



# Avenue Road Avenue Study

Final Open House #3

November 6, 2007  
7:00 – 9:00pm

Lawrence Park Collegiate





# Tonight's Schedule

**6:45 – 7:15**

- Sign-in and look at the Open House boards; City Staff and the Consultants will be available for questions.

**7:20 – 8:20**

- Introduction by the City and Presentation by Brook McIlroy Planning & Urban Design.

**8:20 – 8:45**

- Question & Answer period for City Staff and the Consultants.

**8:45 – 9:00**

- Wrap-up & Next Steps



# Presentation Overview

1. Overview
2. Vision & Guiding Principles
3. Recommendations:
  - Identity of the Avenue
  - Coordinated Street Furniture
  - Public Art
  - Greening
  - Rooftop Billboards
  - Urban Design
  - Green Building standards
  - Uses - Home Occupation & C-1 on Side Streets
  - Community Association
  - Height & Massing Principles
  - Height for Larger Sites
  - GFA & Density
  - Traffic & Parking
  - Section 37
4. Potential Implementation
5. Wrap up & Next Steps



# 1. Avenue Studies

Avenues are key component of the Official Plan:

- Critical success factors:
  - A community based vision for growth
  - Protect established neighbourhoods
  - Focus new development close to transit
- A proactive and comprehensive guide for redevelopment

Objectives for the Avenues Study:

- Recommend improvements to the existing streetscape.
- Create a framework for future development including new zoning by-laws and urban design guidelines.

## 2. Vision

Through feedback at the public Open Houses, Ratepayer's Vision Statement, and through numerous discussions with the LAC:

*"The Upper Avenue will reflect an open, bright, people-friendly environment, framed by green areas and buildings of appropriate scale, safe for young and old alike, nurturing pedestrian traffic day and night, minimizing intrusion of vehicular traffic into adjoining residential streets, alive with commerce, the dynamic core of a thriving neighbourhood and gateway to Toronto."*

## 2. Guiding Principles

From feedback at the Open Houses and through discussions with the LAC:

1. Maintain the **village atmosphere** by ensuring that redevelopment & 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 & residential throughout the Avenue.
3. Maximize **opportunities for greening** the street through the private and public investment, including “green buildings”, new parks and open spaces.
4. Encourage **revitalization** with high-quality development of a modest scale.
5. Build on corridor **identity** – through **naming the Upper Avenue**, introduction of gateways, public art, signage, street furniture, etc.

# 3a. Identity of the Upper Avenue

Input from the LAC and Retail Study, identified the that a brand for this part of Avenue Road is desirable. For physical design and marketing applications.

The Study will recommend that:

- The name “Upper Avenue” should be adopted. This can be used on street furniture, signage, markers, banners and public art.
- The City should develop a logo for the Upper Avenue



Signage & markers can identify the Upper Avenue, similar to other Toronto neighbourhoods.

## 3b. Coordinated Street Furniture

City of Toronto is replacing all of the street furniture in the City with new designs starting in 2008. Each street will have its own site plan for placing benches, garbage/recycling bins, bus shelters and newspaper boxes.

The Study will recommend that:

- Avenue Road will be a priority area for the program.
- The “Upper Avenue” name be on new furniture.
- The Community work with the City to create a furniture placement site plan for the area.



## 3b. Coordinated Street Furniture

The Study will recommend that:

- Each bus stop should include a transit shelter, with seating, waste bin and newspaper box.
- Where sidewalk is wide enough, seating and other street elements can be included: landscape, bicycles, retail 'spill-out'.
- Locate bicycle rings and parking ticket dispenser machines in the bump-outs between the parking spaces to free up room on the narrower areas of the sidewalk.



## 3c. Public Art

The City is developing a Public Art Master Plan that can identify priority areas for art.

The Study will recommend that:

- The intersection of Avenue Road & Wilson is a good public art location as the gateway to the Avenue from the 401.
- North side of Lawrence at Avenue has space for low-scale public art and plantings.
- These locations should be added to the City's Public Art Master Plan.



Gateway feature @ St. George St.



Public art should be of an appropriate scale for its location.



## 3d. Rooftop Billboards

There are 19 locations (some double, triple, quadruple billboards). Permits for only half of these have been found. Under the By-law at least five more locations for rooftop billboards would be allowed.

The Study will recommend:

- The prohibition of any additional rooftop billboards in this location.



Rooftop billboards overwhelm the streetscape, many locations have multiple billboards.

# 3e. Greening – New Parks

The area is parks deficient, especially the east side.

