*see conditions below							
<i>Vegetable oils plant</i>							
<i>Wholesale dyeing plant</i>							
<i>Winery</i>							P
<i>Wood products factory</i>							
<i>Animal hospital</i>							
<i>Commercial school</i>							P
<i>Crisis care facility</i>							P
<i>Drive-through facility</i>							q5
<i>Market gardening</i>							P
<i>Newspaper plant</i>							
<i>Ornamental structure</i>							P
<i>Pinball or electronic game machine establishment</i>							
<i>Trade school</i>							

## Conditions for Conditional Uses:

1. Prohibited **Manufacturing Uses** are as follows:
  - a. Abattoir, Slaughterhouse or Rendering of Animals Factory;
  - b. Ammunition, Firearms or Fireworks Factory;
  - c. Asphalt Plant;
  - d. Cement Plant, or Concrete Batching Plant;
  - e. Crude Petroleum Oil or Coal Refinery;
  - f. Explosives Factory;
  - g. Industrial Gas Manufacturing;**
  - h. Large Scale Smelting or Foundry Operations for the Primary Processing of Metals;
  - i. Pesticide or Fertilizer Manufacturing;**
  - j. Petrochemical Manufacturing;**
  - k. Primary Processing of Gypsum;
  - l. Primary Processing of Limestone;
  - m. Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives;
  - n. Pulp Mill, using pulpwood or other vegetable fibres;
  - o. Resin, Natural or Synthetic Rubber Manufacturing;**
  - p. Tannery
  
2. Marihuana Production Facility  
 In the E zone, a **marihuana production facility** must comply with the specific use regulations in Section 150.60. [ By-law: 0403-2014 ] [ By-law: 1124-2018 ]
  
3. Eating Establishment, or Take-out Eating Establishment and Retail Service  
 In the E zone, the total **interior floor area** of **eating establishments, take-out eating establishments** and **retail services** may not exceed the greater of: (A) 300 square metres; or (B) 10% of the **gross floor area** of the **buildings** on the **lot** to a maximum of 500 square metres.
  
4. Retail Store - together with Manufacturing Use  
 In the E zone, a **retail store** is subject to the following:  
 (A) it must be associated with a permitted **manufacturing use**;

(B) it must be separated from the permitted **manufacturing use** by a floor to ceiling wall that prevents public access; and  
 (C) the **interior floor area** may not exceed 20% of the **interior floor area** of the **manufacturing use** on the **lot**.

5. Drive Through Facility

In the E zone, a **drive through facility** must be on a **lot** that fronts on a major **street** on the Policy Areas Overlay Map.

6. Vehicle Depot

In the E zone, a **vehicle depot** must be on a **lot** that is at least 70 metres from a lot in the Residential Zone category or the Residential Apartment Zone category.

7. Recreation Use

In the E zone, a **recreation use** must be on a **lot** that fronts a major **street** on the Policy Areas Overlay Map.

8. Recovery Facility

In the E zone, a **recovery facility**:

(A) may not be:

- (i) an asphalt **recovery facility**;
- (ii) a concrete **recovery facility**;
- (iii) a heavy metal **recovery facility** (arsenic, lead, mercury and cadmium);
- (iv) a hazardous chemical **recovery facility**;
- (v) a petrochemical **recovery facility**;
- (vi) an industrial gas **recovery facility**;
- (vii) a rubber **recovery facility**; and
- (viii) an asbestos **recovery facility**;

(B) must be located at least 70.0 metres from a lot in the Residential Zone category or the Residential Apartment Zone category; and

(C) the separating or sorting of materials must be within a wholly enclosed **building**.

10. Open Storage (under appeal)

In the E zone:

(A) **open storage**:

- (i) must be associated with a permitted use other than a **recovery facility**;
  - (ii) may not be located in a yard that abuts a lot in the Residential Zone category or the Residential Apartment Zone category;
  - (iii) may not be in the **front yard**;
  - (iv) must be a minimum of 7.5 metres from any **lot line**;
  - (v) must be less than 30% of the **lot area**;
  - (vi) may be no higher than the permitted maximum height of a **building** on the **lot**; and
  - (vii) must be enclosed by a fence; and
- (B) **open storage** may be for **recyclable material** and waste.

#### 11. Shipping Terminal

In the E zone, a **shipping terminal** must be on a lot that is at least 70.0 metres from a **lot** in the Residential Zone category or Residential Apartment Zone category.

#### 16. Vehicle Fuel Station

In the E zone, a **vehicle fuel station** must comply with the specific use regulations in Section 150.92.

#### 17. Vehicle Service Shop

In the E zone, a **vehicle service shop** must comply with the specific use regulations in Section 150.94.

#### 18. Vehicle Washing Establishment

In the E zone, a **vehicle washing establishment** must comply with the specific use regulations in Section 150.96.

#### 19. Eating Establishment

In the E zone, an **eating establishment** must comply with the specific use regulations in Section 150.100.

#### 21. Drive Through Facility

In the E zone, a **drive through facility** must comply with the specific use regulations in Section 150.80.

23. Vehicle Repair Shop

In the E zone, a **vehicle repair shop** must be on a lot that is at least 100.0 metres from a lot in the Residential Zone category or Residential Apartment Zone category.

25. Metal Factory involving Forging and Stamping

In the E zone, a metal factory that involves forging or stamping of metal must be on a **lot** that is at least 70.0 metres from a **lot** in the Residential Zone category or Residential Apartment Zone category.

26. Renewable Energy Production or Cogeneration Energy Production

In the E zone, R zone, O zone and UT zone, **renewable energy** production or **cogeneration energy** production must be in combination with another permitted use on the **lot**, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.

27. Public Utility

In the E zone, a **public utility** may not be a sewage treatment plant.

28. Transportation Use

A **building** or **structure** on a **lot** in the E zone or R zone and used as a **transportation use** must comply with all regulations for a **building** on that **lot**.

29. Public Utility

In the E zone and R zone, a **public utility** must be enclosed by walls and comply with the permitted maximum **lot coverage**, required minimum **building setbacks** and permitted maximum height for a **building**, if it is:

(A) a hydro electrical transformer station; or [ By-law: OMB PL130592 February 7, 2017 ]

(B) a natural gas regulator station.

30. Retail Store and Eating Establishment together with Vehicle Fuel Station

In the E zone:

(A) a **retail store** on a lot with a **vehicle fuel station** is subject to the following:

- (i) the **retail store** must be a convenience store;
  - (ii) the **interior floor area** of the **vehicle fuel station**, **retail store**, **eating establishment** or **take-out eating establishment** may not exceed 300 square metres; and
  - (iii) the convenience **retail store** may remain on the **lot** as long as the **vehicle fuel station** use exists; and
- (B) For the purposes of regulation (A) above, a convenience store is **premises** where products such as engine oil, washer fluid, road salt, packaged or canned food products, newspapers and magazines are sold.

### 31. Vehicle Service Shop - Open Storage

In the E zone, a **vehicle service shop** may have **open storage** if it is:

- (A) less than 20% of the area of the lot that is not covered by wholly enclosed **buildings**; and
- (B) enclosed by a fence.

### 32. Body Rub Service - Separation Distance

In the E zone, a **lot** that has a **body rub service** must be:

- (A) at least 100.0 metres from a lot in the Residential Zone category or Residential Apartment Zone category; and
- (B) at least 500 metres from a lot with a **public school**, **private school**, or **place of worship**, or a lot in a IS zone or IPW zone; and
- (C) at least 500 metres from a lot that has an **adult entertainment** use or 100 metres from a **lot** that has a **body rub service**.

### 33. Crematorium

In the E zone, a **crematorium** must be a minimum of 300 metres from a **lot** that is not in the EL, E, EH or UT zone.

### 34. Ambulance Depot, Fire Hall or Police Station

In the R zone, an ambulance depot, a fire hall or a police station must be on a lot that:

- (A) fronts on a major **street** on the Policy Areas Overlay Map; or

(B) fronts on a **street** which intersects a major **street** on the Policy Areas Overlay Map, and is no more than 250 metres from that intersection.

35. Community Centre or Library

In the R zone, a **community centre** or a library must be operated by, or on behalf of, the City of Toronto.

36. Day Nursery

A **day nursery** in the R zone must comply with the specific use regulations in Section 150.45.

37. Group Home

A **group home** in the R zone must comply with the specific use regulations in Section 150.15.

38. Home Occupation

A **home occupation** in the R zone must comply with the specific use regulations in Section 150.5.

39. Laneway Suite

A **laneway suite** in the R zone must comply with the specific use regulations in Section 150.8. [ By-law: 810-2018 ]

40. Place of Worship (under appeal)

In the R zone, a **place of worship** must:

- (A) comply with the specific use regulations in Section 150.50;
- (B) be on a **lot** with a **lot frontage** of at least 30 metres; and
- (C) be in a **building** that is or was originally constructed as a **place of worship**.

41. Private Home Daycare

A children's play area for a **private home daycare** in the R zone:

- (A) must be fenced; and
- (B) may not be located in the **front yard** or a **side yard** abutting a **street**.

42. Public Utility

In the R zone, a **public utility** may not be:

- (A) a sewage treatment plant;
- (B) a water filtration plant; or
- (C) an above-ground water reservoir.

#### 43. Retail Stores in Apartment Buildings

In the R zone, a **retail store** may be in an **apartment building** with 100 or more **dwelling units**, subject to the following:

- (A) there may be only one **retail store** in the **apartment building**;
- (B) it may not be above the first **storey** of the **apartment building**;
- (C) access to the **retail store** must be from within the **apartment building**, unless it is on a **lot** that has a **front lot line** or a **side lot line** abutting a major **street** on the Policy Areas Overlay Map;
- (D) there may be no outside display of goods; and
- (E) the **interior floor area** of the **retail store** may not exceed 25.0 square metres for the first 100 **dwelling units**, which may be increased by 5.0 square metres for each additional 100 **dwelling units** in excess of 100, to a maximum of 70.0 square metres.

#### 44. Rooming House

A **rooming house** in the R zone must comply with the specific use regulations in Section 150.25.

#### 45. Secondary Suite

A **secondary suite** in the R zone must comply with the specific use regulations in Section 150.10.

#### 46. Seniors Community House

A **seniors community house** in the R zone must comply with the specific use regulations in Section 150.30.

#### 47. Tourist Home

In the R zone, a **tourist home**:

- (A) must be in a **detached house**, a **semi-detached house** or a **townhouse**;
- (B) may have a maximum of 2 **bed-sitting rooms** available for tourist accommodation; and
- (C) must not have **vehicle** access by a mutual **driveway**.

48. Short-term Rental

A short-term rental in the R zone must comply with the specific use regulations in Section 150.13. [By-law: 1453-2017 Under Appeal]

49. Club, Education Use or Recreation Use

In the O zone and UT zone, a **club**, an **education use** or a **recreation use** may not be in a **building**.

50. Open Storage

In the UT zone, **open storage** for a **public utility** or **transportation use** must be at least 100 metres from a **lot** in the Residential Zone category, the Residential Apartment Zone category or the Commercial Residential Employment Zone category, or a **lot** in a CR zone where the "r" value in the zone label is greater than 0.0.

51. Public Parking

**Public parking** in the UT zone must be in association with:

- (A) a transportation use that is provided by, or on behalf of the City of Toronto, Province of Ontario or Government of Canada; or
- (B) a park.

52. Public Works Yard

In the UT zone, a **public works yard** must be at least 100 metres from a **lot** in the Residential Zone category, the Residential Apartment Zone category or the Commercial Residential Employment Zone category, or a **lot** in a CR zone where the "r" value in the zone label is greater than 0.0.

53. Vehicle Depot

In the UT zone, a **vehicle depot** must be:

- (A) in association with a **public utility** or a **transportation use**; and
- (B) at least 100 metres from a lot in the Residential Zone category, the Residential Apartment Zone category or the Commercial Residential Employment Zone category, or a **lot** in a CR zone where the "r" value in the zone label is greater than 0.0.

### 6.3 Rail Safety, Noise and Vibration

Rail safety, noise and vibration are significant issues for Geary Avenue. The current guidelines and best practices indicate that no intensive use should be located within 30 metres of a rail corridor. All properties on the south side of Geary Avenue are located entirely within 30 metres of the rail corridor.

The following reports provide guidelines and direction for new development adjacent to rail corridors.

[Local Area Study – Lands along the CN rail tracks from Queen Street West to Dupont Street – Ward 18 – Final Report, dated Nov 4, 2013](#)

[Dupont Street Regeneration Area Study – Official Plan Amendment and Zoning Amendment – Final Report, dated July 8, 2014](#)

[Guidelines for New Development in Proximity to Railway Operations, May 2013](#) See excerpts below.

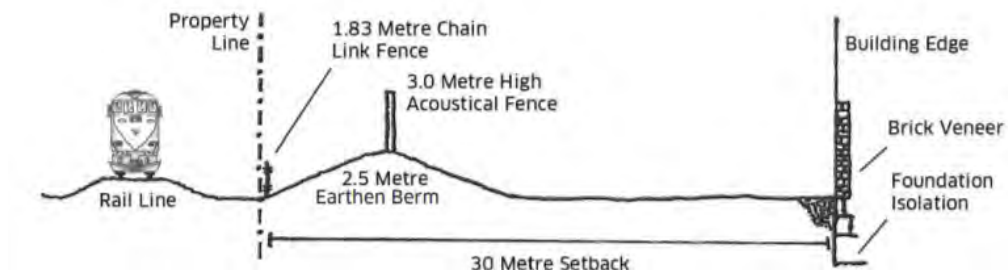


FIGURE 2 // STANDARD MITIGATION FOR NEW RESIDENTIAL DEVELOPMENT IN PROXIMITY TO A MAIN LINE RAILWAY

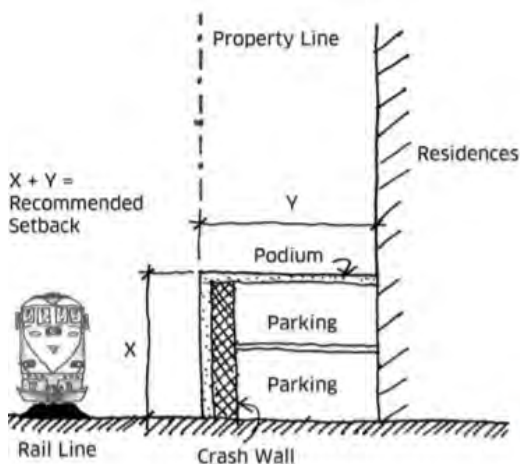
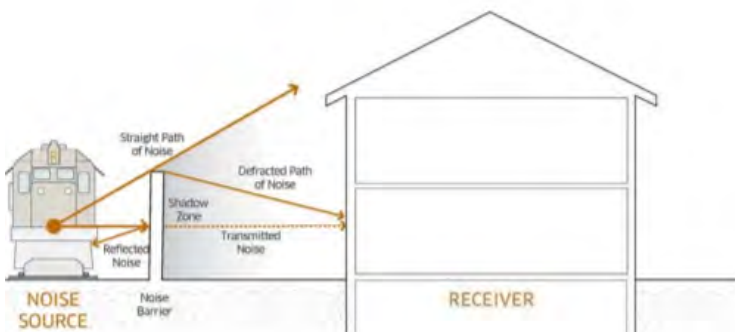
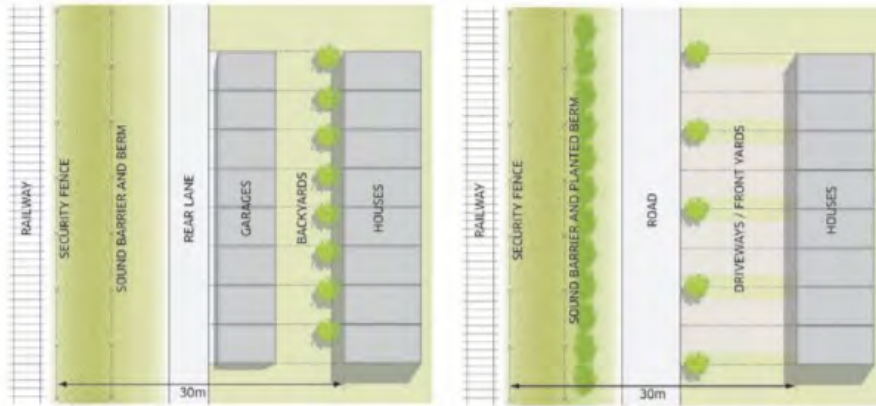


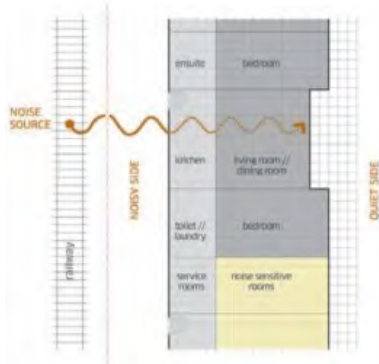
FIGURE 4 // INCORPORATING A CRASH WALL INTO A DEVELOPMENT CAN REDUCE THE RECOMMENDED SETBACK.

**FIGURES 5 (LEFT) & 6 (RIGHT)**  
**// SETBACK CONFIGURATION**  
**OPTIONS FOR OPTIMUM**  
**SITE DESIGN**

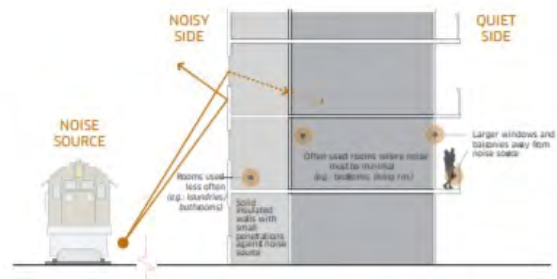
Note that in both scenarios displayed in Figures 5 & 6, the presence of intervening structures between the railway and the outdoor amenity areas may negate the need for a sound barrier. Where a barrier is not required for noise, vegetative or other screening is recommended to provide a visual barrier to the sometimes frightening onset of a high speed passenger train.



