

and City staff. Charrette participants were asked to develop solutions guided by the principles from the SWOT workshop, with a focus on:

- Land use
- Built form
- Open space
- Streetscape
- Traffic
- Pedestrian safety and accessibility

The participants were divided into two groups. Group 1 examined the western half of the Study Area, from Victoria Park Avenue to Warden Avenue. Group 2 studied the eastern half, from Warden Avenue to east of Birchmount Road. A summary of recommendations from each group is outlined in the Appendix.

4.4 SUMMARY OF PUBLIC OPEN HOUSE

At a public meeting held on September 25, 2007, the consultant team presented a series of recommendations derived from an analysis and the public consultation process to date. The participants were invited to comment on the recommendations and to make additional suggestions.

Participants expressed their approval for the general direction of the recommendations. Some issues were raised with respect to the details concerning proposed adjustments to the public right-of-way, the proposed location for a traffic control signal in the vicinity of

the Hydro Corridor and the interface between low rise residential neighbourhoods and the properties fronting Lawrence Avenue East.

4.5 ISSUES

A number of issues emerged from the analysis of existing conditions and public consultation. This provided a framework for the formulation of the vision, planning principles and recommendations. The issues can be summarized as follows:

- The width of street, extensive surface parking



areas, and empty space between buildings on either side of Lawrence Avenue East results in an environment that is more car dominated than pedestrian friendly;

- Low intensity development is out of scale with the street-width;
- Buildings are generally unattractive;
- Boulevards lack amenities such as trees and street furniture that contribute to an inhospitable pedestrian environment;
- Inadequate parks and open spaces;
- A large number of driveways that exit directly onto Lawrence Avenue East cause breaks in the sidewalk and result in unsafe road conditions for pedestrians and for vehicles exiting and entering onto Lawrence Avenue East;
- A lack of opportunities for pedestrians to cross Lawrence Avenue East; and
- Vehicle movement in excess of the posted speed limit causing safety concerns.

4.6 VISION AND PLANNING PRINCIPLES

The values and priorities of the Lawrence Avenue East community are summarized in a vision that provides guidance for private sector redevelopment and coordination of public sector investment throughout the Study Area.

The following planning principles provide guidance for the formulation of policies, and recommendations outlined in the remainder of the report.

- Improve pedestrian environment and cycling opportunities;
- Encourage attractive, well designed buildings;
- Promote active, street-related uses;
- Provide for mid-rise, street-related buildings at mid-block and higher buildings at key locations;
- Create a beautiful streetscape;
- Provide for a new open space and establish a green trail focus at the Hydro corridor;
- Improve connections between the residential neighbourhoods to the north and south of Lawrence Avenue; and
- Implement initiatives to achieve immediate improvements.

4.7 FUTURE REDEVELOPMENT BY SUB AREA

The vision outlined above will be achieved in different ways depending on the character of each sub area. The proposed development strategy for each sub area is outlined below.

SUB AREA 1: WESTERN RESIDENTIAL NEIGHBOURHOOD

The residential character of this sub area should be maintained. The properties at Victoria Park Avenue and Pharmacy Avenue contain low-rise retail uses that offer the potential for redevelopment. The main focus for this sub area should be to build on its predominantly residential character, while improving the streetscape.

The vision for Lawrence Avenue is to strengthen and improve its diverse multicultural retail, residential and mixed-use character by creating a more intimate street that enhances the pedestrian and cycling experience; adds greenery and street trees; increases the amount of urban open space and parks; and produces excellence in urban design.

SUB AREA 2: CENTRAL COMMERCIAL NEIGHBOURHOOD

The multi-cultural retail character of this sub area should be reinforced. Streetscape improvements should be introduced to create a more pedestrian friendly retail experience, and to improve pedestrian linkages along the side streets to better connect the residential neighbourhoods on either side to Lawrence Avenue. Where lot dimensions permit, street-related, mixed-use, mid-rise development should be encouraged. Higher density development at key locations on large lots should be encouraged.

SUB AREA 3: EASTERN MIXED-USE NEIGHBOURHOOD

The existing low-rise industrial, auto related and retail sites in this sub area should be redeveloped to create a new mixed-use neighbourhood that will connect with the neighbourhoods to the east and west. Due to the lot sizes and their location next to industrial lands, this sub area may have the potential to accommodate development that has the most density and height in the Study Area. New development should be street-related and pedestrian friendly, with commercial uses along the ground floor and perhaps commercial office uses on the second floor to reinforce the diverse multicultural character of the area and to animate the street.



