

City Initiated ‘Avenue’ Study of Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road – Final Report

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To:	Scarborough Community Council
From:	Director, Policy and Research, Director, Community Planning, Scarborough District
Ward:	37
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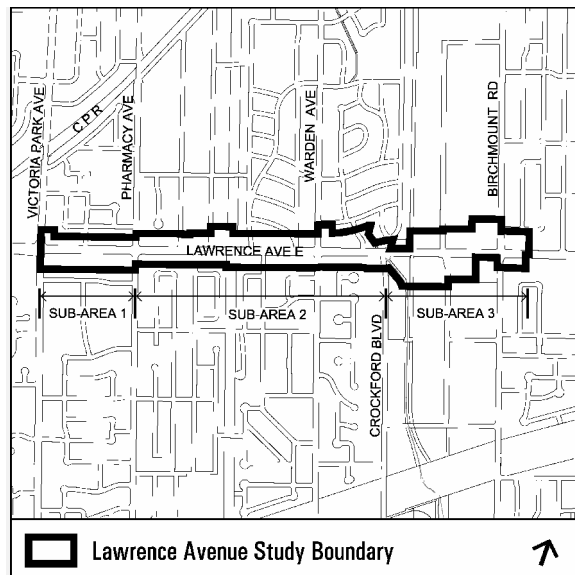
SUMMARY

These City-initiated zoning by-law amendments are subject to the new provisions of the *Planning Act* and the *City of Toronto Act, 2006*.

This report recommends approval of amendments to the Wexford and Dorset Park Community Zoning By-laws and the Employment Districts – Wexford Employment District Zoning By-law to implement the results of the Lawrence Avenue East Study as shown in Attachments 2, 3 and 4. The report also recommends adoption of Urban Design Guidelines and outlines implementation strategies to achieve, over time the revitalization of Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road.

The final report of the City’s consultants, Young and Wright Architects Inc. in consultation with GHK International (Canada) Ltd., Dillon Consulting Ltd. and J.C. Williams Group Ltd. is attached as Attachment 5.

The proposed initiatives contained within this report support Council’s focus on



investment in quality of life, the desire to link public initiatives with private investment in order to stimulate development and the need to strategically create opportunities that will act as catalysts to achieving the desired future of the area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Wexford Community Zoning By-law No. 9511, the Dorset Park Community Zoning By-law No. 9508 and the Employment Districts Zoning By-law – Wexford Employment District No. 24982, as amended, substantially in accordance with the draft zoning by-law amendments attached to this report as Attachments 2, 3, and 4.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft zoning by-law amendments as may be required.
3. City Council support, in principle, the streetscape improvements to the Lawrence Avenue right-of-way, shown conceptually in Attachment 5, page 60 on Figure 6.3 of the Consultants Final Report and that the Chief Planner and Executive Director City Planning in consultation with the General Managers of Transportation Services and Economic Development, Culture and Tourism further develop streetscape improvements for the Study Area, and report back on the costs and work program to implement the streetscape improvements.
4. City Council adopt the Urban Design Guidelines shown in Attachment 5 on pages 63 through to 77 of the Consultants Final Report.
5. City Council direct Parks, Forestry and Recreation and Real Estate staff in consultation with the Ward Councillor to investigate park improvements and acquisitions within the Study Area, as identified in Attachment 5, page 72, Figure 7.7 of the Consultants Final Report, with a focus on developing parkland on the Hydro Corridor lands along the north side of Lawrence Avenue.
6. City Planning, Transportation Services, and Parks, Forestry and Recreation Staff be directed to work with local landowners and the Ward Councillor to secure publicly accessible open space, parkland and other landscaped open space in order to create linear connections within the Study Area as shown on the Concept Plan on Attachment 5, page 72, Figure 7.7 of the Consultants Final Report.
7. City Council direct Toronto Water staff to investigate the sewer capacity within the Study Area to determine the availability of capacity and identify any infrastructure improvements which may be necessary to support the proposed intensification of this area and report back to Community Council on any capacity issues.

8. City Council direct Transportation Services, the Co-ordinated Street Furniture Program to consider Lawrence Avenue East between Victoria Park Avenue and east of Birchmount Road as a priority area for the placement of street furniture in Ward 37.
9. City Council direct Transportation Services in consultation with the Ward Councillor and City Planning to examine the feasibility of reconfiguring the Lawrence Avenue East public right-of-way cross-section between Victoria Park Avenue to east of Birchmount Road to accommodate bicycle lanes and opportunities for median landscaping, while continuing to provide an appropriate level of service for through and turning traffic, and report back to Scarborough Community Council.
10. City Council direct Transportation Services, Right-of-Way Management in conjunction with Municipal Licensing & Standards, Investigations to develop strategy to actively pursue removing private landowner encroachments on the public boulevard and report back to Community Council.
11. City Council direct Transportation Services in consultation with the Ward Councillor, to examine the feasibility of adding a traffic control signal at the Lawrence Avenue/Wayne Avenue intersection.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

The City's Official Plan identifies selected corridors along major streets as 'Avenues' where transit-supportive re-urbanization can create new jobs and housing while improving local streetscapes, infrastructure and amenities. Section 2.2.3 of the Official Plan establishes the policy objectives of Avenue studies. Among these policy objectives the Plan directs that both a vision and implementation plan be developed to demonstrate how the streetscape and pedestrian environment can be improved; where new public open space can be created and existing parks improved; where trees and shrubs should be planted, and how the use of the road allowance can be optimized.

The framework for redevelopment of the Avenues will be established by a new zoning by-law and urban design guidelines created in consultation with the local community. These studies seek to create opportunities for growth and redevelopment supported by high quality transit services, along with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

To date the City has undertaken 16 Avenue Studies including the Lawrence Avenue 'Avenue' Study. Eleven of the studies are completed and 5 are in various stages of completion. The Lawrence Avenue Study was initiated by City Council in 2006. It was selected on the basis that it is predominantly a commercial strip with many underutilized

sites which are in need of reinvestment and revitalization. There are numerous opportunities within this Study Area for redevelopment and intensification to implement the objectives of the Official Plan.

Area Characteristics

The Study Area is approximately 2 kilometres long and includes all of the properties fronting onto Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road plus some adjacent properties as shown on Attachment 1. The majority of the properties within the Study Area are underutilized. Lawrence Avenue East is a major arterial road that carries relatively high volumes of traffic, especially during morning and evening peak periods.

The Study Area is comprised of three different sub-areas:

Sub-Area 1: Victoria Park Avenue to Pharmacy Avenue

Sub-Area 1 (see Attachment 1) is located along the western stretch of the Study Area and consists primarily of low to mid-rise residential apartment buildings. There are a few retail buildings located close to the Victoria Park Avenue and Lawrence Avenue intersection. The majority of lots on the north side of Lawrence Avenue are shallow in depth, between 40 metres to 49 metres, whereas on the south side of Lawrence Avenue the lots have depths between 60 metres to 75 metres.

Sub-Area 2: Pharmacy Avenue to Crockford Boulevard

Sub-Area 2 (see Attachment 1) comprises the central stretch of the Study Area between Pharmacy Avenue and Crockford Boulevard and consists primarily of one and two storey commercial buildings. This area contains a wide range of commercial uses. The lot depths vary in this sub-area, with numerous shallow lots 40 metres to 59 metres in depth located on the south side of Lawrence Avenue and more varied and deeper lots ranging from 60 metres to lots greater than 80 metres on the north side of Lawrence Avenue.

Sub-Area 3: Crockford Boulevard to east of Birchmount Road

Sub-Area 3 (see Attachment 1) represents the eastern stretch of the Study Area and consists primarily of low-rise industrial and commercial buildings. There are a number of auto-related uses in this sub-area. Lot areas in this sub-area are large, with the majority of lots greater than 80 metres in depth.

Recent Redevelopment Approvals and Proposals

Lawrence Avenue has remained relatively stable over the last 20 years, with limited new development. In the early 1990's, the south-west corner of Lawrence Avenue and Birchmount Road was redeveloped with a 12 storey residential building. Council in 2006 approved the development of a 15 storey residential building at 1236 Birchmount Road which is located immediately south of the south-west corner of Lawrence Avenue and Birchmount Road. This building has yet to be constructed. In the early 1990's the south-

west corner of Lawrence Avenue and Warden Avenue was also redeveloped with a 12 storey residential building. More recently, there have been minor site improvements to various properties within the Study Area.

Study Process and Community Consultation

Young and Wright Architects Inc. in consultation with GHK International (Canada) Ltd., Dillon Consulting Ltd. and J.C. Williams Group Ltd. were retained in 2006 to undertake a study of Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road. Young and Wright Inc., the lead consultants, worked with City Planning Staff to complete the study. A Local Advisory Committee (LAC) comprised of area residents and businesses was established to provide input, comments on the options and provide feedback to the consultants and staff. The LAC met on several occasions with the consultants, city staff and Ward Councillor to help develop the vision that is being presented in this report. In addition, a number of community meetings were held with the public to advise them of the study, to garner feedback on the study's direction and to advise them of the study's conclusions.

As part of the study, a web page (www.toronto.ca/planning/lawrence_avenue.htm) was created to enable interested parties to obtain information and learn about the study and its progress. The web site provided links to the various presentation materials prepared by the consultants, as well as the final consultants report.

The proposed zoning by-law and study directions including the design concepts have been generally well received by the LAC, those attending the community meetings and City divisions and agencies.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act* to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

As previously noted, Lawrence Avenue East is shown as an ‘*Avenue*’ on Map 2, Urban Structure of the Official Plan. Avenues are important corridors along major streets where re-urbanization can create new housing and jobs while improving the look of the street, shopping opportunities and transit service.

The Official Plan designates the entire Lawrence Avenue East frontage between Victoria Park Avenue to east of Birchmount Road as a *Mixed Use Area*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto’s expected growth. *Mixed Use Areas* will vary in scale and intensity subject to local conditions.

The Plan contains a number of policies to guide the development of *Mixed Use Areas*, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale *Neighbourhoods*; and the provision of an attractive, safe and comfortable pedestrian environment.

Lawrence Avenue East is shown as part of the City’s *Surface Transit Priority Network* (Map 5) of the Official Plan. The implementation of transit priority measures in the corridor will offer residents and employees with improved transit service along Lawrence Avenue, and improved access to a network of transit priority routes. The implementation of the network is a long term planning objective. Details on how improved levels of transit service will be achieved have yet to be addressed. In part, improvements in transit service will follow the pace and scale of redevelopment in the corridor.

Lands in the vicinity of Lawrence Avenue and Crockford Boulevard (specifically 136 Crockford Boulevard, 2105, 2115, 2119 Lawrence Avenue East and a small portion of land on the south side of Lawrence Avenue formerly part of the C.P.R rail line) are shown as part of the City’s Natural Heritage system (Map 9). The City’s Natural Heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions.

Zoning

Three Zoning By-laws, the Wexford and Dorset Park Community Zoning By-laws and the Employment Districts – Wexford Employment District Zoning By-law, affect the Study Area.

Lands within the Wexford and Dorset Park Community Zoning By-laws are zoned primarily for Highway Commercial (HC), Neighbourhood Commercial (NC) or Community Commercial (CC) uses. These zones provide for the most part, a mix of commercial and office uses, but do not provide for significant residential permissions. Generally, these commercial lands are regulated by a maximum lot coverage of 33% of the lot. A few sites are currently zoned for Apartments (A) and Places of Worship (PW).

Lands within the Wexford Employment District are zoned for Industrial Commercial (MC), Industrial District Commercial (MDC) and Community Commercial (CC) uses. These zones permit a variety of commercial uses with automotive related uses being the predominant land use. The south-west corner of Lawrence Avenue and Birchmount Road is zoned for Commercial/Residential uses which permits residential and commercial uses.

In order to implement the vision and concept plan, amendments to the Wexford and Dorset Park Community Zoning By-laws and amendments to the Employment Districts – Wexford Employment District Zoning By-law will be required. The draft zoning by-law amendments are appended as Attachments 2, 3, and 4.

Community Improvement Plan

A Community Improvement Plan (CIP) for the Study Area was adopted in 2006, to facilitate the Commercial Façade Improvement Programme, administrated by the City's Economic Development, Culture and Tourism Division. The objective of this CIP is to enhance and revitalize the commercial frontages on Lawrence Avenue between Victoria Park Avenue and Birchmount Road. The City's Façade Improvement Programme provides grants to commercial building owners whose properties are located in designated areas covered by Community Improvement Plans in order to improve the front of the commercial buildings through restoration, renovation and redesign.

