

TORONTO STAFF REPORT

September 21, 2005

To: Planning and Transportation Committee

From: Chief Planner and Executive Director, City Planning Division

Subject: Final Report
Phase 3 Warden Corridor Land Use Planning Study
Warden Woods Community Secondary Plan
East side of Warden Avenue, north and south of St. Clair Avenue
File No. 03 035238 ESC 35 TM
Ward 35 - Scarborough Southwest

Purpose:

This report presents the conclusions of Phase 3 (Implementation) of the Warden Corridor Land Use Planning Study, and recommends amendments to the Official Plan and the Zoning By-law, including a Secondary Plan, Zoning By-law and Alternative Parkland Dedication By-law for the new Warden Woods Community, for lands east of Warden Avenue, north and south of St Clair Avenue.

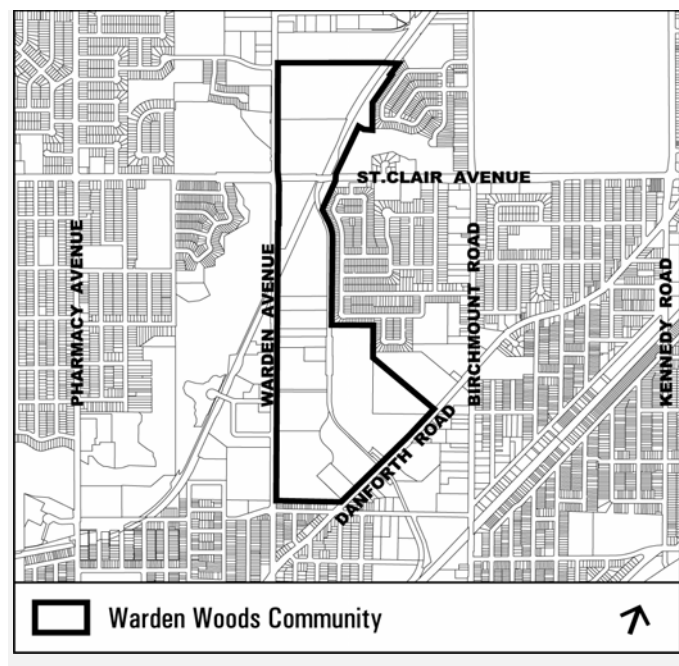
Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) amend the Official Plan of the former City of Scarborough to introduce a new Warden Woods Community Secondary Plan, substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 5;



- (2) enact a new Warden Woods Community Zoning By-law substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6;
- (3) amend the Employment Districts Zoning By-law No. 24982 (Oakridge Employment District) of the former City of Scarborough substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 7;
- (4) enact an Alternative Parkland Dedication By-law for the Warden Woods Community which implements an alternative parkland rate of a minimum of 0.4 hectares per 300 dwelling units for residential development or 5% of the land area, whichever is greater, substantially in accordance with the draft By-law attached as Attachment No. 8;
- (5) direct the City Solicitor to request the Ontario Municipal Board to modify the new Toronto Official Plan to implement the new Warden Woods Community Secondary Plan as approved;
- (6) authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment, draft Zoning By-law Amendments, and draft Alternative Parkland Dedication By-law as may be required; and
- (7) adopt the Warden Woods Community Service Strategy (September 2005) attached as Attachment No. 9.

Background:

1.1 Warden Corridor Land Use Planning Study

The Warden Corridor study area consists of a number of “areas of potential land use change” (from employment to residential or mixed use), primarily on the east side of Warden Avenue between the former Warden Power Centre at 725 Warden Avenue and the former Centennial College site at 651 Warden Avenue. The City-owned TTC Warden North parking lot and Warden subway station and south parking lot are also included within the study area. A map showing the study area is included as Attachment 1.

The purposes of the Warden Corridor Study are to:

- a. determine the optimal land uses and development parameters for the TTC sites, which may include relocation of the commuter parking spaces;
- b. review the economic viability and importance of the current employment uses;
- c. guide the creation of new neighbourhoods with the necessary physical and social infrastructure if the conversion of employment lands to residential use is supported; and
- d. provide Council with a policy framework for considering development applications.

The Warden Corridor Study has been conducted in three parts: Phase 1 (Background Study), completed in April 2004; Phase 2 (Consultants' Report), completed in November 2004 and endorsed by Council in April 2005; and Phase 3 (Implementation), which is completed with this report.

1.2 Status Report

At its meeting of April 12, 13 and 14, 2005, City Council adopted a Status Report on the Warden Corridor and Victoria Park Station Land Use Planning Studies dated February 21, 2005. The Status Report outlined the findings and recommendations in the consultants' reports, and the extensive community consultation process that took place in Phases 1 and 2.

The Status Report provided an overview of the existing network of community services and facilities, and presented a list of priorities to be considered during Phase 3 of the Warden Corridor Study including: two local parks, a gymnasium complex, multi-service community space, childcare and parent drop-in centres, and a community health centre, as well as programs and services geared to all age groups. Staff indicated their support for redeveloping the employment uses in the Warden Corridor with residential uses, conditional upon achieving the community infrastructure and other elements needed to create new neighbourhoods in the Warden Corridor.

The Status Report proposed that a Warden Corridor planning framework be prepared addressing community services, physical design and implementation tools, and that additional community consultation be undertaken during Phase 3 of the study.

1.3 Conceptual Master Plan

A key component of Phase 3 of the Warden Corridor Study has been the development of a Conceptual Master Plan designed to bring together all of the elements for creating a liveable new community in the Warden Corridor. The purpose of the Master Plan is to use the recommendations and principles put forward by the planning Alliance in the Phase 2 Consultants' Report, and refined through the Phase 3 community and agency consultation, to knit together the various development proposals and public objectives. The Master Plan illustrates how redevelopment and public investment can be organized and coordinated to achieve the principles and objectives developed through the study process. The Master Plan will be a valuable tool to guide the City and developers as together we build a successful new community. The Conceptual Master Plan evolved during Phase 3 of the Warden Corridor Study, with adjustments made in response to public input at the community meetings and discussions with landowners and applicants.

The Conceptual Master Plan is attached to the Urban Design Guidelines appended to the draft Warden Woods Community Secondary Plan. It illustrates a pattern of streets, blocks, development, connections, parks and open spaces, community centre and amenities, potential public art locations, and the surrounding context. Further adjustments and refinements to the

Conceptual Master Plan will be necessary to accommodate new and changing proposals for the many sites in the Warden Woods Community, and will be presented to Council for endorsement in connection with other necessary development approvals. This will occur over time as current and future development applications are finalized. Through this process it will be possible to ensure that each new project contributes positively to achievement of the overall Community vision.

1.4 Phase 3 Community Consultation

The Phase 3 community consultation included an Advisory Panel working group meeting, a Community Workshop, and a general Community Information Meeting.

At its meeting on June 2, 2005, the Advisory Panel discussed the program for the upcoming Community Workshop, the development applications in the Warden Corridor, the first draft of the Conceptual Master Plan, and programming options for the parks to serve the area.

The Community Workshop was a day-long event held on Saturday, June 4, 2005, attended by over 40 landowners and residents including Advisory Panel members. The session was also well attended by City staff from a variety of divisions as well as staff from the TDSB and the TTC. The Workshop began with a staff presentation on the identified needs for community services and facilities, proposed urban design principles, and the Conceptual Master Plan. The Workshop considered four different location and community centre options for the park north of St. Clair Avenue including central, east and hybrid designs, and two options for the park south of St. Clair Avenue.

The Workshop participants were organized into six “break-out” groups who were asked to discuss and answer a short list of questions on the topics of parks, community services and facilities, and urban design. The morning was devoted to the area north of St. Clair Avenue, and the afternoon to the area south of St. Clair Avenue and the TTC station facilities. Following each session, the groups reported to the general Workshop. The Workshop materials including the staff presentation, park options, the TTC commuter parking lot plan and landscaping buffer options, and a summary of the group discussions are available on the City’s website at <http://w3.toronto.ca/planning/warden-vicpark.htm>.

The Workshop produced strong support for locating the two proposed parks in the centre of the areas north and south of St. Clair Avenue, and for the community services and facilities that had been identified in the Status Report. It was suggested that amenities should be added to enhance the Firvalley/Cataraqui Court neighbourhood area on the west side of Warden Avenue. The Workshop participants also identified the need for new development in the Warden Corridor to include a variety of commercial uses such as a grocery store, ground floor convenience retail, a bakery, and restaurants (including a pub) and cafes on the basis that the new community should be well served by supporting commercial amenities, and the sense that the existing surrounding communities are lacking in these amenities.

The Workshop participants generally supported mid-rise building heights along Warden Avenue, and felt that it would be essential for building heights to transition down toward the surrounding residential communities. Higher building heights near the subway station were felt to be acceptable, at a general maximum of 8 storeys, with one group taking the view that up to 15 storeys should be permitted. There was a strong preference for new roads to be public rather than private. The residents present also indicated significant support for public art with a focus on the local history being included throughout the new community. There was clear and consistent indication that the community does not support preserving the Lily Cup as a part of new development at 300 Danforth Road.

With respect to the TTC station facilities, the Workshop participants felt that the existing TTC pedestrian bridge from the Warden North parking lot to the subway station should be replaced with a new accessible pedestrian bridge over St. Clair Avenue. Further, while it was recognized that it is appropriate to relocate the commuter parking spaces from both the Warden North and South parking lots into the Hydro Corridor to free up lands for development, some residents took the view that the number of parking spaces proposed (850) should be reduced. In addition, there was some concern that a pedestrian connection to Santamonica Boulevard from the new commuter parking lot could result in an informal pick-up/drop-off area in the adjacent residential neighbourhood.

The results of the Community Workshop, a revised draft of the Conceptual Master Plan, and north-south and east-west options for orienting the park north of St. Clair Avenue, were presented at the Community Information Meeting held on June 22, 2005, which was attended by over 100 members of the public. Many of the same opinions, issues and concerns discussed at the Workshop were also raised at the Information Meeting, and are summarized in Attachment 10, along with the views expressed on the comments sheets received. Many of the comments related to park locations and facilities, school capacities, the Lily Cup and traffic issues.

The public input received throughout the study, and at the Phase 3 Advisory Panel Meeting, Community Workshop and Community Information Meeting, was very helpful to staff in developing the Secondary Plan and Zoning By-law for the Warden Woods Community, and in developing and refining the conceptual master plan. Specific issues raised are discussed and addressed in the comments section of this report.

1.5 Development Applications

The active development applications in the Warden Corridor (see Attachment 2) are all primarily for residential uses including: the three Goldman Group proposals for 350 Danforth Road, 651 Warden Avenue and 671 Warden Avenue; the Mattamy (Warden) Limited proposal for the former Warden Power Centre at 725 Warden Avenue; and the Ranka Enterprises proposal for 300 Danforth Road. Together these applications propose a total of 1,788 dwelling units.

At its meeting of July 19-21 and 26, 2005, City Council adopted a Status and Directions Report on the OPA, Rezoning, and Draft Plan of Subdivision applications for 350 Danforth Road (which includes, as well, the property at 74 Santamonica Boulevard and a portion of the former CNR right-of-way), which are the subject of appeals to the Ontario Municipal Board. Council directed

staff to attend the OMB prehearing conference on July 27, 2005, to continue to negotiate with the Goldman Group to resolve the outstanding matters with a view to reaching a settlement and that the City Solicitor or Chief Planner report back to Council for further instructions prior to the Ontario Municipal Board hearing scheduled to commence on November 21, 2005. Council further resolved that staff be authorized to report directly to the September 28, 2005, Council meeting if a settlement cannot be reached prior to that time.

Negotiations to resolve the outstanding issues for 350 Danforth Road, which include the provision of community facilities, are continuing. The development group including the Goldman Group, Mattamy and Ranka, have responded to the community facility needs identified in the Status Report with a proposal to provide a community centre. The Conceptual Master Plan includes a community centre in the proposed park north of St. Clair Avenue, which is located partially on the Mattamy lands and partially on the City-owned TTC Warden North commuter parking lot.

Staff will report on the status of the settlement negotiations respecting 350 Danforth Road to the September 28, 2005, meeting of City Council. A third pre-hearing conference on the 350 Danforth Road appeals is scheduled for October 7, 2005.

The other Goldman Group applications, as well as the applications by Mattamy and Ranka are at various stages of review by City divisions and outside agencies, and will be reported individually to Scarborough Community Council when the review has been completed.

1.6 City Study Team

The proposed Official Plan Amendment including the Warden Woods Community Secondary Plan, the proposed Zoning By-law Amendments, and the Alternative Parkland Dedication By-law were developed with the involvement of the City Study Team, which consists of staff from divisions including City Planning, Facilities and Real Estate, Parks and Recreation, Economic Development, Technical Services, and Transportation Services, as well as the TTC and TRCA.

1.7 Official Plans

1.7.1 Scarborough Official Plan

Lands within the proposed Warden Woods Community are currently included in three separate secondary plans in the Scarborough Official Plan. The existing Official Plan designations are shown on Attachment 3.

A majority of the lands north of St. Clair Avenue are subject to the Golden Mile Employment District Secondary Plan. The former Warden Power Centre at 725 Warden Avenue is designated District Commercial. The TTC Warden North commuter parking lot is designated as General Industrial. The City also owns additional lands north of St. Clair Avenue including the Massey Creek ravine, which is designated Open Space, and lands at the northeast corner of Warden and St. Clair, which are designated General Industrial. The former CNR rail spur lands north of St. Clair Avenue do not have a land use designation in the Golden Mile Employment District.

The Ontario Hydro Corridor lands north of St. Clair Avenue are included within the Birchmount Park Community Secondary Plan without a designation.

The lands south of St. Clair Avenue are subject to the Oakridge Employment District Secondary Plan. The lands owned by the City at the southeast corner of Warden and St. Clair including the TTC bus terminal, Warden South parking lot and the subway station are designated as Institutional Uses – Public Transit, with Numbered Policy 3 permitting a transit station, and commuter parking facilities, and uses ancillary thereto. Places of Worship may also be permitted, subject to the Employment District Policies of the Plan. The remainder of the study area south of St. Clair Avenue including the Ontario Hydro Corridor and industrial lands are designated as General Industrial Uses and Special Industrial Uses, with Numbered Policy 8 permitting the proposed Ina Grafton Gage long term care facility at 675-679 Warden Avenue. The former Centennial College site is designated Institutional Uses – Educational. The whole of the former CNR rail spur between St. Clair Avenue and Danforth Road is included within the Oakridge Employment District Secondary Plan with no land use designation. The boundary of the Birchmount Park Community Secondary Plan extends to the centre line of a portion of the former CNR lands and that Plan designates the eastern half of the former CNR lands as Low Density Residential.

1.7.2 New Toronto Official Plan

At its meeting of November 28, 2002, City Council adopted the new Official Plan for the City of Toronto. The Minister of Municipal Affairs and Housing approved the new plan, in part, with modifications. The Minister's decision has been appealed in its entirety. The Official Plan is now before the Ontario Municipal Board. The next stage of the hearing is scheduled to commence on October 3, 2005.

Once the Plan comes into full force and effect, it will designate the lands north of St. Clair Avenue as Mixed Use Areas, Natural Areas, and Utility Corridors, and the lands south of St. Clair Avenue as Mixed Use Areas, Utility Corridors and Employment Areas.

The lands along the Massey Creek ravine on the north side of St. Clair Avenue are within the Natural Heritage System overlay shown on Map 9. The applicable policies do not permit development in the natural heritage system. Where the underlying land use designation provides for development in or near the natural heritage system, proposed development will be evaluated, in the context of other objectives for the area, to assess its impact on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system.

1.8 Zoning

The lands within the proposed Warden Woods Community are currently subject to two Scarborough Zoning By-laws: the Employment Districts Zoning By-law No. 24982 (Golden Mile - East and Oakridge) and the Birchmount Park Community Zoning By-law No. 9174. The current zoning is shown on Attachment 4.

The current zoning within the Employment Districts Zoning By-law includes District Commercial (DC), Institutional – Public Transit (I-PT), Institutional – Educational (I-E), Open Space (O), and several Industrial zones (M, MG, and MS).

The Ontario Hydro Corridor north of St. Clair Avenue is zoned Public Utility (PU) by the Birchmount Park Community Zoning By-law No. 9174. A small section of the Hydro lands is also zoned Institutional – Public Transit (I-PT) in the Golden Mile Employment District where the boundaries of the Employment Districts Zoning By-law and the Birchmount Park Community Zoning By-law overlap.

Comments:

This section of the report discusses the substantial issues raised during the Warden Corridor Study and summarizes the Planning staff findings and conclusions with respect to each topic.

2.1 Review of Consultants' Land Use Recommendations

2.1.1 Lands Between Warden Power Centre and Danforth Road

The Phase 2 Consultants' Report recommended a Warden Corridor Land Use Framework which proposed land use designations with height ranges: three Residential categories including Low Rise (up to 3 storeys), Mid Rise (4-8 storeys), and High Rise (9+ storeys), as well as three Mixed Use categories including Low Rise (up to 4 storeys), Mid Rise (5-8 storeys), and High Rise (9+ storeys). The Mixed Use Mid-Rise areas were assumed to be 4 storeys tall along Danforth Road, and 5 storeys tall along Warden Avenue. For the Mixed Use High-Rise sites, the consultants assumed 9-storey buildings on the Warden north parking lot, and two 22-storey buildings on the City lands at southeast corner of Warden and St. Clair. The consultants did not recommend new land use designations for the Ontario Hydro lands, the remnant sections of the former CNR rail spur north and south of St Clair Avenue, or the Massey Creek ravine.

In general, planning staff agree with the consultants' recommendations, but propose simplified land use categories in keeping with the new Toronto Official Plan, and have also made adjustments to reflect the Conceptual Master Plan and current development proposals.

Planning staff's land use recommendations for the area north of St. Clair Avenue are essentially consistent with the consultants' recommendations which included Mixed Use along Warden Avenue and in the centre of the City lands, with Residential-High Rise abutting the subway line. In contrast, while the consultants recommended an east location for the parkland in this neighbourhood, the draft Secondary Plan positions the park in the central location identified on the Conceptual Master Plan. This central location is preferred by City planning and parks staff and was strongly supported by the participants at the Community Workshop on June 4, 2005.

The consultants' Land Use Framework included a Mixed Use designation for the City lands at the southeast corner of Warden and St. Clair, and planning staff agree with this recommendation, which is consistent with the new Toronto Official Plan.

It is proposed that the specifics of building heights and densities be regulated in the Zoning By-law, an approach which is also consistent with the new Toronto Official Plan. The Warden Woods zoning-law attached to this report implements the Warden Corridor Study with respect to the City-owned lands. It provides for lower heights for the southeast corner of Warden and St. Clair than those recommended by the consultants, but somewhat higher heights for the Warden north parking lot lands.

The consultants recommended Mixed Use along Warden Avenue south of St. Clair Avenue, and for the sites of the proposed Ina Grafton Gage long term care facility at 675 Warden Avenue and the Bell Estate at 679 Warden Avenue. The lands to the north, south of Hydro Corridor, were proposed to be designated as Mixed Use – Mid Rise and Residential – Mid Rise. During the land use study members of the community identified on a number of occasions that a grocery store ought to be provided for in the planning of the new community, to serve the new community and address an existing shortfall in the broader community. Staff have recently been in discussions with the owner of 683-685 Warden Avenue, (currently occupied by the Sealy Mattress factory), who has responded to the community's concern by actively pursuing opportunities for a grocery store on the site. Accordingly, the Mixed Use designation proposed by the consultants has been expanded to include all of the lands fronting on Warden Avenue between the Hydro Corridor and the north part of the former Beckers site. This will provide the flexibility to accommodate a grocery store and other commercial facilities to serve the local population, while still permitting residential uses.

The consultants' Land Use Framework recommended Residential-Mid-Rise land uses along Danforth Road. Planning staff are instead recommending a Mixed Use designation for the Danforth Road frontage, which will permit residential uses and also accommodate other complementary uses such as the potential convenience retail uses included on the ground floor of the proposed 7-storey retirement residence at 300 Danforth Road. The arterial road frontages of Warden Avenue and Danforth Road are appropriate locations for retail and service commercial uses which would be a benefit to both the residents of the new Warden Woods Community and the surrounding residential neighbourhoods.

For the interior Warden Corridor lands east of Warden Avenue and north of Danforth Road, the consultants' Land Use Framework recommended a park location in the centre of the neighbourhood. This recommendation is reflected in the Conceptual Master Plan and the proposed Secondary Plan.

The areas of potential land use change identified in the Warden Corridor Study did not include the sections of the Ontario Hydro and former CNR lands north of St. Clair Avenue. It is recommended that these lands be included in the new Warden Woods Community Secondary Plan and designated for public utilities. There is opportunity for potential trail and walkway linkages to make use of these lands.

2.1.2 Northwest Corner of Warden and Fairfax

The lands at the northwest corner of Warden Avenue and Fairfax Crescent are designated as Employment Areas and included in an Employment District on Map 2, Urban Structure, of the new Toronto Official Plan. These lands were included in the “areas of potential land use change” reviewed in the Warden Corridor Study. The Phase 2 Consultants’ Report advised that to redesignate this small, somewhat isolated area, would set a precedent for the redesignation of other Employment Districts, and further that there is no specific pressure to redesignate this area for other uses. The Recommended Land Use Framework in the Phase 2 Consultants’ Report did not include a new designation for the northwest corner of Warden and Fairfax. Planning staff support the consultants’ recommendation and are proposing that these lands not be included in the new Warden Woods Community, but retain their designations of Industrial District Commercial designation in the existing Golden Mile Employment District Secondary Plan and Employment Areas in the new Toronto Official Plan.

2.2 Community Services and Facilities

During the course of the Warden Corridor Study there was much discussion about the impact of a concentration of new residential development in the Warden Corridor and how to ensure that a highly functioning and liveable community is developed. It was identified, that for the new Warden Woods Community to be successful, a full range of community services and facilities will need to be provided, including child care, youth services, seniors' services, immigration and cultural specific programs, recreational programs and facilities, and health care services.

The need for a new Community Centre including, amongst other amenities, a full-sized gymnasium, has been clearly identified. The proposed planning framework and implementation tools focus on provision of needed community infrastructure, and City staff have been working with the area developers to achieve timely provision of a community centre in association with current development proposals. The Community Centre should be highly visible, accessible and located in close proximity to Warden Woods; designed to permit multiple purposes; and developed as joint-use facilities where possible. Other objectives, such as a health centre, child care facilities and multi-purpose community service space have also been identified.

To ensure the timely provision of community services the Secondary Plan sets out a framework for considering rezoning applications to permit residential uses. The enactment of zoning by-laws should only occur when satisfactory arrangements have been made for the timely provision of community facilities in accordance with the priorities of the Plan (or with appropriate holding provisions). The City should use Section 37 of the Planning Act, for increases in height and density above those set out in the Zoning By-law, to secure community benefits. Priority should be given to on-site or local community benefits such as conservation of heritage resources, child care, other non-profit cultural, community or institutional facilities.

2.3 Parkland and Community Centre

The Warden Corridor Study has identified a priority to achieve two local parks of approximately 2.0 to 2.5 hectares each, one north and one south of St. Clair Avenue. (As indicated in the

section above, a community centre in the park north of St. Clair Avenue is an important objective). This can be achieved through application of the alternative parkland dedication provisions of Section 42(3) of the Planning Act for residential development at the rate of 0.4 hectares per 300 dwelling units.

Parks and Recreation staff have participated fully in the study and are poised to proceed with the more detailed design and programming exercises necessary to bring the parks and community centre objectives for the new Warden Woods Community to fruition.

2.4 Schools

Much discussion took place at the various community meetings about school capacity and whether or not additional school sites should be provided. It should be noted that the Status Report and the community services and facilities background work have confirmed that the School Boards do not require additional school sites within the Secondary Plan area to serve new residential development. They advise that any additional students generated from new residential development can be accommodated through various options such as portables, bussing and improved pedestrian connections to existing schools. These options will be further assessed once applications are received and unit counts confirmed.

Furthermore, it has been noted that the Warden Woods public elementary school site is 10 acres in size, whereas a standard elementary school is only 5 acres in size. The potential exists to create an additional school, or additional school capacity on this site, should the Board's estimates prove to have been conservative.

2.5 Traffic

The Warden Corridor Land Use Study included a transportation review. It concluded that the development levels proposed could be accommodated by the existing transportation system, with a few local operational improvements. It should be noted that much of the traffic generated by the trucks, employees, and customers of the former industrial and commercial land uses is no longer using the transportation system, freeing up capacity for the new residents. Further traffic impact studies will be required to be submitted with any new development proposal. The City will review these studies and need to be satisfied with their conclusions and recommendations before zoning by-law amendments permitting the proposed development will be recommended. The implementation policies of the proposed Secondary Plan provide for holding provisions to be applied in Warden Woods, and for the removal of the holding symbol to be subject to the submission of studies such as transportation impact studies. The proposed Warden Woods zoning by-law applies a holding provision to the City-owned lands, which may be removed in whole or in part when Council is satisfied as to, among other matters, the availability or provision of all necessary transportation improvements.

2.6 City Owned Lands

The City owns approximately 10 hectares (24 acres) of land within the Warden Woods Community north and south of St. Clair Avenue, including a section of the Massey Creek ravine

lands. The table lands north of St. Clair Avenue are used by the TTC for its Warden North commuter parking lot. The lands south of St. Clair Avenue are used by the TTC for its Warden South commuter parking lot, bus terminal, passenger pick-up and drop-off, and subway station.

A primary objective of the Warden Woods Community Secondary Plan is the strategic use of City-owned lands and assets. The Secondary Plan supports transit-oriented development of the City lands close to the subway station, north and south of St. Clair Avenue. The greatest proposed heights and densities in the Community are closest to the subway station.

2.6.1 Development Potential and Proposed Zoning

It is proposed to “pre-zone” the City-owned lands for development purposes in the Warden Woods Community Zoning By-law. Pre-zoning will provide a strong indication of the City’s objectives for these strategically important lands. It will establish value for the lands and improve the City’s ability to achieve other broader community benefits through the disposal and eventual development of these lands.

The provisions of the proposed Warden Woods Community Zoning By-law for the City-owned lands will permit a maximum of 500 dwelling units north of St. Clair Avenue, and a maximum of 450 dwelling units south of St. Clair Avenue. This overall potential of 950 units is about 50 units more than the recommended level of development identified by the planningAlliance.

During discussion of the “north park” configuration, City Real Estate and TTC staff were concerned that the “central” option preferred by Planning and Parks staff and by the majority of community members who participated in the study, would reduce the value of the City’s land for development purposes. Under current City policy, when City lands under TTC jurisdiction are sold the real estate revenues accrue to the TTC. The TTC has indicated that it is essential that the development of the Warden north parking lot lands yield enough real estate revenue to fund the TTC’s relocation of the commuter parking lot to the Hydro Corridor south of St. Clair Avenue, as well as the construction of a new bus terminal, subway station entrance and passenger pick-up and drop-off facility. The “central” park option increases development costs, by virtue of the public street ringing the park. This highly desirable feature, from a parks planning perspective, requires construction of a substantial amount of “single-loaded” roads (development on one side only). As well, the “central” park option creates two separate development blocks, as opposed to the one contiguous block created by the other park options examined. The potential reduction in value associated with these two factors could be offset by increasing the overall unit count by about 50 units. Planning staff are confident that the two sites are capable of accommodating the overall level of development proposed and that such development can be in compliance with the urban design guidelines proposed for the area.

It is important to note that a substantial portion of the park north of St. Clair will be on the City-owned land. The overall City land development potential of 950 units for the sites both north and south of St. Clair Avenue, would result in a parkland requirement of 1.27 hectares. It is intended that to the extent possible this requirement be achieved in its entirety on the Warden North Parking Lot, leaving no parkland contribution owing with respect to the City lands south of St. Clair.

2.6.2 Holding Provision

The proposed Warden Woods Community Zoning By-law establishes base heights and densities for the City lands, and applies a holding provision. In order for the holding provision to be removed, certain matters must be satisfactorily addressed including parkland contributions, appropriate contributions equivalent to the contributions pursuant to Section 37 of the Planning Act which would have been required if the height and density limits for these lands had not been established in advance, and ensuring that the City's intensification objectives for transit-supportive development are met.

2.6.3 Building Heights

Many members of the community expressed strong opinions about appropriate heights for new buildings in the Warden Woods Community. Many residents felt that 8 storeys should be the maximum height throughout the community, even for the key locations at Warden and St. Clair on or adjacent to the Warden Subway Station. The City's consultant felt that heights of at least 20 storeys on the Warden Subway Station site would be appropriate. As a point of reference, the existing apartment building across the road and to the south of the subway station (at 682 Warden Avenue), is located on a high point of land and is 15 storeys in height with a tall mechanical penthouse.

Building height is an important issue and careful analysis of development proposals for taller buildings in the Warden Woods Community should be undertaken to assess shadows, views and microclimate (wind and snow). For the key City sites both north and south of St. Clair Avenue, Planning staff feel that maximum heights of 12 and 15 storeys respectively) can readily be accommodated. It should be noted that the height recommended for the subway station site south of St. Clair is lower than the height recommended by the City's consultant (15 storeys vs. 20+ storeys). The height recommended for the Warden North parking lot site is slightly higher than the height recommended by the City's consultant (12 storeys vs. 9 storeys), but is considered to be a relatively modest height for a site in close proximity to a subway station and well removed and buffered from any existing low density residential neighbourhoods. Higher heights, above those permitted in the zoning by-law, could be considered, but only with an appropriate level of analysis, and the need for relief from the by-law height limit, which ensures the opportunity for community participation.

2.6.4 City Land Required for the North Park

In part, the Warden Corridor Study was initiated because it was clear that the TTC's Warden North Parking lot is underutilized and can be relocated (with a reduced number of spaces) to the Hydro Corridor south of St. Clair Avenue. In addition, the TTC has been examining options to redevelop the Warden Station bus terminal, which would make a significant parcel of land available for development on the south side of St. Clair Avenue.

As noted earlier the City lands are an important asset to assist in the achievement of a number of objectives in the Warden Woods Secondary Plan area. One of these objectives is the early delivery of community services and facilities. A significant portion of the approximately 2 hectare park on the north side of St. Clair Avenue is on City land. City staff have had discussions with the TTC respecting the potential for early delivery of these lands for parks purposes and the construction of a community centre.

There are currently a total of 1,492 parking spaces at the Warden Subway Station. The North Lot contains 1,341 spaces and the South Lot contains 151 spaces. For the past ten or more years the peak utilization of the Warden North Lot has been at or below 50%, while peak utilization of the South Parking Lot has been at or below 68%. The TTC's overall reconstruction plans are based on replacement of 850 parking spaces in the Hydro Corridor south of St. Clair Avenue (this amount of parking would meet current demands and provide some additional capacity for future growth). Accordingly, it is the City staff position that the TTC ought to be able to transfer jurisdiction over a portion of the Warden North Lot back to the City for park purposes, without any operational implications, as long as about 700 spaces can be maintained in the Warden North Lot. This presumes, as well, that access to the reduced lot from Warden Avenue can be appropriately reconfigured. The early transfer of these lands is an important step in implementing the community service strategy of this plan. City staff and staff of the TTC are continuing discussions respecting the early transfer of these lands for park purposes. At this point TTC staff have not confirmed that the early release is acceptable.

