

Queen-River Secondary Plan – Status Report

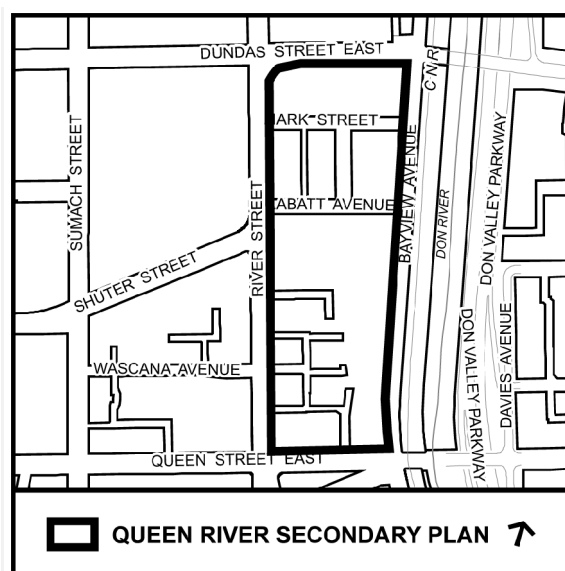
Date:	October 16, 2012
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 28 – South District
Reference Number:	11 183733 SPS 00 TM

SUMMARY

The purpose of this report is to present a draft of the proposed Queen-River Secondary Plan, provide a status update on the process and to seek direction on the final community consultation meeting.

The majority of the Queen-River area is designated as a “Regeneration Area” in the City of Toronto’s Official Plan. The Official Plan states that “for each Regeneration Area, a framework for development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan.” The City is in the process of developing a Secondary Plan for the Queen-River Area to ensure that new development proceeds in a desirable manner.

The next step is to conduct a final community consultation meeting to allow the public to provide further input on the draft Queen-River Secondary Plan. The meeting is expected to take place in the fourth quarter of 2012. A final report is anticipated in the first quarter of 2013.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the draft Queen-River Secondary Plan together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Under the former City of Toronto Official Plan, the Queen-River area was subject to the Queen-River Part II Plan, which designated most of the area as "Restricted Industrial Area". The Part II Plan designated the properties fronting on the east side of River Street from Dundas Street East to Wascana Avenue as "Low Density Mixed Commercial-Residential Area".

At its meeting of November 26, 27 and 28, 2002, Council adopted the new Official Plan for the City of Toronto; the former Queen-River Part II Plan was not carried forward into the new Official Plan. The area is designated "*Regeneration Areas*" within the new Official Plan. The Official Plan states that development should not occur within *Regeneration Areas* until a Secondary Plan is in place.

Recent Development Approvals

47-51 River Street – At its September 25, 2003 meeting Council approved an amendment to the Official Plan and zoning by-law (File No. 02 035370 STE 28 OZ) to create Area Specific Policy No. 258 and a Zoning By-law amendment to permit 30, 3-storey townhouses. The Area Specific Policy was later amended by Council at their May 25-27, 2009 (File No. 08 211368 STE 28 OZ) meeting to add an additional 7 units for a total of 37 townhouses. The development is currently under construction.

19 River Street - Vinegar Co Lofts –A zoning by-law amendment application (File No. 06 133208 STE 28 OZ) was approved at the April 23 and 24, 2007 meeting of City Council to permit the conversion of an existing three-storey industrial building and construct a two-storey addition for a residential (live-work) development of 36 dwelling units. Planning staff determined an Official Plan amendment was not necessary in this case to permit development to proceed prior to approval of a Secondary Plan. The

proposal is primarily contained within an existing building, is moderate in scale, and is for a use consistent with existing uses in the area.

The building was listed on the City of Toronto Inventory of Heritage Properties on April 24, 2007.

761 Dundas Street East – Mercedes-Benz Downtown – Committee of Adjustment application number A0607/05TEY was approved on September 26, 2005 to provide improvements to the existing automobile dealership building and construct an addition which raised the permitted height from 15 metres to 21.9 metres.