The Study will recommend that:

- Designate the area as a Parks Priority Area in the new City Parks By-law to increase the Parks Levy for new development (existing is 5%, and increase to 10%).
- Use existing City-owned land to create a park at the Roe TTC Loop, if declared surplus & close-off Dunblaine on the east side of Avenue Road to create a village square park.



Roe TTC loop



Dunblaine R.O.W.



McGill Rd. closure at Yonge St.

# 3e. Greening – Douglas Greenbelt

The Study will recommend that the Douglas Greenbelt be:

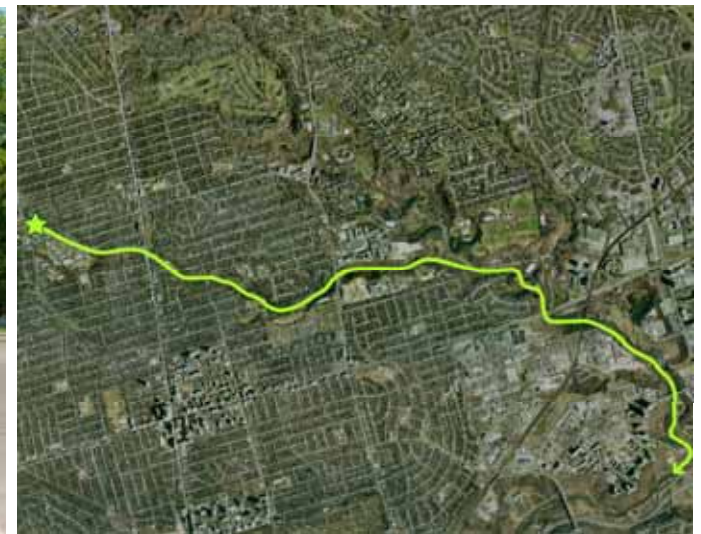
- Connected to Avenue through plantings, along south side of Douglas.
- Improved by creating a public parkette where Douglas dead-ends.
- Identified as part of a larger natural system – linkages to be made in a southeast direction towards the Don River. Propose re-opening the ravine at Glengarry at the south end – City is proceeding to purchase property.
- Naturalized and cleaned-up to improve the ravine.



Entrance to greenbelt



Parkette at cul-de-sac



City-wide connection to the Don

# 3e. Greening – Douglas Greenbelt



Douglas Greenbelt - Before



Douglas Greenbelt - After

# 3e. Greening - Green Fingers & Median

The Study will recommend that:

- City-owned, “orphaned spaces” spaces between the roadways and the sides of buildings (mostly along the side-streets) be planted.
- These spaces be demonstration planting projects for the community.
- The median within the existing painted lines be planted, which will also prohibit left turns.



Bedford Park Ave.



Brookdale Ave.



Greener R.O.W.

## 3e. Greening – Green Lanes

There are two unpaved lanes between Douglas, Bedford & Woburn that connect the east side of Avenue Road.

The Study will recommend that:

- These could potentially be closed off and have small parkettes created on the Avenue Road frontage. This relies on resident buy-in and would allow for access from Grey Road only.



Underutilized lanes.

# 3e. Greening – New Development

The Study will recommend that:

- New development provide publicly accessible open space adjacent to the sidewalk as a component of larger developments. This space should not be the building's principle entrance.
- New development be setback at front property line to create building forecourts, gardens and other social green spaces



Corner parkettes & publicly accessible green or open space as a component of new development.

# 3f. Urban Design Guidelines

The Study will recommend that:

- Transparency at ground floor – glazing; entrances & windows
- Fine-grain of storefronts – maximum distances between entrances (6 - 10m in keeping with the main street character)
- Horizontal articulation at second floor – through cornice line, parapet, other details
- High-quality materials, no blank walls