**FIGURE 7 // EFFECT OF A NOISE BARRIER**  
**ON THE PATH OF NOISE FROM THE**  
**RECEIVER TO THE SOURCE. A NOISE**  
**BARRIER REDUCES NOISE LEVELS IN**  
**THREE WAYS: BY DEFLECTING NOISE**  
**OFF OF IT, BY DAMPENING THE NOISE**  
**THAT IS TRANSMITTED THROUGH IT, AND**  
**BY BENDING, OR DIFFRACTING NOISE**  
**OVER IT. THE AREA RECEIVING THE MOST**  
**PROTECTION BY THE NOISE BARRIER IS**  
**TYPICALLY REFERRED TO AS THE "SHADOW**  
**ZONE".**



**FIGURE 9 // LOCATING NOISE SENSITIVE ROOMS AWAY FROM RAIL NOISE IN**  
**DETACHED DWELLINGS; AND FIGURE 10 (RIGHT) - LOCATING NOISE SENSITIVE**  
**ROOMS AWAY FROM RAIL NOISE IN MULTI-UNIT DWELLINGS. (SOURCE:**  
**ADAPTED FROM FIGURE 3.6 IN THE DEVELOPMENT NEAR RAIL CORRIDORS**  
**AND BUSY ROADS - INTERIM GUIDELINE BY THE STATE OF NEW SOUTH**  
**WALES, AUSTRALIA)**



**FIGURE 10 // LOCATING NOISE SENSITIVE ROOMS AWAY FROM RAIL NOISE**  
**IN MULTI-UNIT DWELLINGS (SOURCE: ADAPTED FROM FIGURES 3.5 & 3.6 IN**  
**THE DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS - INTERIM**  
**GUIDELINE BY THE STATE OF NEW SOUTH WALES, AUSTRALIA)**

## 7. EMPLOYMENT PROFILE

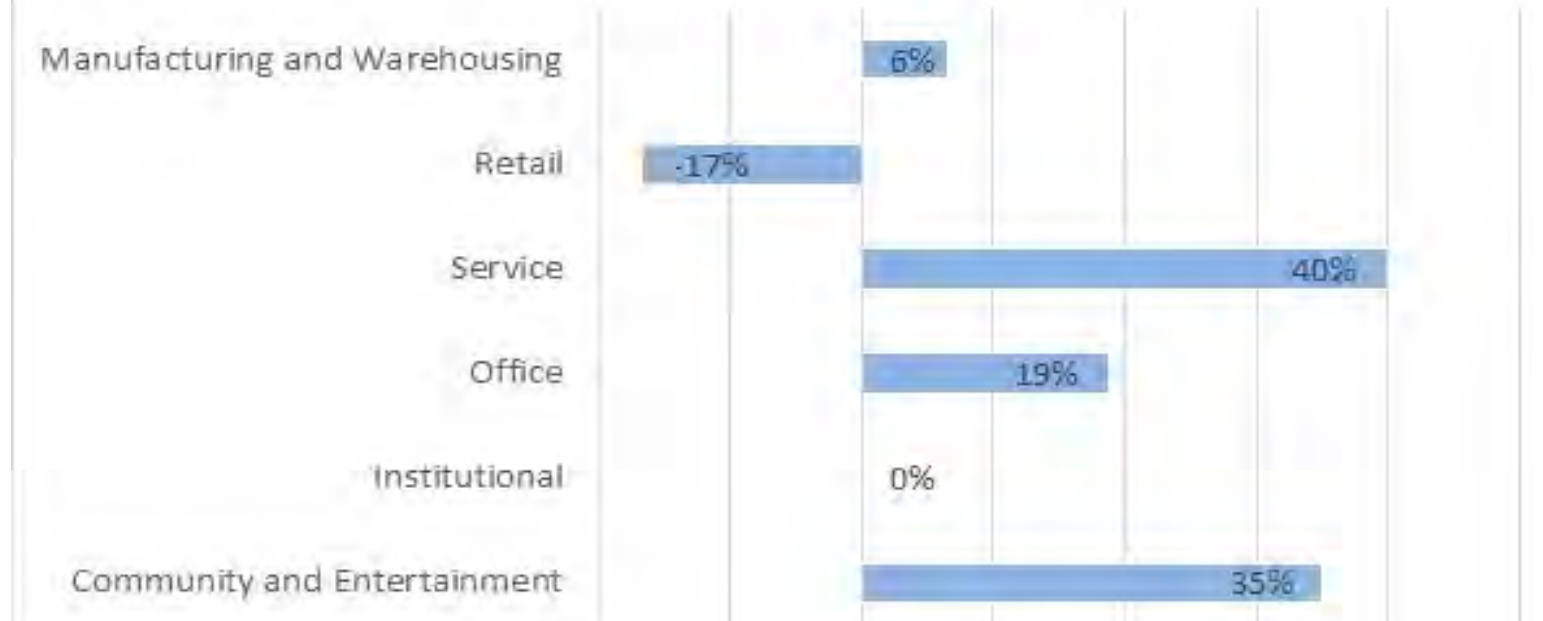
### Employment

	Total Number of Employees			Net Change	Growth Rate %	Net Change	Growth Rate %
	2000	2017	2018			2017-2018	
Full Time	412	453	486	74	18%	33	7%
Part Time	117	94	125	8	7%	31	33%
<b>Total</b>	529	547	611	82	16%	64	12%

Source: Toronto Employment Survey, 2000-2018

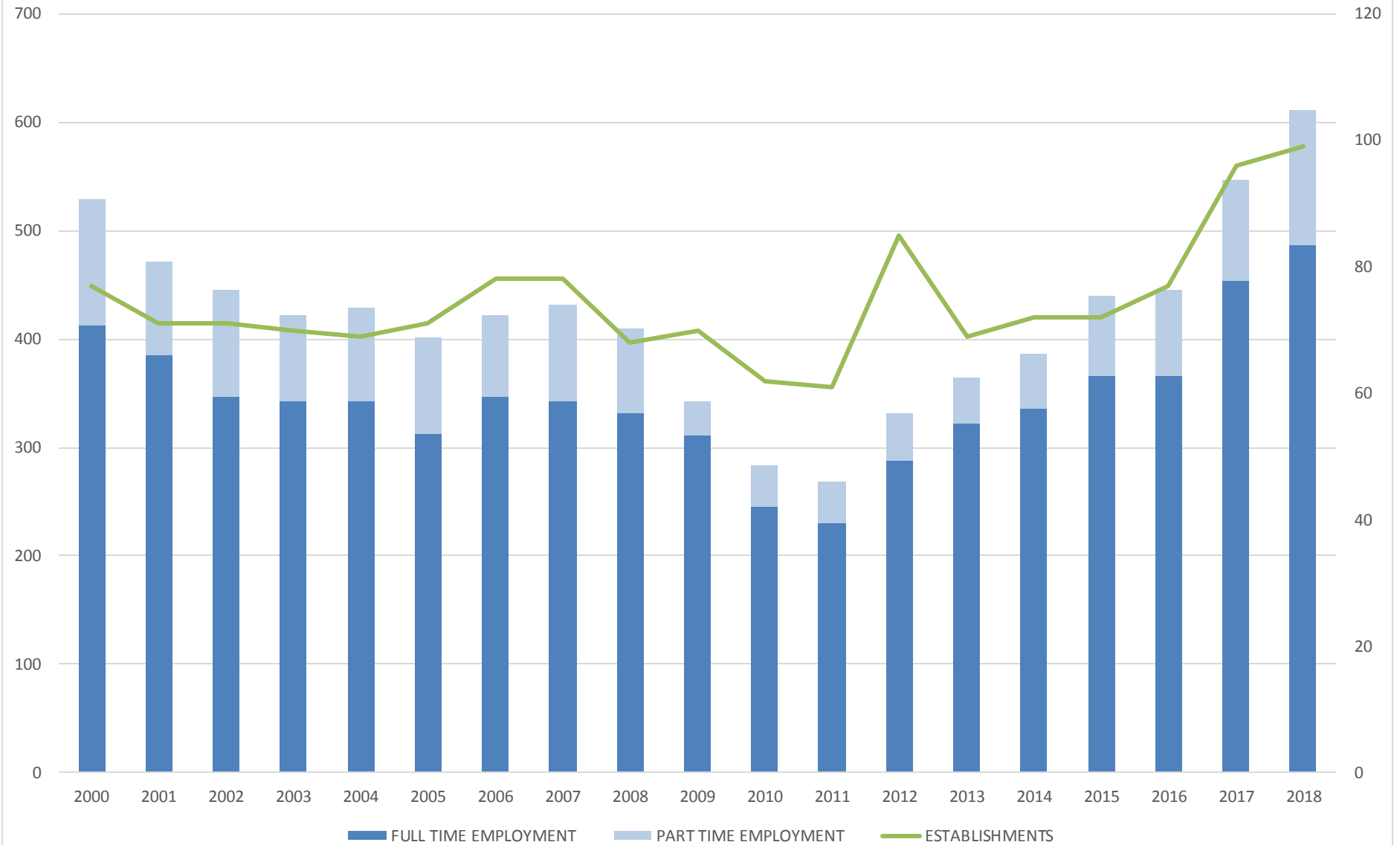
### 2017-2018 Employment Growth

Source: Toronto Employment Survey



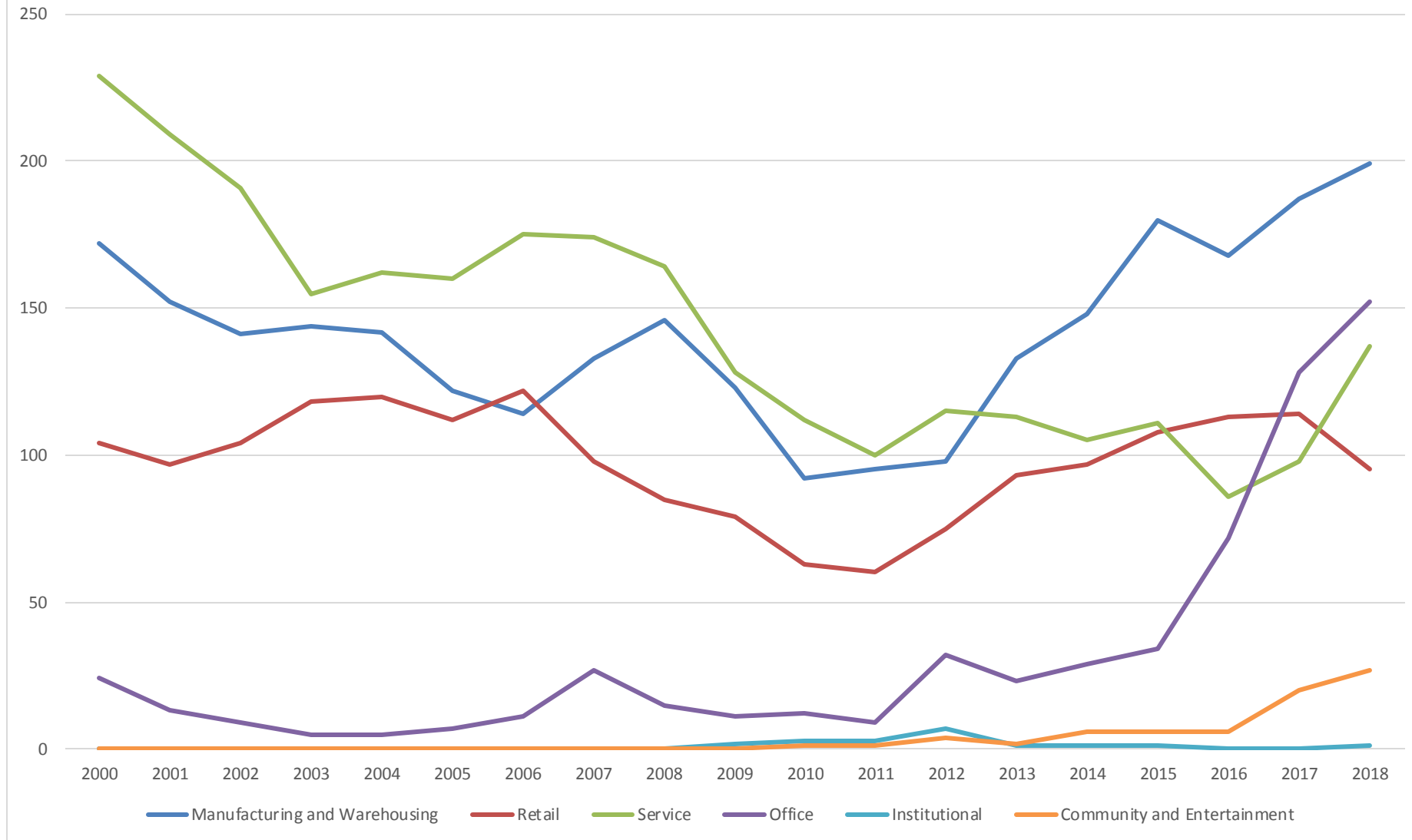
## Full and Part Time Employment

Source: Toronto Employment Survey, 2000-2018



## Total Employment by Sector

Source: Toronto Employment Survey, 2000-2018

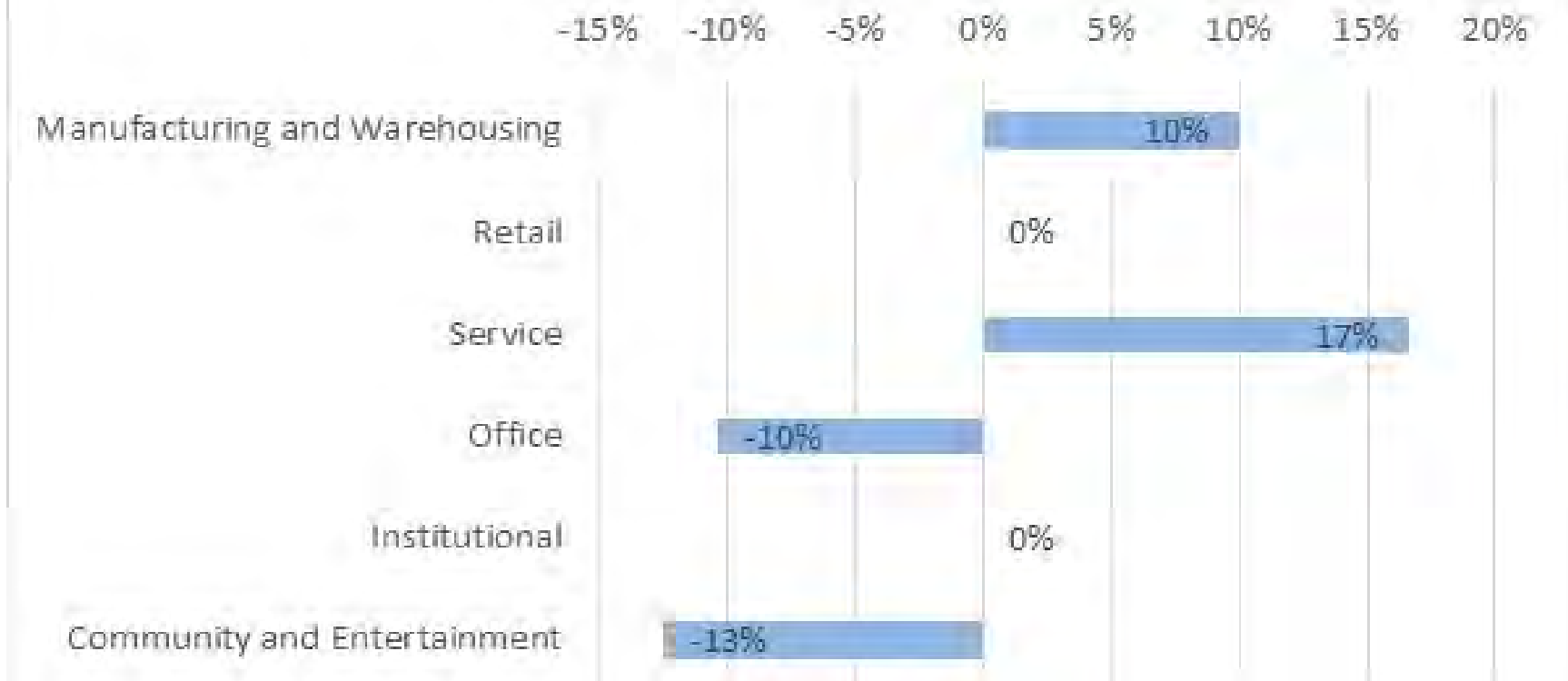


## Establishments

	Total Number of Establishments			Net Change	Growth Rate %	Net Change	Growth Rate %
	2000	2017	2018	2000-2018		2017-2018	
Establishments	77	96	99	22	29%	3	3%

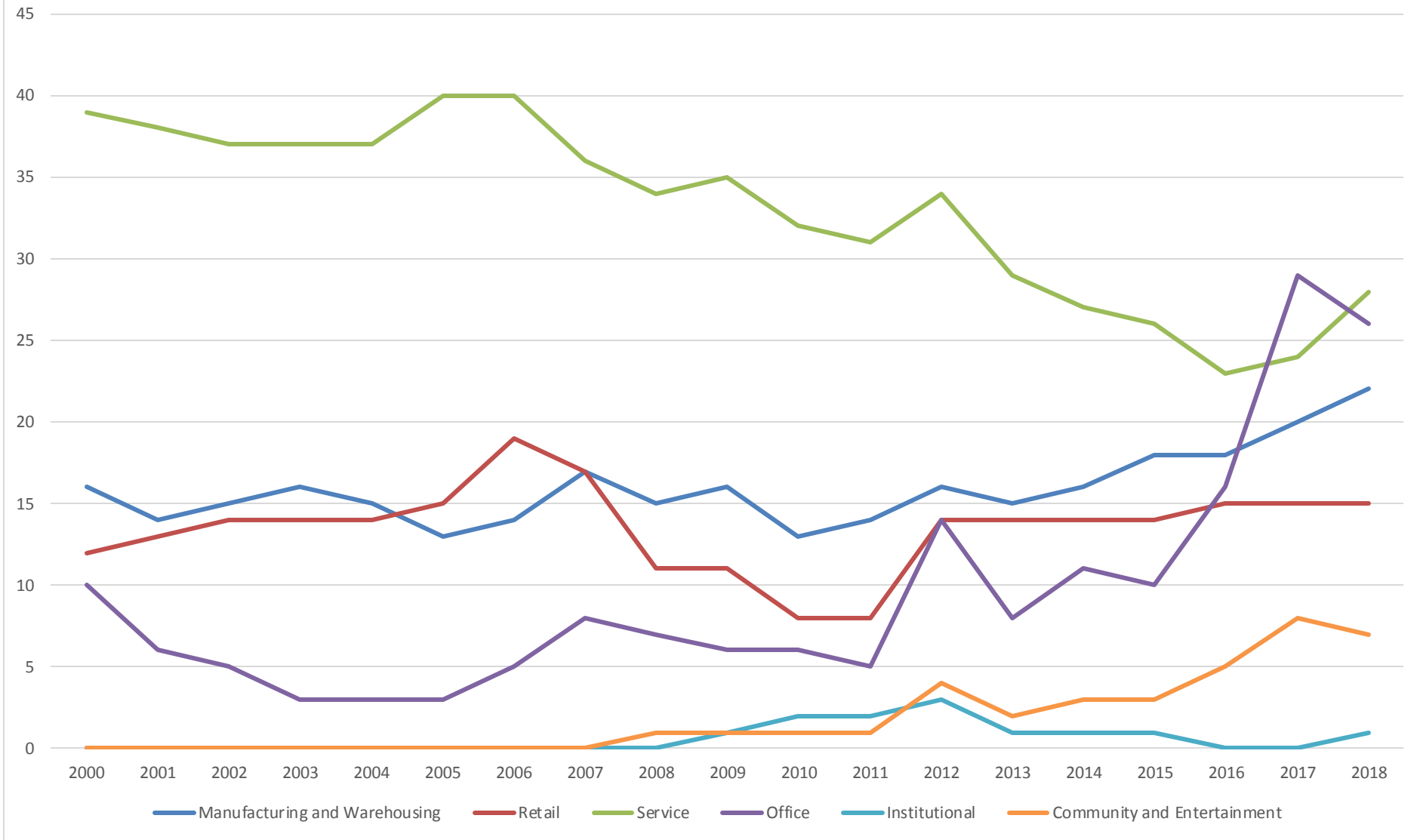
## 2017-2018 Establishment Growth

Source: Toronto Employment Survey



## Establishments by Sector

Source: Toronto Employment Survey, 2000-2018



## 8. Business Licensing and Related Bylaws

### Business Licensing – Current

The City of Toronto issues licences and permits for 99 different categories/types of businesses, trades and professions. Regulations for these businesses are predominantly laid out in Toronto Municipal Code, Chapter 545, Licensing. Examples of types of businesses currently located on Geary Avenue that require a municipal business licence include public garages (for example, an auto repair shop), eating or drinking establishments (for example, takeout or sit-down restaurants), and any place where food products are sold.