5.0 Policy and Zoning Bylaw Recommendations

- 5.1 POLICY FRAMEWORK
- 5.2 RATIONALE FOR PROPOSED NEW ZONING BYLAW
- 5.3 ZONING BYLAW: SUMMARY OF RECOMMENDATIONS

5.0 POLICY AND ZONING BYLAW RECOMMENDATIONS

This section provides a framework for the renewal of Lawrence Avenue East and is intended to inform Official Plan and Zoning Bylaw amendments. The recommendations emerge from the study's vision, developed in consultation with the community, LAC, members of the public, local councillors, and City staff. The policy framework outlined below, could form the basis for an area specific Official Plan statement should this be deemed appropriate. The zoning rationale outlines the reasoning for the recommended zoning changes. Section 6 contains urban design guidelines that are intended to further implement the intent behind the policy and zoning recommendations.

5.1 POLICY FRAMEWORK

It is recommended that the following policy framework guide development and public improvements along Lawrence Avenue between Victoria Park and Birchmount Road.

The diverse residential and retail character of Lawrence Avenue East between Victoria Park Avenue and Birchmount Road shall be strengthened and improved through the following:

1. New housing and employment uses will be encouraged in mixed use developments that are contained within well-designed mid-rise or tall buildings at appropriate locations, provided that the objectives pertaining to public realm improvements, outlined below, are met;
2. Improvements to the public and private realms shall result in:
 - A high quality streetscape;
 - An enhanced environment for pedestrians and cyclists;
 - Additional greenery and street trees; and more open spaces and parks.
3. New buildings shall generally be located in keeping with the Built Form policies of the Official Plan. In addition, all new developments shall be designed to:
 - Animate the pedestrian realm by locating active street-related retail uses at grade, where feasible;
 - Create a comfortable experience for pedestrians along Lawrence Avenue East and adjacent cross streets, through design features such as pedestrian scaled, street-related podium buildings that are, at a minimum, two storeys high with taller elements stepped back from the podium structures;
 - Respect privacy and overlook conditions for adjacent Neighbourhoods, by adhering to appropriate angular plane standards (refer to page 49); and
 - Minimize wind impacts along the public realm on Lawrence Avenue East and adjacent open spaces and maximize opportunities for sunlight exposure on the public realm.

