

Figure 2.1: Toronto Official Plan - Map 2: Urban Structure (Partial Map), N.T.S.

As an *Avenue*, the Lawrence East Study Area is subject to policies contained in section 2.2.3 of the Official Plan which outline the nature of the studies that will be carried out in these areas in order to guide incremental change over time and to focus public investments as appropriate to accommodate and enhance the transformation of these corridors. The studies are to engage area residents, businesses and other local stakeholders, as was done in this instance, in order to provide guidance in two broad areas: 1) community improvements including streetscape improvements, transportation improvements, parks and open space improvements and upgraded sewer and water infrastructure; and 2) zoning and other land use regulations to guide future development including heights and densities, massing, scale, siting and organization of buildings, transition to adjacent areas, restrictions on at-grade parking and driveways and transit supportive measures.

Land Use Designation

The Study Area is designated as *Mixed Use Areas* on Map 20 of the new Official Plan (see Figure 2.2). *Mixed Use Areas* consist of residential, commercial, institutional and recreational uses, to create complete neighbourhoods where people can live, work and shop and depend less on their cars and more on public transit, walking and cycling.

The Official Plan lays out the framework for *Mixed Use Areas* to absorb most of Toronto's retail, office and service employment growth, as well as a significant portion of new housing. In *Section 4.5 Mixed Use Areas*:

Policy 2, the Plan details the criteria that will shape development in Mixed-Use Areas:

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 for new jobs and homes for Toronto's growing population on underutilized lands in the Downtown, the Central Waterfront, Centres and Avenues and other lands designated Mixed-Use Areas creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;*
- c) *Locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;*
- d) *Locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly 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;*

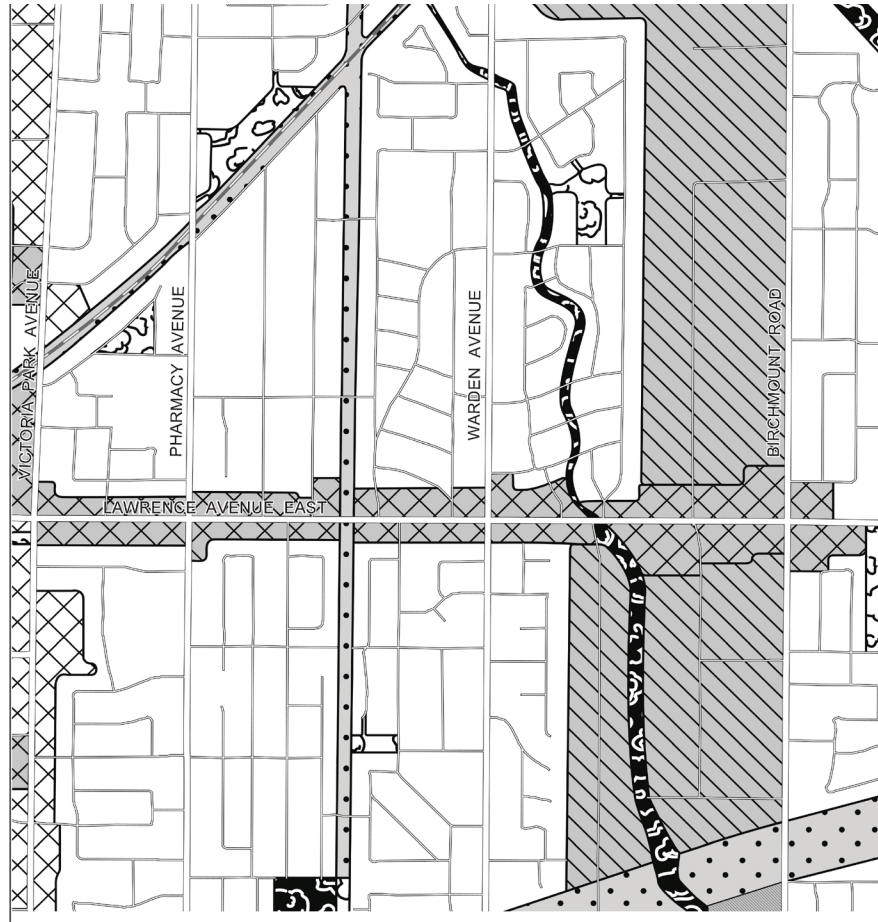
- f) Provide an attractive, comfortable and safe pedestrian environment;
- g) Have access to schools, parks, community centres, libraries and childcare;
- h) Take advantage of nearby transit services;
- i) Provide good site access and circulation and an adequate supply of parking for residents and visitors;
- j) Locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residents; and
- k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Building a Successful City

The Official Plan contains numerous built form and urban design policies in order to achieve development that is located and organized to fit into its existing or planned context. To this end, the Plan contains policies that promote massing “to frame adjacent streets and open spaces”, “creating appropriate transitions in scale to neighbouring or planned buildings”, locating main building entrances so they are visible from the public sidewalk, and organizing vehicular parking so as to minimize its impact on the property and surrounding area including “providing underground parking where appropriate”.