310 & 326 Bayview Avenue, and 33 Labatt Ave - Audi Downtown Toronto – Committee of Adjustment application number A0398/04TEY was approved on September 8, 2004 to construct a one-storey automobile dealership building. The corresponding Site Plan (File No. 02 035367 STE 28 SA) was approved by the Ontario Municipal Board on December 21, 2004.

27-39 Old Brewery Lane - Malthouse Loft Towns – A Site plan application (File No. 03 200021 STE 28 SA) was approved on October 12, 2004 to convert a former brewery into 10, three-storey residential (live-work) townhouse units with 2 parking spaces for off-site uses. The residential uses were approved in 1996 under site specific by-law 1996-0365. As the residential uses were permitted prior to the adoption of the current Official Plan, an Official Plan amendment was not required.

The building was listed on the City of Toronto Inventory of Heritage Properties on May 21, 1996.

OBJECTIVES

The Queen-River area is designated *Regeneration Areas* in the City of Toronto's Official Plan with the exception of a narrow sliver of land abutting Bayview Avenue from Dundas Street East to Queen Street East which is designated *Parks*. Section 4.7 Policy 2 of the Official Plan states that development should not proceed in *Regeneration Areas* prior to approval of a Secondary Plan. The City of Toronto is in the process of developing a Secondary Plan for the Queen-River area in accordance with the current Official Plan.

The majority of the Queen-River Area is already developed. As such, it is anticipated that the Queen-River Secondary Plan will be implemented as the underused properties in the area redevelop.

The broad goals of this Secondary Plan are to provide a framework for both non-residential and residential development that reconciles the need to attract new investment to the area while protecting the low-rise stable residential areas from negative impacts of development, addresses the interface between residential and non-residential uses and improves the public realm in a coordinated manner.

The Queen-River area is primarily a low-rise area with diverse land uses. The lot pattern ranges from small sites with grade related housing to large sites containing commercial, institutional and light industrial uses. City Planning staff conducted a planning and urban design analysis of the Queen-River area, resulting in the identification of two different areas called Mixed Use Areas 'A' and Mixed Use Areas 'B' in the Secondary Plan. Each of these areas has distinct characteristics and different objectives and policies in the draft Secondary Plan.

Mixed Use Areas 'A' is a low-rise, small scale, fine grained community mostly comprised of small lots. The area is considered stable and new development will consist of building conversions and small scale infill developments that are sensitive to the existing character and built form of the neighbourhood.

Mixed Use Areas 'B' is a low to mid-rise area generally comprised of larger sites and commercial uses. Gradual change is anticipated in this area as underused sites are redeveloped.

Developments in Mixed Use Areas 'B' that are adjacent or in proximity to Mixed Use Areas 'A' must be compatible with the character of Mixed Use Areas 'A'. This includes providing a gradual transition of scale and density to the existing residential uses through building height, massing, scale, stepbacks, setbacks and the use of an angular plane. These developments must also attenuate resulting traffic and parking impacts on adjacent neighbourhood streets and maintain adequate light and privacy for residents in Mixed Use Areas 'A'.

Another major goal of the Secondary Plan is to improve the public realm in the Queen-River area. New developments will be encouraged to provide streetscape and open space improvements, to promote increasing tree canopy coverage, landscape enhancements and improved personal safety. New developments will also be required to provide street tree planting where possible and provide a continuous, linear sidewalk. Other potential public realm improvements include bump outs at intersections, provision of boulevard space for landscape improvements and the removal of the right turn channel at the southeast corner of River Street and Dundas Street East to create an improved pedestrian environment.

Site and Surrounding Area

The Queen-River area is bounded by Dundas Street East to the north, Queen Street East to the south, Bayview Avenue to the east and River Street to the west. The area slopes down toward Bayview Avenue at its east end with a relatively steep embankment at the northern portion of the study area tapering off to a gradual slope at the southern portion of the study area.