As of October 28, 2020, Municipal Licensing and Standards (MLS) has issued 26 active licences or permits on Geary Avenue, with a mix of public garages, eating establishments, and retail stores that sell food products. Over a 10-year period, the number of licensed businesses has remained steady; however, as the table below demonstrates, the composition/mix of licensed businesses has shifted, with a reduction in licensed public garages, and an increase in licensed eating establishments.

Table 8-1. Number and type of business licences and permits.

	2009	2014	2019	2020 (Oct 28)
<b>Public garage</b>	17	15	13	12
<b>Eating establishment</b>	5	5	8	8
<b>Retail store (food)</b>	4	4	3	4
<b>Second hand shop</b>	0	1	0	0
<b>Personal services settings</b>	0	0	0	1
<b>Sidewalk café permit</b>	-	-	-	1
<b>Total</b>	26	25	24	26

### Service Requests

MLS responds to service requests (complaints) received from the public. There are a relatively low number of service requests relating to businesses, properties and activity on Geary Avenue. From 2014 to 2020 (October 28), MLS received an average of 15 service requests annually regarding Geary Avenue. The most common types of complaints are regarding noise, property standards, waste, zoning, and businesses operating without licence. Based on this complaint data, food-related businesses (eating establishments, retail stores that sell food,

sidewalk cafes) received the highest volume of complaints (approximately 19 since 2014), followed by public garages (around 11 complaints since 2014).

Table 8-2. Summary of service requests, notices of violations, orders, and convictions.

Bylaw	2014	2015	2016	2017	2018	2019	2020 (Oct 28)	Total
<b>Service requests</b>	8	25	15	15	12	17	14	<b>106</b>
<b>Notice of violations issued</b>	2	5	2	1	2	2	0	<b>14</b>
<b>Orders issued</b>	0	0	3	0	0	0	0	<b>3</b>
<b>Convictions</b>	0	2	0	1	1	0		<b>4</b>

Upon receiving a complaint, bylaw enforcement will begin an investigation, typically focusing on education, and helping parties come into compliance. Conviction numbers may not align with the number of orders issued, as they typically take a number of years to work their way through the court system.

### **Business licensing – creative industry and entertainment-related establishments**

Some of the creative industry and entertainment-related uses that are permitted in the Employment (E) Zone include artist studios, carpenter shops, custom workshops, performing arts studios, production studios, recreation uses, retail services and stores, eating establishments, and take-out eating establishments. Note that not all permitted uses require a municipal business license (for example, no license is required for an artist studio or workshop).

In the E Zone, some types of creative industry or entertainment-related uses that are permitted and which require a municipal business licence include: eating establishments (e.g. eating or drinking establishments such as bars, restaurants, and retail stores selling pre-packaged food products), and recreation uses (e.g. billiard halls, bowling alleys).

Other types of creative industry or entertainment-related uses which would require a municipal business license, but are not currently permitted in areas zoned as Employment Zones (i.e. Geary Avenue) include:

- Entertainment Establishments/Nightclubs, including dance halls, where seating is not provided for the majority of patrons, and where food or drinks may be offered for sale as an ancillary use. The Zoning By-law defines this use as a nightclub.

- Places of amusement, including public halls, theatres, music halls, and roller-skating rinks. These would fall under the Zoning By-law terms of entertainment place of assembly, cabaret and recreation use.

Table 8-3: Overview of regulations for some types of creative industry and entertainment-related business licenses.

Zoning By-law Term	Licencing By-law Term	Highlight of licensing regulations	Use permitted in Employment Zone?
Eating establishment	Eating or drinking establishment	<ul style="list-style-type: none"> <li>• Food safety inspections.</li> <li>• Notify of change in management.</li> </ul>	Yes, with conditions
Recreation use	Billiard hall Bowling alley	<ul style="list-style-type: none"> <li>• General licensing provisions</li> </ul>	
Nightclub	Entertainment Establishments / Nightclubs	<ul style="list-style-type: none"> <li>• One security guard for every 100 patrons</li> <li>• Each entrance staffed with at least one security guard and equipped with a metal detector</li> <li>• Noise control and crowd control plan</li> <li>• Must keep all areas immediately adjacent to establishment clean and free of litter, waste and other debris, including installing and maintaining waste containers.</li> <li>• \$2,000,000 insurance.</li> </ul>	No
Entertainment place of assembly	Place of amusement	<ul style="list-style-type: none"> <li>• At least \$1,000,000 insurance.</li> <li>• Restricted hours of operation</li> <li>• Security requirements in some cases (for example, where there are lineups for theatre shows).</li> </ul>	

### Zoning and Licensing Review of Bars, Restaurants, Nightclubs, and Music Venues

Municipal Licensing and Standards and City Planning, in consultation with other divisions, will be undertaking a review of zoning and licensing for bars, restaurants, nightclubs, and music venues. The review will aim to revise and align

the zoning and licensing categories to better reflect the evolution and operation of many establishments, while considering the surrounding context and potential impacts on adjacent areas. It will also clarify requirements, introduce regulations that better capture the risks involved with various types of establishments, create flexibility to accommodate business and community needs as they evolve, and simplify regulations for businesses and residents. This review was originally planned for 2020, however, given the impacts of COVID-19, staff are now re-examining this timeline.

### **Noise By-law Review (Complete)**

In 2019, Municipal Licensing and Standards updated the Noise By-law. The Noise Bylaw amendments, which came into effect on October 1, 2019, include:

- A dedicated noise team;
- Updated definitions to improve clarity/consistency of the by-law (e.g. ambient sound level, amplified sound, etc.);
- Quantified noise level limits for amplified sound to enhance objectivity;
- Introduction of "unreasonable and persistent noise" provision to be applied only when noise is not captured by a specific provision; and
- A more streamlined exemption permit process, with the ability to revoke permits and impose conditions when necessary, including submission of a noise mitigation plan.

The [Noise By-law](#) regulates episodic noise, including amplified sound and noise from construction. Toronto Police Services continues to respond to noise complaints from parties or events where there is a risk to public safety (for example, disorderly conduct).

### **Sidewalk Cafes and Marketing Displays By-law Review (Complete)**

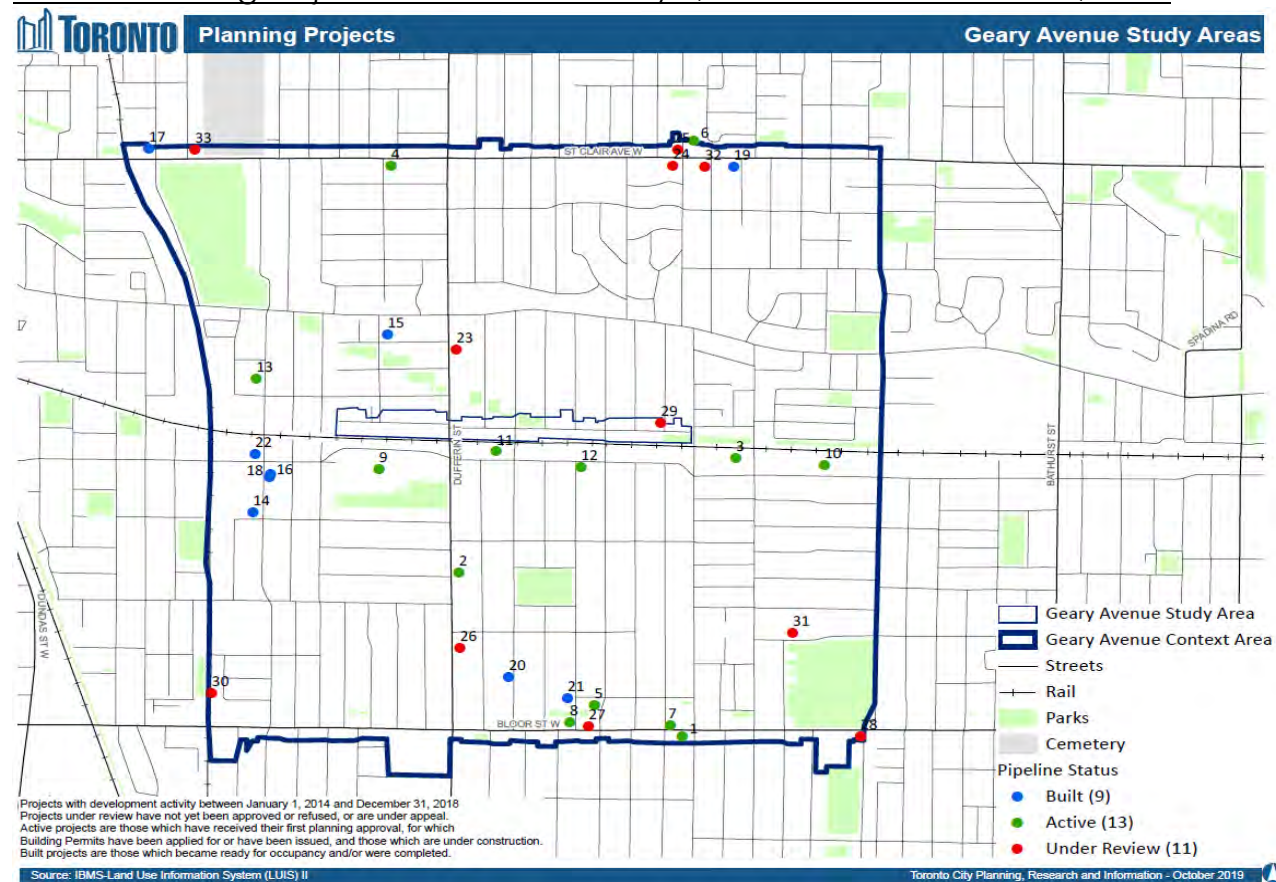
The [new harmonized by-law for Sidewalk Cafes, Parklets and Marketing Displays](#) came into effect on September 1, 2019. Encroachments by marketing and product displays onto City property are permitted for free if they are equal to or less than 0.8 meters from the building wall and 5.5 meters wide, provide sufficient space for pedestrian movement (minimum of a 1.8 metres clearway), and are removed from the sidewalk at the end of each business day. The free marketing displays will help bring down marketing costs for small, independent businesses.

During COVID-19, the City has launched the CafeTO program to provide more outdoor dining areas to help restaurants and bars create physical distancing for patrons on patios.

## 9. DEVELOPMENT ACTIVITY

### 9.1 Development Pipeline

Active Planning Projects between January 1, 2014 and December 31, 2018



## 9.2 Committee of Adjustment Applications: 2003-2019

Since 2017 there has been a significant increase in Minor Variance applications for properties on Geary Avenue. The following tables indicate the number of applications submitted to the Committee of Adjustment since 2003 and the purpose for each application.

### Committee of Adjustment Applications, 2003-2019

Year	Number of Applications
2003-2008	4
2009-2014	1
2014-2019	9
<b>Total</b>	<b>14</b>

Source: IBMS/Committee of Adjustment, September 2019

### Committee of Adjustment Applications, 2003-2019

Year	Application Description
Approved	
	To convert an existing three car parking garage into a studio workplace.
	To alter the existing brewery by providing an ancillary eating establishment (restaurant) and an ancillary retail store.
	To permit four live-work units on the second floor of the existing two-storey industrial building.
2019	To permit a personal care use (a tattoo shop) inside an existing three-storey building.
2018	To construct a basement walk-out in the front yard.
2018	To construct an outdoor patio.
	To construct a three-storey commercial building.
2017	To maintain the eating establishment/restaurant in the existing industrial building.
2018	To construct a new four-storey office building with retail (cafe) at grade.
2010	To permit a retail store and food wholesale establishment within the existing building.
2008	To obtain consent to the technical severance of the property. Conditions met.
2006	To demolish the existing dwelling and detached garage and to construct a two-storey multi-tenant commercial building.
2005	To construct a two-storey addition containing two non-residential artists studios over the existing industrial building.
2004	To permit the front portion of the building for the retail sales of the baked goods produced on site.

Source: IBMS/Committee of Adjustment, September 2019

### 9.3 Building Permit Applications 2003-2019

There have been 26 building permits issued for properties on Geary Avenue since 2003, 16 of which were issued since 2015. Most are for interior alterations. Change of use permits accounted for 8%. The following graph and tables indicate the type of building permits issued and how many were issued each year.

#### Building Permits Work Proposed 2003-2019

Source: IBMS/Buildings Division, September 2019



### Building Permits by Type- 2003-2019

Type	Number of Building Permits
Warehouse	3
SFD - Detached	1
Retail Store	4
Restaurant Greater Than 30 Seats	3
Restaurant 30 Seats or Less	1
Other	5
Office	1
Multiple Use/Non Residential	2
Multiple Unit Building	2
Industrial Manufacturing Plant	1
Industrial	2
College/Trade/Tech School/Training Cent.	1
<b>Total</b>	<b>26</b>

### Building Permits 2003-2019

Year	Number of Building Permits
2003	2
2004	1
2005	0
2006	1
2007	0
2008	0
2009	1
2010	2
2011	2
2012	0
2013	0
2014	1
2015	2
2016	2
2017	3
2018	5
2019	4
<b>Total</b>	<b>26</b>

Source: IBMS/Buildings Division, September 2019

## 10. Stakeholder Consultation Meeting # 1 – Summary of Comments

A meeting with local stakeholders was held on December 4, 2019. The following summaries of group discussions with the stakeholders are based on the individual responses that have been recorded and categorized below.

### 1. Why did you choose to locate your business or cultural enterprise on Geary Ave?

The exciting mix of small scale industrial and commercial uses in combination with a sense of a creative entrepreneurial community was cited as the number one reason businesses and creative enterprises opted to locate on Geary Avenue. The raw, open concept spaces with high ceilings that offer a gritty authenticity was another huge draw for businesses, offering flexible space for small scale manufacturing, food production, and commercial uses. The context of Geary Avenue being located reasonably close to the Downtown with convenient local amenities also drew businesses to Geary Avenue, especially considering the general short supply of industrial space near the Downtown. Reasonably affordable rents are another significant benefit.

#### Mix of uses / Geary community

- Geary is "mixed" and it should stay this way
- They mentioned the Green Line as a strong potential green space for the neighbourhood
- That Geary Ave was an employment area was good
- Want to maintain culture of Geary
- There's a synergy of people and work on Geary – creators, makers, manufacturers
- Wanted to find property owners with a shared vision
- Mix of production and consumption
- Hub of manufacturing and creativity – "maker street"
- Hub of food production
- Up-and-coming area
- Fell in love with the area because of the proximity to music culture
- Fantastic energy, like Queen West used to be
- Wanted to build a music hub
- Liked the mix of uses – exciting mix of uses
- There is a sense of community
- They also mentioned that they see themselves part of the whole neighbourhood rather than the specific Geary community
- All mentioned that there are no issues with the different entities and usages. All neighbours are living together, garages, artists and other businesses

#### Good industrial/commercial/event spaces

- Saw potential in the street and the building
- Built form nature of the building – high ceilings, flexible space, well built

- Looking for manufacturing space, mixed-use space
- Terrific lighting
- Large floorplate and high ceilings
- Raw open space for creative arts – art studio, photography
- Like the grittiness and raw aesthetic – a beautiful character
- Exciting gritty space – good fit for production / media
- Needed a space for loud drumming – space to make lots of noise
- Needed a space for music rehearsal, music production, film studio and event venue
- Authentic

#### Convenient location / good location for customers

- Closest industrial space to Downtown.
- Geary Ave is one of the last places to find industrial space
- Close to downtown
- Close to home
- Galleria redevelopment will increase activity
- Close to subway
- Close to home
- For grocery shopping they go to the Galleria, the Sobeys and the Fietsa Farm on Christie

#### Affordable

- They came here for the large affordable spaces. But it is not affordable anymore
- Looking for stability and affordable rent prices
- Originally cheap rent
- Affordable

## **2. What were the biggest challenges you faced when opening your business?**

The biggest challenge facing businesses and cultural enterprises is the existing zoning that restricts several non-residential uses that would be beneficial to their operations. Specifically, there is a high demand to allow restaurants and event venues, which are not permitted by the zoning by-law. Office uses are also a desired use that are not permitted on some properties on Geary Avenue. The Minor Variance or rezoning processes to propose such uses are costly and time-consuming with uncertain outcomes. Some stakeholders would also like live-work units to be a permitted use.

Another major challenge facing businesses is insufficient space in the existing buildings for the expansion of successful existing uses or the introduction of new small scale industrial uses. Many businesses find Geary Avenue to be an undesirable place for customers to visit considering traffic hazards, a shortage parking, poor lighting at night, and a general impression that Geary Avenue is a rough area with a relatively low volume of pedestrian activity.