AGENCY CIRCULATION

The recommendations presented in this report have been developed in consultation with the affected departments.

COMMENTS

In order to transform Lawrence Avenue East into a vibrant mixed-use Avenue, the Study Area requires a vision to direct the form of new development, streetscape improvements, and zoning provisions. In addition, critical to the success of the vision are improvements to open spaces and other public amenities in the area.

The consultant's study identified a number of guiding principles that were used to develop a vision for the Study Area. These principles were further refined with community input and are as follows:

- provide for mid-rise, street-related buildings at mid-block and higher buildings at key locations, where appropriate;
- improve the pedestrian environment and cycling opportunities;
- encourage attractive, well designed buildings;
- promote active, street-related uses;
- create a beautiful streetscape;
- provide for new open space and establish a green trail focus at the Hydro Corridor;

- improve connections between the commercial properties and residential neighbourhoods north and south of Lawrence Avenue; and
- implement initiatives to achieve immediate improvements.

The following sections summarize the proposed re-urbanization strategies to facilitate achievement of the vision for the Lawrence Avenue East ‘Avenue’ Study. These sections summarize the general themes that were developed by Young & Wright Architects Inc., with input from the LAC and further refined by City staff.

Zoning

The proposed zoning by-law amendments shown on Attachments 2, 3, and 4 contain detailed use permissions and regulations to guide development within the Study Area.

Lands currently within the Dorset Park Community Zoning By-law and the Employment Districts – Wexford Employment District Zoning By-law, with the exception of the lands at the south-west corner of Lawrence Avenue and Birchmount Road will be consolidated within the Wexford Community Zoning By-law.

A small parcel of land municipally known as 131 Wayne Avenue was not originally part of the Study, as it does not have frontage on Lawrence Avenue. However, staff recommend rezoning this property by deleting the Highway Commercial (HC) Zone and rezoning the lands to Commercial-Residential (CR) Zone. This land is designated as a *Mixed Use Area* in the Official Plan and as such the proposed rezoning is in conformity with the Official Plan. Staff recommend that the inclusion of these lands within the CR Zone would help to implement the vision for the Study Area, by creating a better development parcel if consolidated with the parcel to the north.

Key components of the proposed zoning by-law amendments, urban design guidelines and the consultant’s vision for the area are described below:

Uses

The majority of the Study Area is zoned to permit commercial related uses, with a few parcels permitting residential/institutional uses and industrial related uses. For the most part the majority of zones do not permit residential or institutional uses. In order to permit mixed use development consistent with the *Mixed Use Area* policies of the Official Plan, the introduction of a Commercial-Residential (CR) Zone is recommended. This zone will permit a range of commercial, institutional and residential uses, but will prohibit auto-related uses and ground related residential uses such as single detached dwellings, semi-detached dwellings and townhouses (with the exception of townhouse units that are incorporated as part of a podium of a 6 storey, or more, residential development).

There are four places of worship within the Study Area. These sites will retain their permissions for places of worship. Three of the places of worship sites (2015-2021 Lawrence Avenue, 1737 Lawrence Avenue and 5 Elinor Avenue) will also be rezoned to permit all uses within the Commercial-Residential (CR) Zone, while the historic Zion-Wexford United Church will retain its existing places of worship zoning.

Properties municipally described as 136 Crockford Boulevard; 2094, 2100, 2102, 2105, 2106, 2115 and 2119 Lawrence Avenue East and a small portion of land on the south side of Lawrence Avenue formerly part of the C.P.R rail line are located within a floodplain. Prior to permitting sensitive lands uses on these lands such as day nurseries, private home daycare, educational and training facilities, residential uses, nursing homes, retirement homes and hotels the Toronto Region Conservation Authority must assess the feasibility of permitting additional uses on these lands. Staff recommend that these lands be rezoned to permit only non-sensitive land uses within the CR Zone until such time as the appropriate studies are carried out to determine the extent of the floodplain and any associated remedial measures that may be required as part of a development approval.

It should be noted that through this study Places of Worship are not being permitted as of right within the CR Zone, as the built-form of Places of Worship are not in keeping with the Urban Design objectives of this Study. However, the City may consider a site-specific rezoning application to permit a Place of Worship subject to a review of a site-specific proposal.

Building Height and Lot Depths

Existing commercially developed sites within the Study Area consist of buildings predominantly one and two storeys in height, whereas residentially developed properties consist of buildings primarily 5 to 6 storeys in height. As previously noted, two of the most recently developed residential buildings are both 12 storeys in height.

New buildings within the Study Area are recommended to have a minimum building height of 2 storeys or 8 metres. Although the Study contemplates the opportunity for higher buildings, staff is of the opinion that a building having a minimum building height of two storeys is required at a minimum to implement the study vision and to effectively frame the street edge. Various maximum building heights are proposed depending on lot depth and location of properties relative to surrounding uses. Maximum building heights of between 3 and 15 storeys are recommended.

As discussed earlier in this report, lots along the Study Area vary in depth. Lot depths range from less than 40 metres to in excess of 80 metres. The majority of properties west of Crockford Boulevard have lot depths ranging between 40 metres to 75 metres. In these locations buildings heights of 6 to 8 storeys are generally proposed. Whereas the majority of properties east of Crockford Boulevard have lot depths in excess of 80 metres, in these locations taller buildings of 12 to 15 storeys are recommended. Staff recommend that opportunities for taller buildings of between 12 and 15 storeys be provided at all major intersections in the Study Area.

To minimize overlook and privacy impacts on adjacent *Neighbourhoods* and to provide guidance on overall building heights, staff recommend the application of a 45 degree angular plane from rear property lines which abut a Single-Family Residential (S), Two-Family Residential (T) or Multiple-Family Residential (M) zones.

Density

Both the consultants and staff recommend adding density provisions to regulate the maximum gross floor area of development parcels. The following summarizes the maximum gross floor area provisions recommended for areas with varying height permissions:

- 3 storey areas - a maximum gross floor area of 1.0 times the lot area;
- 6 storey areas - a maximum gross floor area of 2.0 times the lot area;
- 8 storey areas - a maximum gross floor area of 2.5 times the lot area;
- 12 storey areas - a maximum gross floor area of 3.0 times the lot area; and
- 15 storey areas - a maximum gross floor area of 3.5 times the lot area.

In addition to density provisions, front and rear yard setbacks, maximum heights and the use of the 45 degree angular plane are recommended in order to create a site-specific building envelope that defines the area within which development may proceed. Applications for additional density, in excess of the densities set out above can be considered based on an assessment of site-specific impacts and design. Such applications will trigger consideration of community benefits pursuant to Section 37 of the Planning Act.

Density provisions for 136 Crockford Boulevard; 2094, 2100, 2102, 2105, 2106, 2115 and 2119 Lawrence Avenue East and a small portion of land on the south side of Lawrence Avenue formerly part of the C.P.R rail line will remain unchanged from what was previously permitted on those lands. The permitted amount of gross floor area on these properties range from 0.4 times to 0.75 times the area of the lot.

Minimum Building Frontage – “Build- to” Line

A continuous wall of buildings defines a main-street as an urban space. The more continuous the enveloping wall, the more complete the space becomes. Minimum “build to” standards have been proposed for lots having a lot frontage or flankage along Lawrence Avenue. The main wall of the first two floors of buildings fronting or flanking on Lawrence Avenue must occupy a minimum of 70% of the frontage or flankage of lots on Lawrence Avenue with a frontage or flankage of more than 30 metres. On lots with a lot frontage or flankage of 30 metres or less on Lawrence Avenue, the main wall of the first two floors of buildings fronting or flanking on Lawrence Avenue must occupy a minimum of 60% of the frontage or flankage. In areas with long frontages not interrupted by public streets, breaks in the building mass will be encouraged.

Setbacks

Main-street developments have traditionally developed directly adjacent to the street line. To allow for a larger boulevard and to achieve streetscaping improvements such as patios, awnings and landscaping, staff recommend that a minimum 2 metre street yard building setback be required from Birchmount Road, Lawrence Avenue, Pharmacy Avenue, Warden Avenue and Victoria Park Avenue. Furthermore, to ensure that new buildings are located close to the street line and avoid street yard parking, new buildings

must be located within 2 metres of that street yard building setback. For all other streets, a minimum building setback of 1 metre and a maximum of 3 metres is required.

A minimum 7.5 metre setback is proposed for all properties where they abut Single-Family Residential (S), Two-Family Residential (T), Multiple-Family (M,) Apartment (A), Industrial (M), Industrial Commercial (MC), General Industrial (MG), Special Industrial (MS) and Vehicle Service (VS) Zones. Within this setback a minimum 1.5 metre landscape buffer strip will be required. In addition to this proposed setback, in considering a development proposal abutting an industrial property, staff must have regard for the Ministry of Energy and Environment's Land Use Compatibility Guidelines. In order to achieve appropriate buffering in accordance with environmental reports submitted in support of a specific development proposal, staff would need to consider measures such as locating buildings further away from the affected lot line or using parking or other structures to create appropriate buffers. This can be addressed thru the site plan approval process.

Minimum Ground Floor Ceiling Height

To help achieve a main-street character for those properties fronting on Lawrence Avenue East and provide an opportunity for commercial uses, a minimum ground floor-to-ceiling height of 4.5 metres is recommended for all developments.

Section 37

Section 37 of the Planning Act allows for community benefits in exchange for the ability of a development to be built higher, or have a greater density, than the maximum height and density allowed in the zoning by-law. As part of this Study staff have concluded that where buildings are proposed to have a height greater than 6 storeys or 20 metres the landowner will be required to enter into a Section 37 agreement with the City prior to obtaining an increase in height and density outlined in the zoning by-law shown on Attachment No. 3.

Existing Exceptions

Currently, numerous parcels within the Study Area are subject to site-specific exceptions. The majority of these site-specific exceptions contain site-specific use restrictions/permissions and parking and setback provisions. It is recommended that redundant site-specific exceptions be deleted.

Floodplain

136 Crockford Boulevard; 2094, 2100, 2102, 2105, 2106, 2115 and 2119 Lawrence Avenue East and a small portion of land on the south side of Lawrence Avenue formerly part of the C.P.R rail line fall within a floodplain. Before significant development of these properties can be considered, it will be necessary to identify flood remediation measures to either remove these properties from the floodplain or to ensure appropriate mitigation measures are in place to reduce loss of life and property damage. The Toronto Region Conservation Authority is currently reviewing the feasibility of permitting additional development permissions on these lands. Accordingly, it is recommended

only non-sensitive land uses in the CR Zone be permitted until such time as the City and TRCA have been able to review all floodplain issues.

Urban Design

Beautiful, comfortable, safe and accessible streets, public open spaces and buildings are key assets of city building. These spaces draw people together, creating strong social bonds in the neighbourhood. They create interesting and inviting spaces and purposeful destinations for people to visit, live, work and shop. The Official Plan contains comprehensive policies that address the importance of Urban Design for the successful redevelopment and improvement of our City.

Arterial roads like Lawrence Avenue East are the ‘front doors’ of our neighbourhoods and establish the overall image and character for an area. The attached Urban Design Guidelines have been prepared to provide additional guidance for development within the Study Area and to promote a high quality urban form, a comfortable and safe pedestrian environment to implement the vision for the Study Area, (see Attachment 5, page 63 through to 77 of the Consultants Final Report). These Guidelines should be read in conjunction with the City of Toronto Urban Design Guidelines and Official Plan policies.

The proposed Lawrence Avenue Urban Design Guidelines have been divided into three sections: Streetscape Improvements (including both public and private realm elements), Parks and Open Space enhancements and Built Form policies. The Guidelines include specific recommendations on issues such as building orientation and height, application of the 45 degree angular plane; massing for new mid-rise and tall buildings; architectural features, site landscaping; parking and access provisions.

Streetscape Improvements

The Wexford Heights Business Improvement Association (BIA) with the assistance of the Economic Development Division undertook a Streetscape Master Plan Design Study and retained the consulting firm of EDA Collaborative Inc. This study focussed on the public right-of-way of Lawrence Avenue from Victoria Park Avenue to east of Birchmount Road. The study was initiated in the fall of 2006 and completed in the spring of 2007. The Master Plan Design Study was intended to recommend solutions to beautify and promote this stretch of Lawrence Avenue as a vibrant retail business area. The study’s purpose was to establish through various design features a unique identity and identify specific improvements that will provide guidance to the BIA on future streetscape improvements of the public right-of-way.

