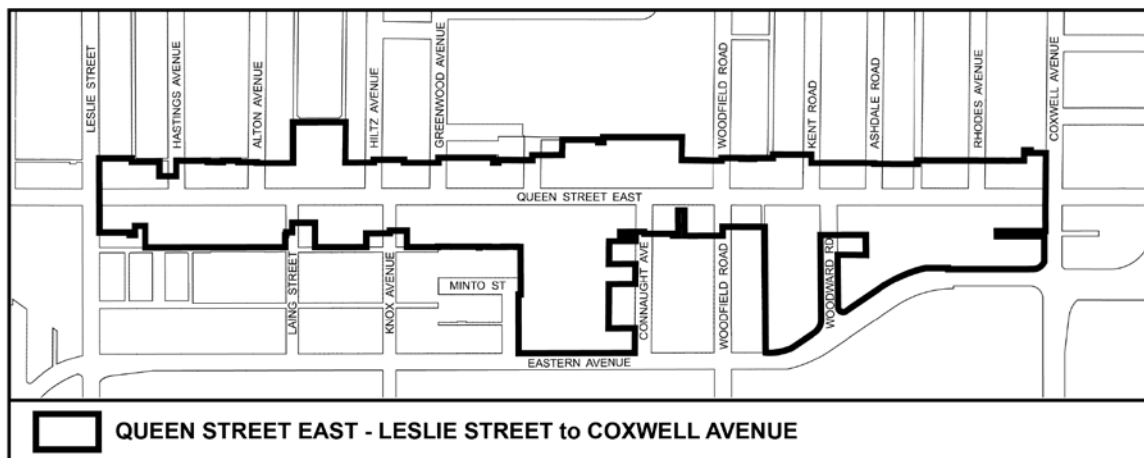


**Queen Street East/Ashbridge Precinct Planning Study-
City-Initiated Official Plan Amendment and Urban
Design Guidelines– Final Report**

Date:	December 15, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 30 – Toronto - Danforth Ward 32 – Beaches - East York
Reference Number:	15-106510 SPS 00 OZ

SUMMARY

In June 2014, City Council directed City Planning staff to determine if either the existing Urban Design Guidelines for Queen Street East (between Coxwell Avenue and Neville Park Boulevard) or the Leslieville Urban Design Guidelines (between Jimmie Simpson Park and Leslie Street) should be extended to apply to the portion of Queen Street between Leslie Street and Coxwell Avenue. This area sits between the aforementioned study areas to the east and west.



This report summarizes the outcome of the Queen Street East/Ashbridge Precinct Planning Study; provides a draft City-initiated Official Plan Amendment for the study area; and recommends approval of the area-specific Queen Street East/Ashbridge Precinct Urban Design Guidelines to guide development within the study area.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands fronting on Queen Street East between Leslie Street and Coxwell Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 4 to the report dated December 15, 2015 from the Director, Community Planning, Toronto and East York District.
2. City Council adopt the Urban Design Guidelines attached as Attachment No. 5 to this report dated December 15, 2015 from the Director, Community Planning Toronto and East York District.
3. City Council request the Senior Manager, Heritage Preservation Services, Urban Design, City Planning Division to research and evaluate properties on Queen Street East in the Ashbridge Precinct, located between Leslie Street to Coxwell Avenue, for inclusion on the City's Heritage Register.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

Direction to Initiate Study

At its meeting of June 10, 11, 12 and 13, 2014, City Council adopted the following motion:

1. City Council request the Director, Community Planning, Toronto and East York to assess the portion of Queen Street East between Leslie Street and Coxwell Avenue to determine whether either the existing Urban Design Guidelines for Queen Street East between Coxwell Avenue and Neville Park Boulevard or the emerging Urban Design Guidelines for Queen Street in between Jimmie Simpson Park and Leslie Avenue, and associated Official Plan policies, should be extended to apply to the portion of Queen Street East between Leslie Street and Coxwell Avenue, and report back to Toronto and East York Community Council in 2015.

The City Council Decision is available at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE32.88>

Reasons for the Study

The Queen Street East/Ashbridge Precinct Planning Study was initiated in part because the 2010 Council-Approved Avenue and Mid-rise Building Study and related performance standards do not apply to Queen Street East. In addition, a Zoning By-law Amendment application was submitted for 1327-1329 Queen Street East in April 2014. Similar studies have been completed for Queen Street East between Coxwell Avenue and Neville Park Boulevard, and between Jimmie Simpson Park and Leslie Street, to the east and west of this study area.

The mandate of the study was to provide appropriate design guidelines that help to shape new development and reinforce the existing character of the Ashbridge Precinct, while ensuring consistency with the policies of the Official Plan.

It is intended that development requiring either zoning by-law amendment or minor variance will be evaluated against both the proposed Official Plan policy and the Urban Design Guidelines recommended in this report.

Site and Surrounding Area

The study area includes properties with frontage on Queen Street East between Leslie Street and Coxwell Avenue. The study area is just over 1 km in length, with properties generally ranging in depth from 30 to 50 metres. The width of the Queen Street East right-of-way is 20 metres.