The Queen-River area is comprised of privately owned properties containing a mix of commercial, light industrial, institutional and stable residential uses on both small and large lots. Much of the area is developed and contains a variety of building forms including semi-detached houses, townhouses, automobile dealerships and low-scale office buildings.

North: from west to east along Dundas Street East there is one storey building owned by City of Toronto, a 6-storey residential building (Tannery Lofts), a 2-storey commercial building and a 3-storey Lexus car dealership. Beyond the buildings along Dundas Street East is a park and townhouses.

South: beyond the River Street, Queen Street East and King Street East intersection is the River-City condominium complex which includes 7, 13 and 14 storey buildings containing 598 residential units (File No. 09 194999 STE 28 SA and 11 309775 STE 28 SA). This development is currently under construction. It is located in the north end of the master planned West Don Lands redevelopment area which is 32 hectares. When completed, the area will contain approximately 6,000 new residential units, an elementary school and approximately 9.3 hectares of open space and parks.

East: on the east side of Bayview Avenue is a CN rail line and the Don River open space containing a pedestrian/bike trail. The Don River is immediately east of the trail and further east is the Don Valley Parkway. On the east side of the river is the recently redeveloped Don Mount Court/Rivertowne.

West: Regent Park is located on the west side of River Street, north of Shuter Street. Regent Park is currently being redeveloped from a social housing development to a mixed-use, mixed residential community over a period of 15 years. Low-rise housing, including the TC Douglas housing co-operative is located south of Shuter Street. Closer to Queen Street East is a Beer Store. A 3-storey commercial building fronts onto Queen Street East.

The portion of the Queen-River Secondary Plan area bordered by Labatt Avenue to the north, Queen Street East to the south, Bayview Avenue to the east and River Street to the west is considered part of Corktown and is within the boundaries of the Corktown Business and Residents Association. The King-Parliament Secondary Plan sets out the framework for new development in the portion of Corktown south of Queen Street East. The portion of Corktown within the boundaries of the Queen-River Secondary Plan is not part of the King-Parliament Secondary Plan.

Land Use

The Queen-River area contains a variety of different uses including two prominent automobile dealerships located along Bayview Avenue, a warehouse facility, and office uses which include consulting services, IT, media and design companies. The area also contains non-profit organizations including the headquarters of the Toronto Humane Society and a Salvation Army location. In 2011, there were a total 468 jobs in the area, 423 of which were full time.

There are also residential uses in the study area. Properties on the east side of River Street are predominantly occupied by house-form buildings that accommodate residential and commercial uses. Eight additional low-rise house-form buildings can be found in the

north end of the study area along Mark Street and Defries Street. A 37-unit townhouse development is currently under construction just south of Shuter Street. The south end of the Queen-River Area contains a former vinegar factory and a former brewery both converted into residential condominium units. In addition, there are over 30 townhouse dwellings located off Old Brewery Lane on Old Primrose Lane and Old Trillium Lane.

Due to its proximity to the Don River and the embankment along Bayveiw Avenue, a large portion of the eastern side of the Queen-River area lies within the Toronto and Region Conservation Authority (TRCA) regulation limit. This requires any development within the regulation limit be subject to TRCA approval.

Transportation and Parking

The area is currently served by east/west TTC streetcar service on King Street East, Queen Street East and Dundas Street East. There are currently no TTC routes on River Street or Bayview Avenue. The closest subway station is located at Queen Street and Yonge Street.

River Street includes bike lanes connecting to the Dundas Street East bike lanes to the north and into the West Don Lands revitalization area in the south. Bicycle access to the Don Valley Trail located between the CN rail line and the Don River is located on the south side of the Queen Street East Bridge.

Built Form Heritage

There are currently two buildings in the Queen-River area which have been identified by the City as having historical significance.

The former Queen City Vinegar Company Factory at 19 River Street was listed on the heritage inventory by Council in 2007. The former Don Brewery building at 31 Old Brewery Lane was designated under Part IV the Ontario Heritage Act, RSO 1990 in March 1996. Both buildings have been adapted from their former uses and now contain residential and live/work units.

