

City-Initiated 'Avenue' Study for Avenue Road from Lawrence Avenue to Wilson Avenue – Final Report

Date:	October 13, 2009
To:	North York Community Council
From:	Director, Policy and Research Director, Community Planning, North District
Wards:	Ward 16 - Eglinton-Lawrence
Reference Number:	IBMS Folder No. 09 177073 NNY 16 OZ

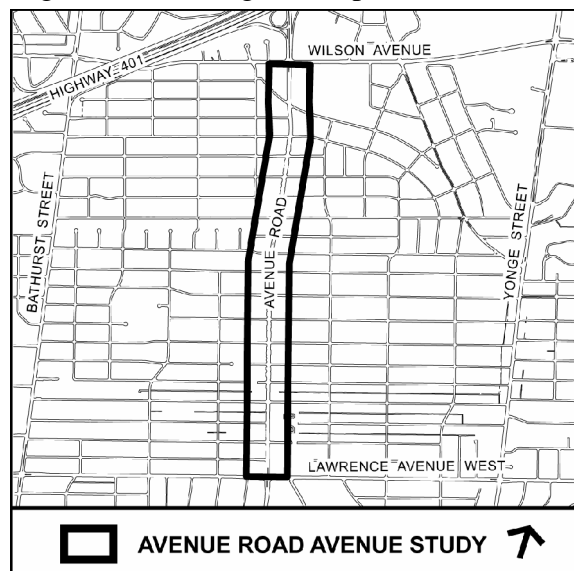
SUMMARY

This report summarizes and contains recommendations to implement the Avenue Study for the portion of Avenue Road between Lawrence and Wilson Avenues. Since 2007, City staff, consultants, the Ward Councillor and members of the local community have worked together to study this area and put forward a framework for new development and the improvement of the public realm on this portion of Avenue Road. The implementation of this study includes an amendment to the North York Zoning By-law to create a new zoning regime suited to this Avenue segment, an amendment to the Official Plan and former Toronto Zoning By-law to recognize an existing ravine park and urban design guidelines to guide development on this portion of Avenue Road.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment 2; and



2. Amend Toronto Zoning By-law 438-86 as amended, substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 3;
3. Amend the North York Zoning By-law 7625, as amended, substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 4;
4. Authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendments as may be required;
5. Request the Chief Planner and City Solicitor to incorporate the content of the draft zoning by-law amendments cited in recommendations 2 and 3 into the new citywide harmonized Zoning By-law;
6. Adopt the Urban Design Guidelines attached to this report as Attachment 5;
7. Direct Parks, Forestry and Recreation and Real Estate staff, in consultation with the Ward Councillor, to continue negotiations to acquire the portion of the Douglas Greenbelt adjacent to the sidewalk on the north side of Glengarry Avenue to re-establish a southern access to the ravine park.
8. Direct Parks, Forestry and Recreation Staff to improve and re-naturalize the Douglas Greenbelt Ravine;
9. Direct Parks, Forestry and Recreation Staff, in consultation with the Public Realm office, to improve the small parkette at the Douglas Avenue entrance to the Douglas Greenbelt, and to consider improving the south side of Douglas Avenue between Avenue Road and the entrance to the Douglas Greenbelt through the planting of trees and creation of a sidewalk on the boulevard;
10. Direct Parks, Forestry and Recreation and Real Estate staff, to acquire the Roe Avenue Bus Loop should it be declared surplus by the TTC, and create a parkette on the Avenue Road frontage of these lands.
11. Direct Transportation Services staff, including the Public Realm office, Parks Forestry and Recreation Staff to study the closure of Dunblaine Avenue at the east side of Avenue Road to create a 'village square' park on the public right-of-way.
12. Direct Transportation Services staff, including the Public Realm office, Planning staff and Technical Services staff to landscape and improve the spaces between the curbs and the edge of the rights-of-way as the opportunities arise at the following intersections of Avenue Road:

- southwest corner of Bedford Park Avenue
 - southwest and northwest corners of Douglas Avenue
 - northwest corner of Cranbrooke Avenue
 - southwest and northwest corners of Brookdale Avenue
 - southwest corner Roe Avenue
 - northwest corner Wilson Avenue
 - northeast corner Wilson Avenue
 - northeast corner Haddington Avenue
 - northeast and southeast corners Felbrigg Avenue
 - southeast corner Roe Avenue
 - southeast corner Deloraine Avenue
 - northeast corner Woburn Avenue
13. Direct Transportation Services staff, including the Public Realm office, and Parks, Forestry and Recreation staff to investigate the opportunity to close Avenue Road access to the laneways running between Avenue Road and Grey Road on the blocks between Douglas, Bedford Park, and Woburn Avenues, in order to create new parkettes on the Avenue Road frontage.
 14. Direct Transportation Services staff, including the Public Realm office, and Technical Services staff to investigate the opportunities for providing landscaped areas within the existing painted centre lane medians on Avenue Road between Lawrence and Wilson Avenues.
 15. Direct Transportation Services Staff, including the Co-ordinated Street Furniture Program staff, to incorporate the recommendations of the Avenue Road Avenue Study consultants report into their site plan for the placement of street furniture on the Avenue Road sidewalks between Lawrence and Wilson Avenues.
 16. Direct City Planning Staff, the Public Realm office of Transportation Services and Cultural Service Staff to include in the Public Art Master Plan the intersection of Avenue Road and Lawrence Avenue and the area of Avenue Road south of the 401 as 'gateway' locations that are appropriate for the installation of public art.
 17. Direct City Planning Staff, Cultural Service staff and the Public Realm office of Transportation Services to work with utility companies to create public art on utility boxes on the Avenue Road right-of-way between Lawrence and Wilson Avenues.
 18. Direct Transportation Services staff to work with the Ward Councillor to place 'The Upper Avenue' name on the street signs on Avenue Road between Lawrence and Wilson Avenues.
 19. Direct the Toronto Parking Authority to investigate opportunities for new public parking lots and underground structures on Avenue Road between Lawrence

Avenue and St. Germain Avenue as opportunities arise with redevelopment of lands abutting Avenue Road.

20. Direct Transportation Services staff to undertake an Area Traffic Study in the future in the area of Avenue Road between Lawrence Avenue and Highway 401, including residential areas east and west of Avenue Road, and
21. Direct Building staff to incorporate into the new harmonized Sign By-law, if required, a provision to prohibit new third-party roof signs on the portion of Avenue Road between Lawrence Avenue and Highway 401.

BACKGROUND

The 'Avenues' are major streets in the City which are proposed to be transformed incrementally through the construction of new housing and businesses and improvements to the public realm, transportation and services. The Official Plan provides for Avenue studies that study an Avenue and develop, in consultation with the local community, zoning regulations and urban design guidelines to provide a framework for future growth and initiatives to improve the public realm and necessary services. Council selected the two kilometre portion of Avenue Road between Lawrence Avenue and Wilson Avenue as one of the Avenue studies to be undertaken in 2007.

This portion of Avenue Road differs from a number of other Avenues that are in need of major revitalization. This part of Avenue Road is a vibrant retail 'high street' for the surrounding communities and the reconstruction of the Avenue Road right-of-way had already been substantially completed by the summer of 2007, including some streetscape improvements. However, the first significant development on the street in almost 30 years, a 7-storey mixed use building at 1717 Avenue Road had just been approved and there was recognition that an updated regulatory framework was needed to guide future development on Avenue Road.

The Study Process and Community Consultation

In the preparatory stages of the study the consultants, BMI/Pace prepared a detailed analysis of existing conditions, including an examination of: prevalent lot size, depth and frontages, building types and heights, uses, open space, sidewalk widths, transit, parking and vehicular circulation and community services. A kick-off public open house was held at Lawrence Park Collegiate on May 1, 2007, with over 200 persons in attendance, to introduce the study and present the evaluation of existing conditions.

A Local Area Advisory Committee (LAC) was established comprised of representatives of the Bedford Park Ratepayers, the South Armour Residents Association, the Old Orchard Residents Association and the North Avenue Road Residents Association. The LAC met 7 times, including participation in the study charette. The LAC members contributed to the recommendations of this report and, reached consensus on all but one of the matters recommended.

Public meetings to report on the progress of the study and provide an opportunity for community feedback took place in September and November 2007 and September 2009. After the conclusion of the public meetings and the final LAC meeting in December 2007, the consultants prepared their Final Report in April 2008, which is appended as Attachment 1.

EXISTING CHARACTER OF THE STUDY AREA

Built Character

This segment of Avenue Road is a healthy main street with a variety of retail uses and relatively few vacant stores. The built form is low rise, dominated by one and two storey buildings with retail on the ground floor that contributes to the community ‘village’ atmosphere. In the entire Study Area it is only on the block immediately south of Wilson Avenue, the six-storey Bedford Glen condominium at Douglas Avenue, and the seven-storey mixed use building under construction at 1717 Avenue Road that buildings greater than 4 storeys in height are located.

There is variation in both the use and streetscape as one progresses south to north. The southern most portion between Lawrence and Deloraine Avenues, is characterized by larger lots with low-rise buildings often set back from the sidewalk with parking between the building and the sidewalk or at the side. There is a weaker street edge and more curb cuts that diminish the pedestrian experience. Most of the potential redevelopment sites are located in this portion of the Avenue due to the larger consolidated lots and their relative underutilization for extensive surface parking.

The middle portion of the Avenue between Deloraine and Joicey Avenues takes the form of a more traditional ‘main street’ with one and two storey buildings constructed to the sidewalk presenting a tight continuous streetwall with few curb cuts. There are fewer larger consolidated sites and less redevelopment potential in this area. At the north end of the Avenue between Joicey Avenue and Ridley Boulevard are single detached dwellings with front lawns and driveway curb cuts and the most northerly block between Ridley Boulevard and Wilson Avenue is comprised of larger lots with low-rise apartment buildings and a commercial office building on the east side and institutional uses on the west side of Avenue Road.

The Public Realm

This portion of Avenue Road has a 27 metre right-of-way. There is great variation in the width of the sidewalk for several reasons. There are recessed parking bays for on-street parking on both sides of the street. In the area between the parking bays, the city sidewalks are up to 5 meters in width, but beside the parking bays they narrow to approximately 2.5 m. in width. North of Melrose Avenue the stores are set back from the property line which creates a wider pedestrian sidewalk. In 2006 and 2007 this segment of the Avenue Road right-of-way was reconstructed, and the roadway and sidewalks are in very good physical condition. At the time of the reconstruction, there were streetscape improvements made that went beyond rebuilding the road and sidewalk, including the

planting of additional trees and new decorative paving installed at intersections with lights and crosswalks.

The street furniture at the time of the study was inconsistent in design, insufficient in number and generally unattractive. There was a shortage of bus shelters and litter bins, newspaper boxes were not grouped and were scattered along the sidewalk, and the few benches were often plastic with advertising oriented towards passing vehicle traffic. Although there has not been full roll-out of the new street furniture, some of the new waste bins, benches and bus shelters have already been installed and will be an improvement. There are utility boxes on the sidewalks and boulevards that are in poor condition and often visually unattractive.

There are few public green or open spaces fronting Avenue Road, and the residential neighbourhoods to the east and west are also lacking in park space, particularly between Avenue Road and Yonge Street. Brookdale Park is the only public open space adjacent to Avenue Road. The Douglas Greenbelt is located a block from Avenue Road but can only be accessed at the north end and is in poor condition and underutilized. There are planted private green spaces in front of both the Bedford Glen condominium and at the gas station at the southeast corner of Roe Avenue and Avenue Road.

Signage

In the Study Area 19 rooftop billboard locations existed at the time of the study. This concentration of roof signs can be attributed to the low scale of buildings, the heavy vehicular traffic and the relative scarcity of alternative commercial properties with roof sign opportunities on Avenue Road between Lawrence Avenue and downtown. Both merchants and local residents are of the opinion that this concentration of rooftop billboards detracts from the visual appearance of the area. The first party signage identifying businesses is generally good quality and well-maintained.

Demographics

In the broader Study Area between Lawrence Avenue and Highway 401, Bathurst and Yonge Streets there were approximately 44,000 persons in 2006, which represented a 3 percent growth rate from the 2001 Census. This growth rate is 3 times the City average during the same period. The growth has been occurring primarily in the low-rise interior residential areas where smaller bungalows are being added to, or demolished to make way for larger homes with larger families. The area had a higher proportion of both children and persons over 75 years of age than the City as a whole in 2006, which is characteristic of an area in demographic transition.

Community Services and Facilities

The Community Services and Facilities study extended between Yonge and Bathurst Streets, Highway 401 and Eglinton Avenue. The area is well-served with libraries. There is a small Armour Heights library at the southwest corner of the intersection of Avenue Road and Wilson Avenue and there are four other libraries within or on the boundary of the study area: Barbara Frum, Forest Hill, Locke and Northern District.

Residents of the area have access to a variety of public recreation facilities, including indoor and outdoor swimming pools, skating rinks, gyms and program rooms. Armour Heights community centre which has a gym is located at the southwest corner of Avenue Road and Wilson Avenue and other facilities exist in the Study Area at Forest Hill Memorial Arena, Eglinton Park Arena, North Toronto Memorial Community Centre and Ledbury Park.

There are a total of nine elementary and five secondary schools within the Study Area with a 2006-2007 enrolment of 4,087 elementary and 3,063 secondary students. As well there are a considerable number of private schools, both secular and religious within the study area. Of the 7 Toronto District School Board (TDSB) elementary schools, all are full in terms of eligibility for provincial funding, but 5 have capacity for additional enrolment. Of the 3 TDSB secondary schools, Lawrence Park Collegiate and Forest Hill Collegiate are at capacity, in part because of lottery students, but Sir Sanford Fleming has significant unused capacity. The Toronto Catholic District School Board (TCDSB) schools in the Study Area are over-enrolled and there is limited capacity for new students. However, TCDSB staff indicated that a moderate increase in students could be accommodated over time.

There are twenty licensed daycare facilities in the Study Area offering 1,237 spaces. As of November 2007, there were almost no vacant spaces. This area has a shortage of daycare spaces.

Transportation

Avenue Road is a major arterial road with 4 vehicular lanes, widened centre turn lanes at signalized intersections, and the equivalent of two lanes of permanent recessed bays with metered public parking. While Avenue Road serves local residents and businesses, it is a direct route between Highway 401 at the north end of the Study Area and the downtown. As a result, Avenue Road accommodates high traffic volumes during the typical weekday rush hour periods, and there are often delays at the north end towards Wilson Avenue. This congestion in the north end of the Study Area makes it difficult for the residents of the dwellings on Avenue Road north of Joicey Avenue to exit from their driveways during rush hour. There are also peak hour delays created by vehicles making left turns, vehicles parking in the metered parking bays during rush hour; and trucks are making deliveries on the Avenue Road frontage. Outside of peak hours, traffic volumes are reasonable on this portion of Avenue Road. While traffic volumes are heavy on Avenue Road, formal traffic counts indicate these volumes are similar to those of a decade ago. The observed increase in traffic in this area has been on the east-west residential streets that intersect with Avenue Road.

There are few rear laneways serving the Avenue Road businesses, and much of the servicing is done from Avenue Road. The on-street parking bays are available for smaller delivery vans but larger trucks cause obstructions and traffic delays.

Avenue Road is better supplied than most Toronto arterial roads because the metered parking in the recessed bays is available all day rather just in off-peak hours. These

recessed bays are desirable since they provide a buffer between the pedestrian sidewalk and the busy roadway, and the area between the bays provides for a series of sidewalk widenings. Most of the large retail outlets have their own free surface parking lots, and there are two Toronto Parking Authority lots, one at the corner of Avenue Road and Roe Avenue with 39 spaces, and one north of Brooke Avenue with 97 spaces.

There are two TTC bus routes operating on this portion of Avenue Road. Route 61 operates from just north of the 401 to the Eglinton subway station and Route 142 is an express Avenue Road bus going directly downtown during weekday peak hours. The modal split for study area residents shows relatively low transit use, but there is capacity to increase service should transit demand increase.

Policy Framework

Official Plan

Properties fronting the west side of Avenue Road from Lawrence Avenue to Carmichael Boulevard and to Wilson Avenue on the east side are designated as *Mixed Use Area* in the Official Plan. Low rise residential areas to the east and west of Avenue Road are designated as *Neighbourhoods* as is the west side of Avenue Road from Carmichael Avenue to Ridley Boulevard. The west side of Avenue Road between Ridley Boulevard and Wilson Avenue is designated as *Apartment Neighbourhoods*.

The policies for *Mixed Use Areas* provide for a full range of residential, commercial and institutional uses to be developed near transit to provide new jobs and homes for Toronto's growing population. The policies call for new buildings to be located and massed to provide a transition between areas of differing development intensity and scale and particularly step down in height towards lower scale neighbourhoods. New buildings in *Mixed Use Areas* are to adequately limit shadow impacts on adjacent low-rise *Neighbourhoods* and be massed to frame the edges of streets and maintain sunlight and comfortable pedestrian conditions for pedestrians on adjacent streets, parks and open spaces.

Zoning By-law

The applicable Zoning By-law is North York By-law 7625. All of Avenue Road from Lawrence Avenue to Joicey Boulevard at the north end of the study area is zoned 'C1-General Commercial'. The 'C1' zoning permits commercial and mixed commercial-residential buildings up to 3 storeys in height, with a maximum density of 1 times the lot area. The existing zoning provisions were previously the lower rung of a two-tier regulatory system. The Official Plan for the former City of North York, repealed in 2002, designated this portion of Avenue Road as 'Arterial Corridor Area' which provided for: buildings generally in the range of 3 to 6 storeys in height and a maximum density of 2 times the lot area. However, lots with less than 30 metres frontage were still limited to 1 times density and a maximum height of 3 storeys. The zoned maximum, even for larger lots, of 1 times density and 3 storeys in height, was essentially a lower-tier 'holding' mechanism. Through a series of studies showing acceptable servicing and transportation impacts, and compatibility with surrounding areas, a rezoning could be

approved for larger lots to provide up to 2 times density and higher heights. With the repeal of the North York Official Plan, the 'C1' zoning alone provides the maximum permitted density and height for development on the Avenue. As approximately 44 per cent of buildings on Avenue Road exceed the maximum permitted density, the in-force 'C1' zoning does not recognize the existing built fabric or provide a framework for future growth.

Retail Study

A Retail Study was conducted in the summer of 2007 by two graduate planning students from York University, under the supervision of City Staff. The purpose of the study was to provide information on the nature of the local retail sector and to give a voice to the merchants who otherwise did not participate in the LAC. A questionnaire was administered to 137 owners or managers of first floor retail establishments in the Study Area. The results of the merchant's survey were considered by the LAC, consultants and City staff in formulating the recommendations for this study.

Some of the key traits of the retail structure of the Avenue Road commercial area are:

- Over 77 percent of uses are retail with the remainder being food, business and beauty and health services.
- The majority of establishments are between 500 and 1,000 square feet and there are only 10 stores over 5,000 square feet.
- The majority of merchants have been on Avenue Road for over 5 years.
- Eighty percent of the merchants rent rather than own their establishments.
- The 137 establishments surveyed employ 711 full-time and 477 part-time employees.
- A majority of merchants believe that more than half of their clientele is local, but most merchants also believe that the largest number of their customers arrive by car.

Merchants considered that being in the midst of a prosperous local community was a major advantage for this portion of Avenue Road, but some also cited good exposure to passing traffic and access to Highway 401 as being major advantages. This was particularly true for businesses such as florists and service stations. Location disadvantages mentioned were the lack of parking (free) for clients, and the disruptions created by recent road reconstruction.

Although four-fifths of the merchants rent their premises, they are very interested in the appearance and prosperity of the street. The improvements that were most often cited as being necessary for Avenue Road were:

- more parking (free, cheaper, less parking enforcement);
- public realm beautification (trees, art, etc);
- better and more plentiful street furniture (benches, garbage bins); and
- more green space and public space.

No consensus was reached among the merchants as to the desired scale of new buildings on Avenue Road. Thirty four percent wanted to see two storey developments that reflect

the existing built form. However, 22 percent would like to see four storey development at the sidewalk and 36 percent wanted to see development that was higher than 4 storeys. On the larger and deeper lots two-thirds of the merchants favoured buildings of five to seven storeys in height, provided they were well-designed.

A slight majority of the merchants opposed additional rooftop billboards on Avenue Road and most wanted to see any new development meet 'Green Building Standards'. An overwhelming majority of those surveyed favoured the concept of a local 'Brand' such as 'The Upper Avenue'. However, there was little support for the creation of a Business Improvement Area or even a business association that might support such an area identity.

GUIDING PRINCIPLES FOR THE AVENUE ROAD STUDY

Key themes emerged from the initial public meetings and early LAC discussions that would focus the study. The existing street is a prized local 'main street' and the pattern of retail uses at grade framing the sidewalk should be continued. Significant importance was attached to improving conditions for pedestrians in the public realm. The lack of green space on the street and surrounding neighbourhood was a deficiency that should be addressed. Environmental sustainability should be an integral part of all new development and the existing public and private realm on this Avenue. While there was an acceptance that growth would gradually occur, the community is of the opinion that new development should be of a relatively modest mid-rise scale that is compatible with the traditional low-rise built-form of the street and the surrounding neighbourhoods.

