

Appendix F

Summary of Completed Avenue Studies

Introduction

As a component of this study, the consultant team has conducted a comprehensive review of all Avenue Studies completed to date. Each studied Avenue is unique in terms of lot size and configuration, street widths, existing uses, neighbouring uses, transit services and streetscape potential.

These studies are evidence that there is no 'one size fits all' solution for the Avenues. Each study tailors a framework for change for the respective Avenue, which involves input from local residents, businesses and other stakeholders. All studies contain a vision and an implementation strategy, which address the following:

- how mid-rise, mixed use buildings can be introduced;
- how the streetscape and pedestrian environment can be improved;
- where public open space can be created and existing parks improved;
- where trees should be planted; and,
- how use of the road allowance can be optimized and transit service enhanced.

The proposed changes identified in each Avenue Study aim to benefit new and established community residents and may be gradually implemented as funding and opportunities present themselves and new development proceeds.

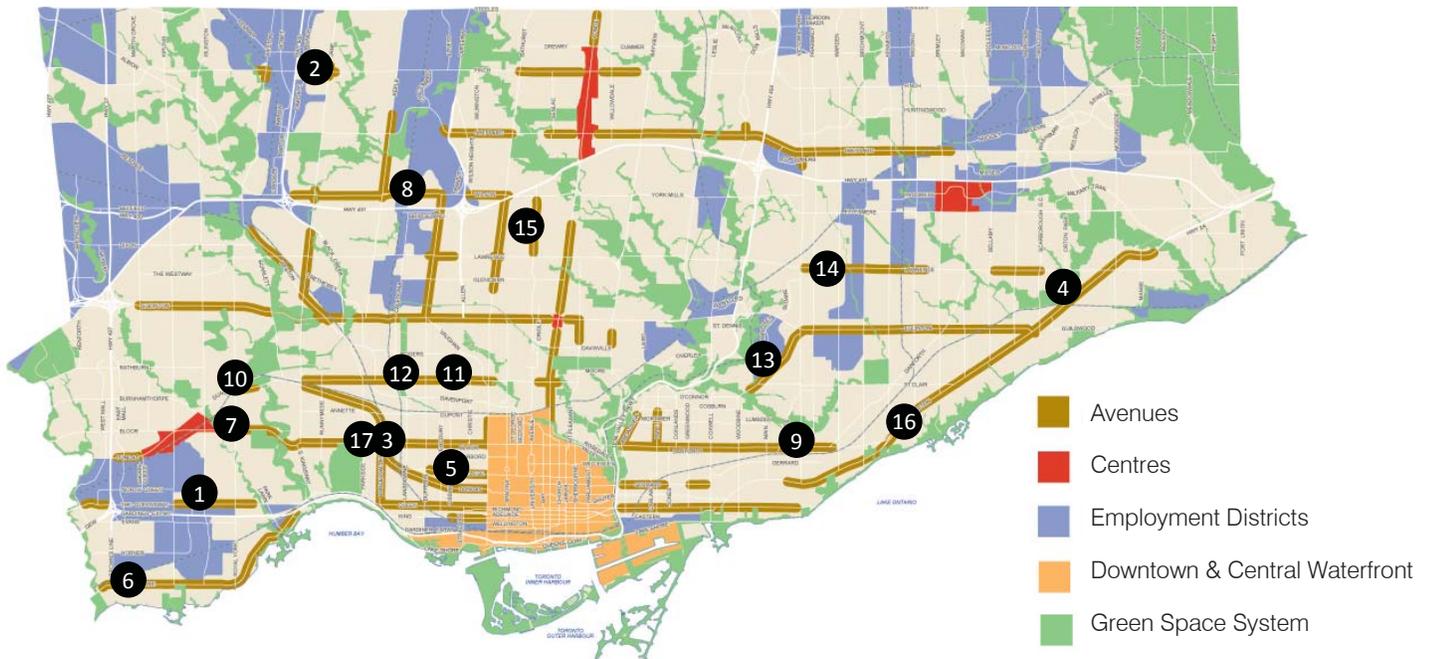
The framework for new development, which has been created in each completed study, is established through the use of new zoning by-laws and design guidelines, which have been created in consultation with the local community.

These studies provide a great deal of information about the state of the City's Avenues in a holistic sense. The information gathered from this review has guided this study. It has informed the creation of the Performance Standards and the implementation recommendations. The recommendations of this document are therefore a direct reflection on the unique context, opportunities, and constraints of the City's Avenues.

The summary of completed Avenue Studies in this section are provided for information purposes only. If there are discrepancies between the summaries provided here and the individual Avenue Studies or staff reports, the individual Avenue Study and staff reports / Zoning By-law shall prevail.

List of Avenue Studies (Completed* & In-progress†)

- | | |
|---|--|
| 1. The Queensway (Mimico Creek - Kipling Avenue)* | 11. St. Clair Avenue West (Bathurst Street - Glenholme Avenue) * |
| 2. Finch Avenue West (at Weston Avenue)* | 12. St. Clair Avenue West (Glenholme Avenue - Keele Street)* |
| 3. Bloor Street West (Dundas Street West - Lansdowne Avenue)* | 13. O'Connor Drive (Sandra Avenue - Victoria Park Avenue)† |
| 4. Kingston Road (Guildwood Station - Highland Creek)* | 14. Lawrence Avenue East (Victoria Park Avenue - Birchmount Road)* |
| 5. College Street (Spadina Avenue - Ossington Avenue)* | 15. Avenue Road (Wilson Avenue - Lawrence Avenue West)* |
| 6. Lake Shore Boulevard (Etobicoke Creek - Kipling Avenue)* | 16. Kingston Road (Danforth Avenue - Chine Drive)* |
| 7. Bloor Street West (Mimico Creek - Prince Edward Drive)* | 17. Bloor - Dundas (Bloor Street West between Keele Street and Dundas Street West and Dundas Street West between Glenlake Avenue and Boustead Avenue)* |
| 8. Wilson Avenue (Bathurst Street - Keele Street)* | 18. Sheppard Avenue East (Warden Avenue)† |
| 9. Danforth Avenue (Victoria Park Avenue - Warden Avenue)* | 19. St. Clair Avenue West (Keele Street - Scarlett)† |
| 10. Dundas Street West (Royal York Road - Humber River) * | |



Official Plan Map 2: Urban Structure, showing the locations of the nineteen completed and in-progress Avenue Studies.

1 Avenue Road (Wilson Avenue - Lawrence Avenue West)

(Complete)



Prepared by: Brook McIlroy Inc. Planning & Urban Design / Pace Architects (BMI/Pace)

The Avenue Road Avenue Study addresses the two-kilometre length of Avenue Road between Lawrence Avenue West and Wilson Avenue.

Objective: This study will provide a long-term plan for the area that combines a community vision and the City's intention to update and implement zoning that is defensible and clear for both the local community and respected by the development community.

The new zoning will set out the mix of uses, heights, densities, setbacks and other development standards. Recommendations for community amenities such as parks, open space and streetscape improvements will be included. Built-form and urban design guidelines are also included to help shape the character and appearance of future development.

This section of the Avenue Road right-of-way is 27 metres in the Official Plan.

Avenue Study Summary

STUDY PURPOSE / GUIDING PRINCIPLES	To anticipate future growth and create an updated and defensible policy and urban design framework for making decisions about future development applications while: 1. Maintaining the village atmosphere 2. Encouraging vibrancy through a mix of uses 3. Maximizing opportunities for greening 4. Building on corridor identity 5. Encouraging revitalization
MAX. ALLOWABLE HEIGHTS	Max. Heights: 5 storeys or 16.5 m 9 opportunity sites with a max. height of 7 storeys or 22.5 m
MIN. BUILDING AND STREETWALL HEIGHT	Min. height: 2 storeys or 7.5 m for least 50% of the depth of the building
MIN. GROUND FLOOR HEIGHT	4.5 m floor-to-floor height
SUNLIGHT ON SIDEWALKS	45 degree angular plane measured from the mid-point of Avenue Road
REAR TRANSITION TO NEIGHBOURHOODS	Rear Yard Setback (with no laneway) 7.5 m from a R or T District, and (with laneway) 9 m. Angular Plane: 45 degrees plane taken from the rear yard property line for properties abutting a 'R' zone district.
CORNER SITES	Urban Design Guidelines provide direction
FRONT FACADE ALIGNMENT	Min. of 80% building built at the setback line
STEP-BACKS	1.2 m step-back required: first above the 2 nd storey No step back required if the building is 3 storeys
FRONT YARD SETBACKS	Buildings set back from the property line at a distance that is the average of the buildings to the
USES AT GRADE	Residential uses at grade are not permitted First floor must be within 0.2 m of grade measured from the street opposite the door.
FACADE DESIGN AND ARTICULATION	Urban Design Guidelines respond with building façade details, design of store fronts, blank wall treatment, etc.
STREETSCAPES	Urban Design Guidelines provide direction for streetscape improvements (landscaping, cycling, street furniture, etc).
VEHICULAR ACCESS	Guidelines recommend vehicular access to parking, laneways and servicing and loading be located on adjacent side streets, not Avenue Rd.
MECHANICAL PENTHOUSE	Not greater than 2 m Does not penetrate angular planes
IMPLEMENTATION	Zoning By-law amendment and Urban Design Guidelines

2 Bloor-Lansdowne (Lansdowne Avenue - Dundas Street West) (Complete)



Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvements in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is currently in a state of transformation from primarily industrial and low density residential uses to more intensive mixed-use and higher density residential development. In the Official Plan, the width of the right-of-way is predominantly 20 metres, switching to 27 metres at Dundas Street West.