Fine-grain of storefronts

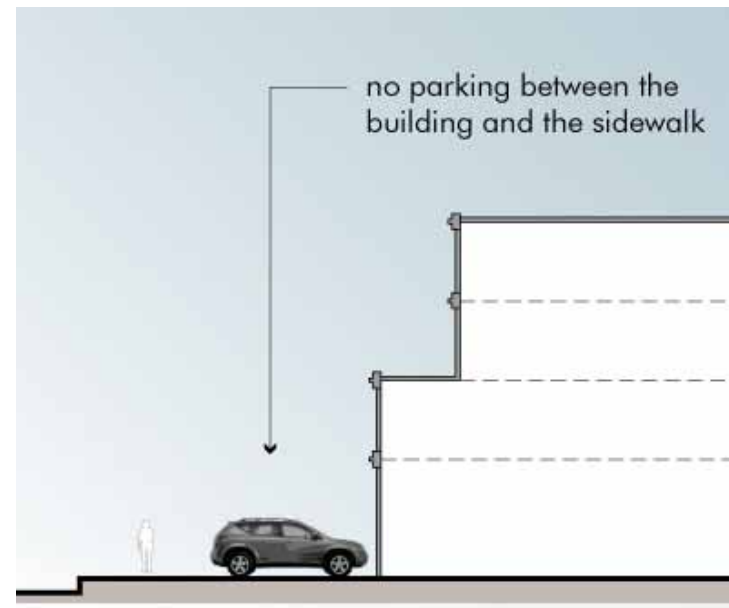
# 3f. Urban Design Guidelines

The Study will recommend that:

- Street-related retail required at-grade.
- Canopies/awnings or other horizontal details for weather-protection.
- Outdoor amenity spaces – patios, outdoor retails, etc...
- Balconies that face the street create a more “urban” condition – should be located above the 2<sup>nd</sup> storey.



A pedestrian-oriented streetscape should be fostered.



Condition for both Avenue Road & side streets

# 3g. Green Building Standards

The City has adopted Green Building Standards, but the City doesn't yet have the legal right to require all of these features in new buildings.

The Study will recommend that:

- The City require new buildings in the area to meet any Green Building Standards that they have the legal right to.
- Green roofs be encouraged.



# 3h. Uses - Home Occupation

City of Toronto already allows for Home Occupation (North York does not) in part of the overall area.

The Study will recommend:

- A zoning change to allow home occupations throughout the area (Lawrence – Wilson, Bathurst – Yonge).
- This permits offices, studios, caterers, hairdresser, tailors in areas up to 30m<sup>2</sup> or 30% of the house whichever is less.
- No sale of goods, no outdoor storage.
- Music & dance teachers only in detached dwellings.
- Health practitioners may have up to 1 employee.

# 3h. Uses – Commercially-zoned Properties on Side Streets

There are a limited number of house-form, house-scaled properties on the east-west side streets have C-1 (commercial) zoning. These will remain in C-1 Zoning (allowable up to 3-storeys)

No consolidation has occurred, except Fairlawn Flower Market.

The Study will recommend:

- Restricting residential & commercial use to a low-rise house form that would create a transition between Avenue Road and the neighbourhoods.
- That the zoning will not include these properties as part of larger consolidated sites where 7-storeys is allowable.



# 3i. Community Association

Support for on-going implementation, review and involvement with regard to:

- Green fingers (maintenance of)
- Gateway makers / Public Art (Design competitions)
- Street furniture placement
- Design/Architectural Review Committee



Brookdale Ave.



Gateway feature @ St. George St.

# 3j. Height & Massing Principles

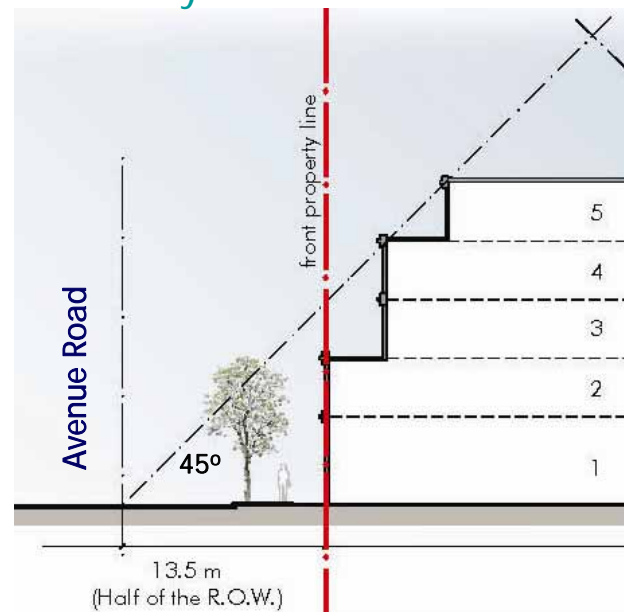
## # Base Condition – Principles for Determining Height

Studied the use of the accepted 45° Visual Angular Plane.

From the centre-point of the road this provides very good sunlight access throughout the day, sky-view and pedestrian scale. This tool will also be used to develop stepback locations above the second-storey.