The Avenues Study consultants based their streetscape recommendations on the work completed by EDA Collaborative Inc. The consultants propose a variety of streetscape treatments, as there is a strong need for a common streetscape plan that will provide direction for a cohesive appearance to the Study Area. Proposed streetscape elements include wider sidewalks, pedestrian-scale lighting, banners, benches, signage, and public and private tree plantings (including a planted median in select locations along Lawrence Avenue).

It is recommended that the landscape medians be planted with native plant materials that require minimal irrigation. Medians, where appropriate, should be a minimum of 3 metres in width, contain a soil trench and be mechanically irrigated. Furthermore, the consultants are recommending that streetscape elements be extended from Lawrence Avenue East along the major north-south streets such as Victoria Park Avenue, Pharmacy Avenue, Warden and Birchmount Roads, as well as the residential north-south side streets where appropriate. In the event that the City proceeds with dedicated bicycle lanes the provision of a landscaped median, and maintaining the present number of through traffic lanes will not be feasible without major reconstruction of the whole roadway. A comprehensive review of the options, costs and trade-offs should be undertaken and reported to Scarborough Community Council.

Mismatched, poorly designed and awkwardly placed street furniture detracts from the city's image. To enhance the public realm the Transportation Services Division has initiated a co-ordinated street furniture program, which addresses the location of transit shelters, benches, waste receptacles, publication boxes and information and way finding signs. It is recommended that the Study Area be selected as a priority area in Ward 37 for inclusion in this program.

Parks and Open Space Linkages

Currently there are no parks fronting onto Lawrence Avenue within the Study Area. The closest major park and community centre is McGregor Park Community Centre and Library which is located just east of Birchmount Road.

The Official Plan identifies two sub-areas within the Study Area as having little parkland. These two areas include the lands on the north side of Lawrence Avenue between Victoria Park and Warden Avenues and the other includes lands on the south side of Lawrence Avenue between Warden Avenue and Birchmount Road. In order to improve the level of parkland within the Study Area, the consultants recommend that staff examine the feasibility of locating a parkette on the north side of Lawrence Avenue on a portion of the Hydro Corridor lands fronting on Lawrence Avenue. While Parks and Recreation Staff have expressed concern regarding the location and size of the proposed parkette and other possible parkland locations, Planning Staff are of the opinion that some form of park space on the hydro lands could become an important focal point for the Study Area. A parkette in this location is close to the centre of the Study Area and would provide people in the area needed park space. The consultants also recommend that as development proceeds, opportunities for parkland be pursued, with particular attention to lands east of Crockford Boulevard.

It is recommended that pedestrian and cycling linkages from Lawrence Avenue to existing parks and open spaces in the surrounding neighbourhood be improved. Further study is required regarding the feasibility of adding a pedestrian/cycling trail along the Hydro Corridor, particularly on the south side, in order to connect with the existing trail running through the main east-west hydro corridor further to the south.

The consultants recommend staff also consider acquiring or leasing the former rail spur east of Ellington Drive on the north side of Lawrence Avenue in order to create a multi-use pathway to connect to the community to the north.

The consultants recommend that as development proceeds, new urban spaces that are easily visible from and connected to the sidewalk should be developed as part of new developments.

Transportation

During the course of the Study a variety of transportation related issues were identified, including:

- adding bicycle lanes;
- the high rate of speed of vehicles travelling through the Study Area;
- reducing the number of vehicle lanes;
- the narrow sidewalks;
- encroachment of parked vehicles onto the public right-of-way; the number of ingress and egress points along Lawrence Avenue; and
- the limited number of signalized intersections to create opportunities for pedestrians to safely cross Lawrence Avenue.

Parking and Traffic

The consultants examined the feasibility of adding on-street parking during off peak hours and during weekends as a way to supplement available parking and as a tool to slow traffic down. During the Study neither residents nor business owners supported the introduction of on-street parking suggesting that sufficient parking was available to accommodate commercial users. Although no on-street parking is recommended at this time, staff recommend that as Lawrence Avenue redevelops the introduction of on-street parking should be re-evaluated.

The Toronto Parking Authority has recently constructed a parking lot on the north side of Lawrence Avenue on a portion of the Hydro Corridor. This parking lot will provide valuable parking spaces to offset peak parking demands. As Lawrence Avenue redevelops the introduction of additional parking lots owned by the Toronto Parking Authority lots should be considered.

Parking Standards

Parking rates will be governed by the regulations contained in the Wexford Community Zoning By-law. An opportunity has been identified to reduce minimum parking requirements, and to permit shared parking arrangements within future mixed residential/commercial development with the Study Area.

It is recommended that reduced parking requirements for smaller retail, service, office and restaurant establishments be established. These reduced standards would be in keeping with parking standards recently adopted as part of the Danforth Avenue

'Avenue' Study. In this study staff determined that shared parking in mixed residential/commercial developments, taking advantage of complementary off-set times of peak demand, should be permitted. This will be reviewed on a site-specific basis in association with individual development applications, and may be considered by the Committee of Adjustment in the event it is warranted.

Bicycle parking has also been proposed for the Study Area in keeping with Official Plan policies that promote bicycle use. With the introduction of a cycling lane in the Study Area new developments should be encouraged to provide bicycle parking facilities. Specific bicycle parking zoning standards have been recommended for residential developments.

It should be noted that the City's Zoning By-law Project is currently examining parking standards that require the minimum amount of parking for a given land use. In particular, the Zoning By-law Project has identified the need to develop specific parking requirements for Avenues which recognize their pedestrian/transit oriented development patterns. Once this work is complete the parking requirements for the Study Area may be amended to reflect these new parking standards.

Bicycle Lanes

The City of Toronto Bike Plan identifies Lawrence Avenue as part of the City's on street bicycle network. Bicycle transportation is a growing activity in Toronto providing many benefits including: transportation efficiency; environmental benefits (reduction of ground level pollution), improvements to health and fitness of the participants and other economic and social benefits.

The Lawrence Avenue right-of-way through the Study Area is 36 metres in width. The consultants report notes that the paved right-of-way width is 26 metres. However upon closer examination of the paved right-of-way, staff determined that it is approximately 23.8 metres in width and approximately 26 metres in width at intersections. As a result, the proposed cross-section with bicycle lanes identified on Attachment 5, page 67, Figure 7.3 of the Consultants Final Report is not feasible.

It is staff's opinion that adding bicycle lanes to Lawrence Avenue is appropriate as it will achieve a number of objectives including providing a link to the proposed Pharmacy Avenue bicycle lane which is proposed to be constructed in 2008.

There are various opportunities available to include bicycle lanes on Lawrence Avenue. Given that the paved right-of-way is approximately 23.8 m in width staff recommend that Transportation Services, Pedestrian and Cycling Infrastructure be directed to explore the opportunity of adding bicycle lanes in both directions on Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road. Re-stripping of the right-of-way can be done relatively inexpensively and provide a connection in the City's bicycle network.

Transit Improvements

The Study Area is generally well served by public transit. As development proceeds, further enhancements to the system can be made by providing additional transit stops more closely spaced together, as well as the potential to add a bus and/or HOV lane.

Pedestrian Environment

The Study Area is currently dominated by vehicular traffic, both in terms of Lawrence Avenue's arterial road function and the orientation of much of the corridor's commercial activity. To improve the pedestrian environment, both aesthetically and functionally, a number of initiatives are recommended. They include:

- increase sidewalk widths where possible;
- consolidate mid-block driveway entrances by getting owners to agree to share common access to more than one property;
- eliminate street yard parking in favour of rear yard or underground parking for all new development or redevelopment;
- increase opportunities for safe pedestrian crossing of Lawrence Avenue through the installation of two new traffic lights – generally located at Elinor Avenue\Wexford Boulevard and another at Tower Drive/Wayne Avenue;
- add new street furniture including benches, way finding signs and waste receptacles;
- street tree planting; and
- landscaped median planting.

As development proceeds it is recommended that Transportation Services staff re-evaluate the Lawrence Avenue public right-of-way cross-section and consider reducing the number of travelled vehicle lanes in both directions in order to create the opportunity for an enhanced pedestrian realm and a landscaped median. A report evaluating the options and recommending a preferred approach should be submitted to Scarborough Community Council.

Public Right-of-Way Encroachments

In order to improve the public boulevard along Lawrence Avenue, the City should endeavour to contact all landowners that encroach within the public right-of-way to eliminate these encroachments. These encroachments are primarily used by private landowners for the parking of vehicles. This space can be better utilized by the City to improve the public realm.

Community Services and Facilities

Community Services and Facilities (CS&F) are vital resources that help meet the everyday needs of local residents and make the area attractive for future development. A CS&F study was undertaken by staff for the Study Area (see Attachment 6). The review focussed on schools, child care facilities, libraries and community and recreation centres, arenas, swimming pools. The programs and services provided locally by human service agencies were also examined. The purpose of the review was to identify the range of

available community services and facilities and emerging priorities for additional community resources that should be considered when planning for growth within the Study Area.

The CS&F review covered a larger geographic area than the Avenue Study as service areas vary widely. An inventory was compiled of existing community services and facilities. The review identified that there are deficiencies in schools, subsidized daycare, programming space for human services, recreation facilities and programs (a gym, outreach to marginalized groups in the community, indoor space for youth activities) and family counselling and English as a second language for newcomers. The review also identified the need for affordable transportation and affordable housing, and independent apartment buildings for seniors.

Toronto Green Development Standard

New development within the Study Area will be encouraged to incorporate sustainable features in accordance with the City's Green Development Standard adopted by Council in July 2006.

Conclusion

The recommendations contained within this report support Council's focus on investment in quality of life, the desire to link public initiatives with private investment in order to stimulate development and the need to strategically create opportunities that reflect the desired future of Lawrence Avenue between Victoria Park Avenue to east of Birchmount Road.

CONTACT

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SIGNATURE

Barbara Leonhardt
Director, Policy and Research
City Planning Division

Allen Appleby
Director, Scarborough District
City Planning Division

ATTACHMENTS

Attachment 1: Study Area
Attachment 2: Draft Wexford Community Zoning By-law Amendment
Attachment 3: Draft Dorset Park Community Zoning By-law Amendment

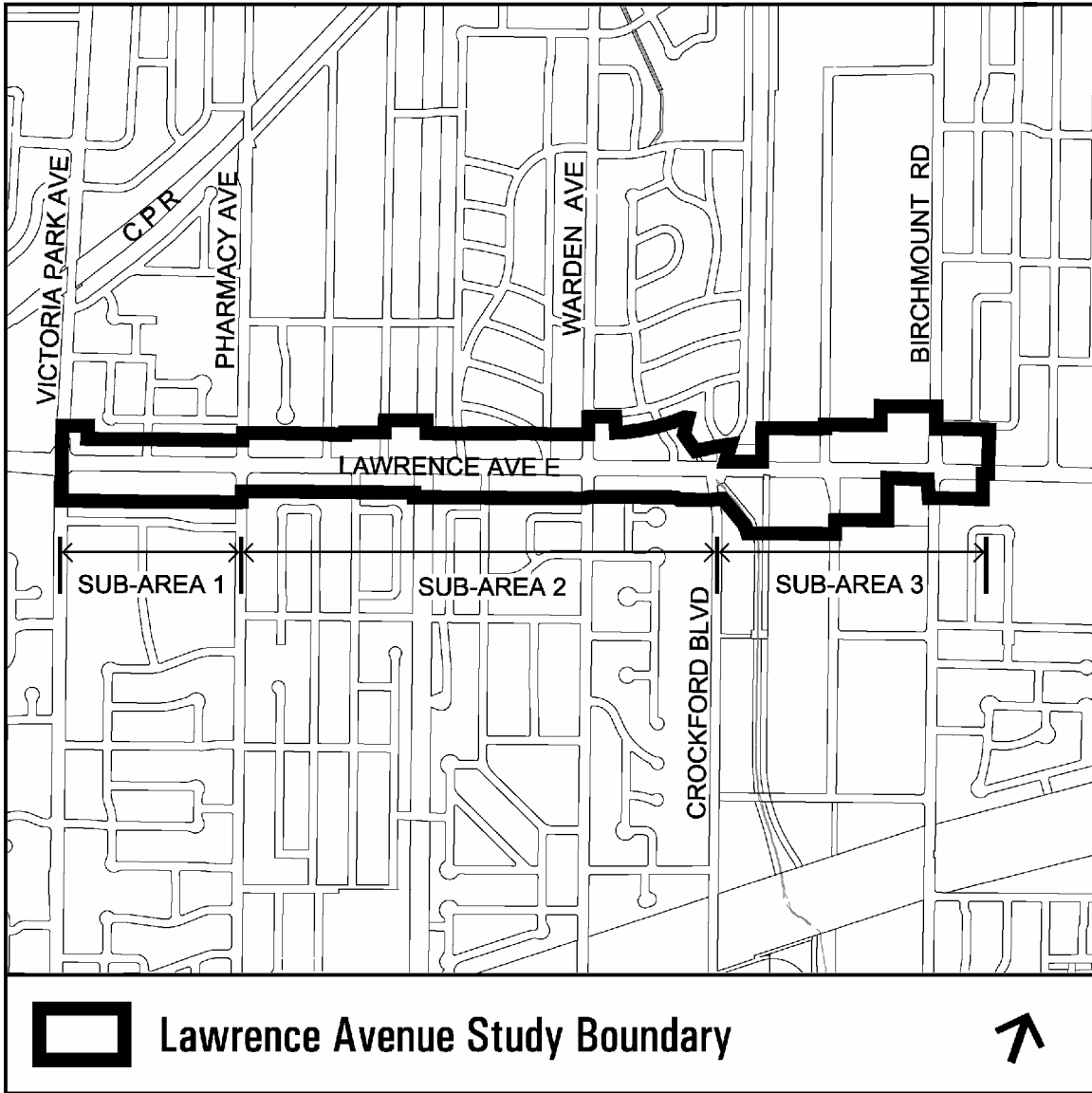
Attachment 4: Draft Employment Districts – Wexford Employment District Zoning By-law Amendment

