

## 2. RECOMMENDED PLANNING OBJECTIVES AND CRITERIA

Our vision for the two Study Areas has been shaped by background study undertaken in both Phase 1 and Phase 2 of the Studies, and by an extensive consultation process, including the May 8th Charette (community design workshop). In developing and refining our vision, we have also been guided by the Planning Objectives we set out in our Phase 1 Report.

With the benefit of work carried out in Phase 2, we have revised the objectives initially set out in the Phase 1 Report to more carefully reflect specific conditions in these areas. We have included the revised objectives in this Phase 2 Report to assist in understanding and evaluating our work, and also as recommended guidelines for completing the work of Phase 3. We are recommending that City staff use these Planning Objectives to guide their work in Phase 3 of the Studies.

### Recommended Planning Objectives and Criteria

#### A. Natural Environment

- i) Improve natural environmental conditions in the Study Areas by such measures as providing better access to natural areas where public access is appropriate, protecting sensitive natural areas by limiting access, replacing alien and invasive species with natives in accordance with an approved plan, cleaning up garbage and illegal fill and ensuring water courses are protected from contamination.
- ii) Create new natural areas and open spaces that reflect or recreate natural features that have been lost, such as lost watercourses, treed areas and wetlands.
- iii) Encourage feasible green technologies, such as green roof development and environmentally advanced storm water management practices.

#### B. Heritage and Archaeological Resources

- i) Identify and undertake initiatives to explore and publicly recognize the cultural and natural history of the Study Areas.
- ii) Preserve and appropriately reuse heritage buildings, grounds, landscapes and structures within the Study Areas.
- ii) Identify and preserve significant archaeological features.

#### C. Economic Development

- i) Protect viable Employment Areas and take into account the needs of existing employment uses within areas to be redesignated for non-employment uses.
- ii) Include employment uses compatible with residential and other non-residential uses in Mixed Use Areas.
- iii) Recognize the impact of new residential uses on existing employment uses as well as vice versa, and ensure the compatibility of adjacent uses, establishing buffer areas where appropriate in new Residential and Mixed Use Areas.
- iv) Recognize the economic benefits of new development while ensuring that new development also responds to community needs.
- v) Establish clearly stated as-of-right development standards that facilitate appropriate development with a predictable character and scale within a more general planning framework flexible enough to permit timely responses to changed conditions.

**D. The Public Realm**

- i) Plan for and promote the creation of a coherent and inter-connected Public Realm comprising existing and new streets, sidewalks, public and institutional open spaces, and publicly accessible parts of private development.
- ii) Ensure coherent and useful connections between existing and new development and subway stations and bus terminals, including improved and/or new connections between existing residential communities and TTC station facilities, where appropriate.
- iii) Reinforce the grade level of existing and new development as public space, including the promotion of retail, community service and other non-residential uses at grade level along major streets (Danforth Road, and Warden and Victoria Park Avenues).
- iv) Provide safe street-level access to grade-related uses, even where, as in the case of Victoria Park Avenue, there may also be grade-separated access.
- v) Recognize public investment in the public realm as an important means of promoting private investment in both private and public lands.
- vi) Plan for and promote a system of public art to add amenity to significant public spaces while commemorating the unique history, culture and landscape of the area.

**E. Community-building**

- i) Protect the existing fabric, scale and character of established stable lower-density neighbourhoods, and ensure that new development has a fabric, scale and character that is compatible with existing neighbourhoods and stable developed areas.
- ii) Create a high quality pedestrian environment, in association with development at appropriate densities, as a means of building a sense of community and encouraging walking, cycling and transit use.
- iii) Provide for a variety of housing types and tenures.
- iv) Protect existing community services and facilities, and promote the introduction of new ones, in accordance with community needs.
- v) Ensure that consideration of new development proposals and applications takes into account the need to provide affordable space for existing services located on sites proposed for redevelopment, and to protect existing heritage and archaeological resources worthy of preservation, with particular attention to the Bell Estate and the Centennial College lands.

**F. Urban Design**

- i) Establish comprehensive urban design standards and guidelines that address street sections and streetscapes, parks and open spaces, public buildings, infrastructure, and private buildings, in order to ensure the creation of a comfortable, usable, legible, and memorable public realm, and in order to establish a context for incremental investment and development over time.
- ii) Prepare detailed urban design plans for particularly complex and/or publicly significant sub-areas within the Study Areas, such as the Warden Station lands north and south of St. Clair Avenue and the Victoria Park Station site, and the former Beckers' lands, including the Ina Grafton Gage site and the Bell Estate.
- iii) Add value to private and public lands by investing in and improving the public realm.