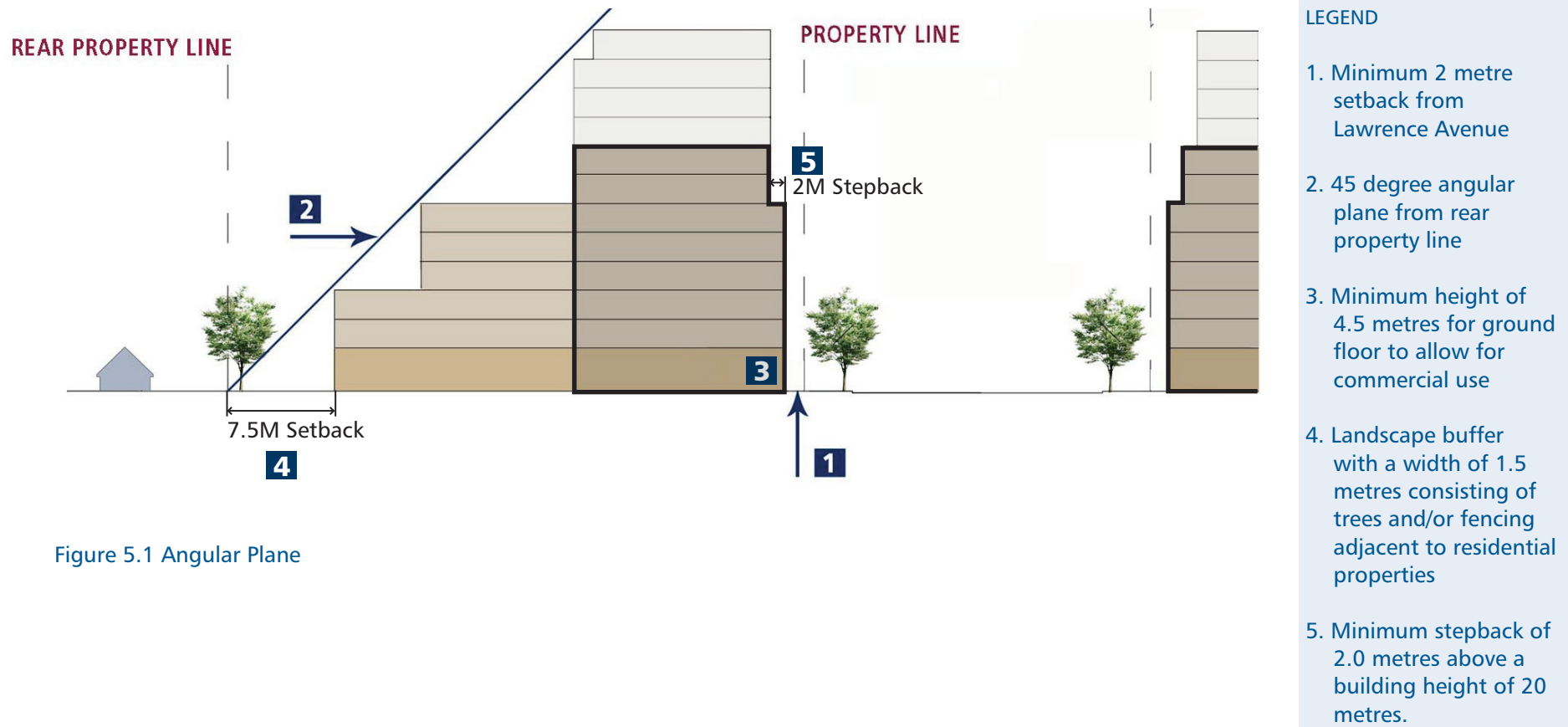


Figure 5.1 Angular Plane

4. Buildings located along Lawrence Avenue East between its intersections with Victoria Park, Pharmacy Avenue, Warden Avenue and Birchmount Road shall be scaled to reflect a mid-rise form of development, generally consistent with a one-to-one relationship between building height and the width of the street right-of-way; and
5. Improvements to the public realm, including parks and open spaces will be implemented through a combination of:
 - City capital funding;
 - Section 37 contributions from developments that result in increased heights and densities;
 - Cooperative initiatives amongst the City, local business association(s) and local residents; and
 - Improvements to the public realm adjacent to private development, including street tree planting and opportunities to provide publicly accessible private open spaces secured through Site Plan Agreements.

5.2 RATIONALE FOR PROPOSED NEW ZONING BYLAW

The study recommends creating a new zoning bylaw to guide development in the Lawrence Avenue East corridor. The recommended zoning changes are summarized in section 5.3.

The key principles behind the creation of new zoning provisions are outlined in the proposed policy framework for the area in section 5.1. The main rationale for the zoning bylaw changes is outlined below.