Attachment 5: Final Consultants Report – Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road

Attachment 6: Community Services and Facilities Review

[Pg:\2008\Cluster B\PLN/pg080044]

Attachment 1: Study Area



Attachment 2: Draft Wexford Community Zoning By-law Amendment

Authority: Scarborough Community Council?, as adopted by City of Toronto Council
on ?,
Enacted by Council: ?

CITY OF TORONTO

BY-LAW No.

To amend Wexford Community Zoning By-law No. 9511, as amended, with respect to all lands shown on Attachments 1 through 5 with respect to all lands along Lawrence Avenue East between Victoria Park Avenue, to east of Birchmount Road (including 2157 Lawrence Avenue, 2180 Lawrence Avenue, 1236 Birchmount Road, 131 Wayne Avenue, 8 Tower Drive, 1795 & 1805 Victoria Park Avenue, 1108 Pharmacy Avenue, 136 Crockford Boulevard and 2 & 5 Elinor 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. **CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR) Zone.
2. **CLAUSE IV – ZONES** is amended by deleting the Institutional-Social Welfare (I-SW) Zone.
3. **CLAUSE V - INTERPRETATION** is amended by adding the following definitions to sub-section (f) **Definitions**, as follows:

Bicycle Parking Space

means an area designed and equipped for the purpose of parking and securing a bicycle.

Landscaping

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

Landscaping, Soft

means the landscaping in a yard excluding hard-surfaced areas such as, but not limited to, decorative stonework, walkways, screening, or other landscape-architectural elements.

Outdoor Patio

means an outdoor patron area ancillary to a non-residential use.

Personal Service Shop

means premises used to provide personal grooming services or for the cleaning or care of apparel.

45-Degree Angular Plane

means a plane extending at right angles to a line drawn at a 45 degree angle from horizontal from the mid point of a lot line abutting one or more residential properties zoned "S", "T" and/or "M". The resulting plane shall extend above the width, breadth and/or length of the lot.

4. **CLAUSE VI – PROVISIONS FOR ALL ZONES, Sub-clause 8, Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:

- a) deleting the words “or **Clause IX**” in sub-section i); and
- b) adding “Commercial-Residential (CR),” to sub-section iii) after the words “City Centre Commercial (CCC)”.

5. **CLAUSE VI – PROVISIONS FOR ALL ZONES, Sub-Clause 13, Underground Structures In “NC”, “CC” and “HC” Zones** is amended by:

- a) adding the symbol “CR” after the symbol “CC,”; and
- b) adding the following words to the end of the sentence:
“, except that **street yard** setbacks that apply to the “Commercial-Residential (CR)” Zone shall not apply to underground structures.” so that the revised Sub-Clause would read as follows:

“Underground Structures In “NC”, “CC”, “CR” and “HC” Zones

Underground structures in “NC”, “CC”, “CR” and “HC” Zones shall be setback from streets in accordance with the main wall building setbacks applying within such Zones, except that **street yard** setbacks that apply to the “Commercial-Residential (CR) Zone” shall not apply to underground structures.”

6. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 14, **Lands Not Covered by Buildings** is amended by adding the following paragraph to the end of this Sub-Clause:

In areas designated on Schedule ‘A’ as “CR”, the lands not covered by permitted buildings, structures and required parking spaces, shall be used only for **landscaping**, 50% of which shall be **soft landscaping**. **Outdoor patio** areas ancillary to a permitted Restaurant in the “CR” Zone shall not be considered **landscaping** and shall be permitted.”

7. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-clause 15, **Use of Basements** is amended by adding the symbol “CR” after the symbol “CC”.

8. **CLAUSE VI – PROVISIONS FOR ALL ZONES** – Sub-Clause 18, **Non-Accessory Signs**, sub-section 18.4 is amended by adding the symbol “CR” before the words “District Commercial (DC)”.

9. **Clause VIII – Zone Provisions** is amended by adding the following:

16. **Commercial-Residential (CR) Zone**

(a) **Permitted Uses**

- **Day Nurseries**
- **Dwelling Units**
- Educational and Training Facility Uses
- Financial Institutions
- Fraternal Organizations
- Hotels
- Medical Centres
- Municipally owned and operated Parking Lots
- Nursing Homes
- Offices
- **Personal Service Shops**
- **Place of Entertainment**
- **Private Home Day Care**
- **Recreational Uses**
- Restaurants
- Retail Stores
- Retirement Home

(b) **Prohibited Uses**

- Automobile Sales, including Auto Sales Rooms
- Automobile Service, Repair and Maintenance Uses, including auto body repair and/or painting

- Automobile Service Stations
- Mechanical or Automatic Car Washes
- **Single-Family Dwellings**
- **Two-Family Dwellings**
- **Multiple-Family Dwellings**
- Duplex
- **Split Level Dwelling**

(c) Supplementary Regulations

- For lands between Pharmacy Avenue and Warden Avenue; for lands located at the intersection of Warden Avenue and Lawrence Avenue and for lands located at the intersection of Birchmount Road and Lawrence Avenue: **Dwelling Units** shall only be permitted on or above the second **storey**, or where no portion of the **dwelling unit** is located within 18 metres of any street line. For the purposes of this supplementary regulation, the **basement** shall not be considered a **storey**.

10. **Schedule “A”** is amended by deleting the zoning for the lands outlined on Schedule “1” and adding the following zoning to the outlined lands on Maps (1 to 5):

CR – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133 -
134 – 213 – 214 – 215 - 252

CR – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133 -
134 – 213 – 214 – 215 – 253

CR – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133 -
134 – 213 – 214 – 215 – 254

CR – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133 -
134 – 213 – 214 – 215 - 255

CR – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133 -
134 – 213 – 214 – 215 - 256

CR, PW – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 –
133 - 134 – 213 – 214 – 215 - 252

CR, PW – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133
- 134 – 213 – 214 – 215 - 254

CR, PW – 122 – 123 – 124 – 125 – 126 – 127 – 128 -129 – 130 – 131 – 132 – 133
- 134 – 213 – 214 – 215 - 255

CR – 78 – 123 – 124 – 125 – 126 – 131 – 133 – 213 – 214

CR – 106 – 123 - 124 – 125 – 126 – 131 – 133 – 213 – 214

CR – 123 - 124 – 125 – 126 – 131 – 133 – 213 – 214 – 257

CR – 123 – 124 – 125 – 126 – 131 – 133 – 213 - 214 - 258

11. **Schedule “B”, PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

MISCELLANEOUS

122. Buildings shall not exceed a **45-degree angular plane** from the lot line of abutting Single-Family Residential (S), Two-Family Residential (T) and Multiple-Family (M) Zones.
123. The **main wall** of the first two floors of building(s) fronting or abutting Lawrence Avenue shall have a minimum width of 70% of the lot at the Lawrence Avenue **street** line for lots having frontage or flankage of more than 30 m and 60% for lots having frontage or flankage 30 m or less.
124. Minimum building setback of 2 m and maximum building setback of 4 m from the Birchmount Road, Lawrence Avenue, Pharmacy Avenue, Warden Avenue and Victoria Park Avenue **street lines**.
- Minimum building setback of 1 m and a maximum building setback of 3 m from all other **street lines**.
125. Minimum 7.5 m building setback abutting Single-Family Residential (S), Two-Family Residential (T), Multiple-Family (M,) Apartment (A), Industrial (M), Industrial Commercial (MC), General Industrial (MG), Special Industrial (MS) and Vehicle Service (VS) Zones.
126. A minimum 1.5 m strip of land immediately abutting Single-Family Residential (S), Two-Family Residential (T), Multiple-Family (M,) Apartment (A), Industrial (M), Industrial Commercial (MC), General Industrial (MG), Special Industrial (MS) and Vehicle Service (VS) Zones shall be used for soft landscaping purposes only.
127. All storeys above 20 m in **height** shall be stepped back a minimum of 2 m from the front **main wall** of all buildings along the street lines.

128. Where buildings have walls with openings to dwelling units facing each other, and a line projected at a right angle from one of these walls intercepts the other wall, the minimum above ground distance between the walls shall be 15 m.
129. No person shall erect or use a building containing 20 or more dwelling units unless **amenity space** is provided in accordance with the following:

Type of Amenity Space Required	Amount of Amenity Space Required
Amenity space or contiguous amenity space , at least one of which contains a kitchen and a washroom:	Minimum of 2 m ² of amenity space for each dwelling unit .
Amenity space located outdoors:	Minimum of 2 m ² of amenity space for each dwelling unit of which at least 40 m ² is to be provided in a location adjoining or directly accessible from the indoor amenity space .

130. Mechanical penthouse to be stepped back 6 m in addition to the required setbacks from all **street yards**. The mechanical penthouse shall cover no more than 50% of the roof area and extend no more than 6 m in **height**.
131. Minimum floor to ceiling height at **first floor** shall be 4.5 metres.
132. All office/commercial and residential storeys above 27 m in height shall have a maximum **floor area** of 800 m² per floor.
133. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 5, **Landscaping Requirements** and Sub-Clause 6, **Coverage**, shall not apply.

SECTION 37 BENEFITS

134. In addition to developing the buildings or structures in accordance with the Performance Standards provided herein, the owner of any building or structure to be constructed in excess of 6 storeys in height, shall enter into an agreement satisfactory to the City of Toronto pursuant to Section 37 of the Planning Act, as amended, authorizing the increase in height and density in exchange for one or more of the following benefits:

- Fully furnished and equipped non-profit child care facilities, including start-up funding;
- Public art;
- Other non-profit arts, cultural, community or institutional facilities;
- Streetscape improvements not abutting the site;
- 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
- Parkland, and/or park improvements.

PARKING

213. Retail, Service, Office, **Eating Establishment**, Recreational, and Places of Entertainment up to, and including, 1000 m² of the gross floor area, on one parcel, shall be subject to a minimum parking requirement of 1 parking space per 100 m² **gross floor area**.

If the **gross floor area** of these uses exceeds 1000 m², the reduced parking requirement shall apply to the 1000 m² of **gross floor area** of these uses having the lowest requirement in the Table of Required Parking Rates.

214. A vehicle shall not be parked or stored in any street yard abutting Birchmount Road, Lawrence Avenue, Pharmacy Avenue, Warden Avenue or Victoria Park Avenue.
215. Bicycle parking spaces shall be provided at the rate of 0.5 bicycles per **dwelling unit**, of which 80% is for occupant use, and 20% is for visitor use. Bicycle parking spaces shall not be provided within a **dwelling unit** or on a balcony associated therewith, and shall be provided as follows:
- 1) where the bicycles are to be parked in a horizontal position, the space shall have horizontal dimensions of at least 0.6 m by 1.8 m per bicycle and a vertical dimension of at least 1.9 m;
 - 2) where the bicycles are to be parked in a vertical position, the space shall have horizontal dimensions of at least 0.6 m by 1.2 m per bicycle and a vertical dimension of at least 1.9 m;
 - 3) resident bicycle parking spaces shall be located in a secured room or area; and
 - 4) visitor bicycle parking spaces shall be located outside on the ground floor or first underground parking level in a publicly accessible area.