## G. Movement

### *Transit:*

- i) Provide improved pedestrian access to and from the Warden and Victoria Park subway stations and bus terminals, including direct weather-protected pedestrian access where appropriate, with linkages to all other parts of the related Study Area, taking advantage of existing resources, including abandoned rail lines and bridges and Hydro rights-of-way.

### *Subway stations and bus terminals:*

- ii) Consolidate subway station activities in order to improve their safety and accessibility while establishing and enhancing development opportunities on, adjacent to, and/or, where feasible, above, existing stations, parking lots and terminals.

### *New Streets:*

- iii) Ensure that new streets are planned and developed as integral parts of the existing street system, and that new streets provide direct, efficient and convenient access to Warden Avenue and Danforth Road.

### *Pedestrian access:*

- iv) Provide a coherent and continuous network of public sidewalks and trails, linked to established neighbourhoods, taking advantage of existing resources, including privately held lands, previously used as rail lines or bridges and Hydro rights-of-way.

### *Bicycle access:*

- v) Provide safe and continuous bicycle routes, consistent with the City's Bike Plan and cycling policies.

### *Parking:*

- vi) Ensure that adequate, accessible on-site parking is provided to serve all proposed new projects, while minimizing driveway curb cuts and accommodating on-street parking wherever appropriate.
- vii) Review and revise existing parking requirements applicable to the Study Areas to reflect the availability of transit services and to promote transit use.

### *Traffic Impacts:*

- viii) Assess traffic impacts as new development is reviewed and ensure that development potential is allocated in a way that ensures that, to the extent possible, increased demand can be met by transit rather than increased capacity on existing major streets, and that any negative impacts are appropriately mitigated.
- ix) Discourage land uses, such as destination retail, that bring significant amounts of new non-resident vehicular traffic into the area.

## **H. Green Space And Special Places**

### *Existing Open Spaces:*

- i) Where possible, increase and enhance the use of existing open spaces by linking them in the context of the larger public realm.

### *Access to Parks and Open Spaces:*

- ii) Provide improved and safe access to existing and new parks and open spaces from Warden, St. Clair and Victoria Park Avenues.

### *New Parks:*

- iii) Provide new parks, both active and passive, to serve new development within the Study Areas, as well as the adjacent neighbourhoods, and wherever feasible, ensure that new parkland in adjacent developments is located so as to result in consolidated or fully linked parks.

### *Landmarks and Heritage:*

- iv) Provide visual markers in appropriate locations, including gateway locations, and use these as opportunities to recognize and natural and cultural heritage within the Study Areas, including historic plaques and visual and textual information regarding the area's history.

### *Views and Axes:*

- v) Enhance important views and/or axes to/from and within the Study Areas.

## **I. Living And Working**

### *Land Use:*

- i) Make better use of lands and facilities associated with the Warden and Victoria Park subway stations, including the stations themselves and associated bus terminals and parking lots, consistent with City policies and objectives respecting, among other things, transit-supportive development, built form, the protection and enhancement of existing neighbourhoods, parks, affordable housing and community services and facilities.
- ii) Promote a range of mixed use development in order to encourage economic diversity and live-work opportunities and to decrease dependency on the private automobile for work-related travel.
- iii) Discourage destination retail uses in order to promote transit-supportive development, avoid the need for road widenings and to promote street-related retail and service uses.

### *Safety and Amenity:*

- iv) Provide a safe public realm that is reinforced by the adjacent privately owned uses, and also promotes and supports social gatherings

### *Community-oriented Development:*

- v) Encourage forms of development that address the community's immediate, medium, and long-term needs, including education, health-care/seniors, other social/family services, and recreation needs.

*Housing Mix and Variety:*

- vi) Encourage a range of housing types, tenures and densities in order to attract a wide range of household types and incomes.
- vii) Promote higher density residential uses adjacent to subway stations in order to enhance opportunities for transit use to place of work.

**J. Allocation of Development Potential and Transition**

*Density Distribution:*

- i) Allocate development potential so that lowest densities are in low-rise residential areas, mid-range densities are along major streets, and higher densities are adjacent to subway stations.
- ii) Locate the highest densities in the Warden Corridor at the southeast corner of Warden and St. Clair in order to support transit use, while protecting the natural areas located at the other three corners of the intersection.
- iii) In the case of both the Warden and Victoria Park Station lands, use massing and built form controls to ensure appropriate transitions from higher buildings to lower scale buildings and neighbourhoods, and to ensure satisfactory microclimatic conditions, while maintaining transit-supportive land uses and densities.

*Phasing:*

- iv) Plan for intensification that can be achieved in logical and appropriate increments of development over time, within the context of a comprehensive vision for the two Study Areas.
- v) Encourage landowners with different time frames for new development to work together and as appropriate to enter into agreements to ensure an equitable distribution of development costs and benefits associated with the recommended vision for the Study Areas.