Based on input from the public open houses and the LAC, the following guiding principles were developed for the Avenue Road study:

1. Maintain the village atmosphere by ensuring that redevelopment and public realm improvements contribute to a more walkable Avenue Road.
2. Encourage vibrancy through a mix of uses, with retail-oriented uses at grade and a mix of retail, commercial and residential throughout the Avenue.
3. Maximize opportunities for greening the street through private and public investment including 'green buildings', new parks and open spaces.
4. Build on the corridor identity through branding 'The Upper Avenue', creating gateways, public art, signage, new street furniture etc.
5. Encourage revitalization with high quality development of a modest scale.

GREENING AVENUE ROAD

Strategy to 'Green' City-Owned Lands

Due to the low provision of parks and open spaces, this area has been identified as a parks priority area in the City Parks By-law wherein a higher alternate parkland dedication rate will be levied on new development. In past decades development has been slow, incremental and relatively modest on this part of Avenue Road, and parks levy funds cannot be relied upon as an available source of funds for new green space.

Therefore, the emphasis in this Avenue study has been to identify city-owned lands that have the potential to provide new or improved green space. Without extensive funds to purchase new public lands, this strategy is the most realistic path to a greener Avenue Road corridor.

Rehabilitation of Douglas Greenbelt

The Douglas Greenbelt is a ravine park one block west of Avenue Road that is part of the larger Don River ravine and valley system. As half of the ravine was historically in the former City of Toronto and half was in the former City of North York, this greenbelt has been an ‘orphan’ and is in poor shape, underutilized and difficult to access. As this is the only park near the parks deficient east side of Avenue Road, it should be a priority to rehabilitate the Douglas Greenbelt.

Redesignate and Rezone the former Toronto Portion of the Ravine Park

While the North York portion is designated as *Parks and Open Space Area* in the Official Plan and zoned for parkland, the former Toronto half is designated as *Neighbourhoods* and zoned for residential use. It is recommended that Council amend the Official Plan to designate the entire Douglas Greenbelt as *Parks and Open Space Area* and rezone the portion of the ravine subject to the Toronto By-law 438-86 from ‘R2’ to ‘G’ to recognize the entire greenbelt as a ravine park. The entire greenbelt will be zoned for parks purposes in the new harmonized City of Toronto Zoning By-law.

Reacquire and Reopen the Southerly Access to the Ravine Park

The most immediate need is to reacquire and re-open the southerly access of the Greenbelt to Glengarry Avenue. Currently there is a northerly access and staircase from Douglas Avenue into the ravine, and a well-worn footpath through the ravine that ends abruptly at a fence just before the traditional exit onto the Glengarry Avenue sidewalk. In 2005, when the City sold the unopened Glengarry Avenue right-of-way to the Medical Centre at 250 Lawrence Avenue West, the sale inadvertently included the corner of the ravine lands where the only possible southerly access exists. Staff initiated negotiations with the owner to acquire the southerly access to the ravine park from the sidewalk on the north side of Glengarry Avenue. Reopening the southerly access will increase usage and provide pedestrian connections to Lawrence Park Collegiate and the Chatsworth Ravine system to the south.

Renaturalization and Improvements to the Ravine

The Douglas Greenbelt Ravine needs to be cleaned up and re-naturalized with additional tree planting. The pathway through the ravine needs to be improved as does the lighting and railings at the northerly entrance to the park. With these improvements and the opening of the access to Glengarry Avenue, the greenbelt will attract more use and be more secure for users. Funds for these improvements should be identified in future Parks Budgets and the Ravine Management Fund.

Improvement of the Douglas Avenue Access

The Douglas Greenbelt is not visible from Avenue Road and the entrance from Douglas Avenue is on a cul-de-sac that is not widely travelled. One means of drawing attention to the Greenbelt is to improve the south side of the Douglas Avenue boulevard from Avenue Road to the ravine entrance by planting trees, building a sidewalk and creating a visible entrance marker. Adjacent to the entrance at the east (cul de sac) end of Douglas Avenue is an underutilized public space that could be improved to create a park entrance for the ravine by creating a small plaza with seating, landscaping and improved lighting.

Creation of a New Park on the Roe/Old Orchard Bus Loop

An existing bus loop exists on the west side of Avenue Road on the block between Roe Avenue and Old Orchard Road. Scheduled service was removed from the bus loop in 2005, but it is still used for occasional unscheduled short turns and the property has not yet been declared surplus by the TTC. The narrow width and configuration of the property limit its development potential on the Avenue Road frontage, but it is ideally situated for the creation of a parkette on Avenue Road. When the loop is declared surplus by the TTC, priority should be given to its retention by the City and a parkette should be constructed on the site.

New Parkettes at Avenue Road Laneway Frontage

There are two unpaved laneways that run west of Avenue Road to Grey Road on the blocks between Douglas and Bedford Park Avenues and Woburn and Bedford Park Avenues. The Avenue Road frontage of these laneways could be closed for the depth of the abutting commercial properties and parkettes could be constructed. For access and egress the residential portion of the laneway would remain open to Grey Road. Residents and owners of properties abutting the laneways would need to be consulted regarding the consideration of the closure of the Avenue Road frontages.

Creating a Public Square at Dunblaine Avenue

Dunblaine Avenue, on the east side of Avenue Road, is a one-block street that terminates at Elm Road, and has 17 homes fronting the block. One possibility to create a new open space on the east side of the street would be to close the right of way between Avenue Road and the beginning of the residential street and create a new 'village square'. Residents of the Dunblaine Avenue block east of Avenue Road were informally canvassed in the summer of 2007 and were interested in pursuing the idea.

Vehicles approaching Avenue Road from Dunblaine Avenue to the west would still be able to turn north or south onto Avenue Road and the traffic signal would continue to provide for pedestrian crossing. Vehicles using the easterly block of Dunblaine Avenue would access Avenue Road via Joicey Boulevard or Haddington Avenue. The existing commercial units that front Dunblaine Avenue facing the square could be serviced from the rear lane system that runs south from Dunblaine Avenue to Haddington Avenue. Transportation Management staff have reviewed this proposal and do not support it as the closure of Dunblaine Avenue would limit vehicular travel options and displace a significant number of vehicles to other nearby roads.

Creating ‘Green Fingers’

During a walking tour of the Avenue segment the LAC members identified underutilized or orphaned spaces between the buildings and the curbs where the east-west streets meet Avenue Road. These spaces could be landscaped and planted to create ‘green fingers’ extending into the neighbourhood where weeds now grow. The following intersections at Avenue Road were identified as potential ‘green fingers’.

West Side

- SW corner Bedford Park Avenue
- SW and NW corners of Douglas Avenue
- NW corner of Cranbrooke Avenue
- SW and NW corners of Brookdale Avenue
- SW corner Roe Avenue
- NW corner Wilson Avenue

East Side

- NE corner of Wilson Avenue
- NE corner of Haddington
- NE and SE corners of Felbrigg Avenue
- SE corner of Roe Avenue
- SE corner Deloraine Ave.
- NE corner Woburn Ave.

Staff investigated possible funding for the reconstruction of these right of way edges, but in every instance a degree of community stewardship was required to maintain the plantings. In the absence of a BIA or Business Association, local volunteers would be required to act as community stewards. Whenever one of these streets is reconstructed, the creation of a landscaped ‘green finger’ should be incorporated into the design.

Provision of Green Space in New Developments

The design guidelines for this segment of Avenue Road call for all new larger developments to provide a publicly accessible open or green space. All of the large developments are on corner lots, and the buildings should be sited to provide a setback at the corner or along the side street frontage to provide areas with seating, public art or other public amenities.

Planted Street Medians

Another underutilized public space that could be ‘greened’ are the existing painted centre lane medians on Avenue Road. Landscape planters could be constructed without requiring extensive road reconstruction. These medians would significantly enhance the Avenue Road streetscape, and could also be designed to provide a safe place for pedestrians crossing the street.

A NEW BUILT FORM FRAMEWORK FOR AVENUE ROAD

Through considerable work with the consultant and City staff, the LAC reached a consensus on new built form provisions which are proposed to be implemented through the zoning by-law regulations and urban design guidelines. The consultants report (Attachment 1) provides a series of recommendations to the City arising from this consensus, including a new regulatory framework for Avenue Road. The basic guiding principles underlying the regulatory framework are:

- To provide a good amount of sunlight on this pedestrian street throughout the day.
- To preserve a pedestrian sense of scale, by balancing the height of new buildings with the width of the street.
- To establish a minimum two storey street wall along the front property line to provide a sense of enclosure and reference the existing and historic form of buildings. Above the second storey, buildings with more than three storeys will be stepped back to help maintain the pedestrian scale and the village atmosphere.
- Create a continuous street wall with animated at-grade uses, and prohibit parking between the building and the sidewalk.

New Zoning Regulations

The current C1 zoning does not reflect the existing built densities or setbacks and is not the way forward to create the Avenue Road envisioned by study participants. A new zoning regulatory framework is needed to implement the study. Until the city-wide zoning by-law is in effect it is necessary to amend both the existing North York and City of Toronto zoning by-laws.

The amendment to the City of Toronto zoning by-law is to rezone the portion of the Douglas Greenbelt from an 'R2' residential zone to a 'G' parks zone. It is the amendment to the former North York Zoning By-law that will outline the new zoning provisions for this portion of Avenue Road. The amendment will rezone the commercial properties fronting Avenue Road from 'C1' to 'C4' as this zone most closely resembles the desired regime for these properties. However, an area specific exception will be required in the North York zoning by-law to fully implement the study recommendations as detailed below. The proposed amendments to the North York zoning by-law are appended as Attachment 4.

Minimum Building Height of 2 Storeys or 7.5 metres

New development will be required to have a minimum height of 2 storeys, or 7.5 metres, whichever is greater, in order to:

- provide for a 2 storey street wall along the front property line and a proper sense of enclosure;
- create opportunities for second floor offices suitable for business and professional offices to serve the community or rental housing; and
- prevent the underutilization of significant parcels of land on lands that the Official Plan has shown as a growth area;

In order to prevent second-storey facades with little real floor space, the proposed by-law requires that the two-storey height extend for at least 50 per cent of the depth of the building. The first floor of all buildings is intended to be used as commercial retail floor space to allow for a vibrant and animated pedestrian realm. The proposed by-law requires that the first storey have a minimum floor to floor height of 4.5 metres to allow for a full array of commercial uses.

Maximum Height: Angular Planes and 5 Storeys

The majority of properties have a lot depth between 27 and 37 metres, and the Avenue Road right-of-way is 27 metres wide. The consultant, city staff and the Local Advisory Committee worked to establish a regime of maximum heights that would balance the need to provide for intensification and a greater scale of development with the desire to retain the traditional 'village' feel of the street and pedestrian conditions.

A 45 degree angular plane was taken from the mid-point of Avenue Road and projected over the Avenue Road properties in the proposed by-law in order to: ensure sunlight on at least one sidewalk until late afternoon, maintain sky view from the sidewalks, provide a comfortable pedestrian scale environment, and assure a modest mid-rise built form. This corresponds with the angular plane that traditionally applied under the Arterial Corridor Area (ACA) designation guidelines of the former North York Official Plan.

To assure that new development is compatible with dwellings in the adjacent low-rise *Neighbourhoods* in terms of sunlight, sky view and privacy a 45 degree angular plane is proposed from a rear property line abutting an 'R' zone district. For most properties with a 27 to 37 metres lot depth, this would yield a 5-storey building, with the upper storeys set back, and a mechanical penthouse. The mechanical penthouse or other rooftop structures should not be more than 2 metres in height or penetrate the visual angular planes. The maximum height proposed for the five storey buildings is 16.5 metres, exclusive of the mechanical penthouse, to allow for a 4.5 metre high first floor for retail uses. A diagram showing the building envelope resulting from these height limits, angular planes and required setbacks is found in Attachment 1 to this report.

Building Step Backs

In addition to requiring buildings to be stepped back to fit under the 45 degree angular planes, the consultants recommended a setback of a minimum 2 metres above the second storey on the Avenue Road frontage. This step back is to reference the established and historic 2 storey fabric of the street. However, the report also recommended where the building is only 3 storeys in total height, no step back should be required above the second storey on the Avenue Road frontage. Lintels, changes in materials and other architectural devices would also be encouraged to mark this line at the top of the second storey. These recommendations are implemented in the proposed Zoning By-law.

Front Yard Setback

The sidewalks on the public right-of-way vary between 2 and 5 metres in width, even on the same block, due to the recessed parking bays on the southerly portion of this segment of Avenue Road. North of Melrose Avenue, the stores are set back from the front property line and the sidewalk is wider. It is desirable to maintain the current sidewalk widths and maintain a continuous building street wall.

North of Melrose Avenue to Joicey Avenue, the proposed by-law requires that any new building be set back from the property line at a distance that is the average of the buildings to the north and south of it, thereby retaining the wider sidewalk space for

pedestrians. At least 80 per cent of the front wall of the building must be at this setback line to maintain the continuous building street wall.

South of Melrose Avenue, a new building fronting onto Avenue Road will be built to the front lot line along at least 80 per cent of the frontage. This will maintain the existing sidewalk width and maintain or create a continuous building street wall.

Rear Yard Setback

Generally the creation of a rear laneway is desirable to provide for loading and servicing for new development and a separation from the adjacent low-rise residential neighbourhood. Where no laneway exists or is proposed, such as a mid-block situation, a minimum setback of 7.5 metres from the rear property line is proposed to provide separation and mitigate overlook to the adjacent residential neighbourhood. Where a laneway exists or is being created, the setback of new buildings should be 9 metres from the rear lot line. This will accommodate a two-way laneway and a 1.5 metre-wide landscape buffer strip along the rear property line next to the adjacent residential property.

Setback from the Top of Bank of Valleys and Ravines

Policy 3.4.8 of the Official Plan requires buildings to be set back at least 10 metres from the top-of-bank of valleys, ravines and bluffs to ensure slope stability, habitat protection and preservation of views to and from the natural area. This provision would apply to some properties on the east side of Avenue Road south of Douglas Avenue that border the Douglas Greenbelt and some properties on the west side of Avenue Road between Woburn and Brookdale Avenues that are adjacent to a ravine to the west. Both these ravines are shown as Natural Areas on Map 9 of the Official Plan. The proposed area-specific exception to the North York Zoning By-law and the new citywide harmonized Zoning By-law implement the Official Plan and require a 10 metre setback from the top-of-bank of these ravines.

Density and Use

As part of the study, the consultant modelled the buildings on the typical depth properties at the heights, massing and setbacks that the LAC had reached consensus on. The resulting densities were between 2.5 and 3 times the lot area. A total density of 3 times the lot area, or 3 times the existing permission, has therefore been recommended for the typical lots on this segment of Avenue Road.

To ensure public access to and visual interest in the at-grade uses opening on to the sidewalk, the study recommended that residential uses or office uses that the public does not access should not be allowed at grade. The base C4 zoning in former North York Zoning By-law does not permit residential dwellings on the ground floor of the building, and this provision will be included in the area-specific provision of the new citywide harmonized zoning by-law.

The study concluded that at-grade retail and commercial uses should be directly accessible from the public sidewalk without stairs or ramps, in order to create universally

accessible premises for people with strollers, walkers, and wheelchairs. The proposed By-law provides that the first floor be within .2 metres of grade measured at the street opposite the door.

While second storey offices would be welcome, the study recommended that wholly commercial buildings be discouraged in order to provide additional population to support the retail base, maintain a mix of uses, and create a range of housing along the Study Area corridor. A maximum non-residential density of 2 times the lot area is proposed in the zoning. In order to reach the maximum permitted density of 3 times the lot area, one would be required to provide residential units in the upper storeys.

Height and Massing for Larger ‘Opportunity’ Sites

There are a number of larger sites on this segment of Avenue Road, all of which have a lot depth greater than 40 metres. When one applies the built form principles and proposed regulatory scheme for the base condition to these larger and deeper development sites, a higher scale of development would result. Utilizing a 45 degree angular plane from both the midpoint of Avenue Road and the rear property line on the deeper properties results in seven buildable storeys of development, and room for the mechanical penthouse within the angular plane. The same base condition setbacks and angular planes applied to deeper sites produces a higher-scale building. The implementing zoning by-law therefore proposes a maximum height for these deeper and larger sites of seven storeys or 22.5 metres whichever is greater. A diagram showing the building envelope for these deeper and larger sites is found in Attachment 1 to this report.

It is important to note that the proposed height limit on the deeper and larger properties was the one matter that the LAC could not reach a consensus on. Half of the LAC supported the seven storey height maximum, while half were of the opinion that the five storey height maximum should apply to all properties along Avenue Road, regardless of lot depth and area.

There were several other sites with an equivalent depth that were not identified as potential redevelopment sites because they were recently redeveloped (eg. The Shoppers Drug Mart at Lawrence and Wilson Avenues) or were unlikely to redevelop because of the market position of the existing owners (eg. the auto service stations, Pusateri’s).

There have been two changes in the identification of the larger opportunity sites since the time of the Consultant’s report. The depth of the site at the northwest corner of Avenue Road and Brookdale has been reduced as two detached houses have been constructed along the Brookdale frontage. The redevelopment of this site is constrained by the requirement to replace all of the residential units in the three apartment buildings on the site. An assembly at 1648 to 1660 Avenue Road had not been identified through assessment records, but had existed at the time of the study, for a property at the northwest corner of Avenue Road and Cranbrooke Avenue. This site has a lot depth of over 45 metres, but is constrained by the need to set any new development 10 metres back from the adjacent ravine top-of-bank.

The ten larger and deeper development sites with a proposed height limit of 7 storeys or 22.5 metres, shown on Schedule “A” of Attachment 4 to this report are as follows:

1. The Beer Store, SW corner of Bedford Park Avenue
Frontage: 37 metres Depth: 58 metres
2. KFC/Ex Toggery, SW corner Cranbrooke Avenue
Frontage: 29 metres. Depth: 41 metres (variable)
3. 1648-1660 Avenue Road., NW corner Cranbrooke Avenue
Frontage: 33 metres Depth: 46 metres
4. 1678-1688 Avenue Road., 412 Brookdale Avenue, NW corner Brookdale
Frontage: 47 metres Depth: Approx. 46 metres
5. McDonalds, NW corner Roe Avenue
Frontage: 30 metres Depth: 66 metres (variable)
6. Bruno’s/Drug Store, Between Dunblaine Avenue and Joicey Boulevard Avenue Rd.
Frontage: 76 metres Depth: 40-44 metres (variable)
7. No Frills & Adjacent Retail, Between St. Germain Avenue and Melrose Avenue on ES Avenue RD
Frontage: 101 metres Depth: 51-73 metres (variable)
8. TD Bank Site, NE corner Brookdale Avenue
Frontage: 34 metres Depth: 44 metres
9. Nissan Dealership, Between Cranbrooke and Brookdale Avenues, ES Avenue Road
Frontage: 67 metres Depth: 44 metres
10. RBC/former Shoppers Drug Mart, Between Woburn and Cranbrooke Avenues, on ES Avenue Road
Frontage: 33-37 metres (variable) Depth: 40-44 metres (variable)
These are two separate sites divided by a public laneway, but can be developed independently, and have been modelled as two separate developments.

When the setbacks, angular planes and a seven storey height limit are applied to these sites, the consultant’s modelling showed the density potential ranged between 2.4 and 3.75 times the lot area. The resultant densities cluster around 3 times the lot area, the same density that is generally recommended for this segment of Avenue Road. No special density provisions are therefore recommended for the larger opportunity sites.

Impact of Development on the Ten Larger/Deeper Potential Development Sites

The consultants reviewed the impacts of the nine larger/deeper development sites recommended in their report, were they to be developed under the proposed regulatory

scheme. The nine sites would yield approximately 540 units, or 1080 persons assuming 2 persons per unit. While these developments can be expected to occur incrementally over time, the cumulative impacts should the sites be developed as modelled can be summarized as follows:

- 7-storey buildings with recessed upper floors falling within the angular planes would have no significant shadow or sky view impacts. Sunlight would be maintained on at least one sidewalk until 3 or 4 p.m. on September/March 21st.
- 7-storey buildings with a maximum height of 22.5 metres would be in proportion to the 27 metre right-of-way. Generally, to maintain a good sense of proportion and enclosure, building heights should approximate the width of the right-of-way.
- There would be minimal traffic impact from the nine modelled developments. On average each of the nine potential developments would generate 20 vehicle trips in the morning peak period and 24 vehicle trips in the afternoon peak period. Especially when dispersed over a relatively long distance, these developments would have a negligible effect on local traffic volumes.

The nine potential development sites modelled would generate approximately 54 elementary school students and 30 secondary school students for the Toronto District School Board over the course of an extended build-out period. The Toronto Catholic District School Board would have approximately one-third that number of students added by the new larger developments over the same extended build-out period. The Toronto Catholic School Board schools in the area are currently over-enrolled, but can accommodate small and gradual increases in enrolment in future years. All other community services and facilities are available, except for the previously noted shortage of daycare spaces.

Side Street Lots with Commercial Zoning

There are a small number of lots that front onto side streets, but are designated in the Official Plan as *Mixed Use Areas* and zoned 'C1' commercial in the North York Zoning By-law. These lots contain low-rise buildings that have a mix of wholly residential detached dwelling-houses, dwelling houses with home occupations, dwelling-houses converted to commercial uses and a few buildings that were originally constructed for commercial purposes.