#### Uses not permitted by zoning

- The existing zoning doesn't anticipate the smaller scale industrial/commercial/retail uses that are opening on Geary Ave
- Need to jump through hoops for approval
- Minor Variances needed for preferred uses

- Difficult to get permission for a patio
- Too much time and money to change the zoning
- The tattoo shop needs variances
- New at leasing space
- Uncertainty created by regulations
- Zoning challenges – restaurants not permitted
- Needed minor variance for a restaurant use
- Still challenges with parking and outdoor seating for patios
- Should be relaxing zoning rules in terms of the percentages allowed for retail and restaurant uses – 20% is too low
- Permits and licensing
- No food sales that supports business
- Illegal rave parties
- Zoning – event venue not a permitted use (Geary Lane)
- Restaurant and ticketed event venue not permitted (226 Geary)
- Office use not permitted (NE corner of Dovercourt and Geary)
- Rehearsal space permitted but an audience is not permitted
- cannot meet zoning requirements for parking
- Lack of understanding of the applicable zoning regulations and permit/license process

#### Residential and live-work uses not permitted

- No possibilities to use their spaces as live-work
- They all have issues with licenses for their homes and/or businesses
- Living there without a permit
- They know that more people would like to move to the avenue and use the spaces as "live-work" but could not buy properties because of the City's policy

#### Insufficient space / not viable space

- Not enough space for typical industrial uses
- Not affordable or viable for typical industrial uses
- Hard to attract large manufacturing tenants
- The area is more suited to smaller tenants
- Finding a space for industrial uses and the term of the lease

#### Unsafe / undesirable place to visit

- Clients find it a rough area
- Inadequate lighting at night
- Dangerous to cross Dufferin St without traffic lights
- Cars speeding between Ossington and Dufferin
- Limited patio space – conflict with loading and parking
- Area attracts creative uses, but not necessarily high volume of customers – eg. Florist shop does lots of deliveries but doesn't have a lot of customers coming to the location

#### Insufficient Parking

- Parking shortage on Geary Avenue
- Limited parking – the business needs more parking, particularly for patrons, but the property is too small to provide on-site parking and if on-site parking were permitted (1-2 spaces), the curb cut would require removal of on-street parking

#### Conflict with adjacent Neighbourhood

- Noise complaints from residents in the existing townhouses at Geary Ave and Lightbourn Avenue – people leaving events at ~3 a.m. are a nuisance to the neighbourhood

#### Site contamination

- Contaminated site (i.e. change of use is a challenge)

### **3. How has Geary Ave changed over the last 5-10 years?**

Geary Avenue has substantially changed over the last 10 years as an evolving mix of uses and improvements to the public realm have made it a more desirable place to visit. Automotive uses have declined while new office space, food and beverage production and sales, and creative industrial uses now largely characterize the non-residential uses. Informal music and event venues have continued to find ways to operate on an occasional basis despite zoning restrictions. Geary Avenue has recently become a somewhat trendy social destination with the emergence of quality eating and drinking establishments in combination with eclectic creative uses. Pedestrian activity has substantially increased, in part due to improvements to local parks and open spaces.

#### Evolving mix of uses:

- Uses have changed: now more light industrial and commercial uses
- Less mechanics
- Use to have more dirty automotive uses
- Hybrid businesses are more common
- More food businesses
- Shift to food and beverage production and sales. Continues to expand
- More office space
- Now more creative industrial uses
- Now a more interesting mix of uses
- Once had a lot of illegal music places/rave venues
- But we want the right crowd of people – not the nightclub crowd
- Increase in underground music venues
- Used to include more informal event spaces

#### More desirable to visit, more of a destination

- Now much more high profile. It's a destination now.
- Now you need a reservation for dinner at a restaurant on Geary Ave
- Geary became much busier
- It is nicer than before
- More public awareness in the media about Geary Ave – place for food and drink
- Businesses are staying open late which adds more people to the street
- Become top 10 areas in North America
- Locals can't enjoy because outsiders come.
- Used to be a more ugly street
- Businesses have invested a lot of money
- Now more stuff happening, more amenities, more cafés and restaurants (e.g. Greater Good)

#### More pedestrian activity

- Safer, even at night
- Much safer now – previously would not stay after 5 pm

- More people from the neighbourhood visit the green spaces
- Foot traffic has increased
- Street draws more people
- The park at Bartlett gets used a lot more
- The hydro corridor also gets used more – for dogs and soccer
- More young families in the area and they are coming to the park next to the hydro corridor
- Now more formalized parkland and open spaces
- Now more of a community
- Now more dog walkers
- Now the hydro corridor has been cleaned up – less debris

#### Reduced parking

- Sidewalk on the south side eliminated parking

#### Slower traffic or faster traffic (?)

- Moderately less of a drag strip
- Traffic and speed of traffic have increased

#### Less affordable

- Rents have gone up

### **4. What is your vision for Geary Ave over the next 10 years? How could Geary Ave be improved?**

Businesses and creative enterprises would like to further establish Geary Avenue as a hub of creative industries that also allows a broader range of commercial and retail uses. Geary Avenue would benefit from branding and a street art partnership to promote the growing creative industrial community. Substantial improvements to the public realm are highly desired in order to further attract customers and pedestrian activity. Specifically, the streetscape should be improved with wider sidewalks, street trees, safer pedestrian crossings (especially across Dufferin Avenue), traffic calming and implementation of the Green Line plan.

The zoning bylaw should be less restrictive in order to allow more restaurants and retail uses but still include provisions to ensure a vibrant mix that includes creative industrial uses. Businesses would like more parking and loading facilities and opportunities to develop larger buildings to accommodate growing operations.

#### Expand commercial and industrial activity, improve branding

- Geary Avenue should be more commercial
- Much more commercial uses
- The auto industry can stay
- It is good the way it is but:
- Everyone doing the same thing for the same cost
- Exacting the same as what's happening now
- Finding ways to help existing businesses

- Keep everything the way it is but better
- Identify Geary Avenue as "Maker Valley" (unique – own little village – organically develop through slow steps)
- Increase industrial density
- Develop 3D gaming (see examples – NYC)
- Need bigger picture thinking
- Create a better sense of the Greenbelt by having local cafes and restaurants source their food from farms in the Greenbelt.
- More patio space
- More rooftop amenity space
- All mentioned that they would not like to see this place to become like Ossington
- They would like to see more restaurants, maybe a gym

#### More emphasis on creative enterprises

- Exhibit photography
- More public art – murals on sides and fronts of buildings
- Bring life to the street through art – make Geary Ave a destination as an art walk
- Work with START (Street Art Toronto)

#### Improve street / public realm

- To improve the streetscape to be more pedestrian friendly
- More amenity areas
- They would like to see more community garden space
- Young families need more space
- More trees and more landscape but to maintain the character of the area and the industrial feeling
- Should be more walkable
- People should park along the street and not on the sidewalk. It is not the downtown area and restaurants don't need parking spaces.
- Widen sidewalks
- Street use should be prioritized for delivery and pedestrians
- Better connections to west end of Geary Ave
- Complete the Green Line as planned
- Better pedestrian/cycle crossings to connect Green Line parkland
- Better pedestrian crossings at Dufferin Street (especially), Ossington Ave and Bartlett St – provide traffic lights
- Provide traffic calming measures on Geary Ave between Bartlett St and Dovercourt St
- More street trees
- Add a bike lane
- Add a bike share station
- Consider one-way traffic

#### More activity

- "More of what is already here"
- Geary Ave festival – a way to celebrate, showcase and promote businesses on Geary
- Have a business wayfinding map on Geary Ave
- Create list of potential informal partnerships – e.g. Ryerson, Launchpad
- Collaboration with the community
- Animate and activate
- Create an "Ugly Street Festival"
- How will the new project on the Galleria site influence the neighbourhood and the avenue
- More activities but to keep it minima. To facilitate but not to plan it

#### More permissive zoning:

- Relax zoning rules – no more 80% and 20% rule for uses (primary use and ancillary use). A 50% and 50% for uses would be better
- Personal Service Shop use should be allowed – eg. Barber shop
- Look at examples – Wynwood in Miami; Dumbo in Brooklyn (mixed manufacturing)
- Create a greenhouse hub "Cannabis Valley"
- At 950 Dupont St, provide for institutional uses and music uses
- Allow more uses but limit certain uses (e.g. restaurants) to only a certain percentage of properties or GFA on Geary Avenue

#### More parking and loading

- More parking required to meet the needs of the businesses on Geary Ave
- Loading areas can stay
- Leave boulevard parking alone
- Need a public parking lot (Green P)
- Create a loading depot to help facilitate shipping/loading
- Three pools of parking

#### Improvements to existing buildings, bigger buildings

- More renovations to existing buildings
- They don't mind if buildings will go higher, 3-5 floors
- Provide for 6-8 storey development

#### Less event space / less late night events

- Event areas are a problem, especially since these people are coming for a few hours and leaving. They are not part of the community
- End events at 1 a.m., which will significantly reduce noise and nuisance on existing residents. Patrons who stay at events much past 1 a.m. are typically more of a nuisance than those that leave before/at 1 a.m.

#### Allow live-work uses

- Since the members raised the need for live-work spaces the councillor suggested to look at the possibility to have different character areas along the avenue

### **5. What can the City do to help your business and cultural enterprise?**

The most important action the City can take to support existing businesses and creative enterprises on Geary Avenue is to proactively rezone the area to allow a greater range of non-residential uses including restaurants, retail and services uses and event venues. Traffic calming measures and other improvements to the public realm would make Geary Avenue a more pedestrian friendly environment that would attract more customers and patrons. More frequent transit service and more public parking opportunities would also help draw customers. The City should also promote the area as a hub of creative industries.

#### More permissive zoning while maintaining a balanced mix of non-residential uses

- Change the zoning to allow more commercial uses

- The City needs to be more flexible with the ZBL
- All mentioned positively the help that they received from Cecilia
- It took them a long time to receive a permit, and it is a temporary one for 2-3 years
- Relaxing the zoning
- Not too much interference from the City
- Find a way to allow the vibrancy without allowing the restaurants to take over (50/50 breakdown would be better)
- Remove the provision in the zoning for the floor to ceiling wall separation for manufacturing and ancillary use [this was done as part of the Cask Force report]
- Updated zoning with more relevant uses – retail, yoga studio, convenience store
- 950 Dupont St should be a heritage designated building but not restricted to limit contemporary application
- Allow 950 Dupont St to be used to host major events
- Support night life uses
- More flexible zoning – allow event venues, allow for ticketed audiences
- Faster planning approvals

#### More traffic calming, make it more pedestrian friendly

- Add a traffic light at Dufferin and Geary
- Dupont is not pedestrian friendly
- When they have to go south they avoid the underpasses and use the at grade connection
- Add lanes and connections between buildings – increase porosity.
- Better pedestrian and bicycle access
- Create a new railway crossing for pedestrians and cyclists near the west end of Geary Avenue to provide direct access to Galleria and Galleria public parking – either an at-grade crossing or a bridge

#### Improve parkland and better maintenance of public realm

- The Green Line should be better designed and better maintained
- More community gardening
- More street cleaning and snow removal, especially next to the open spaces
- Geary is neglected!
- There are a lot of informal activities in the open spaces, it should be better supervised

#### More parking

- Provide more parking
- Provide public parking at the Galleria development
- More parking options

#### Better transit

- More frequent bus service, especially on Dupont St

#### Subsidize / promote businesses

- Rent subsidies
- Put together a festival to promote the area
- Promote an office hub

#### Permit live-work space

- There needs to be a definition for a live-work space

## **6. Is your property used as an event venue? If so, how often? For what type of events?**

Approximately 8 properties on Geary Avenue were identified as providing informal event venues that are typically used 3 to 4 times per month on average, which represents a significant concentration of small scale event venues.

### Description of event venues

- Yes – by one of the tenants – approx. 1 time per week.
- The garage is used for events
- Yes - ### Geary Ave
- Yes – unit next to ### Geary Ave
- Yes - Second floor of ### Geary Ave
- ### Dupont St – 50-200 people plus 2000 in the shed.
- ### Geary Ave: 2-3 events per month, typically Thursday-Saturday until 1 a.m. Mostly music events, also weddings, theatre, art gallery
- ### Geary Ave: 3-4 events per month, may go as late as 3 a.m. Events include art gallery, corporate shows, trunk shows
- ### Geary Ave: ~3 events per week (they have a permanent liquor license), events often go to 2-4 a.m. Events include fundraisers, art shows, birthdays, live music, DJ parties, private parties

## **7. Are you supportive of traffic calming measures to encourage pedestrian activity?**

Stakeholders unanimously agreed that traffic calming measures are desirable, provided they don't significantly impact parking and loading spaces.

### Support for traffic calming

- Yes, in principle, provided there would not be a significant impact on parking and loading space
- Yes, it should be more pedestrian friendly
- Speed bumps
- There was a discussion about a one way street opportunity and the residents agreed while the business owner did not
- There should be bike lanes
- The sidewalks should be friendly, maintained and clean of snow. Asking whose responsibility it is to clean next to the Green Line
- Yes - but no bump outs where loading and unloading are needed
- Traffic calming along the park and hydro area
- Yes – currently dangerous for pedestrians
- Improve pedestrian connections, not just traffic calming
- Yes (unanimous). Also necessary to keep pedestrians safe

## 11. Community Consultation Meeting # 1 – Summary of Comments



The Community Consultation Meeting was held on January 28, 2020, at St. Mary of the Angels Catholic School, 1477 Dufferin Street. It was well attended by approximately 100 members of the local community. The meeting began with an open house component where attendees could view large format boards with information about Geary Avenue and chat with City staff. A [presentation](#) was then provided by City Planning describing the Geary Works study, the area context and planning framework. Attendees then broke out to rotate between the following 4 interactive stations, each facilitated by City staff with appropriate expertise:

Station 1 – Land Use

Station 2 – Urban Design and Heritage

Station 3 – Transportation and Public Realm

Station 4 – Economic Development and Culture

The following community feedback was received through discussions during the open house, at the 4 interactive stations, and through written comments received at and following the meeting.

The comments below have been categorized to help identify trends and an emerging vision. All written and oral comments received are included in this document to demonstrate transparency and to show which comments were expressed repeatedly.

The next step will be to identify common themes and a consensus vision for the future of Geary Avenue based on the community feedback received at this meeting, at the Stakeholder's Meeting held on December 4, 2019, and through two on-line surveys that ran from December 5, 2019 to February 14, 2020.

## **Station 1 – Land Use**

**Materials:** Large format Official Plan land use map; zoning by-law map; list of permitted and potential uses

### **Points of discussion:**

1. What types of uses are desired?
2. What types of uses are a problem for the neighbourhood? What are the negative impacts?
3. What changes would you make to the Official Plan – Land Use Map?
4. What changes would you make to the zoning map and/or land use permissions?

### **Comments:**

The following comments have been organized into land use categories. The comments indicate the types of uses that the community values and would like to see in the future. Some comments also raise issues and objections to specific uses.

#### Office:

- Office uses will push out industrial uses since office space costs \$50/sq. ft. and industrial space costs \$15/sq. ft.

- Office uses have a much higher impact: high traffic since office space is occupied at 10x the number of workers per sq. m compared to many light industrial uses.
- Allow for office uses only if parking is provided on-site.
- Lots of support overall for office uses.
- Office buildings (like 22 Geary) must manage their own parking on their lot.

#### Live-work and residential:

- Permit a percentage of residential use on upper floors.
- Allow for live-work if true live-work can be assured.
- Don't allow ground floor residential use.
- Live-work uses ok.
- Provide for live-work uses with tax incentives to ensure work uses.
- Prevent Airbnb --- live-work uses could lead to Airbnb.
- Residential uses will displace employment uses.
- Small mixed-use / residential would be ideal on the street.
- New zoning to include more residential would have a negative impact as this will start to push out the cultural uses and manufacturing through complaints about noise/smell and increased prices of real estate. If residential is allowed in zoning it should be protected for artist live-work rentals (with criteria for the artist and its use) or be for rent-geared-to-income residential or other truly affordable housing options.
- Allow the couple of sites on Geary defined as Neighbourhoods to be mixed use instead.
- The only re-zoning to mixed use (no re-zoning to fully residential here) including the Brick site, should have the condition that the residential can ONLY be for co-operative housing and non-profit developments or the City keeps a share of the value from the uplift in perpetuity (these conditions are something that some of the Greater Vancouver Area municipalities have been considering in up-zoning its single-family

neighbourhoods). If there is the condition for affordable residential, then the first floor facing Geary Ave (at least 30ft deep) and full second floor should be zoned to remain industrial/commercial.

- Introduce some low rise residential.
- Keep employment zone. That is key to maintaining and supporting the creative and culture – no residential.
- Developing residential will interfere with desired live music venues
- Low rise residential east of Dovercourt

#### Industrial, Workshops, Food and Drink Production:

- Industrial uses result in unkempt outdoor space – debris.
- Industrial uses keeps land value low.
- Lots of support overall for light industrial uses and workshops.
- Food and drink manufacturing is supported.
- Heavy industrial uses are not supported because the existing spaces are too small and the uses would have too much impact.
- Small-scale making/manufacturing (art fabricators, beer making – some could have a retail/restaurant space adjacent) is desirable.

#### Commercial / Retail / Restaurants:

- Provide more retail uses to serve the local community.
- Retail uses ok.
- New patio by-law is too restrictive – 3m minimum setback from front lot line is too restrictive.
- Personal service uses are supported.
- Restaurants supported but some say should be limited in size.
- Outdoor patios are generally supported provided they are not adjacent to residential uses.

- Retail and service uses are supported.
- Provide more commercial.
- Dislike bank use that does not engage or animate the street.
- Zoning for restaurants should not be allowed without including the current requirement for manufacturing because it is the mix of a restaurant/bar adjacent to the manufacturing space that makes the street unique and more affordable for new businesses.
- Relax the rules around restaurant/bar/retail space adjacent to the industrial/manufacturing a bit, but do not eliminate them entirely. Maybe a larger percentage of floor space, easier to get patios/permission.
- Allow patios/outdoor uses as of right, instead of owners needing to go through a lengthy approvals process.

#### Automotive:

- Automotive uses ok but ugly.
- Automotive uses causes traffic congestion and requires lots of parking.
- Automotive uses should not be permitted since they cause too much impact on the residential neighbourhood in terms of noise, paint fumes, parking supply.
- Reduce automotive uses since they use a high degree of public parking.
- Automotive uses cause late night noise.
- Most said too much automotive uses.
- Mechanic shops and other working class businesses should be able to stay, they are part of the area's character.
- Automotive uses represent the past, not the future

#### Arts and Entertainment:

- Provide entertainment uses for kids and seniors.