2.6.5 TTC Redevelopment Plans

The TTC's current strategy for the redevelopment of the Warden Station and parking lots involves two stages as follows:

- Stage 1: replacement parking lot for approximately 850 cars in the Hydro corridor including a new automatic entrance to the station on the east side of the subway, plus a passenger pick-up and drop-off facility located in the Hydro corridor. The TTC advises that this would allow the Warden North parking lot to be available for development; and
- Stage 2: relocation of the bus terminal into the area previously occupied by the Warden South commuter parking lot. The new bus terminal would be a fully accessible island platform. The TTC advises that this would free up a 1.2 hectare (3 acre) parcel of land on the south-east corner of Warden/St. Clair Avenues for development.

TTC's conceptual design work for the relocation and reconfiguration of the Warden station facilities will be followed by public consultation and site plan approval applications (expected to commence in the Fall of 2005). When the design and construction of the necessary TTC facilities is completed, the TTC will then be in a position to release operational jurisdiction and the City may initiate its disposal process and declare the property surplus to municipal requirements.

The Warden Woods Community Secondary Plan provides for these lands to help meet other City objectives such as the provision of affordable housing, parks, and other community facilities and amenities. As these lands are made available for development, appropriate contributions should be secured towards the community infrastructure priorities of the Plan, which include a community centre and other facilities. Accordingly, it is important to the overall plan that the TTC proceed with the two stages of its redevelopment plan, in order that the Warden Station lands north and south of St. Clair Avenue can be made available to support the objectives of the Plan.

It should be noted that the TTC does not currently have a budget allocation for either of these projects. Implementation of all or part of the Warden Station redevelopment will be subject to budget approval, and, therefore, the timing of implementation of this aspect of the Warden Woods Community Secondary Plan is uncertain. Planning staff are of the opinion that these redevelopment plans are independent of the early transfer of a portion of the north parking lot for park purposes as discussed above.

2.6.6 New Pedestrian Bridge Over St. Clair Avenue

Map 2, Potential Linkages and Connections of the Secondary Plan indicates a new pedestrian bridge on the west side of the existing TTC subway line could be constructed to replace the existing pedestrian bridge across Massey Creek north of St. Clair Avenue. An alternative concept would involve a bridge over the subway right-of-way north of St. Clair Avenue leading to the existing CN Rail bridge and the new TTC entrance proposed on the east side of the subway. Construction of either of the above pedestrian improvement options would provide convenient direct access between the City lands and the TTC station, and improved connections are important objectives of the Urban Design Guidelines appendix attached to the Secondary Plan. Improved pedestrian connection over St. Clair Avenue should be achieved as a condition of development approval for the redevelopment of the Warden North parking lot lands.

2.7 Existing Industrial Uses and Impact on Industry

2.7.1 Studies and Mitigation Will Be Required

The proposed new Warden Woods Community includes a number of active industrial uses which are not the subject of development applications for conversion to residential uses. These industries include McGale Ladder at 326-328 Danforth Road, Patterson Industries at 250 Danforth Road, Tradition Fine Foods at 663 Warden Avenue, and industrial uses north of the former Beckers Dairy including Advantage Self-Storage (Everest) at 681 Warden Avenue, Sealy Mattress at 683-685 Warden Avenue and the industrial units at 689 Warden Avenue. Attention will have to be given, in the planning of nearby residential sites to ensure an appropriate interface. At the same time, zoning permissions for industrial uses with greater potential impact on abutting residential should be removed to ensure that chemical industries and open storage operations do not expand and that new operations of this nature are not established within the Warden Woods Community.

As well, Warden Woods is flanked to the north and to the south-east by the Golden Mile Employment District and the Oakridge Employment District, respectively. The long-term stability and continuation of the employment areas to the north and to the southeast should continue to be a priority consideration. Accordingly, the planning framework for the conversion of former employment lands to residential purposes must have regard for the interface between continuing industrial uses and the new residential uses, and provide for the identification and mitigation of impacts.

The proposed Warden Woods Community Secondary Plan provides a policy framework requiring the developers of new sensitive land uses to submit studies, to the satisfaction of the City, regarding the potential impacts of existing industry on new sensitive land uses. The studies should identify appropriate mitigation measures, such as buffers, screening, source and receiver attenuation, and warning clauses; and implementation of these measures will be secured through the development approval process.

2.7.2 Concerns Expressed By Industrialists

There has been concern expressed by some industrialists located in the Golden Mile Employment District (to the north of the new Warden Woods Community) and within the proposed new community, regarding the potential conflict between their operations and proposed new residential development. Issues raised have included noise, odour, and visual impacts and the fear that complaints from the new residents may have the effect of curtailing their operations. It should be noted that the southerly 60 metres of the Golden Mile Employment District have been zoned Industrial (M), which is the most restrictive (lowest impact) industrial zoning in the Scarborough Zoning by-laws. All Employment Districts in Scarborough are subject to the general zoning provision stipulating that "Notwithstanding any other provision of this By-law, any use which is offensive by reason of the transmission of noise or vibration, or the emission of gas, fumes, heat, radiation, dust or odour, is prohibited", a measure designed to ensure compatibility with nearby uses.

2.7.3 MOE Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses

The Ministry of Environment (MOE) has established guidelines for distance separation between industry and sensitive receivers. The guidelines establish minimum separation distances, based on the class of industry, and also provide for exceptions in instances where infilling, urban redevelopment and/or a transition to mixed use is taking place. In these instances, the guidelines call for studies and mitigation.

In some instances, the separation distances between existing industry and proposed new residential uses in the Warden Woods Community do not appear to meet the MOE separation distance guidelines, yet the relationships proposed are comparable to those which exist in many instances throughout Toronto. As indicated above, to ensure that this issue is adequately addressed, both at the edges of the new community and within it (during the transition phase), the proposed Secondary Plan addresses the need for studies and mitigation.

2.7.4 Concern About Further Industrial Land Conversions

An additional area of concern which has been raised is the possibility of future applications for conversion of industrial lands to the north of the former Warden Power Centre site. These lands are indicated on Map 2 – Urban Structure of the new Toronto Official Plan as core employment lands. Accordingly planning staff believe that these lands should be permanently retained for employment purposes. The new Provincial Policy Statement, which came into effect in April of this year, strengthens the protection of employment lands from conversion. The proposed Warden Woods Community Secondary Plan stipulates that new public streets should not abut the northern limit of the Community, and that the City should retain a 0.3 metre reserve between any new street and the boundary, so as to limit any future access between the new Warden Woods Community and the Golden Mile Employment District.

3.0 Proposed Official Plan Amendment No. 1145

3.1 Amendments to Existing Secondary Plans

The proposed amendments to the Scarborough Official Plan are included in Draft Official Plan Amendment No. 1145 which is attached as Attachment 5 to this report. The Warden Corridor lands are to be removed from the Golden Mile Employment District Secondary Plan, the Oakridge Employment District Secondary Plan and the Birchmount Park Community Secondary Plan, and added to the new Warden Woods Community Secondary Plan.

The Golden Mile Employment District Secondary Plan contains a policy supporting the extension of Sinnott Road, south of Hymus Road, to serve the redevelopment of the lands bounded by Warden Avenue, St. Clair Avenue, the TTC Bloor/Danforth Subway line, and Upton Road. The extension of Sinnott Road into the lands at 725 Warden Avenue is not required by proposed Warden Corridor development, and such a link would create conflicts between residential and industrial traffic. Accordingly, an amendment is proposed to Golden Mile Employment District Secondary Plan to revise the policy so that it refers to the southerly extension of Sinnott Road south of Hymus Road to serve Golden Mile Employment District lands, and to remove the reference to connections to the arterial road network.

The Oakridge Employment District Secondary Plan is also proposed to be amended by deleting Numbered Policy 3 permitting a transit station and commuter parking facilities on the City's lands at the southeast corner of Warden and St. Clair, and Numbered Policy 8 permitting a long term care facility on the industrial lands at 675-679 Warden Avenue. These policies are now redundant as the subject lands are to be included within the proposed Warden Woods Community Secondary Plan.

3.2 Warden Woods Community Secondary Plan

The draft Official Plan Amendment No. 1145 in Attachment 5 also amends Section 4 of the Scarborough Official Plan to add a new Warden Woods Community Secondary Plan. The name "Warden Woods" was chosen for the new community to reflect the local context, including the Warden Woods Ravine and the Warden Woods Community Centre at 74 Firvalley Court (owned and operated by the Mennonite Conference of Eastern Canada) which are both located nearby.

3.2.1 Planning Framework for Creating A Liveable Community

The Secondary Plan establishes a planning framework to guide the development of new mixed use and residential neighbourhoods with all of the ingredients for success including adequate parks and community facilities, excellence in urban design and a balanced transportation system including a comprehensive pedestrian network of trails and walkways. The Plan provides the policy framework for Council to consider future development applications and rezonings, and supports both private and public investment. The new community will be integrated with the surrounding existing residential communities and ravine system, and promotes compatible interfaces with residual and abutting employment areas.

The vision for a vibrant, healthy and liveable new Warden Woods Community is based on a number of “Principles For Success” including: strategic use of City-owned lands and assets, a healthy mix of uses and amenities, connections, housing diversity, improvement of natural conditions and the preservation of heritage resources.

These principles provide guidance for the policies in Section 2 of the Secondary Plan, A Road Map to Success – Creating a Liveable Community, concerning land use, urban design, community services and facilities, parks and natural heritage, housing and transportation. The implementation policies of the Secondary Plan outline the various regulatory tools available to the City to assist in building a successful community, such as zoning, holding provisions, site plan control, parkland dedication (parks policies), and securing community benefits using Section 37 of the Planning Act.

3.2.2 Land Use Plan and Policies

The land use designations proposed on Map 1 Land Use of the Warden Woods Community Secondary Plan are in keeping with the new Toronto Official Plan, and include Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, as well as Natural Areas, Parks and Utility Corridors.

Neighbourhoods designations will permit lower scale residential uses, parks, local institutions, and home occupations, as well as existing industrial uses. Apartment Neighbourhoods designations will permit the same uses as the Neighbourhoods designations, plus apartment buildings and small-scale retail service and office uses supporting the community. The Mixed Use Areas will permit a broad range of residential, commercial and institutional uses, to reduce auto dependency and take advantage of the proximity to public transit. Existing industrial uses will also be permitted in Mixed Use Areas.

The Land Use Plan reflects the two central parks shown on the Conceptual Master Plan. The Massey Creek ravine (including the City lands at the northeast corner of Warden and St. Clair) are proposed to be designated as Natural Areas, consistent with the new Toronto Official Plan. The Natural Areas designation also applies to the potential stormwater management ponds south of St. Clair Avenue.

The Ontario Hydro Corridor lands south of St. Clair Avenue are designated Employment Areas in the new Toronto Official Plan. These lands are proposed to be designated as Utility Corridors in accordance with their existing and intended function, and the Secondary Plan will permit hydro transmission, public transit facilities and parking lots, as well as parks, open spaces and pedestrian and bicycle trails.

The sections of the Ontario Hydro and former CNR lands north of St. Clair Avenue are included within Secondary Plan boundary and are proposed to be designated as Utility Corridors, consistent with the new Toronto Official Plan. Map 2 Potential Linkages and Connections shows pedestrian and bicycle routes on these lands.

The Secondary Plan provides policy guidance for locating mid-range heights along the arterial road frontage and the highest densities and heights closest to the subway station. The specifics of building heights and densities will be regulated in the Zoning By-law.

3.2.3 Urban Design Policies, Guidelines, and Conceptual Master Plan

The Secondary Plan contains urban design policies addressing the public realm, parks and open spaces, streets and pedestrian connections, public buildings and facilities, public art, density, heights and built form, and cultural heritage. Particular attention is paid to potential pedestrian and bicycle routes, which are illustrated on Map 2 of the Secondary Plan. The connection objectives include a continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the Secondary Plan area based on and implementing the central pedestrian path on the Warden Corridor Public Framework recommended by the consultants. The Plan also calls for connections to the arterial roads and places in the surrounding communities, connections to the TTC facilities, connections to existing and new parks and open spaces, and linkages between neighbourhoods within the Warden Woods Community.

Urban Design Guidelines are attached as an appendix to the Secondary Plan, and provide detailed guidance for the redevelopment of the lands in Warden Woods. The Guidelines clarify the policies of the Secondary Plan for “priority areas” such as the arterial roads, the TTC station, the community centre and other important locations; the public realm; built form, and public art and cultural heritage. An updated Conceptual Master Plan is attached to the Guidelines, and illustrates key urban design considerations including building forms and heights, street networks, parks and other open spaces, potential public art locations, and pedestrian linkages.

3.2.4 Community Services and Facilities Policies and Strategy

The Secondary Plan calls for creating a truly liveable community by balancing population growth with the timely provision, and equitable distribution of a range of community services and facilities, which will be encouraged in all developments. The priorities identified for Warden Woods include, but are not limited to: a community centre, a community health centre, multi-purpose community space, child care facilities and a parent and child resource centre. Reassessments of the priorities for community service provision will be informed through monitoring the changing demographic profile of Warden Woods residents, inventories of facilities and services, and gaps in service provision.

The Warden Woods Community Service Strategy has been developed to complement and implement the Secondary Plan and is attached to this report (Attachment 9).

3.2.5 Parks, Open Space and Natural Heritage Policies

The Secondary Plan provides for the application of the alternative parkland dedication provisions of Section 42(3) of the Planning Act for residential development at a rate of up to 1 hectare of land for every 300 dwelling units, which may be taken as cash-in-lieu of land. In keeping with the City's priority to achieve two local parks of approximately 2.0 to 2.5 hectares each, one north and one south of St. Clair Avenue, a minimum rate of 0.4 hectares per 300 dwelling units, or 5% of the land area, whichever is greater, will be applied.

The specific programming of the parks has not yet been worked out, but the parks will accommodate a mixture of active and passive amenities. It has been agreed that a community centre can be accommodated in the park north of St. Clair Avenue.

The Secondary Plan also provides for the City to continue to pursue improvements to the condition of the Massey Creek ravine including tree planting and appropriate landscaping / renaturalization, in consultation with area residents and other stakeholders.

3.2.6 Housing Policies

The Secondary Plan seeks the provision of a broad range of housing types, sizes and affordability for Warden Woods residents, including ownership and rental housing to ensure the development of a diverse, mixed income community.

On large sites generally over 5 hectares (12.4 acres) in size, the Plan requires a minimum of 30% of new housing to be in forms other than single and semi-detached houses, and a minimum of 20% of new housing units to be provided at affordable rents or purchase prices.

3.2.7 Transportation Policies

The Secondary Plan seeks a balanced transportation network to support reurbanization and the development of a connected Warden Woods community. Walking, cycling and transit use are promoted to reduce the use of private automobiles. New street connections to the surrounding arterial road network will align with existing streets where possible, which will enhance the choices for safe access to the various parts of Warden Woods.

On-street parking will be permitted where appropriate, and reduced off-street parking requirements will be considered and implemented through the Zoning By-law, particularly for sites close to the subway station.

3.2.8 Industrial Policies

The Secondary Plan recognizes that a number of viable industrial uses will be incorporated into the new Warden Woods Community, and could remain in operation for some time. Accordingly existing industrial uses are permitted in the proposed Mixed Use and Neighbourhoods designations.

The Secondary Plan calls for appropriate mitigation of impacts between the employment and residential uses within the Warden Woods Community. Compatible relationships will also be established between the new development in the Warden Woods Community and the abutting Employment Areas to the north and south, currently part of the Golden Mile and Oakridge Employment Districts. Mitigation measures including buffering, screening, source controls, receiver controls, and warning clauses will be considered and secured through the development approval process.

3.2.9 Implementation Policies

Section 3 of the Secondary Plan sets out policies for applying the regulatory tools which will assist the City in achieving the objectives of the Plan, including implementing zoning by-laws, holding zones, plans of subdivision, site plan control, and the use of Section 37 of the Planning Act.

3.3 Modifications to the New Toronto Official Plan

The Warden Woods Community Secondary Plan is proposed to be adopted as an amendment to the existing Scarborough Official Plan, and it is recommended that the City Solicitor request the Ontario Municipal Board to modify the new Toronto Official Plan to implement the Warden Woods Community Secondary Plan as approved.

4.0 Proposed Zoning By-law Amendments

4.1 Warden Woods Community Zoning By-law

There are two existing Zoning By-laws that apply to this area: the Employment Districts Zoning By-law No. 24982 (Golden Mile and Oakridge) and the Birchmount Park Community Zoning By-law No. 9174. Staff are proposing that the lands in the new community be removed from these Zoning By-laws and brought together under a new Warden Woods Community Zoning By-law.

The draft Warden Woods Community Zoning By-law is included as Attachment 6 to this report. This by-law has been developed to being the implementation of the Secondary Plan policies and Urban Design Guidelines for the area.

The Warden Woods Community Zoning By-law is a “parent” zoning by-law, which provides the framework to which implementing zoning by-laws for the various development applications can be added as they are enacted.

Schedule '1' of the by-law, the Warden Woods Community Map, includes all of the lands in the new community.

The draft by-law for the Warden Woods Community applies specific new zoning provisions only to the City-owned lands north and south of St. Clair Avenue at this time. The TTC Warden North parking lot would be rezoned as Commercial-Residential (CR), while the ravine lands to be designated as Natural Areas in the Secondary Plan would all be zoned as Open Space (O), removing the existing Industrial (M) zoning at the northeast corner of Warden and St. Clair Avenues. The City lands south of St. Clair Avenue, currently occupied by the TTC commuter parking lots, bus terminal, and the subway station and line would be rezoned to Commercial-Residential (CR).

The Performance Standards for the City lands north of St. Clair Avenue include:

- (i) a maximum height of 12 storeys;
- (ii) a maximum of 500 dwelling units;
- (iii) a parking standard of a minimum of 1.2 parking spaces per dwelling unit (minimum 1.0 for residents, 0.2 for visitors); and
- (iv) non-residential uses beyond 150 metres east of the centerline of Warden Avenue (not including day nurseries) are limited to the first floor of an apartment building, and a maximum of 10 percent of the gross floor area of the building .

The Performance Standards for the City lands south of St. Clair Avenue include:

- (i) a maximum height of 15 storeys;
- (ii) a maximum of 450 dwelling units; and
- (iii) a parking standard of a minimum of 1.1 parking spaces per dwelling unit (minimum 1.0 for residents, 0.1 for visitors).

The Exceptions List, Schedule "C" provides for holding provisions applying to the City lands to be removed when Council is satisfied as to:

- (i) the availability or provision of transportation improvements, infrastructure and servicing, including public transit, stormwater management, the provision of community facilities, and accommodations for pedestrians and cyclists, necessary to accommodate the proposed development;
- (ii) all appropriate requirements or clearances pertaining to site environmental conditions; and
- (iii) appropriate contributions equivalent to the contributions pursuant to Section 37 of the Planning Act which would have been required if the height and density had not been established in advance.

The lands owned by Ontario Hydro and private interests both north and south of St. Clair Avenue are also included on Schedule "A" of the draft by-law, with references to the existing Employment Districts Zoning By-law and Birchmount Park Community Zoning By-law, which

will continue apply to those lands. Zoning by-law amendments to permit redevelopment proposals on these lands would be enacted as amendments to the Warden Woods Community Zoning By-law.

4.2 Amendments to the Employment Districts Zoning By-law

A further Zoning By-law to amend the Employment Districts Zoning By-law (Oakridge) is included as Attachment 7. This draft by-law would rezone the Ontario Hydro lands and former CNR rail spur south of St. Clair Avenue from General Industrial (MG) to Public Utility (PU) and Institutional-Public Transit (I-PT). The by-law would also rezone the industrial lands between the Hydro Corridor and Danforth Road from General Industrial (MG) and Special Industrial (MS) to Industrial (M). The purpose of this amendment is to remove the permissions for special industrial uses and open storage which would be incompatible with residential uses.

5.0 Alternative Parkland Dedication By-law

An Alternative Parkland Dedication By-law is proposed to implement the alternative parkland policies of the Secondary Plan. The By-law, which is included as Attachment 8, requires parkland for residential development at the rate of 0.4 hectares per 300 dwelling units, or 5% of the site area, whichever is greater.

Conclusions:

Staff have completed Phase 3 of the Warden Corridor Land Use Planning Study, building on the Phase 1 and 2 work by the City's staff and consultants. Phase 3 included several community consultation meetings which provided valuable public input.

The recommended amendment to the Scarborough Official Plan removes lands from the Golden Mile and Oakridge Employment Districts and the Birchmount Park Community, and places these lands in the new Warden Woods Community Secondary Plan. The Secondary Plan will guide the evolution of the Warden Corridor from an employment area to a residential community with all of the elements needed for success, including community services and facilities. The Warden subway station and City ownership of key parcels of land near the station, combined with the potential to relocate the TTC commuter parking lots into the Hydro Corridor south of St. Clair Avenue, add to the City's ability to achieve its objectives for Warden Woods. The Warden Woods Community Secondary Plan also provides guidance for reviewing current and future development applications. When approved, the Secondary Plan will be incorporated into the new Toronto Official Plan as a technical modification with appropriate adjustments and corresponding revisions to the designations on the Land Use Plan.

Two Zoning By-law Amendments are proposed to begin the implementation of the Secondary Plan. A Warden Woods Community Zoning By-law establishes the general zoning provisions for the new community, and pre-zones the City-owned lands north and south of the Warden/St. Clair intersection. Zoning By-laws to permit redevelopment proposals on privately owned lands would be enacted as amendments to this parent Warden Woods Community Zoning By-law.

A separate Zoning By-law is proposed to rezone the Ontario Hydro lands south of St. Clair Avenue for public utility and transit purposes, and remove permissions for special industrial uses and open storage from the Oakridge Employment District lands within the Warden Woods Community.

An Alternative Parkland Dedication By-law is proposed to implement the alternative parkland provisions of the Warden Woods Community Secondary Plan.

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Ted Tyndorf
Chief Planner and Executive Director
City Planning Division

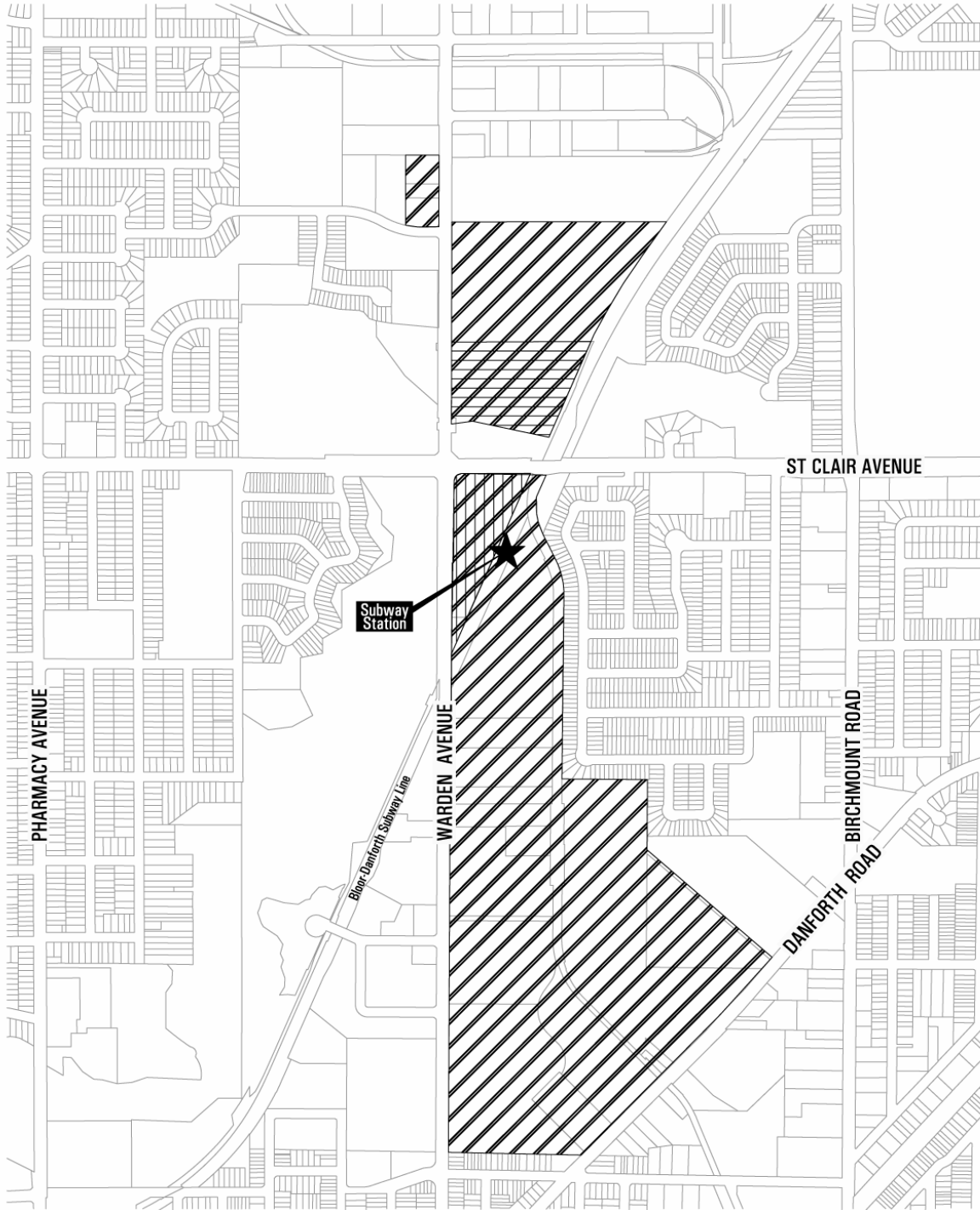
List of Attachments:

- Attachment 1: Warden Corridor Study Area
- Attachment 2: Warden Corridor Development Applications
- Attachment 3: Existing Official Plan Consolidation
- Attachment 4: Existing Zoning
- Attachment 5: Draft Official Plan Amendment (Warden Woods Community Secondary Plan) and Warden Woods Community Urban Design Guidelines and Conceptual Master Plan
- Attachment 6: Draft Warden Woods Community Zoning By-law
- Attachment 7: Draft Zoning By-law Amendment (Oakridge Employment District)
- Attachment 8: Alternative Parkland Dedication By-law
- Attachment 9: Warden Woods Community Service Strategy (September 2005)
- Attachment 10: Summary of Comments at Phase 3 Community Information Meeting (June 22, 2005)

Attachment 1: Warden Corridor Study Area



Warden Corridor Study



 Areas of Potential Land Use Change

 Warden Station North Parking Lot

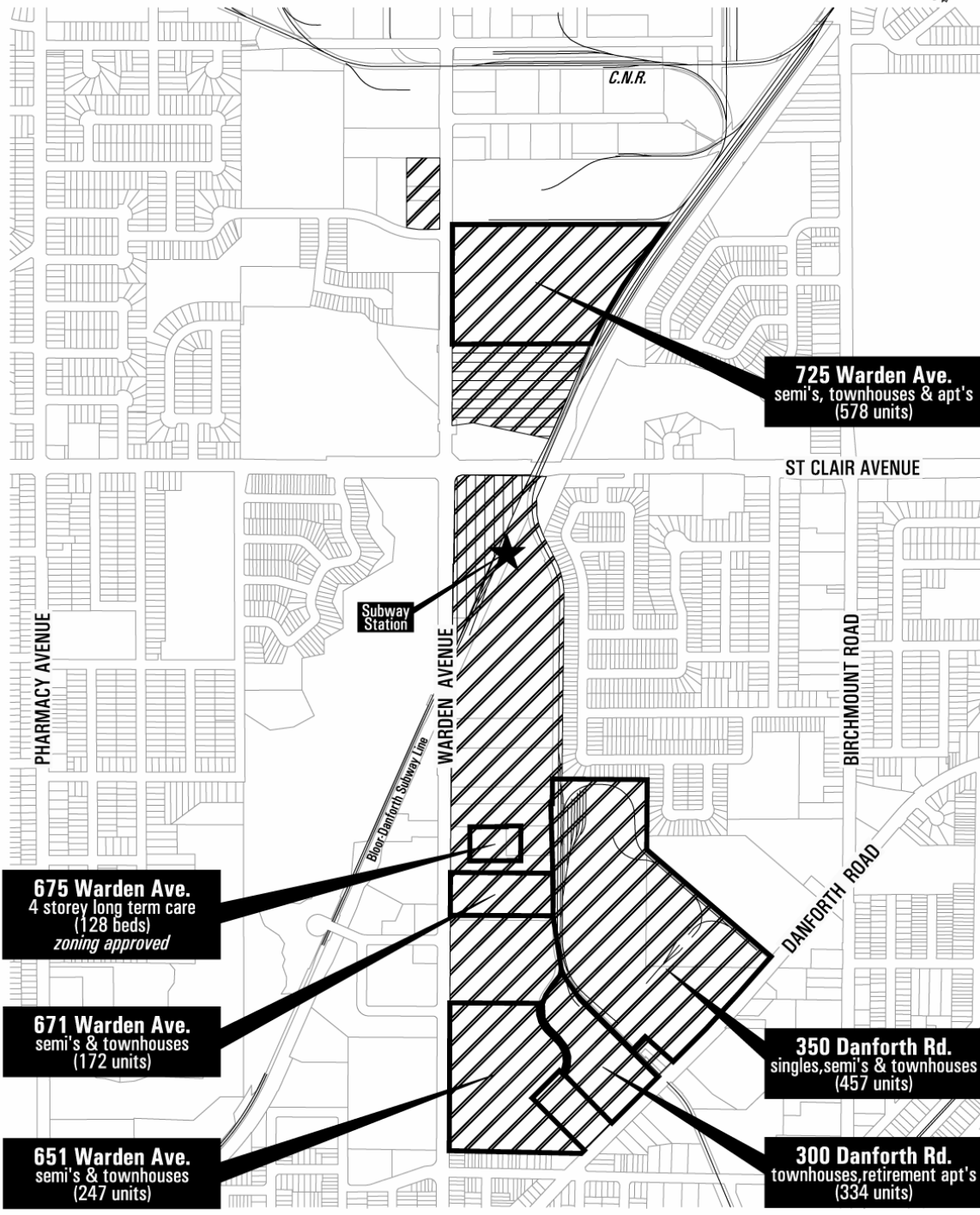
 Warden Subway Station and South Parking Lot