The zoning for these lots is proposed to remain 'C1' and not be rezoned to 'C4'. The 'C1' zoning will still permit commercial uses, residential uses or a mix of commercial and residential uses up to a maximum density of 1 times the lot area and a maximum height of 3 storeys. If the Avenue Road properties develop to a higher scale, these properties would offer a transition in scale and use from Avenue Road to the surrounding residential areas. While the Avenue Study recommended an Official Plan Amendment to ensure low-rise transitional uses on commercially zoned lots fronting on the side streets, this can be accomplished by retaining these lands in the current 'C1' zoning and implementing the zone standards into the new consolidated citywide Zoning By-law.

Streetscape Improvements

New Street Furniture

At the time of the study, the street furniture on this segment of Avenue Road was inconsistent in design, infrequent and unattractive. There were few benches and many of them were plastic with extensive advertising oriented to the passing traffic. There was a shortage of recycling and litter bins and bus shelters, and the boulevard was blocked by many scattered newspaper boxes. In July 2007, the LAC members did a walking tour with City staff working on the new street furniture program, which has resulted in some recommendations for the placement of street furniture on this segment of Avenue Road. In the interim, there has been a partial rollout of the new street furniture with some of the new litter bins, benches and bus shelters already in place.

Avenue Road has a unique right-of-way layout in that portions of the sidewalk are wider than most 'Avenues' in the City and the recessed parking bays provide a rhythm of narrow sidewalks adjacent to the bays and wider sidewalks between the parking bays. In view of the unique layout of the right-of-way, Avenue Road presents opportunities for the placement of street furniture that may differ from aspects of the standard placement guidelines. The Avenue Study made the following recommendations for the placement of street furniture on this segment of Avenue Road:

- At each transit stop there should be a grouping of a transit shelter with interior bench, a multi-publication newspaper box and a litter/recycling bin. There are no parking bays beside transit stops, so the sidewalks are wide and can accommodate all of these street furniture elements.
- Where there are wide sidewalks in the northern portion of the east side of Avenue Road and in certain blocks where the sidewalk widens between the recessed parking bays, unique opportunities exist to place benches facing each other perpendicular to the street as an alternative to single benches facing the storefronts or the street.
- Relocating bicycle parking and parking ticket dispensers to the 'bump-outs' between the recessed parking bays will free up space in the narrower portions of the sidewalk for pedestrians.
- There is no need for information kiosks or public toilets, but community information boards would be desirable
- Outdoor bicycle parking is recommended on the 'bump-outs' between parking bays, on the paved side street rights-of-way and grouped within parking lots. Bicycle storage bins are not recommended for the sidewalks due to their size.
- There are strategic locations for particular pieces of street furniture that would benefit adjacent retail establishments and the public. For example, litter/recycling bins should be located near take-out restaurants, coffee shops, and ice cream stores.

Public Art

The intersections of Avenue Road/Wilson Avenue and Avenue Road/Lawrence Avenue are gateway locations that thousands of cars pass through daily. Future development at these intersections should incorporate public art, and these locations should be included

in the City's Public Art Master Plan as preferred locations for public art when that document is prepared. In addition, when developments are undertaken on the 10 larger/deeper sites, they will be encouraged to provide public art on-site as an element of the development.

There are also a number of utility boxes on the boulevard which are rusted and unsightly. The study recommends that the City work with the utilities and local artists/art students to create pieces of art on the utility boxes. These utility boxes are also a potential means of identifying the 'Upper Avenue'.

Rooftop Billboards

In 2007 there were 19 rooftop billboard locations, most with multiple signs that detract from the amenity of the streetscape. Both the majority of the surveyed local merchants and the area residents on the LAC did not wish to see additional billboards erected. Due to the heavy through traffic on Avenue Road and the fact that this is one of the few areas of Avenue Road north of downtown where roof signs are permitted, this area has been a focus of outdoor advertising activity.

Rooftop billboards are regulated under the Sign By-law for the former City of North York, By-law 30788, which requires that rooftop billboards be at least 153 metres (500 feet) from one another. Even if all of the roof signs had been erected legally, there is an opportunity for 5 more to be erected as-of-right.

The Avenue Study recommended that By-law 30788 be amended to prohibit the erection of additional rooftop billboards on the portion of Avenue Road between Lawrence Avenue and Wilson Avenue. A new harmonized citywide Sign By-law will be presented to Council in the fall of 2009. It should prohibit roof signs on Avenue Road between Lawrence and Wilson Avenues. If the new citywide Sign By-law is enacted, and the former North York Sign By-law is repealed, prior to the implementation of this Avenue Study, no amendment to the North York Sign By-law is required.

Urban Design Guidelines

There are many aspects of the design of new buildings and open spaces that are not regulated by the zoning by-law. Site Plan Agreements address many of the aspects of building massing, exterior façade and materials, sustainable building elements, vehicular access, parking, servicing and loading, and landscaping. Included as Attachment 5 to this report are Urban Design Guidelines that are recommended for adoption by Council to guide the design of new development on this segment of Avenue Road. New development should be designed in a manner that is consistent with these guidelines, and they will be used by the City in the review of Site Plan applications.

Much of the detail of height, building step backs, setbacks from lot lines, and build-to lines, the elements that form the basic building envelopes, are set out in the area-specific zoning provisions. The Urban Design Guidelines add details related to matters such as:

- techniques of varying the building facades with visibility from the street
- design of storefronts and entrances

- articulation rather than blank facades where there are no windows
- special architectural expression at corners
- weather protection elements for pedestrians
- breaks in building form and mid-block connections on larger developments
- well-considered building materials, particularly at pedestrian levels
- integrating mechanical penthouse materials and design into the overall building form
- meeting the City's Green Development standards
- requiring vehicular access to lanes, garages and service areas from the residential side streets, not Avenue Road
- ensuring traffic is channelled away from residential side streets through physical design and signage
- preference for below-grade structured parking and placement of any surface parking at the rear of buildings
- keeping utility facilities and storage bins internal to new buildings
- keeping service areas away from public view
- providing private open space at the corner in each development to increase the public realm, and
- tree-planting conditions and species.

Area Traffic Study

Based on the analysis of traffic counts, traffic volumes on Avenue Road are heavy but have not increased significantly over the past two decades. There is a tremendous volume of through traffic travelling between Highway 401 and the City to the south of this Avenue segment, and this has long been the case. What has been noted is an increase in traffic on the residential side streets east and west of Avenue Road. The consultants report recognized the problem of traffic infiltration through these neighbourhoods, and recommends that the City conduct an area traffic study that extends beyond the Avenue Road intersections to identify problems and measures to discourage through traffic on the residential side streets. City staff concur and have made a similar recommendation to Council.

Design of Vehicular Access in New Development

The Avenue Road Urban Design Guidelines recommend that all vehicle access to parking, laneways and servicing and loading areas be from adjacent side streets and not from Avenue Road in order to:

- maintain a continuous street façade;
- protect pedestrians by not having cars or trucks cross the sidewalks;
- prevent traffic obstructions caused by drivers attempting left turns out of Avenue Road driveways, especially where there are driveways on opposite sides of Avenue Road; and
- channelling turning cars to intersections, some of which are signalized, where turns can be made more safely.

All of the larger/deeper sites have a location at an intersection and can be accessed from a side street rather than Avenue Road.

Because of the increased traffic infiltration into the adjacent residential neighbourhoods, the Urban Design Guidelines recommend signed turning restrictions and driveways designed to channel vehicles away from local residential streets.

Parking

Avenue Road is generally well-served with short and long-term parking because of the presence of 24-hour parking spaces in the recessed bays, and two off-street Toronto Parking Authority (TPA) lots having a total of 135 parking spaces. In addition to this paid parking there are numerous ‘free’ parking lots associated with major retail establishments.

The two TPA lots are in the northern half of the study area and many of the ‘free’ surface parking lots are associated with the 10 larger/deeper sites that have redevelopment potential. There could be a future shortage of short-term parking in the southern portion of the study area, and new public parking should be focussed south of St. Germain Avenue, at least 3 blocks away from the nearest TPA lot. The Toronto Parking Authority has indicated their willingness to pursue additional parking in the south half of this Avenue segment, likely going underground in a future development.

The Urban Design Guidelines indicate that below-grade parking is the preferred form of on-site parking in new developments, and that above-ground parking structures be discouraged. In the below-grade structured parking there should be some short-term public parking available for retailers and customers. On larger lots this can be developed in conjunction with the TPA. There are instances where surface parking is required because the size of the lot cannot accommodate a below-grade structure. The area specific By-law proposes to prohibit surface parking in front of buildings connect building with the public realm and provide accessibility directly from the sidewalk. The Design Guidelines recommend that all new development should locate surface parking areas at the rear of buildings within the areas zoned for parking to serve commercial uses.

Branding the ‘Upper Avenue’

There was a consensus among community representatives on the Local Advisory Committee that the commercial ‘village’ along this portion of Avenue Road was distinctive, but lacked a ‘brand’ or name in the public consciousness. LAC members suggested ‘The Upper Avenue’ as a name that conveyed the higher-end retail nature of the street. When 137 merchants were surveyed they liked both the idea of ‘branding’ the retail area and the specific name ‘The Upper Avenue’.

This is a critical time to implement any branding of the ‘The Upper Avenue’ as new street signs are about to be installed on this portion of Avenue Road. These are the two key elements in identifying a distinctive area. As there is no Business Improvement Area

or Business Association on this portion of Avenue Road, alternative means of funding the added costs for ‘branded’ street signs will have to be found. The branding of street furniture is not permitted under the street furniture contract where there is no Business Improvement Area. However, alternatives such as area banners or identification posts could be considered.

The Need for a Community Association

Currently there is neither a Business Improvement Association (BIA) nor even a Business Association on this portion of Avenue Road. Because of unfortunate experiences and conflict in the past, the creation of a BIA is very unlikely. However, during the course of the survey several dozen merchants expressed an interest in participating in a broader community association representing both merchants and residents, as did the leaders of local residents associations. A Community Association could be vital to the creation of an attractive and vibrant ‘Upper Avenue’ through many forms of community stewardship.

Home Occupations

The Official Plan permits home occupations in residential *Neighbourhoods* throughout the City. Home occupations occur when the resident opens an office or studio in part of their home and uses it as their primary place of work. The portion of the broader study area within the former City of Toronto permits home occupations under the former Toronto Zoning By-law, while home occupations are not permitted in the portion of the study area covered by the former North York Zoning By-law.

The Local Advisory Committee, including representatives of the local Ratepayers Associations, reached a consensus that home occupations were beneficial to individual residents, the environment, and communities and recommended that the North York Zoning By-law be amended to include the home occupation provisions of the former Toronto Zoning By-law. However, the new citywide harmonized Zoning By-law is proposing to permit home occupations in residential neighbourhoods across the entire City. The proposed area-specific amendments to the North York Zoning By-law attached to this report permit the same home occupations as will be permitted in the citywide Zoning By-law.

Section 37 Community Benefits

Section 37 of the *Planning Act* allows municipalities to permit additional heights and densities above those normally permitted by the zoning by-law in return for ‘community benefits’ such as public art, affordable housing or community facilities. City staff consider the issue of community benefits once they are satisfied that any application represents good planning and will be recommended for approval.

The regulatory scheme set out in the proposed zoning by-laws accompanying this report replace outdated zoning, and are based on detailed study and sound planning principles.

As such, new development should meet the height and density permissions recommended by this Avenue study and there would be little or no opportunity for the contribution of Section 37 benefits. The Study therefore does not identify priority community benefits for Section 37 agreements for development within this Avenue segment.

Contact

Paul Bain, Program Manager

Tel. No. 416-392-8781

Fax No. 416-397-4080

E-mail: pbain@toronto.ca

SIGNATURE

Barbara Leonhardt
Director, Policy and Research
City Planning Division

Thomas C. Keefe
Director, Community Planning, North York District
City Planning Division

ATTACHMENTS

Attachment 1: Proposed Building Envelope Diagrams

Attachment 2: Proposed Official Plan Amendment

Attachment 3: Proposed Amendment to Toronto Zoning By-law 438-86

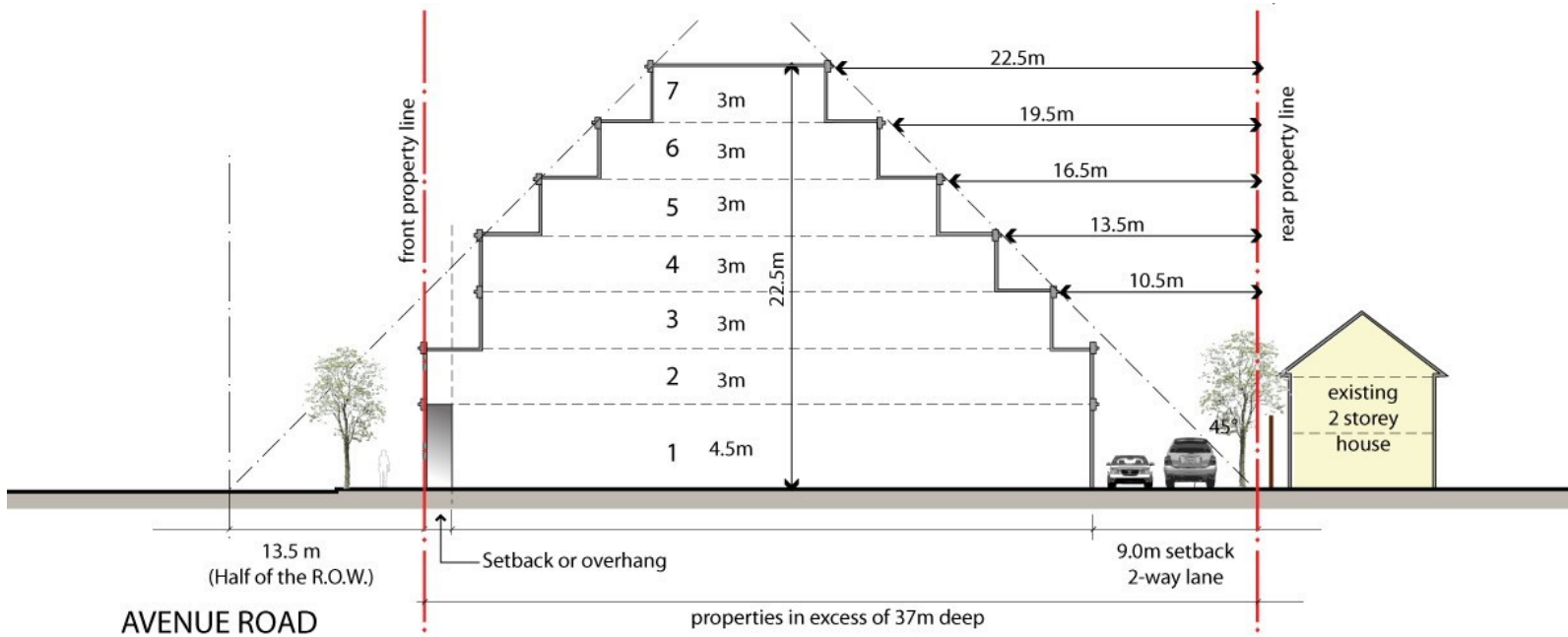
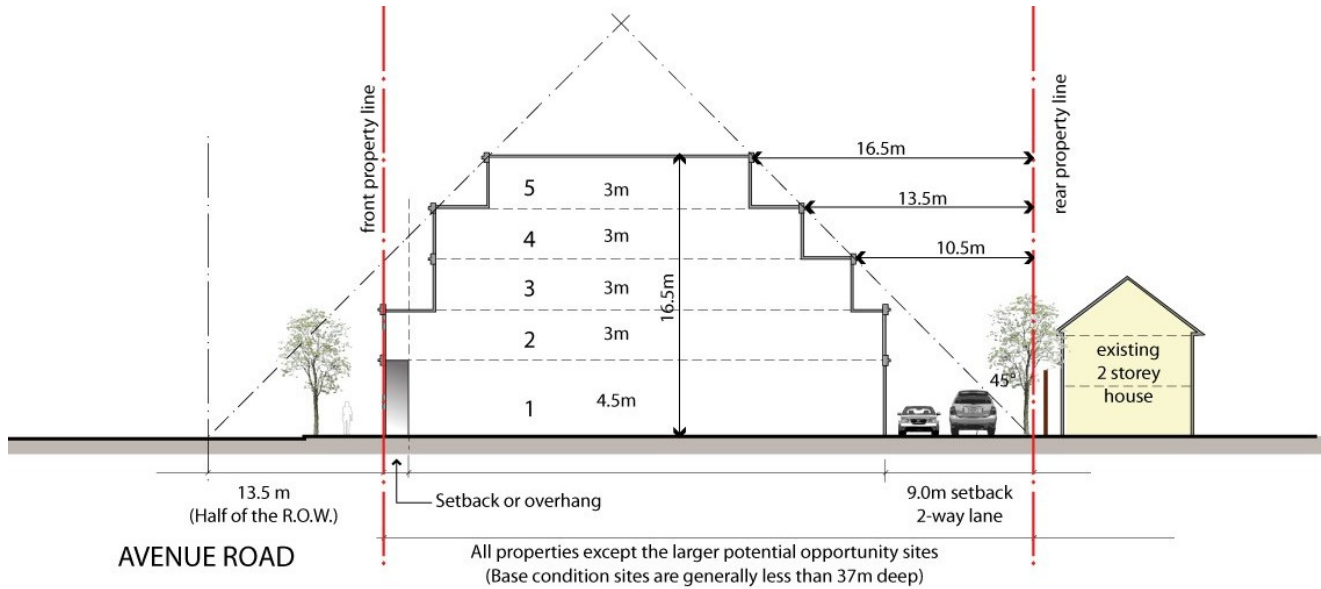
Attachment 4: Proposed Amendment to North York Zoning By-law 7625

Attachment 5: Proposed Avenue Road Urban Design Guidelines

Attachment 6: Avenue Road Avenue Study, April 2008 BMI/Pace Consultants

[P:\2008\Cluster B\PLN/pg090040

Attachment 1: Proposed Building Envelope Diagrams



Attachment 2: Proposed Official Plan Amendment

Authority: North York Community Council Item _____
Adopted by City of Toronto Council on _____

Enacted by Council: _____

CITY OF TORONTO BY-LAW No. _____

To adopt Amendment No. 105 to the Official Plan with respects to lands within the Douglas Greenbelt

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

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

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

1. The Official Plan of the City of Toronto is amended as follows:

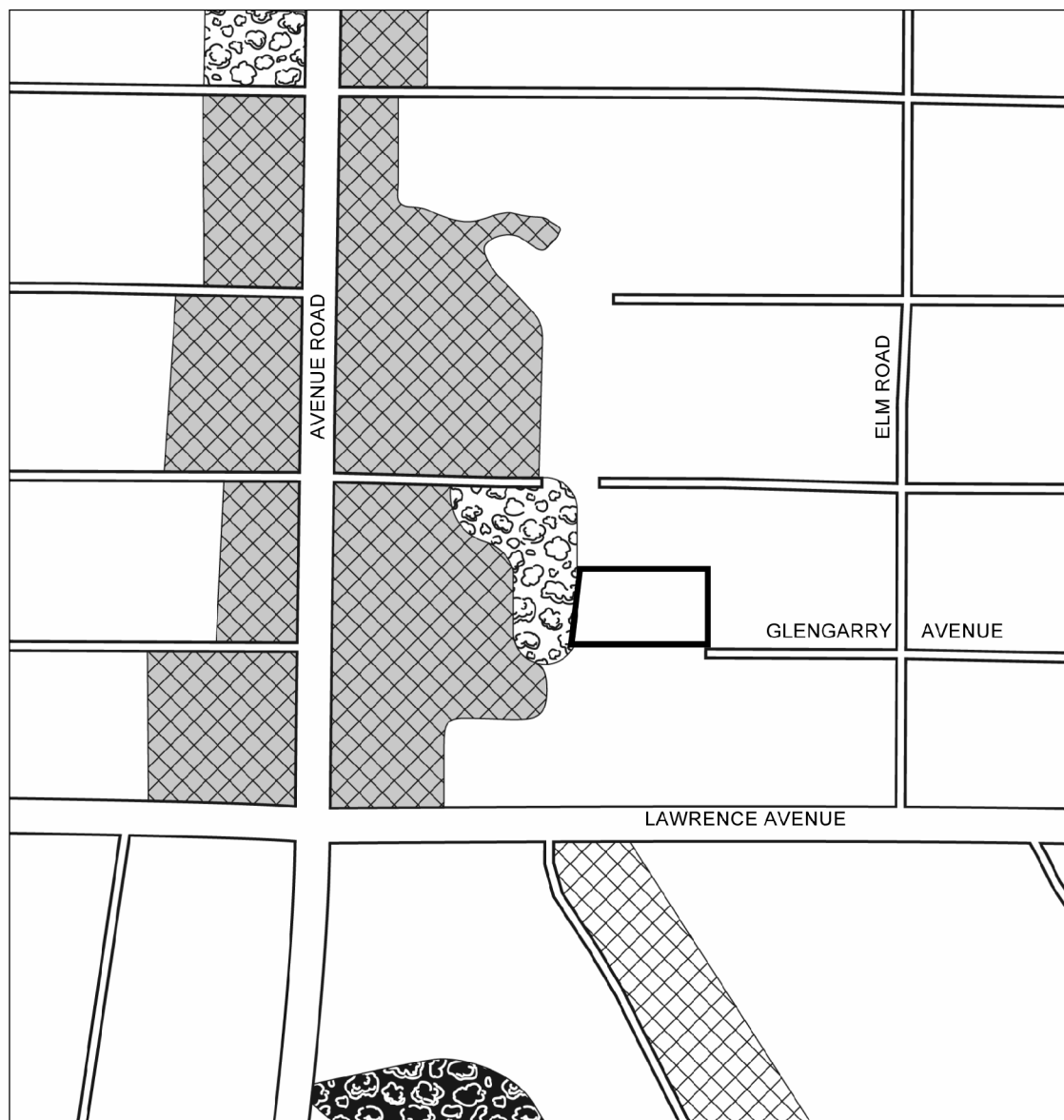
Map 17, Land Use Plan, is amended by redesignating the lands in the Douglas Greenbelt as outlined by a heavy line on Schedule 1 from *Neighbourhoods* to *Parks and Open Space Areas-Parks* .