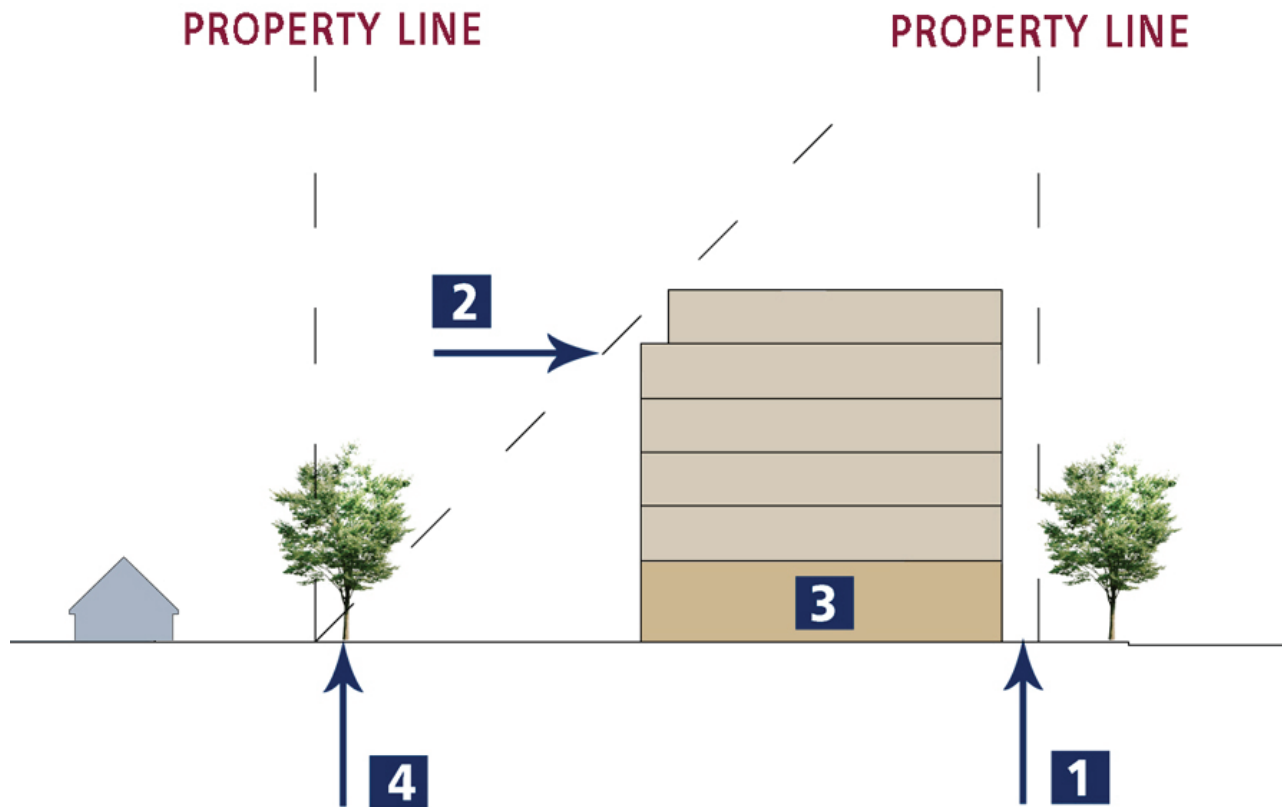
Diversity of Uses

The new zoning bylaw should provide for a mix of residential and commercial uses that results in an active public realm with buildings that are appropriately scaled to reflect the width of the street including restrictions on car related uses and single unit dwellings fronting onto Lawrence Avenue East.

Appropriate Intensification

Appropriate intensification that respects adjacent neighbourhoods and creates a high quality public realm should be emphasized. Heights and densities of buildings, therefore, should be based on:

- Minimizing overlook and privacy impacts on adjacent Neighbourhoods by applying a 45 degree angular plane from the rear property lines;
- Providing for adequate light and view for new buildings by applying a minimum 7.5 metre setback from the rear property line of sites fronting on Lawrence Avenue East (Figure 5.1);
- Relating redevelopment capacity to lot depth while meeting angular plane and sunlight standards (see Figures 5.2 to 5.5 Impact of Lot Depths on Building Height, which show the implications of applying the setbacks and angular plane provisions on properties with differing depths); and
- Providing opportunities for taller buildings at key locations and adjacent to the Employment Areas west of Birchmount Road in slim towers that will minimize wind impacts on the public realm and on open spaces while maximizing opportunities for sunlight in these areas, while still respecting adjacent Neighbourhoods (See Figure 5.6 for Proposed Building Heights).



LEGEND

- 1. Minimum 2m setback from Lawrence Avenue
- 2. 45 degree angular plane from rear property line
- 3. Minimum height of 4.5 metres for ground floor to allow for commercial use
- 4. Landscape buffer of trees and/or fencing adjacent to residential properties

Figure 5.2 (Right): Impact of Lot Depth on Maximum Building Height - Lots with A Depth of 40-49m.

LEGEND

1. Minimum 2m setback from Lawrence Avenue
2. 45 degree angular plane from rear property line
3. Minimum height of 4.5 metres for ground floor to allow for commercial use
4. Landscape buffer of trees and/or fencing adjacent to residential properties with a width of 1.5 metres
5. Minimum 2 metre step-back above 20 metres
6. Base buildings no more than 8 storeys
7. Maximum floor plate above 27 metre building height is 800 square metres
8. Minimum 7.5 metre rear yard setback
9. 20 metre transition zone with maximum height of 10 metres or 3 storeys for lots deeper than 80 metres

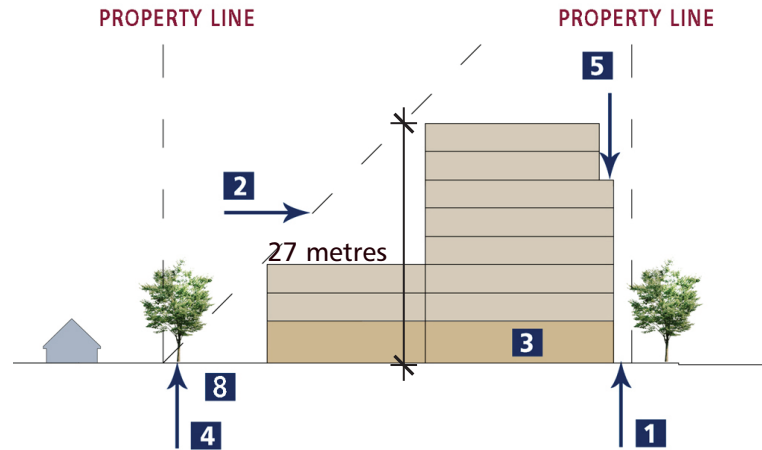


Figure 5.3 (Left): Impact of Lot Depth on Maximum Building Height - Lots with A Depth of 50-75metres. (exemptions: northeast corner of Victoria Park/Lawrence; northeast corner and southwest corner of Pharmacy/Lawrence)