Natural Heritage System

The majority of the Queen-River Area is located within a Natural Heritage System. The Official Plan contains policies for regulating development within natural heritage systems. These policies include requirements for development to recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area and minimize adverse impacts and when possible, restore and enhance the natural heritage system. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system. To assist this evaluation, an impact study may be required in accordance with guidelines established for this purpose.

All proposed developments in or near the natural heritage system will be subject to the Ravine and Natural Feature Protection By-law, as well as review and approval by the Toronto and Region Conservation Authority.

Provincial Policy Statement and Provincial Plans

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

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Queen-River area is located within the *Downtown and Central Waterfront* area on Map 2 – Urban Structure in the Official Plan and is designated *Regeneration Areas* and *Parks* on Map 18 – Land Use Plan.

Chapter Two of the Official Plan – Shaping the City, states that the downtown area offers opportunities for substantial employment and residential growth, but that this growth is not anticipated to be uniform. Rather, the Official Plan indicates that the neighbourhoods and greenspaces will be protected from development pressure while other areas of the downtown will accommodate population and employment growth.

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Official Plan's growth strategy, reintegrating areas of the City that are no longer in productive urban use due to shifts in the local or global economies. In *Regeneration Areas*, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or even the same building.

Not all *Regeneration Areas* will have the same mix of uses or development policies. Each will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. *Regeneration Areas* will need "tailor-made" strategies and frameworks for development, provided through a Secondary Plan. In some cases, there will be a need for extensive infrastructure improvements as in the case of the *Central Waterfront*. In smaller *Regeneration Areas*, the road system may be in place and the emphasis will be on re-use of existing buildings and compatible infill.

In every case *Regeneration Areas* represent a tremendous opportunity to unlock potential and help direct growth within the City.

Regeneration Areas will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to: revitalize areas of the City that are largely vacant or underused; create new jobs and homes that use the existing infrastructure and create well-paid, stable, safe and fulfilling employment opportunities for all Torontonians; restore, reuse and retain existing buildings that are economically adaptable for re-use through the use of incentives; achieve streetscape improvements and the extension of the open space network; promote the environmental clean-up and re-use of contaminated lands.

Section 4.7 Policy 2. of the Official Plan states that “for each Regeneration Area, a framework for development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan”. The Secondary Plan will guide the revitalization of the area.

A sliver of the area along Bayview avenue from Dundas Street East to Queen Street East is designated *Parks* in the Official Plan. The Official Plan requires only the land within the *Regeneration Areas* designation to have a secondary plan. As such, the area designated *Parks* is not part of this Secondary Plan.

Zoning

The majority of the area is currently zoned I2 D3. I2 is an industrial district zone that permits a wide variety of non-residential uses including industrial workshops, studios, open storage yards, distribution depots and manufacturing plants. Residential uses are not permitted. Site specific amendments to the zoning by-law have been previously approved within the I2 area to permit residential development.

The properties along River Street between Dundas Street East to the north and Wascana Street to the south are zoned CR T2.5 C2.0 R1.5. This is a Mixed-Use district that permits a wide variety of housing forms and commercial uses including office, retail and institutional uses.

The current height limit for the entire Queen-River Secondary Plan area is 15 metres.

Site Plan Control

All lands within the study area are subject to the City's site plan control By-law No. 774-2012.

Community Consultation

A Community Advisory Committee was convened by Community Planning consisting of a number of businesses, the Corktown Residents and Business Association, and residents within and surrounding the study area. The purpose of the Community Advisory Committee is to provide guidance in the drafting and review of the Secondary Plan. The Community Advisory Committee met on February 23, 2011 and April 27, 2011. The Community Advisory Committee was given the opportunity to review the draft

secondary plan and provide comments to City Planning prior to the Community Consultation meeting.