ENACTED AND PASSED this _____ day of _____

SANDRA BUSSIN
Speaker

ULLI WATKISS
City Clerk

(Corporate Seal)



Toronto City Planning
Official Plan

240-250 Glengarry Avenue

Schedule 1



↑
Not to Scale
10/09/2009

Attachment 3: Proposed Amendment to Toronto Zoning By-law 438-86

Authority: North York Community Council Item _____
Adopted by City of Toronto Council on _____

Enacted by Council on: _____

CITY OF TORONTO

BY-LAW No. -2009

**To amend former City of Toronto By-law No. 438-86, as amended, with
respect to lands
Within the Douglas Greenbelt**

Whereas the Council of the City of Toronto wishes to amend its Zoning By-law pursuant to Section 34 of the *Planning Act*, R.S.O. in order to recognize the existing Douglas Greenbelt ravine; and

Whereas the Council of the City of Toronto has conducted a public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

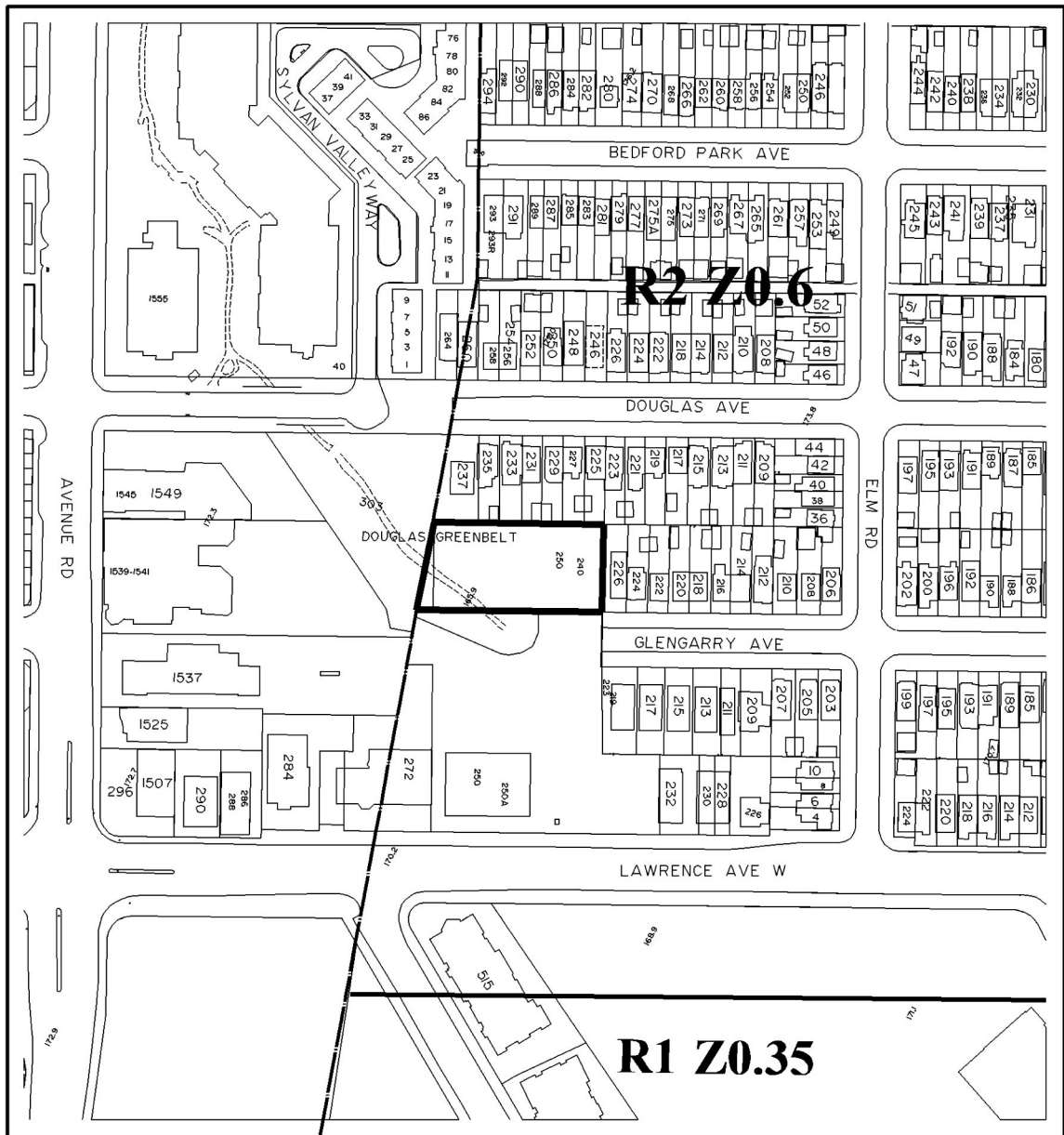
The Council of the City of Toronto HEREBY ENACTS as follows:

1. The lands identified with heavy lines on Schedule 1 attached hereto shall be rezoned from R2 Z0.6 to G through amendment to Appendix A, Map 50M 312.
2. The maximum height of any building or structure on the lands identified with heavy lines on Schedule 1 attached hereto shall be amended from 10 metres to 0 metres through amendment to Appendix B, Map 50M 312.

ENACTED AND PASSED this day of , 2009

SANDRA BUSSIN
Speaker

ULLI WATKISS
City Clerk



Attachment 4: Proposed Amendment to North York Zoning By-law 7625

Authority: North York Community Council Item, Item No.—as adopted by City of Toronto Council

On ____, 2009.

Enacted by Council: ____, 2009

CITY OF TORONTO

Bill No.

BY-LAW No. ____ 2009

**To amend North York Zoning By-law No. 7625 as amended,
with respect to the lands in the vicinity of Avenue Road
north of Lawrence Avenue and south of Wilson 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. Schedules ‘B’ and ‘C’ of By-law 7625 of the former City of North York are hereby amended in accordance with Schedules 1 to 10 of this By-law.
2. Section 64-26 of By-law No. 7625 is amended by adding the following subsection:

“64.26(12)

PERMITTED USES

- (a) In addition to all uses normally permitted in a C4 zone under Section 26(2), an apartment building with non-residential uses on the first floor or the first and second floor is permitted.
- (b) Renewable Energy Uses
 - i) A renewable energy or cogeneration device is permitted, but may not be located in a front yard or side yard that abuts a street.

- ii) A Photovoltaic solar energy device or thermal solar energy device is permitted provided that:
 - if located on a principal building the device is set back to all of the minimum setback requirements for a principal building, and no part of the device is more than 2 metres higher than the maximum height permitted for a principal building excluding any other permitted encroachments into the height limit.
 - if not located on a principal building, the device shall be subject to all the requirements of the applicable zoning by-law regulations for an ancillary building or structure.
- iii) A wind energy device is permitted provided all parts of the wind energy device complies with the minimum setback requirements for a principal building and that no part of the wind energy device exceeds the maximum height for a principal building as follows:
 - if the wind energy device is located on a lot that abuts a lot in a Residential zone category or the principal building on the lot is less than 25 metres in height, the device cannot exceed the height limit by more than 3 metres.
 - in all other cases the device cannot exceed the height limit by more than 5 metres.
- iv) A geo-energy device is permitted provided it meets all of the requirements for an ancillary building or structure.
- v) A cogeneration energy device is permitted only inside a permitted principal building on the lot.

EXCEPTION REGULATIONS

vvvv) Building Height

- i) Except for buildings or structures on the lands shown on Schedule 'A', the height of any part of a building or structure, exclusive of the mechanical penthouse or other rooftop structures, shall not exceed 5 storeys or 16.5 metres. The mechanical penthouse or other rooftop structures shall not exceed this height limit by more than 2 metres.
- ii) The height of any part of a building or structure on the lands shown on Schedule 'A', exclusive of the mechanical penthouse or other rooftop structures, shall not exceed 7 storeys or 22.5 metres, whichever is lesser.
- iii) The height of any part of a building or structure, including the mechanical penthouse, shall be contained within a 45 degree angular plane projected over the entire lot from grade level at a rear property line that is also the boundary of an R1, R2, R3, R4, R5, R6, R7, G, O1 or O3 zone district.
- iv) The height of any part of a building or structure, including the mechanical penthouse, shall be contained within a 45 degree angular plane projected over the entire lot from the surface of the centre-point of the Avenue Road Right-of-Way.

- v) The minimum height of any part of a building or structure, exclusive of the mechanical penthouse or other rooftop structures, shall not be less than 2 storeys or 7.5 metres whichever is greater, for at least 50 per cent of the total depth of the building or structure.
- vi) The first storey of any building or structure will have a minimum floor to floor height of 4.5 metres. For the purposes of this provision the first storey is deemed to be the storey with a floor level closest to the average elevation of the public sidewalk abutting Avenue Road.

d) Gross Floor Area

The maximum gross floor area shall not exceed 300 per cent of the lot area, of which no more than 200 per cent of the lot area shall be used for commercial purposes.

e) Setbacks

Rear

- i) Where no laneway exists on the rear portion of the lot, no part of any building or structure may be located within a setback of 7.5 metres from the rear property line.
- ii) Where a laneway exists on the rear portion of the lot, no part of any building or structure may be located within a setback of 9 metres from the rear property line. This setback shall include the minimum 1.5 metre-wide landscape strip required by Section 26(8) along the rear property line.

Front

- iii) Where a lot fronts onto Avenue Road between the Melrose Avenue and Joicey Blvd rights of way, no part of a building or structure shall be located within a setback from the front lot line that is the average of the shortest distance by which the front wall(s) of the adjacent building(s) or structure(s) are set back from their front lot line.

From the Top of Bank of Valleys and Ravines

- iv) A principal building or structure shall be no less than 10.0 metres from the top of bank of a valley or ravine.

f) Building Step-backs

Any building or structure greater than 3 storeys in height shall have a minimum 2 metre step-back of the main external building wall facing a lot line abutting a street, other than a public lane, at the top of the second storey. The stepback shall be measured from the main external face of the wall of the building at the top of the second storey.

g) Build-to Line/Minimum Height

Any building or structure abutting Avenue Road shall be built to a minimum height of two storeys at the property line or the front setback provided for in paragraph e)iii) and occupying at least 80 per cent of the length of the portion of the lot abutting Avenue Road.

h) Level of First Storey at Avenue Road

The finished floor level of the first storey of any building or structure fronting on to Avenue Road shall be within 0.2 metres of grade measured at the street line directly opposite each pedestrian opening.

i) Use of First Storey

At least 60 per cent of the floor area of the first storey of any building or structure fronting on to Avenue Road shall be used for non-residential purposes.

DEFINITIONS

For the purposes of this sub-section the following definitions shall apply:

Cogeneration Energy: means thermal energy and electrical energy simultaneously produced from the same process.

Geo Energy means energy derived from the temperature of the earth that is used to produce thermal energy or converted to produce electrical energy.

Renewable Energy: means energy obtained from solar energy, wind energy, or geo energy.

Solar Energy: means energy from the sun that is converted to produce electrical or thermal energy.

Wind Energy: means energy from the wind that is converted to produce electrical energy.”

3. Section 64.12 of By-law 7625 is amended by adding the following subsection:

“64.12 (19)

PERMITTED USES

In addition to those uses permitted in an R3 zone district, a home occupation is a permitted use provided:

- a) the home occupation shall not be permitted in conjunction with group homes or residential care homes;
- b) the home occupation shall not involve obnoxious uses;
- c) the home occupation shall not include:
 - i) the sale rental or lease of goods directly from the dwelling unit
 - ii) personal services
 - iii) an animal shelter or kennel
 - iv) vehicle repair, service, or washing or
 - v) a manufacturing use;
- d) outdoor activities or services, outside display or open storage is not permitted in conjunction with a home occupation;
- e) there shall be no employee working in the dwelling unit other than the business operator that resides in the dwelling unit, unless otherwise stated in this By-law;
- f) notwithstanding subparagraph e) above, where a dwelling unit contains a home occupation that is a health related service provided by a professional regulated under the College of Physicians and Surgeons of Ontario, or under the Regulated Health Professions Act, there may be one employee working in the dwelling unit in addition to the business operator that resides in the dwelling unit;
- g) on a lot where a sign is permitted, a sign for a home occupation may only be located on the front wall of the principal building;
- h) there shall be no alteration to the exterior of a building to accommodate a home occupation;
- i) the maximum floor area occupied or used by a home occupation is the lower of 25 per cent of total interior floor area for the principal building; or 100 square metres; and
- j) a home occupation is not permitted in an ancillary building or structure.

DEFINITIONS

For the purpose of this subsection, the following definitions shall apply:

Ancillary: means naturally and normally incidental, subordinate in purpose or floor area, and exclusively devoted to a principal use, building or structure.

Animal Shelter: means premises used for the keeping, adoption or disposal of stray, abandoned or wild animals.

Group Home means premises used to provide supervised living accommodation, licensed or funded under Province of Ontario or Government of Canada legislation, for three to

ten persons, exclusive of staff, living together as a single housekeeping unit because they require a group living arrangement by reason of their emotional, mental, social or physical condition or legal status.

Home Occupation: means a business use within a dwelling unit, where the dwelling unit is the principal residence of the business operator.

Kennel: means premises used for boarding, training or breeding of dogs, cats or other domestic animals.

Manufacturing Use: means the use of premises for fabricating, processing, assembling, packaging producing or making goods or commodities and it may include ancillary repair of those goods.

Obnoxious Use: means the use of premises in a manner that is offensive by the creation or transmission of noise, vibration, illumination, emissions, fumes, odour, dust or radiation, or any combination of these, beyond any lot lines of the premises.

Open Storage: means the use of premises for keeping or storing goods, commodities, containers or equipment other than in a wholly enclosed building. Public parking, or the parking or storage of vehicles in a vehicle depot or in a required parking space is not Open Storage.

Residential Care Home: means supervised living accommodation:

- i) licensed or funded under Province of Ontario or Government of Canada legislation,
- ii) for persons requiring semi-independent or group living arrangements by reason of their emotional mental, social or physical condition or legal status,
- iii) for more than ten persons, exclusive of staff, and
- iv) it may include associated support services.

Vehicle Repair Shop: means premises used for any form of vehicle service, repair or customizing, and which may include spray painting or repairing body or service or customizing, and which may include spray painting or repairing body or fender components, but excluding service, repair or customizing of construction or agriculture vehicles.

Vehicle Service Shop: means premises used for vehicle service or customizing, such as mechanical, electrical, glass or upholstery service or installation of parts or accessories, but excluding the spray painting or repairing body or fender components and the service or customizing of construction or agriculture vehicles.

Vehicle Washing Establishment: means premises used for washing or cleaning vehicles.”

4. Section 64.13 of By-law 7625 is amended by adding the following subsection:

“64.13(94)

PERMITTED USES

In addition to those uses permitted in an R4 zone district, a home occupation is a permitted use provided:

- a) the home occupation shall not be permitted in conjunction with group homes or residential care homes;
- b) the home occupation shall not involve obnoxious uses;
- c) the home occupation shall not include:
 - i) the sale rental or lease of goods directly from the dwelling unit;
 - ii) personal services;
 - iii) an animal shelter or kennel;
 - iv) vehicle repair, service, or washing; or
 - v) a manufacturing use.
- d) outdoor activities or services, outside display or open storage is not permitted in conjunction with a home occupation;
- e) there shall be no employee working in the dwelling unit other than the business operator that resides in the dwelling unit, unless otherwise stated in this By-law;
- f) notwithstanding subparagraph (e) above, where a dwelling unit contains a home occupation that is a health related service provided by a professional regulated under the College of Physicians and Surgeons of Ontario, or under the Regulated Health Professions Act, there may be one employee working in the dwelling unit in addition to the business operator that resides in the dwelling unit;
- g) on a lot where a sign is permitted, a sign for a home occupation may only be located on the front wall of the principal building;
- h) there shall be no alteration to the exterior of a building to accommodate a home occupation;
- i) the maximum floor area occupied or used by a home occupation is the lower of 25 per cent of total interior floor area for the principal building; or 100 square metres; and
- j) a home occupation is not permitted in an ancillary building or structure.

DEFINITIONS

For the purpose of this subsection, the following definitions shall apply:

Ancillary: means naturally and normally incidental, subordinate in purpose or floor area, and exclusively devoted to a principal use, building or structure.

Animal Shelter: means premises used for the keeping, adoption or disposal of stray, abandoned or wild animals.

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

Home Occupation: means a business use within a dwelling unit, where the dwelling unit is the principal residence of the business operator.

Kennel: means premises used for boarding, training or breeding of dogs, cats or other domestic animals.

Manufacturing Use: means the use of premises for fabricating, processing, assembling, packaging producing or making goods or commodities and it may include ancillary repair of those goods.

Obnoxious Use: means the use of premises in a manner that is offensive by the creation or transmission of noise, vibration, illumination, emissions, fumes, odour, dust or radiation, or any combination of these, beyond any lot lines of the premises.

Open Storage: means the use of premises for keeping or storing goods, commodities, containers or equipment other than in a wholly enclosed building. Public parking, or the parking or storage of vehicles in a vehicle depot or in a required parking space is not Open Storage.

Residential Care Home: means supervised living accommodation:

- i. licensed or funded under Province of Ontario or Government of Canada legislation,
- ii. for persons requiring semi-independent or group living arrangements by reason of their emotional mental, social or physical condition or legal status,
- iii. for more than ten persons, exclusive of staff, and
- iv. it may include associated support services.

Vehicle Repair Shop: means premises used for any form of vehicle service, repair or customizing, and which may include spray painting or repairing body or service or

customizing, and which may include spray painting or repairing body or fender components, but excluding service, repair or customizing of construction or agriculture vehicles.

Vehicle Service Shop: means premises used for vehicle service or customizing, such as mechanical, electrical, glass or upholstery service or installation of parts or accessories, but excluding the spray painting or repairing body or fender components and the service or customizing of construction or agriculture vehicles.”

Vehicle Washing Establishment: means premises used for washing or cleaning vehicles.

- 6) Section 64.14-A of By-law 7625 is amended by adding the following subsection:

“64.14-A(20)

PERMITTED USES

In addition to those uses permitted in an R4 zone district, a home occupation is a permitted use provided:

- d) the home occupation shall not be permitted in conjunction with group homes or residential care homes;
- e) the home occupation shall not involve obnoxious uses;
- f) the home occupation shall not include:
 - i) the sale rental or lease of goods directly from the dwelling unit;
 - ii) personal services;
 - iii) an animal shelter or kennel;
 - iv) vehicle repair, service, or washing; or
 - v) a manufacturing use.
- d) outdoor activities or services, outside display or open storage is not permitted in conjunction with a home occupation;
- e) there shall be no employee working in the dwelling unit other than the business operator that resides in the dwelling unit, unless otherwise stated in this By-law;
- f) notwithstanding subparagraph (e) above, where a dwelling unit contains a home occupation that is a health related service provided by a professional regulated under the College of Physicians and Surgeons of Ontario, or under the Regulated Health Professions Act, there may be one employee working in the dwelling unit in addition to the business operator that resides in the dwelling unit;
- g) on a lot where a sign is permitted, a sign for a home occupation may only be located on the front wall of the principal building;
- k) there shall be no alteration to the exterior of a building to accommodate a home occupation;

- l) the maximum floor area occupied or used by a home occupation is the lower of 25 per cent of total interior floor area for the principal building; or 100 square metres; and
- m) a home occupation is not permitted in an ancillary building or structure.

DEFINITIONS

For the purpose of this subsection, the following definitions shall apply:

Ancillary: means naturally and normally incidental, subordinate in purpose or floor area, and exclusively devoted to a principal use, building or structure.

Animal Shelter: means premises used for the keeping, adoption or disposal of stray, abandoned or wild animals.

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

Home Occupation: means a business use within a dwelling unit, where the dwelling unit is the principal residence of the business operator.

Kennel: means premises used for boarding, training or breeding of dogs, cats or other domestic animals.

Manufacturing Use: means the use of premises for fabricating, processing, assembling, packaging producing or making goods or commodities and it may include ancillary repair of those goods.

Obnoxious Use: means the use of premises in a manner that is offensive by the creation or transmission of noise, vibration, illumination, emissions, fumes, odour, dust or radiation, or any combination of these, beyond any lot lines of the premises.

Open Storage: means the use of premises for keeping or storing goods, commodities, containers or equipment other than in a wholly enclosed building. Public parking, or the parking or storage of vehicles in a vehicle depot or in a required parking space is not Open Storage.

Residential Care Home: means supervised living accommodation:

- v. licensed or funded under Province of Ontario or Government of Canada legislation,
- vi. for persons requiring semi-independent or group living arrangements by reason of their emotional mental, social or physical condition or legal status,

- vii. for more than ten persons, exclusive of staff, and
- viii. it may include associated support services.