Parks and Open Spaces

Map 8A (see Figure 2.3) of the Official Plan shows the location of parks just beyond the Study Area. This is based on different levels of provision of parkland expressed as “hectares of local parkland per 1,000 people”. The entire area north of Lawrence Avenue East, between Victoria Park and Warden Avenue, is shown on this Map as having the lowest amount of parkland provision of the five categories shown on the Map. In addition, Map B shows the area south of Lawrence Avenue East, between Warden Avenue and Birchmount Road, also as an area with the lowest amount of parkland provision. As such, these areas should be targeted for strategic parkland acquisitions in order to address the low level of parkland provision. The Study Area has been identified as an area where a new alternative parkland rate will apply.



Note: For information purposes only

Extract from the Official Plan



↑
Not to Scale
03/11/08

Figure 2.2: Toronto Official Plan - Map 20: Land Use Map, N.T.S.





Note: For information purposes only



Not to Scale

Extract from the Local Parkland Provision - Map B

Hectares of local parkland per 1,000 people

- 0 to 0.42
- 0.43 to 0.79
- 0.80 to 1.56
- 1.57 to 2.99
- 3.00 +
- Areas with less than 300 people

Figure 2.3: Toronto Official Plan - Map 8A (Partial): City Parkland, N.T.S.

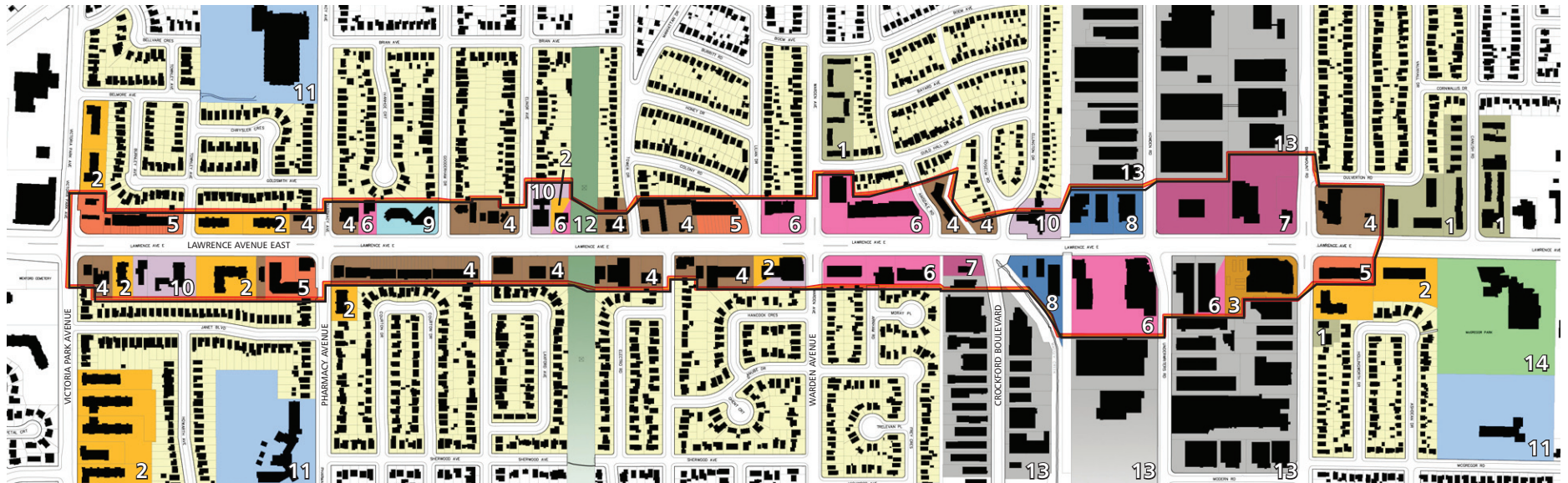


Figure 2.4: Existing Zoning Bylaws, N.T.S.