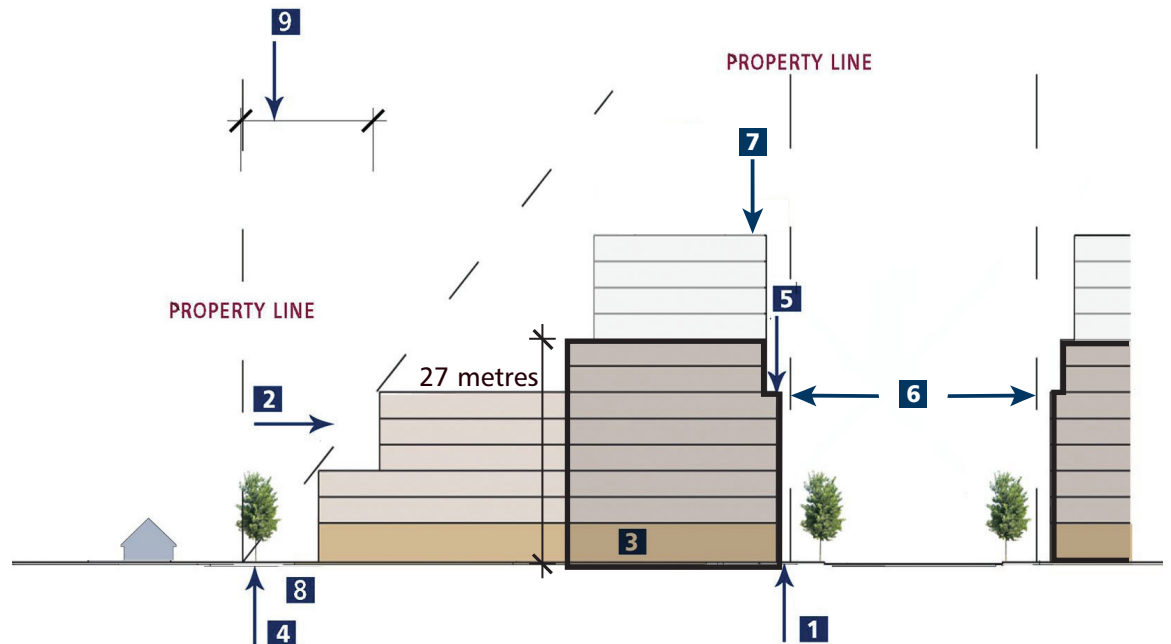
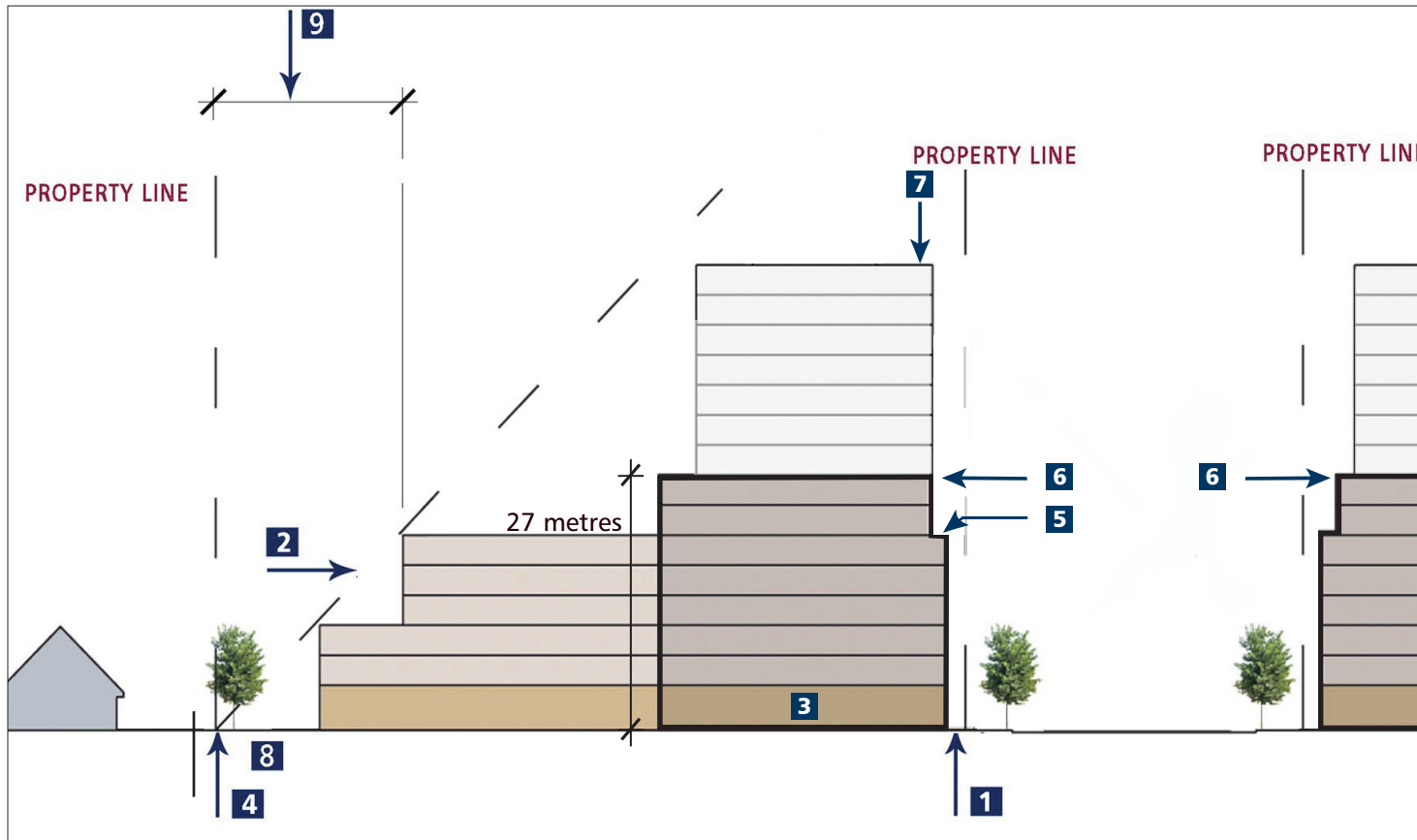