Vehicle Repair Shop: means premises used for any form of vehicle service, repair or customizing, and which may include spray painting or repairing body or service or customizing, and which may include spray painting or repairing body or fender components, but excluding service, repair or customizing of construction or agriculture vehicles.

Vehicle Service Shop: means premises used for vehicle service or customizing, such as mechanical, electrical, glass or upholstery service or installation of parts or accessories, but excluding the spray painting or repairing body or fender components and the service or customizing of construction or agriculture vehicles.”

Vehicle Washing Establishment: means premises used for washing or cleaning vehicles.

7. Section 64..14-B of By-law 7625 is amended by adding the following subsection:

“64.14-B (16)

PERMITTED USES

In addition to those uses permitted in an R4 zone district, a home occupation is a permitted use provided:

- g) the home occupation shall not be permitted in conjunction with group homes or residential care homes;
- h) the home occupation shall not involve obnoxious uses;
- i) the home occupation shall not include:
 - i) the sale rental or lease of goods directly from the dwelling unit;
 - ii) personal services;
 - iii) an animal shelter or kennel;
 - iv) vehicle repair, service, or washing; or
 - v) a manufacturing use.
- d) outdoor activities or services, outside display or open storage is not permitted in conjunction with a home occupation;
- e) there shall be no employee working in the dwelling unit other than the business operator that resides in the dwelling unit, unless otherwise stated in this By-law;
- f) notwithstanding subparagraph (e) above, where a dwelling unit contains a home occupation that is a health related service provided by a professional regulated under the College of Physicians and Surgeons of Ontario, or under the Regulated Health Professions Act, there may be one employee working in

- the dwelling unit in addition to the business operator that resides in the dwelling unit;
- g) on a lot where a sign is permitted, a sign for a home occupation may only be located on the front wall of the principal building;
 - n) there shall be no alteration to the exterior of a building to accommodate a home occupation;
 - o) the maximum floor area occupied or used by a home occupation is the lower of 25 per cent of total interior floor area for the principal building; or 100 square metres; and
 - p) a home occupation is not permitted in an ancillary building or structure.

DEFINITIONS

For the purpose of this subsection, the following definitions shall apply:

Ancillary: means naturally and normally incidental, subordinate in purpose or floor area, and exclusively devoted to a principal use, building or structure.

Animal Shelter: means premises used for the keeping, adoption or disposal of stray, abandoned or wild animals.

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

Home Occupation: means a business use within a dwelling unit, where the dwelling unit is the principal residence of the business operator.

Kennel: means premises used for boarding, training or breeding of dogs, cats or other domestic animals.

Manufacturing Use: means the use of premises for fabricating, processing, assembling, packaging producing or making goods or commodities and it may include ancillary repair of those goods.

Obnoxious Use: means the use of premises in a manner that is offensive by the creation or transmission of noise, vibration, illumination, emissions, fumes, odour, dust or radiation, or any combination of these, beyond any lot lines of the premises.

Open Storage: means the use of premises for keeping or storing goods, commodities, containers or equipment other than in a wholly enclosed building. Public parking, or the

parking or storage of vehicles in a vehicle depot or in a required parking space is not Open Storage.

Residential Care Home: means supervised living accommodation:

- ix. licensed or funded under Province of Ontario or Government of Canada legislation,
- x. for persons requiring semi-independent or group living arrangements by reason of their emotional mental, social or physical condition or legal status,
- xi. for more than ten persons, exclusive of staff, and
- xii. it may include associated support services.

Vehicle Repair Shop: means premises used for any form of vehicle service, repair or customizing, and which may include spray painting or repairing body or service or customizing, and which may include spray painting or repairing body or fender components, but excluding service, repair or customizing of construction or agriculture vehicles.

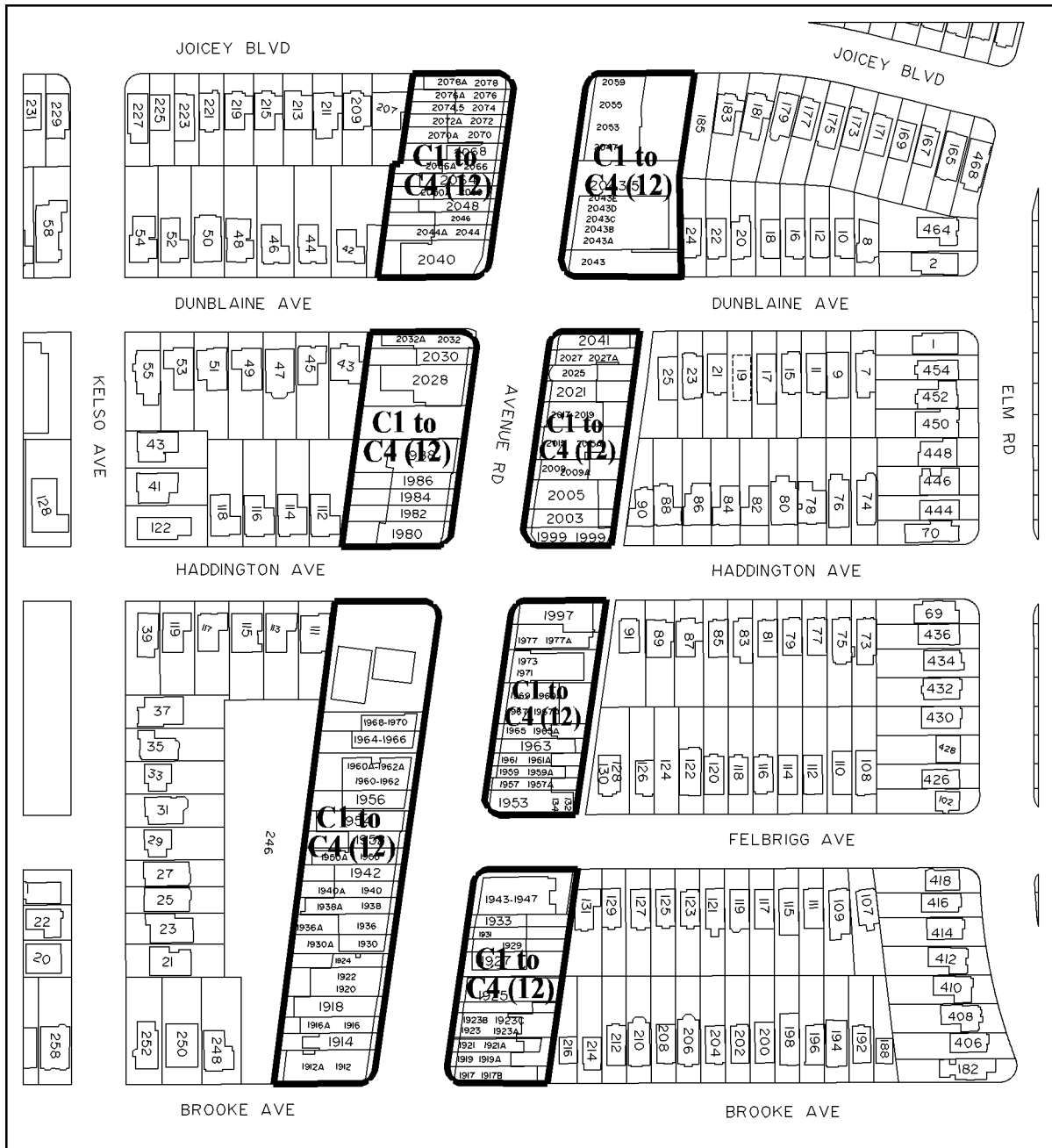
Vehicle Service Shop: means premises used for vehicle service or customizing, such as mechanical, electrical, glass or upholstery service or installation of parts or accessories, but excluding the spray painting or repairing body or fender components and the service or customizing of construction or agriculture vehicles.”

Vehicle Washing Establishment: means premises used for washing or cleaning vehicles.