LEGEND

- | | |
|---------------------------|--------------------------------|
| Single-Family Residential | Industrial District Commercial |
| Multi-Family Residential | Industrial Commercial |
| Apartment Residential | Institutional |
| Commercial/Residential | Place of Worship |
| Highway Commercial | School |
| Neighbourhood Commercial | Public Utility |
| Community Commercial | Industrial |
| | Park |

Note: Figure 2.5 is based on in-force Wexford Community Bylaw, 1961; Dorset Park Community Bylaw, 1961; Wexford Employment District Bylaw, 1996.

2.4 EXISTING ZONING BYLAWS

The Study Area is subject to the in-force Wexford Community Zoning Bylaw, the Dorset Park Community Zoning Bylaw, and the Employment Districts Zoning Bylaw - Wexford Employment District Bylaw. The current zoning permits a range of uses which are outlined in Figure 2.4 and which do not fully reflect the Mixed-Use Areas designation in the Official Plan.

2.5 CITY OF TORONTO BIKE PLAN

The Toronto Bike Plan consists of a comprehensive bikeway network, as well as a set of integrated principles, objectives and recommendations regarding safety, education and promotional programs. Lawrence Avenue has a proposed bike lane in the Bike Plan.

The proposed network is expected to be completed by 2011, and will cover 1,000 kilometres of several types of bikeways. The network will serve both commuter and recreational cycling, with signed bike lanes, shared roadway routes, and multi-use off-road pathways. Figure 2.5 identifies the bike network in the Study Area.