The Ashbridge Precinct is very diverse in terms of building type and lot pattern, with the prevailing built form being low-rise residential and commercial buildings. There are stretches of the study area that contain mixed-use buildings with active uses at grade and residential dwellings above. There are also a number of residential uses interspersed within the study area, including single and semi-detached dwellings and low-rise apartment buildings. Some of the properties include community services and park uses. The Russell streetcar facility and the Ashbridge Estate are also located within the study area, both of which contribute significantly to the history and character of the area.

The following uses surround the study area:

North: To the north are predominately low-rise residential properties.

East: To the east is the area known as 'The Beach' neighbourhood which comprises primarily residential and commercial uses and is subject to the Queen Street East Coxwell Avenue to Nursewood Road Urban Design Guidelines. Woodbine Beach Park and Woodbine Park are located southeast of Queen Street and Coxwell Avenue.

South: Immediately south are low rise-residential properties. Further south are lands used primarily for employment uses that are part of South of Eastern *Employment District*.

West: To the west is the area known as 'Leslieville' which primarily comprises two- to three-storey mixed use buildings and is subject to the Leslieville Urban Design Guidelines along Queen Street East.

POLICY FRAMEWORK

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented and some policies provide flexibility in their implementation, provided that provincial interests are upheld. City Council's planning decisions are required to be consistent with the PPS.

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

Official Plan

Avenue

Queen Street East in between Coxwell Avenue and Leslie Street is identified as an *Avenue* on Map 2 – Urban Structure of the Official Plan.

Section 2.2.3 of the Official Plan describes *Avenues* as “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents”.

The *Avenues* will be reurbanized incrementally on a site-by-site basis and over the course of several years. The Official Plan states that not all *Avenues* are the same. "Each *Avenue* is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no 'one size fits all' program for reurbanizing the *Avenues*".

The Official Plan anticipates the creation and adoption of area-specific urban design guidelines to implement the Plan's objectives. Urban design guidelines provide guidance for built form and public realm improvements that are consistent with the policies of the Official Plan.

The framework for new development on each *Avenue* is generally established through an Avenue Study with the intent of encouraging reinvestment and intensification on underdeveloped *Avenues*. Avenue Studies examine planning matters including: vacant and underutilized lands with redevelopment potential; the potential to create jobs and housing along major transit routes; whether existing zoning requirements are impeding growth and improvement; and where market conditions are resulting in pressure for development or redevelopment.

Examples of Avenue Studies for other areas in the city include: Dufferin Street from south of Lawrence Avenue West to Highway 401 (on-going); and two studies for different portions of St. Clair Avenue West. In comparison to those study areas, Queen Street East between Coxwell Avenue and Leslie Street is located in the pre-war fabric of the city and consists of mostly narrow lots with some larger and/or underutilized lots. Due to the local characteristics, the opportunities for mid-rise development within the study area will not be the same as other *Avenues* in the city.

For varying reasons, the *Avenues* cannot be studied in unison. Some of the *Avenues* function as traditional 'main streets' that serve the local and broader communities with a variety of non-residential uses. These *Avenues* will experience incremental mid-rise development. Others *Avenues* that consist of one- and two-storey commercial buildings, underutilized lots and large surface parking areas have been priorities for Avenue Studies.

While the study area has seen very little mid-rise development, it is considered prudent to put in place a localized mid-rise planning framework. This planning analysis of the portion of Queen Street between Leslie Street and Coxwell Avenue was considered appropriate in order to implement the Official Plan policies while taking local context into account through detailed urban design guidelines.

Mixed Use Areas

The lands within the study area are primarily designated *Mixed Use Areas* in the Official Plan. The designation permits a broad range of commercial, residential and institutional uses, and includes policies and criteria to guide development. New development should comply with the development criteria in *Mixed Use Areas*, which include:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;

- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment;
- providing good site access and circulation, and adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

The proposed area-specific Official Plan policy (Attachment No. 4) supplements the Official Plan's development criteria for *Mixed Use Areas* for this local area.

Parks, Employment Areas and Adjacent Neighbourhoods

Jonathan Ashbridge Park is located within the study area and is designated *Parks and Open Space* in the Official Plan. Maple Leaf Forever Park is located adjacent to the study boundary at Queen and Laing Street.

There are several properties within the Ashbridge Precinct designated *Neighbourhoods*. Policy 2.3.1 requires new development in *Mixed Use Areas* that are adjacent to *Neighbourhoods* to provide a transition in scale and density towards the *Neighbourhoods*. New development in such an area is also required to maintain adequate light and privacy for existing residential properties, and to mitigate traffic or parking impacts on nearby residential streets.

There is one property designated *Employment Areas* within the study area. The Russell streetcar maintenance facility is one of the TTC's original servicing depots and has been in operation since the 1920's. This facility serves as a maintenance and storage facility for TTC streetcars. The Russell carhouse will be in service indefinitely and will be providing storage and light maintenance for approximately 50 of the new low-floor streetcars.