INTENSITY OF USE

252. Minimum of two **storeys** and a maximum of 3 **storeys**, excluding basements and rooftop mechanical penthouses, not exceeding an overall height of 10 m.

Minimum **Gross Floor Area** 1.0 times the area of the lot or parcel.

253. Minimum of two **storeys** and a maximum of 6 **storeys**, excluding basements and rooftop mechanical penthouses, not exceeding an overall height of 20 m.

Minimum **Gross Floor Area** 2.0 times the area of the lot or parcel.

254. Minimum of two **storeys** and a maximum of 6 **storeys**, excluding basements and rooftop mechanical penthouses, not exceeding an overall height of 20 m. This maximum height may be increased up to 8 storeys, not exceeding an overall height of 27 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 134, in exchange for the additional height and density, and that the owner enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Minimum **Gross Floor Area** 2.5 times the area of the lot or parcel.

255. Minimum of two **storeys** and a maximum of 6 **storeys**, excluding basements and rooftop mechanical penthouses, not exceeding an overall height of 20 m. This maximum height may be increased up to 12 storeys, not exceeding an overall height of 38 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 134, in exchange for the additional height and density, and that the owner enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Minimum **Gross Floor Area** 3.0 times the area of the lot or parcel.

256. Minimum of two **storeys** and a maximum of 6 **storeys**, excluding basements and rooftop mechanical penthouses, not exceeding an overall height of 20 m. This maximum height may be increased up to 15 storeys, not exceeding an overall height of 48 m, provided that the owner provides one or more of the Section 37 benefits described in Performance Standard 134, in exchange for the additional height and density, and that the owner enters into an agreement to secure such benefits satisfactory to the City of Toronto pursuant to section 37(3) of the *Planning Act*, as amended.

Minimum **Gross Floor Area** 3.5 times the area of the lot or parcel.

257. **Gross floor area** of all building minus the **gross floor area** of all **basements** shall not exceed 0.75 times the area of the **lot**.
258. **Gross floor area** of all building minus the **gross floor area** of all **basements** shall not exceed 0.50 times the area of the **lot**.
12. **Schedule “C”** is amended by deleting Exception Numbers 9, 19, 20, 21, 26, 27, 29, 30, 33, 43, 46, 52, 55, 56 and 59.
13. **Schedule “C”** is amended by deleting Exception Number 28 and replacing it as follows:
- “28. On the lands identified as Exception 28 on the accompanying Schedule “C” map, the following provisions shall apply:
- (a) Clause VI, Sub-Clause (8)(iii), permitting one games machine per commercial establishment, incidental to the commercial operation, shall not apply.”
14. **Schedule “C”** is amended by deleting Exception Number 38 and replacing it as follows:
- “38. On the land identified as Exception 38 on the accompanying Schedule “C” map, the following provisions shall apply:
- (a) Parking for Senior Citizens' Apartment and the Home for the Aged shall be provided on the following basis:
- A minimum of 3 **parking spaces** per 20 beds.
15. **Schedule “C”** is amended by deleting Exception Number 3 as it applies to the lands known municipally as 2032, 2044, 2050 and 2072 Lawrence Avenue East.
16. **Schedule “C”** is amended by deleting Exception Number 5 as it applies to the lands known municipally as 2044, 2050, 2072 Lawrence Avenue East and deleting Exception Number 5 on the portion of the lands known municipally as 2094 Lawrence Avenue East.
18. **Schedule “C”** is amended by deleting Exception Numbers 17 and 24 as they apply to the lands known municipally as 1795 Victoria Park Avenue.
19. **Schedule “C”** is amended by deleting Exception Number 48 and replacing it with the following outlined on Schedule “2”:
- “48. On the land identified as Exception 48 on the accompanying Schedule “C” map, the following provisions shall apply:

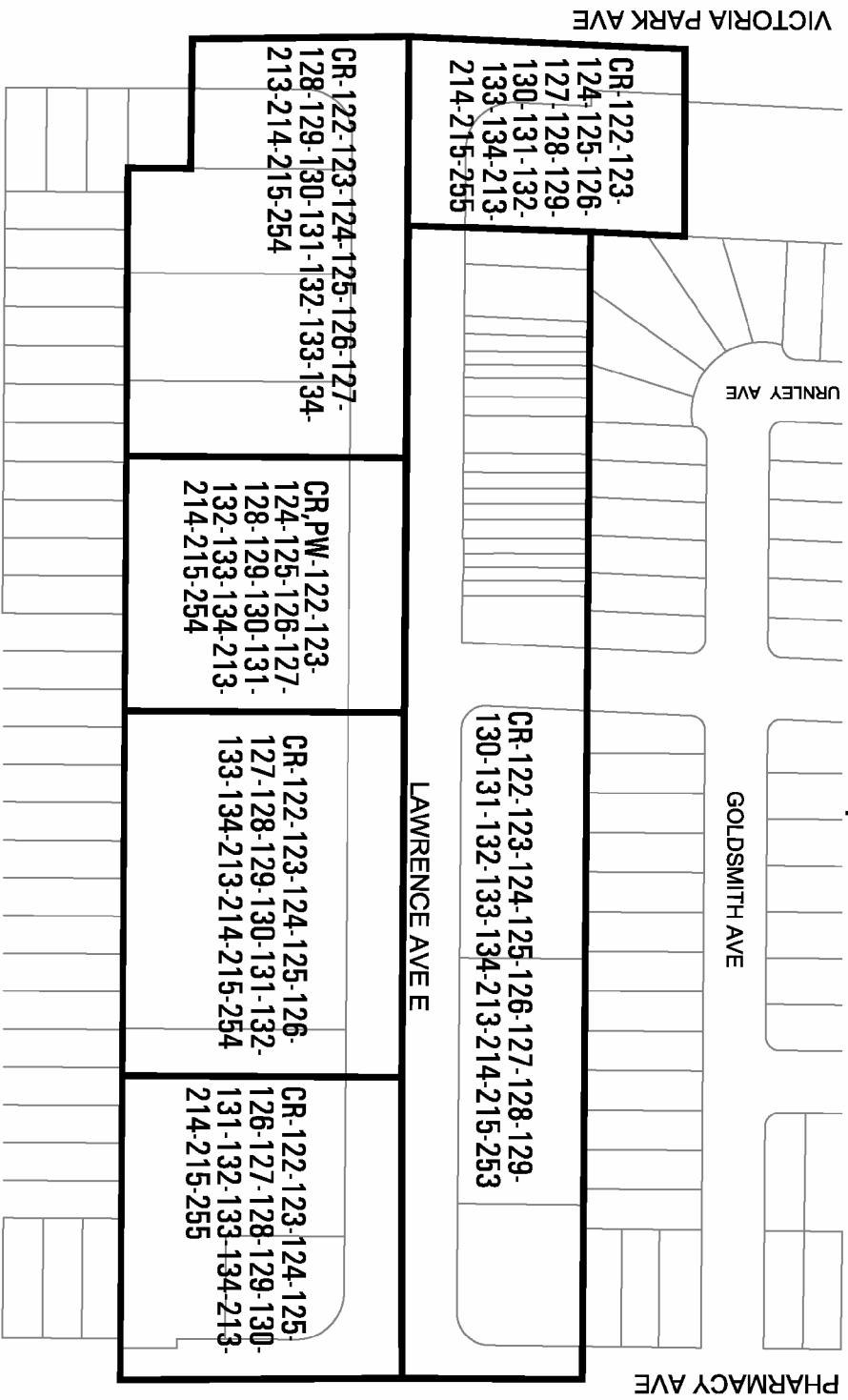
- (a) A minimum 6 m wide strip of land along the Lawrence Avenue frontage shall be used for landscaping purposes only.
 - (b) A minimum 3 m wide strip of land along the southerly limit of the lands to be used for landscaping purposes only.
 - (c) Only vehicular parking and landscaping shall be permitted.”
20. **Schedule “C”** is amended by adding Exception Number 31 to the lands outlined on Schedule “3” as follows:
- “31. On the land identified as Exception 31 on the accompanying Schedule “C” map, the following provisions shall apply:
- (a) The lands shall be used for **landscaping** purposes only. No building or structures shall be erected.”
21. **Schedule “C”** is amended by adding Exception Number 36 to the lands outlined on Schedule “4” as follows:
- “36. On the land identified as Exception 36 on the accompanying Schedule “C” map, the following provisions shall apply:
- (a) Only the following uses shall be permitted:
 - Financial Institutions
 - Fraternal Organizations
 - Medical Centres
 - Municipally owned and operated Parking Lots
 - Offices
 - **Personal Service Shops**
 - **Place of Entertainment**
 - **Recreational Uses**
 - Restaurants
 - Retail Stores”

ENACTED AND PASSED this day of , A.D. 2008.

SANDRA BUSSIN,
Speaker
(Corporate
Seal)

ULLI S. WATKISS
City Clerk

Schedule '1', Map 1



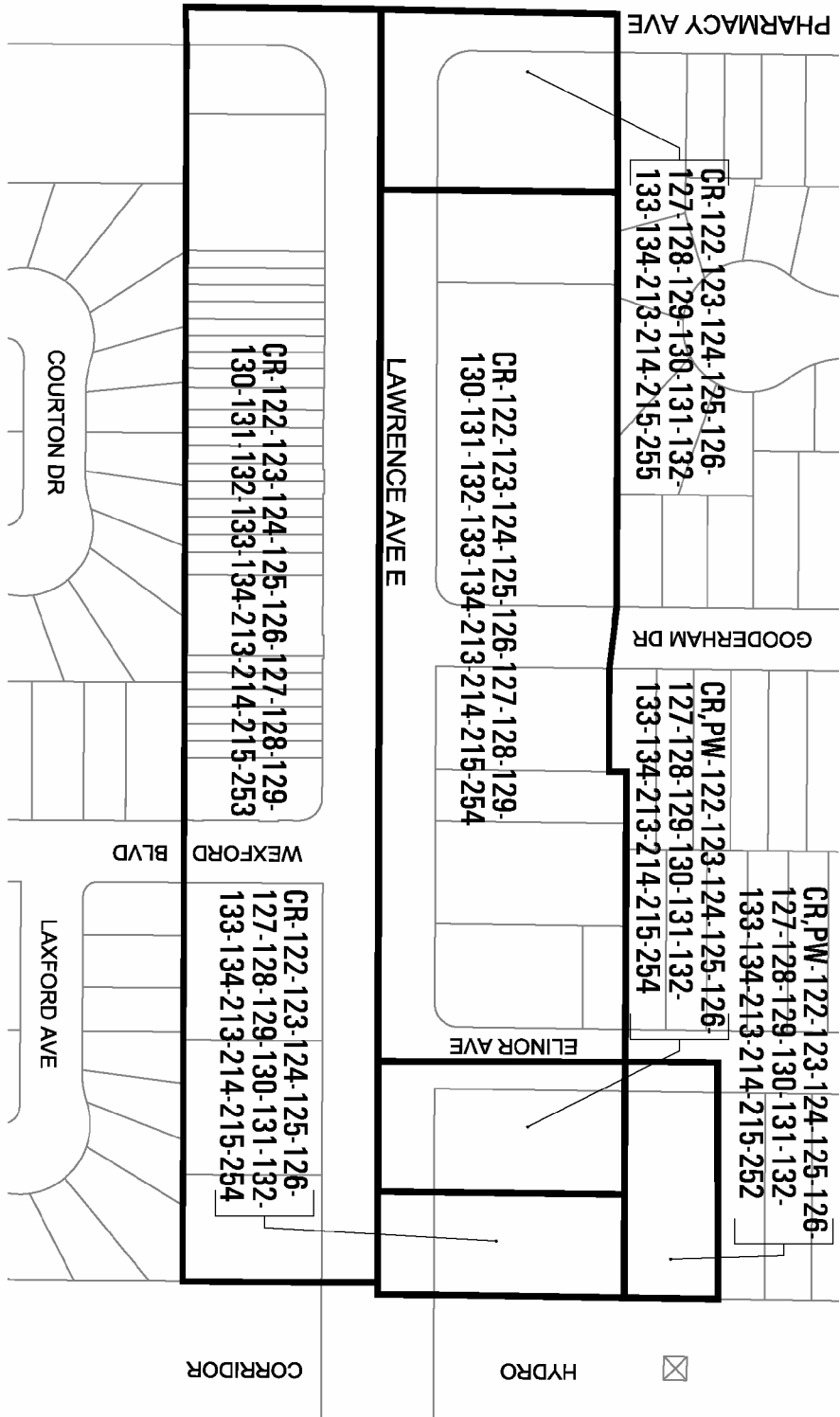
Toronto City Planning Division
Zoning By-Law Amendment