The Study will recommend that:

- A 5-storey (16.5m) height limit for typical lots.
- Mechanical penthouse cannot penetrate the Visual Angular Plane, or exceed the upper height limit by more than 2m.

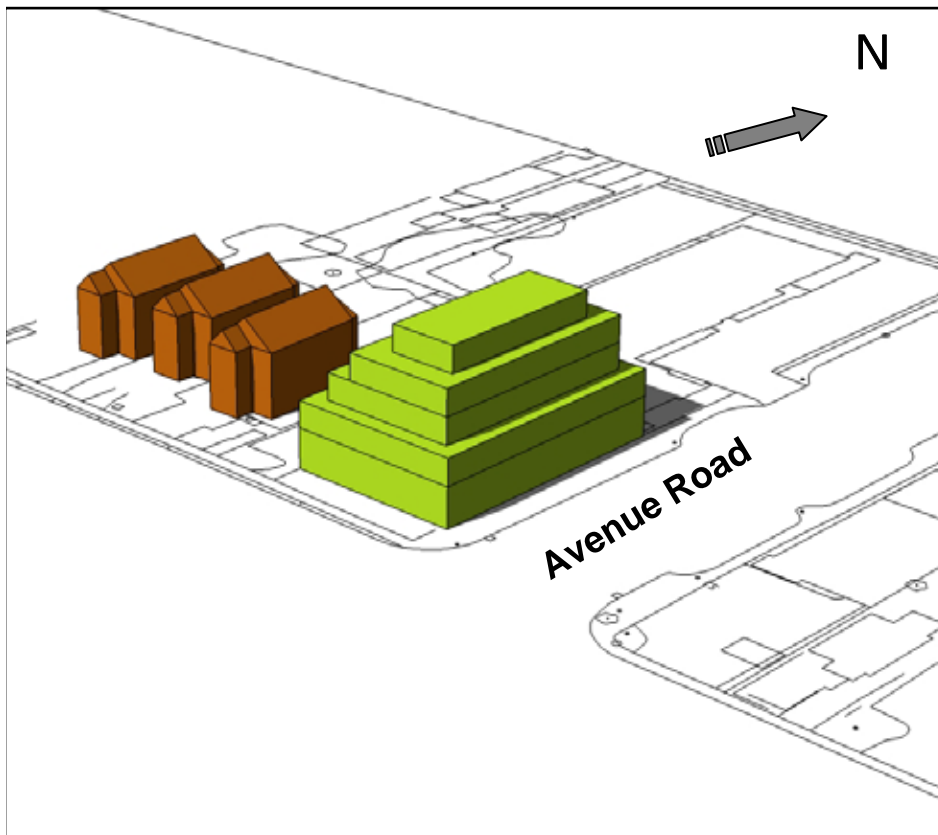