Zoning

Former City of Toronto Zoning By-law 438-86

The Ashbridge Precinct is located in the former municipality of Toronto and is subject to Zoning By-law No. 438-86. The zoning permits a wide range of uses within the study

area including commercial, residential, transportation and open space. Properties zoned commercial/residential are generally permitted a density of either 2.0 or 2.5 times the area of the lot and a maximum height of either 12 or 14 metres. Properties that are zoned for residential uses are limited to a density of 1.0 times the area of the lot and a maximum height of 12 metres.

On May 9, 2013, City Council enacted a new city-wide Zoning By-law for the City of Toronto. By-law 569-2013 has been appealed in its entirety and is now before the Ontario Municipal Board. No hearing dates have been set. While the By-law is under appeal, the provisions of both the former zoning by-laws and the new zoning by-law are in effect for sites that are subject to By-law 569-2013. The zoning permissions are consistent with those outlined in Zoning By-law 438-86.

The properties at 1249, 1600 and 1602 Queen Street are exempt from City-wide Zoning By-law 569-2013 and are subject to former City of Toronto Zoning By-law 438-86 only.

Mid-rise Guidelines

In 2010, Council adopted the Avenues and Mid-rise Building Study. The study includes guidelines for mid-rise developments along the City's *Avenues* that are identified on Map 2 of the Official Plan. Queen Street East was removed from the Avenues and Mid-rise Building Study map. The guidelines do not apply to Queen Street between Coxwell Avenue and Leslie Street.

Community Consultation

The study included two community consultation meetings. The first was held on April 2, 2015 and attended by approximately 50 members of the public. The second meeting was held on October 8, 2015 and was attended by approximately 25 members of the public. The area Councillors and City staff were also in attendance at both meetings. Further community feedback was provided through email and telephone correspondence throughout the study. Concerns raised at the meetings were generally related to the following matters:

- building height and massing of future development in the area;
- the need for improvements to existing streetscape and public realm;
- maintaining existing green space;
- traffic and parking on Queen Street East and adjacent streets;
- the existing retail vacancy rate and the size of the future retail spaces;
- issues relating to the availability of affordable housing within the study area;
- heritage preservation; and
- the adequacy of municipal servicing and infrastructure.

The study was also the focus of a 'Planners in Public Spaces' event held October 22, 2015 at the Gerrard/Ashdale Library. Approximately 10 members of the public attended.

The materials presented at the meetings were posted on the City Planning website and are available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=13273bb05e41c410VgnVCM10000071d60f89RCRD&vgnnextchannel=4b4452cc66061410VgnVCM10000071d60f89RCRD>

COMMENTS

Format of Study

The study involved an extensive review of the existing character of Queen Street East from Coxwell Avenue to Leslie Street. This study included an analysis of built form, land use, physical and cultural heritage, streetscape and public realm, as well as a review of the applicable Official Plan and Zoning By-law policies. Based on this information, a lot analysis of the study area was completed. This analysis identified several sites that may be large enough to support mid-rise buildings over time.

Provincial Policy Statement and Provincial Plans

The proposed Area-Specific Official Plan policy No. 299 described in this report is consistent with the PPS, 2014. The proposed policy conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

Existing Built Form and Area Character

The Ashbridge Precinct has a unique area character and is comprised of many different uses, building types and lot patterns. There are segments that display the characteristics of a 'main street' consisting of low-rise buildings with small storefronts at-grade that have individual recessed entrances, display windows and residential uses above. There are animation zones along the façades of several of the buildings that include display areas, seating and landscaping.

In addition, there are many residential buildings that take a variety of forms including single and semi-detached, as well as townhouses and apartment buildings. Several of these residential dwellings are characterized by a generous landscaped setback adjacent to the sidewalk. There are some additional unique features within the study area that break up the 'main street' character in the study area including Russell streetcar maintenance facility and the Ashbridge Estate.

The existing buildings in the study area generally range from two to three storeys in height. However, there are several buildings throughout the study area that exceed 3 storeys. The tallest are 6-storeys (18 metres) in height and are located on the south side of Queen Street East at Coxwell Avenue. The majority of buildings are finished with brick, stone and wood, or siding.

Proposed Urban Design Guidelines

As part of the study, a lot analysis was completed that identified several lots within the Ashbridge Precinct that contain uses that would be less likely to support redevelopment in the foreseeable future. Mid-rise development within the study area will only be appropriate on lots where there is sufficient width and depth to accommodate the proposed development criteria set out in the urban design guidelines. New development will be required to respect and reinforce the unique physical character of the precinct, as well as improve pedestrian conditions along Queen Street East. Any proposed development that exceeds the existing zoning permissions will require a zoning by-law amendment or minor variance, depending on the extent and nature of relief sought.

Site Organization

All new development should be organized so that it does not detract from the public realm along Queen Street East. Curb cuts on Queen Street will not be permitted in order to minimize interruptions to the pedestrian environment and support continuous streetscape improvements. Vehicular access should be provided from the side street or rear laneways. Parking and servicing is required to be located below grade at the rear of properties.

Building Height and Massing

On lots that can accommodate mid-rise development, the building height will be limited to a maximum of 6-storeys, which is proportional to the right-of-way width of Queen Street East.