Figure 5.4: Impact of lot depth on Maximum Building Height in Sub Area 1 and Sub Area 2, including mid-block Lots with a depth of more than 80 metres in Sub Area 3.



LEGEND

1. Minimum 2m Setback from Lawrence Avenue
2. 45 Degree Angular Plane from Rear Property Line
3. Minimum height of 4.5 metres for ground floor to allow for commercial use
4. Landscape buffer of trees and/or fencing adjacent to residential properties
5. Minimum 2 metre step-back above 20 metres
6. Base buildings no more than 8 storeys (see page 54)
7. Maximum floor plate above 27 metre building height is 800 square metres
8. Minimum 7.5 metre rear yard setback
9. 20 metre transition zone with maximum height of 10 metres or 3 storeys for lots deeper than 80 metres

Figure 5.5: Impact of Lot Depth on Maximum Building Height - Lots with a depth of more than 80 metres in Sub Area 3.

Built Form

Massing and built form should result in a continuous street edge, interesting places and a safe environment for pedestrians based on:

- Buildings aligned along a “build-to” zone parallel to the street to create a “street wall” effect;
- Buildings that extend over a minimum frontage along Lawrence Avenue East to discourage gaps and surface parking at the street edge;
- A minimum setback for buildings from the property line along Lawrence Avenue to provide adequate space within the combined right-of-way and setback strip for tree planting, terraces, street furniture, and restaurant patios;

- A minimum height of two storeys for new buildings to create a sense of enclosure, and a minimal building mass to address the relatively wide right-of-way of Lawrence Avenue East;
- A building podium of approximately six storeys, with a noticeable stepback above, to create a pedestrian-scale built form along the street edge (Refer to Figure 5.5); and
- Building height above this level should be stepped back and located on a floor plate of no more than 800 square metres to ensure that buildings aligned along the street do not overpower pedestrians and that tall buildings are built to minimize shadow impacts.

LEGEND

- 10** 10 Metres/3 Storeys/ 1.0 F.S.I.
- 20** 20 Metres/6 Storeys/ 2.0 F.S.I.
- 27** 27 Metres/8 Storeys/ 2.5 F.S.I.
- 38** 38 Metres/12 Storeys/ 3.0 F.S.I.
- 38+** 38 Metres/ 12 Storeys or Higher/ 3.5 F.S.I.
- 48+** 48 Metres/ 15 Storeys or Higher/ 3.5 F.S.I.
- * Designated Heritage Building