# 3j. Height & Massing Principles

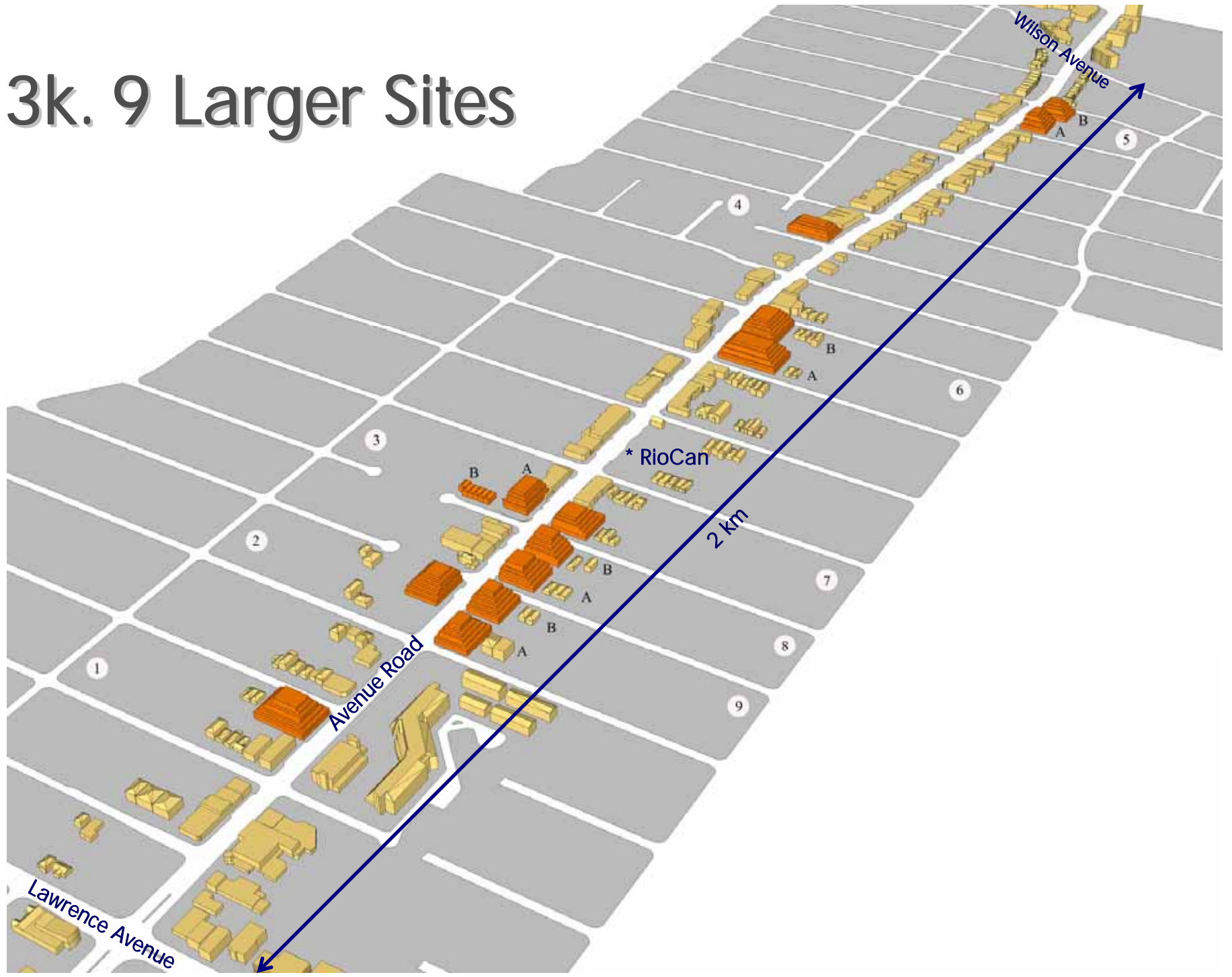
# Base Condition – Massing Models/Shadow Studies

Massing diagrams & models represent building “envelopes”, not building massing.



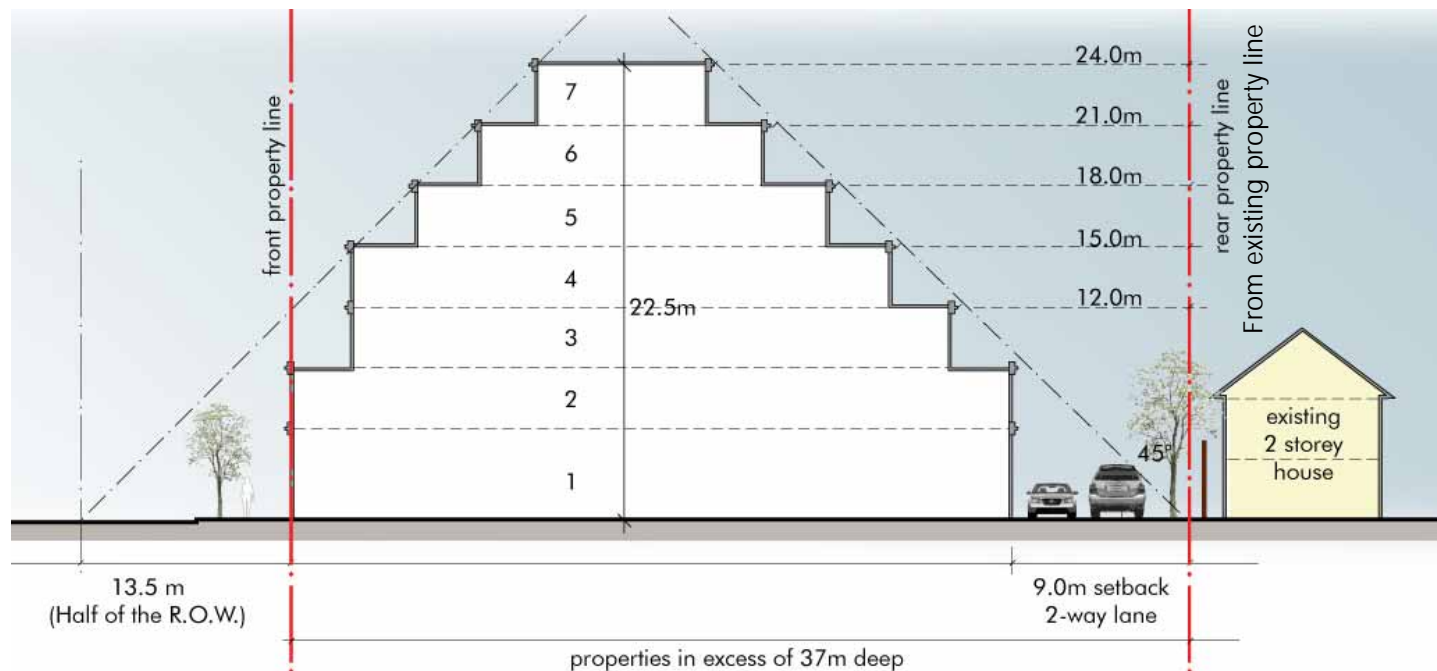
5-storey envelope on a typical lot (30m deep) west & east side