In order to reduce the overall appearance of building height, all new development will be required to have a maximum streetwall height of 14 metres (the current zoning height limit in a portion of the study area), at which point the building will be required to step back. New development on corner lots will be required to provide step backs above a height of 14 metres for both the Queen Street East and the flanking street frontages. In addition to providing front step-backs, a 45-degree angular plane is required to the front facade to provide additional transition and mitigate shadow impacts along Queen Street East. A 45-degree angular plane will also be required at the rear of properties in order to provide appropriate transition to adjacent properties. Projections will not be permitted into the angular planes. The Urban Design Guidelines outline the rear setbacks and the angular planes for both deep and shallow lots.

In order to enhance the public realm along Queen Street East, all new development in blocks that have a main street character will be required to provide active uses at grade. Recessed doors are required at grade to ensure a clear sidewalk for pedestrians. The Guidelines also require façade articulation to encourage fine-grain rhythm and prominent ground floor uses. The height of the ground floor should be a minimum of 3.5 metres and a maximum of 4.5 metres in order to provide opportunities for small retailers.

Development will be encouraged to use high quality materials that reflect the existing character of the street which is predominantly brick and stone.

One of the unique characteristics within the Ashbridge Precinct is the number of residential buildings interspersed within the study area. Many of these properties have generous front yard setbacks. The community suggested that these front yard setbacks should be preserved when possible. New development adjacent to existing residential buildings with deep front yard setbacks should provide setbacks greater than the 4.8 metres as outlined in the Urban Design Guidelines. In addition, the guidelines require side step-backs in instances where a building is proposed adjacent to a low-scale building that is not likely to be consolidated and/or redeveloped.

Where new development is adjacent to an existing low-rise building, side step-backs should be applied between the top of the 3rd and 6th storey, depending on the height of the adjacent low-rise dwelling. Side walls should be designed with high quality materials and provide architectural interest.

Streetscape

Queen Street East in the Ashbridge Precinct includes a range of retail, residential, employment and open space uses that serve the local community. The streetscape conditions along Queen Street East vary throughout the study area and there are many opportunities for improvement which will occur as sites redevelop. New development will be required to provide improvements to the streetscape and comply with the City's Streetscape Manual which provides standards for the design of sidewalks and boulevards. New development will be required to provide a minimum 4.8 metre setback (measured from curb to the front of building) at grade which will create opportunities for wider sidewalks, street trees, benches and bike racks.

Area-Specific Official Plan Policy

Queen Street East within the Ashbridge Precinct is designated an *Avenue* within the Official Plan. The Official Plan recognizes that not all Avenues are the same and that there is no "one size fits all" program for reurbanizing the Avenues. It is important to consider the existing character and local context when determining whether a development proposal is appropriate within the area. City Planning staff have determined that an area-specific Official Plan policy is necessary to provide direction regarding how the Official Plan applies to Queen Street in the Ashbridge Precinct.

Proposed Official Plan Policy No. 299 (Attachment no. 4) provides a character statement for the area and includes development criteria in addition to Official Plan Policy 4.5.2 for proposed development in Mixed Use Areas. The policy also clarifies how the draft Urban Design Guidelines should be utilized.

Parkland dedication

The Official Plan contains policies to ensure that Toronto's system of parks and open space are maintained, enhanced and expanded. The study area is identified as an area with 0.42 to 0.78 hectares of parkland per 1,000 people, which is the second lowest parkland provision level.

The parkland dedication for development sites less than 1 hectare in size will commonly be through cash-in-lieu, which is considered appropriate as the on-site parkland requirement for most sites in the study area would be too small to be of a useable size. The Ashbridge community has expressed an interest in the enhancement of existing parkland and open space, which has been shared with Parks, Forestry & Recreation.

Heritage

Queen Street East was known as Kingston Road until the late 1880's. The land was divided into 100 acre lots with John Scadding being the first owner. Sarah Ashbridge and her family moved to the area from Pennsylvania and began clearing land in 1794. The Ashbridge family was granted 600 acres between Ashbridge's Bay and present day Danforth in 1796. By 1884, the area was annexed by the City of Toronto and provided with water, sewer and streetcar service.

The Ashbridge Estate lies at the centre of the study area and was a working farm that prospered until the 1880's when the city expanded eastward and encroached on the estate. The building and grounds contribute significantly to the character of the area, and is listed on the City's inventory of heritage properties. City Staff have met with the Ontario Heritage Trust, the owners of Ashbridge Estate, to discuss the potential impacts of redevelopment adjacent to the site. Specifically the Trust expressed concerns with height and the impact of shadows, setbacks and landscaping. Any new development that is adjacent to the Estate will require additional consideration for potential negative impacts on the building and grounds, including obstructing views to the site, shadow impacts and appropriate transitions.

It is anticipated that there are several properties within the Ashbridge Precinct that are of heritage interest. It is recommended that Heritage Preservation Services research and evaluate properties within the study area for inclusion on the City's Heritage Register.

Housing

The community identified an interest in realizing new affordable housing. The Official Plan states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the needs of residents. While developing a strategy for inclusive housing options is of City-wide interest and is not specifically addressed in the proposed Official Plan Amendment and guidelines, it is being pursued by the Affordable Housing *Open Door Program*, which recognizes that the construction of new affordable rental and ownership homes is an important City strategy to help achieve the goal of providing a full range of housing opportunities.