A community consultation meeting was held on June 28, 2012. Approximately 30 people attended. A draft secondary plan was provided to area residents before and during the meeting. Planning staff also presented the draft secondary plan as part of the meeting. The attached draft Secondary Plan (Attachment 1) was revised to address both staff analysis and the concerns raised by the community at the meeting. Further revisions are anticipated after it is brought back to the community for final consultation.

Re-investment through new development will help address some of the issues that have been identified through the community consultation process including streetscape improvements and laneway improvements. Increases in pedestrian activity at all times of the day from additional commercial and residential development will help to create safer streets and more viable business opportunities along River Street; further concerns that were raised at the community consultation meeting.

Throughout the process, members of the community who live and work in the Queen-River area have identified the compatibility of existing land uses as a concern, especially the interface between commercial and residential uses. One of the objectives of the plan is to reduce the potential for negative impacts on residential uses from new commercial uses through the Built Form and Land Use policies in the attached Secondary Plan.

Parks and Community Space

There are currently no parks or community space in the Queen-River Secondary Plan area. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The Queen-River Secondary Plan area is in an area with 0-0.42 hectares of local parkland per 1,000 people. The area is in the lowest quintile of current provision of parkland. The Queen-River area is in a parkland priority area, as per the City Wide Parkland Dedication By-law 1020-2010.

It is likely that most developers will be required to satisfy the parkland dedication requirement through cash-in-lieu. For larger sites, staff will explore opportunities to acquire parkland or publicly accessible private open space.

There are a number of parks surrounding Queen-River area. Parks west of the secondary plan area include Regent Park South and Sumach-Shuter Parkette. A new community centre, indoor pool and neighbourhood park are under construction or built as part of the Regent Park revitalization project. To the south of the study area, Underpass Park and Don River Park will be part of the West Donlands development. Oak Street Park is located to the north of the Queen-River area.

City Division and Agency Circulation

A technical advisory committee consisting of relevant City Divisions and agencies was established at the beginning of the secondary plan process to identify issues, provide ongoing advice and to assist in drafting and evaluating the Queen-River Secondary Plan.

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ATTACHMENTS

Attachment 1: Draft Queen-River Secondary Plan

31. QUEEN-RIVER SECONDARY PLAN

1. INTERPRETATION

1. The lands affected by the Queen-River Secondary Plan are shown on Map ____-1.
2. The boundaries of this area are approximate and minor adjustments do not require an Official Plan Amendment.

2. VISION

The Queen-River area is approximately 6.4 hectares located at the eastern edge of the downtown as shown on Map 31-1. It is comprised of privately owned properties containing a mix of commercial, light industrial, institutional and stable residential uses on both small and large lots. Much of the area is developed and contains a variety of building forms including semi-detached houses, townhouses, commercial uses and low-scale office buildings.

The Queen-River Secondary Plan provides a comprehensive planning framework that will be implemented as the redevelopment of underutilized sites occurs over time. The Secondary Plan envisions that new development within the Queen-River Secondary Plan area will help create a high quality working and living environment by providing a mix of uses and built form, improving the public realm and being sensitive to the existing stable residential uses.

One of the Secondary Plan's objectives is to facilitate the attraction of investment to the area by establishing a framework for development that allows a mid-rise built form on some of the larger sites while protecting the existing low-rise residential properties from the negative impacts associated with more intense forms of development than that which currently exists.

The Queen-River area will continue to contain a number of viable non-residential uses as well as an established and growing residential community. As redevelopment proceeds particular attention will need to be paid to the interface between non-residential and residential land uses to ensure that they are compatible with each other.

A high quality public realm is a key component in a healthy, liveable and safe community. Streetscape improvements, landscaping, and building design that addresses the street are required by this Secondary Plan to improve the pedestrian experience and contribute to making the area more attractive and liveable.

2.1 Objectives

1. Create a high quality working and living environment in the Queen-River area.
2. Provide a comprehensive framework for future development.
3. Provide for a mixture of compatible land uses with the flexibility to evolve over time.
4. New development will be compatible with the existing uses, built form and scale of the Queen-River area.
5. New development will address the interface between residential uses and non-residential uses in order to minimize conflicts between differing land uses.
6. New development will contribute to the achievement of inviting, attractive, pleasant and safe streets and open spaces which meet high standards of urban design.