Attachment 2: Warden Corridor Development Applications



Development Applications

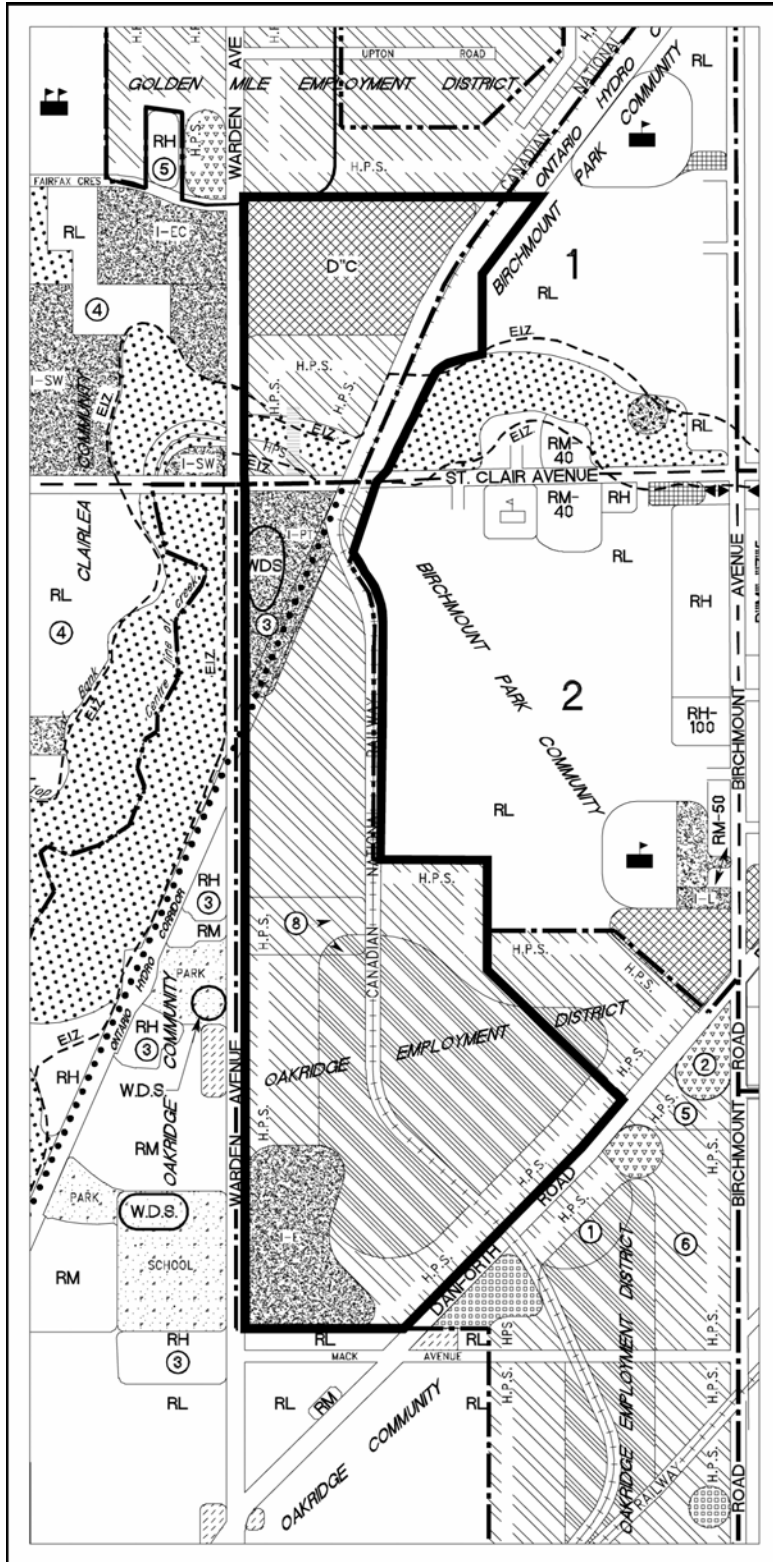


- Areas of Potential Land Use Change
- Warden Station North Parking Lot
- Warden Subway Station and South Parking Lot

Attachment 3: Existing Official Plan Consolidation



Existing Official Plan Consolidation
Warden Corridor Study



- WARDEN WOODS COMMUNITY
- DISTRICT COMMERCIAL
- GENERAL INDUSTRIAL USES
H.P.S. - HIGH PERFORMANCE STANDARDS
- SPECIAL INDUSTRIAL USES
- INDUSTRIAL COMMERCIAL
- INDUSTRIAL DISTRICT COMMERCIAL
- OFFICE USES
- VEHICLE SERVICE and REPAIR USES
GENERAL POLICY 5
- OPEN SPACE: GOLDEN MILE E.D., OAKRIDGE COMMUNITY
OPEN SPACE and DISTRICT PARK: BIRCHMOUNT PARK COMMUNITY
OPEN SPACE, COMMUNITY PARK and DISTRICT PARK: CLAIRLEA COMMUNITY
- INSTITUTIONAL USES
I-E: EDUCATIONAL I-EC: ECCLESIASTICAL
I-PT: PUBLIC TRANSIT I-SW: SOCIAL WELFARE
I-L: LIBRARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
NUMBER REPRESENTS THE MAXIMUM DENSITY
IN UNITS PER HECTARE
- HIGH DENSITY RESIDENTIAL
NUMBER REPRESENTS THE MAXIMUM DENSITY
IN UNITS PER HECTARE
- RESIDENTIAL MIXED USE
- COMMUNITY COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- NEIGHBOURHOOD PARK
- COMMUNITY FACILITIES
- PUBLIC SCHOOL
- SECONDARY SCHOOL
- SEPARATE SCHOOL
- NUMBERED POLICY
- WASTE DISPOSAL SITE
- PEDESTRIAN WALKWAY
- T.T.C. SUBWAY
- ENVIRONMENTAL IMPACT ZONE
- NEIGHBOURHOOD BOUNDARY and NUMBER
- COMMUNITY / EMPLOYMENT DISTRICT BOUNDARY

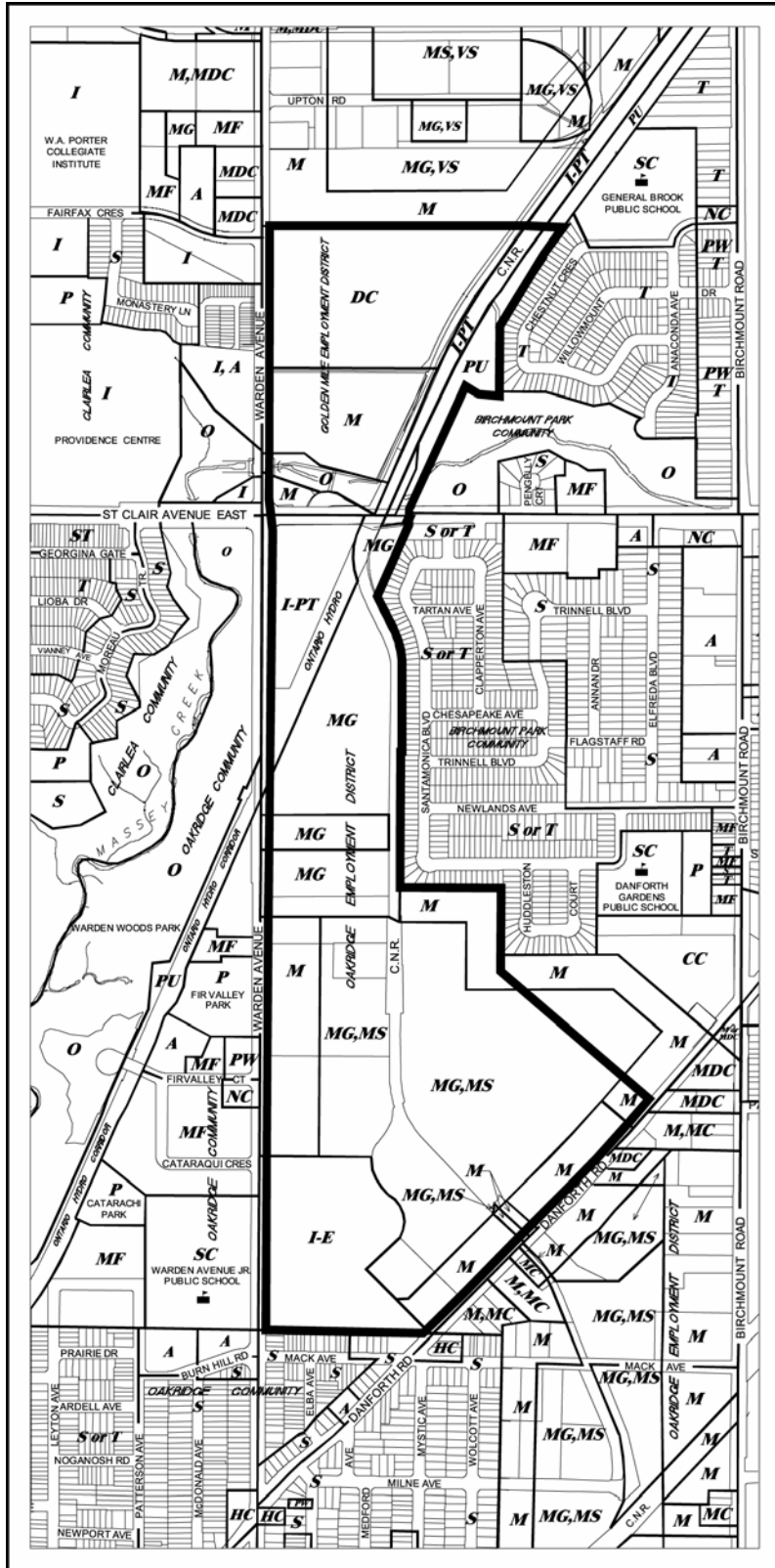
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Attachment 4: Existing Zoning



Existing Zoning Warden Corridor Study



WARDEN WOODS COMMUNITY

EMPLOYMENT DISTRICTS

- DC** DISTRICT COMMERCIAL ZONE
- I-E** INSTITUTIONAL-EDUCATIONAL ZONE
- I-PT** INSTITUTIONAL-PUBLIC TRANSIT ZONE
- M** INDUSTRIAL ZONE
- MC** INDUSTRIAL COMMERCIAL ZONE
- MDC** INDUSTRIAL DISTRICT COMMERCIAL ZONE
- MG** GENERAL INDUSTRIAL ZONE
- MS** SPECIAL INDUSTRIAL ZONE
- O** OPEN SPACES ZONE
- RWY** RAILWAY ZONE
- VS** VEHICLE SERVICE ZONE

COMMUNITIES

- S** SINGLE-FAMILY RESIDENTIAL
- T** TWO-FAMILY RESIDENTIAL
- MF** MULTIPLE-FAMILY RESIDENTIAL
- ST** STREET TOWNHOUSE RESIDENTIAL
- A** APARTMENT RESIDENTIAL
- CC** COMMUNITY COMMERCIAL
- NC** NEIGHBOURHOOD COMMERCIAL
- HC** HIGHWAY COMMERCIAL
- P** PARK
- O** MAJOR OPEN SPACES
- I** INSTITUTIONAL USES
- PU** PUBLIC UTILITIES
- SC** SCHOOL
- PW** PLACE(S) OF WORSHIP

↑ Not to Scale
9/7/05

File # 03 035238 TM

Attachment 5
Draft Official Plan Amendment (Warden Woods Community Secondary Plan) and
Warden Woods Community Urban Design Guidelines and Conceptual Master Plan

Authority: Planning and Transportation Committee Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2005
Enacted by Council: ~, 2005

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2005

To adopt an amendment to the Official Plan
of the former City of Scarborough
respecting the Golden Mile Employment District Secondary Plan, the Oakridge
Employment District Secondary Plan, the Birchmount Park Community Secondary Plan
and the Warden Woods Community Secondary Plan

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

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

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

1. The text and maps attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the former City of Scarborough
2. This is Official Plan Amendment No. 1145.

ENACTED AND PASSED this ~ day of ~, A.D. 2005.

DAVID R. MILLER,
Mayor

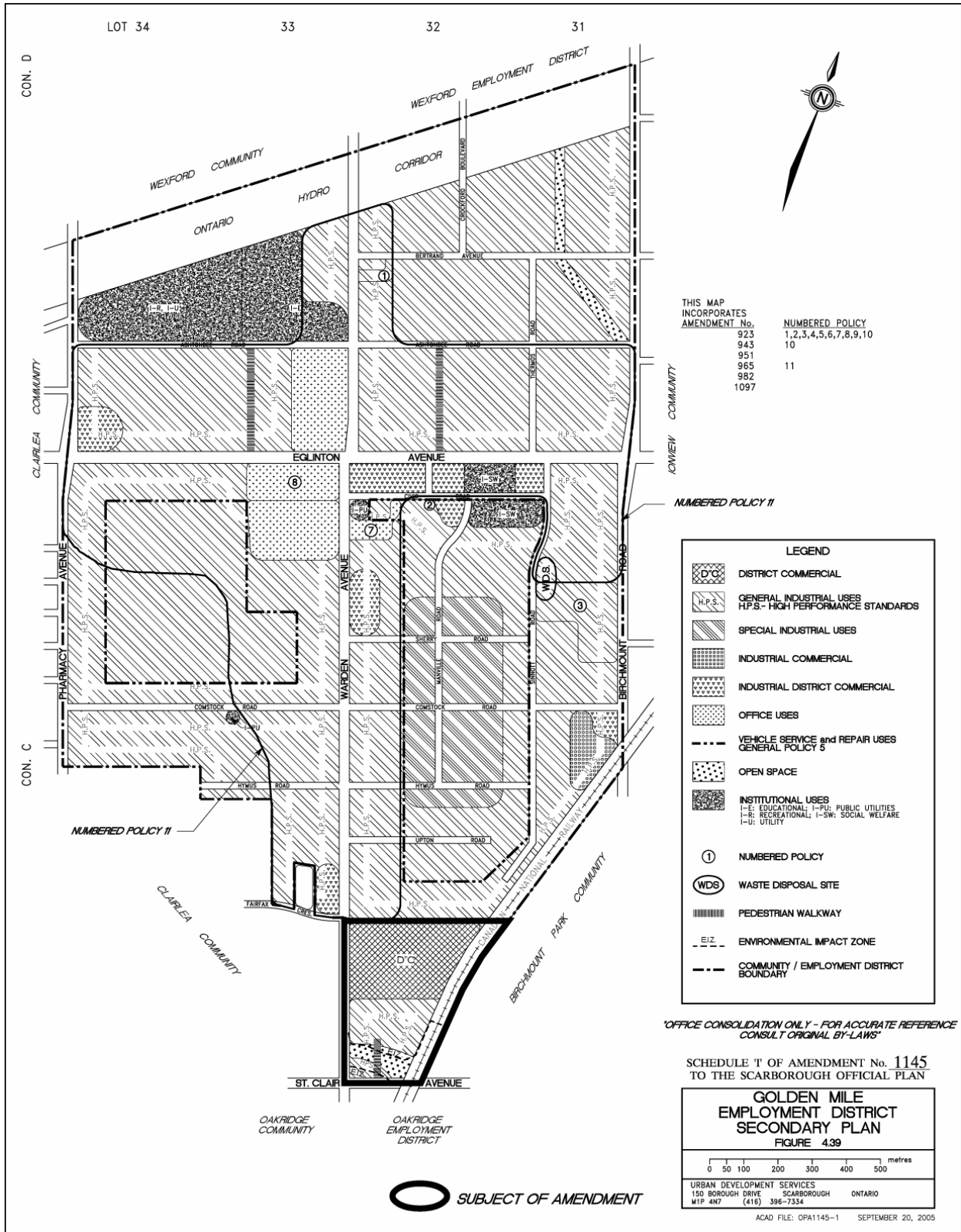
ULLI S. WATKISS,
City Clerk

(Corporate Seal)

SCHEDULE "A"

- A.** Section 4.39, the Golden Mile Employment District Secondary Plan is amended as follows:
1. Figure 4.39, the Land Use Map for the Golden Mile Employment District Secondary Plan, is amended by removing the lands from the Golden Mile Employment District as shown on Schedule 'I'.
 2. Section 4.39.2, General Policies, Policy 6 is amended by deleting the policy and replacing it with the following wording:

"Council supports the provision of an extension of Sinnott Road, south of Hymus Road to service further development / redevelopment of the Golden Mile employment lands south of Hymus Road. The actual alignment and connections to the road network will be determined through the Environmental Assessment process and will require Public Consultation."
- B.** Section 4.45, the Oakridge Employment District Secondary Plan is amended as follows:
1. Figure 4.45, the Land Use Map for the Oakridge Employment District Secondary Plan, is amended by removing the lands from the Oakridge Employment District as shown on Schedule 'II'.
 2. Section 4.45.3, Numbered Policies, is amended by deleting Numbered Policy 3 in its entirety.
 3. Section 4.45.3, Numbered Policies, is amended by deleting Numbered Policy 8 in its entirety.
- C.** Section 4.7, the Birchmount Park Community Secondary Plan is amended as follows:
1. Figure 4.7, the Land Use Map for the Birchmount Park Community Secondary Plan, is amended by removing the lands from the Birchmount Park Community as shown on Schedule 'III'.



D. Section 4, Secondary Plans, is amended as follows:

1. A new Section 4.52, the Warden Woods Community Secondary Plan, is added as follows:

4.52 WARDEN WOODS COMMUNITY SECONDARY PLAN

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Appendix: Warden Woods Community Urban Design Guidelines and Conceptual Master Plan

SECTION 1 VISION FOR A NEW COMMUNITY

1.1 THE BASIS FOR CHANGE

Warden Woods is an area of approximately 68 hectares stretching 1.8 kilometres along Warden Avenue, north and south of St. Clair Avenue East. The community is comprised of a mixture of public and private lands, including lands owned by the City and Ontario Hydro, a section of the Massey Creek ravine, heritage resources including the Bell Estate and the Lily Cups building, and a variety of active and former employment uses.

Warden Woods is located in the midst of existing residential communities and employment areas, and is served by the TTC Warden subway station. The area has undergone a number of changes in recent years, creating the circumstances which have led to the creation of this new residential community. The City has undertaken a comprehensive review of the area and this Secondary Plan establishes the planning framework to guide the development of this new residential community

It has become clear that the optimal use of the lands currently used for the TTC Warden North and Warden South commuter parking lots is not commuter parking. The TTC is considering options for the relocation of some or all of the existing commuter parking spaces to the Hydro Corridor south of St. Clair Avenue. The relocation of the commuter parking lots would free up City-owned lands close to the Warden subway station for transit-supportive redevelopment, including appropriate community infrastructure.

It is important to recognize that there are still a number of viable industrial uses in the area south of St. Clair Avenue, which will continue to be accommodated. Attention will need to be paid to the interface between industry and new residential uses.

The Warden Woods Community will be built on a strong foundation. Assets including a subway station, ravine system, and adjacent residential and employment areas are all in place. Although the surrounding residential neighbourhoods include schools, a library, and other community facilities, additional community infrastructure is required to support a new residential population.

A strong liveable community can be created with the amenities and community infrastructure needed to support new residents, and integrated with the surrounding neighbourhoods and employment areas. Sizeable land parcels capable of supporting comprehensive redevelopment and City ownership of the key parcels of land near the subway station add to the ability of the area to meet the objectives of this Secondary Plan.

1.2 PRINCIPLES FOR SUCCESS

The Warden Woods Community Secondary Plan establishes a framework to guide the coordinated development of new mixed use and residential neighbourhoods with all the ingredients for success including adequate community facilities, excellence in urban design, and a balanced transportation system. The intent of the Secondary Plan is to support private and

public investment in the creation of a new community, integrated with the surrounding residential communities and ravine system, and to establish compatible interfaces with residual and abutting employment areas.

The vision for a vibrant, healthy and liveable Warden Woods Community is based on a number of principles:

Strategic Use of City-Owned Lands and Assets

The Warden subway station and the network of feeder bus routes represent a significant asset for the area. The TTC, the development industry and other agencies will be encouraged to enhance the built form, appearance, and functionality of the station and to increase linkages and connections to it. Development will be encouraged to be transit-supportive in terms of design, connections, intensity and reduced parking standards.

The Secondary Plan supports transit-oriented redevelopment of the City-owned lands close to the subway station, which will accommodate the greatest heights and densities in the Secondary Plan area. This is consistent with City policies respecting intensification. The City land will also help to meet other City objectives such as the provision of affordable housing, parks, and other community facilities and amenities.

A Healthy Community

The Secondary Plan encourages a mix of uses that supports a healthy community including community facilities, health services, parks and a range of employment uses compatible with residential uses such as retail, live-work and offices on the lands designated as Mixed Use Areas. Existing viable industrial uses in Warden Woods will be accommodated, with appropriate buffer areas and attenuation measures between these uses and residential development. Compatible relationships will be established between new development in Warden Woods and the designated Employment Areas to the north and south.

Connection

The creation of a coherent and inter-connected public realm will be planned for and promoted, comprised of existing and new public streets, sidewalks, public open spaces and publicly accessible areas within private developments. A system of public streets and pedestrian walkways integrated with adjoining neighbourhoods will provide internal connections and link Warden Woods to the arterial road system and public transit. Key linkages will physically integrate Warden Woods with adjoining neighbourhoods.

Housing Diversity

The community will provide a full range of housing to accommodate a broad range of household incomes and sizes, under varied forms of tenure and with a range of building forms. Higher density residential uses are promoted adjacent to the subway station to enhance opportunities for transit use to place of work.

Improvement of Natural Environmental Conditions

Natural environmental conditions will be improved by such measures as creating better public access to natural areas where appropriate, protecting sensitive natural areas including Massey Creek, and removing alien and invasive species. The Secondary Plan encourages feasible green technologies such as green roof development and environmentally advanced stormwater management practices. Opportunities for significant tree planting on public lands will also be pursued.

Preservation of Heritage Resources

The Secondary Plan encourages the preservation of heritage resources and the appropriate reuse of buildings, grounds and landscapes.

SECTION 2 A ROAD MAP TO SUCCESS – CREATING A LIVEABLE COMMUNITY

A highly functioning and liveable community must be well designed, and provide a wide array of services and facilities to meet the needs of residents and businesses. Integrated planning for community services and facilities, parks, housing and transportation is essential to the creation of a liveable community.

The following policies will guide both public and private investment in Warden Woods.

2.1 LAND USE

Warden Woods will be a community with both residential and mixed use areas. Similar to other healthy communities across Toronto, Warden Woods will include diverse land uses to accommodate a variety of services and economic opportunities for its residents and contribute to the vibrancy of the community.

Industrial uses remaining within Warden Woods will be accommodated. Appropriate buffering, screening, and other attenuation measures will be provided by developers of new residential uses between residential uses and employment uses within and outside the community.

Policies

2.1.1 Lands within the Secondary Plan area will be designated as Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, Natural Areas, Parks, or Utility Corridors, as shown on Map 1, Land Use.

Neighbourhoods

- 2.1.2 Neighbourhoods will consist of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and interspersed walk-up apartments. Parks, local institutions, home occupations, and cultural and recreational facilities are also permitted.
- 2.1.3 Local institutions play an important role in the rhythm of daily life in Neighbourhoods and include such uses as schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.
- 2.1.4 Compatible industrial uses are permitted within Neighbourhoods designations.
- 2.1.5 Development will respect and reinforce the physical patterns and character of established Neighbourhoods, with particular regard to:
- a) patterns of streets, blocks and lanes, parks and public building sites;
 - b) size and configuration of lots;
 - c) heights, massing, scale and type of dwelling unit compatible with that permitted by the zoning by-law for nearby residential properties;
 - d) prevailing building type(s);
 - e) setbacks of buildings from the street or streets;
 - f) prevailing patterns of rear and side yard setbacks and landscaped open space;
 - g) continuation of special landscape or built-form features that contribute to the unique character of a neighbourhood; and
 - h) conservation of heritage buildings, structures and landscapes.
- 2.1.6 Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential Neighbourhoods.
- 2.1.7 Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will:
- a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
 - b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - c) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
 - d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

2.1.8 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

Apartment Neighbourhoods

2.1.9 Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the Neighbourhoods designation are also permitted in Apartment Neighbourhoods.

2.1.10 Non-residential uses in Apartment Neighbourhoods will be compatible with adjacent residential uses and support the objective of providing a mix of uses to support a healthy community.

2.1.11 Development in Apartment Neighbourhoods will contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards lower-scale Neighbourhoods;
- b) locating and massing new buildings to minimize shadow impacts on properties in adjacent lower-scale Neighbourhoods during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) providing indoor and outdoor recreation space for building residents;
- g) providing additional landscaped open space;
- h) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- i) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

2.1.12 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

Mixed Use Areas

2.1.13 In Mixed Use Areas development will:

- a) consist of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities, and

- b) promote economic health and employment opportunities for local residents, reduce automobile dependency and take advantage of nearby transit services.

2.1.14 Compatible industrial uses are permitted within Mixed Use Areas designations.

2.1.15 Large-scale, stand-alone retail stores and/or “power centres” are not permitted in Mixed Use Areas with the exception of a retail food store (supermarket) in a location south of the Utility Corridor, designed to serve the local population.

2.1.16 In Mixed Use Areas development will:

- a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) provide new jobs and homes for Toronto’s growing population;
- c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards, lower scale Neighbourhoods;
- d) locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;
- g) have access to schools, parks, community centres, libraries, and childcare;
- h) take advantage of nearby transit services;
- i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- k) provide indoor and outdoor recreation space for building residents.

2.1.17 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

Parks and Open Space Areas

2.1.18 The open space system in Warden Woods will include new local parks, both north and south of St. Clair Avenue, stormwater management ponds in appropriate locations, and a section of the Massey Creek ravine.

2.1.19 Parks and Open Space Areas – Parks will be used primarily to provide public parks and active and passive recreational opportunities.

2.1.20 Development within Parks and Open Space Areas will be limited to the following municipal purposes: recreational, cultural, and community service facilities, conservation

projects, and essential public works and utilities (where supported by appropriate assessment).

2.1.21 Parks and Open Space Areas -Natural Areas, which are part of the larger ravine system, will be maintained primarily in a natural state while allowing for conservation projects and public works that are designed to have only minimal adverse impacts on natural features and functions. Natural Areas will be enhanced or restored wherever possible.

2.1.22 Parks and Open Space Areas - Natural Areas include open spaces associated with stormwater management practices.

2.1.23 Any development provided for in Parks and Open Space Areas will:

- a) protect, enhance or restore trees, vegetation and other natural heritage features;
- b) preserve or improve public visibility, safety and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
- c) maintain, and where possible, create linkages between parks and open spaces as part of continuous recreational and pedestrian corridors;
- d) maintain or expand the size and improve the usability of publicly owned parks and open spaces for public park, recreational and cultural purposes;
- e) respect the physical form, design, character and function of Parks and Open Space Areas; and
- f) provide comfortable and safe pedestrian conditions.

2.1.24 No city-owned lands in Parks and Open Space Areas will be disposed of.

Utility Corridors

2.1.25 Utility Corridors may be used for hydro transmission and public transit facilities, as well as for secondary purposes such as parks and open space, pedestrian and bicycle trails, parking lots, essential public services, and stormwater management ponds. Secondary uses in Utility Corridors will:

- 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; and
- b) protect for an open space corridor link to develop or extend pedestrian or bicycle trails.

2.1.26 Redevelopment on lands adjacent to Utility Corridors will:

- a) protect for access to any potential pedestrian and bicycle trail or park and open space; and
- b) screen and secure the property edge abutting Utility Corridors through such measures as setbacks, fencing, site grading, berms and landscaping.

2.1.27 Protection, enhancement or restoration of natural heritage areas within Utility Corridors will be pursued wherever possible.

2.2 URBAN DESIGN

This Secondary Plan establishes urban design principles to guide the development of this community. Urban design guidelines will be adopted by Council to provide further guidance to both public and private investment.

Policies

The Public Realm

2.2.1 The public realm in the Warden Woods Community Secondary Plan Area will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote a sense of safety and community identity.

Parks and Open Spaces

2.2.2 New parks will be created as focal points of the community. Where possible, new developments will front onto the parks across public streets.

2.2.3 Parks will be visually and physically integrated with adjacent open spaces.

2.2.4 Man-made open spaces, such as stormwater management ponds, will be designed to be esthetically pleasing and incorporate landscaping and pedestrian amenities.

Streets and Pedestrian Connections

2.2.5 A safe, attractive and connected pedestrian environment will be created to make walking an attractive and effective means of movement through the area, and to encourage transit use by existing and future residents and employees.

2.2.6 New streets will be designed as pedestrian oriented public streets with an urban character and right-of-way widths appropriate to their function.

- 2.2.7 Upgraded streetscape treatments such as pedestrian scale lighting, decorative paving, street furniture, gateway features, and enhanced landscaping will be provided along key streets including:
- a) Warden Avenue, St. Clair Avenue, and Danforth Road;
 - b) Streets adjacent to parks and streets leading to the parks; and
 - c) Streets leading to major destinations such as the community centre.
- 2.2.8 The built form and streetscape on Warden Avenue, St. Clair Avenue, and Danforth Road will be designed to support mixed use developments and promote a vibrant street frontage.
- 2.2.9 Developments will be physically integrated within the new community and with the surrounding urban fabric and the rest of the City. Pedestrian connections and linkages will be provided throughout the Secondary Plan Area, to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks and open spaces.

The potential linkages and connections shown on Map 2 include connections to arterial roads, key linkages between neighbourhoods within the Warden Woods Community, linkages to natural and open space areas, and pedestrian and bicycle routes, etc. The detailed planning of the road and pedestrian networks will ensure that these linkages and connections are achieved, and may entail one or more routes to achieve each element.

The connection objectives of this Secondary Plan include the following:

- a) A continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the Secondary Plan Area. The green pedestrian corridor will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements. Appropriate landscaping and public amenities such as lighting and seating will be provided in the green pedestrian corridor, and public safety will be a key consideration. The green pedestrian corridor should be designed to be as direct as possible to encourage pedestrian movement in the area. The former Canadian National GECO Spur rail bridge over St Clair Avenue East should be considered for re-use to link the lands north of St. Clair Avenue with the Warden subway station, associated mixed use development on the southeast corner of Warden and St. Clair Avenues, and the community to the south of the station.
- b) Connections to existing streets and places:
 - i) Street connection to Fairfax Crescent;
 - ii) Street connection to Warden Avenue opposite the driveway of 684 Warden Avenue;
 - iii) The cycling trail between Birchmount Road and Warden Avenue shown in the Toronto Bike Plan;
 - iv) Street connection(s) from Warden Avenue to the TTC Warden Station site;
 - v) Street connection to Warden Avenue south of the Hydro Corridor;

- vi) Street connection to Warden Avenue opposite Firvalley Woods Park; leading to the Bell Estate building;
 - vii) Street connection to Warden Avenue in the Mixed Use Area north of the Bell Estate;
 - viii) Street connection to Warden Avenue opposite Firvalley Court;
 - ix) Pedestrian walkway connection to Warden Avenue opposite Cataraqui Crescent;
 - x) Street connection to Warden Avenue opposite Warden Avenue Public School;
 - xi) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
 - xii) Street connections to Danforth Road; and
 - xiii) Pedestrian connections to schools.
- c) Connections to TTC bus and subway stations, stops, and terminals:
- i) Linkages between the developments north and south of St. Clair Avenue and the TTC Warden Station, and the green pedestrian corridor;
 - ii) A well-integrated pedestrian link through the development at the southeast corner of Warden Avenue and St. Clair Avenue, and the TTC Warden Subway Station;
 - iii) One or more pedestrian walkway connections between Santamonica Boulevard and the TTC Warden Subway Station; and
 - iv) Mid-block breaks and walkways near TTC bus stops along Warden Avenue and Danforth Road.
- d) Connections to the existing open spaces and new parks and open spaces:
- i) Visual and physical linkage between the new north park and Massey Creek/St. Clair Avenue;
 - ii) An enhanced pedestrian linkage between the Massey Creek trails west of Warden Avenue and the green pedestrian corridor east of the TTC tracks;
 - iii) Connections from the proposed green pedestrian corridor to: Warden Woods Trail at the southwest corner of St. Clair and Warden Avenue, the Massey Creek ravine north of St. Clair, the new parks, and the street networks serving the new residential and mixed use areas; and
 - iv) A pedestrian walkway along the northern edge of the Massey Creek ravine north of St. Clair Avenue, connecting the developments on the TTC north parking lot to Warden Avenue.
- e) Linkages between neighbourhoods:
- i) Public street linkages between the neighbourhoods north and south of the park north of St. Clair Avenue;
 - ii) Public street linkages between the mixed use area north of the Bell Estate and the neighbourhoods abutting Danforth Road;
 - iii) Public street linkages between the neighbourhoods abutting Warden Avenue and those abutting Danforth Road; and
 - iv) Public street linkages between the neighbourhoods along Warden Avenue south of the Bell Estate.