Infrastructure

During the public consultation process, area residents expressed concerns regarding the capacity of infrastructure in the area including sewer, stormwater, and parking. The residents are especially concerned with traffic congestion within the area inside and just outside the study area. Development applications are required to submit a range of studies, including traffic studies, servicing and stormwater that demonstrate that there is sufficient capacity in the area to support the proposed development. Projects to date across Queen Street East have satisfied these requirements prior to proceeding.

In addition, on May 5, 2015 Toronto and East York Community Council requested the Director, Transportation Services, Toronto and East York District to review the transportation impacts of potential change and growth within the study area. This work is currently under way as part of a larger transportation study for the broader area.

CONTACT

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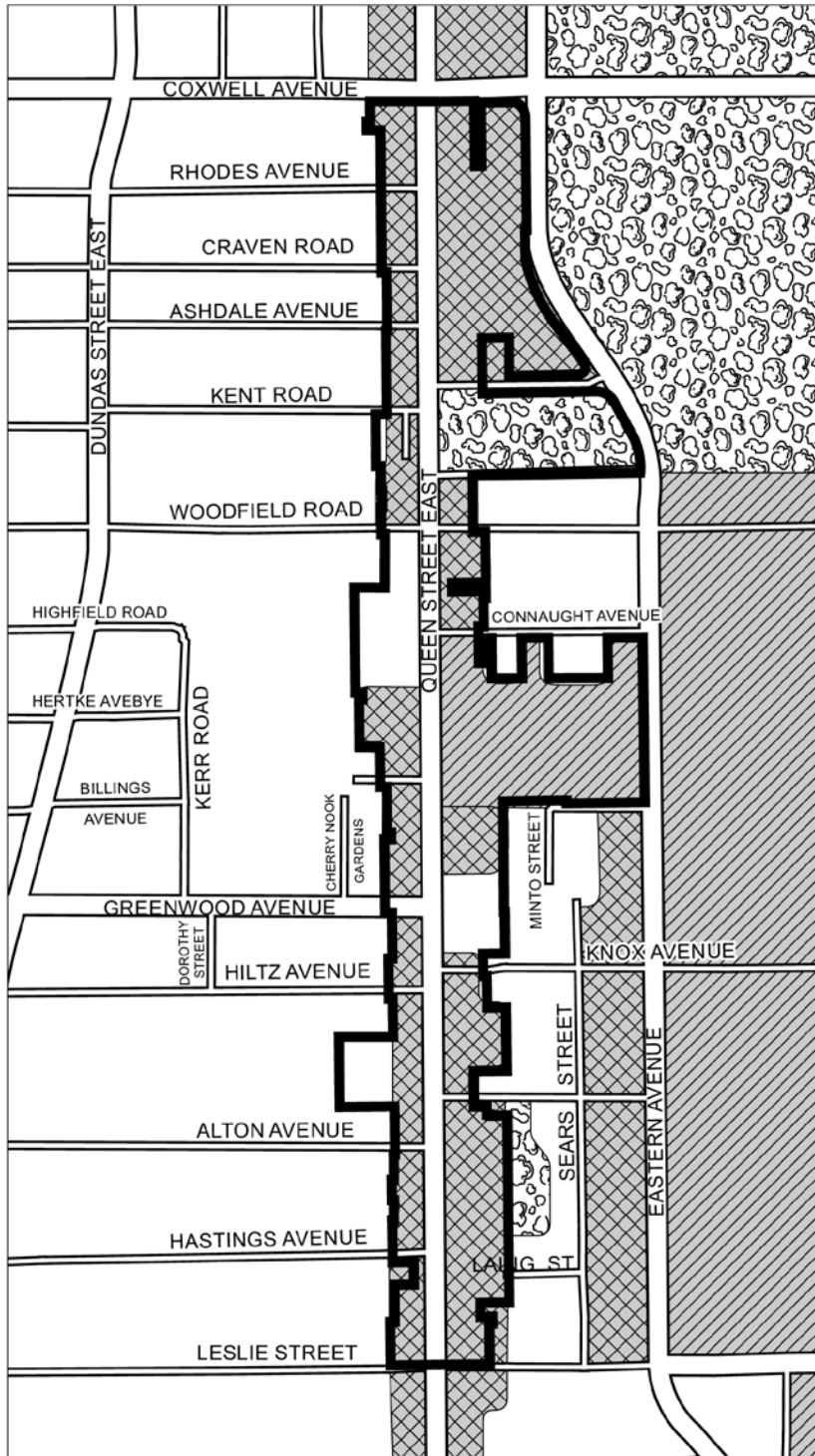
Gregg Lintern, MCIP, RPP
Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Official Plan
Attachment 2: Zoning – Land Use
Attachment 3: Zoning – Height
Attachment 4: Draft Official Plan Amendment (Area-Specific Policy No. 501)
Attachment 5: Draft Urban Design Guidelines