# 3k. 9 Larger Sites

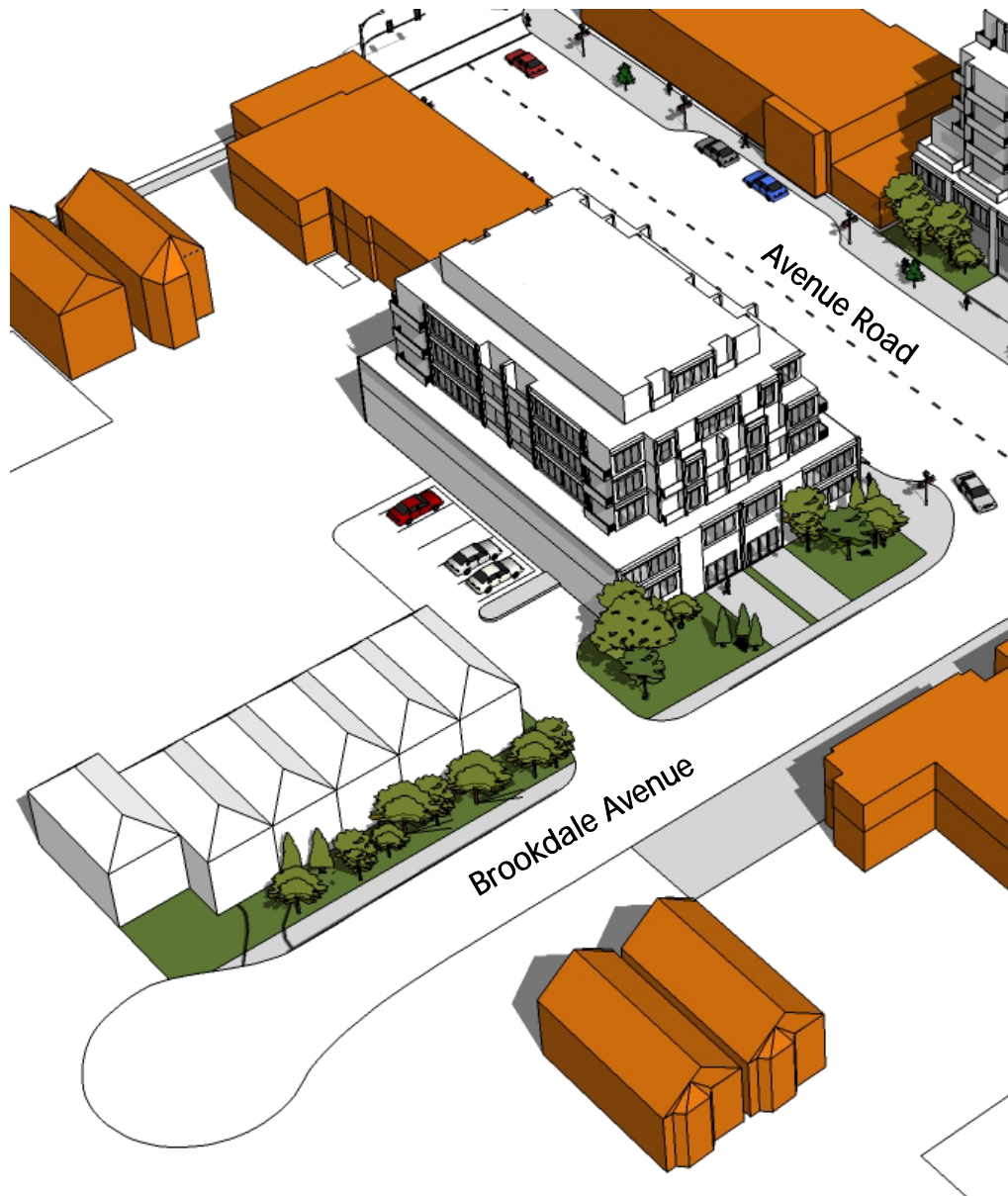


# 3k. Larger Sites

- There are some sites that are currently deeper than average 37m lot depth. (9 that are anticipated for potential development – 1 that is less likely).
- Most are under single ownership while some require 2 properties to be consolidated (No Frills requires more than 2 to be consolidated).
- Same principles as apply to the base case (5-storeys).
- Height will be limited to 7-storeys (approx. 22.5 metres).
- These envelopes will be included the new zoning.



# 3k. Larger Sites – Sample Buildings



## Site 3 – Brookdale Avenue

Total Site Area =  
46.5m (varies) x 91.5m = 3509sm

**Building A: 6-storey Mixed-Use**  
Building Floorplate of 38.8m x 26.6m  
(includes first floor retail component)

**Building B: 6 townhomes (2 – 3 storey)**  
Building Floorplate of 6m x 13m each

# 3k. Larger Sites – Sample Buildings



## Site 5 – Bruno's / Shopper's

Total Site Area =

$$76.2\text{m} \times 44.6\text{m} / 39.9 = 3109.3\text{sm}$$

**Building A: 6-storey Mixed-Use (North)**  
Building Floorplate of 28.5m x 25.5m  
(includes first floor retail component)

**Building B: 6-storey Mixed-Use (South)**  
Building Floorplate of 36m x 25.5m  
(includes first floor retail component)

# 3k. Larger Sites – Sample Buildings



## Site 7 – TD Bank

Total Site Area =  
 $34.3\text{m} \times 43.9\text{m} = 1506 \text{ sm}$

Building A: Seven-storey Mixed-Use  
Building Floorplate of  $23\text{m} \times 38\text{m}$   
(assumes first floor retail component)

# 3k. Larger Sites

## Considerations for Mid-rise Buildings on Larger Sites: recessed 6th & 7th storey

Would a recessed 6th and 7th storey significantly impact shadows and/or skyview?

- Stepbacks & angular plane will maintain sunlight (on Sept/Mar 21<sup>st</sup> until 4:00pm) on one sidewalk.

Would units in a 6th and 7th storey create significant additional traffic loads on Avenue Road and the surrounding residential streets?

- Dispersion of the 9 sites (from 540 units, @2ppl/unit = 1080) will not result in any significant traffic impact.