- Places of assembly and entertainment places of assembly are supported by most (3 informal votes indicate ~25 people in support and 3 people against).
- Creative arts and performing arts are supported.
- Pop-up live music venue at northeast corner of Dupont and Dovercourt causes excessive noise that impacts existing houses north of Geary Ave.
- Provide for artist studios, music practice/recording and performance spaces

#### Other uses and issues:

- Allow boutique hotel.
- Do not allow adult entertainment uses.
- Don't allow intensive uses within proximity of the rail corridor.
- Noise issue – private garbage pick-up occurring before 7 a.m.

#### Parking:

- More parking needed.
- Don't allow more intensive uses without more parking.
- Address parking and loading conflicts.
- I attended Ana Bailao's gathering at a tight club on Geary Avenue and found it pretty impossible to park. In my opinion I think the City is on the right track in evaluating the potential on Geary especially in providing parking for its visitors.

#### Geographic distribution of uses:

- Look at Geary Avenue in 3 sections:
  - o West of Dufferin – primarily industrial
  - o Dufferin to Dovercourt – primarily commercial
  - o Dovercourt to Ossington – primarily residential
- Geary is divided into two zones: music zone west of Dufferin (music practice space, etc.) and art zone east of Dufferin (artist studios, etc.)

- Transition to Neighbourhoods – do not use zoning to eliminate the uses/adjacencies and forms that already exist on Geary Ave.
- Keep the area as Core Employment on the Official Plan Land Use Map
- Western end of study area (at dead end) has consistent industrial character that should be conserved.

## Station 2 – Urban Design and Heritage

**Materials:** Large format property map; shadow study drawings; bird's eye views; photos of existing streetscapes and buildings

### Points of discussion:

1. What is the built form character of Geary Avenue (i.e. glazing, materials, etc.)
2. Are mid-rise buildings generally appropriate for Geary Avenue? How high (4, 5, 6, or 7 storeys)? Where?
3. Transition to *Neighbourhoods* – what are the most concerning impacts (e.g. shadow, privacy, view, etc.)
4. Are there any properties with potential heritage value?
5. What makes Geary Avenue a special area in Toronto?

**Exercise # 2a:** Place colour-coded sticky dots on the property map to indicate maximum height by block (yellow – existing height, green – 4 storeys, blue – 6 storeys)

### Comments:

The following comments have been categorized based on urban design and heritage preservation themes.

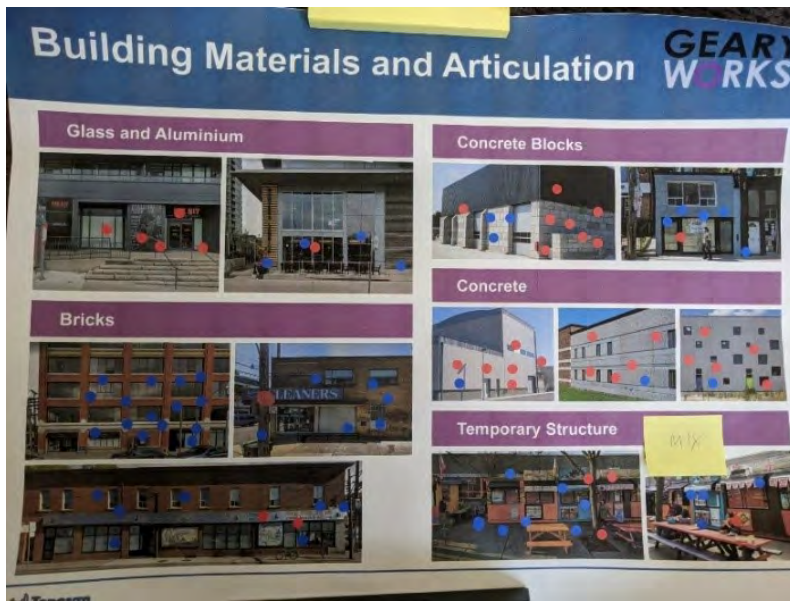
Ground floor:

- Animate ground floor
- Provide fine-grain articulation
- Do not want homogenous ground floor
- Provide views to the rail corridor
- "ground floor animation", "mixed of uses" is what makes it special

## Streetscape:

- Like wide sidewalks
- Generally, prefer wide sidewalks
- Like social seating areas
- Prefer simple benches (non-formal) and not high level designed marble sitting areas
- Like interesting pavers / surface textures
- Streets are for people
- Provide lots of street trees
- Some prefer trees along the sidewalks, some as it is
- Need better pedestrian lighting, especially at Dufferin & Geary
- Would like to have public amenity spaces with trees and green spaces
- For Dovercourt crossing below rail corridor, improve the lighting





## Materials:

- Provide a mix that includes lots of brick.
- Like glass if it's balanced with brick.
- facades but dislike all glass facades.
- Dislike metal cladding.
- Dislike concrete blocks.
- Dislike formed, paneled concrete
- Overall, people did not like the very high end level of transparency (curtain walls facing the street)
- People also did not like the example with no transparency
- For the in-between transparency, people liked the typical low rise Torontonion example, with windows on the street for retail. Ground floor should have a high level of transparency.
- Do not make rules on building form (like step backs) and materials (like glass on main street). Both of these lower the performance of the building envelope from an environmental perspective. Also, you don't control what goes into the spaces. Therefore, many of the buildings on main streets that the City has zoned in this way end up having storage up against the glass, or the glass is covered with pseudo advertising (see Rexalls and Shoppers Drugmarts in new builds across the city).
- Glass and aluminum, mixed reviews. It seems that it is more about proportions and the amount of additional materials
- Bricks, yes
- Concrete blocks, no. Perhaps as a secondary material or in small amounts
- Concrete, no

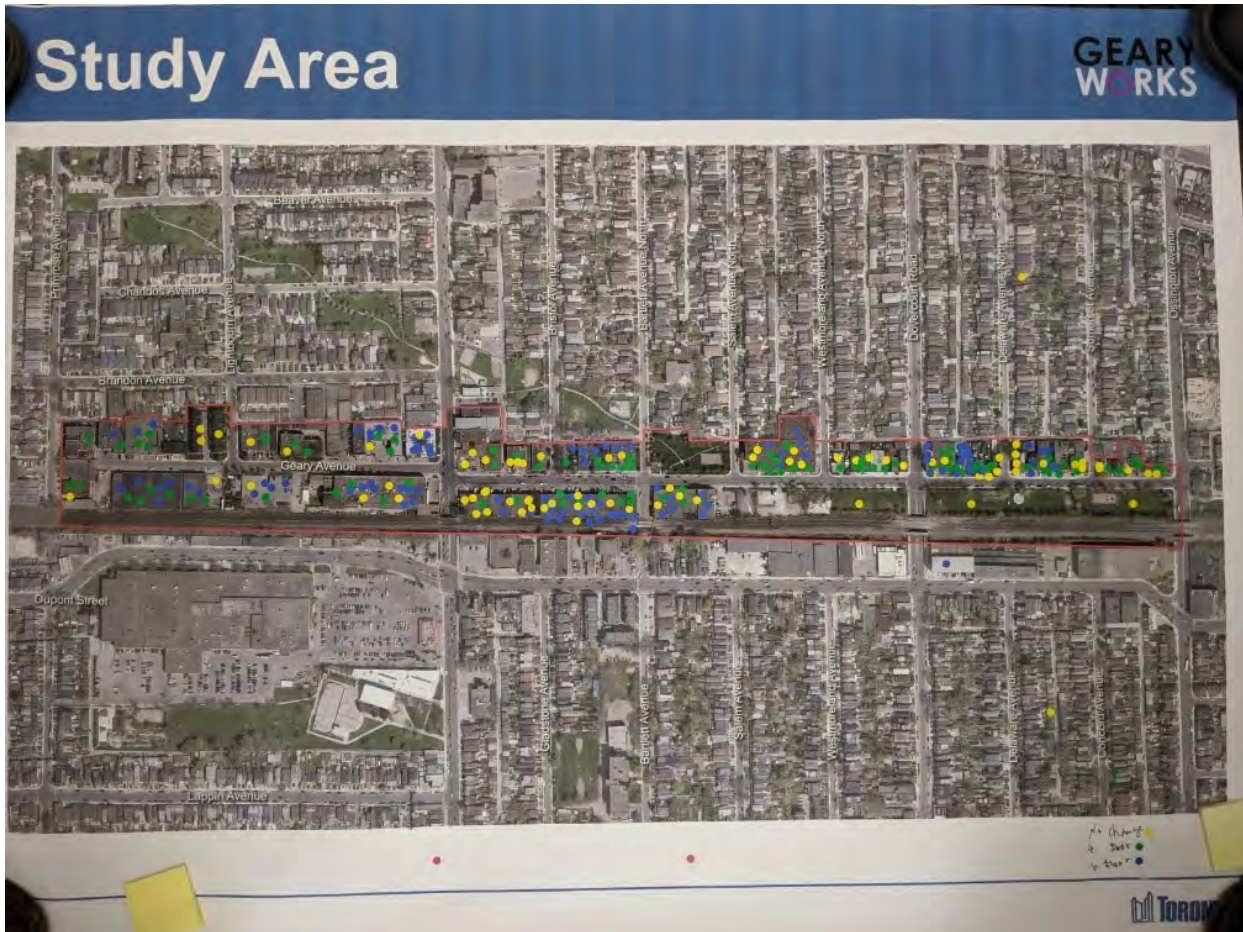
- Temporary structures, yes

## Building Height:

- "Limit height to 4 storeys"; "keep low"; "like it the way it is"
- Heights as zoned to 12m or 18m as existing are not an issue.
- 6 storeys is fine
- 6-7 storeys on south side of Geary Avenue, 4-5 storeys on north side.
- I understand we must build up to avoid sprawl but I feel sad at imagining our little blue collar street being buried in a forest of condos.
- On the north side of Geary, the built form should stay as it is, because of the adjacency to the houses: character and privacy.
- The south side of Geary is an opportunity for temporary structures such as containers (Dundas, Yonge etc.)



Height map exercise: No change vs 4-storeys vs. 6 storeys:

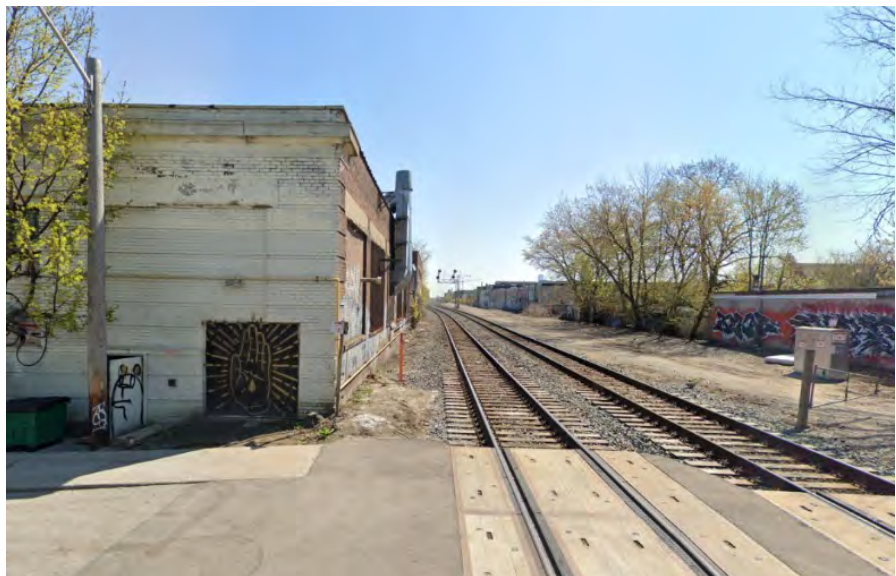


Yellow dots – maintain existing height; green dots – 4-storeys; blue dots – 6 storeys

	No change	4 storeys	6 storeys	Total dots
West of Dufferin, north side	7 (22%)	11 (34%)	14 (44%)	32
West of Dufferin, south side	6 (16%)	12 (32%)	20 (53%)	38
Dovercourt to Dufferin, north side	19 (35%)	22 (41%)	13 (24%)	54
Dovercourt to Dufferin, south side	24 (37%)	12 (18%)	29 (45%)	65
Ossington to Dovercourt, north side	21 (29%)	29 (40%)	22 (31%)	72
Ossington to Dovercourt, south side	2 (100%)	0	0	2
Total north side	47 (30%)	62 (39%)	49 (31%)	158
Total south side	32 (30%)	24 (23%)	49 (47%)	105
Overall total	79 (30%)	86 (33%)	98 (37%)	263

## Potential Heritage Value and Features:

- There is history but no heritage buildings. Too run down.
- There are no properties with heritage attributes on Geary Ave.
- History of fire on Geary Avenue.
- The south side of Geary just east of Dufferin was a lumber yard that burnt down in 1983. You could feel the heat from Primrose Avenue.
- Murals to show past would add value to area.
- The Geary flea market was held at NE corner of Westmoreland and Geary Avenue
- Geary should have a museum for industrial history or be commemorated and interpreted in public space such as with a historical walk that extends beyond the study area (long history of working class people)
- This comment pertains to either Artisan Factory or the NE corner of Delaware and Geary: "butchers bought meat off train and sold to first nations camped across Geary".
- Train tracks (and trains) were mentioned by many participants as a defining physical feature of area.
- The train tracks are heritage, important part of what gives character to area.
- Bartlett at the train tracks is one of the best views in the city (looking east and west down the tracks). This corner has a small town Ontario character (unique railway crossing at grade).
- Train tracks are key heritage feature. Emphasize views to tracks, open spaces with north south views, don't hide tracks with trees.



- Geary was a famous area for building trains.



- 165 Geary Avenue (Blood Brothers) mentioned by many participants.
- 165 Geary (Blood Brothers building) has physical heritage value.
- 165 Geary was an old stable.
- 165 Geary was old Eatons (or Sears?) horse barn, later turned into a costume store. How many horse barns are there in the city? Shouldn't be messed with".

- Artisan Factory was mentioned by a number of participants. Participants provided differing opinions about its physical heritage value, some noted it should be conserved solely for the businesses it supports, others noted the value of its exterior aesthetic qualities and its large interior spaces.
- Artisan Factory should be protected both for the variety of businesses it supports as well as its aesthetic.
- Artisan Factory, it's about the materiality, it's interesting, it stands out from the street, has a richness. Is an old print shop.



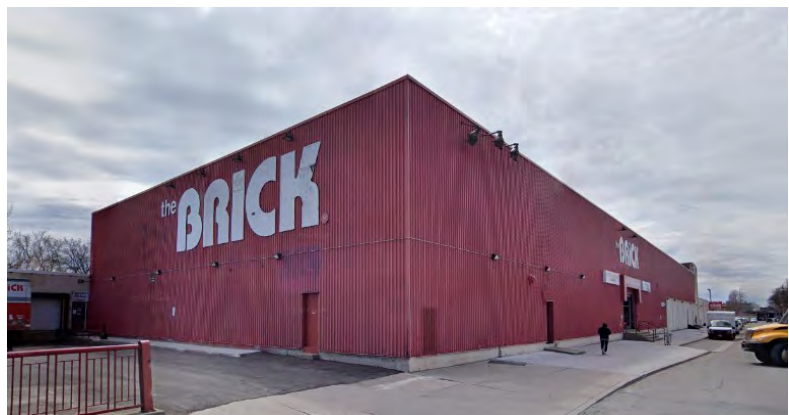


- 44 Geary Ave was mentioned by a number of participants.
- 44 Geary Ave "old Toronto storefront look".



- Tattoo building at NE corner of Dovercourt and Geary has potential heritage value.

- The Brick was mentioned by a number of participants. They noted that underneath the over-cladding it may be an intact older building.
- Participants emphasized the quality of the interior space and that it has intact features, one participant noted it could be "another St. Lawrence Market".
- The Brick is a kitch landmark.





- Former industrial buildings at western end of Geary Avenue (at dead end). These buildings were mentioned by one participant.

## Station 3 – Transportation and Public Realm

**Materials:** large format property map, Green Line Implementation Plan (large format drawing)

**Points of discussion:**

1. What would improve pedestrian safety on Geary Avenue (e.g. traffic calming, wider sidewalks, less curb cuts, etc.)?
2. What would help improve access to Geary Avenue (e.g. better transit service, better cycling facilities, more parking, etc.)?
3. Where is bicycle parking needed most?
4. What improvements would you want to make to Geary Avenue?
5. What opportunities do you see for new pedestrian/cycle connections?
6. What opportunities do you see for new or improved parks and open spaces?
7. What are your priorities for the new park on Geary Avenue? Refer to the Park Programming map on the poster and list your top 3 priorities.

**Exercise #3:** place stickies on map to indicate opportunities for public realm improvements.

## Comments:

The following comments have been categorized based on the types of potential improvements to the public realm and transportation facilities.

### Parking and loading management:

- Conflicts between driveways, loading access and illegally parked cars.
- Use hatched painting at the driveways and loading areas to show where parking is not permitted since parking is happening in front of shipping doors and is blocking deliveries.
- The road should be designed to continue to allow the deliveries and trucks needed for the manufacturing businesses, including protection of loading zones and space in front of garage doors.
- The master plan shows lay-by parking in front of the businesses blocking the garage doors on the south side of Geary Ave across from Bartlett Parkette. These parking spaces should be moved back to where they are now on the north side of Geary Ave, adjacent to the park. This parking provides a nice buffer to the street. It also provides a slight jog in the road that helps slow down the traffic naturally.
- Where a business has a garage door and needs truck access in and out a curb cut is appropriate, but where a business just has customer parking (e.g. the bakery), Geary is wide enough to accommodate the parking as a lay-by on the street, rather than have the parking cross the sidewalk.
- Regarding parking, I understand that the businesses in the area want increased parking but I'm not that sympathetic. Currently, there is parking allowed in certain stretches between businesses and the street which are somewhat dangerous or at least disruptive to pedestrian. Parking should be curbside.
- Increase parking enforcement on Geary Avenue: ticket illegally parked cars more often (e.g. those who park on the sidewalk).
- Make on-street parking metered and formally paint the on-street parking spaces. Metered parking will reduce demand and free up on-street parking.
- Public parking spaces should be available for visitors (with parking paying machines). People should be allowed to leave their cars overnight
- Mechanics park cars on-street, taking up too many spaces.