Lawrence Avenue Study

Area Affected By This By-Law

Wexford Community Bylaw
 Not to Scale
 6/20/08

Schedule '1', Map 2



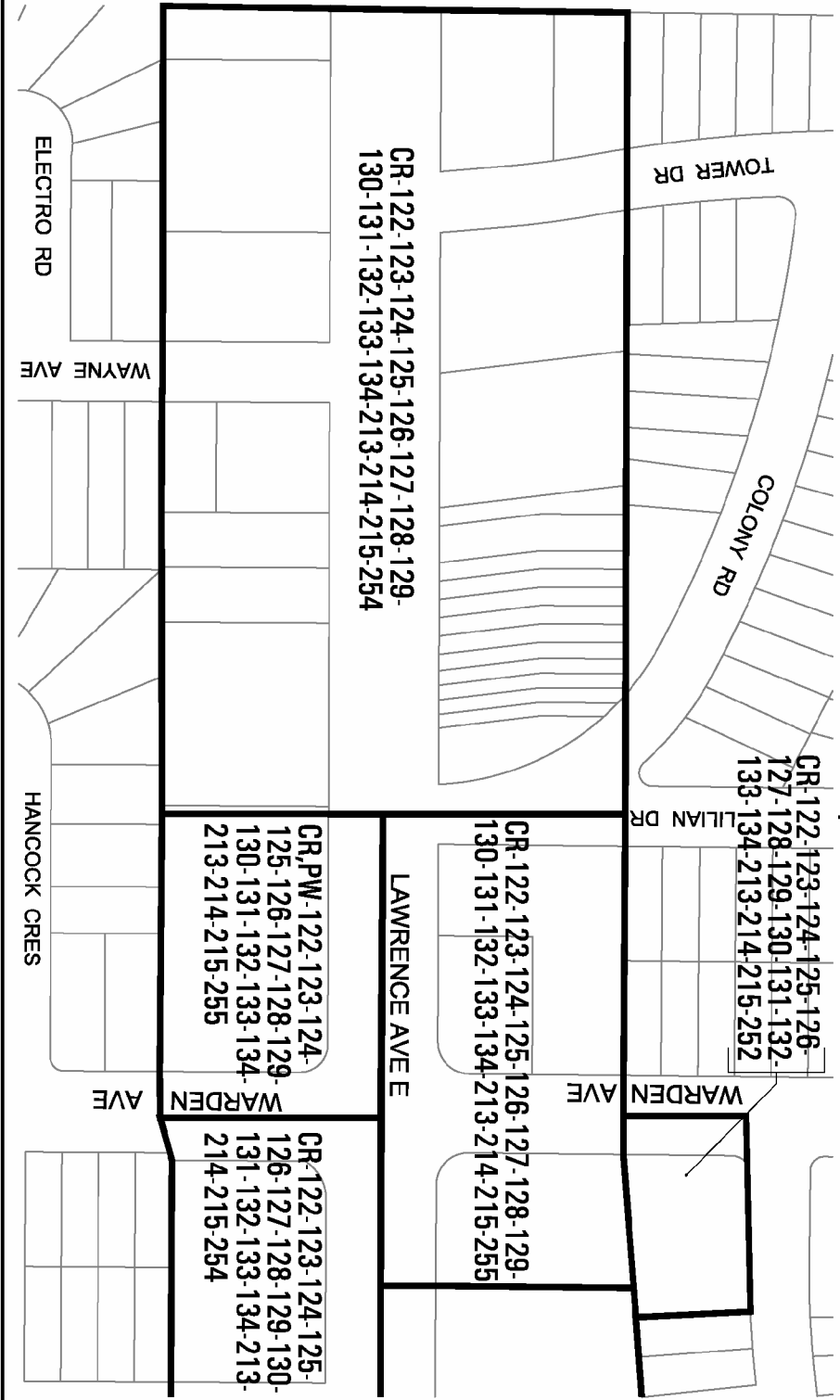
Toronto City Planning Division
Zoning By-Law Amendment

Lawrence Avenue Study

Area Affected By This By-Law

Wexford Community Bylaw
 Not to Scale
 6/20/08

Schedule '1', Map 3



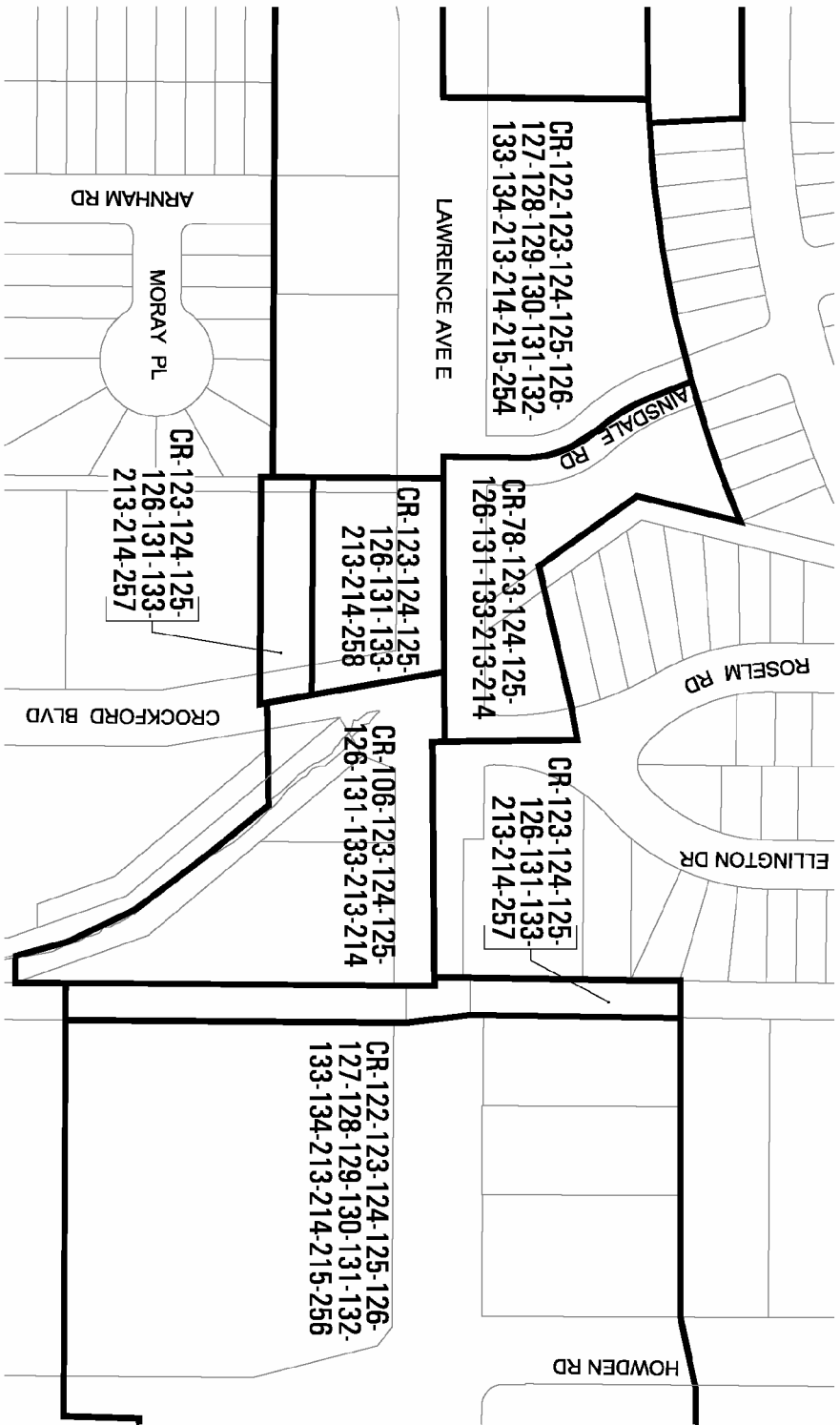
Toronto City Planning Division
Zoning By-Law Amendment