- Retail/Commercial traffic reduced from change of land use – retail at-grade will likely be community-oriented and smaller scale; combined with other local retail, walking can be a relied upon method for shopping.

Would a recessed 6th and 7th storey create a **building out of proportion** with the street width and other buildings, and result in an overwhelming sense of enclosure for pedestrians?

- Stepbacks & setbacks from the neighbourhood to provide a transition in scale and maximize privacy. Wide R.O.W. (27m) is balanced with buildings of 7-storeys (22.5m).

# 3k. Larger Sites

## Considerations for Mid-rise Buildings on Larger Sites: recessed 6th & 7th storey

Would units in a recessed 6th and 7th storey result in requirements for additional City community services and facilities (schools, community centres, etc.)?

- 1080 additional residents through potential new development over time.
- Parks deficiency to be addressed through recommendations.
- Community services and facilities are available in proximity.
- Elementary & high schools have availability (as per School Board info).

Would 6 or 7 storey buildings be out-of-keeping with the urban design policies of the new Official Plan and zoning for other Avenues with similar right-of-way widths?

Would 6 or 7 storey buildings be out-of-keeping with Provincial Policy Statements?

- Mid-rise buildings (5 – 7 storeys) are consistent with permissions for Avenues with similar road widths elsewhere in the city.

# 3I. GFA & Density

The Community & LAC requested that the Team calculate the densities from the base case & larger sites envelopes.

## 5-Storey Base Zoning

- 3x – 3.5x density
- This is consistent with zoning for Avenues and Main Streets in Toronto.
- Limited and gradual development expected because of fine-grain ownership.

## 9 Larger Sites

- Envelopes range from 1.2x – 3.6x density. 7 out of the 9 sites are between 2x and 3x density.
- Ultimate unit count for all 9 sites (@ 100sm/unit) is approximately 540 units.