ENACTED AND PASSED this day of , 2009

SANDRA BUSSIN
Speaker

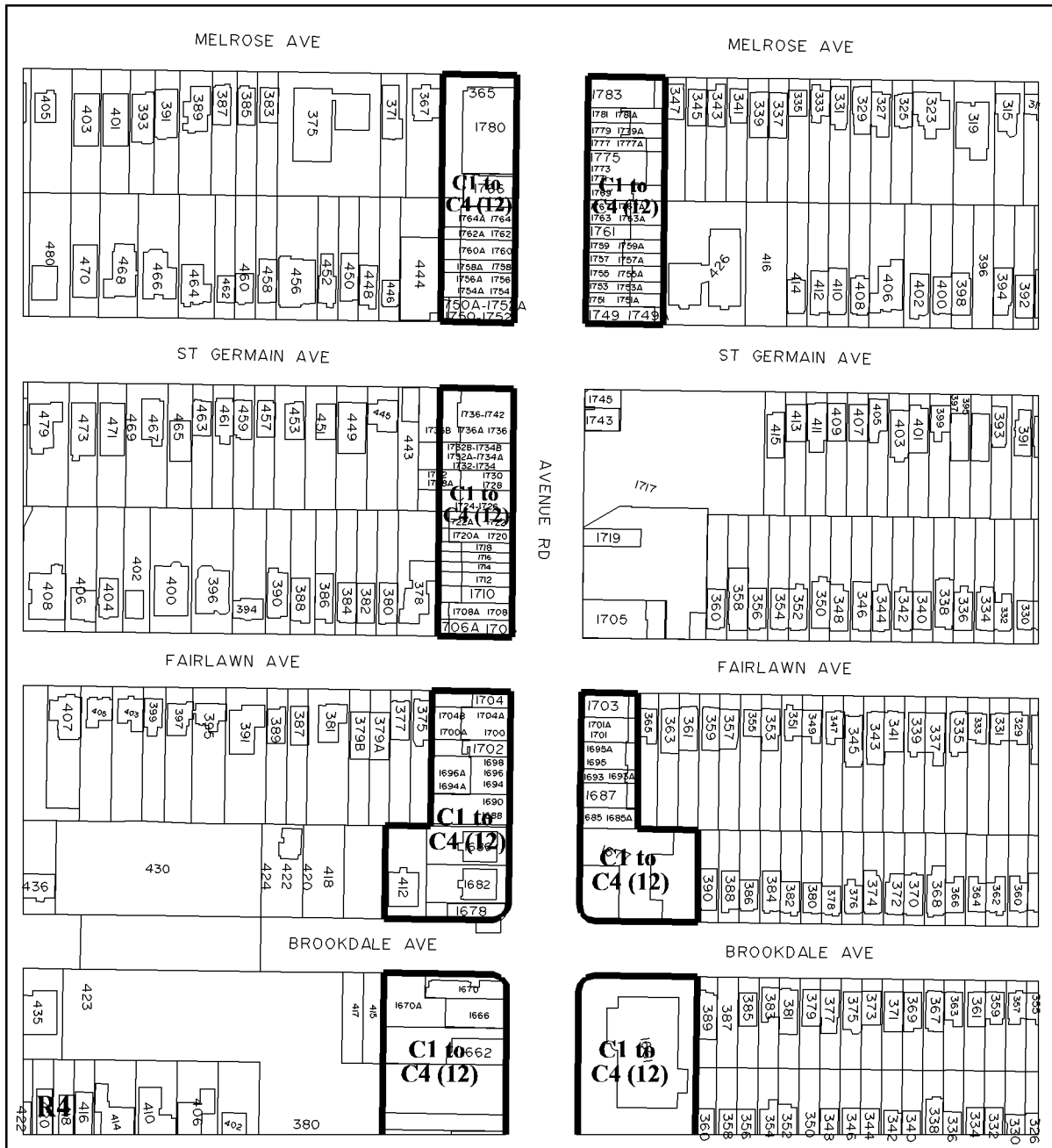
ULLI WATKISS
City Clerk



Zoning

Date: 10/09/2009
Approved by: PB

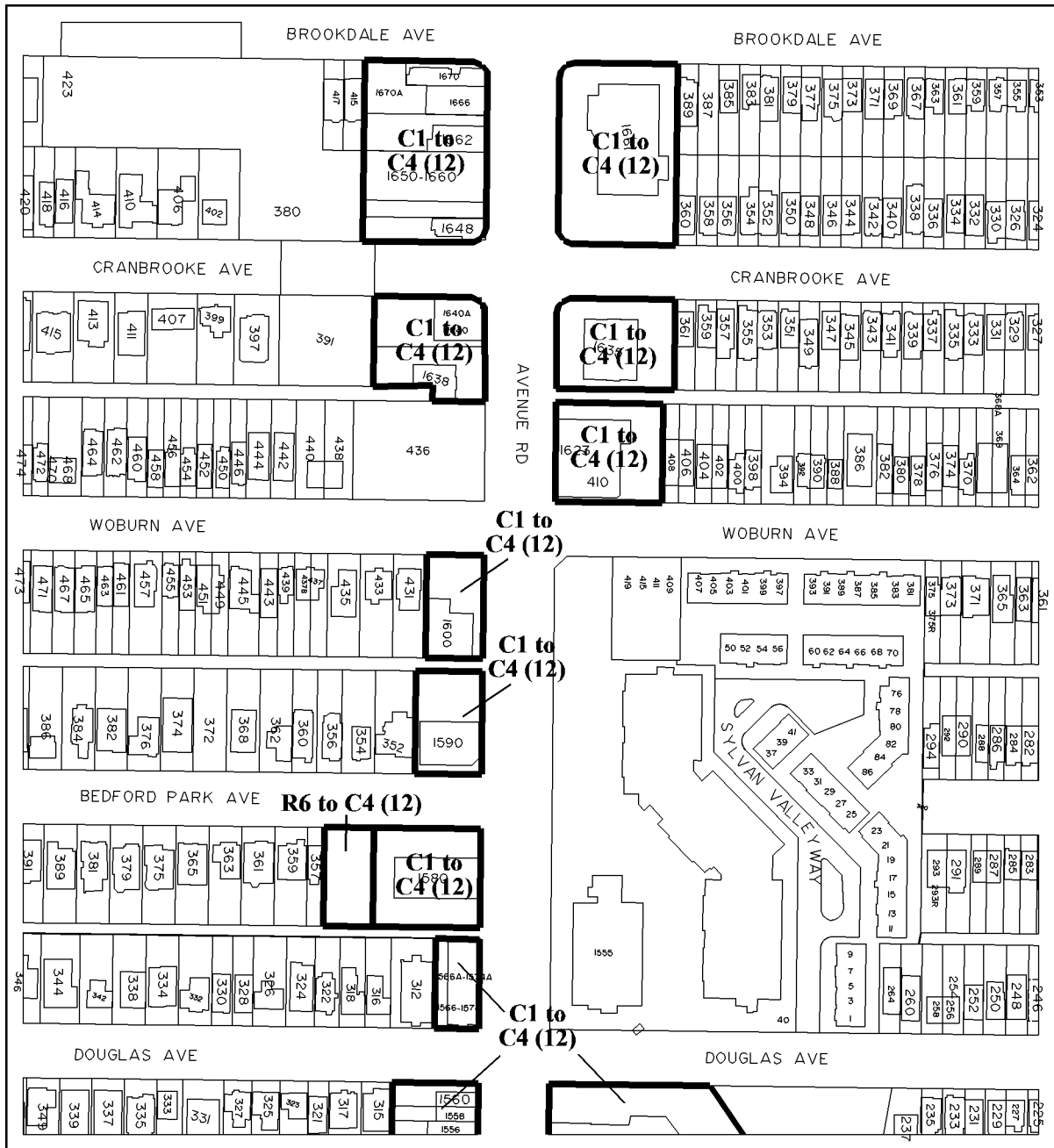
↑
Not to Scale



Zoning

Date: 10/09/2009
Approved by: PB

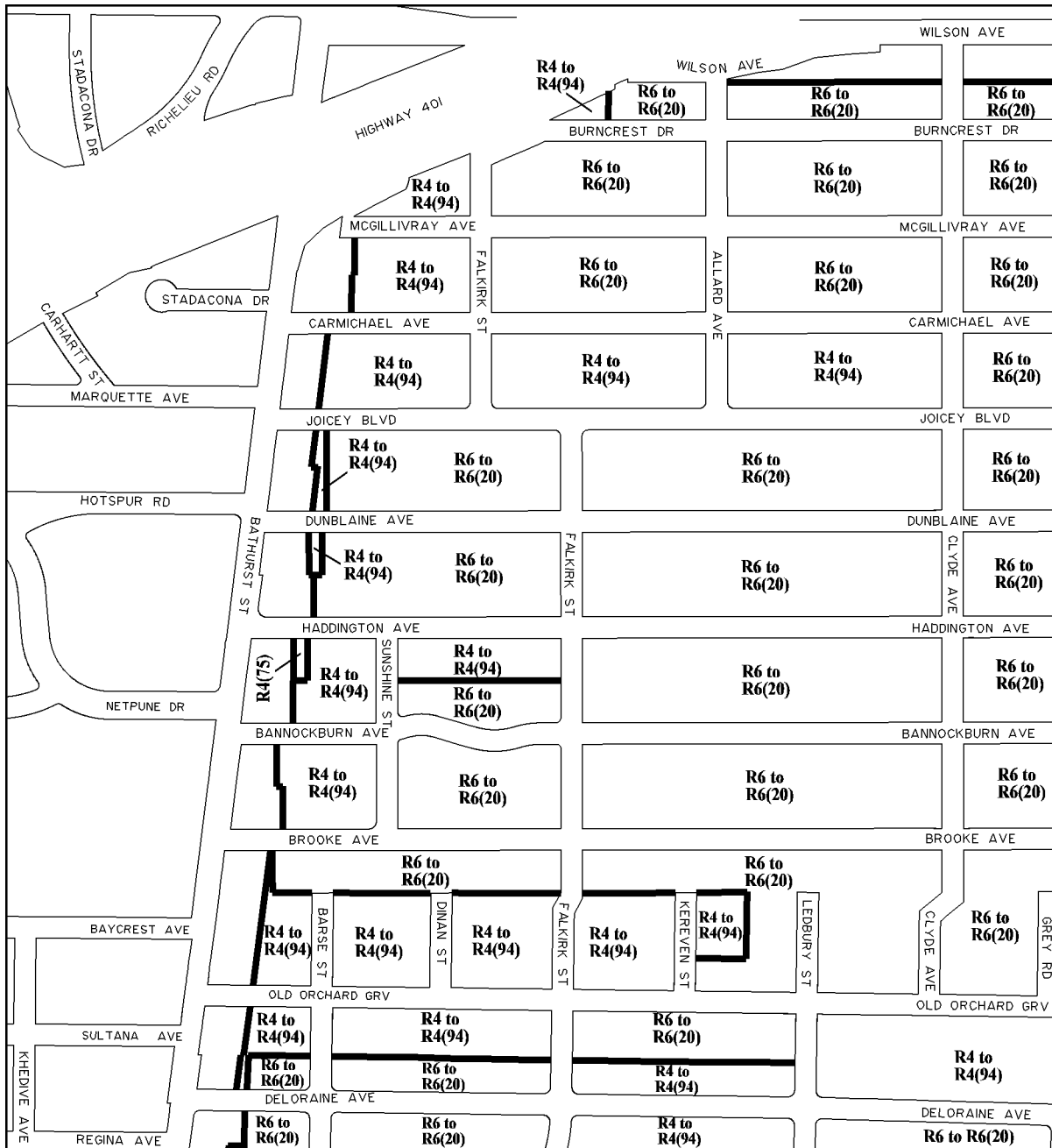
↑
Not to Scale



Zoning

Date: 10/09/2009
Approved by: PB

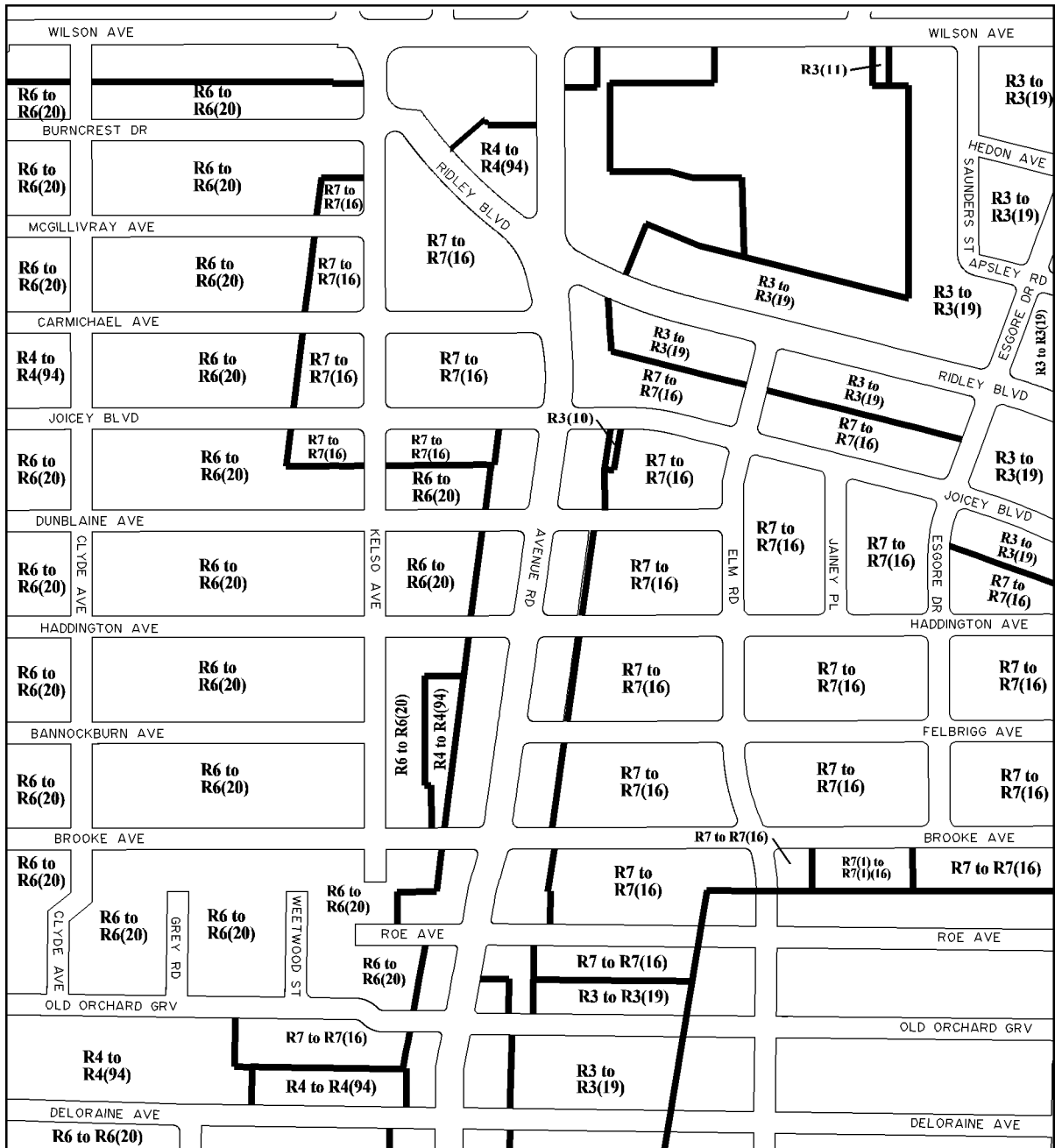
↑
Not to Scale



Zoning

Date: 10/09/2009
Approved by: PB

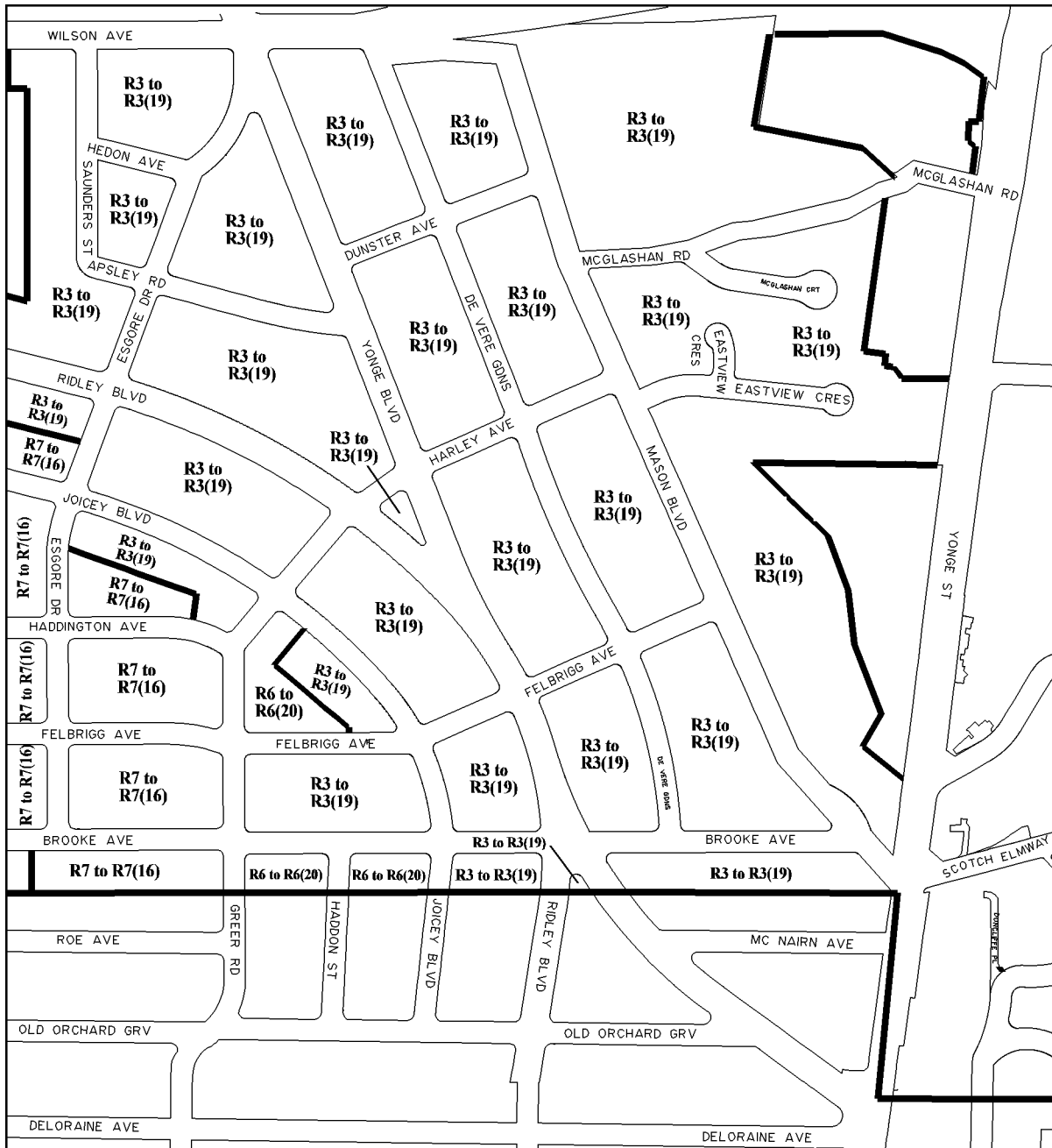
↑
Not to Scale



Zoning

Date: 10/09/2009
Approved by: PB

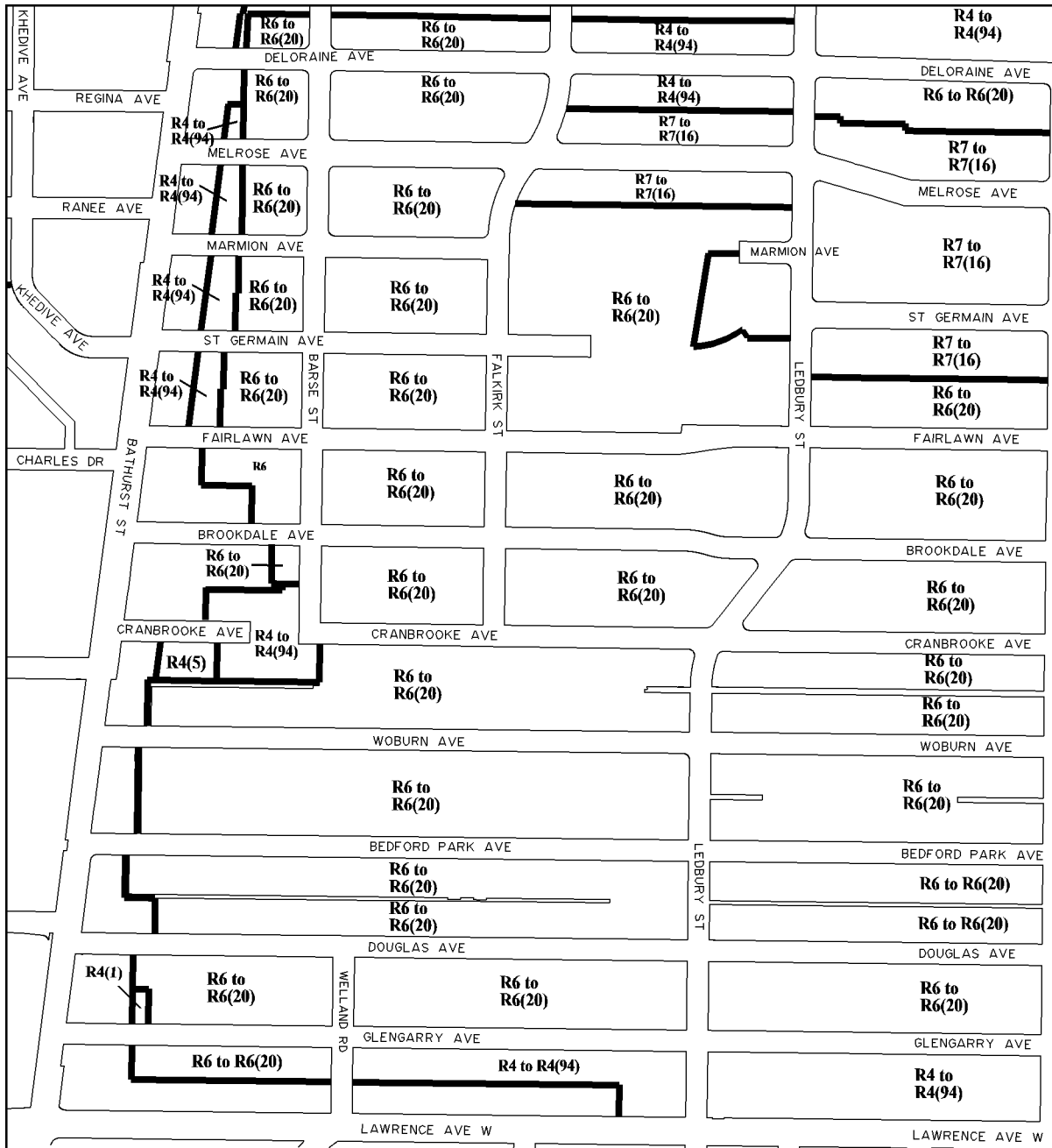
↑
Not to Scale



Zoning

Date: 10/09/2009
Approved by: PB

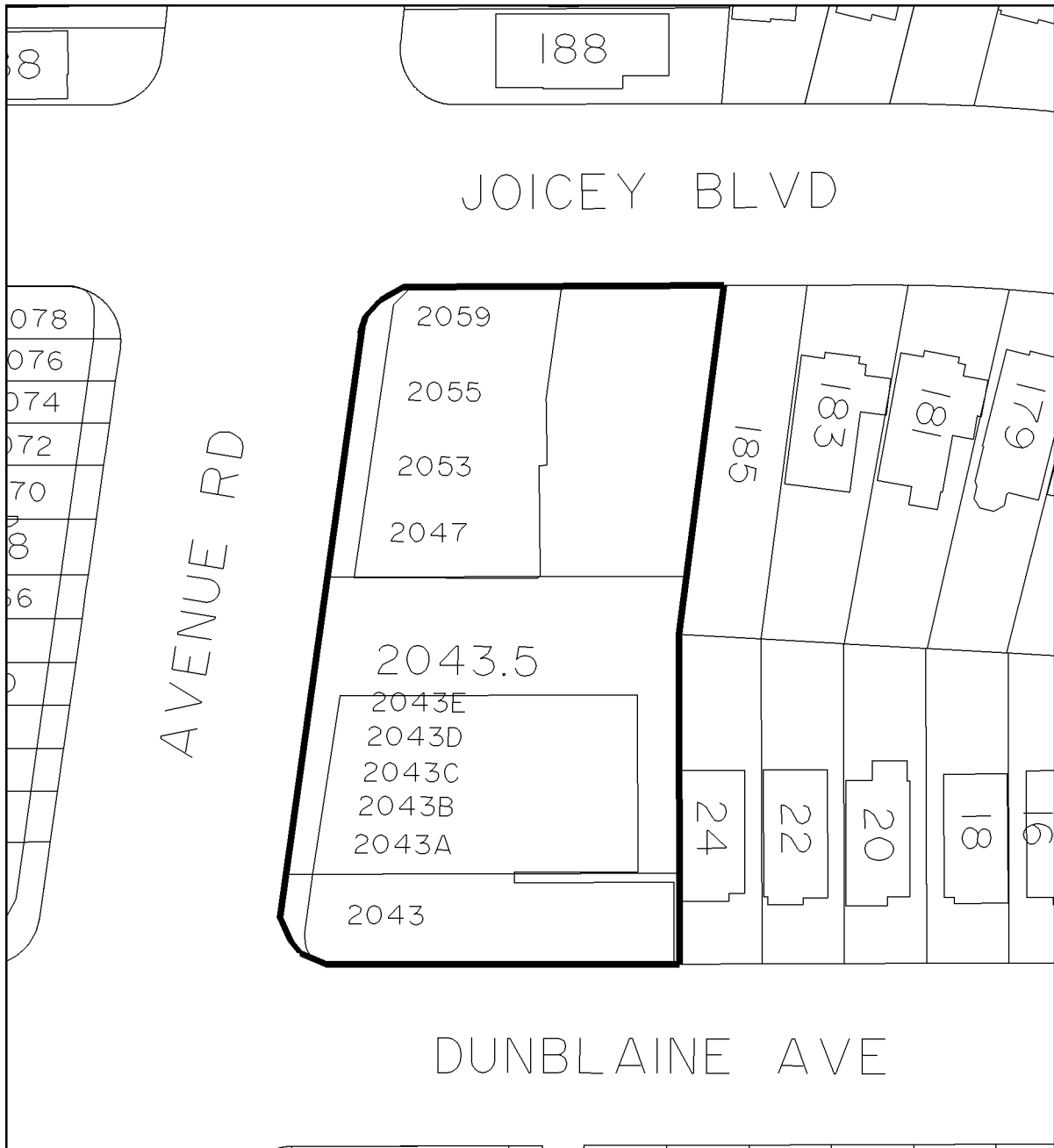
↑
Not to Scale

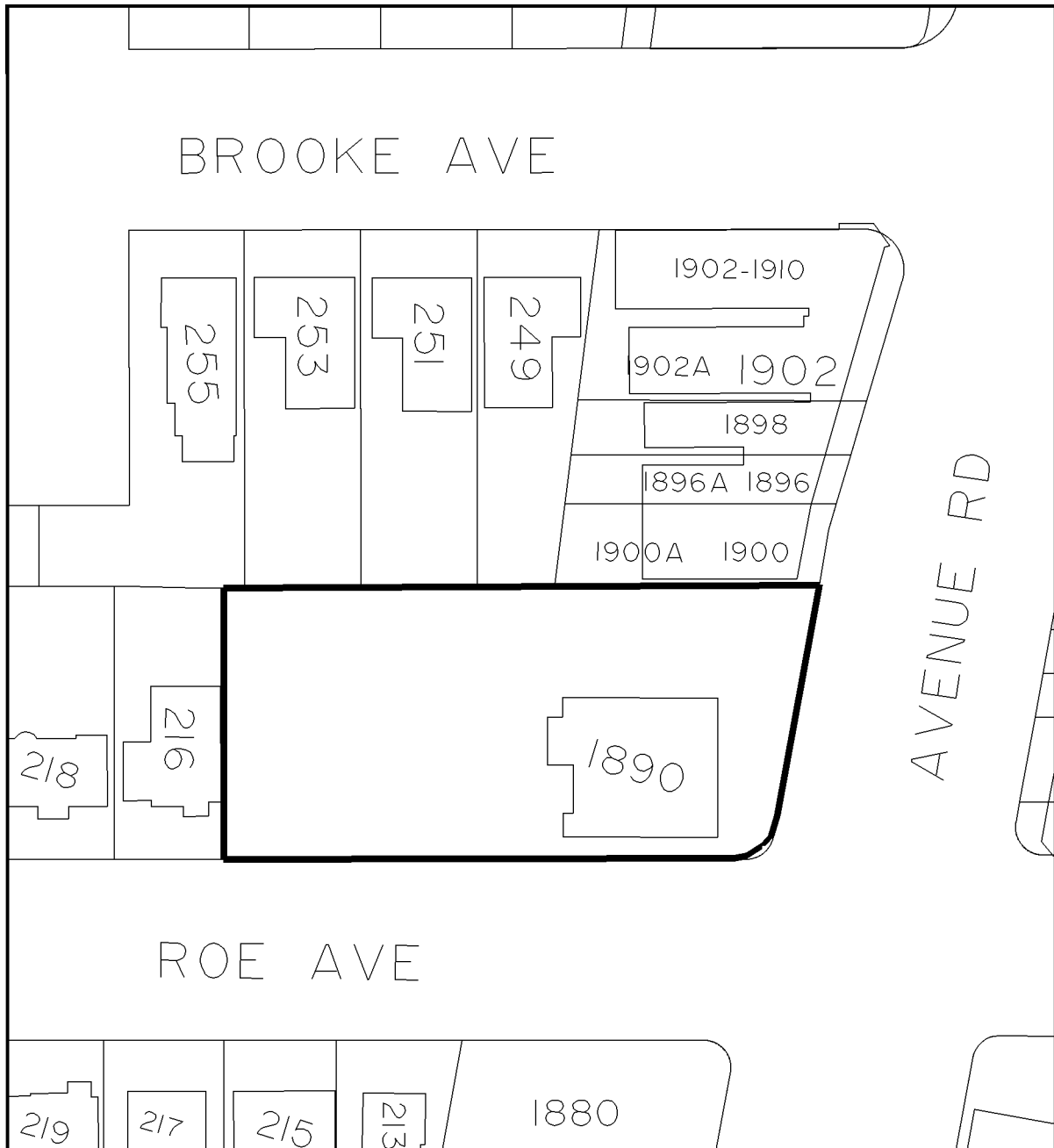


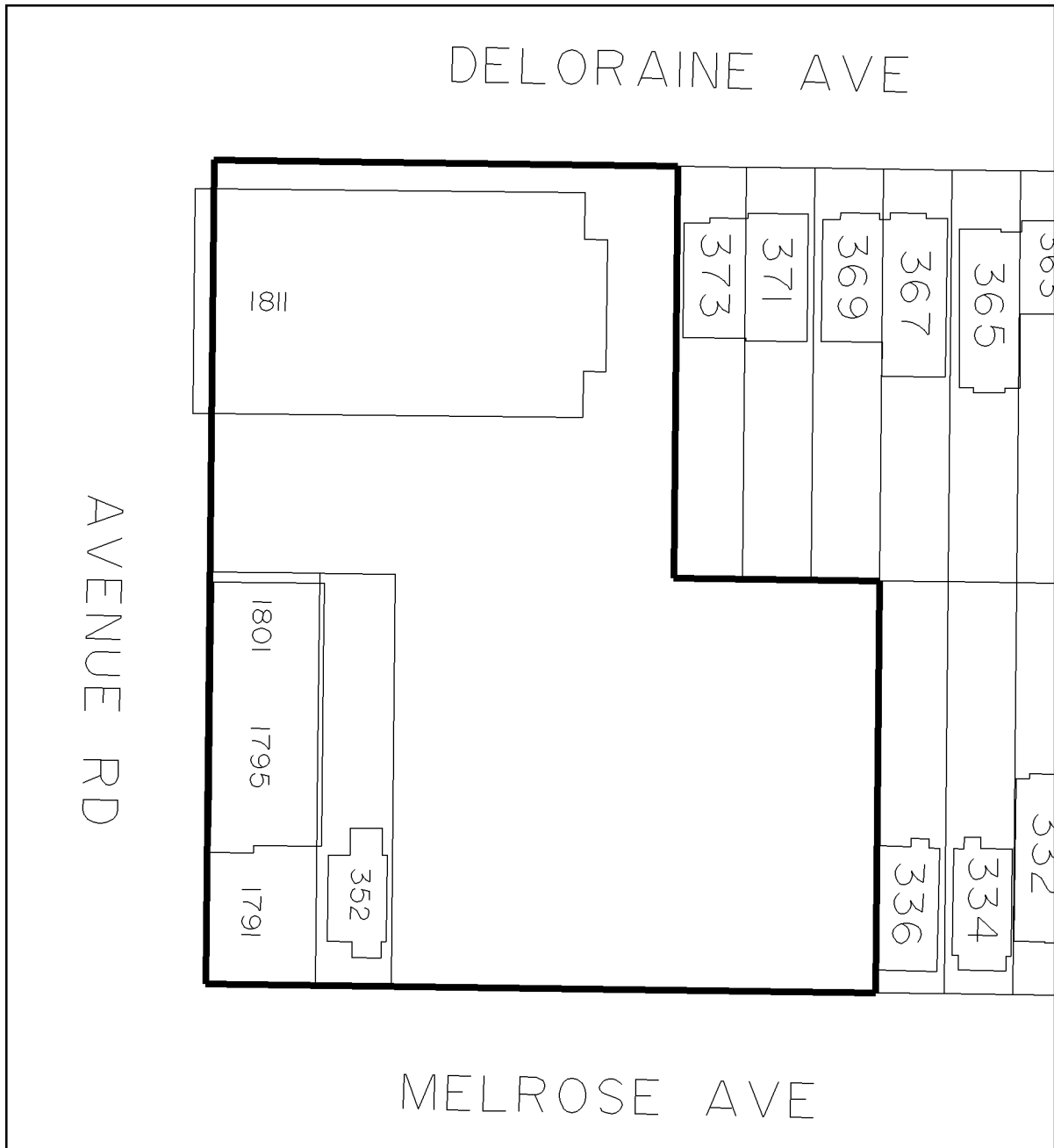
Zoning

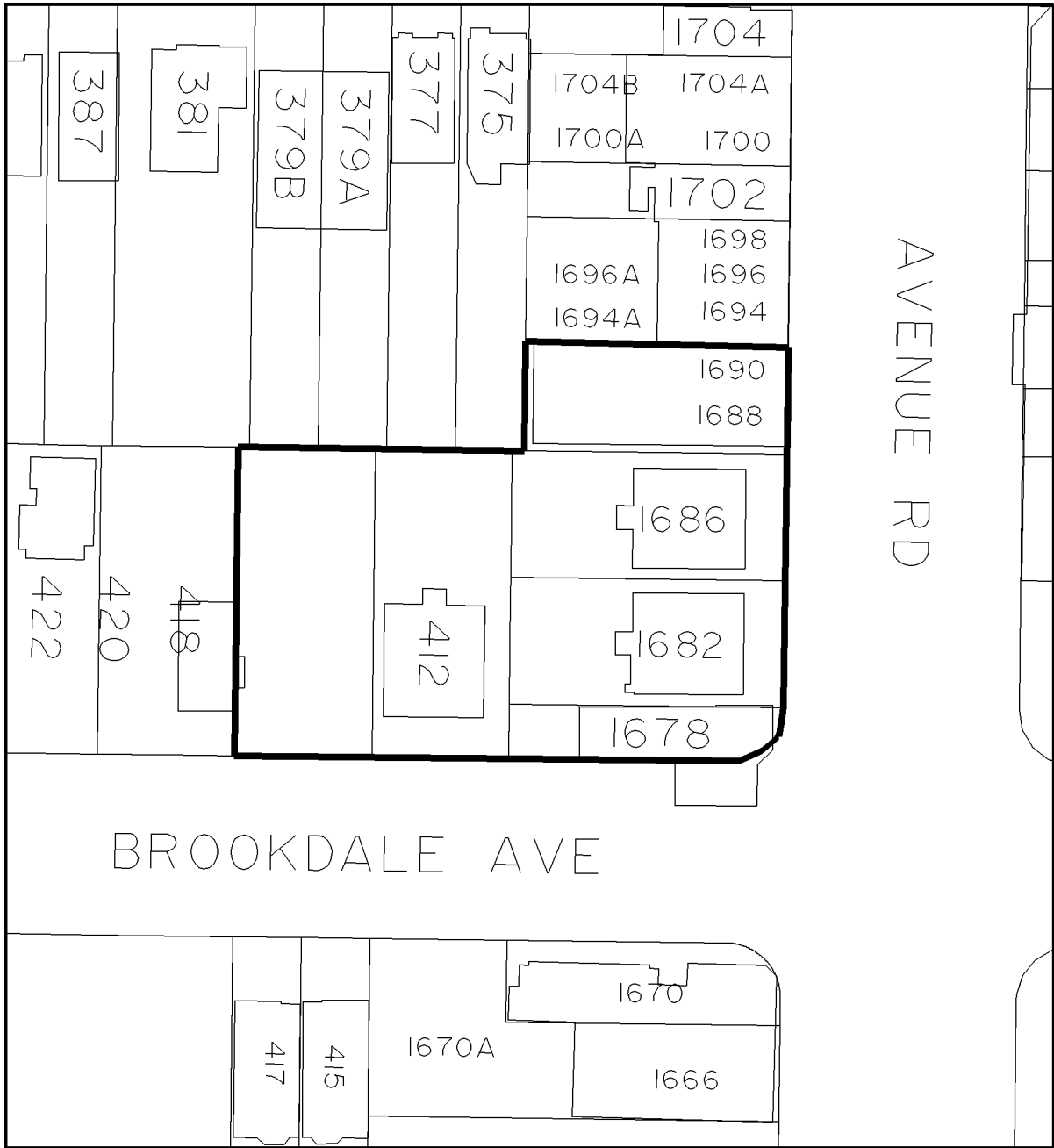
Date: 10/09/2009
Approved by: PB

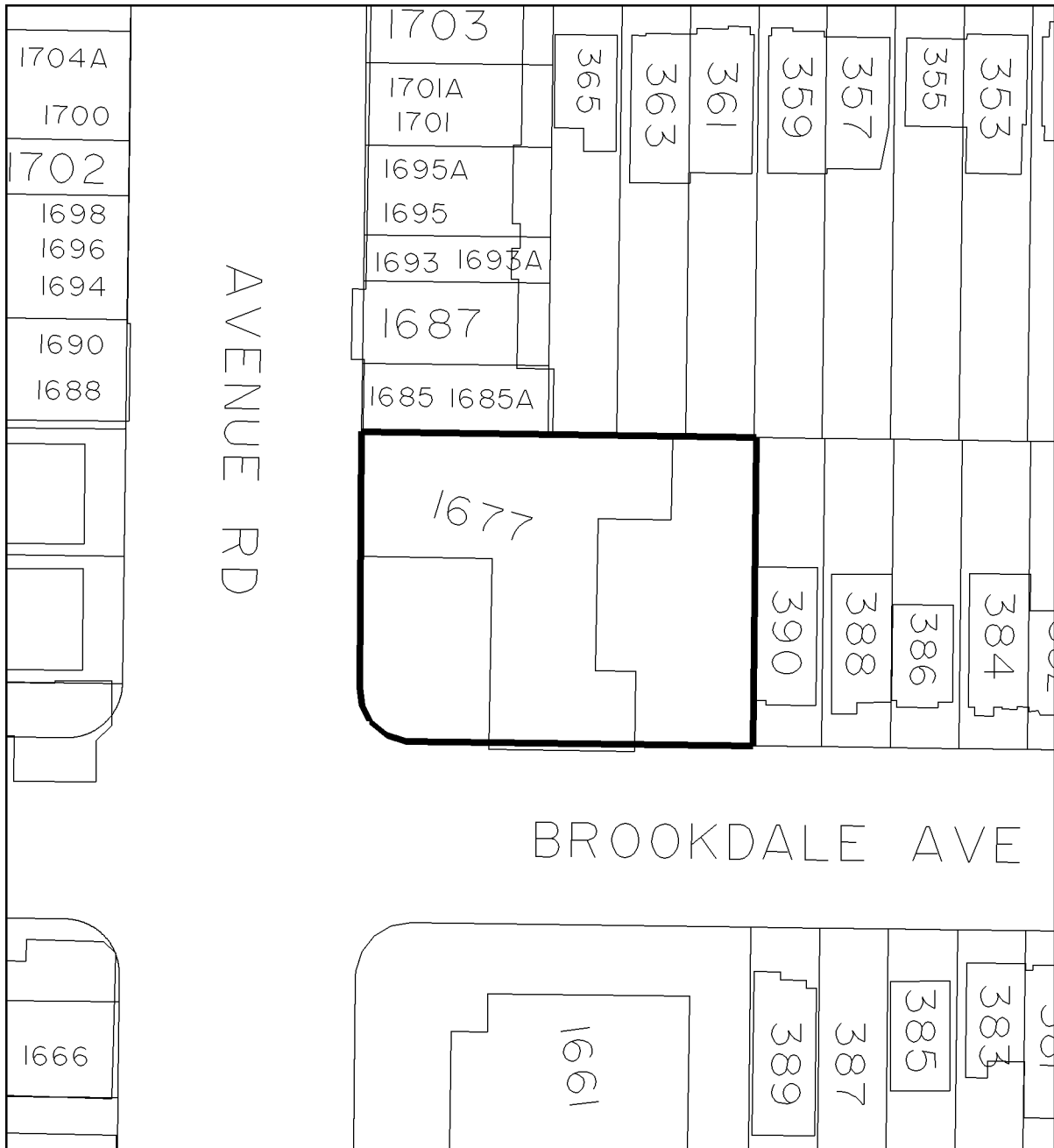
↑
Not to Scale

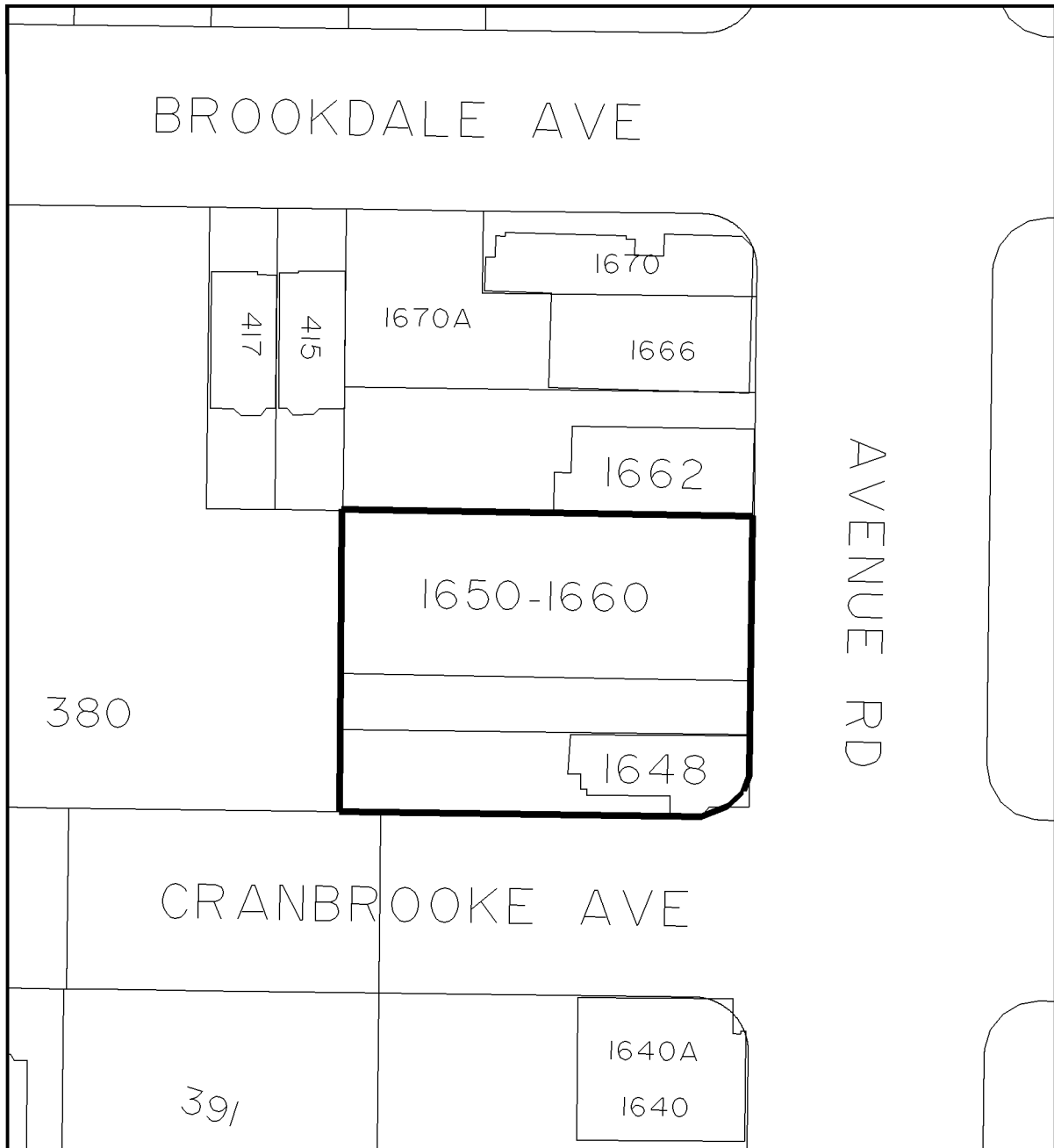


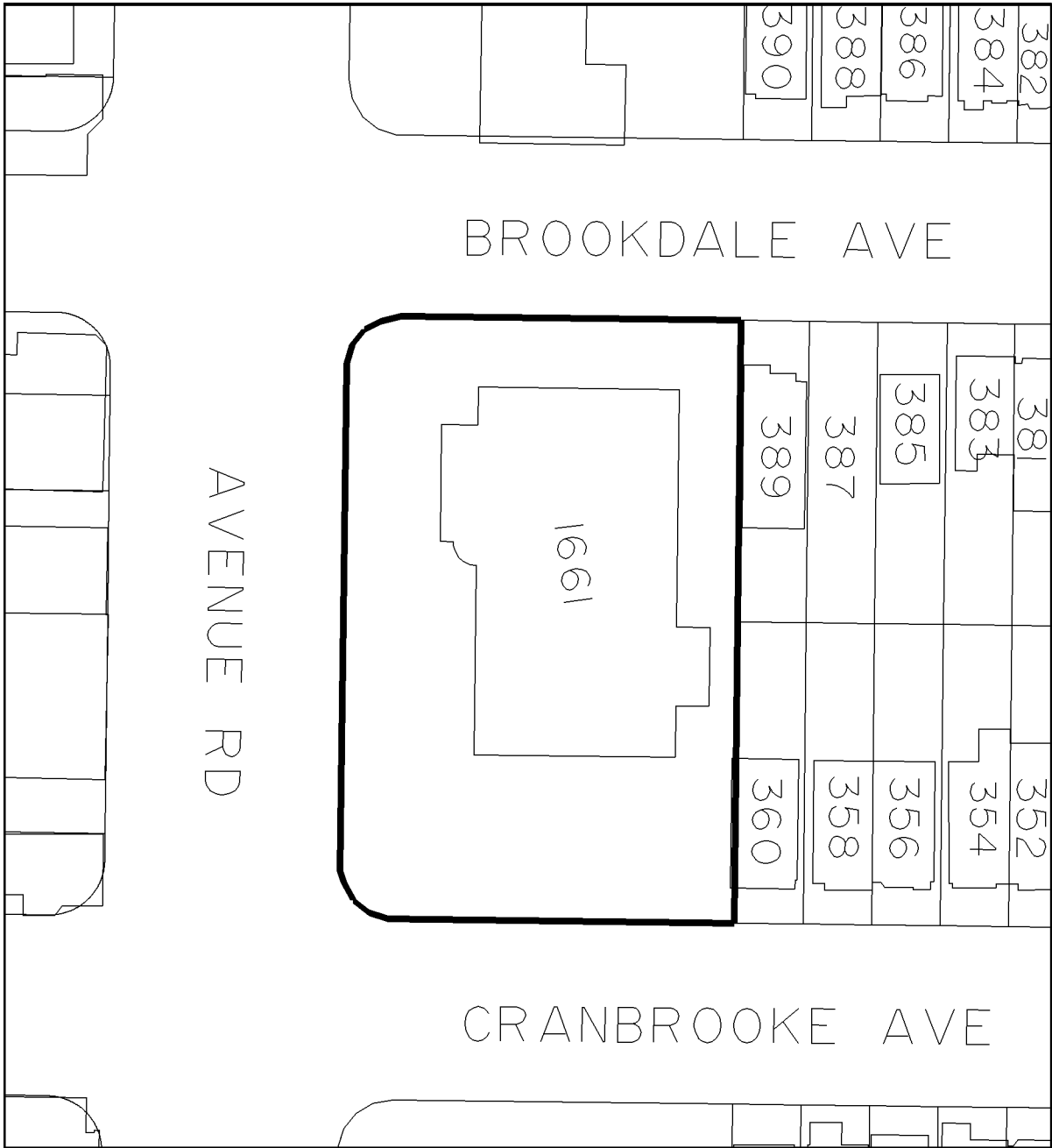


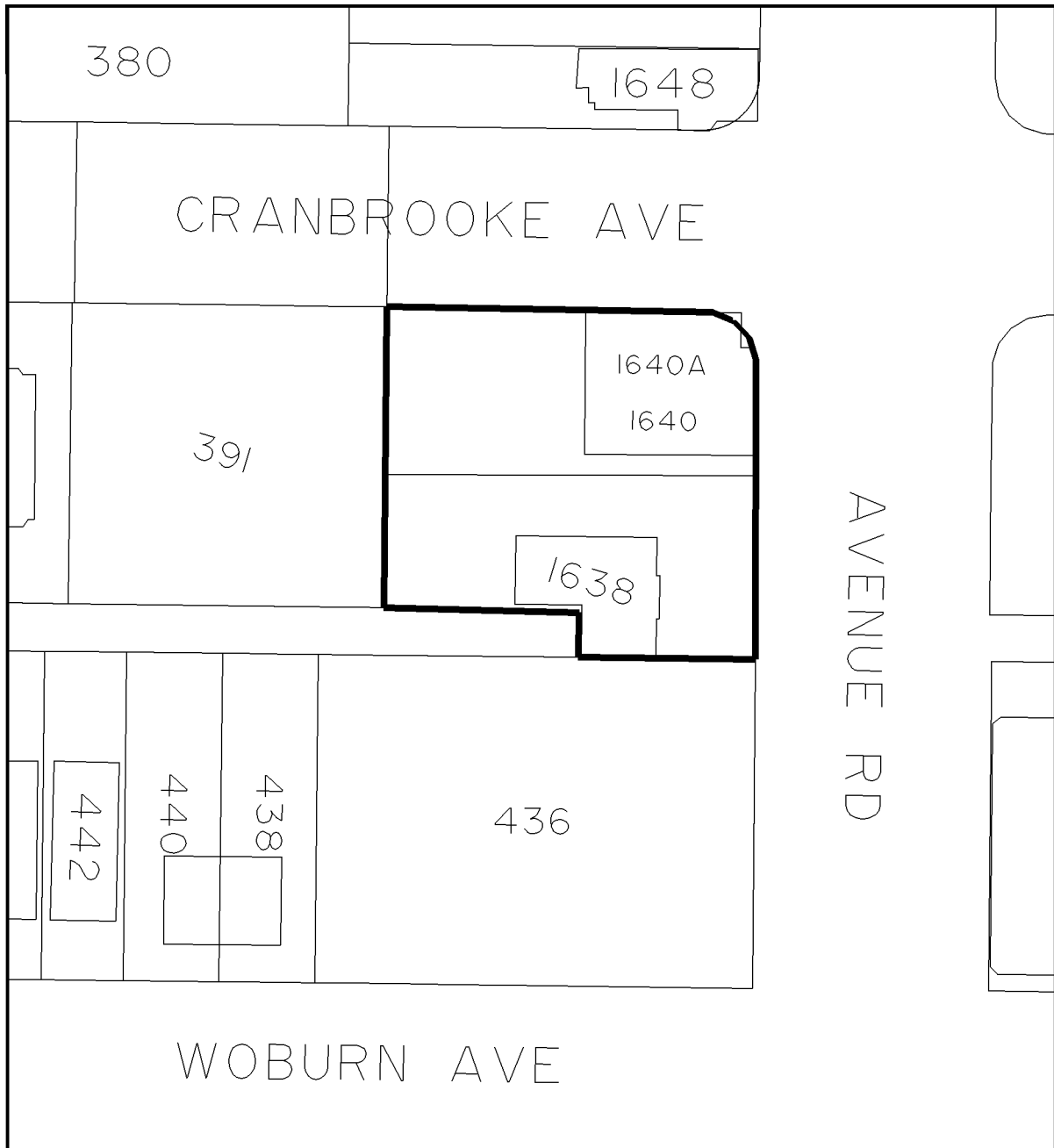


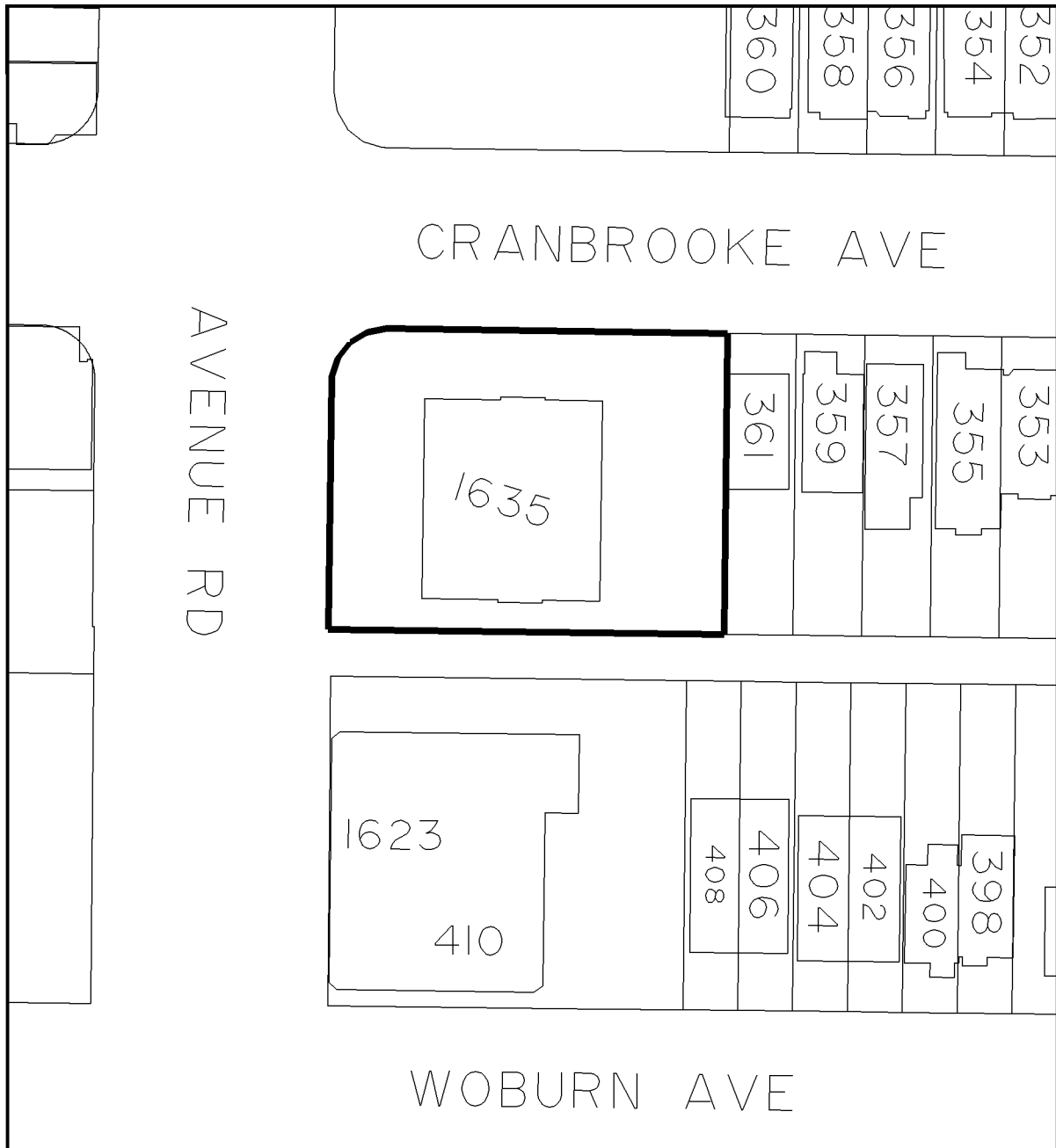


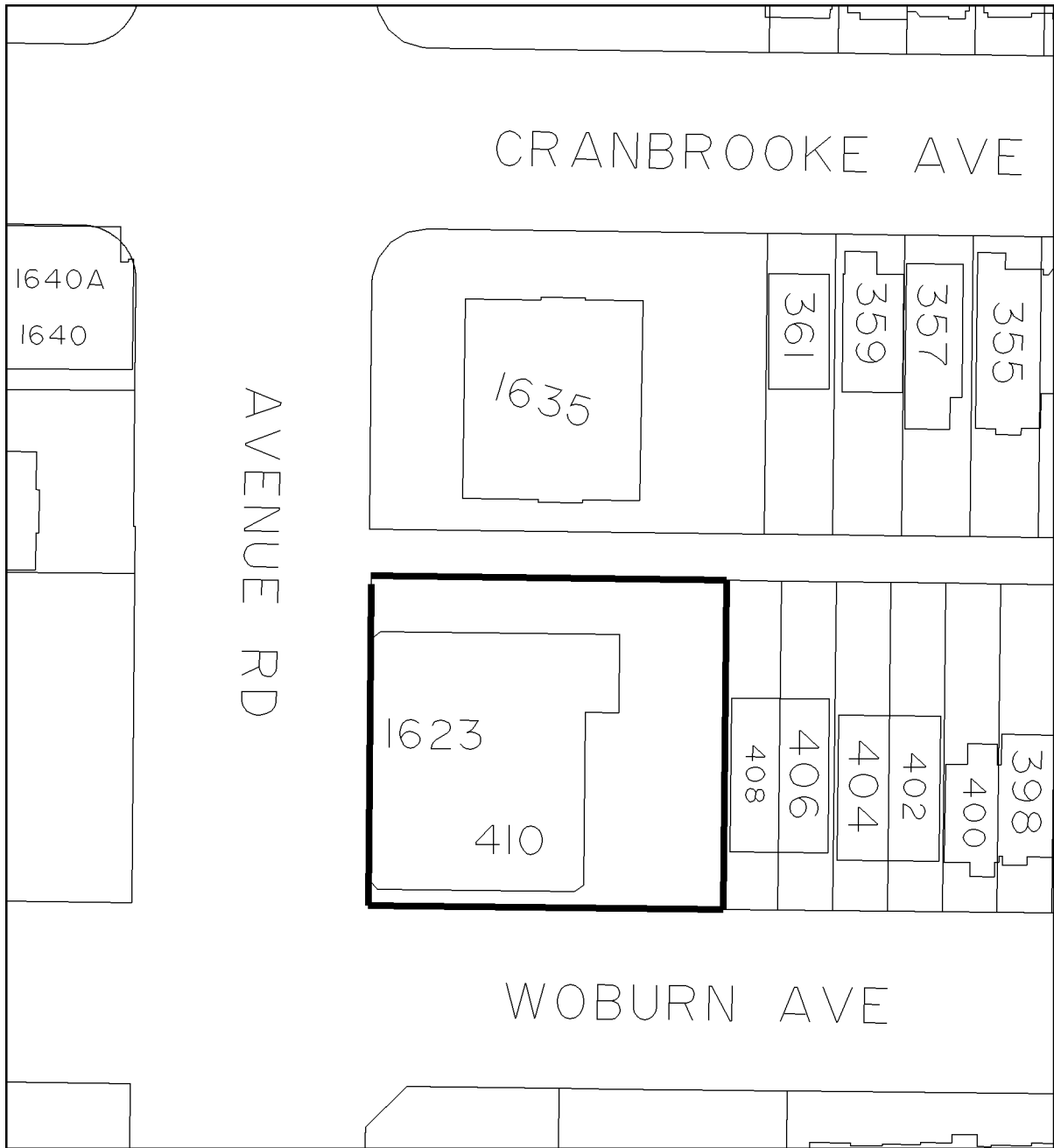














Attachment 5: Proposed Avenue Road Urban Design Guidelines

URBAN DESIGN GUIDELINES FOR AVENUE ROAD BETWEEN LAWRENCE AVENUE WEST AND WILSON AVENUE

1 Built Form

Built form guidelines are to be used to guide the design and evaluation of development proposals to ensure an appropriate fit of new development to the existing street and to ensure high quality of urban design.

1.1 Building Location and Orientation of Buildings

The location and orientation of buildings and overall site layout are key considerations to ensure that new development fits its context and enhances the existing character of the street. This is achieved by siting the buildings with an appropriate setback to the street, providing proper ground floor uses, including placing servicing uses at the rear, and integrating landscaping and green spaces, and a range of setbacks. The existing continuous street façade with its retail uses is an important characteristic of Avenue Road's retail-orientation and should be maintained and enhanced in new developments.

Locations where the street façade is not proposed to be continuous should be designed to create high quality publicly accessible open spaces with high quality landscaping.

Development on Avenue Road will:

- be located along the street frontage to frame the abutting streets. Buildings should be set back in harmony with neighbouring buildings to create a continuous street edge.
- locate building walls to frame and define internal drive aisles, pedestrian walkways, parking areas and amenity spaces.
- never locate parking spaces or driveways between the public sidewalk and the building façade.
- provide consistent setbacks. For lands south of Melrose Avenue this means no setback from the front property line, for lands north of Melrose Avenue this means setting buildings back from the front property line to maintain the existing generous pedestrian clearway.

- locate a building on or near the property line for at least 80% of their Avenue Road frontage, or in the case of properties north of Melrose Avenue along the zoned setback line from the front property line. Along this frontage provide a mix of retail uses to promote the use of the sidewalk and promote a lively, interesting and safe pedestrian realm.
- have a maximum setback distance of 2.5 metres for façade recesses to allow for variety in façades and building placement, as well as locations for formal civic spaces, display, cafes or seating areas.
- provide publicly-accessible mid-block connections where appropriate, incorporated into new developments to enhance pedestrian circulation and the permeability of sites.
- be set back a minimum of 7.5 metres from the rear property line where no laneway is proposed and a minimum of 9.0 metres where a laneway is proposed.

1.2 Building Heights & Massing

The Zoning By-Law provides an envelope that provides for a new development that, while taller than the existing buildings, will set back and stepped back ensuring appropriate sunlight, skyview for the public streets, a good fit with lower neighbourhood buildings on the Avenue and an appropriate transition in scale to nearby low-rise neighbourhood buildings. The area-specific zoning provides for: 45 degree visual angular planes measured from both the midpoint of the Avenue Road right-of-way and a rear property line abutting a residential or open space zone; a height limit of 5 storeys or 16.5 metres over most of the Avenue; a height limit of 7 storeys or 22.5 metres on 10 larger and deeper sites; a step-back of at least 2 metres at the top of the second storey for buildings over 3 storeys in height; and, a minimum height of two storeys or 7.5 metres. In addition, in the area-specific zoning provisions, mechanical penthouses cannot exceed 2 metres in height or penetrate the angular planes.

As well as conforming to the Zoning By-Law new development should be massed to:

- ensure all step-backs are a minimum of 2.0 metres back from the building face of the storey below along Avenue Road to minimize the appearance of the overall building mass and provide opportunities for usable outdoor spaces such as terraces and green roofs.

- provide step-backs and windows along walls facing neighbouring development when the development is 3 or more storeys higher than its neighbour.

1.3 Building Façade Articulation

A well designed building will add visual interest to a street and respond to the existing streetscape conditions through its architectural expression. This is particularly important for retail-oriented streets such as Avenue Road. The expression of public or active uses at the ground floor is encouraged through expansive glazing and multiple entrances to add visual interest and to improve functionality and legibility of retail uses.

New development should:

- ensure a continuous retail edge along the Avenue Road frontage , with retail uses at grade, directly accessible from the public sidewalk.
- divide developments exceeding 12 metres along the Avenue Road frontage into functionally and visually smaller units through the use of façade articulation.
- provide façade variation in both the horizontal and vertical wall plane along the street facades. No building façade should extend beyond 3.0 metres horizontally without appropriate façade variation. This articulation of the ground floor will integrate new developments into the existing streetscape that is predominantly individual storefronts with glazing and signage with individual identities.
- integrate storefronts and entrances with existing streetscape details and materials, including: the ratio of glazing to solid wall, lighting, signage type and location, canopies, types of doors and width of retail units.
- provide building facades which are varied in both the horizontal and vertical plane through the installation of a mix of functional building elements and architectural details (e.g. friezes, canopies, glazing details and/or overhangs), use of materials, openings in the façade, and projections and recessions.
- not have blank façades facing streets or parks and open spaces. On building faces where windows would not be permitted e.g. where future adjacent development is anticipated, the side façades can be set back to provide windows and still incorporate a minimum level of articulation. This may include detailed brick work, ornaments or murals.