Lawrence Avenue Study

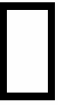
Area Affected By This By-Law

Wexford Community Bylaw
 Not to Scale
 6/20/08

Schedule '1', Map 4



Zoning By-Law Amendment

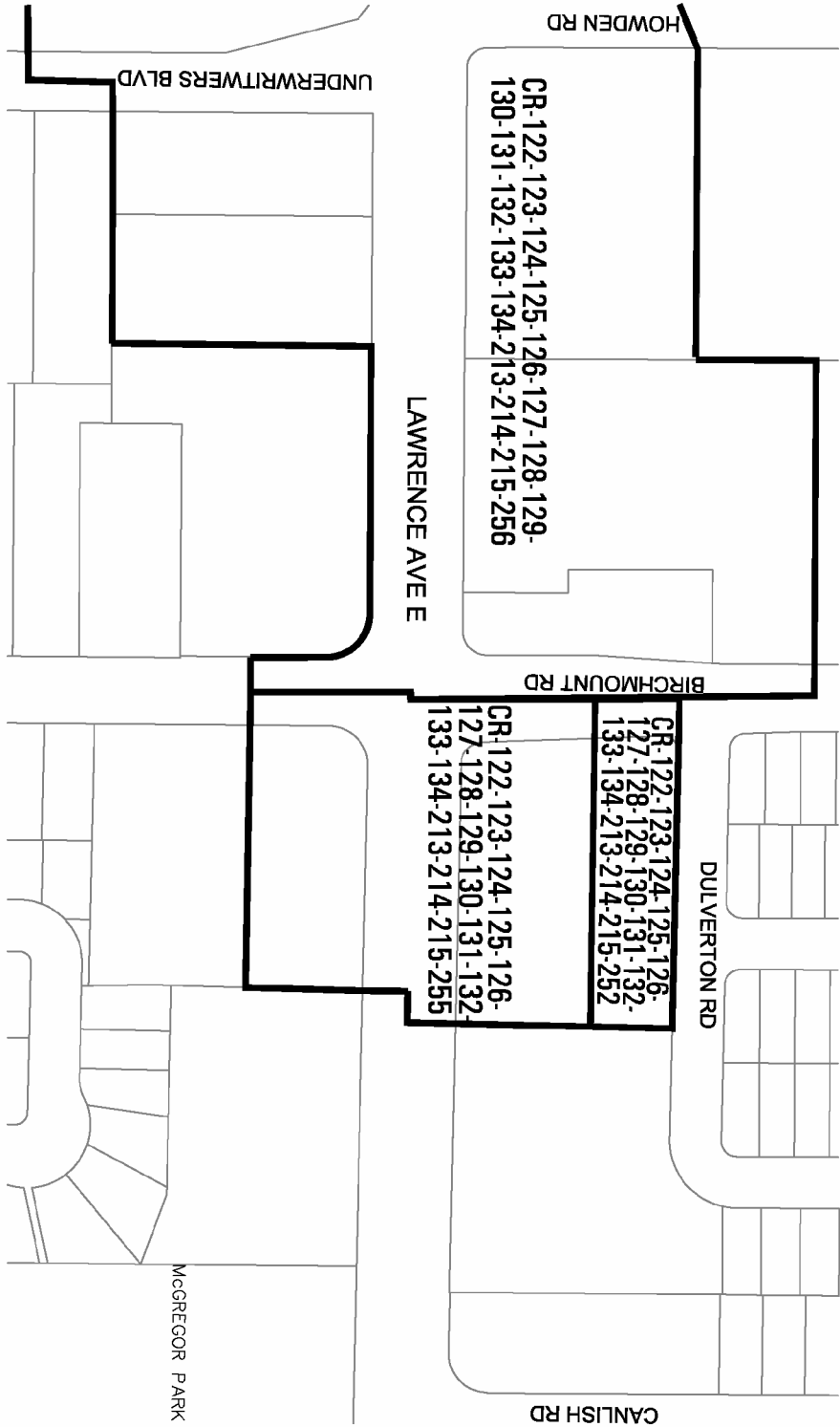


Area Affected By This By-Law

Lawrence Avenue Study

Westford Community Bylaw
Not to Scale
9/9/08

Schedule '1', Map 5



Zoning By-Law Amendment

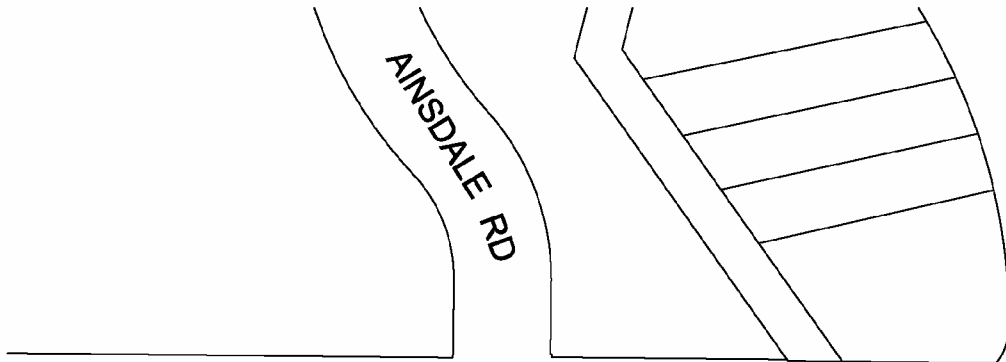
Lawrence Avenue Study



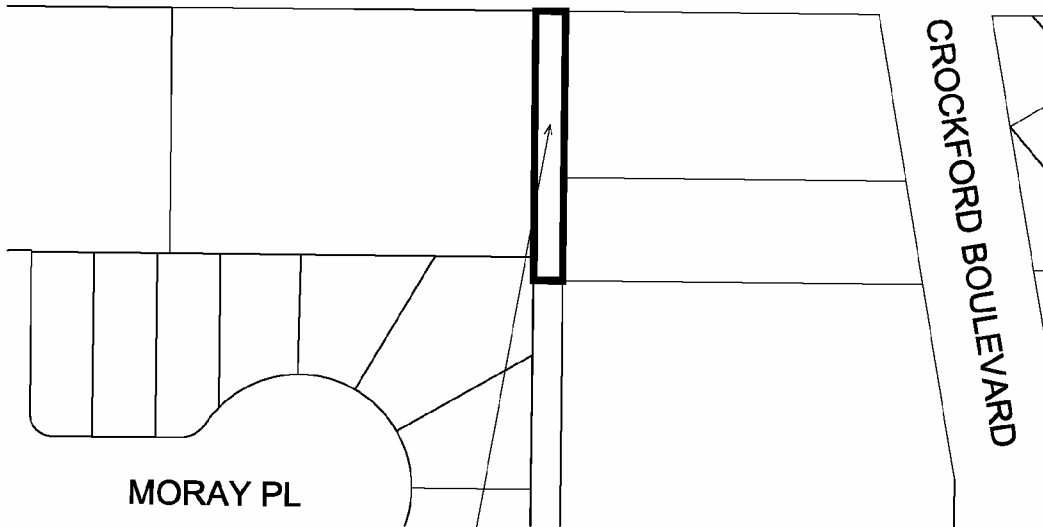
Area Affected By This By-Law

Westford Community Bylaw
Not to Scale
6/20/08

Schedule '3'
Lot 34



LAWRENCE AVENUE



Exception No. 31

 **TORONTO** City Planning
Division
Zoning By-Law Amendment

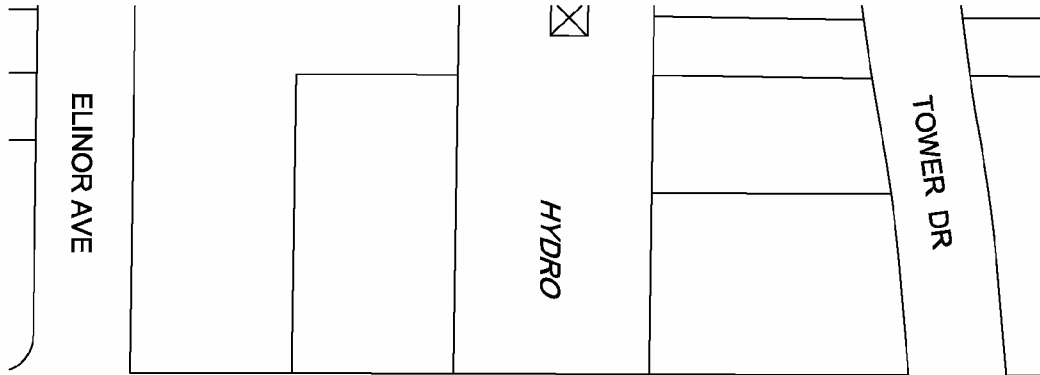
Lawrence Avenue Study

 Area Affected By This By-Law

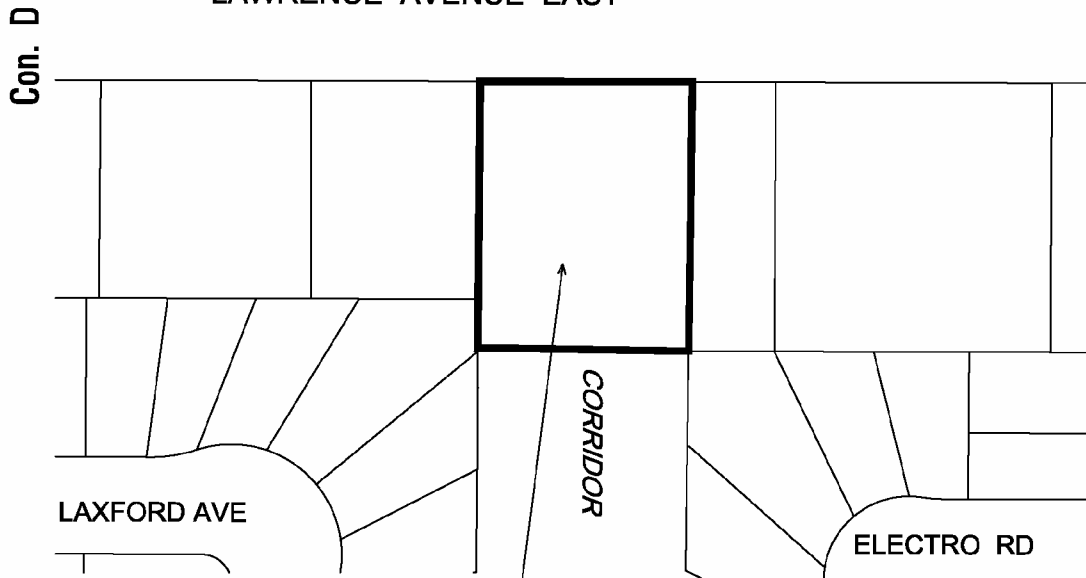
Wexford Community Bylaw
Not to Scale
6/23/08


Schedule '2', Map 1

Lot 34



LAWRENCE AVENUE EAST



Exception No. 48

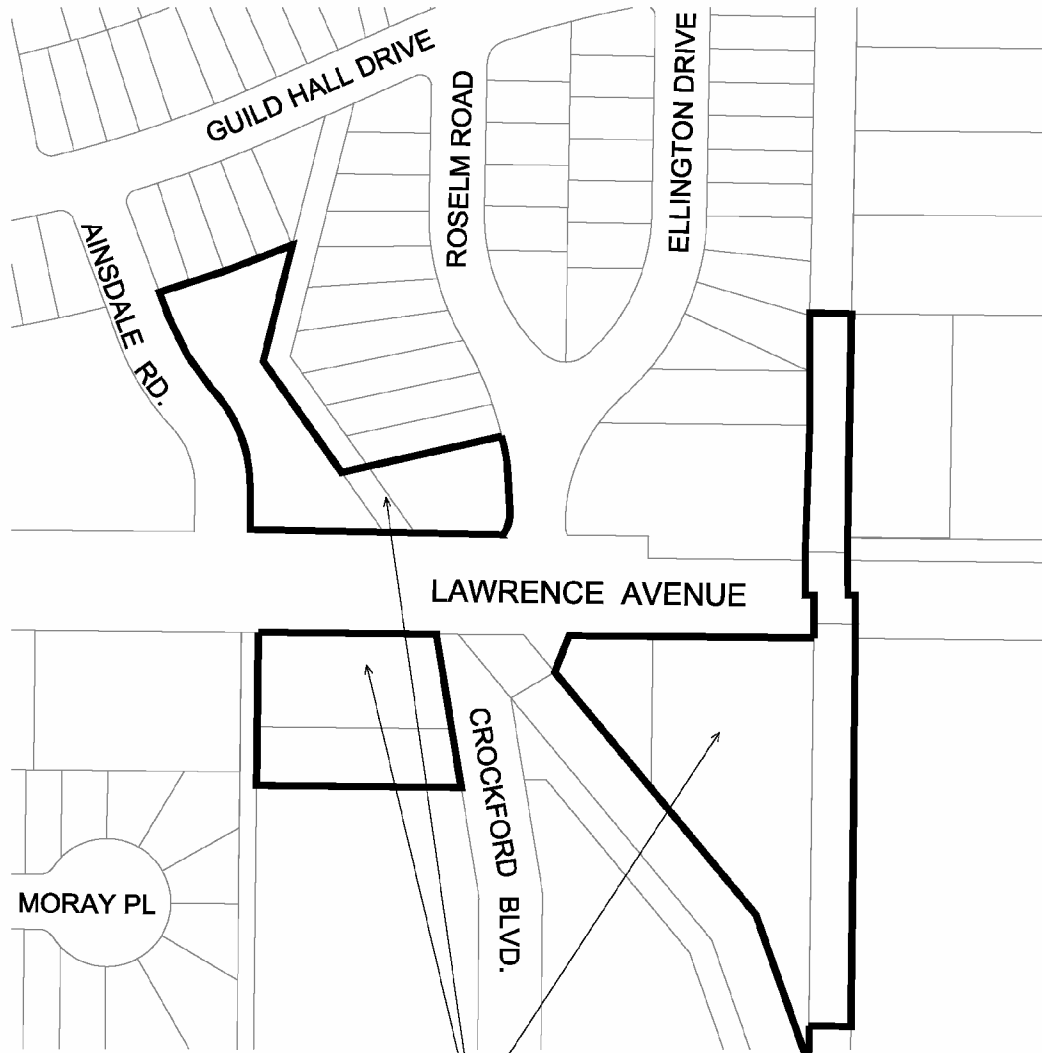
 **TORONTO** City Planning Division
Zoning By-Law Amendment

Lawrence Avenue Study

 Area Affected By This By-Law

Wexford Community Bylaw
Not to Scale
6/23/08


Schedule '4'
Lot 34



Exception No. 36

 **TORONTO** City Planning
Division
Zoning By-Law Amendment

Lawrence Avenue Study

 Area Affected By This By-Law

Wexford Community Bylaw
Not to Scale
9/5/08


Attachment 3: Draft Dorset Park Community Zoning By-law Amendment

Authority: Scarborough Community Council ?, as adopted by City of Toronto
Council on ?
Enacted by Council: ?

CITY OF TORONTO

BY-LAW No. ?

To amend the former City of Scarborough Zoning By-law No. 9508 (Dorset Park Community), as amended, with respect 2157 Lawrence Avenue and 2180 Lawrence Avenue as outlined on Schedule 1

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:

4. **Schedule “A”** of the Dorset Park Community Zoning By-law No. 9508 is amended by deleting the lands outlined on the attached Schedule “1”.
5. **Schedule “C”** is amended by deleting Exception Numbers 6 and 12.