# 3m. Parking & Traffic

Increase in local traffic infiltration from short-cuts to avoid Avenue Road.

With the on-street parking/bump-outs, Avenue Road is better served than most arterials.

The Study will include a recommendation for Council to request that the Toronto Parking Authority explore a new lot in the south, either through:

1. Purchasing land and building lot, or
2. Purchasing floors of parking within a new building. The Study will recommend that Council make a formal request of the TPA.



Parking bump-outs along Avenue Road.

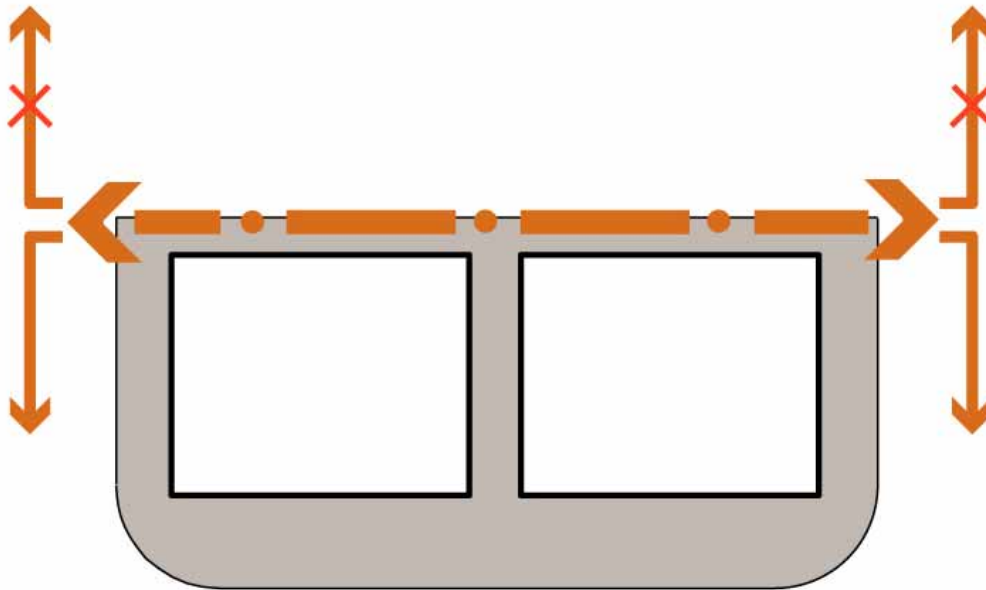


TPA is interested in more lots/garages in south

# 3m. Parking & Traffic

The Study will recommend:

- An area-wide traffic study be undertaken.
- That physical design measures & signage be used to divert traffic from new developments on Avenue Road through physical design measures as well as signage.
- These will be included in the Urban Design Guidelines and determined on a site by site basis.



Access from east-west streets

## 3n. Section 37

Section 37 of the Planning Act provides for additional height and density above the in-place zoning in exchange for community benefits.

Objective of the Avenues Study process has been to develop a reasonable framework for developers to comply with.

No additional height or density above the zoning that is recommended by this Study would be encouraged and little opportunity for S. 37 benefits.

- The Study will not list priorities Section 37 community benefits.

# 4. Potential Implementation Tools

## From the Avenue Study:

- Recommendations for Built Form & Urban Design Guidelines.
- Recommendations for greening of the street and public art through both public & private funding.

## Following this Study (by the City):

- Zoning By-law & Official Plan policy to be prepared by the City following the completion of the Avenue Study in 2008.
- Increased Parks Levy & recommendations for parklands improvements from future City budgets.
- Amend the Sign By-law (moratorium on billboards).
- Guide street furniture placement for Upper Avenue.

## Community Initiatives:

- Community Association created.

# 5. Summary of Meeting Schedule

- Open House #1– Public Meeting (May 1)
- LAC #1 – (May 30)
- LAC #2 Charrette – June 12th
- LAC #3 – June 27th
- Walking Tour July 12th @ 7:30 pm
- LAC #4 (additional) – Sept 5th
- Open House #2 – Sept 18th
- LAC #5 (Hosted by Charleen) – Oct 11th
- LAC #6 – Oct 17th
- Final Open House #3 – Nov 6<sup>th</sup>
  
- LAC #7 – Dec 10<sup>th</sup>
- On-going discussions with Stakeholders.
- Updated materials on City's website.
- Consultant's study completed by the of 2007.
- Implementation report in 2008.