3. URBAN STRUCTURE

Queen-River is primarily a low-rise area with diverse land uses. The lot pattern ranges from small sites with grade related housing to large sites containing commercial, institutional and light industrial uses.

1. *The Queen-River Area* contains established, stable residential uses. The stability and character of these areas will be maintained and reinforced.
2. A higher intensity of built form is expected on some of the larger sites designated *Mixed-Use Area 'B'* in this Plan. Transition from heights and densities in Regent Park will occur down toward the Don River which marks the eastern boundary of the Downtown.

4. BUILT FORM

1. New buildings will locate along the front property line in such a way that they define and form edges along streets, laneways and midblock pedestrian routes.
2. The lower levels of new buildings associated with the pedestrian realm will be sited and organized to:
 - a) enhance the public nature of streets, open spaces and pedestrian routes; and
 - b) encourage the design and location of servicing and vehicular parking so as to minimize pedestrian/vehicular conflicts. Curb cuts and driveways will be restricted and access points should be directed to laneways where possible.
3. Appropriate buffering, screening and other attenuation measures will be provided by new development adjacent or close to residential uses.

5. LAND USE

5.1 Mixed Use Area 'A'

Mixed Use Area 'A' is a low-rise, small scale, fine grained community generally comprised of small properties. The area will be considered stable. New development will consist of small scale infill development and building conversions that are sensitive to the existing character and form of the community.

1. For properties that are not located on River Street, small-scale retail, service and office uses are permitted on properties that legally contained such uses prior to the approval date of this Secondary Plan. New small-scale service and office uses in Mixed Use Area 'A' that are incidental to and support *Mixed-Use Area 'A'* and that are compatible with the area and do not adversely impact adjacent residences may be permitted through an amendment to the Zoning By-law. To maintain the residential amenity of *Mixed Use Area 'A'*, new small-scale service and office uses will:
 - a) serve the needs of area residents and potentially reduce local automobile trips;
 - b) have minimal noise, parking or other adverse impacts upon adjacent or nearby residents; and

- c) have a physical form that is compatible with and integrated into *Mixed-Use Area 'A'*.
- 2. Mixed commercial/residential uses will be permitted on properties fronting onto River Street.
- 3. Development in established parts of *Mixed-Use Area 'A'* will respect and reinforce the existing physical character of the Area, including in particular:
 - a) patterns of streets, blocks and lanes, parks and public building sites;
 - b) size and configuration of lots;
 - c) heights, massing, scale and dwelling type of nearby residential properties;
 - d) prevailing building type(s);
 - e) setbacks of buildings from the street or streets;
 - f) prevailing patterns of rear and side yard setbacks and landscaped open space;
 - g) continuation of special landscape or built-form features that contribute to the unique physical character of the area; and
 - h) conservation of heritage buildings, structures and landscapes.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the Area.

The prevailing building type will be the predominant form of development in the Secondary Plan Area.

- 6. Where a more intense form of development than the prevailing building type has been approved on River Street, it will not be considered when reviewing prevailing building type(s) in the assessment of development proposals in the interior of *Mixed Use Area 'A'*.
- 7. Where a more intense form of development is proposed on River Street than that permitted by existing zoning, the application will be reviewed in accordance with 5.1.3 of this Secondary Plan having

regard to both the form of development along the street and its relationship to adjacent development in *Mixed Use Area 'A'*.

5.2 Mixed Use Area 'B'

Mixed Use Area 'B' is a low to mid-rise area generally comprised of larger properties and commercial uses. Gradual change is expected in this area as underused sites are redeveloped.