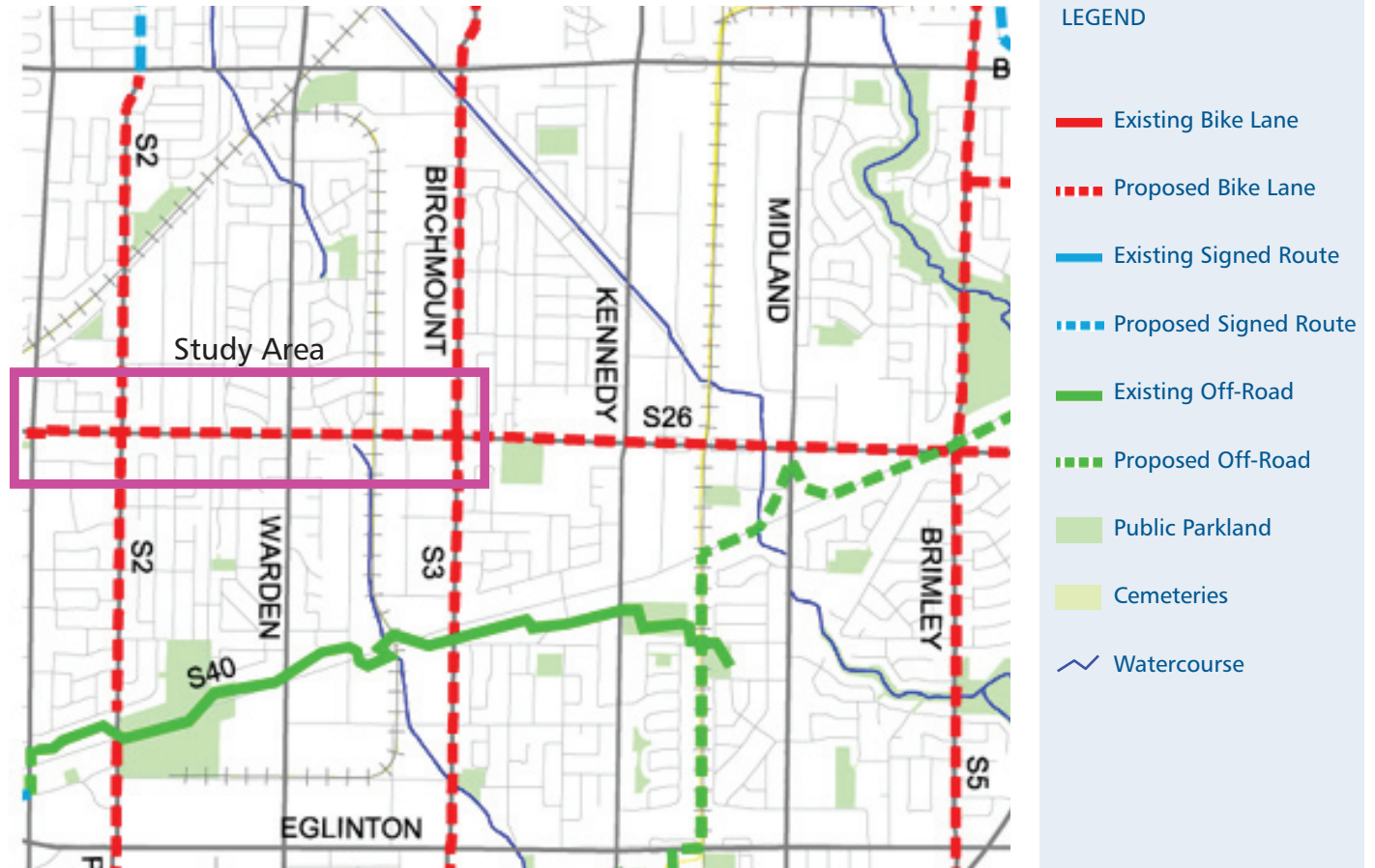


Figure 2.5 Toronto Bike Plan - District 4 Proposed Bikeway Network

Source: www.toronto.ca/cycling/bikeplan/index.htm



3.0 STUDY CONTEXT: EXISTING CONDITIONS

3.1 THE STUDY AREA AND SURROUNDINGS

3.2 EXISTING STREET CHARACTER

3.3 EXISTING PARKS AND OPEN SPACE

3.4 EXISTING COMMUNITY SERVICES AND FACILITIES

3.5 STREET HIERARCHY AND TRANSIT

3.0 STUDY CONTEXT: EXISTING CONDITIONS

3.1 THE STUDY AREA AND SURROUNDINGS

The Study Area includes all the properties fronting onto Lawrence Avenue East between Victoria Park Avenue to east of Birchmount Road (see Figure 3.1). This stretch of Lawrence Avenue is approximately 2 kilometres long and is designated as a Mixed-Use Area in the Official Plan. The Study Area is surrounded by the Wexford Heights neighbourhood, which is a stable, low-density residential area. The Official Plan designates these residential lands as Neighbourhoods. The Wexford Employment District is located at the east end of the Study Area, running north-south between Crockford Boulevard and Birchmount Road and Howden Road and

Birchmount Road. These lands are designated as Employment Areas in the Official Plan which are described as large districts that can “accommodate substantial growth in jobs and meet the needs of some of the key economic clusters that are the focus of the City’s Economic Development Strategy”.

For the purpose of this study, the Study Area has been divided into three sub areas, each with somewhat different characteristics:

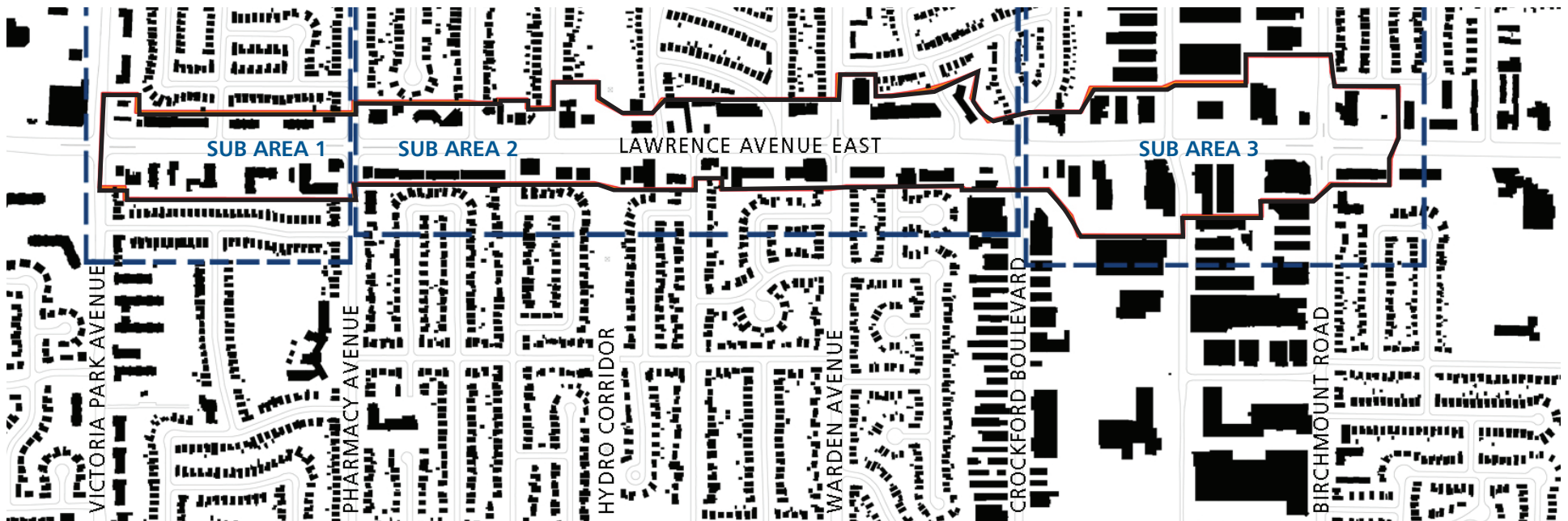


Figure 3.1: Figure Ground, N.T.S.








Sub Area 1: From Victoria Park Avenue to Pharmacy Avenue;
 Sub Area 2: From Pharmacy Avenue to Crockford Boulevard; and
 Sub Area 3: From Crockford Boulevard to east of Birchmount Road
 Each of these is briefly described in the following sections.

SUB AREA 1: WESTERN RESIDENTIAL MIXED USE NEIGHBOURHOOD

Sub Area 1 is located along the western stretch of the Study Area from Victoria Park Avenue to Pharmacy Avenue. This sub area consists primarily of mid- and low-rise apartment buildings built in the 1950's and 1960's. One-storey retail buildings are located at the main intersections of Victoria Park Avenue and Pharmacy Avenue (Figure 3.3). On the north side of the road,

LEGEND

-  < 40 Metres from Lawrence Avenue
-  40 - 49 Metres from Lawrence Avenue
-  50 - 59 Metres from Lawrence Avenue
-  60 - 75 Metres from Lawrence Avenue
-  > 80 Metres from Lawrence Avenue

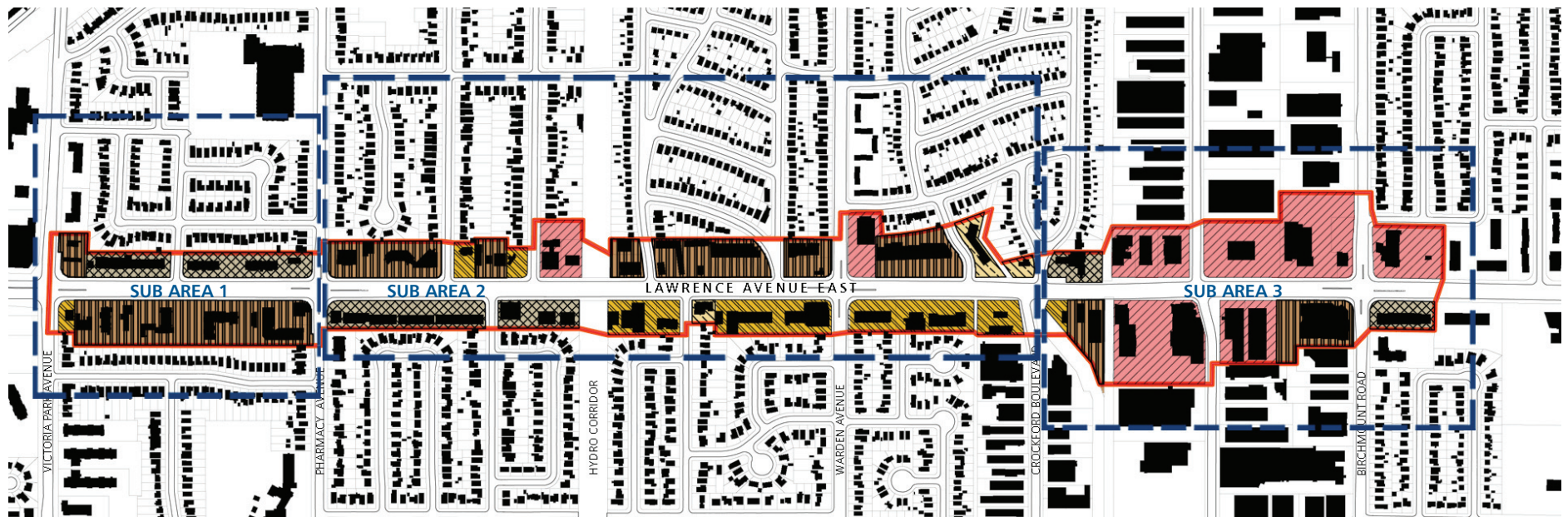


Figure 3.2: Lot Depths, N.T.S.