Public Buildings and Facilities

2.2.10 Public buildings such as community centres and transit stations, will be located and designed to be the focal points of the community with high quality architecture, and will be visible and easily accessible from arterial streets.

Density, Heights, and Built Form

2.2.11 The built form of the Secondary Plan Area will frame the edges of streets and parks, promote community identity at prominent locations, and support a pedestrian friendly walking environment. Diverse building types with high quality architecture will be encouraged.

2.2.12 The lowest densities will be permitted in low-rise residential areas, further away from the arterial roads and the Warden subway station, especially in areas near the existing low density residential neighbourhoods. Mixed use development with mid-range densities and heights will be permitted and encouraged along the arterial road frontage of Warden Avenue and Danforth Road. The highest densities and heights will be permitted in the Mixed Use and Apartment Neighbourhoods designations closest to the subway station. The tallest buildings will be permitted at the southeast corner of the Warden/St. Clair intersection.

Public Safety

2.2.13 Physical development of buildings, streetscapes, parks and other spaces will be encouraged to promote a sense of safety and reduce the incidence and fear of crime through careful and effective design.

Public Art

2.2.14 In the planning and design of public and private buildings and spaces, a range of public art opportunities, some reflecting the area's history and identity, will be pursued. Potential public art locations are identified in the Urban Design Guidelines.

Cultural Heritage

2.2.15 Where appropriate, development in the Secondary Plan Area will incorporate elements representing the heritage and history of the area, through:

- a) Incorporating heritage elements, themes or commemoration into building design;
- b) Incorporating heritage elements, themes or commemoration into the design of view corridors and open spaces;
- c) Installing public art;
- d) Creating historic markers and plaques; and

- e) Introducing historically relevant names for new streets, the community centre, and other public places in the Warden Woods community.

2.3 COMMUNITY SERVICES AND FACILITIES

Building a new Warden Woods community will require the integrated planning of both the physical and social infrastructure. Balancing the area's growth with the provision of a range of community services will meet the objective of creating a truly liveable community. Social infrastructure includes the whole system of community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and well-being. The intent of this Secondary Plan is to ensure that an appropriate range of new facilities and/or services are provided in a timely manner and that opportunities are taken to access and improve the existing social infrastructure. The policies in this Plan encourage new facilities to be situated in close proximity to the new and existing resident population and at highly visible and accessible locations. A Warden Woods Community Service Strategy has been developed to implement the social infrastructure objectives of this Plan.

Policies

- 2.3.1 New and expanded community services and facilities required for the Warden Woods community will be:
 - a) delivered in a timely manner to support residential growth;
 - b) located in close proximity to the Warden Woods residents;
 - c) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - d) incorporated as part of development sites or as stand alone facilities, and where possible, to allow for the sharing of facilities, including joint programming; and
 - e) designed in a manner that promotes the development of flexible multi-purpose facilities which can be adjusted to meet the varied needs of all Warden Woods residents.
- 2.3.2 In order to ensure a liveable residential community, the provision of community services and facilities will be encouraged in all developments within the Warden Woods Community Secondary Plan area. Where the provision of community services and facilities cannot be achieved on site, consideration will be given to accepting appropriate contributions pursuant to Section 37 of the Planning Act to help the City achieve this objective at locations in or convenient to the Warden Woods Community.
- 2.3.3 Planning approvals and the development of public lands will have regard for the need for an equitable distribution of community services and facilities including access to a range of services and facilities both north and south of St. Clair Avenue, in accordance with the priorities of this Plan. When publicly-owned lands are made available for development, appropriate contributions toward the community infrastructure priorities of this Plan will be secured.

- 2.3.4 Partnerships between developers, community-based organizations and / or the City will be encouraged as a means to cost-effectively achieve the timely provision of community facilities and delivery of community services.
- 2.3.5 Community services and facility priorities identified for the Warden Woods Community include but are not limited to: a community centre, a community health centre, multi-purpose community service space, child care facilities, and a parent and child resource centre.
- 2.3.6 It is recognized that there is an existing shortfall of community recreation facilities in the surrounding area, and early provision of a community centre in the Warden Woods Community is of primary importance. Accordingly, in considering development approvals early in the establishment of the new community Council may determine that this priority takes precedence over achievement of other community services and facilities and housing objectives of this Plan.
- 2.3.7 Community based agencies will be encouraged to develop:
- a) community capacity building initiatives (e.g. service network groups) through inclusive processes involving consultations with Warden Woods residents and key stakeholders in the design and delivery of community services and facilities; and
 - b) service coordination initiatives by identifying partnership opportunities to maximize existing resources such as community space, funding, staffing and volunteers.
- 2.3.8 Priorities for changes in community service provision will be monitored periodically and further assessed based on an examination of:
- a) the changing demographic profile of Warden Woods residents;
 - b) inventories of existing facilities and services; and
 - c) identification of gaps in service provision.

2.4 PARKS, OPEN SPACES, AND NATURAL HERITAGE

The liveability and desirability of Warden Woods will be enhanced by the creation of new parks. Privately managed but publicly accessible open spaces can augment formal parks and open space areas. Stormwater management ponds required to service development should be designed as an asset contributing positively to the overall open space system, but will not be considered as a statutory parkland dedication.

Maintenance and enhancement of the natural heritage area at the Warden/St. Clair intersection will provide a connection to the natural environment and relief from the urban context of the area.

Policies

Parks and Other Open Spaces

- 2.4.1 The development of two local parks, one north and one south of St. Clair Avenue, each approximately 2.0 to 2.5 hectares in size, is of primary importance in the establishment of a healthy Warden Woods community. The general location for the parks is shown on Map 1, Land Use.
- 2.4.2 As set out in the Community Services and Facilities Policies, provision of a community centre in the Warden Woods Community (contemplated to be located in the park north of St. Clair Avenue) is of primary importance in the establishment of a healthy Warden Woods community.
- 2.4.3 The adverse impacts of development on adjacent properties and on parks and open spaces, including shadows, noise, traffic and wind, will be minimized.
- 2.4.4 All development will be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies.
- 2.4.5 Lands for park and recreational purposes will be provided pursuant to Section 42(3) of the *Planning Act*, R.S.O. 1990, at an alternative parkland conveyance rate of up to 1 hectare of land for every 300 dwelling units, which may be taken as a cash payment in lieu of a land dedication. To achieve Council's priority for parkland in the Warden Woods Community, a minimum parkland dedication rate of 0.4 hectares per 300 dwelling units, or 5% of the land area, whichever is greater, will be applied.
- 2.4.6 The specific combination of land and/or cash-in-lieu of land will be determined as part of the consideration of each specific proposal.

Natural Heritage

- 2.4.7 Improvements to the environmental conditions affecting Massey Creek in and near Warden Woods, including tree planting and the introduction of appropriate vegetation and landscaping in the vicinity of the Warden/St. Clair intersection, will continue to be pursued in consultation with area residents and other stakeholders.

2.5 HOUSING

A diversity of housing will provide opportunities for a wide range of people to call Warden Woods their home. A broad range of housing opportunities will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

Policies

- 2.5.1 A wide range of housing tenure and affordability levels will be promoted. The housing stock in Warden Woods will reflect the diversity of the City's residents and their housing

needs, with a wide range of housing types, sizes and affordability, encompassing ownership and rental housing to ensure the development of a diverse, mixed income community.

- 2.5.2 Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:
- a) a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes, and multi-unit residential buildings; and
 - b) a minimum of 20% of the new housing units must be affordable.
- 2.5.3 Any planning approvals or disposition of City-owned lands in Warden Woods will consider the ability of such lands to deliver *affordable ownership housing* and /or *affordable rental housing*.

Housing Definitions

“*affordable rental housing*” means housing where the total monthly shelter costs (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

“*affordable ownership housing*” is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

2.6 TRANSPORTATION

A balanced transportation network will support reurbanization and promote the development of a connected community.

Policies

- 2.6.1 The Secondary Plan area will be planned and designed to encourage walking, cycling, and transit use as a means to reduce the use of private automobiles.
- 2.6.2 New street connections to the surrounding arterial road network will align with existing streets where possible and will provide a number of choices for safe access to the various parts of the community. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future traffic controls.

- 2.6.3 Right-of-way widths for new streets will reflect the function of the street in serving the community, with adequate space for all the necessary components such as pavement, sidewalks, utilities and street trees, and must accommodate emergency and other municipal services.
- 2.6.4 Utilizing the planned right of way of Warden Avenue for enhanced streetscaping and wider sidewalks, to improve the pedestrian realm, has a higher priority than providing for increased traffic-carrying capacity.
- 2.6.5 Commuter parking and / or passenger pick-up and drop-off facilities in the Utility Corridor will be designed to facilitate walking and cycling to it, within it and through it as part of the trail system.
- 2.6.6 On-street parking will be permitted where appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the community's parking supply.
- 2.6.7 Reduced parking requirements for sites in proximity to the subway station may be considered and implemented through the Zoning By-law.
- 2.6.8 The provision of bicycle parking will be encouraged in all public and private development projects.
- 2.6.9 Public Transportation systems provide an essential service, fundamental to the healthy and successful development and operation of the Warden Woods Community. Facilities necessary to the operation of the transit system are permitted within all land use designations. New developments will be planned and designed so as not to negatively impact on the operation and maintenance of the public transit system and to mitigate impacts such as noise, vibration, electromagnetic interference, and traffic congestion.

2.7 INDUSTRIAL USES

Existing industrial uses both within and outside the Warden Woods community are important assets to the community providing jobs within walking distance of area residents, and tax assessment for the City. New community land uses should be planned to provide a comfortable interface with existing employment uses.

Policies

- 2.7.1 Compatible industrial uses are permitted within specified land use designations in the Warden Woods Community.
- 2.7.2 Where industrial uses in the neighbouring employment areas, or in the Warden Woods Community, will be in close proximity to new sensitive uses such as residential, mixed use or community facilities, buffers, screening, berming and /or other attenuation

measures will be implemented based on studies and analysis to be conducted by the developers of the sensitive uses, to the satisfaction of the City.

- 2.7.3 For sensitive uses developed in proximity to industry, warning clauses may be required to in any agreements imposed as a condition of approval such as subdivision or site plan agreements, and in agreements of purchase and sale
- 2.7.4 Land uses, streets and blocks at the northern boundary of the Warden Woods Community will be arranged to preclude future expansion of the residential area in order to protect the stable employment area to the north.. Publicly owned reserves will be established to preclude vehicular access between the new community and the employment area to the north.

SECTION 3 IMPLEMENTATION

3.1 REGULATORY TOOLS

The *Planning Act* offers a number of tools to assist the municipality in achieving community objectives in conjunction with its review and approval of development applications. The strategic use of these tools is essential if the vision outlined in this Secondary Plan is to be achieved. These regulatory tools provide a legal framework to help ensure that future planning approvals contribute positively to the evolution of a healthy community. Parkland dedication has not been included in this section, as detailed policies have been included in Section 2.4, Parks, Open Spaces, and Natural Heritage.

Policies

Zoning

- 3.1.1 Council will adopt a new zoning by-law for Warden Woods. The intent of the zoning by-law will be to secure important physical elements of development, and establish standards for development and built-form consistent with and in conformity with the objectives and policies of the City's Official Plan and this Secondary Plan. The zoning by-law will regulate uses, heights, setbacks, building massing, floorplates, parking and other matters, as appropriate.
- 3.1.2 The existing employment uses in the area will retain their industrial zoning until such time as Council approves the redevelopment of those sites, however zoning permissions for special industrial uses and open storage, activities less likely to be compatible with the new residential uses will be removed. Certain public lands will be rezoned for public utility and transportation purposes.
- 3.1.3 Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.

- 3.1.4 Council will withhold the enactment of implementing zoning by-laws for development until satisfactory arrangements have been made to secure the timely provision of community facilities in accordance with the priorities of this Secondary Plan and the Community Services and Facilities Strategy, and/or other fundamental infrastructure, or mitigation measures, in accordance with the policies of this Secondary Plan.

Holding Zones

- 3.1.5 To provide for the orderly sequencing of development and appropriate infrastructure and services, the holding symbol provisions of Section 36 of the *Planning Act*, as amended, may be utilized within the Secondary Plan Area. Where a holding symbol is in place, development may not take place before the holding symbol is removed through a by-law amendment. The Zoning By-law may specify certain existing uses, interim uses and minor alterations that are permitted without requiring the removal of the holding symbol.
- 3.1.6 The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*. The plans and studies which may be required include:
- a) Housing Issues Update;
 - b) Community Facilities and Services Update;
 - c) Archaeology Assessment and Heritage Impact Statement;
 - d) Arborist/Tree Preservation Report;
 - e) Environmental Site Assessments or other reports with respect to relevant environmental considerations, including compatibility with adjacent uses;
 - f) Transportation Impact Study and Update, including appropriate consideration of parking, loading, and traffic operations, and assessing the impact the proposed development will have on road operations and on transit operations, buildings and structures, mitigation of the impacts of transit operations on the proposed development, and proposing measures to optimize pedestrian connections to from the development to the TTC Warden Station;
 - g) Servicing and Stormwater Management Report; and
 - h) Consideration of financial implications and the timing of the provision of municipal infrastructure and services set out above.
- 3.1.7 In addition to the policies of 3.1.6, the following specific matters will be addressed prior to the removal of the holding provision from the City-owned lands (TTC), north and south of St. Clair Avenue, for which the height and density have been established through this Secondary Plan and associated zoning by-law:
- a) Parkland in accordance with the policies and objectives of this Plan.
 - b) Appropriate contributions equivalent to the contributions pursuant to Section 37 of the *Planning Act*, which would have been required if the appropriate height and density had not been established in advance;

- c) Satisfactory arrangements to ensure that the City's intensification objectives for transit-supportive development will be addressed.

3.1.8 The requirements for the removal of the holding symbol may be reduced upon consideration of circumstances unique to a phase of development and the achievement to date of municipal infrastructure and services.

Plans of Subdivision

3.1.9 Major development blocks in the Secondary Plan Area will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent to sever.

3.1.10 All division of land will create land parcels that facilitate development consistent with the intent and objectives of this Secondary Plan. and which can be feasibly developed in accordance with urban design guidelines adopted by Council.

Site Plan Control

3.1.11 Applications for Site Plan Approval will be reviewed to ensure consistency with the objectives and policies of this Secondary Plan. The site plan approval process will be used to implement urban design guidelines adopted for the Secondary Plan Area. Site plan review will consider the context of a proposal within the larger block on which the site is located to ensure coordinated development.

Section 37

3.1.12 Section 37 of the *Planning Act* will apply to increases in height and density as set out in the Zoning By-law. Agreements pursuant to Section 37 of the *Planning Act* may be used to secure facilities and matters including community benefits such as:

- a) the conservation of heritage resources designated and/or listed on the City's Inventory of Heritage Properties;
- b) fully furnished and equipped non-profit child care facilities;
- c) public art;
- d) other non-profit arts, cultural, community or institutional facilities;
- e) parkland and/or park improvements and enhanced pedestrian connections to parkland;
- f) public access to ravines and valleys;
- g) streetscape improvements on the public boulevard not abutting the site;
- h) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
- i) improvements to transit facilities including pedestrian connections such as direct connections to the Warden Subway Station.

- 3.1.13 Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan. Priority will be given to on-site or local community benefits.
- 3.1.14 It is the policy of Council to ensure, that when the-City-owned lands on the east side of Warden Avenue north and south of St. Clair Avenue are made available for development, appropriate contributions are made to the community amenities and other objectives of this Secondary Plan.

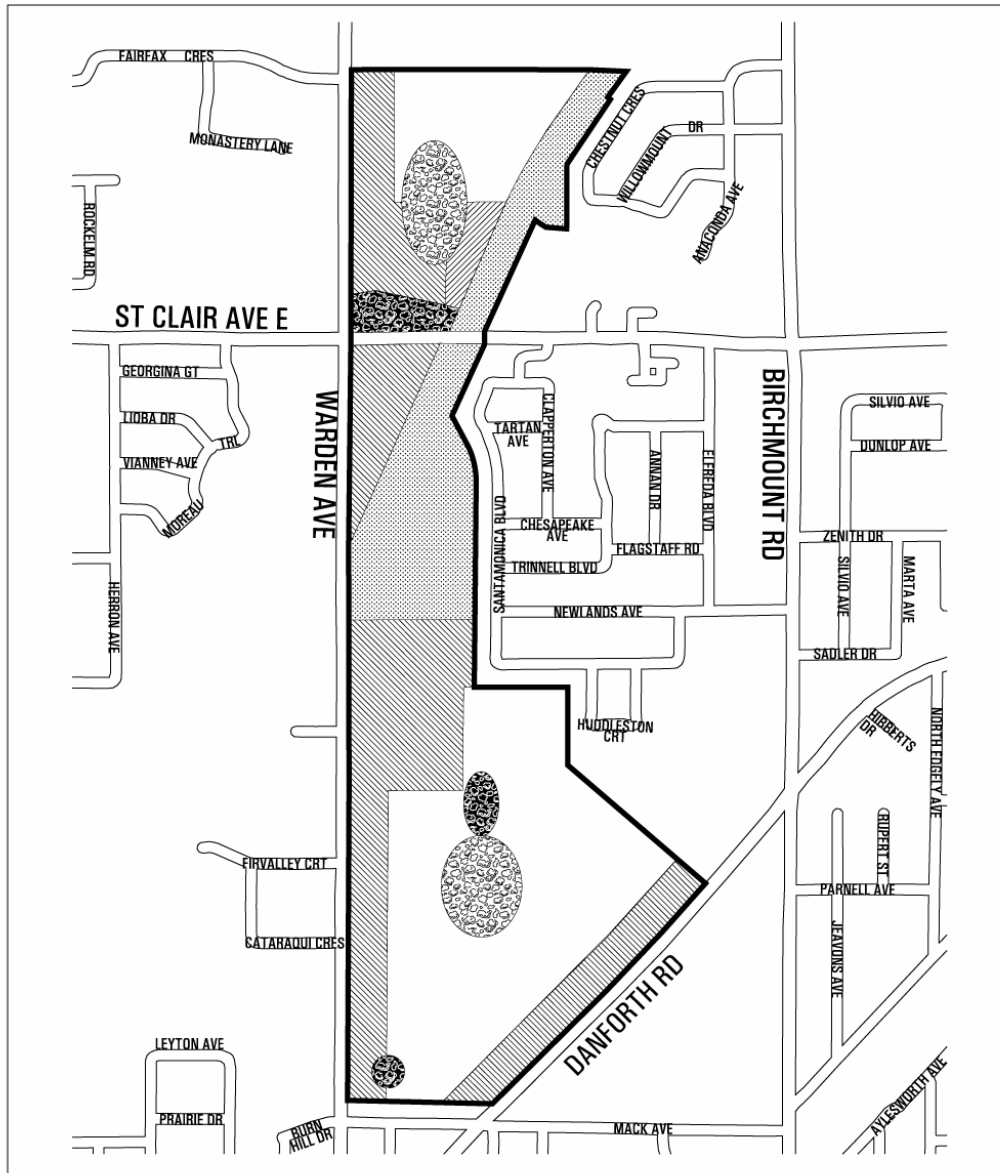
3.2 INTREPRETATION

The following policies provide guidance for the understanding of the text and maps of this Secondary Plan.

Policies

- 3.2.1 The Secondary Plan should be read as a whole to understand its comprehensive intent as a policy framework for priority setting and decision making.
- 3.2.2 The numbered policies of the Warden Woods Community Secondary Plan are the Secondary Plan's policies. Other non-policy text under each section heading is provided to give context and background and assist in understanding the intent of Policies.
- 3.2.3 Boundaries of land use designations on Map 1 are general except where they coincide with fixed distinguishable features. Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries will not require amendment to this Secondary Plan.
- 3.2.4 Where there is conflict between the policies and maps of this Secondary Plan and the City's Official Plan, the policies of this Secondary Plan will prevail.
- 3.2.5 The implementation of this Secondary Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.
- 3.2.6 The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Secondary Plan maps will not be interpreted as a commitment by the City to provide such services within a specific time frame. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the general intent of the Plan.
- 3.2.7 The indication of any proposed roads, parks, services or infrastructure in policy text or on the maps or schedules of the Secondary Plan will not be interpreted as necessarily being

specifically or solely the responsibility of the City to provide, finance or otherwise implement.



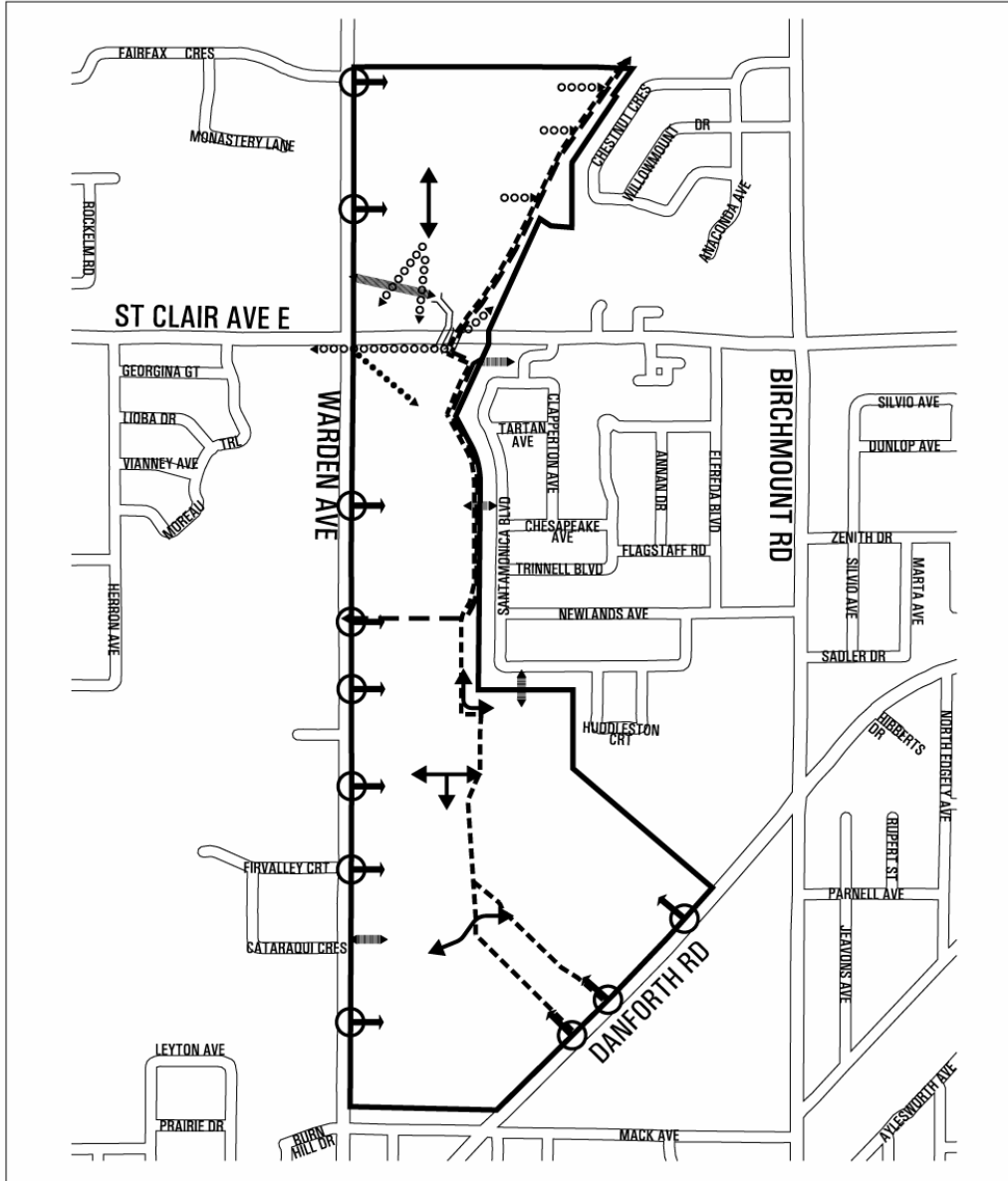
Warden Woods Community Secondary Plan

Map 1 Land Use

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Utility Corridors



Not to Scale
09/13/05



Warden Woods Community Secondary Plan

Map 2 Potential Linkages and Connections

-  Secondary Plan Boundary
-  Connections to Arterial Roads
-  Key Linkages
-  Linkage to Natural Area & Open Space
-  Pedestrian Link
-  Pedestrian Corridor
-  Bicycle Trail
-  Pedestrian Walkway Connection
-  Pedestrian Bridge


Not to Scale
09/14/05

Appendix

Warden Woods Community Urban Design Guidelines and Conceptual Master Plan

The following guidelines and conceptual master plan are attached to the Warden Woods Community Secondary Plan for convenience but do not form part of the policies of the Secondary Plan.

Warden Woods Community Urban Design Guidelines and Conceptual Master Plan

The Warden Woods Community Urban Design Guidelines provide detailed clarification, interpretation and illustration of the Secondary Plan Policies as well as guidance for development of lands in the Secondary Plan Area. They are intended for the use of developers in the preparation of development proposals, and by the City of Toronto in the review and assessment of development proposals, and in the planning of public realm projects.

Within the general context of the Toronto Official Plan, the urban design guidelines build on the vision for physical planning and design established in the Warden Woods Community Secondary Plan. The Vision focuses on community building and aims at creating:

- 1) a transit supportive community with a coherent and pedestrian friendly public street and walkway system;
- 2) a community that draws strengths from its natural attributes as well as its cultural heritage;
- 3) a vibrant community that promotes mixed uses and activities;
- 4) a beautiful community with high quality architecture, public art, streetscapes, parks and open spaces, and distinct places and features; and
- 5) a connected community that fits with and contributes to the existing neighbouring communities.

The guidelines cover four general areas. These are “the Public Realm”, “Built Form”, “Priority Areas”, and “Public Art and Cultural Heritage”.

A Conceptual Master Plan is attached to illustrate the overall vision for the area and key urban design considerations outlined in this document. Detailed planning of specific public or private projects may lead to adjustments to the conceptual master plan, provided that the key objectives continue to be met.

1. Guidelines for the Public Realm

- 1.1 Parks and Open Spaces
- 1.2 New Streets
- 1.3 Pedestrian Connections
- 1.4 Public Buildings and Facilities
- 1.5 Public Safety
- 1.6 Views and Gateways

2. Guidelines for Built Form

- 2.1 Building Heights, Setbacks, and Build-to Zones
- 2.2 Parking and Servicing
- 2.3 Low-rise Residential Buildings
- 2.4 Stacked Townhouses

- 2.5 Mid-rise (4-8 storeys) and Taller Buildings (9-12 storeys)
- 2.6 Tallest Buildings (12 storeys and above)

3. Guidelines for Priority Areas

- 3.1 The Arterial Road Frontages
- 3.2 The TTC Station and Facilities
- 3.3 The Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection
- 3.4 The Community Centre and Surrounding Area
- 3.5 The Park-side Streets and Buildings
- 3.6 The Streets Leading to the Bell Estate Building
- 3.7 The Green Pedestrian Corridor
- 3.8 The Firvalley Court Node
- 3.9 The Pedestrian Connection from Cataraqui Crescent to the Park South of St. Clair Avenue
- 3.10 The Gateway Opposite the Warden Avenue Junior Public School
- 3.11 The Potential Supermarket
- 3.12 Creating a Comfortable Interface Between Industry and Sensitive Land Uses

4. Guidelines for Public Art and Cultural Heritage

1. Guidelines for the Public Realm

The public realm in the Warden Woods Community will include parks and open spaces, streets, pedestrian connections and linkages, and public buildings and facilities such as a community centre, public transit facilities, and community health services. The public realm will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote public safety and a sense of community identity.

1.1 Parks and Open Spaces

New parks should be considered as the focal points for the new community and an amenity for the existing neighbouring communities.

- Create the parks at central locations with easy access from Warden Avenue, St. Clair Avenue, Danforth Road, and other areas of the community.
- The parks should be visually and physically integrated with adjacent man-made or natural open spaces. In particular, future developments on the current TTC north parking lot should be located along Warden Avenue and on the eastern portion of the site, so that a central park can be created and linked with the Massey Creek Ravine north of St. Clair Avenue.
- Man-made open spaces, such as stormwater management ponds, should be designed to be aesthetically pleasing and should include pedestrian amenities. Adjacent buildings should have adequate fenestration and articulated architectural design to enhance the quality of the open space and to promote pedestrian safety.

1.2 New streets

New streets should be designed as pedestrian oriented streets with an urban character.

- Reduced Rights-of-Way (under 20 metres) may be considered. Street dimensions and features should match their functions and importance in the public framework.
- Collector routes shall be established to traverse and link the development sites, directly accessing key locations within the developments, such as the parks and other community facilities, and linking a fine grid of local streets to the arterial network at strategic locations.
- Enhance the quality of the public realm by providing upgraded streetscape treatment along key streets such as:
 - a) Warden Avenue, St. Clair Avenue, and Danforth Road;
 - b) Park-side streets, and major streets leading to the parks; and
 - c) Streets leading to major destinations such as the community centre.

Detailed treatments may include pedestrian scale lighting, special paving, decorative fencing, and enhanced landscaping.

- Provide continuous pedestrian friendly streetscape along the above noted key streets and minimize the interruption of individual driveways and the impact of integral front garages. Locate garages behind the buildings, off side streets or provide underground parking.