- Create a new off-street Green P parking lot to increase parking capacity and reduce demand for on-street parking.
- Some people like the idea of the future Brick development including public parking; others say it's too far from the main destinations which are farther east on Geary
- Do not rent the parking on Geary out to film crews (who are not even filming in the area) to park all weekend.
- Concerns about frequency of film crews using Geary and displacing the street parking.
- "Filming trucks love Geary, but their trucks displace local residents who are parking in the neighbourhood. A Green P public parking lot would greatly assist in alleviating this crunch/displacement. It would also assist businesses."
- My suggestion is a rationalization of parking in the area. There are 14 commercial boulevard parking permits that can be revoked and replaced with on street parking. There are commercial boulevard parking permits at:
  - 6 Geary Ave
  - 22 Geary Ave
  - 86 Geary Ave
  - 88 Geary Ave
  - 92 Geary Ave
  - 100 Geary Ave
  - 102 Geary Ave
  - 165 Geary Ave
  - 192 Geary Ave
  - 200 Geary Ave
  - 211 Geary Ave
  - 226 Geary Ave
  - 282 Geary Ave
  - 330 Geary Ave

This is one of the highest rates of commercial boulevard parking for any area in Toronto. There also appears to be a lot of illegal parking occurring without a commercial boulevard parking permit. These areas could be converted to landscaping, sidewalk cafes and bicycle parking areas. We have done this in many areas of North York.

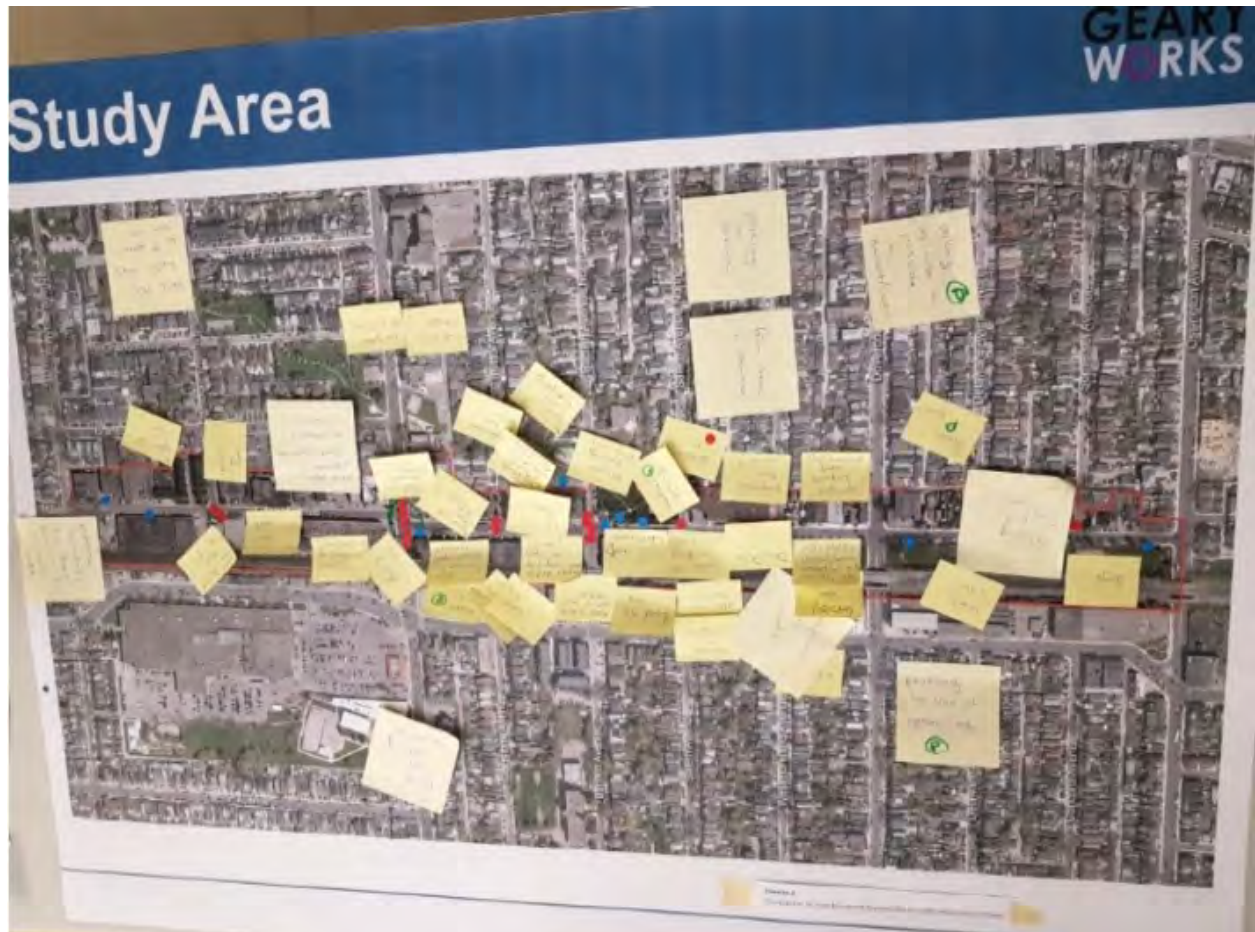
#### Safety and speed management:

- Threats to safety at intersections
- Provide more cross walks



- All-way stop controls needed at Lightbourne and Geary; Somerset and Geary, Delaware N and Geary
- Signalization needed at Dufferin and Geary
- Pedestrian crossing markings needed at Geary and Bartlett
- Sightline issues at Bristol and Geary – very hard to see oncoming traffic if making a left turn from Bristol onto Geary.
- Intersection of Geary and Dufferin is a "pedestrian death trap" This intersection separates Geary - two very different environments on either side of Dufferin
- The major intersections are hard to cross (like across Dufferin), but even crossing Geary itself - north side to south side and vice versa - is dangerous and challenging
- Traffic calming needed along Geary from Ossington to Dufferin
- Traffic calming needed along Geary west of Dufferin
- Prevent afternoon peak period (i.e. around 3:30 p.m.) left turns from Geary onto Dufferin and from Dufferin onto Geary. Many people speed along Geary to avoid Dupont, especially around 3:30 p.m.
- I admit to occasionally driving along Geary to cross Dufferin St to catch Geary on the other side. That intersection is very busy since southbound cars are turning onto Geary East of Dufferin and north bound cars are turning left onto Geary on the west side of Dufferin. Fortunately drivers slow down when they see a back up of a few cars stopped at the red light at Dufferin and Dupont.
- The traffic lights at Dovercourt are great! Ideally, I would love lights at Dufferin and Ossington, though I realize that might be problematic given the proximity of Dupont, the zigzagging of Geary in the west and Geary/Acores in the east and proximity of lights to the north (in both instances). However, as someone who has walked his daughter to/from school for years, I would love traffic-calming near Ossington, possibly a narrowing of the street or a raised and/or lined crosswalk or other feature. Cars turning north or south on Ossington often whip around the corner of stick their noses across pedestrian paths to turn north. Traffic turning onto Geary can cut pedestrians off.
- Replace the 'watch your speed' sign that used to be on Geary at Lightbourne. Much loved.

- Narrow the roadway, tighten the vehicle lanes. The road feels wide and encourages speeding.
- Happy to have the new signal at Dovercourt.



*Blue dots - more bike parking; red dots - hazard / safety concern*

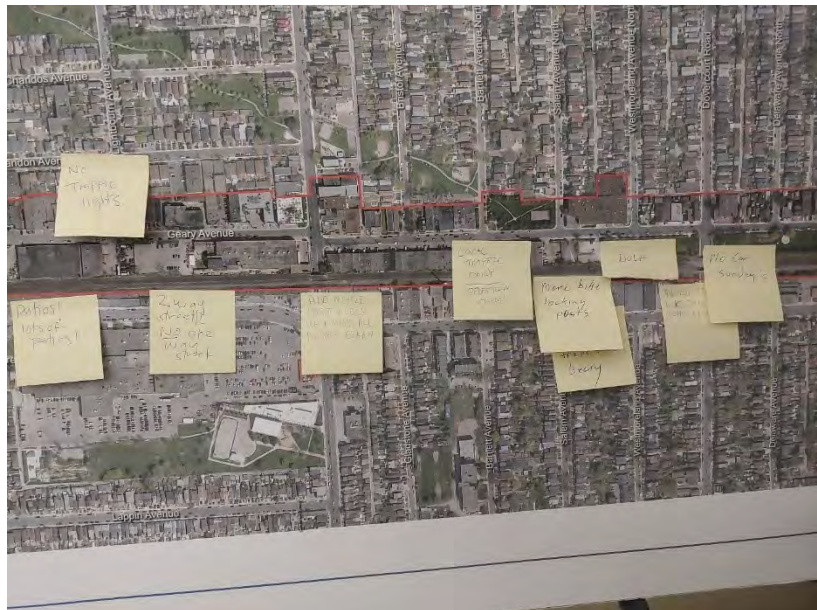
- Nonetheless, the full length of Geary should prevent through traffic that is trying to avoid lights and traffic on Davenport and Dupont. The lights at Dovercourt on Geary have helped with this, but cars still speed across the wide street.
- Consider a one-way street and use extra space for bike lanes and wider sidewalks.
- Make Geary one-way for cars, but two ways for cycle lanes to connect from Shaw bike lanes to Dufferin – the bike lane on Davenport is interrupted between Ossington and Delaware, so this could be an alternate safe route.

- Consider making Geary one-way for all or part of its length (Dovercourt to Dufferin). This would make room for widened sidewalks and patios while still keeping space for truck deliveries for the businesses.
- Implement the road crossing recommendations in the Green Line Master Plan – particularly at Ossington and Shaw. Dovercourt already has a light installed which is an excellent improvement.
- Some people prefer to avoid the at grade railways cross at Bartlett since there is no designated crosswalk

Pedestrian experience:

- Improve safety, comfort, and convenience of recreational users.
- Remove surface level parking lots and replace with green space.

- Provide high quality seating, places to linger.
- Activation of empty asphalt – use boulevard space for patios, seating areas, other programmed uses. Excessive empty asphalt between building front and sidewalk results in an uninviting feeling and waste of space.



- Provide more trees in the boulevard. In 2019 lots of trees were cut down along the tracks; community wants greenery to be replaced.
- Improve snow clearing, especially at Geary and Bartlett where City snow plows push snow onto northwest corner of Geary and Bartlett, blocking the businesses' vehicle access.
- Improve sidewalks: wider and flatter. The sidewalks west of Dufferin are especially sloped.
- Geary should be considered as a shared space or a square that cars and delivery trucks happen to drive through, or a road through a park. This is

especially true from Dovercourt to Bartlett where the road can provide an excellent connection between the new parks by Dovercourt and Bartlett Parkette, and the rest of the Green Line further west.

- Geary Ave between Dovercourt and Bartlett could be designed to be easily closed to cars on the weekend for street events and markets with removable bollards or gates.
- Better street lighting at night.
- I'd love to see a reduction of utility poles (burying them?). There should only be street lighting. I'd like wider sidewalks, too.

#### Cycling facilities:

- Add more bicycle parking. Illegally parked bikes are cluttering already narrow sidewalks.
- Provide dedicated (preferably protected) bike lanes, not just sharrows. Vehicle volumes and speeds are too high for shared traffic with automobiles.
- Green Line parkland should have separate trails/space for different users. Concerns raised about cyclists mixing with dog walkers and pedestrians.
- Add a bike share station.
- Bike parking could be rings along the full length of Geary, but particularly between Dovercourt and Bartlett, and as a bike corral in the central area close to Dovercourt. Bixi stations could be on the perpendicular streets – at Ossington, Dufferin and/or alongside Bartlett Parkette at Salem/Bartlett.
- From Dufferin west, Brandon could be defined as a bikeway to Lansdowne where the bike path starts and continues west to the West Toronto Railpath.

#### Transit improvements:

- Increase the frequency of the 26 Dupont and 127 Davenport buses.
- Provide for future GO station at The Brick.

#### New connections:

- Provide a new pedestrian/cycling bridge at the west end of Geary over the rail corridor to connect with Dupont St.

## Other improvements:

- Support market uses between Dovercourt (or even Ossington) and Bartlett you should provide electrical hook-ups at a regular intervals for street vendors (to avoid generators when the street is closed during events). Could be lockable in-ground, or added to streetlights. Also provide a place to eliminate waste water during events (e.g. one drain with a gas trap) and provide a few areas for water hook-ups.
- Market tents cannot be erected in the hydro corridor due to height restrictions. Therefore, the City-owned north edge/streetscape and road are the areas where market/event uses can take place, and where taller trees can be planted.

## Green Line:

- Integrate park with streetscape design.
- Bury the hydro lines on the Green Line.
- Provide a community garden or allotment garden.
- Plant more trees if/where possible.
- Add seating / hangout areas.
- Remove existing fences along the Geary Ave. street edge.
- Don't hide the railway tracks from view.
- Use natural materials.
- Provide comfortable furniture.
- Consider plants that may counteract effects of electromagnetic radiation.
- Mixed views re proposed park pathway in preliminary concept plan:
  - Some want to include it as an alternate option to the sidewalk to provide a different experience of the park.



- Others suggested excluding it or only include it intermittently, in order to leave more space for ball sports, dogs off leash area, or other uses. *(staff note: The park path is required as an accessible feature and is not duplicated by having a sidewalk on the street. A continuous accessible path is a major feature of the Green Line as a linear park system.)*
- Permit cyclists.
- Don't permit cyclists *(staff note: The park path will not be part of City's cycling infrastructure as there are dedicated cycling routes in the area and the path does not meet cycling technical requirements. As a park path, cyclists are allowed to use it but should ride at pedestrian speed.)*
- Improvements to amenities in existing parks along Green Line i.e. playgrounds, etc).
- Improve existing recreational amenities for children in Geary Ave. Parkette or consider adding new features in the Parkette expansion (i.e. soccer field).
- Provide adult fitness equipment (either here or in other parks along the Green Line).
- Add a performance space with raised platform view of the railway tracks *(staff note: not permitted within Hydro One technical requirements).*
- The sidewalk on the south side adjacent to the park should be wider and feel like a path through the park. Consider any edge treatment for the north side of the sidewalk so that the sidewalk is part of the park (now there is a fence on the south side of the sidewalk).
- The park design should consider the full width of the hydro corridor and the full streetscape at the same time, not as separate elements.
- Do not put a path through the park that bisects the green space in the already narrow parks. This minimizes the flexibility of the park spaces and eliminates many of the current uses of the parks.
- Do not bisect the existing or new parks with paths that go east to west. This is what the adjacent sidewalk is for. Paths for accessibility can be brought in perpendicular to the sidewalk to meet all the different uses in the site and to bring people with strollers, mobility devices, etc. right into the heart of the park spaces.
- Make sure there is open space the full width north to south for soccer and other lawn sports. Also keep open green space for events like movie nights.

(staff note: A continuous path is an accessibility feature. Also bringing mobility device users to a dead end path does not meet CPTED design guidelines.)

- Respect the proportions of the current green "squares". They are beautifully proportioned outdoor rooms. They could have improved edges and remain flexible if you do not fill them with stuff. Keep some spaces unprogrammed.
- An area needs to be defined for dogs and separated from the playground spaces somewhere along Geary. There was a lot of feedback from dog owners and those who wanted dogs separated from the playground areas that this was a high priority. The City's former rules on DOLAs prevented this from being included in the Green Line Master Plan due to size restrictions. The dog approach in parks has now been updated, as the City has been trying different methods for smaller dog relief areas, including in the park adjacent to Albert Campbell Square.
- Provide a dog park or a designated dogs off-leash area (priority mentioned most frequently – needed either in Geary Avenue Parkette, or in another park nearby along the Green Line i.e. Bristol Ave Parkette).
- New playground equipment is sorely needed.
- The park design should consider the full width of the hydro corridor and the full streetscape at the same time, not as separate elements.
- The park edges, particular along the rail corridor should be improved with planting and high quality fence designs. Even the simple chainlink fence in the existing park areas means that CP cannot clearcut the green growth – something that has been happening in the proposed park areas annually. Therefore, there is a nicer green edge to the south due to a fence. And the fence prevents children from entering the track area.
- Remove fences – barriers to open space.
- Better crossings along green line to draw more people north.
- Reconsider the bridges on the Green Line at Dovercourt (also Christie and Bathurst). With political will these would be possible. Their feasibility was confirmed. Hydro turned them down because they do not want to set a precedent.
- Parking Lot at Geary Avenue and Lightbourn Ave: potential location for additional parkland.

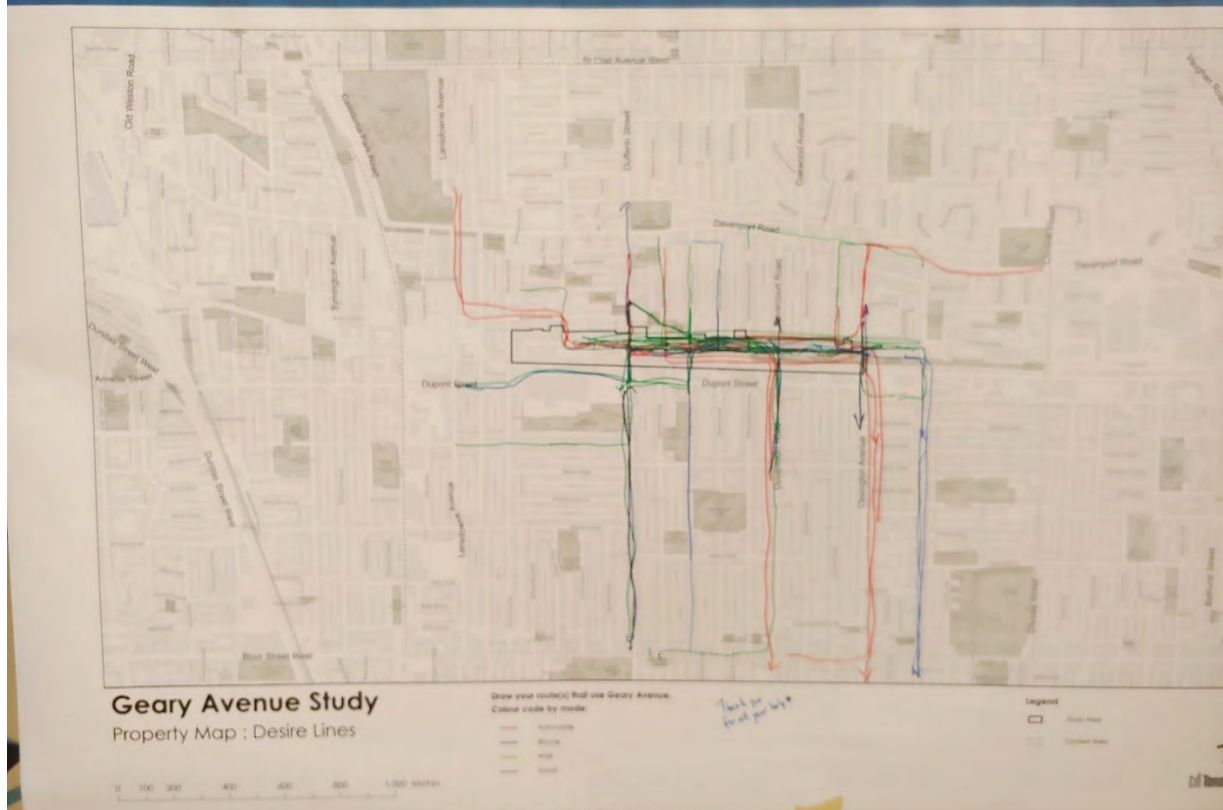


- The area of park west of Dovercourt could have a small square or hardscape area on the north east corner of that parcel.
- The area to the east of Dovercourt could be left as a meadow. This used to happen naturally when Hydro forgot to maintain the area. It was beautiful and brought lots of enjoyment.
- I support the westward extension of parkland on the south side of Geary Avenue over to Salem Avenue. While some people want parkland to be totally accessible, I support the maintenance of fencing around parkland that is or will be used by playing children as per the stretch of parkland on Geary west of Ossington.
- Bartlett Parkette:
  - Improvements (i.e. seating etc) needed as it is very well-used (receives a lot of spillover from Blood Bros, etc).
  - Potential for different use of the ball hockey court.
- Bristol Parkette:
  - Potential location for a dogs off-leash-area in the former baseball diamond (if not at Geary Ave Parkette)
- Geary Parkette:
  - Keep the splash pad and/or upgrade it.
  - Keep the splash pad at the Geary Parkette.