The study recommends short, medium and long term implementation strategies to guide incremental growth, leading to a “high capacity transit node” at the Bloor-Dundas intersection 20 – 30 years in the future. This incremental growth is supported by streetscape improvements in the short term and infill initiatives in the medium term.

Avenue Study Summary

CHARACTER	Infill sites developed as mixed-use buildings
	High capacity transit node (Bloor-Dundas intersection)
	Employment opportunities provided by incubator type buildings
	Retail uses encouraged wherever possible
LAND USE	No restrictions (except heavy industrial or toxic)
	Infill sites with retail space at grade, possible commercial space on the second floor, and residential above
DENSITY	Fulfill important public objectives (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
	3.0 FSI is recommended
SECTION 37	6.0 FSI could be encouraged at major transit hub (Bloor-Dundas intersection)
TRANSITIONS / ANGULAR PLANE	Recommended to acquire funding for community meeting and recreation space
MIN. HEIGHTS	Angular plane guidelines should be applied to the massing of proposed buildings to ensure that sunlight reaches the street
BASE HEIGHTS	4 storeys (ensured by as of right density incentives)
MAX. HEIGHTS	4 storeys
	Generally 4-5 storeys on the south side of Bloor St.
SETBACKS	10 storeys (max.)
	Additional height possible on sites adjacent to the railway corridors
STEPBACKS	Built-to line at the street edge
	30 m from railway lines (setback area should be landscaped and part of open space system)
	3 m after 4 storeys (to a max. of 10)

FRONTAGE	70% of the building frontage is required to be built to the built-to line (street frontage)
	Active frontages with accessible retail, commercial or residential
	Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR	Ground floor heights should be generous, even if the building is not initially planned for retail use, to encourage flexibility of use over time, and the possibility of conversion to retail in the future
ENTRANCES	Accessible directly from the street
ACCESS	New public secondary streets (where needed) can be created at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
PARKING	On-street parking for off-peak hours
	Public district parking at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
SERVICING	Buildings should be serviced from a lane behind the main street in keeping with the normative retail front/service back condition found all along Bloor St.
ACTIVE TRANSP.	Link existing bike paths to create a continuous linear open space network
TRANSIT	Connect TTC and GO Transit systems at Dundas St. W. station
	Additional entryway to enhance access
	New platforms for GO station to serve commuter rail increases in the future
	Covered platforms and glazed linkages to street
STREETSCAPE	Sidewalk paving with decorative precast concrete banding, tree planting, and low level lighting
	Murals and landscaped walls on underpasses
OPEN / GREEN SPACE	New large scale developments south of Bloor St., requiring a comprehensive plan, should allocate space in the plan for an urban park
	Network of publicly accessible open spaces to link residential neighbourhoods
	Footpaths to link existing open spaces
	New public parks and open spaces as part of large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
IMPLEMENTATION	Amendments to the policy framework to designate the area as a high capacity transit node
	Short, medium, and long-term recommendations: <ul style="list-style-type: none"> • Short (immediate) term – St.scape improvements, infill vacant sites, enhance transit connections • Medium (10-20 year) term – Infill and intensify all vacant sites, promote the economic base of the area by developing incubator type buildings, complete the open space network • Long (20-30 year) term – evolve into a high capacity transit node centered around the Bloor-Dundas intersection
	Infill vacant sites with mixed-use urban avenue buildings of a scale appropriate to Bloor <ul style="list-style-type: none"> • 4 storey “Urban Villas,” with live/work space on the ground floor, and residential above, are recommended
	Implement provisions to ensure new development adjacent to the rail corridor adds to the network of open space to eventually establish a continuous system

Staff Report Summary

DENSITY	3.0 FSI (max.)
	4.0 FSI in 4 larger development sites
MIN. HEIGHTS	16 m (where max. height is 30 m)
MAX. HEIGHTS	16 m (where existing mixed-use, low-rise development)
	30 m (in areas with high investment in transportation and other infrastructure)
IMPLEMENTATION	Amendments to the existing Policy Framework (Official Plan, Zoning by-law)

3 Bloor Street West (Mimico Creek - Prince Edward Drive) (Complete)



Prepared by: The City of Toronto

Objectives include:

- Identify and reinforce the distinctive character of the area
- Encourage the on-going provision of local shops, services and amenities
- Preserve and enhance the pedestrian urban experience
- Encourage an appropriate building type and design to be achieved in new development
- Accommodate intensification
- Identify appropriate parking and servicing arrangements.

This section of the Bloor Street West right-of-way is 27 metres in the Official Plan.

The Urban Design Guidelines for this Avenue offer a number of recommendations concerning the pedestrian realm, built form, massing and design, and open space.

Avenue Study Summary

CHARACTER	The primary function of this section of Bloor St. as a commercial amenity will be reinforced. New buildings will fit into this context with minimal negative impact Materials of the 2 storey base will reflect the general character
HERITAGE	Buildings which are part of the historic fabric of the neighbourhood are encouraged to be preserved and reused
BASE HEIGHTS	New buildings will respect and continue the existing 2 Storey (7 m) base
SETBACKS	1.2 m from property line
STEPBACKS	0.6 m above the second storey
	Additional setbacks may be required for developments on the south side in order to preserve sunlight penetration onto the street Building heights above the fifth storey will be setback a min. of 3 m from all sides
FRONTAGE	A min. lot frontage may be recommended for 6 storey buildings in the range of 30 m, to ensure a reasonable mass and proportion
ENTRANCES	Directly accessible from the public sidewalk.
PARKING	Parking and service access will be from the rear of the lot wherever possible. No parking will be placed between the main façade of a building
	Where parking areas exist along the Bloor St. frontage, new edge treatments are encouraged to separate the parking areas from the public sidewalk, such as continuous planting strips, decorative low walls or curbs
SERVICING	Service access will be from the rear of the lot wherever possible
	Six storey buildings on lots less than 30 m may have to seek shared servicing arrangements.

STREETSCAPE	Awnings, canopies, signs, etc. on building facades
	Signage, benches, plantings, banners and sidewalk upgrades will be coordinated as new development occurs.
OPEN / GREEN SPACE	Redevelopment near significant open space should connect to paths within the open space

Staff Report Summary

DENSITY	3 FSI (max.)
TRANSITIONS / ANGULAR PLANE	All new buildings and structures shall maintain a 45-degree angular plane from any lot line abutting properties that are zoned Second Density Residential (R2)
MIN. HEIGHTS	2 Storeys (6.5 m)
MAX. HEIGHTS	6 Storeys (18 m) for new buildings
	14 m (where lands back directly onto residential sites)
SETBACKS	Front Yard has a 1.2 m (min.) setback from the street line on both sides of Bloor St.
	No side yard or rear yard required
STEPBACKS	0.6 m after the 2 nd Storey
	3 m on all sides after the 5 th storey
FRONTAGE	The Build-to Area shall be a min. of 70% of the lot frontage abutting a public street.
	A min. lot frontage of more than 24 m shall be required in order to permit any new development having a building height of 6 storeys.
ENTRANCES	Main building entrances shall front onto and be directly accessible to the public street
	Where a new building is on a corner lot, a min. 2.0 metre wide, 45 degree angular entrance shall be required.
PARKING	Business uses require 2.0 spaces/93 sm of gross floor area
	Residential Dwelling Units (excluding townhouses) having less than 3 bedrooms: <ul style="list-style-type: none"> • Min. 1.0 space/dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking • Max. 1.25 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking.
	Residential Dwelling Units (excluding townhouses) having 3 or more bedrooms: <ul style="list-style-type: none"> • Min. 1 space/dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking • Max. 1.4 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking.
	Where a lot is abutting a flanking street or laneway, all vehicular access for parking shall be restricted to the flanking street or laneway.
SERVICING	Every building containing more than 400 square m of gross floor area shall provide a loading space with min. dimensions of 15 m in length, 4 m in width, and with a vertical clearance of 4.5 m
IMPLEMENTATION	Amendments to the policy framework (Official Plan and Zoning Bylaws)

4 Bloor-Dundas (Bloor Street West between Keele Street and Dundas Street West and for Dundas Street West between Glenlake Avenue and Boustead Avenue) (Complete)



Prepared by: Brook McIlroy Inc. Planning & Urban Design / Pace Architects (BMI/Pace)

The Study Area has a mix of residential, retail, commercial and institutional uses. Within the last few years, there has been increased development interest in the area of Bloor Street West and Dundas Street West. This development interest resulted in two Avenue Segment Studies, and was the catalyst for Council's decision in March 2008 requesting staff to conduct a full Avenue Study for the area.

Objectives include:

- Encourage community vitality through a mix of uses that includes retail/commercial at-grade.
- Enhance the pedestrian and cyclist experience along Bloor Street West.
- Encourage opportunities to green the public and private realm.
- Improve and integrate transit services and facilities.
- Encourage development at an appropriate scale and density that is compatible with the existing built form, street width and neighbourhood context.
- Encourage high quality architecture that builds upon the positive attributes of the area.
- Protect existing neighbourhoods from negative impacts.

This section of the Bloor Street West right-of-way is 27 metres and Dundas Street West is 20 metres in the Official Plan.