1.3 Pedestrian Connections

Pedestrian connections and linkages will be provided throughout the Secondary Plan Area, to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks, open spaces and community facilities. Map 2 in the Warden Woods Community Secondary Plan shows the key linkage and connection opportunities, including but not limited to the following:

- a) A continuous north-south green pedestrian corridor generally along the former CN rail spur, extending from Danforth Road to the north end of the Secondary Plan Area. (See 3.7 The Green Pedestrian Corridor).
- b) Connections to existing streets and places:
 - i) Street connection to Fairfax Crescent;
 - ii) Street connection to Warden Avenue opposite the driveway of 684 Warden Avenue;
 - iii) The cycling trail between Birchmount Road and Warden Avenue shown in the Toronto Bike Plan;
 - iv) Street connection(s) from Warden Avenue to the TTC Warden Station site;
 - v) Street connection to Warden Avenue south of the Hydro Corridor;
 - vi) Street connection to Warden Avenue opposite Firvalley Woods Park; leading to the Bell Estate building;
 - vii) Street connection to Warden Avenue south of the potential supermarket;
 - viii) Street connection to Warden Avenue opposite Firvalley Court;
 - ix) Pedestrian walkway connection to Warden Avenue opposite Cataraqui Crescent;
 - x) Street connection to Warden Avenue opposite Warden Avenue Public School;
 - xi) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
 - xii) Street connections to Danforth Road; and
 - xiii) Pedestrian connections to schools.
- c) Connections to TTC bus and subway stations, stops, and terminals:
 - i) To provide a linkage between the developments north of St. Clair Avenue to the TTC Warden Station, a possible new bridge west of the existing TTC subway line should be considered to replace the existing pedestrian bridge across the Massey Creek north of St. Clair Avenue; A staircase should be provided to link the bridge and the street level of St. Clair Avenue on the south side;

- ii) As an alternative to the pedestrian bridge and staircase described above in item i), an overpass across the TTC tracks at the south-east corner of the TTC north parking lot site may be considered.
 - iii) A well-integrated pedestrian link through the development at the southeast corner of Warden Avenue and St. Clair Avenue, and the TTC Warden Station;
 - iv) One or more pedestrian walkway connections between Santamonica Boulevard and the TTC Warden Station;
 - v) Mid-block breaks and walkways near TTC stops along Warden Avenue and Danforth Road.
 - vi) To provide a linkage between the developments north of St. Clair Avenue to the TTC Warden Station, a possible new bridge west of the existing TTC subway line should be considered to replace the existing pedestrian bridge across the Massey Creek north of St. Clair Avenue; A staircase should be provided to link the bridge and the street level of St. Clair Avenue on the south side;
 - vii) As an alternative to the pedestrian bridge and staircase described above in item i, an overpass across the TTC tracks at the south-east corner of the TTC parking lot may be considered, and
 - viii) Connections, via the green pedestrian corridor, between the Warden Woods developments south of St. Clair Avenue and the Warden Subway Station.
- d) Connections to the existing open spaces and new parks and open spaces:
- i) Visual and physical linkage between the park north of St. Clair Avenue and Massey Creek/St. Clair Avenue;
 - ii) Connections from the proposed “Green Pedestrian Corridor” to: Warden Woods Trail at the south-west corner of St. Clair and Warden Avenue, the Massey Creek ravine north of St. Clair, the new parks, and the street networks serving the new residential and mixed use areas; and
 - iii) A pedestrian walkway along the northern edge of Massey Creek ravine north of St. Clair Avenue, connecting the developments on the TTC north parking lot site to Warden Avenue.

1.4 Public Buildings and Facilities

- Locate public buildings and facilities such as a community centre and health services on or close to arterial roads, and design them to be the focal points of the community.
- Maximize visibility and accessibility by locating the community facilities at ground level. When the building fronts onto two streets, locate the facilities at the corner near the intersection.
- Enhance the quality of the public realm by providing articulated architectural details and adequate fenestration.

1.5 Public Safety

Public safety will be one of the key considerations for the planning and design of Warden Woods Community. The design of buildings, streetscapes, parks and other spaces should strive to promote a sense of safety and reduce the incidence and fear of crime.

- Building entrances should be directly accessible from public sidewalks or walkways.
- On street parking should be permitted, where appropriate, to shield pedestrians from traffic.
- All outdoor spaces should be designed in accordance with recognized “Crime Prevention Through Environmental Design” (CPTED) principles.
- Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near vulnerable areas.
- Buildings should be designed to promote their safe use and the safe use of adjacent streets and open spaces.

1.6 Views and Gateways

New and existing distinct places and features contribute to a memorable and legible public realm and play an important role in creating a sense of place. These may include heritage buildings, potential public art installations, and significant public or private buildings. View corridors should be created to celebrate and enhance these places and features.

- Create view corridors leading to the following:
 - a) The community centre (See 3.4 The Community Centre and Surrounding Area);
 - b) The Bell Estate (See 3.6 The Streets Leading to the Bell Estate Building);
 - c) Potential public art installations (See 4. Public Art and Cultural Heritage and the attached Conceptual Master Plan for locations);
 - d) The parks; and
 - e) Other view termini.

Key entranceways or gateways to the community help to create and strengthen the community identity. Special architectural and streetscape treatments should be considered for these locations. Detailed treatments should be determined based on the location and the significance of the entranceway/gateway and may include taller buildings, corner buildings, distinct architectural features, and upgraded streetscape treatments.

- Create gateways at strategic locations such as:
 - a) Intersection of Warden Avenue and Firvalley Court (See 3.8 The Firvalley Court Node);
 - b) Intersections of Danforth Road and streets leading from Danforth Road to the park south of St. Clair Avenue;

- c) Intersection of Warden Avenue and the new street opposite the Warden Avenue Junior Public School (See 3.10 The Gateway opposite the Warden Avenue Junior Public School);
- d) Intersection of Warden Avenue and the new street leading to the community centre (See 3.4 The Community Centre and Surrounding Area); and
- e) The north-east and south-east corners of Warden Avenue and St. Clair Avenue.

2. Guidelines for Built Form

Buildings in the Warden Woods Community Secondary Plan Area will frame the edges of streets and parks, promote community identity at prominent locations, and support a pedestrian friendly environment.

2.1 Building Heights, Setbacks, and Build-to Zones

A variety of building forms and types are encouraged within the Warden Woods Community Secondary Plan Area. These may include high-rise mixed use buildings, mid-rise mixed use or residential buildings, and low-rise residential buildings such as townhouses, and single or semi-detached dwellings.

Buildings are required to be set back from the street lines to provide transition from the public realm to the buildings.

In order to create a continuous street edge to frame and animate the public realm and to minimize the impact of curb cuts and surface parking, buildings may also be required to fill the “build-to zone” by occupying a certain percentage of the frontage.

- **Building Heights**

Locate low-rise buildings (single or semi-detached dwellings and townhouses) in the areas away from the major arterial roads, and in areas adjacent to existing low density residential communities.

Mid-rise buildings from 4 to 8 storeys are encouraged generally along the Warden Avenue and Danforth Road frontages.

Taller buildings from 9 to 12 storeys (possibly combined with low-rise to mid-rise components) should be located north of St. Clair Avenue around the southern portion of the new park.

The tallest buildings (12 storeys or above) should be located at the south-east corner of Warden Avenue and St. Clair Avenue.

- **Setbacks**

Building setbacks from the arterial street lines should be 3-5 metres to allow for a high quality pedestrian environment, including generous space for tree growth, landscaping, and street furniture, while bringing buildings close enough to the streets to frame and animate them. The 3-5 metre setback will also help to ensure that parking occurs in the rear or on the side of the building.

Setbacks for low-rise residential buildings in the interior of the Secondary Plan Area should be 3-6 metres. Above grade projections such as stairs, porches, and bay windows will be permitted within the setback area. However, no below-grade projections (i.e., foundations) that could interfere with servicing access will be permitted in the setback area.

- **Build-to Zones**

In general, on Warden Avenue, St. Clair Avenue, and Danforth Road, when the lot frontage is 30 metres or above, buildings should fill the lot frontage to a minimum of 70% with a minimum of 2 storeys (1 storey for the potential super market) of the building mass. When lot frontage is less than 30 metres, buildings are required to fill 60% of the lot frontage with a minimum of 2 storeys of the building mass.

2.2 Parking and Servicing

- Minimize the impact of garages by locating them behind the buildings or by providing underground parking where possible, especially along parkside streets and streets leading to the parks and other key destinations such as the community centre, the Bell Estate Building, etc.
- Where possible, underground access ramps should be incorporated into the ground floor of buildings.
- Where servicing and access ramps are within the block interiors, they should be incorporated into the landscape design, and not dominate the private landscaped areas.
- Surface parking for apartments should be minimized and limited to spaces assigned for visitors.
- Surface parking lots should be well landscaped. One shade tree per five parking spaces should be provided and organized as “islands” or “peninsulas”. (Commuter parking facilities in the Hydro Corridor, will not be subject to this requirement, but should be designed to provide as comfortable an environment as possible, recognizing the constraints imposed by the Hydro transmission facilities).
- Parking, automobile drop-off and servicing access should be designed to minimize potential impact on the continuity of the public sidewalk and regularity of street tree planting.
- Shared rear driveways and service courts between or behind buildings are encouraged.

- Where appropriate, adequate bicycle parking should be provided for apartments, commercial developments, community centre and other community service facilities, and parks.

2.3 Low-rise Residential Buildings

Townhouses, single-detached and semi-detached dwellings should be designed to have grade-related living spaces, strong emphasis on the front entrance, adequate spacing between buildings, and variety in overall architectural expressions. Impact of the garages and driveways should be minimized.

- Refer to the City of Toronto Infill Townhouse Guidelines for additional guidance on townhouse design.
- Rooflines: A variety of ridge orientations and massing, including front gable and side gable roofs are encouraged.
- The main entrance: The main entrance should have visual dominance in the composition of the front façade of the building. A porch or balcony is encouraged as part of the main entry. Overhangs or recesses are encouraged to provide shelter. The use of transoms, sidelights or door glazing is encouraged to provide natural light to the interior of the house.
- Porches and verandas: Porches and verandas should be deep enough for seating, be integrated in the front elevation to provide a connection between the house and the street, and to add to community safety by promoting “eyes on the street”.
- Projecting elements: Projecting elements are encouraged to add detail and variety to the building elevation. These items include: bay windows, bow windows, entry stoops, porches, porticoes, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections, and alcoves.
- Where possible, roof vents and gas vents should be located so as not to be visible from street, or located close to the ridgeline. All roof and gas vents should be coloured or painted to match the roof colour.
- Utility service meters and mechanical equipment such as meters for gas, hydro, and water, and cable and telephone connection boxes, should be carefully located and screened to minimize the visual impact.
- Integral front garages should be properly recessed into the house form without creating large shadowed areas in front of the garages. The distance from the outside edge of the second storey overhang to the garage wall should not exceed 1.5 metres.
- The width of the driveway leading to the garage shall not exceed the exterior width of the garage.

- Corner lot: All exposed elevations (front, flankage and rear) of the building should be given special attention in relation to architectural design, detailing, and finishes. Architectural features such as wrap-around porches, turrets or bay windows are encouraged. Fencing should be provided on all flankage lots where the side yard is exposed to the street. Corner lot fencing should be consistent in detail, colour, and material.
- Rear and Side Yard: Where buildings are visible from streets, public walkways, parks or other significant open spaces, the exposed elevations should have similar quality and treatment of detail as the front elevation. Where portions of the first floor elevation are not visible due to fencing, greater attention should be given to the architectural treatment of all remaining visible portions of the elevation, including the second floor and the roof.

2.4 Stacked Townhouses

- In general, in order to promote a continuous streetscape, ensure privacy, and encourage grade-related access to the units, below-grade entrances and patios are discouraged, especially along Warden Avenue, St. Clair Avenue, and Danforth Road.
- Where below-grade entrances and patios are provided, a minimum of 50% of the units on each block face should have above grade entrances and amenity spaces.
- Where appropriate, locate the bedrooms at the lower level and replace the below-grade patios with window wells and landscaping. Locate the entrances above grade and provide decks on the second storey as amenity spaces.
- Entrances should have a grade-related appearance. Exterior steps leading to the upper level units should not exceed 1.5m above grade. The depth of the below-grade patio should not exceed 0.8 metre below grade.
- Buildings should be massed to have a pedestrian friendly scale and appearance. Step-backs, projecting elements, and enhanced streetscape features are encouraged to provide transition between the building and the sidewalk.
- The below-grade patio should be a usable space with a minimum size of 3.1m by 3.1m.
- Allow for a minimum of 15 metres facing distance between building blocks.
- All elements of the building facing the street should be designed to contribute to a positive image of the public realm. Pavilions and fencing for the upper level terraces should be designed with the same level of design quality as the building.
- Window, doors, and articulated architectural treatment should be provided on side elevations facing streets and walkways to promote pedestrian safety and to animate the public realm.
- Underground garages should be provided to minimize surface parking and allow for high quality landscaping and amenities.

2.5 Mid-rise (4-8 storeys) and Taller Buildings (9-12 storeys)

- Buildings should be sited to be parallel to the street edges with the primary elevation facing the major street.
- Where appropriate, provide animated ground floor uses such as retail and community service facilities to reinforce the public realm.
- Fit within a 45-degree angular plane projecting from the property line between the subject site and the adjacent low-rise residential site.
- Buildings should be sited and massed to form usable landscaped courtyards or other open spaces within a block.
- Buildings should be designed with a pedestrian friendly scale by incorporating elements such as base buildings, step-backs, horizontal architectural expressions, and/or low-rise components where appropriate.

2.6 Tallest Buildings (12 storeys and above)

See Section 3.3 Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection

3. Guidelines for Priority Areas

The priority areas are the areas that have the most significant impact on the quality and character of the new Warden Woods Community. The following special guidelines should be considered for these areas.

3.1 The Arterial Road Frontages

With the current and future developments in the Warden Woods Community Secondary Plan Area and building on the opportunities created by direct access to the transit system, the frontage areas along Warden Avenue, St. Clair Avenue, and Danforth Road have the potential to be transformed into vibrant and attractive places where people can live, work, shop, and play, and should be designed to support this vision.

- Grade level public spaces such as community service facilities, retail, and commercial uses serving the local community, as well as residential uses, are encouraged at appropriate locations to support an animated public realm.
- In general, mid-rise mixed-use buildings (4 to 8 storeys) are encouraged along Warden Avenue and Danforth Road frontages, except for areas near the Warden Avenue and St. Clair Avenue intersection, where taller mixed-use buildings (9 storeys and above) are promoted to take advantage of the close proximity to the TTC Warden Station.

Priority locations for mid-rise buildings are:

- a) Warden Avenue frontage at the former Warden Power Centre;
 - b) Warden Avenue frontage opposite the Warden Avenue and Firvalley Court intersection;
 - c) Warden Avenue frontage adjacent to the potential supermarket;
 - d) Warden Avenue frontage opposite the existing Warden Woods Community Centre (owned by the Mennonite Conference of Eastern Canada) and the Firvalley Plaza;
 - e) Warden Avenue frontage opposite the Warden Avenue Junior Public School; and
 - f) Danforth Road frontage at the former Lily-Cup building site.
- Over time, ground floor uses may change to adapt to a variety of community needs. The design of buildings along the arterials should anticipate potential changes in the future. A floor-to-ceiling height of at least 3.6 metres for grade level spaces should be provided to allow for flexibility, especially at the above noted priority locations for mid-rise buildings.
 - Buildings should have high quality architectural design, grade-related entrances, and adequate fenestration to frame, define, and animate the street edge.
 - Upgraded streetscape treatments such as pedestrian scale lighting, special paving, and enhanced landscaping should be provided. Detailed treatments need to be coordinated between the public and private realm.

3.2 The TTC Station and Facilities

Detailed guidelines will be developed concurrently with the design of the new station and will be included in this document at that time.

3.3 Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection

With direct access to the TTC Warden Subway Station, the Warden Avenue/St. Clair Avenue intersection is a significant intersection in the Secondary Plan Area. Future developments at the south-east corner should be designed as landmark buildings with proper heights, density, and design excellence. Open Spaces at the south-west, north-west, and north-east corner should be protected and enhanced.

- This location is where the tallest buildings (12 storeys and above) in the Warden Woods Community should be.
- Buildings taking the form of point towers with podiums or base buildings will define the streets, and emphasize the significance of the intersection.
- The buildings may also take the form of a combination of a tall building at the corner and mid-rise building(s) along Warden Avenue, with a shared podium/base building. One large and continuous building mass along Warden Avenue should be avoided.

- The tallest buildings should be located close to the intersection and the street edges to frame the streets and to minimize the visual impact on the existing Santamonica area to the east. Shadow impacts, views and micro-climate conditions are important considerations in determining appropriate building location, height, and massing.
- A direct and clear pedestrian passageway should be designed as part of the development to make a publicly accessible, weather-protected connection between the Warden Avenue and St. Clair Avenue intersection and the TTC Warden Station.
- A public art installation should be considered a priority for this location.

3.4 The Community Centre and Surrounding Area

If a community centre is developed in combination with the public park north of St. Clair Avenue:

- The building should be located at the end of the street between Warden Avenue and the park, fronting onto the park-side street, facing Warden Avenue, to provide easy access and good visibility.
- Upgraded streetscape treatments such as special paving and pedestrian-scale lighting should be provided to enhance the quality of the streets leading to the Park and the Community Centre.
- The community centre should be designed with attention to architectural detail respecting its public accessibility and visibility from all sides. A rear entrance and a walkway leading to the park-side street to the east should be provided.
- A public art installation at the community centre location or the nearby intersection at Warden Avenue should be considered a priority.

3.5 Park-side Streets and Buildings

Where possible, park-side streets should be provided between the parks and the developments to enhance accessibility, visibility and safety, and to provide on-street parking opportunities to support the parks' functions.

- Where possible, new buildings adjacent to the parks should front onto the public streets, facing the parks.
- For buildings adjacent to the parks, to the extent possible, minimize the impact of driveways, garages, and parking areas by locating them at the side or back of the buildings or underground.

- Enhance the quality of park-side streets and major streets leading to the parks by providing upgraded streetscape treatment such as pedestrian scale lighting, special paving, decorative fencing, and abundant landscaping.

3.6 The Streets Leading to the Bell Estate Building

The Bell Estate Building is one of the key cultural resources in the Secondary Plan Area and should be considered as one of the focal points.

- A north-south park-side street should be provided along the western boundary of the park south of St. Clair Avenue, and aligned to lead to the Bell Estate Building.
- The views towards the Bell Estate Building should be an important consideration in the design of the surrounding buildings and open spaces. In particular, the area to the west of the stormwater management pond should be carefully designed. Two alternatives may be considered:
 - a) The area may be designed as an open space area or landscaped parking area, without buildings, to maintain an open view towards the Bell Estate Building from the park and the associated storm water management pond;
 - b). Alternatively, a row of low-rise buildings may be provided to frame the park-side street and the view corridor leading to the Bell Estate Building.

3.7 The Green Pedestrian Corridor

A continuous “Green Pedestrian Corridor” extending from Danforth Road to the north end of the Secondary Plan Area will be created as a north-south pedestrian spine connecting all areas of the new community, and to provide a high-quality, safe, and convenient connection from the new community to the Warden Subway Station.

- The “Green Pedestrian Corridor” will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements such as staircases leading from the street level on St. Clair Avenue to the former CN bridge and the potential new pedestrian bridge west of the TTC tracks.
- The former CN bridge over St Clair Avenue East should be considered for re-use as a pedestrian bridge to link the northern and southern portions of the “Green Pedestrian Corridor”.
- Where appropriate, landscaping and public amenities such as lighting and seating will be provided in the corridor. Public safety will be a key consideration.
- The corridor should be designed to be as direct as possible to encourage pedestrian movement in the area.

3.8 The Firvalley Court Node

At the intersection of Warden Avenue and Firvalley Court, there is a small commercial/institutional node with existing traffic lights, a street leading to the existing Firvalley/Cataraqui community, Warden Woods Community Centre, and the Firvalley Plaza. This node could be further enhanced in conjunction with development on the east side of Warden Avenue.

- Any extension of Firvalley Court to the new park south of St. Clair Avenue should be designed with continuous pedestrian friendly streetscape by minimizing driveways and curb cuts.
- The buildings around the intersection are encouraged to take the form of mid-rise buildings with ground floor retail or other public uses, and should be designed with articulated architectural details and features.
- Particular attention should be given to the corner treatments of the buildings.
- Upgraded landscaping and pedestrian amenities should be provided to enhance the street corners.
- A public art installation should be considered as a priority for this location.

3.9 The Pedestrian Connection from Cataraqui Crescent to the Park South of St. Clair Avenue

A walkway connection opposite Cataraqui Crescent is an important pedestrian linkage between the existing Firvalley/Cataraqui neighbourhood, the park south of St. Clair Avenue, and the new Warden Woods community.

- Where possible, the walkway should be designed as part of the public street system.
- The building elevations facing the walkway should have articulated design and adequate fenestration to animate the public realm and ensure pedestrian safety. Building entrances facing the walkway and connections to the walkway should be provided.
- High quality landscaping and pedestrian amenities including trees, shrubs, and lighting should be provided.

3.10 The Gateway Opposite the Warden Avenue Junior Public School

The intersection of Warden Avenue and the proposed new street opposite the Warden Avenue Junior Public School is one of the main gateways to the southern portion of the new Warden Woods Community.

- The existing pedestrian crosswalk should be relocated to align with the new street.

- The buildings around the intersections should be designed to form an entry way to the area. Corner buildings are encouraged. Buildings on the new street should front onto the street wherever possible.

3.11 The Potential Supermarket

If a large site on Warden Avenue is to be redeveloped to accommodate a supermarket and associated retail stores, planning and design of the site should contribute to the overall vision for the area.

- New buildings should be located in such a way that they form edges on Warden Avenue and the potential public street near the southern boundary of the site.
- Internal layouts should be designed to accommodate main entrances on Warden Avenue.
- All sides of the buildings that face an abutting public street should include at least one customer entrance and should be designed to include windows and/or other features which enhanced streetscapes.
- A portion of any street elevation should include windows placed at eye level for pedestrians to see into the building. To promote visibility and a better sense of public safety, these openings should not be completely obscured with advertising.
- Entrances and exits should be planned to permit logical and safe connections with existing or future TTC stops.
- New buildings with long facades should be massed and articulated by design elements including texture, punctuation, canopies, transparency, and the vertical expression of structural bays so that the scale of larger buildings does not overwhelm streetscapes.
- New buildings should incorporate traditional horizontal expressions such as building bases, lintels, sills, cornices, and roof lines.
- A variety of materials, colours, or exterior treatments is encouraged. Extensive blank facades should not be exposed to the public streets.
- Canopies, cantilevers, arcades, and awnings are encouraged as weather protection measures.
- Rooftop mechanical equipment should be screened from public view.
- Loading, service and garbage areas should not be located along or visible from the public streets, and should be designed and screened with a fence or landscaping to mitigate impacts on adjacent properties.
- Large surface parking areas should be broken up visually through the provision of landscaping within the parking area.

- The parking lot should be designed to screen parked cars from the public sidewalk with: low, dense planting; a low wall; trees; berms; or a combination of the above.
- Driving aisles and vehicular access routes within a large site should be designed as extensions of the public realm, with connections to adjacent roads and routes, and pedestrian sidewalks connecting to public sidewalks.
- Buildings and the parking lot should be designed to encourage informal surveillance of parking lots at all times from the building, from public streets, or from adjacent development.
- Adequate lighting should be provided at all building entrances, along pathways, through out the parking lot, and along routes to transit stops. Potential entrapment spots such as service lanes and loading docks should be illuminated

3.12 Creating a Comfortable Interface Between Industry and Sensitive Land Uses.

A variety of measures may be used to minimize land use conflicts between industry and sensitive land uses, including:

- a) Maintaining separation distances
- b) The use of berms, walls, fences, vegetation, screening and other measures;
- c) the use of source controls (at the industry)
- d) the use of destination controls (at the sensitive use) such as the location and orientation of buildings and activity areas, noise attenuation measures for the exterior façade (window and wall treatments) and the use of central air conditioning or air conditioning units.

4. Guidelines for Public Art and Cultural Heritage

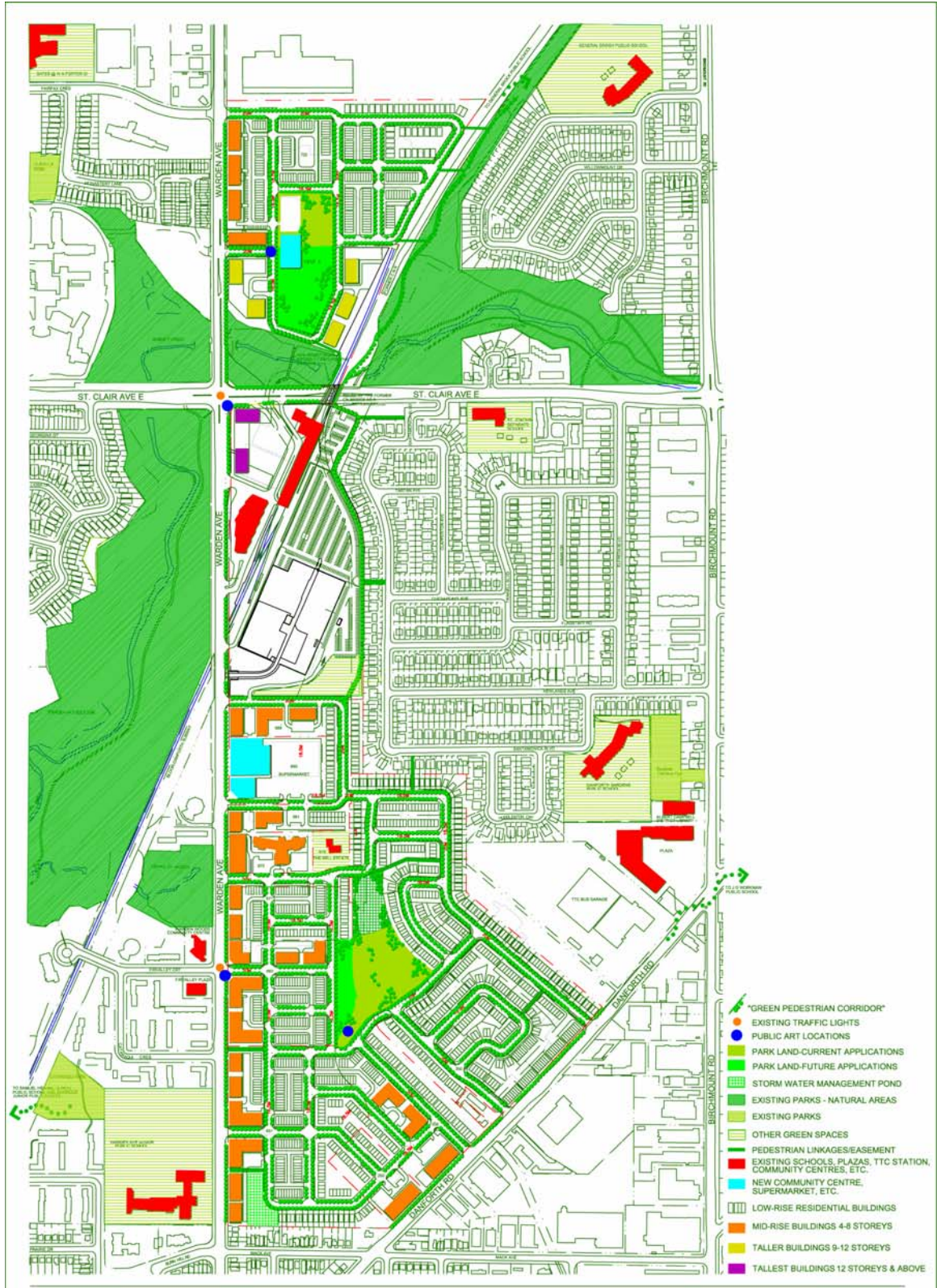
There should be a range of public art installations, some of which should reflect the area's history and identity. Potential public art locations are identified as the following (see attached Conceptual Master Plan):

- a) South-west end of the park south of St. Clair Avenue;
- b) South-east corner of Warden Avenue and St. Clair Avenue; and
- c) In front of the potential community centre, or at the intersection of Warden Avenue and the street leading to the community centre.
- d) At the intersection of Firvalley Court and Warden Avenue

Development will incorporate, where possible and appropriate, elements representing the heritage and history of the area through:

- a) Incorporating heritage elements, themes, or commemoration into building design;

- b) Incorporating heritage elements, themes, or commemoration into the design of view corridors and open spaces;
- c) Public art installations;
- d) Creating historic markers and plaques; and
- e) Introducing historically relevant names for new streets, community centre, and other public places in the Warden Woods Community.



WARDEN WOODS CONCEPTUAL MASTER PLAN

CITY OF TORONTO
1 : 2000
SEPT. 14, 2005



Attachment 6: Draft Warden Woods Community Zoning By-law

Authority: Planning and Transportation Committee Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2005
Enacted by Council: ~, 2005

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2005

To enact a new City of Toronto Zoning By-law with respect to lands east of Warden Avenue north and south of St. Clair Avenue, to be known as the Warden Woods Community

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

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

1. The Warden Woods Community Zoning By-law, consisting of the attached text and Schedules '1', '2' and '3', is hereby adopted.
2. Schedule "A" of the Employment Districts Zoning By-law No. 24982 (Golden Mile Employment District – East) is amended by deleting the current zoning for the lands north of St. Clair Avenue and substituting the amended zoning as follows on Schedule '1' attached hereto and forming part of this By-law, together with the following letters and numerals:

CR (H) – 80 – 100 – 101 – 102 – 121 – 143 – 163 – 200 – 202
O

3. Schedule "A" of the Employment Districts Zoning By-law No. 24982 (Oakridge Employment District) is amended by deleting the current zoning for the lands south of St. Clair Avenue and substituting the amended zoning as follows on Schedule '1' attached hereto and forming part of this By-law, together with the following letters and numerals:

CR (H) – 80 – 100 – 101 – 102 – 121 – 144 – 164 – 201 – 202

ENACTED AND PASSED this ~ day of ~, A.D. 2005.

DAVID R. MILLER,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk

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CLAUSE I - LANDS REGULATED

1. The lands regulated by this By-law are shown outlined with a heavy black line on Schedule "A" annexed hereto, and the regulations applicable to such lands shall be in accordance with the Clauses and Schedules of this By-law.
2. Where lands on Schedule "A" do not have letters or numbers noted thereon, the regulations applicable to such lands shall be as follows:

2.1 Streets and Watercourses

The regulations on lands adjacent to a street or watercourse shall extend to the centre lines of the streets or watercourses.

CLAUSE II - GENERAL PROVISIONS

1. Restrictions on the Use of Land and/or Buildings

No building, structure or land shall hereafter be used or occupied, and no building or structure, or part thereof, shall be erected, moved or altered except in conformity with provisions of this By-law.

2. Holding Provision (H)

Where a Holding Provision (H) follows a zone category, the subject land shall not be used for any purpose in that zone category except as provided for in Schedule "C", **EXCEPTION LIST**, until the Holding Provision (H) is removed, in whole or part.