Desire lines / modal split:

- Informal poll of attendees - "how do you typically travel on Geary?": mixed modes - many people on foot, several on bike, a few driving and parking
- The following exercise shows the routes and mode of transportation used by the local community to access Geary Avenue.

# Property Map: Desire Lines



*Modal split: 6 cyclists, 10 pedestrians, 6 cars, 3 transit*

## Station 4 – Economic Development & Culture

**Materials:** large format property map, photos of vibrant small-scale employment areas in Toronto and other cities

### Points of discussion:

1. What is your impression of Geary Avenue? What is it known for?
2. What businesses do you frequent on Geary Avenue?
3. What businesses would you like to see on Geary Avenue?
4. What activities, daytime or nighttime, do you enjoy on Geary Avenue?
5. Do you think nighttime activities, if well managed, can contribute to the character of Geary and build vibrancy in the area?
6. How could we animate Geary Avenue?

7. What other neighbourhoods are similar to Geary Avenue?
8. There is a perceived trend of increasing office space for tech/design firms. Is there a conflict/tension between such office use and manufacturing uses?

**Exercise # 4:** Place stickies on property map to answer above questions

### **Comments:**

The following comments relate to the existing function and character of Geary Avenue, as well as a future vision. There was general consensus that attracting more people to Geary Avenue will benefit the street and the neighbourhood. Comments have been categorized into the types of uses, events and facilities that should be encouraged to support economic development and culture.

#### Character of Geary Avenue:

- Special character area defined by mix of uses, industrial history, working class residents
- Similar to Wynwood in Miami – invite international artists to animate!
- How to prevent it from being like lower Ossington
- Don't want to be gentrified – stay affordable
- Protect property tax values (i.e. keep low), remain affordable for owners
- Like the free flow nature of Geary
- Don't make it so constructed
- Don't make it look like the Junction as an example – traffic is bad, no pedestrians, rent is high

- 185

- Importance of Geary to history of rave culture in Toronto.
- Geary as "little Brooklyn", similar to meat packing district, similar cultural cache.
- Magical quality. Great Light. Very relaxed. Quiet. The kind of place you walk with a paper and a coffee.
- The only major advice I can give as one small person is always remember the question "what would Jane Jacobs do?" Please always think of the walkers, the elderly, the poor, the "sketchy" businesses, the weirdos. Planning for the future is essential but there must always be room left for the unplanned, the random win, the belligerents who can't be moved.
- Continue to keep the zoning so that food establishments must manufacture on site and have a max percent of their area for restaurant/bar use. This is what makes the street unique and continue to be more affordable for these types of start-up businesses and cultural uses.
- The nighttime activities contribute to the character of Geary Ave and build vibrancy in the area. The area was more vibrant before recent building owners shut down the after-hours club. This kept people out at all hours on Geary and made the street feel safe at night, rather than an empty street. I live beside a bar on Davenport and rarely hear noise while it is opened, even when they have live music and their patio is open. The same compatibility can continue to be achieved on Geary. The residences here had more noise in the last few decades (with manufacturing) than in recent times, so pushing out the "noisy" uses that make Geary unique is not in keeping with the character of the neighbourhood.
- Working class and industrial industry should be commended.
- It doesn't need extra branding. Geary works.

Shops and services to draw people to Geary Avenue:

- Yoga studio
- Market / food
- More coffee shops

- Food trucks!
- Modern strip mall – let mom and pop businesses thrive by providing smaller spaces for rent.
- Restaurants that also make products to sell.
- No clothing stores.
- Provide for food market at the button factory.
- No salons, gyms.
- Provide personal care services (e.g. salon).
- Gym, yoga studio near Bartlett.
- Want a health food store.
- More restaurants east of Bartlett.
- Need a variety store.
- There should be a grocery store west of Dufferin
- Provide night activities, bars, restaurants in non-residential areas.
- I had occasion to spend time on Geary because I was renovating the property and used Nova Era 200 Geary for lunch frequently. I also regularly purchased supplies from Ponte plumbing supplies 227 Geary, where the street meets Dufferin.
- Metro Mini Bins on 32 Geary just East of Dovercourt was a service I used during the major renovation. On the other side of Dufferin my mechanic is Frank at Alcina Automotive on 306 Geary.
- Recently I purchased appliances at the Brick on the corner of Geary and Dufferin.
- The Dark Horse cafe, 120 Geary, is also a stop I enjoy for a great coffee.
- Sixpenny for art fabrication for my work and other clients of mine, Superframe, Newport fish store, Blood Brothers, Knockout ice cream, Geary Lane for music, Greater Good, Meitos Dos Leitons, Parallel, Familia Baldassare, florist in Artisan Factory and Dark Horse.

- Food establishments with a manufacturing element that makes them unique.

Arts and entertainment attractions to draw people to Geary Avenue:

- Should have a culture park for music and other performances. With seating looking out at the City.
- Music venues
- Music recording/practice and venues.
- After-hours music venues
- Outdoor festival space at west end on south side.
- Art galleries
- More street art
- More arts, restaurants, galleries between Bartlett and Dufferin.
- Museum space
- Museum near Dufferin St
- Movie theatre
- Movie theatre on The Brick site
- Live music (indoors)
- Bloor has nightlife, not sure if this needs to be a destination for nightlife.
- Protect the space for music rehearsals – Artscape
- South side is good for music venues because tracks are a barrier.
- Maker spaces, not just retail storefronts – like the past a people, Dark Horse.
- Street festival
- Music uses on south side of Geary

- Gallery street between Dovercourt and Bartlett
- Culture park
- Street festival with music, arts
- Provide cheap / sponsored space for artists.
- A number of years ago, Chris Murphy, a Sloan band member, practised in a studio on Geary, I believe.
- I would like the street to continue as an attractive place for artists and an enjoyable place for people to gather. I like the direction it is heading in now.
- I wouldn't want it to be a night club strip attracting too many people into the neighbourhood very late at night.
- "Pumpkin parade" occurs in park at NE corner of Bartlett and Geary Ave.
- Art fabricators

#### Recreational attractions and facilities to draw people to Geary Avenue:

- Terraced seating from Salem looking at the City
- Bike share
- Place for kids to play
- Access to the rail line – could be like the high line
- Make the parks more free-flowing – not too formal
- Provide a dog park in existing park on west side of Bartlett
- Add bike share near green space
- High line opportunities on the Green Line
- Skating trail on the Green Line

#### Other facilities and improvements to attract visitors:

- Need better parking and enforcement

- Street beautification
- Pedestrian nights
- TAS Design: make ties between 888 Dupont St and The Brick to cohere the Geary neighbourhood.
- More integration to north-south streets at corners and to Dupont St.
- Better crossings
- Provide street furniture, street flowers
- Need better lighting at night, consider light installations
- Better parking near Bartlett St
- Bike share, bike parking needed near Bartlett St

#### Regulatory improvements to support businesses

- Green roof for growing vegetables for restaurant: need easier permitting process to make this happen.
- Self-sustaining design – solar panels, green roof
- Example – patio bylaw makes it difficult to open a patio on Geary.
- Development approval process caters to wealthy people who can go through the city process.
- There should be opportunities and incentives for green roofs
- There should be opportunities and incentives for photovoltaics

#### Economic Development:

- Need good paying jobs that can provide a salary for people to live in the City of Toronto.
- Create good paying jobs.
- All these additional residents will need somewhere to go and something to do.

- The small manufacturing and cultural uses in a central area of the city is what is unique, and what should be protected first and foremost. As offices move in, there is an increased complaint regarding noise etc. and then they try to push out the manufacturing that made them cool areas to move into in the first place. The landowners have an interest in moving to office use and restaurant use because that will net more rent, but there are more options for these types of businesses in the central city than for the cultural and manufacturing uses, the latter two should therefore be protected here.
- The businesses in the area want to maintain rent levels, which may be lower than other areas. While that would be great for them, I suspect that any new construction in the area as well as any improvements will bring higher rents. Furthermore, the Galleria on the Park development and the future development of the Brick site will likely force up rents in the area.

## 12. SUMMARY OF SURVEY RESULTS

Two versions of an on-line survey were conducted from November 26, 2019 to February 14, 2020 (81 days). The first survey was directed towards businesses, cultural enterprises and employees and the second survey was directed towards local residents and visitors. The first survey was completed by 27 respondents and the second survey 263 respondents.

The following summaries of both surveys are based on a detailed review of the individual comments and a quantitative analysis.

### 12.1 Survey for Businesses, Cultural Enterprises and Employees:

Survey period: 81 days (Nov. 26, 2019-Feb. 14, 2020)

Number of completed surveys: 27

#### 1. *What is the name of your business / cultural enterprise?*

- Root Down Studio
- Liquor Donuts (working name)
- The Greater Good
- 211 Geary
- Propaganda
- Blood Brothers Brewing
- Mondo Forma Inc.
- Body Shop Studios
- Geary Lane
- adelheid dance projects
- Toronto Animated Image Society
- PARTISANS
- Mongrel Media
- Sixpenny Architectural Fabrication
- Mondo Forma
- Passage Tattoo
- Public Studio Architecture
- public studio
- TAS
- Rickshaw Studios Print and Design
- The Artisan Factory
- Lori Harrison
- Parallel
- Workshop Architecture
- Ability Learning Network Inc.

- Yorkdale Radiator Ltd.
- Alcina Automotive Services
- Automotive Services

*2. What type of business / cultural enterprise?*

Types of businesses and cultural enterprises generally comprise:

- light industrial workshops
- design/artist studios
- office space
- eating establishments
- food production
- music production / performance space
- automotive service

*3. Is the property owned or rented/leased?*

Slightly less than half the respondents own their property.

*4. What year did your business / cultural enterprise open at its current location?*

74% of respondents opened in 2016 or later. The earliest year was 2002.

*5. Where do you live?*

Respondents mostly live in the vicinity, within approximately 3 km of Geary Avenue.

*6. How long have you lived at your current location?*

Half the respondents have lived at their current location for less than 10 years. The other half have been there for 10 to 22 years

*7. Do you visit any other businesses, cultural enterprises, or other spaces on Geary Avenue?*

Respondents most commonly frequented eating establishments, coffee shops, and bars. Other frequented businesses include studios, workshops, equipment rentals and event venues.

*8. What mode(s) of transportation do you use for commuting? (check all that apply):*

- 75% driver
- 54% bicycle
- 46% transit

- 46%, walking
- 25% auto passenger / ride-share

9. *What is your most frequent mode of transportation for commuting?*

- 52% auto driver
- 24% walking
- 20% biking
- 4% auto passenger

10. *If you drive to work, where do you park your vehicle?*

- 57% front yard / boulevard parking
- 43% on-street parking on Geary Ave
- 38% on-street parking on other nearby streets
- 14% parking lot (outdoors)
- 10% other
- 5% rear yard parking:
- parking garage (inside): 0%

11. *If you drive, what is your preferred place to park?*

- 29% front yard / boulevard parking:
- 33% on-street parking on Geary Ave:
- 10% on-street parking on other nearby streets:
- 14% parking lot (outdoors):
- 5% other:
- 10% parking garage (inside):

12. *If you drive, is your preferred parking location typically available?*

- Yes – 65%
- No – 35%

13. *Does your business have a loading space?*

- Yes – 50%
- No – 50%

14. *Where is the loading space(s) located?*

- front yard / boulevard – 55%
- inside building – front access 45%
- rear lane – 18%
- on-street 18%
- other – 9%

- inside building – rear access – 9%

15. *When is the loading space used?*

Typically daytime business hours

16. *How many deliveries per week?*

- 0-5 times: 50%(5 responses)
- 6-10 times: 20% (2 responses)
- 11-40 times: 20%
- 100+ times: 10%

17. *What is the typical size of delivery vehicle? (check all that apply)*

- Car / mini-van / pick-up truck – 82%
- Small-medium truck (up to 11m) – 45%
- Medium-large truck (up to 13m) – 45%
- Cargo van (up to 6m) – 36%
- Tractor-trailer (up to 17m) – 9%

18. *Would your business benefit from additional loading space? If so, how?*

Most respondents do not need any more loading space. Only 3 respondents would like more space.

19. *Does vehicular traffic significantly hinder shipping or loading activities? If so, when?*

Only 6 respondents said traffic hinders shipping, with afternoons being the worst time.

20. *How do you think customers / patrons typically get to your business?*

- automobile – 35%
- transit – 22%
- bicycle – 22%
- walk – 16%
- other – 4%

21. *What transit route(s) do you think your customers/patrons use to get to you?*

Most likely the 29 Dufferin bus. A few referred to 63 Ossington bus, 161 Dovercourt / Rogers Rd, 26 Dupont bus, 127 Davenport bus and 510 St Clair streetcar.

22. *When do customers / patrons visit your business / cultural enterprise?*

Overall, businesses and cultural enterprises on Geary Avenue are generally moderately busy throughout the week including evenings. Saturday evenings and Saturday nights are particularly busy for eating establishments and event venues. Weekdays before 10 a.m. and weekends before noon are the least busy times.

*23. Do customers/patrons experience any difficulties in accessing your business or cultural enterprise? If so, what are they?*

Lack of nearby parking is the most common difficulty. Crossing Dufferin Street to get to or from the southbound bus is another difficulty. Lack of bike parking was also raised.

*26. Do you think it would be beneficial to your business or cultural enterprise to have more people visiting Geary Avenue?*

- 77% - Yes
- 23% - No

The 23% of businesses who said they would not benefit from more visitors said they do not rely on street traffic for customers. There is also a concern that more visitors will lead to more gentrification that will make rents less affordable for artists' studios.

*28. What do you like or value about Geary Avenue? How does the nature or design of Geary Avenue help your business or cultural enterprise thrive?*

- Unique, eclectic, complimentary mix of industrial uses, studios, restaurants, cultural uses and houses give the area charm and good vibes.
- Raw, industrial aesthetics, grittiness, malleability, open concept spaces with high ceilings
- Local community and support among businesses, a creative 'maker' culture
- Close to downtown
- Relatively low rent

*29. What do you dislike about Geary Avenue? How does the nature or design of Geary Avenue hinder your business or cultural enterprise?*

The most common dislike by far is speeding vehicles and heavy traffic on Geary Avenue as it makes the street dangerous and unpleasant for pedestrians and cyclists, both at street crossings and on narrow sidewalks that are interrupted by curb cuts for front yard parking and loading areas.

Other common dislikes include a lack of street trees, neglected open spaces, not enough parking, not enough bike parking, not enough space for patios, narrow sidewalks, inconvenient transit options, insufficient lighting, restrictive zoning, and auto services shops that contribute to traffic congestion, pollution, and have high parking demands.

*30. Does the existing zoning for your property hinder your business or cultural enterprise in any way? If so, how?*

Respondents generally seek to expand the types of non-residential uses permitted on Geary Avenue. Specifically, the following zoning hindrances were raised:

- Offices not allowed
- Artist's studio, performing arts studio, production studio not allowed
- Restaurants not allowed
- Patios require a minor variance
- Personal service uses require a Minor Variance that only allows the use for only 3 years
- Music venue not allowed. Need to allow for audiences and selling tickets.
- Hydroponic gardening not allowed.
- Live-work spaces not allowed.
- Should allow all uses permitted in the EO zone.
- The maximum square foot percentages between retail and manufacturing (20/80) should be increased to at least 50/50 and remove the floor-to-ceiling wall requirement.
- Protect existing industrial spaces by not allowing any more restaurants or residential uses.

*31. Are there any other regulatory or administrative restrictions that you would like relief from? If so, what are they?*

- Patio permit process
- Site Plan Control process
- Development charges

*32. What do you want to see on Geary Avenue? How could it be improved? Would you like to change any element of the space in front of your building?*

- Traffic calming:
  - traffic lights at Dufferin/Geary;
  - speed bumps;
  - bump-outs at corners and at mid-block locations;
  - make the road surface a material to feel like a square between Dovercourt and Bartlett; and

- remove the ability for through traffic between Ossington and Dufferin
- Wider sidewalks with less conflict with vehicles
- Better facilities for bikes: bike parking, bike lanes, bike share station
- More parking, Green P parking
- More patio space
- More trees
- More public art
- More creative businesses
- Allow for live-work spaces
- Street festival

33. *What could the City do to help your business or cultural enterprise?*

#### Transportation

- Traffic calming; traffic lights at Dufferin/Geary
- Provide Green P parking
- Provide more bicycle parking
- Better pedestrian connections

#### Land Use

- Allow for event venues
- Allow patios without a Minor Variance
- maintain zoning to limit gentrification
- allow greater mix of uses (deregulate) – provide for residential elements, light industrial, studios and work spaces
- don't allow any additional residential uses

#### Economic Development

- Make Geary Avenue a destination as a distinct mixed-use business district\*\*\*
- Foster a local business community
- Incentive landlords to provide long term leases (10+ years) for studio spaces
- rent subsidy

## 12.2 Survey for Residents and Visitors

Survey period: 81 days (Nov. 26, 2019-Feb. 14, 2020)

Number of completed surveys: 263 (293 including partially completed surveys)

### 1. *Where do you live? (closest intersection)*

Most respondents live in the local area. Particularly near Dupont St, Geary Ave, Davenport Rd, Dufferin St, Dovercourt Rd and Ossington Ave.