- acknowledge the corner condition through architectural expression and should feature fully developed façades along both frontages including a minimum of one display window or entrance located at the corner of the building and on each façade within proximity of the corner.
- incorporate vestibules, frequent building entrances, covered walkways, building overhangs, canopies and awnings along the first storey to provide weather protection and to add visual interest to adjacent pedestrian areas.
- integrate building elements such as vents or rainwater leaders within the wall plane or other façade features to mitigate any potential negative impacts on public and pedestrian areas.
- be designed with continuous street façades that incorporate appropriately-scaled and well-designed ‘breaks’ featuring opportunities for public open space, mid-block pedestrian walkways and/or private rear yard access.
- maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network and with other established pedestrian walkways. These connections will encourage pedestrian access from the adjacent residential areas.

All new buildings located at important corners or at T-intersections, along walkways, facing parks or open spaces should clearly mark the corner through the use of vertical and architectural elements which emphasize the visual and functional prominence of the site. Elements can include towers, bays, accentuated rooflines, projections, recesses, canopies and/or other architectural detailing.

1.4 Building Materials & Details

The choice of building material is integral to the appearance of new buildings. The material selected should respond to the design and style of the proposed building. The use of high quality and durable building materials for new developments will promote the feeling of permanence and quality construction.

All new buildings and developments should:

- utilize building materials chosen for their functional and aesthetic qualities. All exterior building finishes should demonstrate a high quality of workmanship, durability and ease of maintenance.
- use building materials and finishes/accents on building façades facing onto or visible from streets and public spaces shall not include synthetic siding systems, mirrored/heavily tinted glass panels and unadorned concrete block.
- have well-considered building materials at the ground floor that is of a pedestrian scale and responds to surrounding buildings.
- provide detailing and signage that enhances the overall character of the area. Corporate signage should not dominate building façades. Signage should be of a maximum size and be oriented towards pedestrian rather than vehicles.
- design building façades to respond to their context.
- have penthouse materials and design that are integrated into the overall building form.
- have no blank walls along property lines where new taller developments are adjacent to existing parking or smaller-scaled buildings are to be avoided and designed with high-quality materials.

1.5 Sustainable Building Design

New developments should incorporate the City of Toronto's Green Standards calling for the integration of environmental sustainability principles from the early design phase through to implementation. Sustainable development features will be required to the extent that the City can legally mandate them.

Key considerations for the design of new buildings include: water quality, consumption and runoff; the preservation of natural and built features; the reduction of hard surfaces, and reductions in the building footprint to create open spaces and landscaped areas. Other key considerations for achieving sustainable building designs are outlined in the Toronto Green Standards and include:

- Building orientation
- Sustainable landscape design
- Urban heat island mitigation
- Stormwater management
- Alternate transportation options
- Renewable energy
- Green roofs
- Building envelope design
- Natural ventilation
- Day light design
- Dark sky design
- Waste management
- Water use reduction and waste water technologies

2 Vehicular Movement: Parking & Access

The guiding principle for this portion of Avenue Road is to develop a fine-grain of buildings with a continuous street wall to foster a pedestrian-oriented environment. In order to establish this more urban character, surface parking should be limited and located to the rear of buildings. Many design solutions are available to ensure the provision of adequate parking facilities without creating surface parking areas that are visible from the street other than parallel parking in the recessed parking bays. Depending on a development's density and site-specific opportunities, parking solutions will range from rear lane dedicated parking areas to integrated below-grade parking structures.

2.1 Vehicular Access

Appropriate vehicular access to new developments will be especially important in the Avenue Road Study Area. Cut-through traffic is seen as an on-going problem by area residents. Wherever possible, measures should be taken to discourage vehicles from using local neighbourhood streets for through trips. Many of the existing developments along Avenue Road are accessed both from Avenue Road as well as the side streets. Wherever possible, turning restrictions and driveway design should be used to discourage vehicles associated with new buildings from using the local streets. Access will need to be reviewed on a site-by-site basis.

- Vehicular access to parking, laneways and servicing and loading areas should occur on the east-west, side streets.
- Side street driveways serving buildings on Avenue Road should be designed and regulated to require that vehicles exiting are directed toward Avenue Road and away from the existing neighbourhood. By-law turn restrictions and physical channelizations are to be used wherever practical.

2.2 Structured Parking

- Below-grade parking structures are the recommended alternative to surface parking.
- All new below-grade structured parking should locate vehicle access points on the least busy of the surrounding streets and/or off of rear lanes, in order to minimize

curb cuts and reduce conflicts with pedestrians on Avenue Road frontage. Vehicular entrances should not be located directly off of the Avenue Road frontage.

- Pedestrian access to structured parking should be clearly demarcated, highly visible and incorporated into the overall design of the building.
- Above-grade parking structures are discouraged. All new above-grade parking structures associated with new development should be completely integrated into the buildings, and form part of the overall development scheme so as to 'blend-in' with the surrounding buildings and not 'read' as a parking facility. Above grade parking should be skinned with appropriate retail, office or residential uses to hide the above grade parking and integrate with the adjacent uses and street character.
- Structured parking located within new developments should include some short-term public parking available for retailers and customers. The Toronto Parking Authority should be approached for every significant development proposal to ascertain their needs in the area and their ability to participate in the provision and administration of the structured parking.

4.2.3 Surface Parking

Surface parking is currently a part of the Avenue Road character. In the future as development takes place this parking is to be replaced with street-oriented development with underground parking.

Surface parking in front of buildings is not permitted in the area specific zoning by-law provisions.

- New and existing developments should consider the provision of centralized and shared off-site parking areas to provide required parking spaces that cannot be accommodated on-site.