3. General Exemption

Where existing buildings and structures have been lawfully erected and a By-law, or amendments to it, have been subsequently enacted with the result that some characteristic of the building or structure does not conform, but the existing uses conform to the land uses specifically permitted on the parcel by the applicable provisions set out in Schedule "A" and Schedule "C" of the By-law; those provisions of the By-law which cause the non-conformity shall not apply with respect to:

- 3.1 The reconstruction or renovation of an existing building, or structure which has been damaged or destroyed by fire, explosion, Act of God or any other cause beyond the owner's control, after **DATE OF ENACTMENT OF THIS BY-LAW**, provided that:

- 3.1.1 The replacement buildings or structures erected on the parcel shall conform to the By-law to the same, or to a greater extent, as those existing on the date the damage occurred, and shall be reconstructed or renovated for the same land use which existed on the parcel on the date

the damage occurred; and

- 3.1.2 In instances where the number of parking spaces supplied on the parcel on the date the damage occurred was insufficient to meet the minimum requirement for parking spaces for the uses which existed on the date the damage occurred, this **parking space deficiency** shall not be increased as a result of the reconstruction or renovation, and the total number of parking spaces on the parcel shall not be decreased.

A building or structure renovated or reconstructed pursuant to this Section shall be deemed to have been erected on the day of original construction for the purpose of this By-law.

- 3.2 A change in the use of an existing building or structure to other land uses specifically permitted by the applicable provisions set out in Schedule "A" and Schedule "C" of the By-law, provided that:

- 3.2.1 The land use changes in the buildings or structures, in combination with all other uses on the parcel, shall not increase the extent of the non-conformity; and

- 3.2.2 In instances where the existing number of parking spaces supplied on the parcel is insufficient to meet the minimum requirement for parking spaces for the existing uses, this **parking space deficiency** shall not be increased as a result of the change to the new use, and the total number of parking spaces on the parcel shall not be decreased.

- 3.3 The construction of additional buildings or structures on a parcel, provided that:

- 3.3.1 Any additional buildings or structures shall conform to all the provisions of the By-law; and

- 3.3.2 Any additional buildings, and structures, and uses, in combination with all other buildings, structures, and uses on the parcel, shall not increase the extent of non-conformity; and

- 3.3.3 In instances where the existing number of parking spaces supplied on the parcel is insufficient to meet the minimum requirement for parking spaces for the existing uses, the **parking space deficiency** shall not be increased as a result of the additional buildings, structures, and uses, and the total number of parking spaces on the parcel shall not be decreased.

4. Expansion of Non-Conforming Buildings and Structures

Where existing buildings and structures have been lawfully erected and the By-law or amendments to it have been subsequently enacted with the result that some characteristic

of the building or structure does not conform, but the existing land uses conform to the land uses specifically permitted on the parcel by the applicable provisions set out in Schedule "A" and Schedule "C" of the By-law:

4.1 The existing buildings and structures may be structurally altered or renovated provided that:

4.1.1 The altered or renovated buildings or structures shall continue to conform to all provisions of the By-law, to which the existing buildings or structures conformed.

4.1.2 Any structural alterations and renovations, in combination with all other buildings and structures on the parcel, shall not increase the extent of non-conformity; and

4.1.3 In instances where the existing number of parking spaces supplied on a parcel is insufficient to meet the minimum requirement for parking spaces for the existing use, this **parking space deficiency** shall not be increased as a result of the alterations or renovations and the total number of parking spaces on the parcel shall not be decreased.

4.2 The existing buildings and structures may be enlarged, provided that:

4.2.1 Any enlargement to buildings or structures shall conform to all the provisions of the By-law; and

4.2.2 The enlargement, in combination with all other buildings, structures, and uses on the parcel, shall not increase the extent of non-conformity; and

4.2.3 In instances where the existing number of parking spaces supplied on the parcel is insufficient to meet the minimum requirement for parking spaces for the existing uses, this **parking space deficiency** shall not be increased as a result of the enlargement and the total number of parking spaces on the parcel shall not be decreased.

5. **Parking Space Deficiency**

For the purposes of the regulations in this Clause, a **parking space** deficiency occurs when the number of **parking spaces** provided on a **lot** is less than the number of **parking spaces** required for these uses. The extent of the **parking space** deficiency shall be calculated by subtracting the number of **parking spaces** provided from the number of **parking spaces** required.

6. **Second Suite Permission when the Existing Use is Legal Non-Conforming**

When the existing use is legal non-conforming, a **second suite** may be provided in the

existing **single-detached dwellings** and existing **semi-detached dwellings**, notwithstanding Section 3. **Expansion of Non-Conforming Buildings and Structures** of **CLAUSE II-GENERAL PROVISIONS**. A **parking space** required for the **second suite** shall be provided.

CLAUSE III - SCHEDULES

Schedules "A" and "B" with notations and references shown thereon, and also Schedule "C", are hereby declared to be part of this By-law and are described as follows:

<u>Schedule</u>	<u>Title</u>
"A"	Warden Woods Community Map
"B"	Performance Standard Chart
"C"	Specific exceptions to the provisions of this By-law

CLAUSE IV - ZONES

For the purposes of this By-law the following zones are hereby established:

<u>Zone</u>	<u>Letter</u>
Single-Detached Residential	S
Semi-Detached Residential	SD
Townhouse Residential	TH
Apartment Residential	A
Open Space	0
Park	P
Commercial-Residential	CR
Public Utilities	PU
Institutional – Public Transit	I-PT

CLAUSE V - INTERPRETATION

To interpret the restrictions applicable to any particular parcel of land or building the following procedure shall be adopted:

- (a) Refer to the regulations applicable to all areas restricted by this By-law as found in Clauses II, VI, and VII.
- (b) Refer to Schedule "A" and note the characters (letters and numbers) applicable to the particular area under consideration (subject area bounded by heavy black line).
- (c) The letter or letters refer to one of the zones established by Clause IV of this By-law. Uses Permitted in each of the Zones are set forth in respective Sub-Clauses of Clause VIII of this By-law under appropriate headings. For example, "A" refers to the

Apartment Residential provisions in Sub-Clause 4; "S" refers to the Single-Detached Residential provisions in Sub-Clause 1, etc.

- (d) The number or numbers in Schedule "A" refer to required standards of performance specific details of which shall be ascertained by reference to the Performance Standard Chart (Schedule "B").
- (e) Refer to Schedule "C" for specific exceptions to the provisions of this By-law.
- (f) **Definitions**

Accessory Sign

shall mean a sign that relates exclusively to the use of the premises on which the sign is situated.

Accessory Building

shall mean a subordinate **building** or portion of the main **building** the use of which is incidental to that of the main or principal **building**.

Adult Entertainment Parlours

shall mean any premises or part thereof in which is provided in pursuance of a trade calling, business or occupation, goods or services appealing to or designed to appeal to erotic or sexual appetites or inclinations.

Apartment Building

shall mean a **building** containing five or more **dwelling units**, in which **dwelling units** are separated from each other horizontally, or both horizontally and vertically, and each of which has a separate entrance either through a common hallway or directly from outside, or both.

Basement

shall mean a **storey** or portion of a **storey** of a **building** in which the floor is more than 0.75 m below the **established** grade.

Basement Height

shall be measured from the **established grade** to the ceiling of the **basement**. If there is no ceiling, the measurement shall be made to the underside of the floor joists.

Building

shall mean a fully or partially enclosed structure having a roof supported by walls, columns, piers or other structural system; but does not include a **vehicle**.

Circular Driveway

shall mean a **driveway** having two access points to a **street**.

Coverage

shall mean the portion of the **lot** on or above the surface of the lot that is covered by **buildings** and structures measured to the limit of all roof lines excluding the following projections:

1. Any eaves and roof overhangs up to a maximum of 1 m.
2. Any eaves, roof overhangs and canopies over unenclosed pedestrian walkways.

Day Nursery

shall mean premises that receive more than five children primarily for the purposes of providing temporary care or guidance, or both, for a continuous period not exceeding twenty-four hours and is regulated by applicable Province of Ontario legislation for Day Nurseries; but it is not a public, separate or private school as defined in applicable Province of Ontario legislation for Education, or premised used for a recreational program operation by or for the City.

Domestic or Household Arts

shall mean any domestic or household art, the practice of which does not affect the amenity of the neighbourhood.

Drive-through Facility

shall mean the use of land, **buildings** or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or a window or an automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. A drive-through facility may be in combination with other uses such as, a bank, dry cleaning and laundry collecting establishment, financial institution, personal service shop, restaurant, retail store, service station, or take-out restaurant. A **Drive-through Facility** does not include a mechanical or automatic car wash or automobile service station or public garage.

Driveway

shall mean the portion of a lot which is intended to provide vehicular access between a **street** and a **parking space** or **loading space**.

Dwelling Unit

shall mean one or more habitable rooms used as independent living accommodation for a single housekeeping unit, in which both food preparation and sanitary facilities are provided for the exclusive use of the occupants of the unit.

In addition, it may include a **second suite** where there is no addition to nor substantial alteration to the exterior appearance of the front or side of the **dwelling unit** facing a **street** as a result of the introduction of the **second suite**, such as but not limited to, a new private entrance for the **second suite** in any **main walls** facing a **street yard**

Established Grade

shall mean the average elevation of the ground at each point where the required **front yard setback** line meets the **side lot lines**.

Financial Institution

shall mean land, **buildings** or structures or parts thereof used for banks, trust companies, credit unions, savings offices and other operations which provide financial services to the general public other than exclusively through an automated banking machine.

First Floor

shall mean the floor of a **building** closest to **established grade**.

Floor Area

shall mean the area of all floors of a dwelling measured from the outside of the exterior walls, excluding the floor area of all **basements** and garages.

Front Lot Line

shall mean the line which divides a lot from a **street**. On a corner lot, the shortest of the lines which divides the **lot** from a **street** shall be deemed to be the **front lot line**. For **townhouse dwellings**, the **front lot line** shall be deemed to be the **street lot line** opposite the shortest **main wall** of the **dwelling unit**.

Front Yard

shall mean the space between a **main wall** of a building, and a **front lot line** extending the full width of the **lot**.

Games Arcade

shall mean an establishment where one or more electronic or manually operated game machines are used or recreation, entertainment or amusement. A bowling alley, billiard hall or pool hall is not considered to be a **Games Arcade**.

Gross Floor Area

shall mean the area of all floors, including **basements** and mezzanine floors, except that storage rooms and washrooms located in the **basement**, parking structures including ramps and **driveways**, and **utility rooms** shall not be included. **Gross floor area** shall be measured to the external faces of the exterior walls, except that **gross floor area** of a use occupying a portion of a **building** shall be measured to the centre line of dividing walls and the external faces of the exterior walls. Where there is no dividing line between uses, the **gross floor area** shall be measured to the dividing line between uses.

Ground Sign

shall mean a sign directly supported by the ground without aid of any other **building** or structure, other than the sign structure.

Group Home

shall mean premises used to provide supervised living accommodation, licensed or funded under Province of Ontario or Government of Canada legislation, for three to ten persons, exclusive of staff, living together as a single housekeeping unit because they require a group living arrangement by reason of their emotional, mental, social or physical condition or legal status.

Group Home, Correctional

shall mean a **Group Home** operated for persons who have been placed on probation, released on parole or admitted for correctional purposes;

Hammerhead Turnaround

shall mean that portion of a **driveway** designed or intended to permit a **vehicle** to complete a 180° turn on the **driveway**.

Height

shall mean the vertical distance measured from the **established grade** to the highest

point of the **building**, excluding chimneys, skylights, vents, antennae, elevator machine rooms, and parapet walls.

Landscaping

shall mean any combination of trees, shrubs, grass, flowers, vegetables, decorative stonework, walkways, screening, or other horticultural or landscape-architectural elements, and does not include driveways, loading or parking areas, and directly associated elements such as curbs or retaining walls.

Lane

shall mean a public or private right-of-way which is not for general traffic circulation and which may provide an alternate means of access to abutting **lots**.

Live-work Unit

shall mean a **dwelling unit**, part of which may be used as a business establishment, where the **dwelling unit** is the principle residence of the business operator.

Loading Space

shall mean a vehicle space for loading or unloading of goods or materials.

Lot

shall mean a single parcel or tract of land which may be conveyed in accordance with the provisions of the Planning Act of the Province of Ontario, or which is described in a registered deed.

Lot Area

shall mean the horizontal area enclosed within all the lot lines of a **lot**.

Lot Depth

shall mean the distance between the midpoint of the **front lot line** and the midpoint of the **rear lot line**.

Main Wall

shall mean the exterior front, side or rear wall of a **building**, and all structural members essential to the support of a fully or partly enclosed space or roof.

Marketplace Sign

shall mean a non-accessory **ground-mounted sign** such as a pedestal or pillar ad sign and does not include signage on benches, telephone booths, transit shelters or other similar objects.

Municipality

shall mean The Corporation of the City of Toronto, including its predecessors and successors.

Non-Accessory Sign

shall mean a sign which does not relate to the use of the premises on which the sign is situated, or which is not an **accessory sign** or a transit shelter advertising sign.

Park

shall mean land or structures owned and operated by a public authority for the provision of recreational, cultural and/or conservation activities, facilities and/or services.

Parking Space

shall mean an area which is used for the parking of a **vehicle**.

Personal Service Shop

shall mean means premises in which services with respect to grooming of persons or the care of their apparel is provided.

Place of Entertainment

shall mean premises used by a business establishment providing entertainment other than sporting events, primarily while patrons are seated, such as theatre, cinema, opera or ballet.

Place of Worship

shall mean shall mean land, **buildings** or structures or parts thereof used by a bona fide religious groups or organizations for religious purposes and other related uses, excluding cemeteries.

Private Home Day Care

shall mean the temporary care and custody of five children or less where such care is provided in a private residence, other than the home or a parent or guardian of such child, for a continuous period not exceeding 24 hours.

Public Transportation Uses

shall mean the use of land, **buildings** or structures for the operation of a transportation system which is provided by, or under the control of, a public authority, but excludes a transit vehicle maintenance yard and/or storage facility.

Public Utility

shall mean land, **buildings**, structures or devices such as wires, lines, pipes or sewers, used for the distribution of gas, steam, electricity or other forms of energy, or the transmission of impulses, signals or messages, or for the collection, distribution, storage or treatment of water or sewage, or any combination of these.

Rear Lot Line

shall mean the **lot** line which is farthest from, and opposite to, the **front lot line**. In the case of a triangular lot, the **rear lot line** is the apex of the angle formed by the intersection of the **side lot lines**.

Rear Yard

shall mean the space between a **main wall** of a building, and a **rear lot line** extending the full width of the **lot**.

Recreational Use

shall mean the use of lands, **buildings**, or structures primarily for the pursuit of sports, games, or physical exercise, and may include associated spectator seating.

Residential Care Facility

shall mean a supervised facility for the accommodation of more than 10 persons, exclusive of staff who, by reason of their emotional, mental, social or physical condition, or legal status, require a group living arrangement for their well-being, and where:

- The members of the group are referred by a hospital, court or government agency, or recognized social services agency or health professional; and
- Such facility is funded wholly or in part by any government, other than funding provided for capital purposes only, or such a facility is licensed or approved under Provincial statute.

Such facility is not a hospital, nursing home, retirement home or convalescent home.

Restaurant

shall mean land, **buildings** or structures or parts thereof used for the preparation and consumption of food or beverages on the premises and shall also include banquet halls.

Rooming and/or Boarding House

shall mean living accommodation, provided for valuable consideration to more than two persons who are not members of the single housekeeping unit which normally occupies the **dwelling unit** where said accommodation is provided or given.

School

shall mean a **school** as defined under The Education Act, as amended, and shall include educational uses, school board administrative uses and secondary uses for community, cultural and recreational purposes.

Second Suite

shall mean a separate, self-contained residential accommodation located in a **single-detached dwelling**, the whole of which prior to the introduction of the **second suite** is at least 5 years old, and a **semi-detached dwelling**, the whole of which prior to the introduction of the **second suite** is at least 5 years old, which shall be smaller than the remaining portion of the **dwelling unit** excluding garages and **accessory buildings**, and which shall contain at least one room, a kitchen and separate sanitary conveniences.

Semi-Detached Dwelling

shall mean a **building** containing two **dwelling units** which are separated from each

other vertically, and each of which has a separate entrance directly from outside.

Setbacks

shall mean the horizontal distance measured at right angles from the lot line to the **main wall** of a building.

Side Lot Line

shall mean a **lot** line other than a **front** or **rear lot line**.

Side Yard

shall mean the space between the side **main wall** of a building, and the **side lot line**, extending from the **front yard** to the **rear yard**.

Single-Detached Dwelling

shall mean a **building** which contains one **dwelling unit** comprising the whole of the **building**.

Storey

shall mean that portion of a **building**, other than the **basement**, included between any floor level and the floor, ceiling or roof immediately above it.

Street

shall mean a public right-of-way for general traffic circulation and which provides the primary access to abutting **lots**.

Street Yard

shall mean the space between a **street lot** line or lines and the **main wall** or walls of a **building**, extending the width and breadth of the **lot**.

Townhouse Dwelling

shall mean a **building** containing three or more **dwelling units**, in which **dwelling units** are separated from each other vertically, and each of which has a separate entrance directly from outside.

Utility Room

shall mean a room accommodating service facilities for **buildings** on the same parcel of land and used primarily for one or more of the following purposes: mechanical, telephone, or electrical services; building maintenance equipment storage; or garbage handling and storage.

Vehicle

means a device, either self-propelled or pulled by a self-propelled vehicle, designed to transport persons or goods or for construction, and designed to be supported through contact of wheels or tracks with the ground.

Wall Sign

shall mean a sign entirely supported by or through the face of a **building**, or by component members comprising all or a part of said sign face.

CLAUSE VI - PROVISIONS FOR ALL ZONES

1. Reduction of Yards

No part of a yard or other open space, required about any **building** for the purpose of complying with the provisions of this By-law, shall be included as a part of a yard or other open space similarly required for another **building**.

2. Licences, Permits and Other By-laws

Nothing in this By-law shall operate to relieve any person from the obligation to comply with the requirements of the Building By-laws of the Corporation of the City of Toronto, or any other By-laws of the City of Toronto or its predecessors in force from time to time, or the obligation to obtain any licence, permit, authority or approval which may be otherwise lawfully required.

3. Uses Permitted in All Zones

Nothing in this By-law shall prevent the use of any land within the defined area as a public **park**, public **street**, or for the erection of public and separate **schools**, for structures and facilities essential to the operation of **public utilities**, or **public transportation** uses.

4. Frontage on a Street

No person shall erect a **building** or structure and no person shall use any **building**, structure or **lot** in the defined area, unless the **lot** to be so used or upon which the **building** is situated, erected or proposed to be erected, abuts or fronts on a public **street**.

Notwithstanding the foregoing, **townhouse dwelling(s)** may be permitted on a **lot** that abuts a 0.3 metre reserve abutting Danforth Road, and notwithstanding the definition of **front lot line** contained in **CLAUSE V, INTERPRETATION, Section (f), DEFINITIONS**, the **front lot line** for **townhouse dwellings** in this case shall be deemed to be the line that separates the **lot** from the 0.3 metre reserve that abuts Danforth Road.

5. Day Nurseries

Day Nurseries shall only be located on or below the second **storey**.

6. Games Arcades and Games Machines Incidental to Commercial Operations

- i) **Games Arcades** shall be prohibited except where specified on **Schedule "C"**.
- ii) Notwithstanding the above, **Games Arcades** shall be permitted as a use subordinate and incidental to the following principal uses: bowling alleys, billiard halls, pool halls, and establishments licensed under The Liquor Licence Act except for licensed

restaurants.

7. Commercial Recreational/Health Establishments - Prohibitions

No one may use or permit the use of any property for a commercial recreational or commercial health establishment either of which invites or is suited to use by prostitutes.

8. Adult Entertainment Parlours

An **adult entertainment parlour** shall be prohibited except in hotels having fifty or more bedrooms.

9. Day Nurseries in Schools

All private and public educational institutions operated pursuant to The Education Act, R.S.O. 1980, Chapter 129, as amended, and as permitted by this By-law, may use a maximum of 40% of the gross floor area for a **day nursery**.

10. Non-Accessory Signs

10.1 **Ground and Wall Signs** which are **non-accessory** are prohibited.

10.2 Roof-mounted signs are prohibited.

11. Regulations for Single-Detached and Semi-Detached Dwellings

11.1 Maximum **height**: 9 m.

11.2 Maximum number of **storeys** excluding **basements**: 2 **storeys**.

11.3 Maximum **floor area** per **dwelling unit** shall be as follows:

<u>Lot Size</u>	<u>Floor Area</u>
For lots less than 465 m ²	No Maximum
For lots 465 m ² - 697 m ²	Maximum 0.5 x lot area to a maximum floor area of 279 m ²
For lots more than 697 m ²	Maximum 0.4 x lot area

11.4 Maximum **basement height**: 1 m

12. Regulations for Group Homes, Correctional Group Homes and Residential Care Facilities

- 12.1 **Group homes, correctional group homes and residential care facilities** are not permitted in conjunction with any other uses permitted, including ancillary uses permitted.
- 12.2 No **group home** or **correctional group home** shall be located within 300 m of any other **group home** or **correctional group home**, or **residential care facility**, the distance to be measured as a radius from the perimeter of the **lot** on which a **group home**, **correctional group home** or **residential care facility** is located.
- 12.3 **Correctional group homes** are permitted in single detached **dwelling units** only, on **lots** which front onto the following arterial roads:

- St. Clair Avenue, Warden Avenue, Danforth Road

13. **Regulations for Drive-through Facilities**

No person shall use any land, building or structures within the City of Toronto, for any use containing a **drive-through facility** or service facility:

- (i) within any zone which permits residential uses, and
- (ii) within any commercial or industrial zone that abuts a residential zone, except where a minimum distance of 30 metres separates all points of the drive-through facility including stacking lanes from any **lot** within the zone permitting residential uses and provided all other applicable development standards are satisfied.

14. **Drive-through Facility in Combination with Other Uses**

Despite any other provision of this by-law, where the use of any land, building or structure is composed of a combination of a **Drive-through Facility** and any one or more other uses, the combined uses should not be construed as accessory to one another and all provisions pertaining to each use shall apply.

15. **Accessory Structures**

The location of detached **accessory buildings** shall not be used to determine the dimensions of a **side yard** or a **rear yard**.

16. **Permitted Encroachments into Required Yards**

The following projections, to the maximum distances shown below, shall not be considered part of the **main wall**:

Chimneys, pilasters and

projecting columns	500 mm
Roof overhang	1 metre
Balconies and unenclosed porches projecting into a front yard , rear yard or a side yard abutting a street	1.55 metres
Exterior steps	No Limit
Cantilevered bay windows projecting into a front yard , rear yard or a side yard abutting a street	1 metre

17. **Abutting “S”, “SD” and “TH” Zones**

In all non-residential zones, a minimum 1.5 metre wide parcel of land abutting these residential zones shall be used for **landscaping** only.

18. **Storage, Display and Sale of Retail Goods**

The storage, display and sale of retail goods shall only be carried out within an enclosed **building**.

CLAUSE VII - GENERAL PARKING REGULATIONS FOR ALL ZONES

1. **General Parking Requirements**

1.1 **Table of Required Parking Rates**

Except as otherwise specifically regulated by the By-law, **parking spaces** shall be provided in accordance with the parking rates set out in the following table:

<u>Use</u>	<u>Minimum Rate of Parking Space Supply Required</u>
Dwelling Units	- 1 space per dwelling unit , excluding second suites
Retail Uses, Service Uses	- 3 spaces per 100 m ² of gross floor area
Office Uses	- 3 spaces per 100 m ² of the following: gross floor area minus the gross floor area of first floor public lobbies and first floor public walkways.

Restaurants, Banquet Halls	- 10.7 spaces per 100 m ² of gross floor area
Places of Entertainment	- 12 spaces per 100 m ² of gross floor area
Recreational Uses	- 5 spaces per 100 m ² of gross floor area
Day Nurseries	- 1.5 spaces per 100 m ² of gross floor area
Second Suites	- 1 space per second suite

1.2 Application of Parking Rate

1.2.1 Calculation of Requirement

If a parking rate in the By-law is expressed as a ratio of **parking spaces** to the **gross floor area**, the **parking space** requirement for a use shall be calculated by multiplying the **gross floor area** of the use by the applicable rate.

1.2.2 Sum of Requirements

The total number of **parking spaces** required on a parcel shall be the sum of the number of **parking spaces** required for each use on the parcel. When this sum includes a fraction of a **parking space**, one additional whole **parking space** shall be provided.

1.2.3 Enclosed Public Walkways and Malls

Parking shall be provided for enclosed public walkways and malls in commercial buildings at the same rate as is required for retail and service uses.

1.2.4 Office Lobbies and Walkways

For a building which contains both office uses and other commercial uses, if the **gross floor area** of commercial uses other than offices, exceeds the **gross floor area** of office uses, parking shall be required for main floor public lobbies and main floor public walkways in accordance with the regulations for enclosed public walkways and malls contained in Section 1.2.3.

1.2.5 Vacant Space

When determining the parking supply requirement for vacant space in a building, parking shall be provided in accordance with the requirements corresponding to its intended use. The most recent of the following shall

constitute the intended use of the vacant space:

- the most recently identified land use in conjunction with any permit issued in accordance with the Building Code Act; or
- the previous use of the vacant space.

If the vacant space has never been used, and its intended use has never been identified in conjunction with any permit issued in accordance with the Building Code Act, its intended use shall be deemed to be the permitted use having the lowest minimum parking requirement.

1.3 Parking Space and Driveway Dimensions

Except as otherwise specifically regulated by the By-law:

1.3.1 **Parking spaces** shall have minimum dimensions of 2.7 metres width by 5.7 metres length, except that enclosed **parking spaces** for **single-detached, semi-detached, and townhouse dwellings** shall have minimum dimensions of 3 metres width by 6 metres length.

1.3.2 **Driveways** for **single-detached, semi-detached, and townhouse dwellings** shall not exceed the width of the vehicle access door for single vehicle garages, or the width of the vehicle access doors plus the space between the vehicle access doors for garages for two or more vehicles; and such **driveways** shall have a minimum width of 2.5 metres and a maximum width of 6 metres; and

All other **driveways** shall have a minimum width of 3 metres for one way traffic and 6 metres for two-way traffic.

1.4 Location

Except as otherwise specifically regulated by the By-law, **parking spaces** shall be located on the same **lot** as the use they serve.

1.5 Parking Structures

1.5.1 Height

Except as otherwise specifically regulated by the By-law, the maximum height of any above-grade parking structure shall be 3.7 m. The height shall be measured from the average grade of the lands at the perimeter of the parking structure to the highest point of the uppermost floor of the parking structure. Where the lands abut a residential zone, at no point shall that portion of the structure facing the residential zone exceed 3.7 m

in height, measured from grade to the uppermost floor.

1.5.2 Yards

All parking structures above and below grade shall comply with the minimum building **setback** requirements of the By-law.

1.5.3 Exemption

All parking structures which are accessory to residential uses are not subject to Sub-Section 1.5.1, 1.5.2, and shall be regulated by Sub-Section 2.1, Regulations for all Residential Uses.

2. Residential Parking Regulations

2.1 Regulations for all Residential Uses

2.1.1 Street Yard Parking

No **parking space** required by this By-law shall be located in any **street yard** unless otherwise permitted in this By-law.

2.1.2 Vehicles Prohibited in All Yards

Parking of the following vehicles is prohibited in all yards:

- Construction **Vehicles**
- Dump Trucks
- Farm Tractors
- Repair and Towing **Vehicles**
- Self-Propelled Implements of Husbandry
- Tracked **Vehicles**
- Traction Engines
- **Vehicles** designed to run only on rails
- **Vehicles** equipped with more than six wheels, excluding spare wheels, designed to support the weight of the **vehicle** through contact with the ground
- **Vehicles** that are in a wrecked or dismantled or inoperative condition

Notwithstanding this Sub-Section, parking of motorized snow **vehicles** designed to transport not more than two persons is permitted.

2.1.3 Vehicles Prohibited in Street Yards

Parking of **vehicles** equipped with five or six wheels, excluding spare wheels, designed to support the weight of the **vehicle** through contact with the ground, is prohibited in **street yards**. Notwithstanding this Sub-Section, parking of recreational **vehicles**, and **vehicles** for the transport of disabled persons, is permitted in **street yards** on the **driveway** leading to the **parking space** required by this By-law.

2.1.4 Garages, Carports and Accessory Buildings: (all hereinafter termed "Structures")

- (a) Shall not be used for human habitation;
- (b) Shall not exceed a height of 3.7 metres measured from the floor of the said structure to the eaves. This height restriction shall not apply to **basement** garages.

- (c) Detached **accessory buildings** may be erected in a **side yard** provided that the structure is distant not less than 1.2 m from any adjoining dwelling, and shall be located a minimum distance of 300 mm from the **side lot line** unless otherwise specified in the By-law;
- (d) Detached **accessory buildings** may be erected in the **rear yard** provided that:
 - (i) If the structure is partly within the **side yard** it shall be subject to the provisions of Clause 2.1.4(c).
 - (ii) If the structure so erected is wholly within the **rear yard** it shall be distant not less than 1.8 m from a dwelling, and shall be distant not less than 450 mm from the nearest lot line, unless otherwise specified in the By-law.
 - (iii) Notwithstanding anything in this By-law, common semi-detached garages may be centred on the **side lot line**.

2.2 Regulations for **Single-Detached Dwellings, Semi-Detached and Townhouse Dwellings**

2.2.1 **Street Yard Exceptions**

- 2.2.1.1 **Vehicles** may only be parked in a **street yard** on that portion of the **driveway** leading to the **parking space** required by this By-law.
- 2.2.1.2 Notwithstanding paragraphs 2.1.1 and 2.2.1.1, the **parking space** required for a **second suite** may be located in a **street yard**, only in tandem on the **driveway** leading to the **parking space** required for a **dwelling unit**.

2.2.2 **Hammerhead and Circular Driveway Regulations**

2.2.2.1 **Hammerhead Turnarounds**

Driveways with **hammerhead turnarounds** shall be permitted on **lots** having frontage greater than 18 metres, or on **lots** having access to minimum 27 metre wide **streets**, provided in either case, that **driveways** and **parking spaces** in the **street yard** shall not cover more than 60% of the **street yard**. Parking of **vehicles** is permitted only on that portion of the **driveway** leading directly to the **parking space** required by this By-law.

2.2.2.2 **Circular Driveways**

Circular driveways shall be permitted on **lots** having frontages greater than 18 m, provided that **driveways** and **parking spaces** in the **street yard** shall not cover more than 60% of the **street yard**. Parking of **vehicles** is permitted only on that part of the **driveway** leading directly to the **parking spaces** required by this By-law.

2.2.3 **Vehicle Repair**

Any work on a **vehicle** is restricted to maintenance of a **vehicle** owned by an occupant of the dwelling, and shall exclude painting, sanding, welding and autobody repairs.