Avenue Study Summary

MAX. ALLOWABLE HEIGHTS	Max. Heights: 20 m (approximately 6 storeys) with a 10.5 m (approximately 3 storey) min. building height. Limited locations identified for additional height, between 8 to 15 storeys, subject to the by-law requirements including Section 37 community benefit provisions
MIN. BUILDING AND STREETWALL HEIGHT	Min. height: 10.5 m (approximately 3 storeys) for at least 50% of the total depth of the building
MIN. GROUND FLOOR HEIGHT	4.5 m floor-to-floor height
SUNLIGHT ON SIDEWALKS	45 degree angular plane
REAR TRANSITION TO NEIGHBOURHOODS	Rear Yard Setback: 7.5 m from a R or T District Angular Plane: 45 degrees plane taken from the rear yard set back at a height of 10.5 m for properties abutting the south side of Bloor street and the west side of Dundas St. W.
CORNER SITES	Corner step-back: 2.5 m
FRONT FACADE ALIGNMENT	Min. of 80% building built to a Build-to line
STEP-BACKS	1 step-back required: first above the 5 th storey Side yard step backs between 1.2 and 5 m pending on location
FRONT YARD SETBACKS	1.5 m to 2 m
SIDE YARD SETBACKS	5.5 m at a height greater than 20 m above grade
RESIDENTIAL USES AT GRADE	Residential uses at grade are permitted where deemed appropriate
WINDOWS	Primary windows cannot be located within 5.5 m of a side lot line Secondary window cannot be located closer than 1.2 m of a side lot line
FACADE DESIGN AND ARTICULATION	Urban design guidelines respond to façade design and articulation
STREETSCAPES	Urban Design Guidelines provide direction for streetscape improvements (landscaping, cycling, street furniture etc).
VEHICULAR ACCESS	Where a property abuts a flanking street or laneway all vehicular access will be relegated to the flanking street or lane
MECHANICAL PENTHOUSE	May not exceed height limit by 5 m Does not penetrate angular planes Must not exceed 30% of the roof area Must not exceed 20% of the width of the main wall of the building
IMPLEMENTATION	Zoning By-law amendment, OPA and Urban Design Guidelines

5 College Street (Ossington Avenue - Spadina Avenue) (Complete)



Prepared by: Brook McIlroy Inc. Planning & Urban Design / Pace Architects (BMI/Pace) and Totten Sims Hubicki

Objectives: to provide a strategy to guide urban design characteristics of development and redevelopment; to ensure that heritage structures and surrounding neighbourhoods are protected as the area redevelops; to preserve the character and diversity of College Street; to ensure that College Street remains accessible to different modes of transportation; to promote a safe and pedestrian-friendly environment through built form, streetscape and open space; and to encourage a balance of uses and, where warranted, increased densities to help better support transit and contribute to a vibrant local economy.

The area east of Bathurst Street features inconsistent building heights, setbacks and character, and has a wide right-of-way (30 metres). The north side of the street is characterized by daytime-only restaurants and small stores, while the south side is an inconsistent mix of parking lots and storefronts that fail to address College Street. West of Bathurst is a more vibrant and distinct neighbourhood where the right-of-way is narrower (20 metres), the architecture is more continuous, and there is a variety of small, unique stores and restaurants.

A number of recommendations are made in the study, under three categories: General; Buildings; and Transportation and Streetscape. The general recommendations focus on ensuring cohesive future development. The building recommendations focus on respecting the existing context by preserving local character and promoting continuous façades along College Street that generate mixed-use with the addition of office/retail at the ground floor. The transportation and streetscape guidelines focus on enhancing the public realm with the addition of street furniture, public art and visual connections and facilitating efficient movement of all types of traffic.

Avenue Study Summary

HERITAGE	Guidelines direct development to preserve / enhance identified heritage assets.
LAND USE	A balanced mix of uses to be encouraged.
TRANSITIONS / ANGULAR PLANE	Lot depth (combined with ROW and existing context) influences recommended building heights. Different guidelines apply to north and south sides of the Avenue to provide equitable access to sunlight / daylight.
MIN. HEIGHTS	Derived from ROW and existing buildings. 2-storeys.
BASE HEIGHTS	Derived from ROW and existing buildings. Dependent on conditions (9 scenarios are identified) ranging from 3-4 storeys to 13-16 storeys.
MAX. HEIGHTS	Derived from ROW and existing buildings. 16-storeys.
SETBACKS	Based on ROW width and including 'none', 'minimal' and 'wide'.
STEP-BACKS	Dependent on conditions (9 scenarios are identified). A range of step-backs are recommended in new buildings, including a 2nd storey at rear, and at 4-6 storeys on street.
FRONTAGE	Continuous, retail-oriented facades to encourage smaller, individual businesses.
GROUND FLOOR	Retail use at grade.
PARKING	Parking provided in any new development should combine residential, visitor and short-term public spaces. Surface parking to be lit, screened and landscaped.
TRANSIT	Conditions within the 9 identified scenarios includes transit access – ie. whether the site is located on transit route or node.
IMPLEMENTATION	Land acquisition to extend existing laneways to block ends. Amend zoning to allow recommended building heights, ensure necessary rear and side set-backs, and allow for 5-storey street wall instead of 3 at key intersections.

6 Danforth Avenue (Victoria Park Avenue - Warden Avenue) (Complete)



Prepared by: Urban Strategies Inc.

Objectives: to meet the re-urbanization objectives of the new Official Plan; to incrementally facilitate change over the next 20 years; and to maintain and improve the quality of life along Danforth Avenue.

The study area is the commercial heart of the Oakridge community and an important suburban artery in the city. Danforth Avenue has a pre-war, pedestrian-friendly “main street” character with a 27 metre right-of-way. The area contains both low and high-density residential buildings and small commercial buildings, including a predominance of automobile sales and service operations.

This Avenue has a number of significant opportunity sites, but the road network and local parking do not support future growth. Furthermore, the commercial automotive uses, while having played an important economic role historically, now detract from the pedestrian experience. There are adequate opportunities but poor connections between open spaces, commercial, recreational, leisure, entertainment and institutional uses. Finally, it is recognized that complex zoning hinders the development of a clear direction for future development in the area.

The study recommends changes to the existing policy framework: amendment of the Official Plan by creating a Secondary Plan, which includes high level urban design policies; a complete revision of local zoning; and the creation of urban design guidelines. These measures should result in more intensive (vibrant, mixed-use) forms of development, the integration of existing auto uses and the creation of new open spaces.

Avenue Study Summary

LAND USE	Danforth Avenue – Commercial uses at grade with commercial or multiple family dwellings above.
	Residential St.s – Stacked townhouses, duplexes, detached homes.
	Sites with existing auto related use – redevelopment subject to area-wide guidelines.
DENSITY	Danforth Avenue – (Generally) min. 2.0 FSI; max. 3.5 FSI; max. 4.5 FSI at key nodes.
	Residential St.s – max. 2.0 FSI.
SECTION 37	Where development proposals exceed permitted height and/or density, Section 37 should be employed to secure public benefits, including land for public parks, public realm and streetscape improvements and new community services and facilities.
BASE HEIGHTS	Danforth Avenue – (Generally) min. 3 storeys; 5 + 2 storey setback; 8 + 2 storey setback at key nodes.
	Residential St.s – max. 4 storeys.
SETBACKS	No setback for buildings fronting onto primary streets.
STEPBACKS	1.5 m for buildings fronting onto secondary / local streets.
STREETScape	5.5 m public pedestrian zone from curb edge to edge of public ROW. No setback between new development and the edge of public ROW.
ACCESS	Direct vehicular access onto primary streets should be discouraged.
	Access to surface parking should be from secondary streets or rear laneways.
PARKING	Not permitted between the edge of the public ROW and the building face on any street.
	Should be located to rear of block, within interior of block or to rear of property.
	Screened from view with min. 0.6 m landscape buffer with min. height of 0.6 m and max. height of 1 m.
	(Further details regarding parking for new development, organized by land-use, are included in study)
SERVICING	Via contiguous, connected private laneway system.
OPEN / GREEN SPACE	Propose 9.4 acres of open space in new and existing parks throughout study area.
	Parks to be focal points for community.
IMPLEMENTATION	Increase boundaries of the existing Community Improvement Plan area.
	Strategic land acquisitions and disposals for street reconfiguration, new public parking, improved open spaces and a new community centre.
	An architectural and design peer review process for significant new developments is recommended.
	Municipal Real Estate Investment Plan to develop quick, beneficial developments outside of the private development sphere
	Continue to encourage the involvement of residents and the BIA to continue façade and roadway improvements.

Staff Report Summary

CHARACTER	Mid-rise buildings
LAND USE	Commercial Residential (CR) zoning
DENSITY	1.0 FSI (min.)
	2.5, 3.5 or 4.5 (max.)
TRANSITIONS / ANGULAR PLANE	If the property abuts a “S” or “T” zone, no portion of any building shall exceed a 45 degree angular plane.
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	10 Storeys (not exceeding 32 m) = Key locations
	7 Storeys (not exceeding 23 m) = General character
SETBACKS	3 m (max.) and 0 m (min.) along Danforth Ave.
	1.5 m along other streets
	7.5 m from lower density residential zones
	30 m (min.) along CN railway
STEPBACKS	Recessed connector segments should be setback 1.5 - 3.0 m from the street line.
	Top 2 storeys

FRONTAGE	70% (min.) of the lot frontage must be occupied by the building (for lots 30 m wide or greater)
	60% (min.) of the lot frontage must be occupied by the building (for lots less than 30 m wide)
	Mid block building segments will generally occupy 15 - 20 m of the street frontage with a 0 m setback from Danforth Avenue, to assert the prominence of the corner unit.
	Recessed connector segments should generally occupy 6 - 15 m of the street frontage.
GROUND FLOOR	4.5 m (min.) height
	The commercial ground floor should be composed of a min. 75% glazing for retail window displays.
STREETSCAPE	Weather protection in the form of awnings, canopies, etc.
	Addition of pedestrian scale street lighting; decorative elements such as banners, flower baskets, etc., special intersection paving and design treatments; and additional enhancements at key intersections
	Public art should be incorporated into the landscape adjacent to buildings, along paths and within parks.
ENTRANCES	Fronting onto Danforth Ave.
SUSTAINABILITY	All new development conforms to the City's Green Development Standards
	Green roofs and other sustainable building features are encouraged for all new developments.
ACCESS	Vehicle access to buildings fronting onto Danforth Ave. be provided from rear laneways
PARKING	No parking space shall be located in any street yard abutting Danforth Avenue.
	Parking for development along Danforth Avenue should be internal to the block and on parking spaces located behind the buildings that front onto Danforth Avenue.
	Trees and other landscaped areas are encouraged to break up large areas of parking. A 1 tree/5 parking spaces ratio should be achieved.
IMPLEMENTATION	Amendments to the policy framework (Official Plan, Zoning bylaw, etc.)