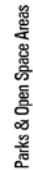


Attachment 1: Official Plan



Queen Street East - Leslie Street to Coxwell Avenue

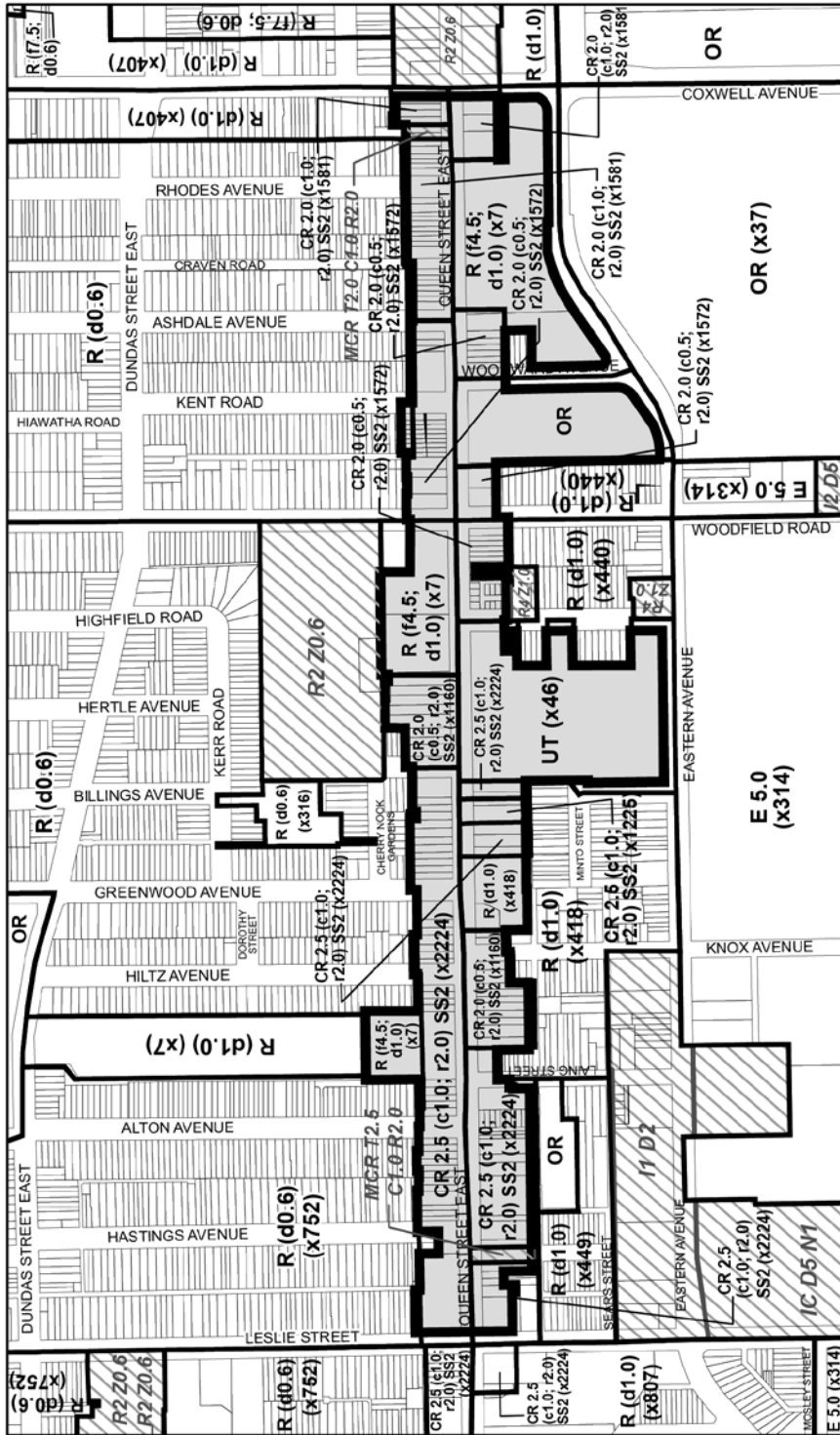
TORONTO City Planning
 Extract from Official Plan

File # 15 156510 SPS 00 07

-  Site Location
-  Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Parks
-  Employment Areas

↑
 Not to Scale
 11/18/2015

Attachment 2: Zoning – Land Use



Toronto City Planning
Zoning By-Law No. 569-2013
Queen Street East - Leslie Street to Coxwell Avenue
File # 15 106510 SPS 00 0Z

Location of Application

R Residential
CR Commercial Residential
E Employment Industrial
OS Open Space Recreation
OR Utility and Transportation
UT Utility and Transportation