CLAUSE VIII - ZONE PROVISIONS

1. Single-Detached Residential (S) Zone

(a) Permitted Uses

- **Single-Detached Dwellings**
- **Correctional Group Homes**
- **Group Homes**

(b) Ancillary Uses Permitted

- **Domestic or Household Arts**
- **Private Home Day Care**

(c) Supplementary Regulations

- (i) The operation of a **rooming and/or boarding house** is strictly prohibited.

2. Semi-Detached Residential (SD) Zone

(a) Permitted Uses

- **Semi-Detached Dwellings**
- **Correctional Group Homes**
- **Group Homes**

(b) Ancillary Uses Permitted

- **Domestic or Household Arts**
- **Private Home Day Care**

(c) Supplementary Regulations

- (i) The operation of a **rooming and/or boarding house** is strictly prohibited.

3. Townhouse Residential (TH) Zone

- (a) Permitted Uses
 - **Townhouse Dwellings**
 - **Correctional Group Homes**
 - **Group Homes**

- (b) Ancillary Uses Permitted
 - **Private Home Day Care**

- (c) Supplementary Regulations

- (i) The operation of a **rooming and/or boarding house** is strictly prohibited.

4. Apartment Residential (A) Zone

- (a) Permitted Uses
 - **Apartment Buildings**
 - **Day Nurseries**
 - **Group Homes**
 - Nursing Homes
 - Senior Citizen Homes

- (b) Ancillary Uses Permitted
 - **Private Home Day Care**

- (c) Supplementary Regulations

- (i) The operation of a **rooming and/or boarding house** is strictly prohibited.

5. Open Space (0) Zone

- (a) Permitted Uses
 - Open Space Uses

- (b) Definition

For the purposes of this By-law, Open Space shall include areas, the topographical or physical nature of which renders these lands unsuitable for the sustenance of **buildings**, and areas for storm water management facilities. In this category or zone, the erection, structural alteration and/or maintenance of **buildings** is prohibited. Notwithstanding the foregoing, however, public recreational uses, storm water management facilities and **accessory buildings**

thereto, shall be permitted in the areas designated "O" in Schedule "A".

6. Park (P) Zone

(a) Permitted Uses

- **Park**
- **Day Nursery**

(b) Supplementary Regulations

- (i) A storm water management facility is also permitted.

7. **Commercial/Residential (CR) Zone**

(a) Permitted Uses

- **Day Nurseries**
- **Financial Institutions**
- Medical Centres
- Offices
- **Personal Service Shops**
- **Private Home Day Care**
- **Places of Entertainment**
- **Place of Worship**
- **Apartment Buildings**
- **Restaurants**
- Retail Stores
- **Recreational Uses**

8. **Public Utilities (PU) Zone**

(a) Permitted Uses

- **Public Utilities**
- Horticulture
- Pipelines

9. **Institutional – Public Transit (I-PT) Zone**

(a) Permitted Uses

- **Public Transportation Uses**, including commuter parking facilities and subway and surface transit station.

PERFORMANCE STANDARD CHART - SCHEDULE “B”

INTENSITY OF USE

1. One **single-detached dwelling** per lot as shown on the Registered Plan.
2. One **semi-detached dwelling** per lot as shown on the Registered Plan.

3. One **single-detached dwelling** per **lot** having a minimum frontage of 7.5 m on a **street** and a minimum **lot** area of 325 m².
4. One **single-detached dwelling** per **lot** having a minimum frontage of 9 m on a **street** and a minimum **lot** area of 325 m².
5. One **single-detached dwelling** per **lot** having a minimum frontage of 9 m on a **street** and a minimum **lot** area of 234 m².
6. One **single-detached dwelling** per **lot** having a minimum frontage of 12 m on a **street** and a minimum **lot** area of 464 m².
7. One **semi-detached dwelling** per **lot** having a minimum frontage of 13.7 metres on a **street** and a minimum **lot** area of 350 m².
8. One **townhouse dwelling** per 5.5 metres of **front lot line** and a minimum **lot** area of 140 m² per **dwelling unit**.
9. One **townhouse dwelling** per 4.2 metres of **front lot line** and a minimum **lot** area of 107 m² per **dwelling unit**.

FRONT YARD SETBACK

20. Minimum 6 metres.
21. Minimum 3 metres.
22. Minimum 3 metres, except that the **main wall** containing the vehicular access to a garage shall be **setback** a minimum of 5.7 metres.

REAR YARD SETBACK

40. Minimum 6 metres.
41. Minimum 7.25 metres.
42. Minimum 7.5 metres.
43. Minimum 7.5 metres plus 50% of lot depth greater than 33.5 metres.
44. For the **main wall** of the **dwelling unit**, a minimum 2.25 metres from a **lane** having a minimum width of 10.5 metres, except that an attached garage incorporating full roof-top balcony amenity space for the occupants may have a minimum setback from such a **lane** of 1.0 metre. The **main wall** projections provisions of **CLAUSE V1 – PROVISIONS FOR ALL ZONES, Section 16, Permitted Encroachments into Required Yards** shall not apply to such attached garage extensions with the exception that roof overhangs (i.e.

eaves) may project a maximum of 0.5 metres from the **main wall** of the garage facing the **lane**.

SIDE YARD SETBACK

- 60. Minimum 6 metres.
- 61. Minimum 1.2 metres for **single-detached dwellings**.
- 62. Minimum 1.2 metres on one side and 0.6 metres on the other side for **single-detached dwellings**.
- 63. Minimum 1.2 metres for the end (side) wall of **semi-detached** and **townhouse dwellings**, except for **side yards** that abut a **street** or **lane**, and 0 metres from the common **lot** line shared by **dwelling** units.
- 64. Minimum 3 metres to a **street** line or 1.2 metres to **lane** line, except that the **main wall** containing the vehicular access to a garage shall be **setback** a minimum of 5.7 metres.

STREET YARD SETBACK

- 80. Minimum 3 metres.

BUILDING SETBACK FROM LOT LINES OTHER THAN STREET LINES

- 100. Minimum **setback** from an **Open Space (O) Zone** boundary: 7.5 metres.
- 101. Minimum **setback** from an **Institutional – Public Transit (I-PT) Zone** boundary: 4 metres.
- 102. Minimum 3 metres.

COVERAGE

- 120. Maximum building **coverage** of 55% of the **lot** area.
- 121. Maximum building **coverage** of 50% of the **lot** area.
- 122. Maximum building **coverage** of 40% of the **lot** area.
- 123. Maximum building **coverage** of 35 % of the **lot** area.

HEIGHT

- 140. Maximum 10.5 metres.
- 141. Maximum 12.0 metres.
- 142. Maximum 13.5 metres.

143. Maximum 12 **storeys**.

144. Maximum 15 **storeys**.

PARKING

160. An attached garage shall be provided with each **single-detached, semi-detached** and **townhouse** dwelling.

161. The maximum width of a garage door on attached garages shall be 50% of the **lot** frontage or **front lot line** of the parcel for the dwelling unit.

162. Parking for **Apartment Buildings** shall be provided at a minimum rate of:

- (a) Resident - 1.0 spaces per unit
- (b) Visitor – 0.25 spaces per unit

163. Parking for **Apartment Buildings** shall be provided at a minimum rate of:

- (a) Resident - 1.0 spaces per unit
- (b) Visitor – 0.2 spaces per unit

164. Parking for **Apartment Buildings** shall be provided at a minimum rate of:

- (a) Resident - 1.0 spaces per unit
- (b) Visitor – 0.1 spaces per unit

FLOOR AREA

180. **Gross floor area** of all buildings shall not exceed 0.20 times the area of the **lot**.

MISCELLANEOUS

200. Maximum 500 **dwelling units**.

201. Maximum 450 **dwelling units**.

202. The **Intensity of Use** provisions of this By-law shall apply collectively to this land, notwithstanding its future division onto two or more parcels of land.

EXCEPTIONS LIST – SCHEDULE “C”

EXCEPTIONS

Notwithstanding the following exceptions, all other provisions of this By-law, as amended, not

inconsistent with the exception, shall continue to apply.

1. For the lands indicated on Schedules '2' and '3' to this Bylaw:

- (a) Prior to the removal of the Holding Provision (H) from the zoning for this site, only **Institutional – Public Transit (I-PT) Zone** and **Park (P) Zone** uses are permitted, together with the following Performance Standards:

I-PT – 80 – 180

- (b) The Holding Provision (H) used in conjunction with the **Commercial/Residential (CR) Zone** shall be removed in whole or in part by amending By-law upon submission of a Site Plan Control Application to the satisfaction of the City, in accordance with the Warden Woods Community Secondary Plan and having regard to established Urban Design Guidelines, and when Council is satisfied as to:

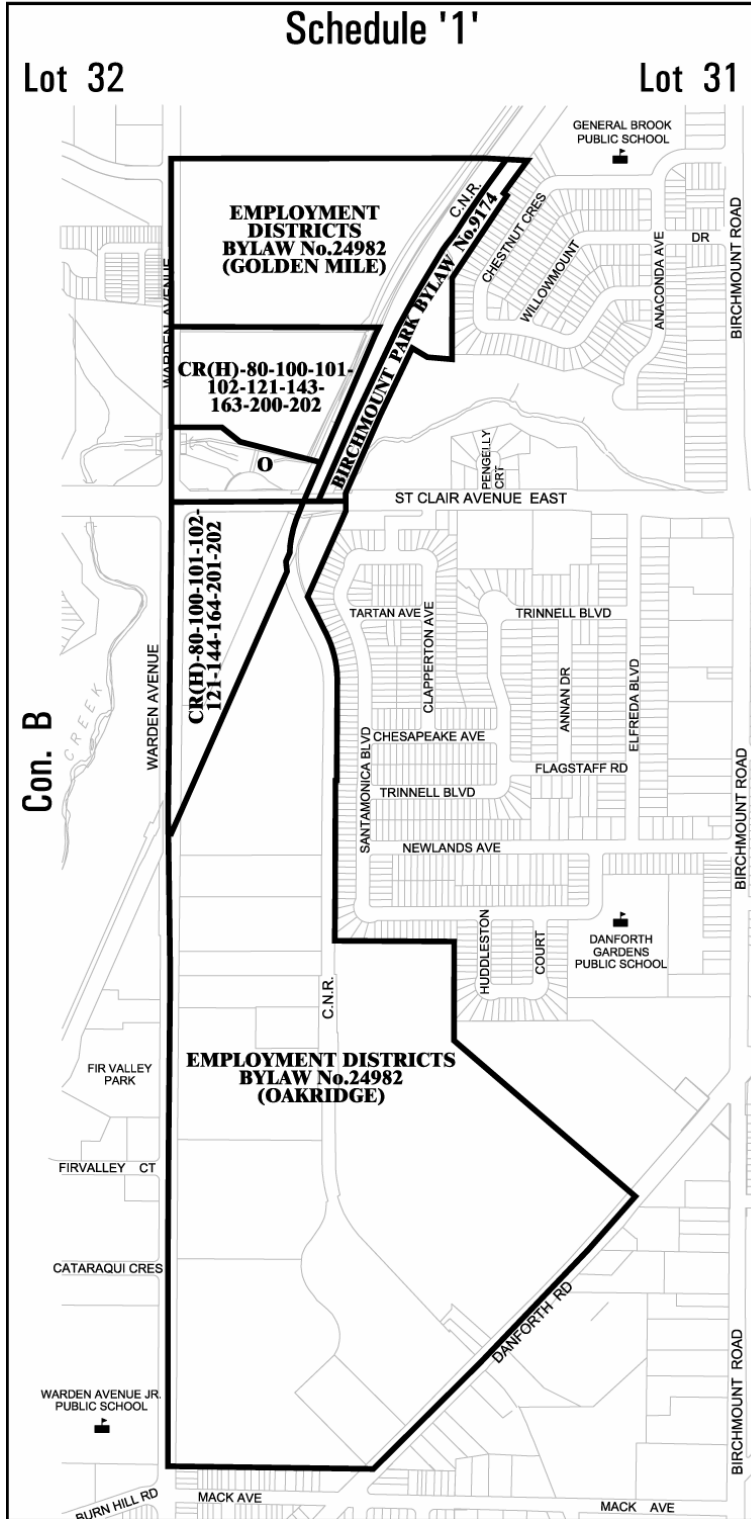
- (i) the availability or provision of all transportation improvements, infrastructure and servicing, including public transit, stormwater management, the provision of community facilities and accommodations for pedestrians and cyclists, necessary to accommodate any proposed development;
- (ii) all appropriate requirements or clearances for the proposed development pertaining to site environmental conditions; and,
- (iii) the provision of appropriate contributions equivalent to the contributions pursuant to Section 37 of the Planning Act which would have been required if the height and density limits for these lands had not been established in advance.

2. For the lands indicated on Schedule '2' to this Bylaw:

Non-residential uses beyond 150 metres from the centre-line of the original road allowance of Warden Avenue, not including **day nurseries**, shall only be permitted within an **apartment building**, are limited to the **first floor** only and are permitted to a maximum 10% of the **gross floor area** only of the building in which located.

**Proposed Zoning
Warden Woods Community**

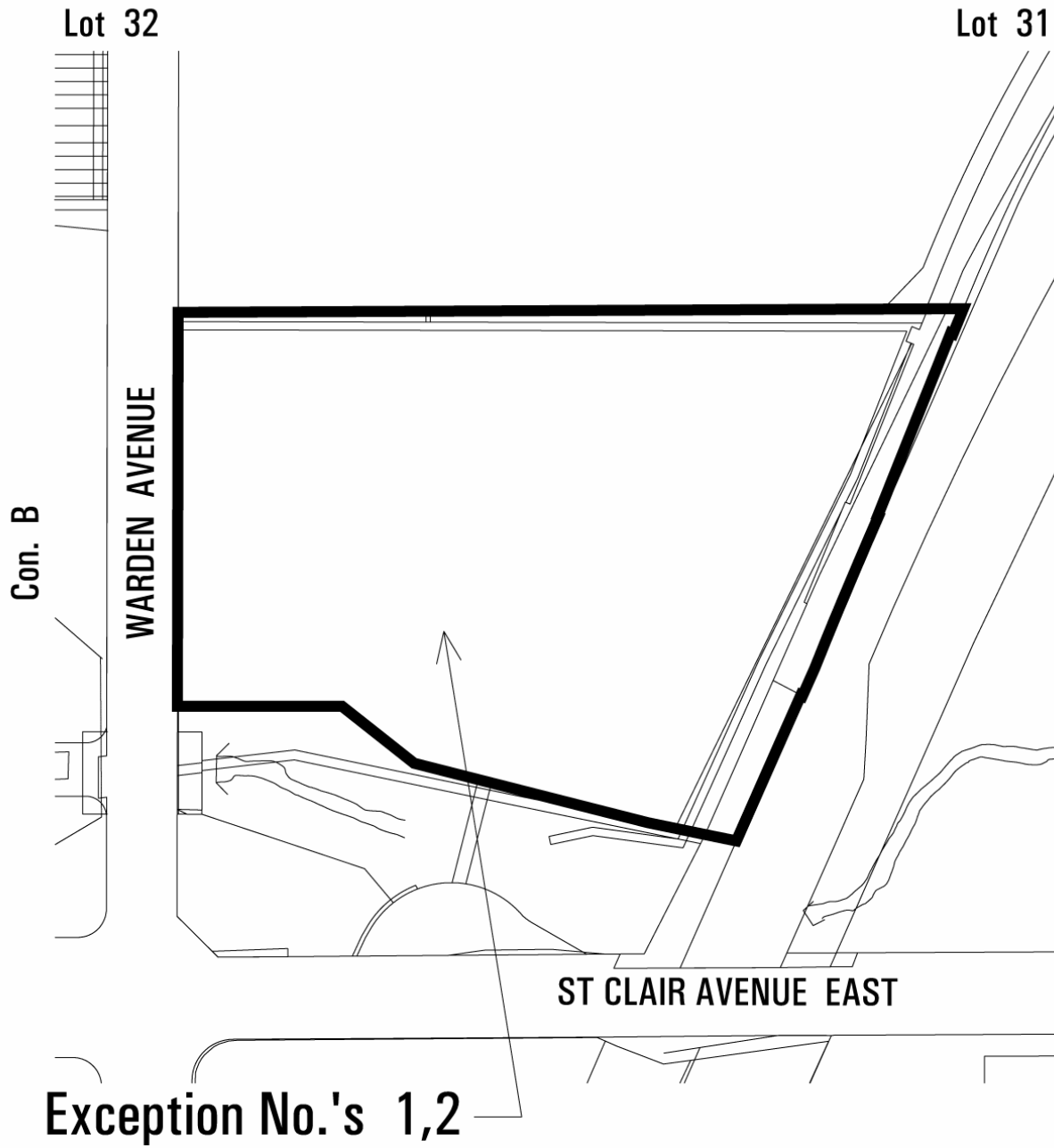
 Areas Affected By This By-Law



Not to Scale
09/20/05

File # 03-035238 TM


Schedule '2'



 **TORONTO** Urban Development Services
Zoning By-Law Amendment

Warden Woods Community
File # 03-035238 TM

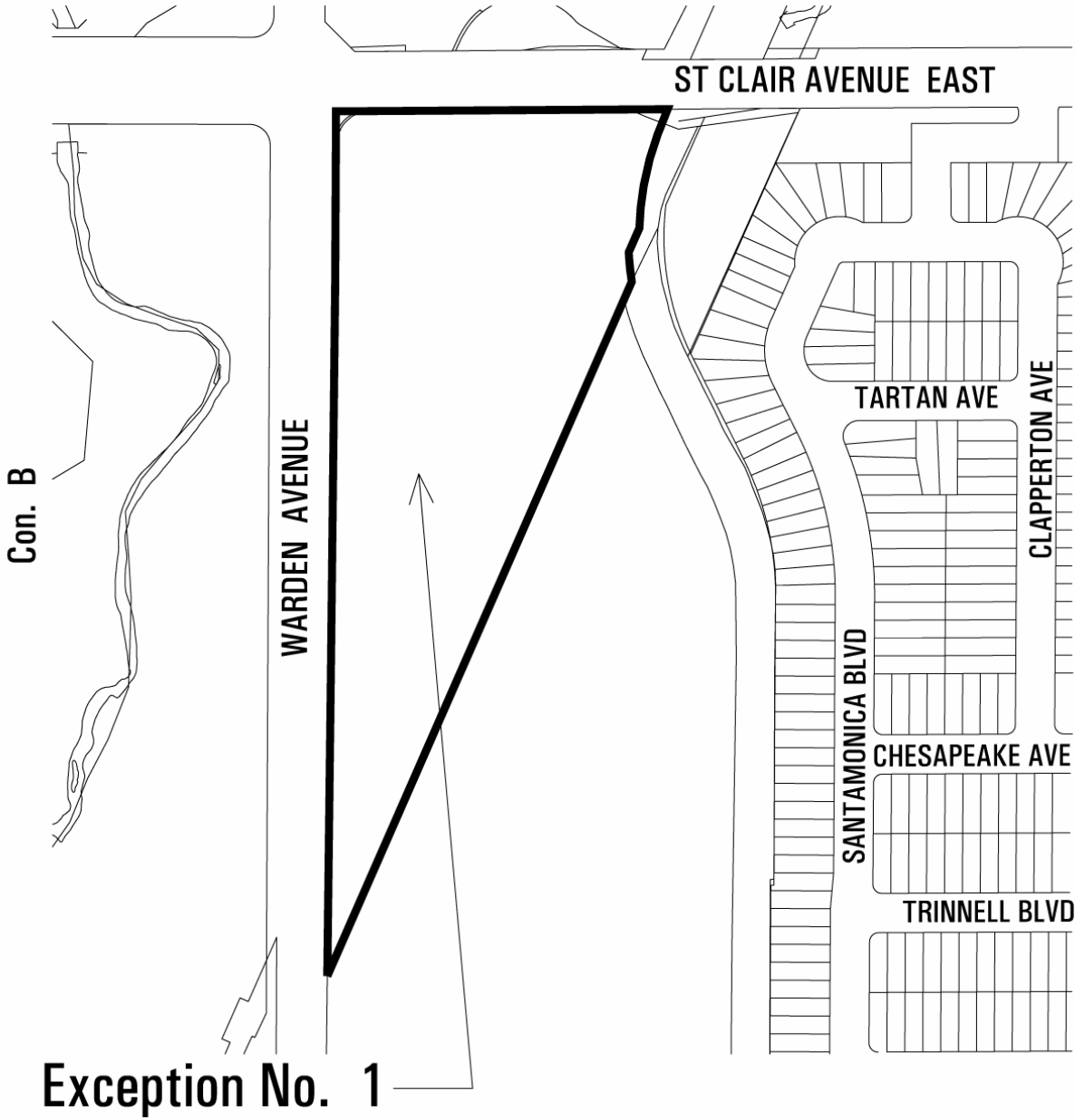
 Area Affected By This By-Law

 Not to Scale
09/15/05

Schedule '3'

Lot 32


Lot 31



Toronto Urban Development Services
Zoning By-Law Amendment

Warden Woods Community
File # 03-035238 TM

 Area Affected By This By-Law

 Not to Scale
09/15/05

Attachment 7: Draft Zoning By-law Amendment (Oakridge Employment District)

Authority: Planning and Transportation Committee Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2005
Enacted by Council: ~, 2005

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2005

To amend Employment Districts Zoning By-law No. 24982 (Oakridge Employment District), as amended, of the former City of Scarborough, with respect to lands between St. Clair Avenue East and Danforth Road east of Warden Avenue

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

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

1. The Employment Districts Zoning By-law No. 24982 (Oakridge Employment District), as amended, is further amended as follows:

- (a) Schedule "A" is amended by deleting the current zoning of the properties and substituting the amended zoning as follows on Schedule '1', attached hereto and forming part of this By-law, together with the following letters and numerals:

PU, I-PT-2-913 (202)

M-357-758-913-991-1054-2007 (202) (303)

M-357-913-991-1054 (202)

M-406-913-991-1054-1378 (453)

M-357-913-991-1054-1378 (453)

M-357-913-991-1041s-1054

M-357-913-991-1054


ENACTED AND PASSED this ~ day of ~, A.D. 2005.

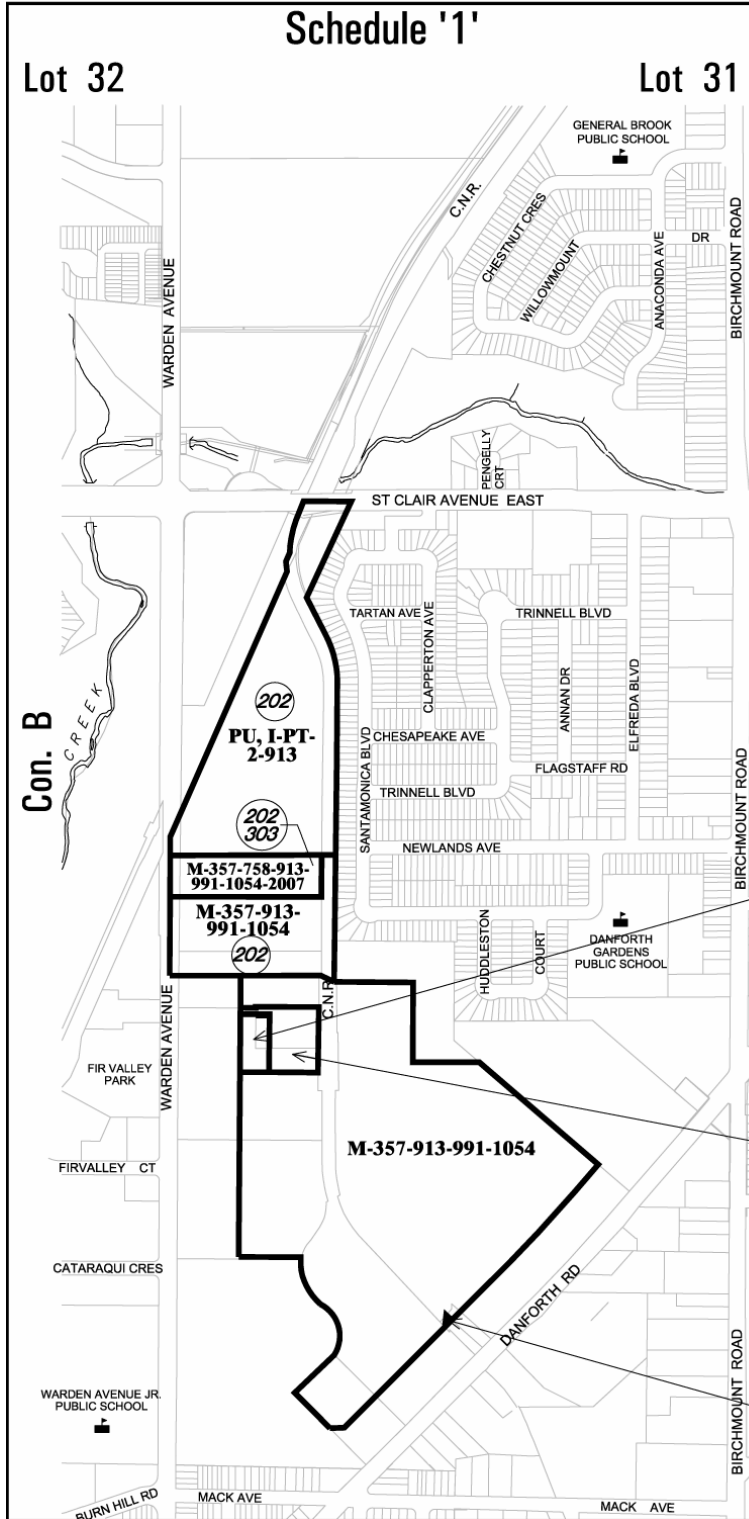
DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Zoning By-Law Amendment Oakridge Employment District

 Areas Affected By This By-Law



M-406-913-991-1054-1378

453

M-357-913-991-1054-1378

453

M-357-913-991-1041s-1054



Not to Scale
09/16/05

File # 03-035238 TM

Attachment 8: Alternative Parkland Dedication By-law

Authority: Planning and Transportation Committee Report No. ~, Clause No. ~,
as adopted by City of Toronto Council on ~, 2005
Enacted by Council: ~, 2005

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2005

**To amend former City of Scarborough By-law No. 20512, as amended,
respecting the dedication of land for park purposes for residential development, to provide
for the alternative dedication parkland rate with respect to lands in the Warden Woods
Community**

WHEREAS subsection 42(3) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, authorizes that enactment of By-laws by Council to require that land to be conveyed to the Municipality for park or other public recreation purposes at an alternative rate to the one required by subsection 42(1) of the said Act; and

WHEREAS section 2.5.2.12 of the Official Plan of the former City of Scarborough contains policies regarding an alternative rate of parkland conveyance to the Municipality as a condition of development or redevelopment of land within the Municipality for residential uses; and

WHEREAS Section 4.52 of the Official Plan of the former City of Scarborough, being the Warden Woods Community Secondary Plan, contains policies authorizing the imposition of an alternative parkland rate;

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

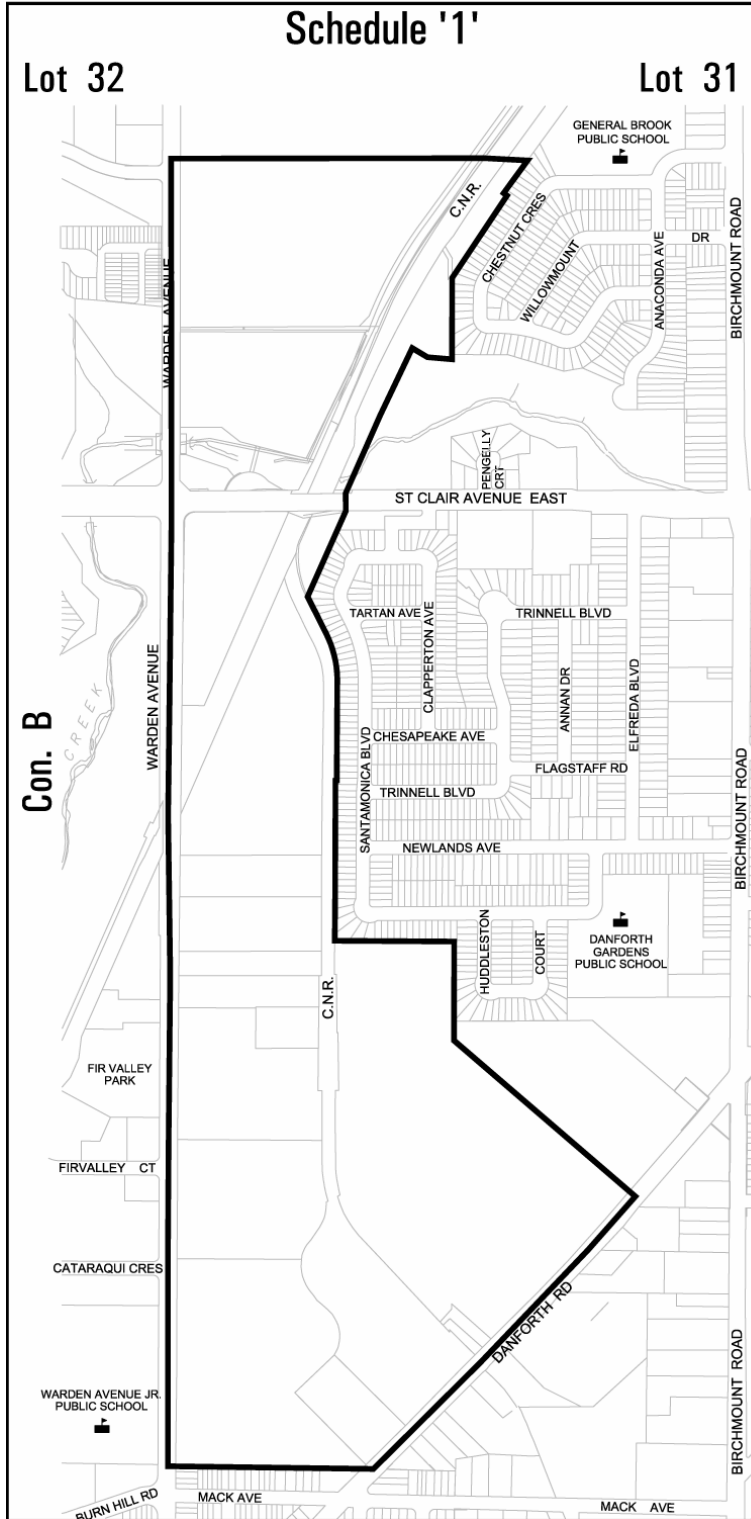
1. That in the case of land proposed for residential development, as shown outlined on the attached Schedule '1', as a condition of development or redevelopment of land for residential purposes, land, cash-in-lieu of land or a combination thereof, at a rate of 0.4 hectares for every 300 dwelling units generated by such development, or 5% of the development lands, whichever is greater, shall be conveyed to the City of Toronto for park or other public recreational purposes.