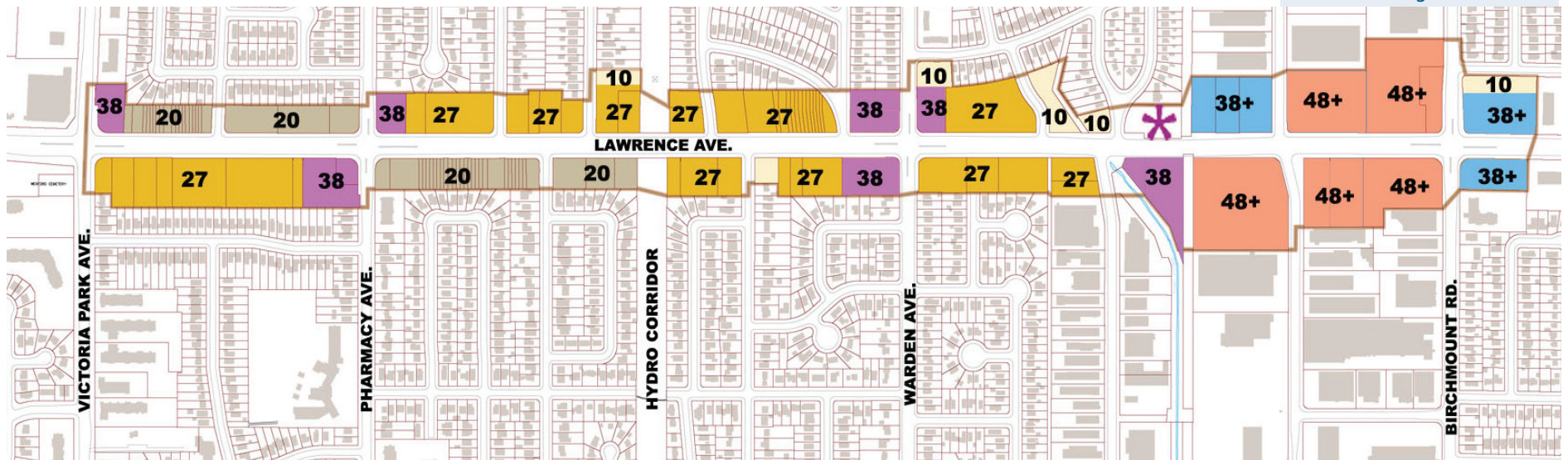
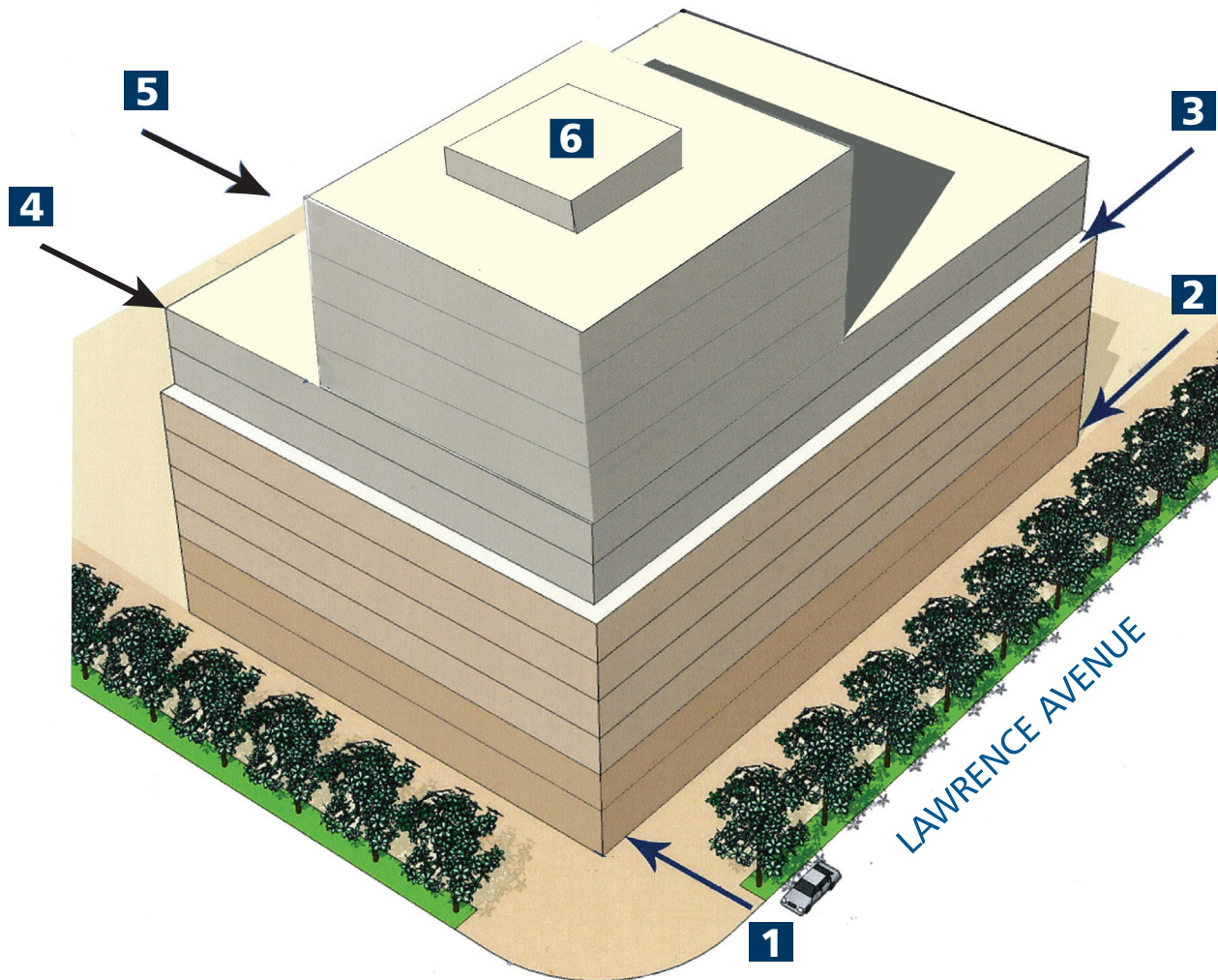