See Former City of Toronto By-Law No. 438-86

R2 Residential District
R3 Residential District
R4 Residential District

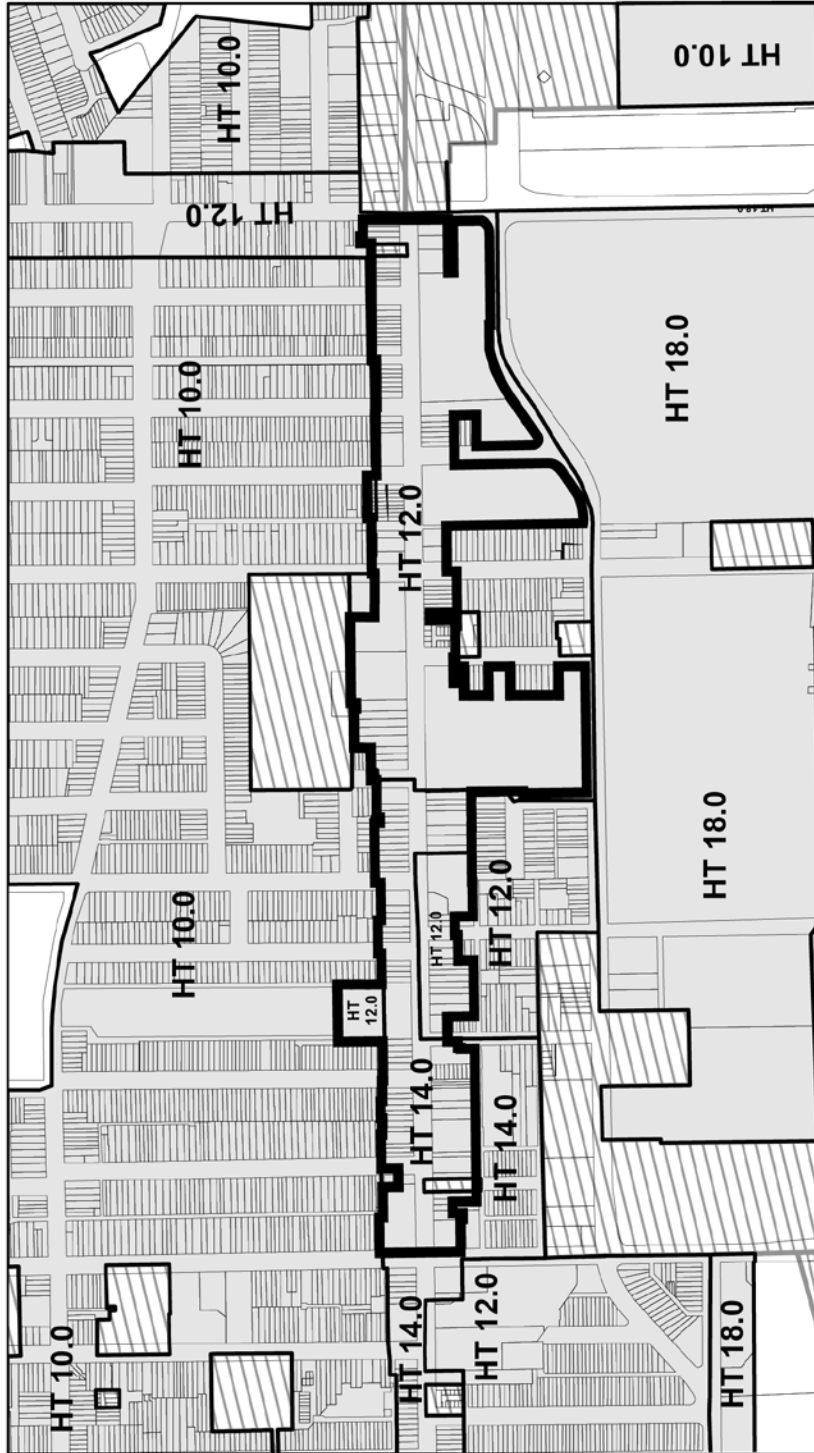
MCR 11
IC 12
IC 13

Mixed-Use District
Industrial District
Industrial District
Industrial District



Not to Scale
 Extracted: 11/16/2015


Attachment 3: Zoning – Heights



Toronto City Planning
Zoning By-law 569-2013
Height Overlay

Queen Street East - Leslie Street to Coxwell Avenue
 File # 15 106510 SPS 00 0Z

 Location of Application
 See Former City of Toronto By-Law No. 438-86
 Height Areas


 Not to Scale
 Extracted 11/13/2015

Attachment 4: Draft Official Plan Amendment

Attachment X: Draft Official Plan Amendment (Area-Specific Policy No. XXX)

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands known municipally in the year 2016, as
1226 to 1612 and 1233 to 1617 Queen Street East**

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held four public meetings in accordance with the *Planning Act*;