### 2. *How long have you lived there?*

More than half the respondents are long-standing residents of over 10 years, with many having lived there for decades.

### 3. *Where do you go to work and/or go to school? (closest intersection)*

Most respondents work or go to school downtown or west of downtown. The most common destination streets, starting with the most common, comprise Yonge St, Bloor St, King St, Bay St, College St, Queen St, Dufferin St, Dundas St and Spadina Ave. Only 4% of respondents commute to outside the City of Toronto.

### 4.1 *Approximately how many times per month do you go to Geary Avenue to get to/from your house (without any destination on Geary Ave)?*

Most respondents use Geary Ave more than 10 times per month as a route to another destination beyond Geary Ave. 38% of respondents use it over 21 times per month.

### 4.2 *Approximately how many times per month do you go to Geary Avenue to visit an office, commercial/retail business or industrial business?*

73% of respondents visited a business on Geary Ave at least once in the last month. Almost half of the respondents visited at least 3 times and 14% visited more than 11 times.

### 4.3 *Approximately how many times per month do you go to Geary Avenue to visit a café, restaurant or pub?*

95% of respondents visited an eating establishment at least once in the past month. Two thirds of respondents visited at least 3 times.

### 4.4 *Approximately how many times per month do you go to Geary Avenue to visit a cultural enterprise, listen to music or attend an evening function?*

57% of respondents did not visit Geary Avenue for the above purposes within the last month. Only 16% of respondents visited 3 or more times in the last month.

*4.5 Approximately how many times per month do you go to Geary Avenue to enjoy personal recreation (e.g. visit a park, go for a walk)?*

87% of respondents visited Geary Avenue for personal recreation at least once in the last month. 64% of respondents visited at least 3 times and 26% of respondents visited at least 11 times.

*5. What time(s) of day or night do you typically visit Geary Avenue?*

Respondents visit Geary Avenue throughout the morning, afternoon and evening, both on weekdays and weekends. Late night visits are less frequent.

*6. What businesses, cultural enterprises or spaces do you visit on Geary Avenue?*

Cafés, restaurants and pubs are the most common businesses visited by residents. Parks and parkettes are also often visited. Fitness gyms and event venues were mentioned by a few residents.

*7. What mode(s) of transportation do you use to visit? (check all that apply)*

The most common mode of transportation is walking, with 93% of respondents who reported walking to Geary Avenue. Bicycle is the second most common mode, with 50% of respondents who visited by bike. 39% drive to Geary Avenue and an additional 26% are automobile passengers including taxis and ride-share. Only 18% used transit to get to Geary Avenue. Uncommon modes used by a few residents include a stroller, wagon, skateboard, scooter and unicycle.

*8. Please specify transit route(s)*

For those who take transit, the 29/929 Dufferin bus is the most common route to get to Geary Avenue. The 63 Ossington bus is the second most common. Less common routes include the 127 Davenport, the 161 Dovercourt bus, the 26 Dupont bus, and walking from Line 2 on Bloor St.

*9. Which mode of transportation is your most frequent?*

Walking is the most frequent mode of transportation for 48% of respondents. Bicycle is second most frequent at 20%. Automobile, either as a driver, passenger or taxi/ride-share passenger, is 18%. Transit is the most frequent mode for only 14%.

*10. If you drive to Geary Avenue, where do you park your vehicle? (check all that apply)*

On-street parking on Geary Avenue is the most common parking location, used by 75% of drivers. 51% reported using on-street parking on other nearby streets. Only 6% used front yard / boulevard parking and only 5% used rear yard parking. Only 2% used an indoor parking garage and only 1% used an outdoor parking lot.

*11. Which is your preferred location to park?*

60% prefer to park on-street on Geary Avenue and an additional 21% prefer to park on-street on other nearby streets. 5% prefer to park in an indoor garage, 5% prefer front yard / boulevard parking, 5% prefer rear yard parking, and 4% prefer to park in an outdoor parking lot.

*12. What do you like or value about Geary Avenue?*

Residents like the eclectic mix of independent businesses in old industrial buildings and gritty neighbourhood vibe. The restaurants, cafes and bars are particularly valued. The network of local parks and green spaces is also valued by many residents. Artists' studios and other creative arts spaces are also appreciated by many.

*13. What do you dislike about Geary Avenue?*

The most cited dislikes were with respect to speeding traffic and dangerous or unpleasant conditions for pedestrians. The following dislikes were expressed by many, generally in order from most to least referenced:

- Dangerous street with speeding cars
- Unsafe street crossings
- Not very pedestrian friendly, conflicts with vehicles crossing the sidewalk for parking or loading
- Lack of parking
- Lack of street trees
- Parkland neglected and equipment in disrepair
- Ugly
- Lack of patio space
- Lack of grocery stores
- Lack of bicycle parking
- Automotive body shops
- Traffic and crowds from people who don't live in the neighbourhood
- Late night disruption from music-related spaces – noisy people, drinking outside, littering, public urination
- The impending gentrification

*14. What do you want to see on Geary Avenue? How could it be improved?*

### Transportation, Parks and Public Realm

- More space for pedestrians and bikes; less space for cars – Vision Zero / traffic calming lens:
  - Wider sidewalks, narrower roadway
  - Reduce speed limit to 30 km/hr
  - Stop signs at all intersections
  - Speed bumps
  - Signalized intersections, especially at Dufferin St and Geary Ave
  - Stop signs, speed bumps, traffic lights, wider sidewalks, reduce speed limit to 30 km/hr
  - No left turns onto Dufferin from Geary
  - Less front yard / boulevard parking
  - Add boulevards between sidewalk and road
  - Level crossing (i.e. tabletop) across Geary Ave at Bartlett for Green Line connection
- Seamless parks and streets
- More street trees
- Street beautification (e.g. planters)
- Public art
- More space for patios and/or other green space in front yards
- Public benches
- More playgrounds and outdoor fitness equipment for adults
- Cleaner, better maintained parks and open space
- Off-leash dog park
- Community gardens
- Better lighting to make it feel safer at night
- More public garbage/recycling bins
- More communal and/or interactive public space

### Land Use and Built Form

- More parking, new public parking lot
- further support mix of commercial uses, expand permitted uses to support what already happens on the street (i.e. event venues)
- maintain light industrial space
- More cafes, bars and restaurants
- Limit noise and nuisance from patios
- Need a grocery store
- More retail besides eating establishments
- Eliminate autobody shops
- Don't allow tall buildings
- Provide affordable housing
- Gradual/gentle intensification
- more consistent zoning



### Economic Development and Culture

- Create a street festival, cultural corridor
- Space for community facilities and services, including child care
- Farmer's market and/or flea market
- Create a BIA, create branding/marketing for Geary Ave
- More small businesses
- Use parks and open spaces for cultural events and performances
- Music and entertainment hub – both indoors and outdoors -- "music isn't noise"
- Don't yupify

## 13. Emerging Themes

The following Emerging Themes represent an initial analysis of the community feedback and information obtained through staff's background review that together comprise Phase 2 of Geary Works. There are 20 Emerging Themes, categorized as follows:

- Economic Development and Culture
- Mobility and Access
- Public Spaces (Parks and Public Realm)
- Built Form and Heritage
- Land Use

Each Emerging Theme has potential recommendations for courses of action, generally through one of the following project deliverables:

- Proposed Site and Area-Specific Official Plan Policy (SASP);
- Proposed Site and Area-Specific Zoning By-Law Amendment
- Parks and Public Realm Strategy
- Economic Development and Culture Strategy

Since some of the potential land use changes constitute an employment land conversion, they will need to be considered in the context of a Municipal Comprehensive Review. Those land use changes cannot be implemented until that work is complete.

The Emerging Themes will be presented to the community and local stakeholders for their feedback at virtual meetings scheduled on December 1 and 9, 2020.

### ECONOMIC DEVELOPMENT AND CULTURE

#### 1. Geary Avenue is a hidden gem as it is.

- Geary Avenue is valued for an eclectic mix of uses and independent businesses in old industrial buildings, which gives it an authentic, local "vibe".

#### 2. Celebrate Geary Avenue as a cultural corridor.

- Provide for street festivals, outdoor market, farmer's market, winter festival, outdoor performances, events and programming in local parks.
- Support and promote public art initiatives

### **3. Support the business community.**

- Propose a new Business Improvement Area.
- Consider branding / marketing for Geary Avenue, while being sensitive to the independent, gritty character of the street.

## **MOBILITY & ACCESS**

### **4. Vehicles need to slow down!**

Comments: This was one of the most common concerns raised by both businesses and residents.

- Traffic calming measures: introduce geometric changes to encourage obeying the speed limit:
  - including bump-outs, pavement markings, and parking configurations that visually narrow the street
  - Curb bump-outs at every intersection
  - consider mid-block bump-outs
  - Pavement markings that visually define narrower lanes / parking spots
  - Pavers, possibly raised crossing ("tabletop") or roll-over curbs with bollards, from Bartlett St to Dufferin St.,
  - Consider reducing speed limit to 30 km/hr
- Rush-hour turn prohibitions at the major intersections to reduce through-traffic
  - Dufferin & Geary
  - Dovercourt & Geary
  - Ossington & Geary

### **5. Provide a safe and comfortable pedestrian environment.**

Comments: Walking is by far most common mode of transport for residents travelling to Geary Avenue, followed by cycling.

- Plan for wider sidewalks and/or curb bump-outs.
- Safer crossings, especially across Dufferin St (signalized intersection at Dufferin St & Geary Ave to be constructed in 2022)
- Refresh or installation of standard pavement markings (crosswalks and stop bars) at all intersections, particularly at Bartlett St.
- Replace boulevard parking and front yard parking with on-street parking where feasible in order to minimize curb cuts and reduce need for vehicles to cross sidewalks.
- Improve existing sidewalks where they cross the CPR rail corridor (i.e. Dufferin Street, Bartlett Street, Dovercourt Road, Ossington

Avenue) by requiring greater setbacks and replacing retaining walls with slopes on the adjacent properties.

## **6. Facilitate bicycles.**

Comments: dedicated bike lanes is not being proposed considering relatively low bicycle traffic and limited space in the right-of-way.

- More bicycle parking: bike rings, bike racks (recent installation on Geary Avenue at Bartlett Street)
- More Bike Share stations (one recently installed in Bartlett Park)
- Street design that mitigates risk for bikes in mixed traffic.

## **7. Optimize parking.**

Comments: A lack of convenient parking spaces is a concern raised by many businesses and residents. Only 18% of residents and visitors surveyed indicated that automobile is their most frequent mode of transportation to get to Geary Avenue, whereas businesses estimated that 35% of customers use an automobile to get there. The large majority of business owners, employees, visitors and residents who travel to Geary Avenue live within 3 kilometres, indicating that walking, cycling and transit are all viable modes of transportation. A lack of parking is therefore more likely to shift people's mode of transportation, rather than cause them to take less trips to Geary Avenue.

- Consider implementation of pay-and-display parking. Benefits include:
  - Encourage faster parking turnover, improving availability of parking for visitors
  - Allow for delineation of parking areas (on-road paint), including at driveways, emphasizing where drivers can and can't park
  - Typically comes with an increase in enforcement, addressing concerns of illegal parking and possibly even deterring speeding
  - Motivate property owners to make best use of on-site parking and garage

Challenges of pay-and-display parking:

- Loading activity would likely need to be accommodated in dedicated loading zones, with locations to be decided in coordination with business owners

- Geary Avenue currently has permit parking and a handful of permit holders. These permit holders would need to be accommodated, either by ensuring they can be accommodated on the side streets to the north or in dedicated permit parking areas.
- Parking would no longer be free, instead would likely be \$2 per hour
- Review of current stopping/standing/parking permissions.
- Enhanced pavement marking plan delineating where parking is prohibited to allow access to loading bay.
- Phase-out automotive garages to reduce parking demand.

## **8. Connect to Galleria and Primrose Avenue.**

Comments: The new development planned on the Galleria site will provide new public parking, new amenities, and potentially new customers that would benefit Geary Ave. The west end of Geary Ave is a dead-end that should be connected to the south and/or west.

- Provide for a future pedestrian connection, either below, at-grade, or above the CP Rail corridor between the west end of Geary Avenue and Dupont Street.
- Provide for a future public lane or mid-block pedestrian connection west to Primrose Avenue.

## **PUBLIC SPACES (PARKS AND PUBLIC REALM)**

### **9. Beautify Geary (despite being appreciated as an ugly street).**

- Emphasize the corners with bump-outs and landscaping to provide traffic calming and tie into the adjacent neighbourhood while accommodating the existing curb cuts on Geary.
- Seek new murals over murals on rail underpasses that have been tagged
- Seek new murals on electrical boxes (3+ boxes located on Geary Ave Parkette site; may be owned by Hydro)
- Street trees
- Planters
- Benches
- Public Art
- Patios

### **10. Expand, integrate and maintain the parks and open spaces.**

- Consider new parkland acquisition at 321 Geary Avenue (foot of Lightbourne Avenue).

- Seamless transition between parks, open spaces and sidewalks
- Installation of an at-grade pedestrian crossing in the vicinity of Salem Avenue to enhance connectivity of the Green Line
- Installation of a signal or pedestrian crossing at Geary & Ossington to enhance connectivity of the Green Line
- More functions and programming (e.g. BBQ, outdoor concerts), especially at Bartlett Park, which is located at the centre of Geary Avenue.
- Better maintenance of equipment
- Less litter

## **BUILT FORM AND HERITAGE**

### **11. Maintain sunlight on the north side of Geary Avenue all year**

Comments: The north side of Geary Avenue has a notably high degree of sun exposure. Development potential on the south side is limited to non-residential, non-intensive uses with consideration for derailment hazards within 30 metres of the rail corridor.

- Apply a front angular plane to new development on the south side of Geary Avenue to ensure existing sun exposure on the sidewalk and front yards on the north side of Geary Avenue is maintained.

### **12. Provide for gentle intensification of non-residential uses on the north side of Geary Avenue.**

- Allow ~4 storey non-residential buildings on the north side of Geary Avenue that provide an appropriate transition to the adjacent houses to the north, minimizes shadow and privacy impact, maximizes usage of the public realm.
  - Increase maximum height to 18 metres. Possibly up to 22 metres at key locations.
  - Create area-specific standards for non-residential mid-rise buildings adjacent to *Neighbourhoods*.
    - ~7.5-metre rear yard setback
    - ~5-metre rear step-back above the second or third floor
    - ~3-metre front setback on the ground floor to provide spill-out / patio space
    - ~3-metre front step-back above the second or third floor.

### **13. Conserve heritage properties identified through the Geary Avenue Cultural Heritage Resource Assessment (CHRA) and use the historic overview to inform and shape urban design policies and guidelines.**

- Create site-specific Official Plan policies for conserving identified properties.
- Use historic overview to inform a sense of place through public realm improvements

## **LAND USE**

### **14. Geary is prized for its organic, complementary mix of "maker" industrial uses, studio spaces other creative enterprises.**

- Provide for light industrial uses and office/studio space by applying area-specific size or % restrictions on other commercial uses for all properties from Dovercourt Road to the west end of Geary Avenue.
- Consider allowing for some light industrial uses and/or studio space on lands east of Dovercourt Road.

### **15. Geary Avenue can be the retail main street for the surrounding neighbourhood.**

Comments: Many residents would like to use Geary Avenue as their local retail shopping street, which would reflect the original intention of Geary Avenue to be a main street for the neighbourhood (Geary Avenue was originally named Main Street).

- Consider allowing a wider range of retail goods and services to serve the local community (e.g. grocery store) on most properties, where appropriate, on Geary Avenue, with certain limitations such as a maximum floor area restriction.
- Specify a maximum size of retail/commercial space, with an exception for a grocery store. (SASP, ZBA)

### **16. The cafes, restaurants and bars on Geary Avenue are its main attraction for both local residents and workers.**

Comments: Local residents and employees alike cited cafes, restaurants and bars as their most frequented businesses on Geary Avenue.

- Consider allowing cafes, restaurants and bars, with certain limitations (e.g. max. % of ground floor area and/or GFA), on most properties, where appropriate, on Geary Avenue.
- Allow patios on Geary Avenue (excluding rear yard patios adjacent to houses).

## **17. Support the music scene**

Comments: This is also an Economic Development and Culture theme.

- Consider allowing "entertainment places of assembly" up to a certain size or capacity on some or all properties zoned *Employment (E)* and located west of Dufferin Street and on the north side of Geary Avenue.

## **18. Keep it affordable – Minimize new residential and encourage mixed-use on residential properties**

Comments: Introducing new residential uses is generally inappropriate in an Employment Area and would likely drive up real estate value and rental rates. There are however a few interspersed industrial properties on the north side of Geary Avenue and east of Dovercourt Road that would be potentially appropriate for residential given the existing residential permission in Site and Area Specific Policy 154 and the small scale residential character of the adjacent properties that are zoned *Residential (R)*.

- Existing properties that are zoned *Residential (R)* will maintain permission for existing residential gross floor area but capped at a floor space index (FSI) of 0.6 or the existing residential FSI, whichever is higher.
- Existing properties that are zoned *Residential (R)* will be permitted a wider range of small commercial/retail uses including restaurants. Light industrial uses will also be considered.
- Properties that are zoned *Industrial (I1 D2)*, are subject to Site and Area Specific Policy 154 that allows residential uses, and located between Ossington Avenue and Dovercourt Road to be considered for a rezoning to also allow residential up to 0.6 FSI if commercial/retail uses are provided on the ground floor.

## **19. Vehicle repair shops detract from the emerging vision – phase them out (existing shops may remain)**

Comments: Vehicle repair shops have high traffic high parking demands, are not pedestrian friendly, and can be noisy.

- Remove vehicle repair shops from permitted uses on all properties on Geary Avenue (i.e. properties zoned *Industrial (I1 D2)* under By-law 438-86). Existing vehicle repair shops may remain as legal non-conforming uses.

**20. Rail corridor is a safety hazard.**

Comments: All properties on the south side of Geary Avenue are entirely within 30 metres of the CPR rail corridor, which regularly is used to transport hazardous materials and poses a safety risk for adjacent lands in the event of a train derailment.

- No new development or additional GFA for intensive uses within 30m of rail corridor.

## References

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