1. A mix of compatible land uses will be permitted in *Mixed Use Area 'B'* including residential, live/work, commercial, institutional, light industrial, recreation and open spaces.
2. New development in *Mixed-Use Area 'B'* will be of a low or mid-rise built form up to a maximum of 12 stories in height.
3. New developments in *Mixed Use Area 'B'* that is adjacent or close to *Mixed Use Area 'A'* will:
 - a) be compatible with *Mixed Use Area 'A'*;
 - b) provide a gradual transition of scale and density to the existing residential uses through building height, massing, scale, setbacks, stepbacks and the use of an angular plane;
 - c) maintain adequate light and privacy for residents in *Mixed Use Area 'A'*
 - d) attenuate resulting traffic, loading and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity in *Mixed Use Area 'A'*.
4. New development will enhance the Bayview Avenue streetscape through landscaping and open space improvements.
5. The embankment along Bayview Avenue will be defined by the required top-of-bank setback and most recent flood plain mapping by the appropriate approval authorities. A built form edge and landscaping should enhance the appearance, stability and biodiversity of the embankment in accordance with the requirements of the appropriate approval authorities.
6. New development will minimize its impact on the embankment by stepping back from the required top-of-bank setback for heights exceeding three storeys and by reducing the need for new retaining structures.

7. Building elevations adjacent to Bayview Avenue will not be designed specifically for the purpose of advertising.
8. New development will enhance the embankment along Bayview Avenue through naturalization and landscaping, by respecting the appropriate setbacks from the established top-of-bank and most recent flood plain mapping by the appropriate approval authorities.

5.3 View Promontory Sites and Connections to Bayview Avenue

1. At the east ends of Labatt and Mark Streets, facing the Don River Valley lands, the potential shall be explored to create viewing opportunities and/ or pedestrian connections to a Bayview Avenue sidewalk.

5.4 Gateways

1. New development at gateways, as shown on Map ___, will exhibit a high level of architectural quality.
2. Public art, unique streetscape elements and/or appropriate architectural expressions will be encouraged for new development at gateways and will reflect and complement the entrance to the Downtown and/or the history of the area.

6. PUBLIC REALM

1. Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged in the public right-of-way and adjacent privately-owned lands.
2. New developments will provide comprehensive, high quality, co-ordinated streetscapes and open space improvements to promote increasing tree canopy coverage, landscape enhancements, access, orientation and personal safety in the Queen-River area.
3. New developments will provide street tree planting on the City owned right-of-way in accordance with the City of Toronto Streetscape Manual where possible and provide for a continuous, linear sidewalk.
4. If there is not enough room in the City owned right-of-way for street tree plantings, new developments will be required where possible to be set back from the street or convey land to the City in order to accommodate new street trees in accordance with the City of Toronto Streetscape Manual.

5. Streets should be modified wherever possible to incorporate bump outs at intersections to improve and shorten pedestrian crossings and to provide boulevard space for landscape beautification.
6. The potential for a sidewalk along Bayview Avenue, connecting to the Queen-River Area will be encouraged.
7. A connected, attractive, safe and comfortable system of pedestrian and bicycle routes and bicycle parking will be encouraged.
8. Laneway improvements that enhance the pedestrian environment and reflect Crime Prevention Through Environmental Design principles will be encouraged.
9. The removal of the right turn channel at the southeast corner of River Street and Dundas Street East and replacement with a public plaza including pedestrian amenities will be reviewed to determine if it is feasible.
10. New developments on large sites will be encouraged to provide publicly accessible open space on site.

7. TRANSPORTATION AND PARKING

1. Commercial boulevard permit parking will not be permitted in the Queen-River area.
2. The establishment of new surface parking lots and the expansion of existing surface parking lots in the Queen-River area is prohibited.
3. Continuous stretches of on street parking should be encouraged
4. Streetscapes should be designed to minimize pedestrian and vehicular conflicts.
5. Redevelopment shall use laneways for site access and servicing. Existing curb cuts should be removed and laneways should be widened wherever possible to City standards.
6. If a property does not have access to a lane, access should be designed so that it can be shared by the adjacent properties.
7. Driveways for loading should be consolidated with adjacent land owners wherever possible.