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

1. The attached Amendment No. 299 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

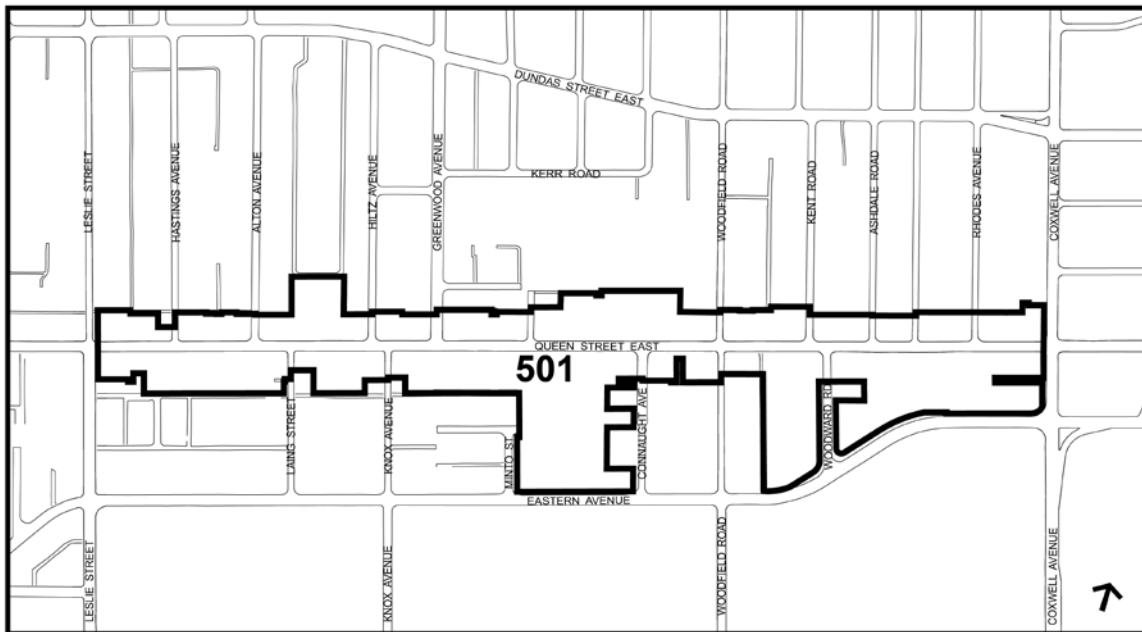
AMENDMENT NO. 299 TO THE OFFICIAL PLAN

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2016 AS
1226 TO 1612 AND 1233 TO 1617**

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

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 501 for the lands known municipally in 2016 as 1226 to 1612 Queen Street East inclusive and 1233 to 1617 Queen Street East inclusive, as follows:

[x]. Queen Street East between Leslie Street and Coxwell Avenue



2. The policies in this Official Plan Amendment are intended to guide and manage moderate, incremental development; respect and reinforce the existing mixed-use and physical character of Queen Street East between Leslie Street and Coxwell Avenue; and ensure an appropriate transition between new development and existing *Neighbourhoods, Parks and Open Space Areas* north and south of Queen Street East.
3. Queen Street East in the Ashbridge Precinct has a character that is influenced by the mix of uses and building types within the area. Many blocks comprise street-

related mixed-use buildings with commercial uses at grade and residential dwellings above. A fine-grain of residential uses are interspersed throughout the precinct in single, semi-detached, and townhouses, typically with generous front yard setbacks and soft landscaping. Unique buildings and uses in the area – the historic Ashbridge Estate, the Russell Yards streetcar facility, and grassy lawns and courtyards associated with occasional apartment buildings – add to the character by deviating from the fine grain of other residential and commercial uses.

4. In order to respect the existing character and pedestrian amenity of the area, non-residential uses at grade will be encouraged in all blocks that currently contain mixed use buildings.
5. In addition to Official Plan Policy 4.5.2, all new development in *Mixed Use Areas* along Queen Street East in the Ashbridge Precinct will:
 - a. respect and reinforce the existing character of the area;
 - b. provide a transition in scale towards existing buildings in *Neighbourhoods*, *Parks and Open Space Areas* through appropriate setbacks and a rear angular plane;
 - c. include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics;
 - d. include building materials that are complementary to the materials used on existing buildings on Queen Street East in the Ashbridge Precinct; and
 - e. have a ground floor height between 3.5 and 4.5 metres, which is in keeping with existing commercial ground floor heights and will reinforce the existing horizontal articulation of building façades.
6. Development that exceeds the permitted height in the Zoning By-law is only appropriate on lots with sufficient width and depth to provide the required step-backs, angular planes and appropriate access for parking and servicing. Such development proposals will demonstrate that the site is adequate to accommodate the proposal and will be reviewed through a Zoning By-law Amendment or Minor Variance process, as applicable. Such development will:
 - a. have a maximum height of 6 storeys (excluding mechanical penthouse);
 - b. provide step-backs above a height of 14 metres within a 45 degree angular plane. The angular plane is to be measured from a height of 14 metres from the Queen Street East façade and any flanking street's façade.
 - c. Provide transitions to existing low-rise residential buildings in *Mixed Use Areas* through side step-backs at upper storeys and setbacks at grade.
7. Urban Design Guidelines for Queen Street East in the Ashbridge Precinct will be used as a tool to evaluate proposed development in the area and ensure that such

development is consistent with the Official Plan. To this purpose, Urban Design Guidelines will:

- a. implement Official Plan policies;
- b. explain how development can respect and reinforce local character;
- c. articulate planning priorities for new development in the area;
- d. promote an animated public realm; and
- e. provide built form guidelines including setbacks, step-backs, angular planes, height and massing for development appropriate within the context of the Ashbridge precinct.

Attachment 5: Draft Urban Design Guidelines

Draft Urban Design Guidelines will be available prior to the Toronto and East York Community Council meeting on January 19, 2016.