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7 Dundas Street West (Royal York Road - Humber River)

(Complete)



Prepared by: du Toit Allsop Hillier / du Toit Architects Limited

Objective: to establish a framework for future development; to provide a level of certainty to the community regarding the form and character of development; and to develop urban design guidelines to be used in the review of development applications

The existing form is largely commercial strip plazas with a car-oriented environment characterized by large commercial developments and a poorly defined street edge. Some constraints to development include a low-rise neighbourhood to the south, protection of the Humber River ravine, lack of access roads and fragmented land ownership. The width of the right-of-way is approximately 27 metres.

The study included recommendations to satisfy the principles above, and recommendations for built form, streetscape, transportation, access, and open and natural spaces.

Avenue Study Summary

CHARACTER	Mixed-use area
HERITAGE	Architecture should respect heritage
DENSITY	1.9 – 2.6 FSI
TRANSITIONS / ANGULAR PLANE	45 degree plane for sites abutting R2 zoning: 45 degrees perpendicular to rear property line
MIN. HEIGHTS	2 Storeys (7.5 m)
MAX. HEIGHTS	6 Storeys (20 m)
SETBACKS	0.0 m (min.) – 3.0 m (max.) Residential: min. 2 m setback 7.5 m rear yard setback (with 3 m planting strip for properties adjacent to residential zone)
STEPBACKS	1.5 m after 4th storey
FRONTAGE	A min. front yard building frontage of 70% of the front lot width
GROUND FLOOR	Permit a diversity of active ground floor uses i.e. retail, office, community services, live-work Elevate ground floor level of at grade residential by 0.6 m to 0.9 m Maximize glazing on ground floor 50% of street fronting buildings must be non-residential
FIRST STOREY HEIGHT	3.6 m (min)
ENTRANCES	Facing the street
WINDOWS	Large windows opening onto the street are encouraged
BALCONIES	Well articulated building facades (balconies, awnings, windows, etc.) add visual interest to the street
ACCESS	Encourage secondary road and laneway networks

PARKING	Underground for new residential developments
	Surface parking on the side or at rear
	Off-peak street parking in key retail locations
SERVICING	Located at side or rear of building
	Screened by solid walls or landscape treatments
	Garbage storage within buildings whenever possible
ACTIVE TRANSP. TRANSIT	Prioritize the allocation of curbside dedicated bicycle lanes
OPEN / GREEN SPACE	Improve access to existing transit stops
	Encourage the development of public open space in large scale (requiring a comprehensive plan) developments
	Improve access and links to existing open space
STREETSCAPE	Improve access and signage to significant natural spaces
	Minimize curb cuts, additional pedestrian crossings, recreational pathways
	Provide a 5 m wide sidewalk from the curb
	Consistent vocabulary of light poles, benches, bicycle rings, waste receptacles, etc...
	Plantings to screen views of existing parking lots
IMPLEMENTATION	Encourage building elements that provide shelter, shade and visual interest
	Murals and public art to enhance identity
	Consolidate narrow lots to create viable redevelopment sites
	Meet with TTC to discuss the relocation of unsafe stops
	Amend the zoning by-law to permit height and uses
	Amend zoning by-laws to allow townhouses at the rear of very deep lots
	Implement a co-ordinated program for locating utilities underground
	Develop a strategy for street tree planting
	Explore measures to reduce traffic speed
	Develop initiatives to encourage landscaping on private property
	Add a buffer of 7.5 m (rear yard)
Create a "façade zone" to help define the public space	
Further investigate the feasibility of on-street parking	
Encourage the formation of a Business Improvement Association	

Staff Report Summary

LAND USE	Mixed-use designation (amended to exclude townhouses)
DENSITY	Density will range between 2.0 and 2.5 FSI based on consideration of potential future lot characteristics such as lot area
SECTION 37	Any building with a height greater than 14 m should use Section 37 (including street trees, furniture, gateway features, and green space improvements)
TRANSITIONS / ANGULAR PLANE	45 degree plane for sites abutting R2 zoning: 45 degrees perpendicular to rear property line
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	General Commercial – Avenues (AV) = 5 Storeys (14 m)
SETBACKS	Front Yard has 0 m (min.) (except residential, which is 2 m min.) and 3 m (max.) in all cases Rear and Side Yard varies depending on location
STEPBACKS	1.5 m at 4 storeys (13 m)
FRONTAGE	70 % (min.) of the lot frontage to be occupied by a building
GROUND FLOOR	Ground floor of any building west of Prince Edward Drive to have a min. of 50 percent of the frontage in retail, live-work, office or personal services uses.
	3.6 metre high floor-to-ceiling height on the first floor.
	The finished main floor area of residential only uses shall be constructed at a min. of 0.6 m and no greater than 0.9 m above grade.

PARKING	Residential dwelling units (excluding townhouses) having less than 3 bedrooms: <ul style="list-style-type: none"> • Min. 1.0 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking; and • Max. 1.25 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking.
	Residential dwelling units (excluding townhouses) having 3 or more bedrooms: <ul style="list-style-type: none"> • Min. 1.0 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking; and • Max. 1.4 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking.
	Mix of residential and commercial uses: <ul style="list-style-type: none"> • For the purposes of the zoning by-law, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking requirements or the commercial parking requirements on the same parcel of land and/or situated within the same building or structure; and • Where a lot is abutting a flanking street or laneway, all vehicular access for parking shall be restricted to the flanking street or laneway.
	Townhouses require 1 space for residential dwelling units with 2 bedrooms or less and 1.4 spaces per dwelling unit with 3 bedrooms or more.
	Parking for business uses (excluding restaurants greater than 150 square m in gross floor area, hotels, theatres, undertaking establishments, athletic/fitness establishments, bowling alleys/curling rinks, nursery schools/day nurseries, race tracks, stadia and animal hospitals) shall be required on the basis of 2.0 parking spaces per 93 square m of gross floor area.
	Medical/dental offices require 4.0 spaces/93 sm of gross floor area. Parking at grade shall be prohibited between the building face and street line
SERVICING	Every building containing more than 400 square m of gross floor area shall provide a loading space with min. dimensions of 15 m in length, 4.0 m in width and with a vertical clearance of 4.5 m.
	Loading spaces shall be located within rear or side yards, not abutting a street.
	Garbage storage areas shall be wholly contained within a building and not subject to setback requirements.
OPEN / GREEN SPACE	Buildings containing 20 or more dwelling units require 2 sm of indoor residential amenity space per dwelling unit and 2 sm of outdoor residential amenity space per dwelling unit (40 sm directly accessible from the indoor residential amenity space)
IMPLEMENTATION	Amendments to the policy framework (Official Plan, Zoning bylaw)

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8 Finch Avenue West (at Weston Road between Milvan Drive & Signet Drive) (Pilot Study - Complete)



Prepared by: The Kirkland Partnership Inc.

“The Avenues - Finch Weston, Phase II” was completed in February 2001 (one of the four Pilot Avenue Studies). The study established guidelines and principles to direct and manage change in the Finch Weston community. The study proposed a Master Concept Plan and made nine recommendations, which form the basis of the Emery Village Secondary Plan, which was adopted by City Council in November 2002. An implementing Zoning by-law was adopted by City Council in May 2003.

The objective of the Secondary Plan was to provide mixed-use development on an incremental basis and encourage a village-like pattern of development that emphasizes:

- development of commercial and residential uses to achieve a defined and improved streetscape;
- a connected street system for vehicles, bicycles and pedestrians; and,
- reduced automobile dependency.