ENACTED AND PASSED this ~ day of ~, A.D. 2005.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Warden Woods Community

 Area Affected By This By-Law

Not to Scale
09/21/05

File # 03-035238 TM

Attachment 9: Warden Woods Community Service Strategy (September 2005)

Executive Summary

Over the next 30 years, the Warden Woods community will develop into a vibrant and healthy community with a mix of housing, strong network of community services and facilities (CS&F), improved and enhanced green spaces, streetscapes, pedestrian and cycling paths and public art. The community has a number of valuable assets including public lands owned by the City and Hydro, a unique ravine and open space system and heritage resources such as the Bell Estate.

The development of a new Secondary Plan for the Warden Woods community was based on a comprehensive review of the area. As part of this work, Phase 1 (Background Report) and Phase 2 (Consultants' Vision/Recommendations) Reports were completed by consultants. In addition, City staff undertook a more detailed review of the community services and facilities in the area as part of the Phase 1 and 2 work. The extensive community outreach that was undertaken for all of the previously noted studies clearly identified the need to prioritize community services as part of the future planning for this area. This Appendix serves as the Community Services Strategy for the Warden Woods community. This Strategy sets out a framework that not only identifies the range of community facilities required to support a new residential community but also the mechanisms and options that should be considered in ensuring that these services are provided in concert with the new residential development.

The findings identified from the Phase 2 Report and CS&F background work highlighted a number of local services and facilities which are required to meet the needs of current and future residents living in the Warden Woods community. The range of services and facilities include: a community centre, a community health centre, multi-purpose community service space, child care facilities, and a parent and child resource centre. The Strategy will prioritize these services and facilities as well as recommend a range of implementation options to ensure the delivery of such services and facilities through various planning tools and funding mechanisms. Through recommended actions identified in the Strategy, collaborative efforts will be encouraged amongst the various stakeholders, including community-based agencies, residents, land owners, developers and government bodies (Toronto Community Housing Corporation and City operating divisions such as Parks, Forestry & Recreation, Public Health and Social Development & Administration).

1. Background

Since December 2003, extensive CS&F background work has been undertaken in the development of the Community Services Strategy, including:

- *A community profile* was completed as part of the Phase 1 Report (Background Study) submitted in April 2004. The profile included an inventory of existing CS&F (e.g. schools, libraries, community centres) that serve residents living in and around the study area along with the identification of existing capacity in local facilities (e.g. enrolment, capacity and waiting lists).

- *A community services and facilities review*, including extensive community outreach such as focus groups and agency and resident surveys completed from July-October 2004. Findings from the review were considered in the Phase 2 Report submitted in November 2004 and noted in the February 21, 2005 Status Report. The review identified existing service gaps including a preliminary list of CS&F to be considered as part of the Phase 3 Implementation work.

2. Study Area Boundaries

The study was divided into primary and secondary areas in recognition that the boundaries for community services may vary and are based on factors such as client population, type of service and program design (see Map 1). The primary study area reflects the boundaries of the Warden Woods Community Secondary Plan, while the boundaries of the secondary study area reflect a broader community service delivery area. The secondary study area extends north to Eglinton Avenue East, east-west generally from Victoria Park to just past Kennedy Road, and south from the CNR tracks located just south of Danforth Avenue.

3. Community Profile

According to the 2001 Census, the Warden Woods Community Secondary Plan catchment area has 43,500 residents and 15,900 households. The population of the area grew by 7.2% or by 2,940 persons in the five years leading up to the 2001 Census. The area will continue to grow and change particularly in light of the development opportunities provided through the Secondary Plan. Understanding how the community is projected to change and grow is key to identifying its future needs. Highlights of the current population living within the study area include:

A Young Community with a higher proportion of families with young children aged 0-14 years with 22% of all families comprised of lone-parent families. A greater proportion of the lone-parent families is headed by female lone-parents (89% study vs. 85% City) and a smaller proportion headed by male lone-parent families (10% study vs. 15% City).

An Established High-Rise Rental Community with over 8,000 high-rise apartment units, representing 51% of all dwellings in the study area, higher than the City average of 38%. The study area has more renters compared with the City with 55% of the dwellings occupied by renters. Over 92% of the study area's dwellings are over 20 years old.

A Diverse Ethnic Community with over 20,000 immigrants representing 52% of the study area population which is 3% higher than the proportion of the City's immigrant population. Nearly 1/3 of all immigrants arrived in the area between 1996-2001. There are 5,860 recent immigrants who arrived between 1996-2001 and have chosen to settle in the study area with 15% from Pakistan, 13% from Bangladesh, 11% from China, 10% from the Philippines and 9 from Sri Lanka. 59% of the study area's population are first generation immigrants aged 15 years or older.

A Community With Pockets of Poverty including the Oakridge neighbourhood which was identified as a socio-economic priority area at the time of the 1996 Census (based on the City’s Social Indicators and Priority Areas report). This neighbourhood shows various indicators of poverty including a high unemployment rate, low average census family and household income levels (below the City averages) and lower education levels.

4. Population Projections

The Phase 2 Report provided projected population estimates for the Warden Woods study area based on various development scenarios (e.g. potential development sites, including City TTC lands) and takes into consideration the demographic characteristics (e.g. household characteristics) from the 2001 Census. It has been estimated that based on a full build scenario, the area could potentially generate approximately 3,000 units and a new resident population of approximately 9,500 persons.

City Planning Research staff have completed projected population estimates for the area based on approved and proposed residential development applications (see Table 1 below). These development applications will generate approximately 2242 units resulting in an estimated population of 7319 persons. The estimated population figures were determined according to the dwelling types and their respective average numbers of persons per household (PPH) – single-detached (3.19), semi-detached (3.17), townhomes (3.67) and apartments (2.38). These PPHs were applied to the anticipated number of units in proportions which reflect current development applications.

It should be noted that the City’s estimate is based only on approved and proposed residential development and does not include a number of undeveloped sites, including the City TTC lands. Based on the recommended as of right zoning for these lands, there is a potential to generate a total of 950 apartment units (North Parking Lot – 500 units, South Parking Lot – 450 units).

Table 1 - Estimated Population Based on Approved/Proposed Residential Development Applications (As of September 2005)

Application	Status	Units	Estimated Population
60 Fairfax Cres	Approved	131	321
27 Leyton Ave	Partially Approved	14	44
684 Warden Ave	Approved	134	330
350 Danforth Ave (Goldman)	Proposed	457	1605
671 Warden Ave (Goldman)	Proposed	172	629
651 Warden Ave (Goldman)	Proposed	247	881
725 Warden Ave (Mattamy)	Proposed	578	188
300 Danforth Ave (Ranka)	Proposed	334	1065
1151 Victoria Park Ave	Approved	142	494
25 Herron Ave	Proposed	33	112
TOTAL		2242	7319

5. Principles

The February 2005 Status Report identified three key principles to guide the development of CS&F priorities for the Warden Woods study area. These principles will assist in the implementation of the Community Services Strategy and will meet the City building objectives of the new Official Plan in regards to the building of new neighbourhoods.

The Community Service Strategy focuses on 3 key principles:

- Adding what is needed for the area based on current service gaps and the projected residential population;
- Restoring what has been lost through redevelopment of existing sites; and
- Preserving and enhancing existing community assets.

6. Implementation Strategy

a) CS&F Priorities

Based on the key principles noted above, a number of CS&F priorities have been identified for consideration as part of the Secondary Plan development and have been reconfirmed through additional consultation that has been undertaken (e.g. Community Workshop). These CS&F priorities include a number of local facilities:

- Community centre to include a full size gymnasium (size 20,000 to 25,000 square feet, may need to be phased)
- Community Health Centre (size 5,000 to 10,000 square feet)
- Multi-purpose community service space (size 10,000 to 15,000 square feet)
- Two child care facilities (62 space each)
- Parent and child resource centre (5,000 to 10,000 square feet)

It should be noted that the Status Report and background CS&F work have confirmed that the School Boards do not require additional school sites within the Secondary Plan area to serve new residential development. They advise that any additional students generated from new residential development can be accommodated through various options such as portables, bussing and improved pedestrian connections to existing schools. These options will be further assessed once applications are received and unit counts confirmed.

Furthermore, it has been noted that the Warden Woods public elementary school site is 10 acres in size, whereas a standard elementary school is only 5 acres in size. The potential exists to create an additional school, or additional school capacity on this site, should the Board's estimates prove to have been conservative.

The Toronto Public Library has confirmed that the local library (Albert Campbell) has sufficient capacity to serve the new resident population. As well, they have recently constructed an additional meeting/program room within the existing facility to accommodate a wider range of programs/services.

b) Implementation Options

This Strategy identified implementation options for these priorities, including potential locations, planning tools (e.g. Section 37) and funding mechanisms to achieve such services and facilities. Implementation options including recommended actions are discussed below.

i) *Recommended Action: Provide Additional Local Facilities*

The creation of a new Warden Woods community will require the timely provision of additional CS&F to be provided in conjunction with residential development as well as to meet the needs of a new and existing resident population. This will ultimately result in the establishment of a whole community with the appropriate social infrastructure in place. A number of additional facilities have been recommended, including:

- **Community Centre**

The opportunity to establish a community centre is a top priority for the Warden Woods area. Policies in the new Secondary Plan state that the community centre is an important community objective. These policies provide for the opportunity to secure a community centre associated with private development at a highly visible and accessible location within the Secondary Plan area. Possible planning tools to secure such a facility include the use of Section 37 of the Planning Act, development charges credits under the Development Charges Act and DC By-law, along with the possibility of private/public partnerships (e.g. City/TTC and developers).

The Conceptual Master Plan identifies a potential community centre in the “North Park” north of St. Clair Avenue East. The community centre would be located partly on private development lands and partly on the City owned lands, currently used for the TTC Warden North commuter parking lot.

The proposed community centre would include a full size gymnasium, various multi-purpose space and other meeting and program areas. A preliminary test building program has been completed by Parks, Recreation and Forestry staff to inform the review. The community centre is anticipated to be in the range of 20,000 to 25,000 square feet in size, however, it may be necessary to develop the proposed facility in phases in view of available resources. The Centre will have the potential to provide for a range of programs to serve a variety of age groups.

- **Community Health Centre**

The need for a Community Health Centre (CHC) within the Warden Woods study area has been identified by the community and local service agencies. There is currently one CHC (West Hill) that serves the southeast quadrant of Scarborough. West Hill CHC has secured funding from the Ministry of Health to establish a satellite CHC to serve the south-west part of Scarborough, including the Warden Woods community. Services

provided by the CHC would be targeted to reach those most in need and would include doctors, nurse practitioners, dieticians, a diabetes team and a dental clinic.

The site and facility criteria for a satellite CHC based on current funding provision approval, include:

- size at 5,000-6,000 square feet
- barrier-free access, preferably street level
- located on a main street (e.g. Warden Avenue, Danforth Road)
- located in close proximity to public transit and Warden Woods community
- site needs to be in operation in 2006

If possible, the satellite CHC should be planned and designed as a shared facility with other local service agencies. This would allow for partnerships with other agencies and the City's Public Health Division in the delivery of a wide range of programs/services, including child care, parent resource programs, youth programs, seniors programs and settlement services.

West Hill CHC has recently confirmed that they are still searching for an appropriate site for the satellite facility. Their initial preference was to occupy space within a local plaza. However, another option would be to establish the facility as part of new development proposal, particularly on lands situated along the Warden Avenue frontage, south of St. Clair Avenue East. The facility would need to be located in an accessible location, at grade level (or with elevator access) and in close proximity to existing community facilities such as the Warden Woods Community Centre, Warden Woods Public School and the Bell Estate. On-going discussions between various developers and the West Hill CHC are presently occurring in order to assess the timing and feasibility of establishing a satellite CHC within the study area.

Policies in the new Secondary Plan will encourage the establishment of a new CHC to be established on development sites located south of St. Clair Avenue and along the Warden Avenue frontage as part of a mixed use development.

- **Multi-purpose Community Service Space**

The creation of a strong and healthy Warden Woods community will require the provision of affordable and accessible multi-purpose community service space. This space is required in order for local service agencies to effectively deliver programs and services to area residents. Locally delivered services such as seniors programs, youth programs, counseling, home care, literacy, ESL, and settlement services help to create the essential supports needed to help build capacity in existing and new communities.

The study area is currently served with a strong network of local service agencies that are presently operating at capacity. Local service agencies have confirmed that there is an increasing demand for additional community programs/services within their existing facilities but the lack of available space to run new programs/services continues to be a

problem. A number of local agencies (e.g. Warden Woods CC, West Scarborough CC) have expressed an interest in partnerships involving the sharing and operating of available multi-purpose community services space which may be secured as part of future development.

The lack of available community service space for local services/programs is a City-wide problem as many local non-profit organizations have had to cancel their programs such as Boys and Girls clubs, Girl Guides, etc. delivered from local facilities such as schools due to increased user fees. This problem has resulted in many organizations having to find innovative ways to share resources including joint programming and shared use of space and administrative staff.

Given the important role that community service space plays in the building of healthy communities, the securing of space as part of new development will be considered an eligible Section 37 community benefit in the processing of future development applications for this area.

Policies in the new Secondary Plan will encourage the establishment of multi-purpose community service space as part of development sites located both north and south of St. Clair Avenue. This space should be provided at grade, visible and be accessible to public transit and pedestrian connections.

- **Child Care**

The CS&F Review undertaken for the Warden Woods study area has confirmed that the majority of child care programs are currently operating close to capacity. A review of the 10 child care programs that currently serve the Warden Woods community have identified some service gaps. There is limited space available to accommodate additional children which may be generated from new residential development.

Children's Services Staff have confirmed that there is currently some capacity remaining in the area; however, they recommend the provision of one additional child care facility (capacity 62 spaces for 10 infants, 20 toddlers and 32 pre-school children) at this time to meet the current demand for child care. The facility should be accessible and located on the ground floor and meet the City and Provincial child care requirements (e.g. indoor area of approximately 6,820 square feet).

Based on the population projections for the area, it is recommended that 2 child care facilities (62 spaces each) be provided in the Secondary Plan area to serve additional children generated from new residential development.

Policies in the new Secondary Plan shall encourage the provision for child care facilities to be located both north and south of St. Clair Avenue and considered as part of future mixed use development proposed along the Warden Avenue frontage which provides easier access to public transit and local facilities.

- **Parent and Child Resource Centre**

The demand for parent and child resource centres has grown in many parts of the City especially in high rental areas that face an increasing number of families with younger children headed by single parents with lower income levels. The Warden Woods area is one of those areas that require additional parent and child resource centres. The majority of parent and child resource programs are currently operating at capacity within the various Toronto Community Housing projects.

Parent and child resource centres vary in size as they are not regulated by Provincial standards. Programs offered at these centres are generally drop-in programs. These facilities should be located in highly visible and accessible locations and in close proximity to the Warden Woods residents.

Partnerships are encouraged with local service agencies to deliver a wider range of parent and child resource programs. The City's Public Health Division plays an important role in developing partnerships with agencies in order to promote the health of young children. Additional community service space is required for local agencies to effectively deliver these programs through public/private partnerships.

ii) ***Recommended Action: Undertake Local Improvements***

There are a number of opportunities for local improvements within the Warden Woods study area in order to preserve and enhance existing community assets (e.g. Bell Estate, Warden Woods C.C., parks, open space and natural heritage areas). These resources are key community assets for the Warden Woods residents and have the potential to enhance the area while also expanding the ability of local service agencies to deliver additional programs/services and ultimately assist in building community capacity.

- **Expand Existing Facilities**

Bell Estate

The Bell Estate is an important heritage asset for the area and has tremendous potential to enhance the community while serving as an important local resource for the seniors population. Though the facility is currently under private ownership, there may be an opportunity to enhance this existing community asset through various uses e.g. community based and/or facility improvements (e.g. addition to existing facility). The Conceptual Master Plan highlights the Bell Estate as a potential community focus with proposed road and pedestrian connections linking this site.

The Bell Estate is located at 679 Warden Avenue on lands owned by The Goldman Group. The property has been identified by Heritage Preservation Services as having cultural resource value or interest and is subject to a Heritage Easement. It contains a house form building with historical significance as an early farmhouse in former Scarborough Township. The building contains a commercial kitchen, dining room

and several multi-purpose rooms on the main floor and administrative space on the second floor for the social workers.

The building is currently leased by the Warden Woods C.C. for seniors programming including a day program for people with mild cognitive physical disabilities, a congregate dining program, and other programs and/or services such as chiropody, recreation and educational. The facility is currently operating at capacity with these programs.

Discussions with Warden Woods C.C. staff have indicated there may be opportunities to expand programming at this facility during the evening hours to other client groups (e.g. youth, adults, families) given that the seniors programs generally run during the daytime hours. Also, improved access and visibility (e.g. signage, lighting) to the facility is required in order to effectively expand the programming at this location.

Given the heritage restrictions applied to the Bell Estate site, any future expansion and/or improvements to the existing building will require consultation with the Heritage Preservation Services staff. Heritage Preservation staff advise that alterations to the existing building may require that the proposal go through a public process, including approval by the Toronto Preservation Board, Community Council and City Council.

Warden Woods Community Centre

The Warden Woods Community Centre is a one storey building situated on a 0.75 acre parcel of land at 74 Firvalley Court. Since 1970, it has operated as a non-profit multi-service agency involved in the delivery of a wide range of programs and services to all age groups. These programs/services are offered at the community centre along with a number of satellite programs at various locations in and around the study area. The facility is owned by the Mennonite Conference of Eastern Canada and was originally built to serve the Warden Woods Toronto Community Housing projects nearby.

The centre is well used by the local community and contains a kitchen, several multi-purpose rooms and administrative office space. Programs offered at this facility include recreation and social programs for younger children and youth such as before and after school programs (e.g. homework clubs, breakfast clubs) and March break and summer camp programs. The facility also offers a variety of programs for newcomers including counseling, literacy and employment training.

Discussions with Warden Woods C.C. staff has confirmed that the facility was originally designed to accommodate future additions on the south part of the building. They also advise that a future addition to the building has always been in their long-term plans though financing for such a project has always been the major issue. The feasibility of this option will require future discussions with Warden Woods C.C. staff and the owner.

Consultation with Warden Woods C.C. staff has also confirmed that the facility is currently operating at capacity with limited programming for youth and children. Staff advise that the facility does not have a gymnasium which makes it difficult to run after school recreation programs for children and youth. They also advise that the loss of the Centennial College gymnasium has had a significant impact on their ability to provide youth recreational programming for the area.

- **Improve the Public Realm**

The Urban Design Guidelines which form part of the new Secondary Plan encourage the development of a safe, attractive and connected pedestrian environment to make walking an attractive and effective means of movement through the area. Specific linkage and connection opportunities to existing streets, the surrounding communities and key public transit locations have also been identified in the Plan. These connections and enhancements will encourage residents to walk to and gather at key local facilities as a way to build community.

Parks and Open Spaces

The new Secondary Plan notes that parks and open space opportunities will enhance the quality of life in Warden Woods. Such opportunities include the establishment of new parks and improvements to the open space and natural areas including tree planting and landscaping.

The Plan includes policies for the development of 2 local parks, one north and one south of St. Clair Avenue East, each approximately 2.0-2.5 hectares in size. These parks will be secured as part of new residential development and will provide for parkland needs for the new resident population. Public consultation will be part of the design and development of the new parks secured for this area.

Streets and Pedestrian Connections

The establishment of new pedestrian and road connections to surrounding communities (TCHC and Santamonia) and existing community facilities (e.g. Albert Campbell Library, Danforth Gardens Public School, Bell Estate) are critical in improving access to throughout this area. Also, the establishment of new local facilities within the Warden Woods community will attract surrounding communities to access such facilities. This will require the establishment of pedestrian connections to integrate the new community with the surrounding urban fabric given that some communities may be isolated from the rest of the area as a result of physical barriers (e.g. arterial roads, bridges, creeks, railway tracks).

Improved pedestrian walkway connections are required to provide linkages to the open space and natural heritage areas in order to increase the use of these areas. Specifically, maintenance and enhancement of the natural heritage area at the St. Clair/Warden

intersection will provide a connection to the natural environment. This in turn will provide for improved community safety as there will be increased users accessing these areas e.g. “more eyes on the park”.

iii) *Recommended Action: Initiate Service Coordination and Partnerships*

Service coordination allows for the building of community through partnerships between government and community-based organizations. There are many examples of community and private sector partnerships that have resulted in the creation of new community space for local programs/services located within commercial space such as malls, commercial plazas, and mixed use buildings along main streets.

Meeting and programming space located within public facilities such as libraries and community centres are currently in great demand and difficult for many community-based agencies to access. Given these limited opportunities, it is critical that agencies have the ability to secure other forms of space, including accessing other non-profit facilities such as TCHC buildings and places of worship as well as the leasing of affordable private commercial space.

At the same time, there are opportunities for community-based agencies to develop community capacity building initiatives (e.g. establishing service network groups) through inclusive processes involving consultations and partnerships with Warden Woods residents, government bodies (e.g. City operating divisions such as Public Health, Parks, Recreation and Forestry, TCHC) and key stakeholders in the design and delivery of community services.

The development of innovative partnerships will be critical to the success of this strategy. This will require the initiative and cooperation of all parties. Policies in the new Secondary Plan will encourage community-based agencies to develop service coordination initiatives by identifying partnership opportunities to maximize existing resources such as community space, funding, staffing and volunteers.

7. *Securing of CS&F Priorities*

The new Secondary Plan will include the use of various planning tools to secure facilities and/or funds as a mechanism to support the development of a new Warden Woods community, including Section 37 of The Planning Act. These planning tools will help to implement the CS&F policies identified in the Plan.

The Plan will provide a long-term vision for the creation of a healthy and beautiful Warden Woods community. Through use of the new Urban Design Guidelines and the Conceptual Master Plan which form part of the Plan, this will ensure the maintenance and enhancement of the public realm including the streets and block pattern, pedestrian connections, open space linkages and priority areas for new and enhanced CS&F and local improvements.

The CS&F priorities identified in Section 6(a) shall be secured through the use of various planning tools, including Sections 37 of the Planning Act. The inclusion of CS&F will be encouraged in all significant developments within the Secondary Plan area. Agreements

pursuant to Section 37 may be used to secure facilities and matters including a range of community benefits (e.g. non-profit community facilities such as community centre and multi-purpose community service space, child care, public art, pedestrian connections, parks improvements) which have been identified in Section 6 Implementation Strategy.

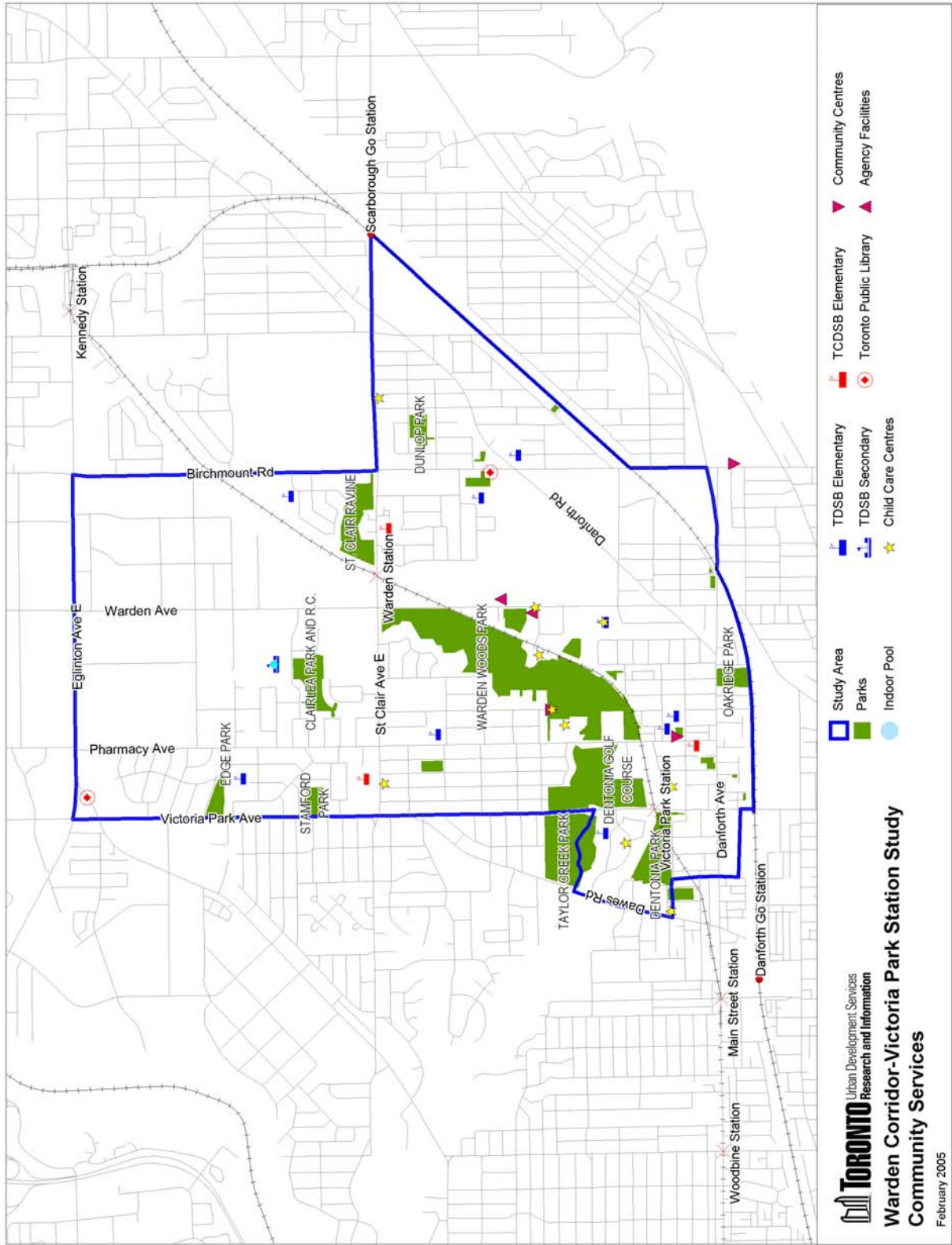
The new Secondary Plan outlines the list of appropriate community benefits. It should be noted that Section 37 community benefits will be selected based on local community needs, the nature of development applications and any implementation guidelines or plans adopted by Council. Also, priority will be given to on-site or local community benefits which have been identified from this Strategy.

8. Conclusions

The Community Services Strategy completed to complement the Warden Woods Community Secondary Plan will help to guide the development of required CS&F to be secured in association with new development. It is a framework for the establishment of new and enhanced CS&F and contains guiding principles for the various implementation options. While there may be challenges in regards to some of the implementation options, there is a commitment to the creation of a healthy Warden Woods community.

The Strategy, including a number of recommended actions, will help to achieve the objectives of the new Secondary Plan as well as the City's public objective in the building of strong communities by ensuring that the social and physical infrastructure will be provided as development proceeds in the Warden Woods area. Through a collaborative approach with residents, developers, landowners, community-based agencies and government bodies, it is possible to provide the social infrastructure needed to create a sense of involvement and empowerment amongst members of the community.

Map 1



Attachment 10: Summary of Comments at Phase 3 Community Information Meeting (June 22, 2005)

Parks

- The park north of St. Clair should be oriented north-south – it could be safer completely surrounded by houses across streets, and the east-west park cuts off traffic on the east side.
- The north-south park location is preferable – location is away from the noise and vibration of the TTC trains, and has good visibility.
- Prefer the north-south park with homes all around it – safer, self-watched, no hideaway spots, and prefer the community centre at the south corner visible from Warden and St. Clair which is more inviting. Also prefer on-street parallel parking over parking on the park area causing less green space.
- Is the City recommending 5% parkland dedication?
- Green space in the parks should be a priority over hard surface sports facilities.
- There are too many soccer facilities in the area. Baseball diamonds are needed instead.
- There is a need for ice rinks. Clairlea Arena was a popular place for skating, but was converted to a soccer centre.

Schools

- The statistics from the School Boards indicate 900 public school vacancies and 700 new students, but which schools will they attend? Will children need to be bused or can they walk to their local school?
- The TDSB's position is based on more busing, more portables, and waiting for the number of children to reduce. The services should be in place or developers should pay for them.
- General Brock Public School is not accessible. A walkway would be required, but this is still not a reasonable walking distance. There are already two portables at the school.
- A pedestrian path in the Hydro Corridor should not function as a path to General Brock Public School. There is a car compound and this is not a safe area for children. Who would be responsible for maintaining the walkway, and how would it enter the school yard?
- A different social order (2 cars/both parents working) allows facilities and schools to be further away than the original 1950's communities.

Commercial Uses

- The plaza at Firvalley and Warden is completely shut down; shopping is a problem - need a food store in the area, as well as convenience retail.
- Commercial under professional offices with housing above is a successful product all around the world and needs to be on Warden Avenue.

Scale of Development

- There is increasing concern about intensification.

- The proposed development is out of scale with the adjacent neighbourhoods; need to retain commercial uses, so why not have homes over stores similar to Yonge & Eglinton, which creates a vibrant community?

Traffic Related Issues

- The surrounding area has a population of 15,000, this study will add 10,000 more people, which is a lot to absorb. More cars = compromised safety for children and pollution. Traffic congestion is a problem now and will get worse. Traffic calming would be appropriate in a number of areas in the Clairlea Community including Fairfax Crescent and other streets leading to the downtown and are being used as a short cut..
- Are improvements required so the Warden/St. Clair intersection can handle an additional 2,000 cars?
- The road pattern on Moreau Trail forces drivers to slow down. The Master Plan doesn't show that kind of street pattern – what is going to be done to reduce speeding?
- Sidewalks need to be improved for pedestrians, and people pushing strollers and wheelchairs.
- Despite posted signs, truck traffic cuts across Mack Avenue as it is very difficult for trucks to make a left turn from Warden Avenue to Danforth Road.
- The buses at the TTC Birchmount Garage idle and create air pollution. The buses also speed on Birchmount Road.

Industrial Uses

- There has been a Class 3 chemical plant in the area to the north since 1957. The proposed residential development at the Warden Power Centre will be closer than the MOE guideline of 300 metres. There is truck traffic in the industrial area around the clock. The redevelopment will drive out more long term industry, resulting in the loss of \$25/hour jobs. Employers always lose in the conflict between residential and industrial uses.

Lily Cup

- The Lily Cup is not important to the community, so there is no need to keep it.
- The Lily Cup is not of sufficient historical value to force its incorporation into new development.
- There are poor sight lines at Mack Avenue and Danforth Road, so drivers don't have enough time or feel safe enough to look at the Cup, and pedestrians don't look at the Cup as they are walking on Danforth Road.
- Could the Lily Cup be reused as public art?

Firvalley/Cataraqui Court Neighbourhood

- The City needs to address the Firvalley housing complex – it has a negative impact on surrounding communities and should be revitalized as is being done for Regent Park.

Other Issues

- A noise barrier should be provided for development next to the subway tracks north of St. Clair Avenue.
- The future neighbourhoods should be safe as well as connected, with crime prevention a top priority.
- Environmental clean-up is an issue for industrial sites, especially the former glass factory.