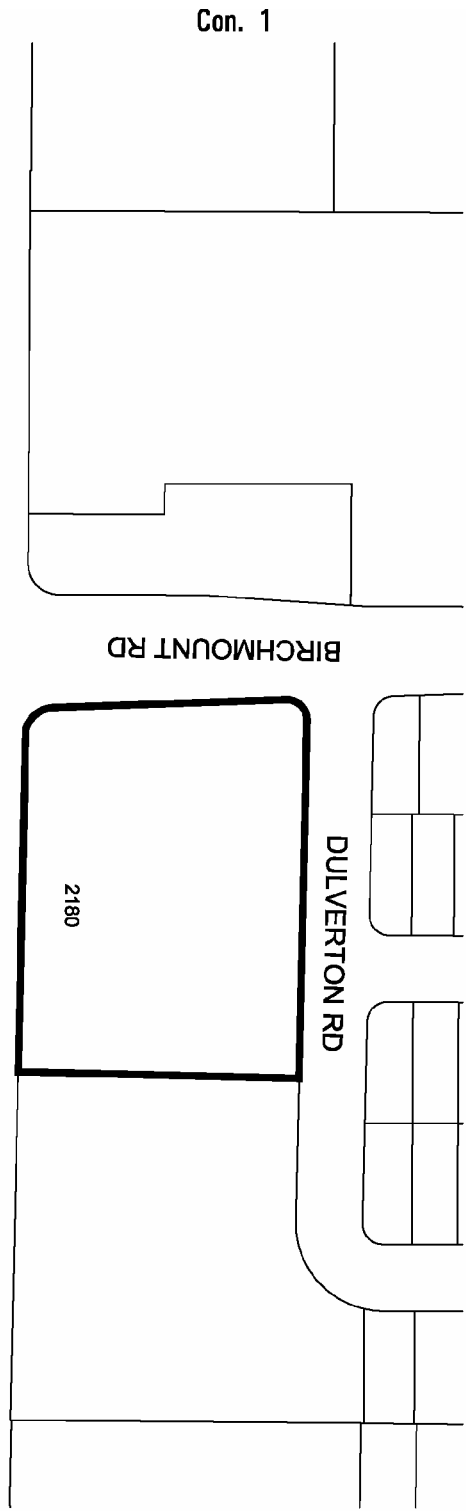
ENACTED AND PASSED this day of , A.D. 2008.

SANDRA BUSSIN,
Speaker

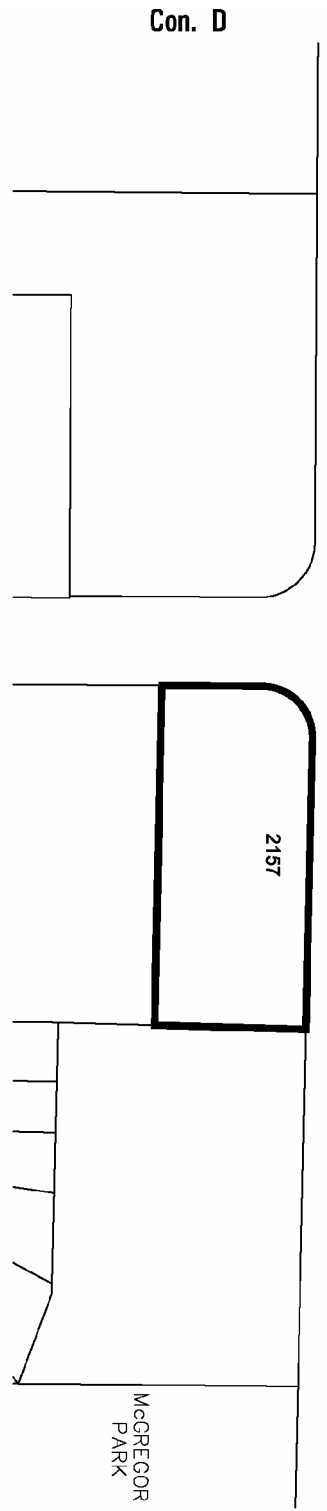
ULLI S. WATKISS
City Clerk

(Corporate Seal)

Schedule '1'
Lot 30

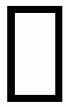


Con. 1



Con. D

City Planning
Toronto
Division
Zoning By-Law Amendment



Area To Be Deleted From Dorset Park Community By-Law

Lawrence Avenue Study

Dorset Park Community Bylaw
Not to Scale
7/28/08

**Attachment 4: Employment Districts Zoning By-law -
Wexford Employment District Amendment**

Authority: Scarborough Community Council ?, as adopted by City of Toronto
Council on ?, ?

Enacted by Council:

CITY OF TORONTO

BY-LAW No.

To amend the former City of Scarborough Zoning By-law No. 24982, (Wexford Employment District), as amended, with respect to all lands on the north and south sides of Lawrence Avenue East from just west of Crockford Boulevard to Birchmount Road (including 2105, 2106, 2110, 2115, 2116, 2119, 2130, 2131, 2135, 2139, 2150 and 2154 Lawrence Avenue) and 136 Crockford Boulevard, as outlined on Schedule 1

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. **Schedule “A”** of the Employment Districts Zoning By-law Number 24982 – Wexford Employment District is amended by deleting the lands outlined on Schedule “1”.
2. **Schedule “C”, Exceptions List** of the Employment Districts Zoning By-law Number 24982 is amended by deleting Exception Number 402.

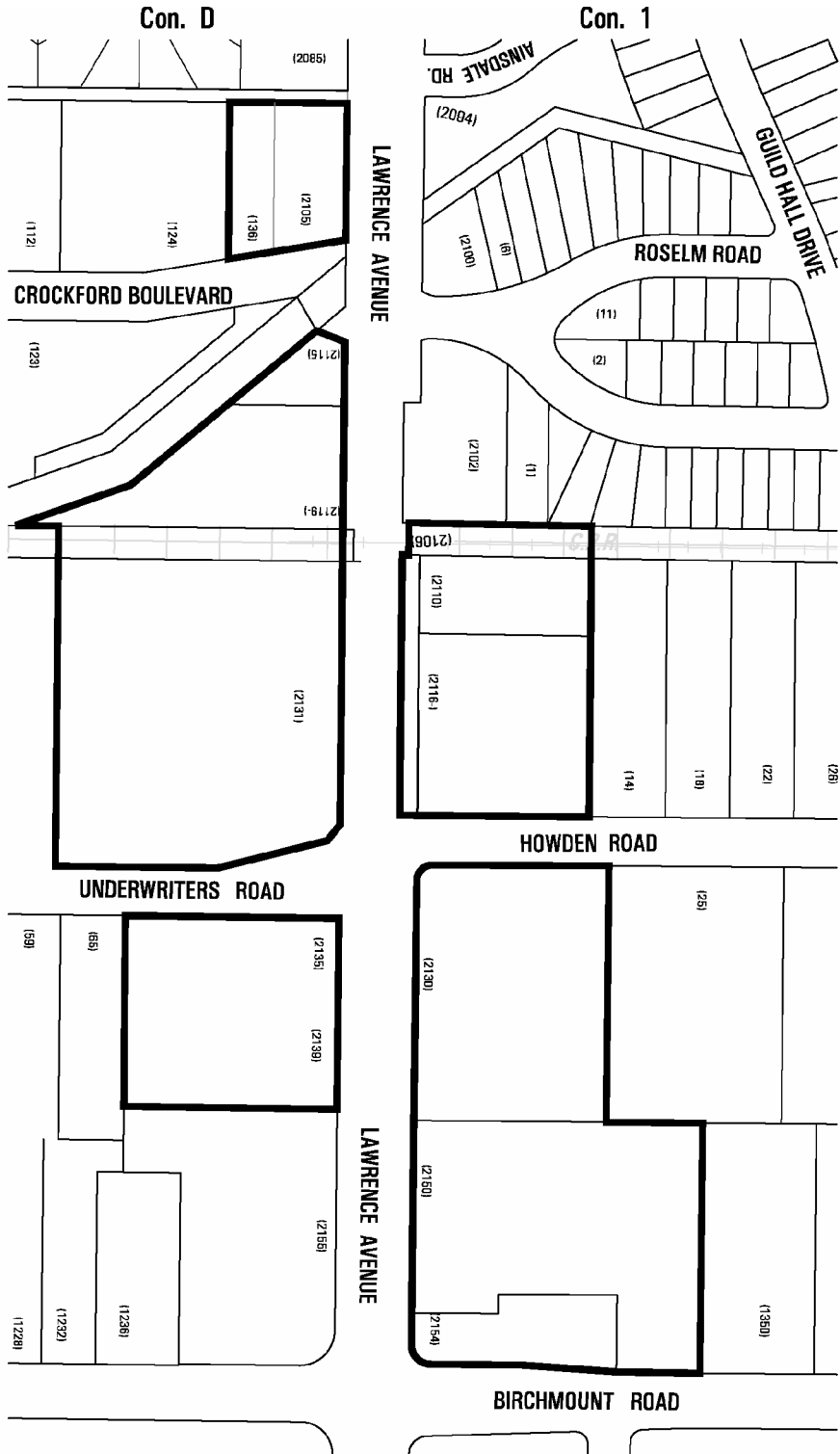
ENACTED AND PASSED this day of , A.D. 2008.

SANDRA BUSSIN,
Speaker

ULLI S. WATKISS
City Clerk

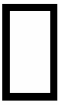
(Corporate Seal)

Schedule '1'
Lot 31
(26)



City of Toronto
City Planning
Division
Zoning By-Law Amendment

Lawrence Avenue Study



Area To Be Deleted From Wexford Employment District By-Law

Wexford Employment District Bylaw
Not to Scale
7/25/08

**Attachment 5: Final Consultants Report – Lawrence Avenue East between Victoria
Park Avenue to east of Birchmount Road**

Attachment 6: Community Services and Facilities Review

**COMMUNITY SERVICES AND FACILITIES
REVIEW FOR THE LAWRENCE AVENUE EAST
*AVENUE STUDY***

**Policy & Research Section
City Planning Division
October 2007**

Executive Summary

This report provides a review of community services and facilities (CS&F) that are available to the local population in the Lawrence Avenue East Avenue Study Area. Community Services and facilities include schools, public libraries, childcare, community and recreation centres, arenas, swimming pools, human services, seniors' services and community meeting/gathering space. The purpose of the review is to identify the range of available community services and facilities and emerging priorities for additional community resources that should be considered when planning for growth within the study area. Policy 2.2.3.2(a)(iii) of the Official Plan requires that an Avenue Study set out investments in community improvements including community services and facilities needed to support city living and make the area attractive for residents and business. This CS&F Review was prepared as a component of the Avenue Study for the section of Lawrence Avenue East between Victoria Park and Birchmount Road.

Section 1 of the CS&F Review includes a demographic profile of the area. The census data used in this review is presented in Appendix 2, based on 1996 and 2001 census data. The prevailing characteristics of the area compared to the City of Toronto as a whole include:

- higher percentage of married couples without children at home;
- smaller percentage of an immigrant population with a larger percentage of recently arrived immigrants;
- smaller percentage of people with university education;
- lower income;
- a higher percentage of owner occupied private dwelling units;
- smaller percentage of apartment dwelling units; and
- manufacturing is the largest employer.

Section 2, Community Services and Facilities, reviews the existing availability of key community services in the CS&F Study Area and identifies areas of deficiency. See map in Appendix 1 for the location of each community service and facility. The review of these community resources revealed the following:

- Access to subsidized childcare space is lacking as only 32% of children living at the Low-Income Cut-Off (LICO) or poverty defined by the ratio of income spent on food, clothing and shelter are in receipt of subsidized childcare space. Childcare in general is a need as 70% of all children in the study area between the ages of 0-9 have mothers that work.
- School Board staff reported that all three secondary schools serving the study area are operating over capacity including the one Toronto Catholic District School Board (TCDSB) secondary school. Of the eighteen TDSB elementary schools serving the study area eleven are operating over capacity. Similarly the Toronto Catholic District School Board has 6 out of 7 elementary schools operating over capacity.

- Community centres provide recreational and community development services. Community development refers to the practice of improving various aspects of local communities. Such practices are broad in scope and include recreational programs which improves the physical and mental well-being of members of the local community which is served. Other programs offered by the community centres, which promote community development, include employment training, ESL and arts and crafts.
- The CS&F Study Area contains 5 neighbourhood libraries. All the libraries are accessible by bus and offer a collection of books ranging from 30,000 to 58,000 books. The 5 neighbourhood libraries offer a range of programs and resource materials such as adult literacy materials, teen programs, parenting collection, language learning kits, books or tapes, job search, and English as a second language material (refer to appendix 8).

Section 2.5 on Human Services summarizes the findings of the survey of the human service providers in the study area. Appendix 8 shows the location of all the human services and appendix 9 gives a brief description of the service providers and client types. Human service needs in the CS&F study area include more recreation services, family counselling and courses in English as a Second Language (ESL). To facilitate human service providers there is a need for more community program space for human services. Lastly, the survey also identified the need for affordable transportation and rent-geared to income, independent apartment buildings for seniors.