Avenue Study Summary

STUDY PROCESS	"The Avenues - Finch Weston, Phase II" was completed in February 2001 (one of the four Pilot Avenue Studies). The study established guidelines and principles to direct and manage change in the Finch Weston community. The study proposed a Master Concept Plan and made nine recommendations which form the basis of the Emery Village Secondary Plan which was adopted by City Council in November 2002. An implementing Zoning by-law was adopted by City Council in May 2003.
OBJECTIVE OF THE SECONDARY PLAN	To provide for a mixed use development on an incremental basis and encourage a village-like, street oriented pattern of development with emphasis on development of commercial and residential uses to achieve a defined and improved streetscape, a connected street system for vehicles, bicycles and pedestrians and to reduce automobile dependency.
STUDY AREA	Lands in the immediate vicinity of the Finch Avenue and Weston Road intersection
IMPLEMENTATION	Emery Village Secondary Plan and implementing Zoning By-law
LAND USE CHANGES	<p>Rezone lands from Industrial Commercial and Local Shopping Centre to Mixed Use Commercial (C5) to permit and encourage street related retail, service commercial and residential uses along the Finch Avenue and Weston Road frontages. Lands in the northeast quadrant of the intersection remain designated Industrial. An Open Space zone (G(12)) on lands north of Finch Avenue to reflect the extent of Open Space designation associated with Emery Creek</p> <p>Zoning By-law contains holding provisions in order to permit the development of lands in accordance with the C5 zoning. Conditions related to transportation, servicing and environmental matters</p>
DENSITY	Max. of 2.5 times the lot area
SECTION 37	<p>Exemptions for specific uses and facilities on lands designated as Mixed Use Areas and Apartment Neighbourhoods</p> <p>Outlines a list of community benefits which may be secured through legal agreements pursuant to Section 37</p>
INDOOR AMENITY	2.0 m ² per dwelling unit
OUTDOOR AMENITY	2.0 m ² per dwelling unit; common outdoor amenity space: 4% of non-residential GFA or 10% of site, whichever is greater
MIN. HEIGHTS	Between 3 storeys or 9.6 m and 8 storeys or 23.6 m
MAX. HEIGHTS	Between 8 storeys or 23.6 m and 19 storeys or 54 m
FRONT YARD SETBACKS	<p>Min. of 0.0 m to a max. of 2.5 m</p> <p>Buildings with residential uses at grade required to setback 4.5 m</p> <p>Balconies, pedestrian weather protection systems, canopies, porches, steps, bay windows, overhands, railings, cornices, awnings or colonnades may be permitted in the area between the front wall of the building and the front lot line</p>
SIDE YARD SETBACKS	When side yard of a property is adjacent to Low Density Residential zone, min. side yard setback is 1.2 m from buildings up to 9.6 m or 3 storeys and 7.5 m for buildings above 9.6 m or 3 storeys
REAR YARD SETBACKS	The max. height of all buildings shall not exceed the horizontal distance between the building and the rear lot line when it abuts a residential zone
STEP-BACKS	The portion of any building above 9.6 m or 3 storeys must setback an additional 2 m from base elevation.
MIN. SEPARATION DISTANCE	Between residential buildings on the same lot - 11.0 m for buildings up to 9.6 m or 3 storeys; 15 m for buildings greater than 9.6 m or 3 storeys; 7.5 m to a lot line
ENTRANCES	Required at max. 0.3 m from grade
PARKING	<p>Access to be provided via public lane or flanking street.</p> <p>When a property does not face a public lane or flanking street only one vehicular access point shall be provided from the fronting street</p> <p>Parking shall be located in the side yard, rear yard or below grade</p> <p>No surface parking within 5.0 m of a front lot line and 3.0 m elsewhere</p>

9 Kingston Road (Guildwood GO Station - Highland Creek)

(Complete)



Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvement in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is 3.5 kilometres in length, with a six-lane arterial road and a wide array of land-uses and building forms, including high and low-rise apartment buildings, detached and row-houses, religious institutions, strip malls, and other highway commercial uses. Kingston Road connects to Highway 401 (outside of the study area) and is an important part of the regional road network. The section of the Kingston Road right-of-way is 36 metres wide, increasing to 45 metres east of Beechgrove Drive. Between Collingsgrove Road and Beechgrove Drive, the right-of-way is classified as a non-uniform width in the Official Plan.

The study recommends amendments to the regulatory framework to ensure Kingston Road evolves into a more pedestrian-friendly environment. This evolution is highlighted by streetscape, parking and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Appropriately scaled, primarily residential development with good building/street relationships and commercial uses at grade in strategic locations
	More successful urban avenue
	More pedestrian-friendly environment
HERITAGE	Reinforce and build on the heritage character and historical properties, and to acknowledge and develop connections to Old Kingston Rd.
	Identify historic buildings with special signage
	Pursue a heritage focus for the portion of the study area close to Old Kingston Rd.
LAND USE	Mixed-use (residential with commercial at grade) at significant nodes
	Residential linear portions between Mixed-use areas
	Fulfill important public objectives (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	Varies to accommodate a built form relationship between Kingston Rd. and neighbouring properties
SECTION 37	Use density incentives under Section 37 to transfer density from the east side of the site to acquire property on the west side
TRANSITIONS / ANGULAR PLANE	Max height of 6 storeys, setback and height limit at rear of building, and 45° angular plane from rear lot line
BASE HEIGHTS	4 storey (14.5 m)
MAX. HEIGHTS	21.5 m (4-6 storeys - west end)
	14.5 m (4 storeys - east end)
	62.5 m (18-20 storeys - taller landmark buildings at important intersections where there will be no adverse effects)

SETBACKS	Front setback of 6.0 m (min.) in residential areas (in addition to the sidewalk), which allows for a landscaped buffer between residential properties and Kingston Rd. 2.0 m (min.) in mixed-use areas, allowing for a 2.0 m landscaped buffer at existing developments
STEPBACKS	3.0 m min. after 4-storeys (14.5 m)
FRONTAGE	70% of frontage creating a definable street edge Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR USE	Retail/service uses in Mixed-use areas
STREETSCAPE	Improved public sidewalks, street tree planting, planted centre medians, street furniture, signage, decorative paving, and pedestrian scaled lighting Landscaping in residential areas Additional signalized pedestrian crossings (with special paving) Treatments (signage, public art, paving, etc.) that represents significant natural features Install gateway features (street furniture, lighting, signage, etc.) at major entrances
ENTRANCES	Primary ground floor entrances oriented towards the street
ACCESS	More left turn lanes Reduction/consolidation of driveway access points New public secondary streets (where needed) can be created at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
PARKING	Rear of new buildings or below grade On-street during off-peak hours Multi-use lanes for parking and cyclists Public district parking at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
ACTIVE TRANSP.	Bicycle paths connecting with existing natural trails Multi-use lanes for parking and cyclists
OPEN / GREEN SPACE	Create a new village square to accommodate special activities Green intersections with street furniture and public lighting Secondary connections to natural spaces New public parks and open spaces as part of large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
IMPLEMENTATION	Develop a St.scape and Civic Improvements Plan Work closely with property owners and key stakeholders Develop a Civic Improvements and Open Space Opportunities Plan

Staff Report Summary

TRANSITIONS / ANGULAR PLANE	Buildings shall not exceed a 45-degree angular plane from the lot line of abutting "S", "ST" and "M" zones.
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	8 Storeys
SETBACKS	A min. 1.5 m wide landscape strip shall be provided at the rear abutting "S", "ST" and "M" zones.
FRONTAGE	For frontage or flankage greater than 30 m, the wall of the building shall be 70% (min.) of the lot at the St. line For frontage or flankage less than 30 m, the wall of the building shall be 60% (min.) of the lot at the St. line and shall be setback 3 m (min.) and 5 m (max.) from the street line
STREETSCAPE	All buildings shall provide weather protection using canopies, colonnades or building overhangs along their street frontages
ENTRANCES	The pedestrian entrances of all buildings shall open directly onto the Kingston Road boulevard
PARKING	Parking lots shall be located at the rear of buildings, or underground, so as to minimize their impact on the Kingston Road streetscape

10 Kingston Road (Danforth Avenue - Chine Drive)

(Complete)



Prepared by: Brook McIlroy Inc. Planning & Urban Design / Pace Architects (BMI/Pace)

Objectives:

- Determine how future growth should occur within the study area and to create an updated implementation strategy and urban design framework for new development.
- Develop a community based Vision (Urban Design Concept Plan) that is based on input from stakeholders including community organizations, local business people and individual citizens;
- Identify key redevelopment opportunities;
- Make zoning recommendations to effectively accommodate growth and provide recommendations to the City on other planning policies and tools that will help to guide new development and investment;
- Make built form recommendations for future developments;
- Determine appropriate building height and massing for new development;
- Provide recommendations for transitions between new development and established residential areas;
- Identify potential public realm improvements by the private and public sectors;
- Confirm the feasibility of the Vision (Urban Design Concept Plan) with respect to transportation and economic health;
- Develop Urban Design Guidelines for the area; and
- Recommend potential incentives to guide redevelopment.

This section of the Kingston Road right-of-way is 36 metres in the Official Plan.

Avenue Study Summary

MAX. ALLOWABLE HEIGHT	Max Heights: 6 storeys but can be increased to 8 storeys on north side of Kingston Road and 11 storeys on south side of Kingston Road provided owner enters into a Section 37 agreement for community benefits.
USE RESTRICTIONS	Ground floor uses within the mixed use sub-area will be restricted to commercial and institutional. Places of worship not be permitted in the CR Zone Townhouse dwellings permitted except on lands that front on the first 20 m of Kingston Road
MIN. BUILDING AND STREETWALL HEIGHT	Min. height: 10.5 m (3 storeys)
MIN. GROUND FLOOR HEIGHT	4.5 m floor-to-floor height for portions of building located within 20 m of Kingston Road streetline
REAR TRANSITION TO NEIGHBOURHOODS	Angular Plane: 45 degrees plane taken from the rear property lines when abutting S, T, and M residential zones. When properties abut certain specified streets a 45 degree angular plane taken from the required setback at a elevation of 10.5 m.
FRONT FACADE ALIGNMENT	Properties with a frontage of more than 30 m must occupy a min. on 70% of the frontage on Kingston Rd. On lots with frontage of 30 m or less, the first 3 storeys must occupy a min. of 60% of the frontage on Kingston Road. In areas with long frontages, breaks in the building mass encouraged through mid-block separation or new public streets and lanes.
STEP-BACKS	Buildings between 13.5 m and 22.5 m in height (4 storeys and 7 storeys) shall be stepped back a min. of 1.5 m from the front main wall of all buildings along all street lines (some exceptions apply). Buildings above 22.5 m in height (8 storeys and higher) shall be stepped back an additional 1.5 m from the front main wall of all buildings along all street lines.
FRONT YARD SETBACKS	2 m on north side and 3 m on south side (landowners encouraged to provide an easement to incorporate setback area into the public sidewalk zone. (for patios and soft landscaping property owners permitted to step back an extra 3 m)
SIDE YARD SETBACKS	0 side yard for buildings up to 6 storeys in height 5.5 m required for buildings above 7 storeys
REAR YARD SETBACKS	Min. 7.5 m with a 1.5 m landscape buffer strip
FACADE DESIGN AND ARTICULATION	Urban Design Guidelines respond to façade design and articulation
STREETSCAPES	Urban Design Guidelines provide direction for public realm improvements.
VEHICULAR ACCESS	Urban Design Guidelines provide direction
MECHANICAL PENTHOUSE	Must be stepped back 5 m in addition to the required setbacks from all street yards. Must not exceed 50% of the roof area
AVENUE SPECIFIC ISSUES	New streets and lanes/walkways Kingston Road/Midland Avenue Intersection
IMPLEMENTATION	Zoning By-law and Official Plan amendments, and Urban Design Guidelines

11 Lake Shore Boulevard West (Etobicoke Creek - Kipling Avenue) (Complete)



Prepared by: Sterling Finlayson Architects, The Planning Partnership, and Envision

Objective: to examine this important main street area, provide a vision of its future form through intensification, and identify steps that need to be taken to implement, encourage and promote the achievement of this vision.