- All new developments should locate all surface parking areas at the rear of buildings to ensure the sidewalks/pathways and building façades effectively define the street edge. In situations where it is impossible to accommodate surface parking behind buildings, small, discrete parking areas may be provided along the side(s) of buildings. In both scenarios, the parking areas should be appropriately screened from view.

- Any surface parking provided for developments at corner sites should not face onto or be visible from the street corner and/or intersection.
- Design of surface parking lots should adhere to guidelines set out in the City's "Design Guidelines for Greening Surface Parking Lots" and "Toronto Green Standards".

2.4 Servicing & Loading

Retail-oriented streets, such as Avenue Road, require the provision of service and loading facilities. Currently, many smaller retailers do not have dedicated servicing and loading facilities and trucks use the parking bays for short-term parking. As sites are developed, combined servicing and loading facilities must be easily accessible to ensure organized deliveries and pick-ups. In order to ensure an attractive and pedestrian-focused public realm, it is essential to identify less visible areas for their location.

New development will:

- accommodate servicing functions along new public lanes, shared driveways or from side streets.
- provide service areas in new developments that do not face onto and are not visible from streets, public spaces, landscaped open spaces and/or amenity areas.
- provide service areas located and designed as an integral part of the building and/or site design, and not located as separate, stand-alone areas or structures.
- provide utility facilities and spaces for the storage of goods and refuse that are internal to the main building(s).
- If servicing and loading are not contained entirely within the building, areas designated for storage, temporary truck parking, refuse collection and compaction, and loading should have a minimum separation of 10 metres from any public street, sidewalk or pedestrian walkway and a minimum separation of 10 metres from any residential properties.
- If internal/integrated service areas are not achievable within new developments, the service areas should be located to avoid visibility from public areas and/or be designed with appropriate screening measures and materials to shield all sides of the service area from public view. This includes gas and water meters, garbage and delivery areas.

- On new and existing developments where service areas require screening, the building materials used on the screening enclosure should be similar and/or complementary to those of the building's exterior materials and finishes. Low-maintenance landscaping treatments (providing year-round screening capabilities) may be considered a suitable screening device only when no other alternatives are possible. Building materials not suitable for service area screening include: unfinished wood, metal cladding and concrete block.

3 The Streetscape & Landscaping

The following recommendations for the public realm are made to improve the appearance and functionality of Avenue Road and to better serve the needs of pedestrians including local residents, visitors, business owners and patrons. Improvements to the public realm for pedestrians will also contribute to a more animated and vibrant streetscape.

Throughout the Avenue Study process, the width and character of the public realm, particularly sidewalks, was identified as being one of the key contributors to the character of the area. As Avenue Road redevelops it will be important that the functionality and aesthetics of adjacent sidewalks allow for informal (e.g. socializing) and formal (e.g. outdoor cafe spaces, retail display areas) gathering of community residents and visitors to the area.

This section of Avenue Road was reconstructed in 2006-2007 and no additional reconstruction of the right-of-way is anticipated in the near future.

3.1 Sidewalks/Pedestrian Clearway

- Along much of this part of Avenue Road the sidewalks vary between 2.5 and 5 metres because of the recessed parking bays. If a streetwall is to be maintained at the property line, this variation in sidewalk width will continue. Where buildings are set back from the property line creating a wider pedestrian clearway, particularly north of Melrose Avenue on the east side of Avenue Road, the zoning provisions provide for setbacks that maintain the generous width of the pedestrian clearway.

3.2 Landscaping

- Many additional street trees were planted in the 2006-2007 reconstruction. Whenever there is a new development constructed or the reconstruction of a street, new street trees should be planted wherever possible. Street trees should be planted with appropriate width and soil volume in continuous tree trenches as identified by the City standard, to allow for growth and to ensure their long-term viability. Watering systems and/or responsibilities should be established prior to planting.
- Only species that are tolerant of urban conditions such as salt, poor soil and uneven irrigation should be used. Monocultures should be avoided and tree selection should be context dependant, i.e. trees selected for areas with landscaping on one side and paving on the other should be different from trees selected for an area with paving on both sides.
- Tree selection should be considerate of retail uses and pedestrian traffic.
- Tree species should be consistent per block face.

3.3 Parks & Open Space

- The Avenue Study recommended identified a number of publicly owned sites where new green space could be provided and existing green space could be improved. Some possible actions include:
 - Opening up a southerly access to, and renaturalizing, the Douglas Greenbelt
 - Attempting to acquire the Roe Bus Loop to create a park on Avenue Road should it be declared surplus by the TTC
 - Directing staff to study the closure of Dunblaine Avenue at the east side of Avenue Road to create a ‘village square’ park on the Dunblaine right-of-way
 - Improving the boulevard space between the property line and curb, creating green fingers, at 15 corners where the opportunity exists
 - Studying the closure at Avenue Road of the two unpaved laneways that run west of Avenue Road to Grey Road on the blocks between Douglas and Bedford Park Avenues and Bedford Park and Woburn Avenues to create parkettes on the Avenue Road frontage

- investigating opportunities to provide landscaped areas within the existing painted centre lane medians on Avenue Road between Lawrence and Wilson Avenues
- Green Space in New Developments (to be determined)
- Create and/or enhance visual and physical connections to existing or new open spaces along Avenue Road. This will enhance visibility of the park and open spaces and encourage use of neighbourhood parks and open spaces and create visibility to these spaces, thereby enhancing security.
- New developments at corner locations should provide an open space contiguous to the sidewalk to provide an expanded open space for pedestrians that may be landscaped and/or be the location for public art related to the development.

3.4 Public Art

- The intersection of Lawrence Avenue and Avenue Road and Avenue Road south of Highway 401 should be identified as suitable 'gateway locations for public art in the Public Art Master Plan, when that work is undertaken.
- Public art contributions should be sought from new development on the larger development sites.

Attachment 6: Avenue Road Avenue Study, April 2008 BMI/Pace Consultants
See PDF at www.toronto.ca/planning/avenue_road.htm