Figure 5.6 Proposed Building Heights and Densities

5.3 ZONING BYLAW: SUMMARY OF RECOMMENDATIONS

Based on the above, it is recommended that the Zoning Bylaw be amended for properties in the Study Area fronting on Lawrence Avenue East between Victoria Park Avenue and Birchmount Road to incorporate the following (as illustrated in Figure 5.7):

1. A list of permitted uses that include: a wide range of residential, retail, commercial, institutional and community service uses, with the exception of detached houses, semi-detached houses, and “auto related uses”;
2. Maximum permitted building heights and densities in accordance with Figure 5.6, Proposed Building Height and Densities, with tall buildings above a height of 27 metres not exceeding a floor plate of 800 square metres;
3. Minimum building heights of 8 metres (2 storeys);
4. Buildings located adjacent to properties designated as Neighbourhoods in the Official Plan to be subject to a 45 degree angular plane measured from the rear property lines;
5. Buildings to be setback a minimum of 7.5 metres from the rear property line;
6. Buildings to be setback a minimum of 2 metres from the Lawrence Avenue East right-of-way;
7. Buildings to be located within a 2 metre “build-to” zone, beyond the setback;
8. Building face to extend along a minimum of 70 percent of the frontage of each lot over 30 metres wide along Lawrence Avenue East and for 60 percent of the frontage of each lot that is less than 30 metres wide;
9. Any buildings above 20 metres to be subject to a stepback of 2 metres along streets; and
10. Minimum facing distance of 15 metres for all buildings with walls that contain principal windows.
11. Mechanical penthouse to be set back 6 metres from the front of the building and to cover no more than 50 percent of the roof area and extend to a height of no more than 6 metres.



LEGEND

1. Building to extend along a minimum of 70 Percent of the frontage along Lawrence Avenue East;
2. Minimum building height of 8 metres;
3. Buildings above 20 metre height to be subject to a step-back of 2 metres
4. Slab buildings to be no more than 8 storeys in height;
5. Any floor located above a height of 27 metres shall not exceed a floorplate of 800 square metres.
6. Mechanical Penthouse 6 metres from the front of the building and to cover no more than 50% of the roof area

Figure 5.7 Axonometric View of Zoning Recommendations (NTS)



6.0 TRANSPORTATION IMPROVEMENTS

- 6.1 IMPROVED PEDESTRIAN REALM
- 6.2 IMPROVED CYCLING FACILITIES
- 6.3 ADDITIONAL SIGNALIZED INTERSECTIONS
- 6.4 LANDSCAPED MEDIAN
- 6.5 TRANSIT IMPROVEMENTS
- 6.6 CONSOLIDATING DRIVEWAY ACCESS
- 6.7 PARKING
- 6.8 TRANSPORTATION IMPROVEMENTS: SUMMARY OF RECOMMENDATIONS

6.0 TRANSPORTATION IMPROVEMENTS

One of the major objectives of this study is to create a pedestrian and cycling friendly environment along Lawrence Avenue East. The recommendations contained in this Section, and in Section 7.0, Urban Design Guidelines, are intended to achieve this objective, while at the same time maintaining traffic flow and safety.

Over the course of the study process, many options were considered for turning Lawrence Avenue East into a pedestrian friendly street, including improving sidewalks, planting trees, reducing the number of traffic lanes, widening the boulevard, adding signalized crossings, introducing on-street parking, adding a landscaped where appropriate

median and providing bicycle lanes. After evaluating these options, it was concluded that the recommended improvements should be contained within the existing curbs, thus keeping the potential cost of road reconstruction to a minimum by maintaining existing storm gutters and storm sewer lines, and avoiding the need to relocate overhead streetlights and hydro-poles. Specific recommendations for each transportation related element are described below (see Figure 6.1 Typical Street Section with a landscaped median for the proposed re-design of the public right-of-way).



Figure 6.1: Typical Street Section with a Landscaped Median, N.T.S.
(all measurements in metres)