The study area consists of a mix of uses - commercial, institutional, and industrial - that front onto Lake Shore Boulevard West. Approximately half of the buildings in the study area have a lot depth of 35 metres, while the property width ranges from 4.5 metres to 40 metres. The remainder of the properties are larger lots formed by the consolidation of several smaller lots, and some large industrial parcels. Generally, the right-of-way is 34.5 metres wide and accommodates TTC streetcar tracks and platforms, 4 lanes of vehicular traffic, bicycle lanes and parking spaces.

The study recommends a number of amendments to the regulatory framework in order to achieve the vision for the study area, as well as recommendations regarding streetscape, parking, and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Mixed-use
	Vibrant local main street with a unique identity
	Intensification supported by high quality public transit
LAND USE	Discourage small box, or stand alone retail structures
	A range of residential, commercial and office uses should be permitted. While residential intensification is a priority, mixed-use buildings with street oriented uses at grade, including live/work units, should be permitted.
DENSITY	3.0 FSI (max.)
TRANSITIONS / ANGULAR PLANE	45° Rear yard angular plane
MIN. HEIGHTS	3 Storeys (12.5 m)
MAX. HEIGHTS	8 Storeys (27 m)
	6 Storey average would be produced based on 35 m lot depth and 45° Rear yard angular plane
SETBACKS	Front yard – 0.0 m (min.) – 3.0 m (max.)
	Rear yard – 7.5 m (min.)
STEPBACKS	3 m for additional storeys past 6-storey level
FRONTAGE	Min. of 70% of the lot frontage abutting Lake Shore Boulevard West must be a building
ENTRANCES	Front onto and be directly accessible to the public street

PARKING	Reduction in parking requirements for new development For residential lots less than 12.5 m in width, 2 spaces (min.) are required if served by public lane Residential lots greater than 12.5 m in width: <ul style="list-style-type: none"> • 0.5 spaces/bachelor • 0.75 spaces/2 bedrooms + • 0.6 spaces/unit for visitors For non-residential lots with building less than 0.75 times lot area, no parking is required For non-residential lots with building greater than 0.75 times lot area, 2.5 spaces are required per 93 sm GFA Remove all on-street angled parking and replace with parallel on-street parking	
	SERVICING	Every building with more than 400 sm of GFA should provide loading area with min. dimensions of 15 m long, 4 m wide, and 4.5 m clearance
ACTIVE TRANSP. TRANSIT	Clear signage and route definition for cyclists No dedicated streetcar ROW	
STREETScape	St. trees, sidewalk improvements, pedestrian scale lighting and signage St.scape improvements as part of development applications	
OPEN / GREEN SPACE	Enhance existing open spaces Improve upon the gateway role of significant open spaces Future improvements to the open space should coordinate with landscape and open space design ideas that are developed for the area Smaller public spaces should be included in a coordinated streetscape design	
	IMPLEMENTATION	Establish the Vision and make necessary changes to OP and zoning Reduce high parking requirements in developments and increase availability of municipal parking lots Update the Community Improvement Plan Update/amendments to the Zoning By-law and Official Plan Undertake parking standards reduction study Set aside money in the capital works budget each year for streetscape improvements Enlarge the Business Improvement Area to include all businesses in the study area Explore options for provision of financial incentives to the private sector to promote intensification Support ongoing volunteerism and the development of unique local events Prepare a marketing strategy to promote the study area Develop an AV Zone

Staff Report Summary

LAND USE	Mixed use buildings with street-oriented commercial uses at grade should be encouraged along Lake Shore Boulevard West Allowing for live/work uses will also provide opportunities for new employment and create more animated spaces at grade	
	DENSITY	3.0 FSI (max.)
TRANSITIONS / ANGULAR PLANE	45° Rear yard angular plane (at grade)	
MIN. HEIGHTS	2 Storeys (7.5 m)	
BASE HEIGHTS	2 Storeys (7.5 m) <ul style="list-style-type: none"> • 4.5 m (for grade related floor – usually commercial or retail) • 3 m (for residential component above grade) 	
	MAX. HEIGHTS	6 Storeys (20 m) 8 Storeys (27 m) for lots greater than 35 m deep
SETBACKS	Front Yard – 0 m (min.) - 1.5 m (max.) Rear Yard – 7.5 m (min.) Side Yard – No side yard is required, however, a flanking street side yard setback of 1.5 m will be required.	
	FRONTAGE	Min. of 70% of the lot frontage abutting Lake Shore Boulevard West must be a building

PARKING	Eliminate angled parking where possible and replace with bay parking and off-street parking facilities
	Eliminate front yard parking in favour of rear yard or underground parking with new development or redevelopment
	Reduced parking standards (mixed residential/commercial developments): <ul style="list-style-type: none"> • 1 space (min.)/each residential unit having two bedrooms or less • 1.2 spaces (min.) for each residential unit having more than two bedrooms • 0.2 visitor spaces/residential unit • 2.5 spaces (min.) for every 93 sm of commercial floor area • 4.0 parking spaces for every 93 sm of medical/dental office
	Shared parking permitted in mixed residential/commercial developments
SERVICING	Minimize, or ideally eliminate, mid-block driveways in favour of rear laneway access to parking, loading and other service facilities with new development or redevelopment
STREETScape	Where possible, sidewalk paving, tree planting and pedestrian lighting and furniture should be implemented with a consistent and high quality design elements in accordance with City standards.
	Increase sidewalk widths where possible
	Increase opportunities for safe pedestrian crossing of Lake Shore Boulevard West through the installation of new traffic control signals, where appropriate
OPEN / GREEN SPACE	Improved signage and trail-head mapping would enhance way-finding in the overall trail system
IMPLEMENTATION	As redevelopment occurs and the on-street parking supply is altered, opportunities to implement off-street municipal lots should be pursued.

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12 Lawrence Avenue East (Victoria Park Avenue - east of Birchmount Road)

(Complete)



Prepared by: Young and Wright Architects Inc. in consultation with GHK International (Canada) Ltd., Dillon Consulting Ltd. and J.C. Williams Group Ltd.

The Study recommends changes to zoning by-laws for the area, urban design guidelines to address public realm improvements and criteria for introducing mid-rise to tall buildings. The Study Area was 2 kilometres - Victoria Park Avenue to east of Birchmount, including areas of low to mid-rise residential, a commercial hub and Wexford Employment District. The area was divided into three sub-areas: Victoria Park to Pharmacy Avenue, Pharmacy Avenue to Crockford Boulevard, Crockford Boulevard to east of Birchmount Road.

Implementation included amendments to the Wexford and Dorset Park Community Zoning By-laws, Wexford Employment District Zoning By-law and Urban Design Guidelines.

Avenue Study Summary

Character	Desire a vibrant mix-use Avenue with mid-rise street related buildings at mid-block and higher buildings at key locations, improve pedestrian environment and cycling opportunities
Land Use Changes	Introduction of a Commercial Residential (CR) Zone to permit a range of commercial, institutional and residential buildings and prohibit single detached, semi-detached and townhouses. Places of worship not permitted as of right.
Density	3 storeys - 1.0 GFA 6 storeys - 2.0 GFA 8 storeys - 2.5 GFA 12 storeys - 3.0 GFA 15 storeys - 3.5 GFA
Section 37	Applications for density in excess of maximum gross floor areas will trigger community benefits pursuant to Section 37 of the Planning Act 6 Storeys or greater will require a Section 37 agreement for community benefits
Transitions/Angular Plane	45 degree angular plane from rear property lines which abut residential zones
Min. Heights	2 storeys or 8 metres
Max Heights	between 3 and 15 storeys depending on lot depth and location of properties relative to surrounding uses
Front Setbacks	minimum 2 metre street yard building setback
Rear Setback	minimum 7.5 metre (within a 1.5 metre landscape buffer)
Stepbacks	Storeys above 20 metres in height shall step back a minimum of 2 metres from the front main wall of buildings along street lines
Build-to-line	70% of the frontage for lots on Lawrence Ave. E with a frontage of greater than 30 metres, lots with 30 metres or less the building must occupy a minimum of 60% of the frontage
Ground Floor	4.5 metres
Entrance	Should be located within view of the public sidewalk
Parking	Parking rates governed by Wexford Community Zoning By-law. Reduce parking requirements for smaller retail, service and office and restaurants (Similar to standards adopted as part of the Danforth Avenue Study). Recent TPA lot on north side of Lawrence Avenue

	Retail, Service Office Eating Establishment, Recreational and Places of Entertainment: minimum of 1 parking space/100m ² gross floor area
Active Transportation	Planning recommends that that Transportation Services explores the opportunity to adding bicycle lanes in both directions on the 23.8 metre paved portion of the ROW
Transit	Well served by transit - consideration for additional transit stops more closely spaced and potential to add a bus and/or HOV lane.
Streetscape	Lawrence Avenue Urban Design Guidelines (3 parts: Streetscape Improvements (public and private realm), Parks and Open Space enhancements and Built Form policies)
	Streetscape Master Plan Design Study (by the BIAS - completed by EDA Collaborative Inc.)
	Elements Include: wider sidewalks pedestrian-scale lighting, banners, benches, signage and public and private tree plantings.
Open/Green Space	2 sub-areas that are park deficient - options include a parkette on the north side of Lawrence Ave, some form of park on the hydro lands could become an important focal point, as development proceeds explore options for parkland with particular attention to lands east of Crockford Blvd. Pedestian/cyling trail along the Hydro Corridor to connect with existing trail
Lot Depths	Less than 40 metres to greater than 80 metres (lot depths influence maximum height provisions)
Community Services	Community Services and Facilities Study identified deficiencies in schools, subsidized daycare, programming space for human services, recreational facilities and programs, family counselling and English as a second language programs

13 St. Clair Avenue West (Bathurst Street - Glenholme Avenue)

(Complete)



Prepared by: Brook McIlroy Inc. Planning & Urban Design / Pace Architects (BMI/Pace)

This Avenue Study examines the area of St. Clair Avenue West from Bathurst to Glenholme Avenue. The street is a classic Toronto Avenue with established residential areas immediately to the north and south. Along the street there is a predominance of 2 to 3 storey buildings with commercial uses at grade and residential units above. However, this area is in transition. The purpose of this study is to establish a long-term community based vision for the area to shape future redevelopment, guide growth and identify necessary public and private realm improvements.

Objectives: Create a long-term plan for the area that combines a community vision, the City's strategy to reurbanize the Avenues, the new Official Plan policies and the existing bylaw/zoning structure.

Avenue Study Summary

CHARACTER	Expand the MCR zoning area to create viable redevelopment parcels. Associated mitigation measures for residential lots abutting expanded MCR zones.
HERITAGE	Retention of religious / institutional buildings.
LAND USE	Mixed-use.
DENSITY	Increase max. permitted density to 5.5 FSI.
TRANSITIONS / ANGULAR PLANE	44-degree angular plane projected from the opposite property line. 60-degree angular plane projected from the rear property line.
MIN. HEIGHTS	2-storeys.
BASE HEIGHTS	Min. of 2 and a max. of 9-storeys.
MAX. HEIGHTS	9-storeys. 22-storeys on identified sites (near subway stations). Buildings at important corners / intersections should architecturally announce the functional prominence of their site.
SETBACKS	New development shall occupy at least 80% of property line. Max. setback at front of 2.5 m for façade recesses to allow for variety, civic spaces, display, cafes or seating areas.
STEPBACKS	Up to 1-2 storeys above the existing adjacent height (context-driven). All buildings over 4-storeys shall provide step-backs on the upper floors (above 3 rd or 4 th storey and another above 5 th). Step-backs should be min. 1.5 m deep.
FRONTAGE	New development shall occupy at least 80% of property line. Buildings with frontages exceeding 7-10 m should be divided for articulation.
GROUND FLOOR	Create opportunity for a mix of ground floor retail, office and service uses. 4.5 m ground floor height.
ENTRANCES	Entrances should be designed to integrate with existing streetscape regarding details, materials, ratio of glazing to solid wall, lighting, signage type and location, canopies, types of doors and width of units.
SUSTAINABILITY	New development should incorporate the City of Toronto's Green Development Standards and/or LEED standard.
PARKING	<i>Structured</i> – Below grade recommended. Above-grade discouraged. No vehicular access from Avenue frontage. Structured parking in new developments should include short-term public parking (Green P). <i>Surface</i> – Parking areas should never be located between the sidewalk and the building façade. New development to consider provision of centralized / off-site facilities. All new development to incorporate adequate bicycle parking.
SERVICING	Develop a rear lane system to access off-street parking, loading, building services and public and private parking. Service areas should be integrated into new development and be a min. of 10 m from any residential property or public space including public streets.
STREETSCAPE	Provide a min. width of 4 m for all sidewalks, using a setback at grade where necessary. Demarcate areas along sidewalks where pedestrians may encounter vehicles through a palette of accent paving. Increased tree planting in a tree trench of 1.5 m min. width. Construct bump-outs on north-south streets, where width permits for trees and landscaping. Relocate hydro lines underground.
OPEN / GREEN SPACE	Increased tree planting. Create new community open spaces. Investigate potential for new community indoor spaces within new developments. Create / enhance visual / physical connections between existing / new open spaces.
IMPLEMENTATION	Zoning amendments. Possible initiation of partnerships between Community, Business, City, TTC. Ongoing monitoring & evaluation of proposals for compliance with study.

14 St. Clair Avenue West (Glenholme Avenue - Keele Street)

(Complete)



Prepared by: Office for Urbanism

Objectives: Identify a vision and implementation strategies to guide future development in this area. The study findings should form the basis for which the City will develop appropriate zoning and urban design guidelines that will ensure intensification of the corridor occurs in a manner consistent with the overall vision.

This Avenue Study evolved over an 8-month process beginning in January 2006. It involved research and design in an open and iterative community consultation process to produce a comprehensive urban design strategy for intensification. The process was rooted in a discussion with the community to develop a long-term Vision and comprised three distinct phases:

- Phase One: Background Research
- Phase Two: Design Exploration
- Phase Three: Synthesis

Avenue Study Summary

LAND USE	Mixed-use commercial / residential.
DENSITY	<p>Dependent on lot type:</p> <ul style="list-style-type: none"> • 30 m width = max. density of 5.0 FAR • 30 m width + less than 35 m depth = max. density of 5.5 FAR • greater than 30 m width + 40-50 m depth = max. density of 5.5 FAR • (So) greater than 30 m width + greater than 50 m depth = max. density of 5.5 FAR
TRANSITIONS / ANGULAR PLANE	<p>45 degrees from rear on north side of Avenue, from 7.5 m setback at height of 10 m.</p> <p>45 degrees from front of new development on south side of Avenue, from opposite edge of ROW.</p> <p>60 degrees elsewhere and for properties adjacent to residential use or open space, from 7.5 m setback at height of 13 m.</p>
MIN. HEIGHTS	3-storeys (10 m)
BASE HEIGHTS	Allow building heights up to 1:1 ratio of ROW, while maintaining balanced sense of enclosure.
MAX. HEIGHTS	<p>9-storeys (30 m)</p> <p>Buildings up to 12-storeys on identified sites only - those fronting on St Clair Avenue West and within Special Avenue Zones (development nodes containing significant development sites that are less constrained by the issues of transition and shadow impacts).</p>
SETBACKS	<p>100% coverage of front yard encouraged, and required for frontages less than 30 m wide.</p> <p>Min. 1.5 m setback at corner sites and adjacent properties.</p> <p>Side yard setbacks should not be permitted.</p> <p>For wider lot widths a min. 5.5 m side-yard setback should be introduced above the street wall.</p>
STEPBACKS	Min. 1.5 m stepback above 3rd – 4th storey (13 m)
FRONTAGE	<p>Reinforce a consistent pedestrian-scaled street wall.</p> <p>75% glazing to achieve visual transparency.</p> <p>Façade articulation should be consistent with the character of narrow buildings and storefronts, ie. intervals typically between 6 m and 12 m.</p>
GROUND FLOOR	<p>Retail use at grade.</p> <p>No less than 4 m storey height.</p>
ACCESS	<p>Clearly defined pedestrian access direct to sidewalk.</p> <p>Limited vehicular access.</p>
PARKING	<p>Wherever possible below-grade and accessed by rear lane.</p> <p>Not visible from street.</p>
SERVICING	<p>Via existing / new rear lanes.</p> <p>Not visible from street.</p>
STREETSCAPE	<p>Base - first 3 / 4 storeys should be clearly defined and contribute positively to the pedestrian environment.</p> <p>Middle – body of building should contribute to physical / visual quality of streetscape.</p> <p>Top – roof should be distinguished from rest of building and contribute to skyline.</p>
OTHER	<p>Landmark / signature architecture at highly visible 'gateway' sites.</p> <p>Enable max. utilization of development capacity by encouraging consolidation of properties to max. 50 m depth.</p> <p>Tie development permissions to min. property dimensions.</p>
IMPLEMENTATION	<p>Amendments to zoning by-law regarding: permitted uses; parking standards; combining lot-based and form-based development standards; lot type; building envelope; and density.</p> <p>Public initiatives (such as design competitions).</p> <p>Capital Improvements (including co-ordination with TTC improvements)</p> <p>Partnerships – Local Advisory Committee (LAC), Toronto Catholic District School Board (TCDSB), Prospect Cemetery, Public/Private Parking Providers, GO Transit, CN Rail, Utility Companies, plus expansion / consolidation of BIAs.</p> <p>Further study of areas identified as 'Avenue Nodes'.</p>

15 The Queensway (Kipling Avenue - Mimico Creek)

(Complete)



Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvement in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is divided into three sub-areas: Mimico Creek to Royal York Road, Royal York Road to Islington Avenue and Islington Avenue to Kipling Avenue. The two eastern sub-areas (from Mimico Creek to Islington Avenue) are characterized as local shopping streets (low-rise, commercial and mixed-use buildings) and the western sub-area has a suburban arterial character. West of Islington, the right-of-way (36 metres) is four to six metres wider than it is to the east (30 metres) (with an increase in traffic lanes from four to six).

The study recommends amendments to the Official Plan and Zoning By-laws to ensure The Queensway evolves with a mixed-use character. This evolution is highlighted by streetscape, parking and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Mixed use character
	Pedestrian friendly environment
	Urban area with a recognizable local identity
LAND USE	Mixed-use (residential/retail) development should be permitted through as of right zoning in building zone
	Site plan review required for developments that satisfy residential intensification, but are not mixed-use, to ensure the grade level design enhances the public realm or allows for future retail/commercial use
	Fulfill important public objectives and provide community services and facilities (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	3.0 FSI (as of right)
TRANSITIONS / ANGULAR PLANE	45° angular plane projected from grade, from rear property line
	1:1 ratio of building height to the width of the distance to a building edge on the opposite side
BASE HEIGHTS	Buildings should have a consistent base building height (6 storeys or less)
MAX. HEIGHTS	6 Stories (20 m) for regular sized (lot depths less than 40 m) lots
	Taller buildings accepted on lots with depths greater than 60 m, providing proper setbacks and transitions:
	<ul style="list-style-type: none"> • St. scale of 6 storeys or less is achieved • Taller building elements are setback from street frontages • Taller buildings are not close to residential on side streets • Microclimate impacts are proven acceptable

SETBACKS	Buildings aligned in regular patterns at the edge of the street
	Building zone for infill development within 35 m of the front property line
	Consistent setbacks
	St. related building zone extending 35 m from the front property line
	3-6 m rear yard setback
FRONTAGE	Consistent façade articulation with pattern created by existing street-related buildings
	Buildings should occupy 70% frontage along the Queensway
	Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR	St. related retail shops and/or community service uses
ENTRANCES	Building facades at grade will be extensively glazed
ACCESS	Building entrances should be directly off of public sidewalk
PARKING	New public secondary streets (where needed) can be created at the rear of large sites (usually characterized by 40-50 m lot depths)
	On-street, min. curb-cuts, and on-site parking underground or behind building
	Existing properties with front parking should provide landscape screening walls
	Where on-street parking is provided, it may be discontinued to provide transit stops and right turn lanes
	No new surface parking within 35 m of the building zone (from front property line)
SERVICING	Public district surface parking within large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
ACTIVE TRANSP. TRANSIT	Laneways should not be closed without appraisal of their short and long-term value
STREETSCAPE	Wider curb lanes (greater than 3.5 m) where possible, if bike lanes are not dedicated
	St.car access from east or west is not justified
	Curb cuts should be consolidated and minimized to ensure sidewalk continuity for pedestrians
	Addition of street trees with all development
	Addition of furniture and pedestrian scaled lighting
	St.s wider than 20 m should be broken in two parts by a landscaped median
OPEN / GREEN SPACE	The addition of reasonably spaced signalized pedestrian crossings
	St. lighting aligned and evenly spaced intermediate in height, and natural in color
	Ensure the development of a major public space to serve as a significant public amenity
	Make natural areas available for enhanced public use
IMPLEMENTATION	New public parks and open spaces as part of large site (requiring comprehensive plans, and usually characterized by 40-50 m lot depths) development
	Make existing park spaces more accessible and more visible
IMPLEMENTATION	Mixed-use (residential/retail) development should be permitted through as of right zoning in building zone
	Tree Planting Strategy

Staff Report Summary

LAND USE	Residential: apartment houses; dwelling units above a business use, retail and/or office use; live/work units; and townhouses. All Business, Institutional, and Public Uses permitted under the Limited Commercial (CL) zone, and shall include public parking areas and holistic clinics
DENSITY	3.0 FSI for Limited Commercial – Avenue (max.)
TRANSITIONS / ANGULAR PLANE	45° angular plane projected from grade, from rear property line
MIN. HEIGHTS	2 Storeys (7.5 m)
MAX. HEIGHTS	6 Storeys (21 m)
	8 Storeys (27 m) at major intersections
SETBACKS	Front Yard setbacks of 0 m (min.) – 3 m (max.) are permitted on lands zoned limited commercial – Avenues (AV), and 3 m (min.) are required at certain properties
	A 2 m (min.) landscape strip is required at rear yard abutting residential area (not required where there is a laneway abutting)
	Side Yard setbacks are not required (except next to OS zone - 1.2 m)
STEPBACKS	Where building exceeds 2 Storeys, from 2-6 Storey will be setback 1 m (min.)
	After 6 storeys, setback of 3 m (min.) is required
FRONTAGE	The build-to area shall be a min. of 70% of the lot frontage abutting a public street Properties with min. lot frontage of 24 m, can have a max. building height of 6 storeys

GROUND FLOOR	Retail and/or commercial businesses or office uses with occasional breaks in this commercial street edge for landscaped spaces in front of grade related residential developments
	3 m (min.) landscape zone between residential facades and sidewalk
	Building facades at grade will be extensively grazed
ENTRANCES	Main building entrances shall front onto and be directly accessible to the public street.
ACCESS	Where a lot abuts a flanking street or laneway, all vehicle access shall be restricted to the flanking street or laneway.
PARKING	Located underground or at the rear of buildings
	Access to all underground parking areas will be integrated into the rear or sidewall of buildings.
	Reduced parking standards:
	<ul style="list-style-type: none"> • 1.0 space (min)/each residential unit (excluding townhouses) having two bedrooms or less • 1.2 space (min.)/each residential unit having more than two bedrooms • 0.2 visitor spaces/residential unit (min.) • 2.5 spaces/ 93 square m of commercial floor area (min.) • 4.0 spaces/93 square m of medical/dental office floor area.
SERVICING	Every building containing more than 400 square m of gross floor area shall provide a loading space with min. dimensions of 15 m in length, 4.0 m in width, and with a vertical clearance of 4.5 m.
	Integrate servicing into rear or sidewall of building
	Exhaust vents oriented away from public realm, loading screened, garbage enclosed in building
STREETSCAPE	St. trees required in all development
	Coordinated street furniture

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16 Wilson Avenue

(Keele Street - Hwy 401 at Bathurst Street)

(Complete)



Prepared by: Markson Borooah Architects and Roger Todhunter Associates

The objective of the Avenue Study was to implement new policies, regulations and strategies to achieve the revitalization of Wilson Avenue and encourage a street-oriented, mixed use pattern of development that promotes transit and pedestrian use and streetscape improvements.

The Avenue Study area extends from Keele Street to Bathurst Street and is characterized as a wide arterial road with a range of commercial and mixed-uses along the entire corridor. The pedestrian environment is unwelcoming.

The Streetscape Study establishes streetscape and design elements that will enhance the visual quality of the street, pedestrian amenities and the livability of neighbourhoods along Wilson Avenue. It also concurs with and advances the recommendation of the 2001 Wilson Avenue Revitalization Study to develop community gateways at the intersections of Keele and Bathurst Streets and a more localized neighbourhood focal point around the Ancaster Road intersection. Additionally, Barry Lyon Consultants prepared the Keele Street Study, also completed in 2001, which included a significant portion of Wilson Avenue at Keele Street.

In June 2004, a set of Urban Design Guidelines were completed based on the results of the Wilson Avenue Revitalization Study. Elements of this study were included in the City's final Avenue Zoning Bylaw for Wilson Avenue. The City adopted both a Zoning By-law and Official Plan Amendment following the completion of this Avenue Study.

Avenue Study Summary

DESIRED CHARACTER	A street-oriented, mixed-use pattern of development that promotes transit, pedestrian use, and streetscape improvements to Wilson Avenue.
LAND USE	A wide range of non-residential and residential are permitted (uses aim to achieve a mixed-use character with street oriented uses at grade, including live/work units)
DENSITY	Determined by frontage: If frontage is less than 30 m, max. permitted density is 1.0FSI If frontage is 30 m or more, max. permitted density is 2.0 FSI Large lots located at the intersections of Wilson/Bathurst and Wilson/Keele with a frontage of 30 m or more, max. permitted density is 2.5 FSI
MAX. HEIGHTS	Determined by frontage: If frontage less than 30 m, max. permitted height is the lesser of 3 storeys/9.6 m If frontage is 30 m or more, max. permitted height is the lesser of 6 storeys/18 m If frontage is 30 m or more and lot is located at the intersection of two streets, max. permitted height is the lesser of 8 storeys/24 m Large lots located at the intersections of Wilson/Bathurst and Wilson/Keele with a frontage of 30 m or more, max. permitted height is the lesser of 10 storeys/30 m
TRANSITION / ANGULAR PLANES	45 degrees taken from the rear yard property line for properties abutting an "R" or "RM" zone
SETBACKS	Non-residential: 0 - 2.5 m from front lot line Residential: 2.5 - 4.5 m from front lot line, 2.5 - 4.5 m setback from street lot line other than front lot line for both residential and non-residential uses.
STEP-BACKS	Above 3 storeys, 1.0 metre min. stepback required, above 6 storeys, 3.0 m min. stepback required for building faces along front lot line.
MAIN BUILDING ENTRANCES	Directly accessible to the street and at an elevation no greater than 0.8 m above or below the grade of the public ROW at property line.
VEHICULAR ACCESS	Vehicular access shall be from public lane or flanking street. If not possible, only one vehicular access permitted from the fronting Avenue.
PARKING	Shall not be located in the front yard Shall not be located within 2.5 m of a front lot line nor within 2.0 m of any other lot line. All residential parking shall be located below grade with the exception of residential visitor parking Reduced parking requirements for residential uses Screen lots with low walls and street trees
STREETSCAPE	Creation of nodes (enhanced feature areas) at major intersections Double row of street trees, consistent signage, lighting, banners, furniture, etc. Site specific public art wherever possible Low wall edge treatments between streetscape and existing parking lots 1.5 m wide sidewalks
OPEN / GREEN SPACE	"Green" gateways to bookend the study area Improve existing open spaces with landscaping, lighting and sidewalk improvements, as well as public art and pedestrian amenities Landscape (naturalization) upgrade on slopes and embankments
IMPLEMENTATION	Amendments to Policy framework (Zoning By-law and Official Plan Amendment) Involve artists in infrastructure (lighting, seating, waste disposal bins, etc...) design Undertake a Park Design Program Banner Program